

Statement of Recommendation from the Executive Director, Heritage Victoria

Spotswood Railway Station Complex
Hudsons Road, Spotswood, Hobsons Bay City
Bunurong Country



Executive Director recommendation

Under section 37 of the *Heritage Act 2017 (the Act)* I recommend to the Heritage Council of Victoria (**Heritage Council**) that the Spotswood Railway Station Complex, located at Hudsons Road, Spotswood is not of State-level cultural heritage significance and should not be included in the Victorian Heritage Register (**VHR**).

I note that the place is already included in the Heritage Overlay of the Hobsons Bay Planning Scheme.

I suggest that the Heritage Council determine that:

- The Spotswood Railway Station Complex is not of State-level cultural heritage significance and should not be included in the VHR in accordance with section 49(1)(b) of the Act
- It is more appropriate for steps to be taken under the *Planning and Environment Act 1987* or by any other means to protect or conserve the place in accordance with section 49(1)(c)(ii) of the Act.



STEVEN AVERY
Executive Director, Heritage Victoria

Date of recommendation: 12 January 2026

Explanatory note to readers

The system of [heritage protection in Victoria](#) essentially operates at two levels.

Most heritage places in Victoria will be important at a local level to particular communities. These heritage places may be appropriate for protection by local government by means of a Heritage Overlay under the local planning scheme.

A much smaller percentage of places and objects will be important at a State level. This means that they tell an important story in the history of Victoria, rather than the history of their local area or region. places and objects of State-level cultural heritage significance may be considered for inclusion in the VHR under the Act.

The very high benchmark or 'threshold' for inclusion in the VHR is demonstrated by the fact that as of March 2024, there were just over 2,400 places of State-level significance which were included in the VHR. This compares to over 19,000 places of local-level importance protected by Victoria's 79 councils in Heritage Overlays. In other words, roughly 10% of Victoria heritage places were protected at a State-level by inclusion in the VHR compared with 90% being protected by local government.

In the case of Spotswood Railway Station Complex and the Spotswood Railway Signal Box, it has already been established by Hobsons Bay City Council that these places are of heritage significance at the local level as demonstrated by their inclusion in the Heritage Overlay of the Hobsons Bay Planning Scheme.

This current process under the Act has been initiated to establish not whether the place is of cultural heritage significance (since this has already been established by Hobsons Bay City Council) but rather, whether the place is of cultural heritage significance to the State of Victoria. Any recommendation or finding of this current process does not in any way diminish the significance that the place holds to the community, the local government area or region.

More information about heritage protection in Victoria can be found on the [Heritage Council website](#).

The process from here

1. The Heritage Council publishes the Executive Director's recommendation (section 41)

The Heritage Council will publish the Executive Director's recommendation on its [website](#) for a period of 60 days.

2. Making a submission to the Heritage Council (sections 44 and 45)

Within the 60-day publication period, any person or body may make a written submission to the Heritage Council. This submission can support the recommendation, or object to the recommendation and a hearing can be requested in relation to the submission. Information about making a submission and submission forms are available on the [Heritage Council's website](#).

3. Heritage Council determination (sections 46, 46A and 49)

The Heritage Council is an independent statutory body. It is responsible for making the final determination to include or not include the place, object or land in the VHR or amend a place, object or land already in the VHR.

If no submissions are received the Heritage Council must make a determination within 40 days of the publication closing date.

If submissions are received, the Heritage Council may decide to hold a hearing in relation to the submission. The Heritage Council must conduct a hearing if the submission is made by a person or body with a real or substantial interest in the place, object or land. If a hearing does take place, the Heritage Council must make a determination within 90 days after the completion of the hearing.

4. Obligations of owners of places, objects and land (sections 42, 42A, 42B, 42C, 42D and 43)

The owner of a place, object or land which is the subject of a recommendation to the Heritage Council has certain obligations under the Act. These relate to advising the Executive Director in writing of any works or activities that are being carried out, proposed or planned for the place, object or land.

The owner also has an obligation to provide a copy of this statement of recommendation to any potential purchasers of the place, object or land before entering into a contract.

5. Further information

The relevant sections of the Act are provided at the end of this report.

Background

On 8 September 2025, the Executive Director received an Exclusion Determination application in relation to the Spotswood Railway Station Complex.

Upon considering the application, the Executive Director formed the opinion that there were no grounds to consider that the place had 'no reasonable prospect' of inclusion in the VHR.

On 11 November 2025, the Executive Director refused to make an Exclusion Determination in relation to the place. Under section 34A of the Act, the Executive Director has accepted the application as a nomination for the inclusion of the place in the VHR.

Description

The following is a description of the Spotswood Railway Station Complex at the time of the site inspection by Heritage Victoria on 9 October 2025. Internal conditions of the place were informed by *State-level heritage assessment: Spotswood Railway Station Complex* (26 March 2025) by GJM Heritage.

The place contains the following structures:

Upside station building and platform

The upside station building extends along Hope Street on the west side of the railway line. It is single storey with a rectangular plan and symmetrical frontage. The building is constructed with red brick and features pilasters at corners, entries and the end bays. High parapets with a roughcast rendered finish and arched parapets extend along the building and conceal the roof from street view. The building contains two chimneys, which are visible from various points around the complex. A prominent, arched opening is located at the centre of the building, providing access from Hope Street to a central booking hall and the platform.

Internally, the building is bisected by the booking hall. To its north, the building comprises a waiting room and a former telegraph and parcels office. To the south of the booking hall, the building contains an enclosed former ladies waiting room and male and female toilets.

All external window and door openings are generally consistent with their 1912 design. Several of them have either been boarded up or infilled with later red face brick.

On the Hope Street elevation, a ramp provides access into the booking hall. The ramp has a red face brick wall capped with bluestone copings with a palisade balustrade. On the platform elevation, the upside station building features a cantilevered canopy overhanging the platform.

Downside station building and platform

The downside station building is smaller than the upside station building but with a similar design and materiality. It also features a ramped access on the Hall Street elevation. The building retains all of its original external window and door openings, although most have been either boarded up or infilled with brick. A brick addition was constructed to the south of the building in c. 1940s.

Internally, the building is bisected by a central booking hall. A former booking office is located in the northern part of the station building. A former porters room (now a Protective Services Officers Office) is located in the southern portion of the building.

The building also comprises a cantilevered canopy extending over the platform.

Signal box

The signal box is a freestanding weatherboard building located at the northwest corner of Hudsons Road and Hope Street, to the immediate south of the Hudsons Road level crossing. The building is generally square in plan with a small extension on its south. It has a gabled roof form clad with corrugated metal sheeting. Timber finials, bargeboards and stop-chamfered bracing remain at the gable ends. All window openings have been boarded up, with some windows being replaced by non-original windows with aluminium frames.

It is understood that the lever frame and levers are still extant within the signal box.

Subway

A subway is located to the north of the station buildings, providing access between Hope and Hall streets. The subway is constructed with red face brick and connects to the ramped access of both station buildings.

Plinth

A small rectangular plinth is located at the south of the upside platform. It is the only remnant of a former store and lamp room.

Other structures

The place includes several early signal masts of the same design. These masts have distinctive metal finials and are fitted with later signalling equipment.

A disconnected siding is located to the south of the downside platform and extends along the main railway line beyond the extent of the place.

Diagram of main elements

This diagram indicates the location of the main elements at the Spotswood Railway Station Complex.



Description images



2024, Hope Street elevation of the upside station building. Source: Heritage Victoria.

2024, platform elevation of the upside station building. Source: Heritage Victoria.



2024, Hall Street elevation of the downside station building. The 1940s addition is indicated with an arrow. Source: Heritage Victoria.

2025, platform elevation of the downside station building. The 1940s addition is indicated with an arrow. Source: GJM Heritage.



2025, signal box. Source: GJM Heritage.



2025, interior of the signal box. Source: GJM Heritage.



2025, subway looking towards the upside station building. Source: GJM Heritage.

2025, view of the subway entrance. Source: GJM Heritage.



2025, plinth located to the south side of the upside platform which was the foundation and is the only remnant of a former store and lamp room building. Source: Heritage Victoria.

History

Background

The name of the station and the surrounding suburb changed several times before 1905. The area was initially known as Edom, before being renamed Bayswater in 1879.¹ Its name briefly reverted to Edom but became Spottiswoode by 1881 after an early landowner. In 1905, both the station and suburb were renamed Spotswood.

Early development of the Williamstown Line and Spotswood Railway Station Complex

Year	Development
1853	The Melbourne Mount Alexander and Murray River Railway Company (MMA&MRR Co) was established to construct a railway from Melbourne to the Murray River at Echuca via Mount Alexander. The proposal also included a branch line from Melbourne to Williamstown.
1856	MMA&MRR Co soon encountered financial difficulty. As a result, the Colonial Government of Victoria established the Victorian Railways Department (the Victorian Railways), which subsequently took over the company's operations. ²
1859	In January 1859, the Williamstown Railway Line and the Footscray-Sunbury Line were officially opened as the first Victorian Government railway. By the end of 1859, the Williamstown Railway Line comprised five stations, namely Footscray, Geelong Junction (Later Newport), North Williamstown, Williamstown and Pier.
1878	Edom Railway Station was built in February 1878 on the Williamstown Railway Line. This early station had a timber station building with railway employees' quarters, platforms and 'one or two other smaller buildings'. ³
1889	W Bennett was awarded the contract to build a signal box. ⁴
1890	The timber signal box was officially opened.

The Victorian Railways' upgrade program c.1901-18

Year	Development
1900 – 1912	The suburbs of Footscray, Yarraville, Spotswood and Newport developed into major centres for metal trades including iron founding, engineering, shipbuilding and the manufacture of agricultural implements. In Spotswood, various sidings were constructed to cater for the transport requirements of these industries. The rapid industrial growth attracted a large working-class population to these areas. As a result, Spotswood Railway Station was no longer adequate to service the growing community and was described at the time as being 'most cramped and antiquated'. ⁵ Around the same time, passenger facilities across the Victorian railway network were increasingly

¹ *Advocate*, 22 March 1879: 16

² Andrew Ward (2019), *A story of stations*: 44.

³ *Argus*, 23 March 1878: 9.

⁴ *Argus*, 24 September 1889: 11.

⁵ *Williamstown Chronicle*, 29 July 1911:2.

	<p>regarded as inadequate and required improvement.⁶ In response, the Victorian Railways initiated a program to raise the standard of the railway network. Implemented mainly between 1901 and 1918, this program included the expansion and extension of several metropolitan and regional railway lines, the construction of new railway stations, the upgrading of locomotives, and improvements to staff accommodation, railway trucks and cattle yards.⁷ Toward its end, the program also saw the electrification of several railway lines.</p> <p>A large number of suburban and regional railway stations were demolished and rebuilt during this period to provide greater passenger comfort, with most of these new passenger buildings constructed between c.1910 and 1915. A list of the ~86 railway stations constructed during this period is provided in Appendix 2.</p> <p>On the Williamstown Railway Line, Newport, Spotswood and North Williamstown railway stations were demolished and rebuilt in 1912. All three stations were constructed by contractor F E Shillabeer based on a Victorian Railways design.⁸</p> <p>The design of the upside and downside station buildings in Spotswood was attributed to James W Hardy, Senior Architect of the Victorian Railways. Hardy was also credited for the design of the new station buildings at Caulfield (VHR H1665), Malvern (VHR H1575) and Warragul (VHR H1598) during this period.</p>
1912	<p>By June 1912, the construction of the new station buildings at Spotswood had commenced. In addition to Spotswood, Newport and North Williamstown, new station buildings (both timber and brick) were also being built at Fairfield, Glenrowan, Ivanhoe, Maffra, Mornington, Stratford, Trafalgar, Yarragon, Croydon, Macedon, Penshurst, Sheep Hills, Sydenham, Riddell, and Westgarth.⁹</p> <p>By December 1912, the brick upside and downside buildings at Spotswood Railway Station had been completed.¹⁰ The upside building is substantially larger than the downside building, indicating a higher level of investment from the Victorian Railways to improve the comfort of the city-bound passengers, particularly during peak hours.</p> <p>An outbuilding was also constructed to the south of the upside building. This outbuilding contained a lamp room, store and shed.¹¹</p>

Later development of the Spotswood Railway Station Complex

Year	Development
1916–1920	The electrification process began on the Williamstown Railway Line in 1916 and was completed by 1920. ¹²

⁶ GJM Heritage (2014), *The Victorian Railways: A Thematic History*: 75.

⁷ *Railway Loan Application Acts 1909, 1910, 1911 and 1912*.

⁸ *Argus*, 03 April 1912: 7; VHD Place ID 15067.

⁹ Victorian Railways, *Victorian Railways Report for the Victorian Railways Commissioners for the financial year ending 30th June 1912*: 14.

¹⁰ *Age*, 04 Dec 1912: 14.

¹¹ Victorian Railways (1912), contract drawing no 22887 titled 'New Station buildings at Spotswood: Detail of outbuildings'. Department of Transport Archives.

¹² *Age*, 04 August 1916: 4; *Age* 14 August 1920:8.

1925	A subway was constructed to provide easier pedestrian access between Hall and Hope streets. ¹³
c.1940s	An additional room was constructed off the south elevation of the downside station building.
1970s–2000s	The store and lamp room on the upside platform was demolished.
c.2014	The porters room of the downside station building was modified to accommodate Protective Service Officers.

Selected bibliography

Department of Transport Archives collection, as cited.

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GJM Heritage (2025), *State-level heritage assessment: Spotswood Railway Station Complex, Hall St & Hope St, Spotswood*.

Newspaper articles, as cited.

PROV, VA2876 Victorian Railways, VPRS 17400/ P1, Aerial photographs of Victorian Railway Line Sections; ALBION-BROADMEADOWS 1969, 1950; FOOTSCRAY-ST ALBANS 1950; NORTH MELBOURNE-WILLIAMSTOWN 1969; RIVER SIDINGS-NEWPORT 1962.

Railway Loan Application Acts 1909, available at https://classic.austlii.edu.au/au/legis/vic/hist_act/rlaa1909246/

Railway Loan Application Acts 1910, available at https://classic.austlii.edu.au/au/legis/vic/hist_act/rlaa1910246/

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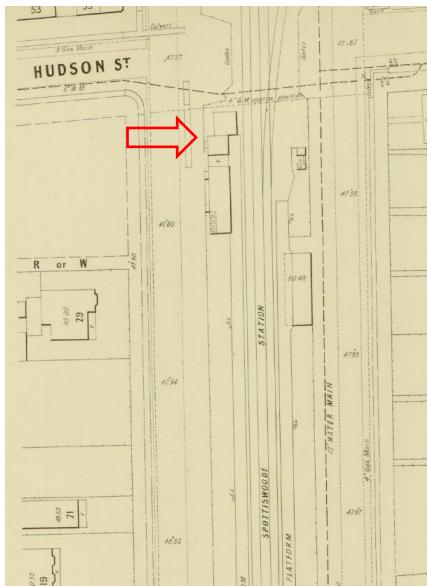
Ward, Andrew (1982), *Victoria's Railway Stations: An Architectural Survey*

Ward, Andrew (2019), *A story of stations: the architecture of Victoria's railways in the nineteenth-century*.

Victorian Railways, *Victorian Railways Report for the Victorian Railways Commissioners for the financial year ending 30th June 1912*, at https://www.victorianrailways.net/vr%20history/annual_reports/vrar1912.pdf

¹³ *Herald*, 18 March 1925: 9.

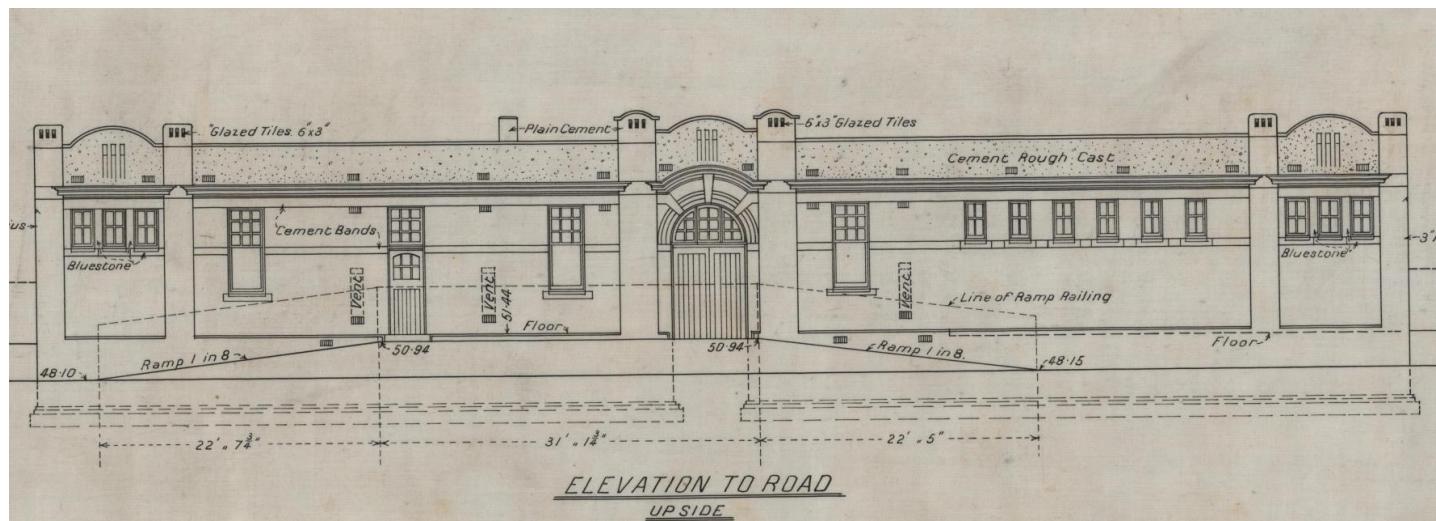
Historical images



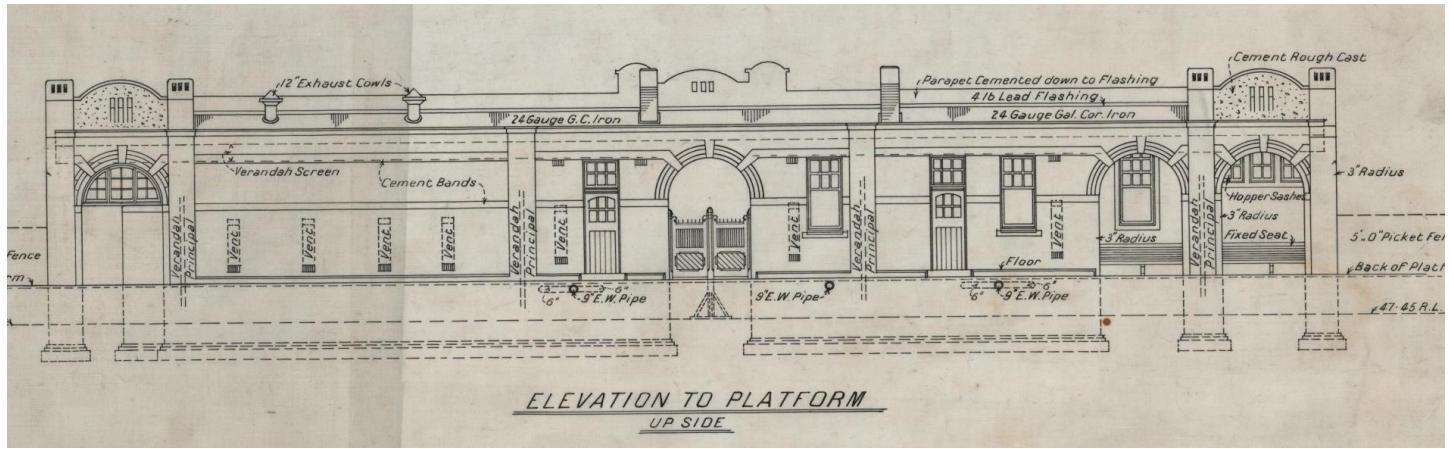
1904, Spotswood Railway Station Complex. The timber signal box is indicated with an arrow. Source: MMBW Plan no 99, State Library of Victoria Collection.



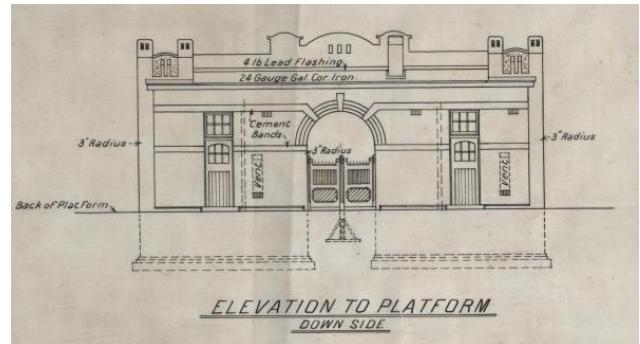
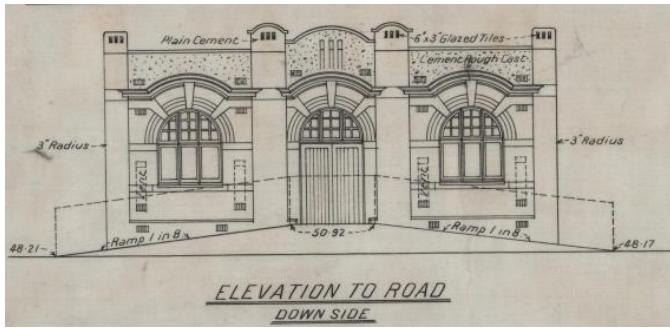
1910, Spotswood Railway Station Complex prior to the 1912 upgrade program. The signal box is located to the right. Source: John Young Collection (Victorian Places website).



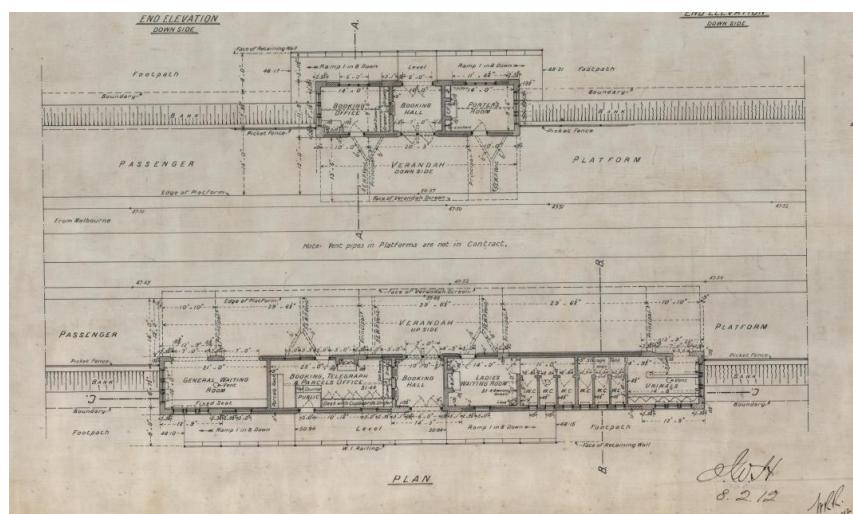
1912, the front elevation of the upside station building. As of 2025, the building remains consistent with the original design. Source: Drawing No 1 titled 'New Station Buildings at Spotswood', Contract No 22887, Department of Transport Archives.



1912, the platform elevation of the upside station building. Source: Drawing No 1 titled 'New Station Buildings at Spotswood', Contract No 22887, Department of Transport Archives.



1912, the drawing shows the downside building prior to the 1940s addition. The front elevation is on the left and the platform elevation on the right. Source: Drawing No 1 titled 'New Station Buildings at Spotswood', Contract No 22887, Department of Transport Archives.



1912, the floor plan of the downside (on top) and upside (bottom) station buildings. The upside building comprises a much larger footprint, which indicates a higher level of investment from the Victorian Railways. Source: Drawing No 1 titled 'New Station Buildings at Spotswood', Contract No 22887, Department of Transport Archives.



1962, this aerial view shows the extent of the Spotswood Railway Station Complex in 1962. The former lamp room and store building (now demolished) is indicated with an arrow. Source: PROV, VPRS 17400/P1, 002.

Further information

Registered Aboriginal Party information

The place is located on Bunurong Country.

Under the *Aboriginal Heritage Act 2006*, the Registered Aboriginal Party for this land is the Bunurong Land Council Aboriginal Corporation.

Victorian Aboriginal Heritage Register

The place is not included in the Victorian Aboriginal Heritage Register and is not in an area of Aboriginal cultural heritage sensitivity.

(3 December 2025)

Integrity

The integrity of the place is fair. The upside station building allows the place to be read as a 1912 railway station, whereas the integrity of the downside building is reduced by the 1940s addition.

Furthermore, a number of structures were removed from the place, including the former store and lamp room building and the level crossing gates, which were replaced with boom barriers at Hudsons Road.

(3 December 2025)

Intactness

The intactness of the place is fair.

(3 December 2025)

Condition

The condition of the place is good.

(3 December 2025)

Note: The condition of a place or object does not influence the assessment of its cultural heritage significance. A place or object may be in very poor condition and still be of very high cultural heritage significance. Alternatively, a place or object may be in excellent condition but be of low cultural heritage significance.

Other information

Heritage Overlay

The place is included in the Heritage Overlay of the Hobsons Bay Planning Scheme as HO 134 Spotswood Railway Station Complex.

The Signal Box is included in a separate Heritage Overlay as HO 135 Spotswood Railway Signal Box.

Other relevant planning scheme overlays

There are no other planning scheme overlays for the place.

Other Listings

There are no other listings for the place.

Other Names

There are no other widely known names for the place.

Date of construction/creation

The Signal Box was constructed in 1890.

The upside and downside station buildings were constructed in 1912.

Architect/Builder/Designer/Maker

The design of the upside and downside station buildings is attributed to James W Hardy, Senior Architect of the Victorian Railways.

The builder was FE Shillabeer.

Architectural style

Federation/Edwardian

Statutory requirements under section 40

Terms of the recommendation (section 40(3)(a))

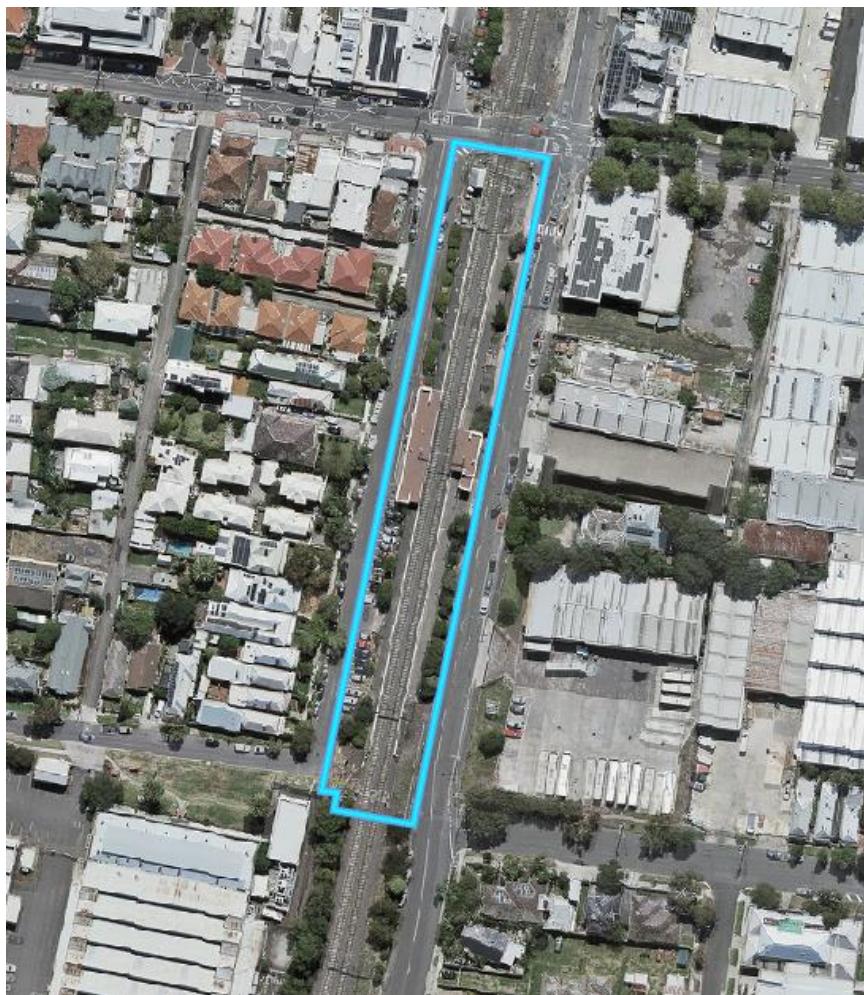
The Executive Director recommends that the Spotswood Railway Station Complex is not included in the VHR.

Information to identify the place or object or land (section 40(3)(b))

Name: Spotswood Railway Station Complex

Location: Hudsons Road, Spotswood

Location diagram



Reasons for the recommendation, including an assessment of the State-level cultural heritage significance of the place (section 40(3)(c))

Following is the Executive Director's assessment of the Spotswood Railway Station Complex place against the tests set out in [The Victorian Heritage Register Criteria and Thresholds Guidelines \(2022\)](#). A place or object must be found by the Heritage Council to meet Step 2 of at least one criterion to meet the State level threshold for inclusion in the VHR.

CRITERION A: Importance to the course, or pattern, of Victoria's cultural history.

Step 1 Test for Criterion A

No.	Test	Yes/No	Reason
A1)	Does the place/object have a clear association with an event, phase, period, process, function, movement, custom or way of life in Victoria's cultural history?	Yes	The place has a clear association with the upgrade program to Victoria's railway networks in the years 1901-18.
A2)	Is the event, phase, period, process, function, movement, custom or way of life of historical importance, having made a strong or influential contribution to Victoria?	Yes	<p>This phase is of historical importance, having made a strong and influential contribution to Victoria.</p> <p>In the early 1900s, Victoria's railway facilities were no longer adequate to accommodate increasing passenger numbers and industrial activities. In response, the Victorian Railways expanded and duplicated sections of the metropolitan and country rail network, constructed new stations, and demolished and rebuilt a large number of existing stations across the State.</p> <p>This upgrade program made a strong and influential contribution to Victoria. It significantly increased the capacity of the railway network and improved station facilities, providing greater comfort for both passengers and railway employees. More broadly, the works demonstrated the growing confidence and role of the Victorian Railways as a major provider of public buildings and infrastructure across the State.</p>
A3)	Is there evidence of the association to the event, phase, period, process, function, movement, custom or way of life in Victoria's cultural history?	Yes	<p>There is evidence of the association between the place and this historical phase.</p> <p>The Spotswood Railway Station Complex was built in 1912 to replace an earlier station. The style and materials of the place reflect the design principles of the Victorian Railways in the years 1901-18.</p>

If A1, A2 and A3 are all satisfied, then Criterion A is likely to be relevant (but not necessarily at the State level)

Executive Director's Response: Yes Criterion A is likely to be relevant.

Step 2 State-level test for Criterion A

No.	Test	Yes/No	Reason
SA1)	Does the place/object allow the clear association with the event, phase, period, process, function, movement, custom or way of life of historical importance to be understood better than most other places or objects in Victoria with substantially the same association?	No	<p>The place does not allow the association with this phase to be better understood than most other 1901-18 railway station complexes.</p> <p>The upgrade program undertaken by the Victorian Railways was extensive and implemented across the State.</p> <p>As a suburban railway station, the Spotswood Railway Station Complex demonstrates these historical associations with this phase. However, these associations are also demonstrated by all railway stations constructed at the same time.</p> <p>Other places such as the Essendon Railway Station Complex (VHR H1562), Caulfield Railway Station Complex (VHR H1665) and Malvern Railway Station (VHR H1575) share the same historical associations as Spotswood. These places contain a higher number and range of elements that demonstrate the historical associations more clearly. These include multiple station buildings, store or parcel buildings, island platforms, pedestrian access and duplicated railway lines. Together, these elements demonstrate the Victorian Railways' achievement in bringing the rail network to a higher standard of capacity and operation in response to the rapid growth of industrial activities and passenger numbers.</p> <p>These places also demonstrate a higher level of investment in railway infrastructure and station facilities by the Victorian Railways.</p> <p>In comparison, the Spotswood Railway Station Complex is modest in scale and does not allow the historical associations with the 1901-18 upgrade program to be as clearly understood or appreciated.</p>

If SA1 is satisfied, then Criterion A is likely to be relevant at the State level

Executive Director's Response:	No	Criterion A is not likely to be relevant at the State level.
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CRITERION B: Possession of uncommon, rare or endangered aspects of Victoria's cultural history.

Step 1 Test for Criterion B

No.	Test	Yes/No	Reason
B1)	Does the place/object have a clear association with an event, phase, period, process, function, movement,	Yes	The place has a clear association with the upgrade program to Victoria's railway networks in the years 1901-18.

custom or way of life of importance in Victoria's cultural history?

B2)	Is there evidence of the association to the historical phases etc identified at B1)?	Yes	There is physical and documentary evidence of the association between the place and this historical phase.
B3)	Is there evidence that place/object is rare or uncommon, <u>or</u> has rare or uncommon features?	No	<p>B3(i) There is no evidence that the place is rare or uncommon.</p> <p>Railway station complexes dating to 1901-18 are not rare or uncommon in Victoria.</p> <p>B3(ii) There is no evidence that the place has rare or uncommon features.</p> <p>Documentary evidence and visual inspections do not indicate that the place has rare or uncommon features.</p>

If B1, B2 AND B3 are satisfied, then Criterion B is likely to be relevant (but not necessarily at the State level)

Executive Director's Response: No Criterion B is not likely to be relevant.

CRITERION C: Potential to yield information that will contribute to an understanding of Victoria's cultural history.

Step 1 Test for Criterion C

No.	Test	Yes/No	Reason
C1)	Does physical fabric and/or documentary evidence and/or associated oral history or cultural narratives relating to the place/object indicate a likelihood that the place/object contains evidence of cultural heritage significance that is not currently visible and/or well understood or available from other sources?	Yes	<p>The:</p> <ol style="list-style-type: none"> 1) physical fabric and 2) documentary evidence and 3) associated oral history or cultural narratives. <p>relating to the place do indicate a likelihood that the place contains evidence of cultural heritage significance that is not currently visible and/or well understood or available from other sources.</p> <p>It is possible that the place contains limited archaeological evidence of the earlier station, which was demolished in 1912.</p>
C2)	And, from what we know of the place/object, is the physical evidence likely to be of an integrity and/or condition that it could yield information through detailed investigation?	No	<p>The integrity and condition of the place may be good, but it is unlikely to yield information through investigation that is not currently visible and/or well understood or available from other sources (see C1).</p> <p>Documentary evidence has provided sufficient information about the earlier railway station that was replaced by the Spotswood Railway Station Complex. As such, an investigation of the archaeological evidence is unlikely to reveal information that is not already understood about the place.</p>

If both C1 AND C2 are satisfied, then Criterion C is likely to be relevant (but not necessarily at the State level)

Executive Director's Response:	No	Criterion C is not likely to be relevant.
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CRITERION D: Importance in demonstrating the principal characteristics of a class of cultural places and objects

Step 1 Test for Criterion D

No.	Test	Yes/No	Reason
D1)	Is the place/object one of a class of places/objects that has a clear association with an event, phase, period, process, function, movement, custom or way of life in Victoria's history?	Yes	<p>The Spotswood Railway Station Complex belongs to the class of 1901-18 railway station complexes. This class has a clear association with the following in Victoria's history:</p> <p>The upgrade program to Victoria's railway networks in 1901-18.</p>
D2)	Is the event, phase, period, process, function, movement, custom or way of life of historical importance, having made a strong or influential contribution to Victoria?	Yes	As outlined in Criterion A, this is a historical phase which has made a strong and influential contribution to Victoria.
D3)	Are the principal characteristics of the class evident in the physical fabric of the place/object?	Yes	<p>The principal characteristics of the class are evident in the physical fabric of the place:</p> <ul style="list-style-type: none"> • Railway station buildings and other structures built in a Federation/Edwardian style • Passenger waiting rooms and railway employee's offices • Signal box • Platforms and rail tracks • Pedestrian access, connecting different parts of the complex.

If D1, D2 AND D3 are satisfied, then Criterion D is likely to be relevant (but not necessarily at the State level)

Executive Director's Response:	Yes	Criterion D is likely to be relevant.
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Step 2 State-level test for Criterion D

No.	Test	Yes/No	Reason
SD1)	Is the place/object a notable (fine, influential or pivotal) example of the class in Victoria?	No	<p>The place is not a notable example of the class of 1901-18 railway station complexes.</p> <p>Not a fine example</p> <p>While Spotswood Railway Station Complex is an attractive suburban railway complex, it displays only a limited number of characteristics that are typical of the class.</p> <p>Comparable examples of railways station complexes on the VHR at Essendon (VHR H1562), Caulfield (VHR H1665), Auburn (VHR H1559) and Malvern (VHR H1575) comprise a greater range of elements that demonstrate the Victorian Railway's efforts to upgrade the rail network to a higher standard and increased operational capacity. In addition to the principal characteristics outlined in D3,</p>

these places also include storerooms, sheds, parcel buildings, island platforms and duplicated railway lines, which altogether demonstrate a broader range of characteristics of the class of 1901-18 railway station complexes.

In addition, Spotswood Railway Station Complex does not display characteristics that are of a higher quality or historical relevance than are typical of places in the class. The place was built to a standard design used by the Victorian Railways that was widely applied to many other contemporaneous railway stations. The place does not demonstrate architectural refinement beyond what is typically associated with the class. As such, the place is a representative rather than notable example of a Federation/Edwardian railway station complex.

Not an influential example

The Spotswood Railway Station Complex does display a number of physical characteristics of Federation/Edwardian railway station complexes. As discussed above, these characteristics are nonetheless widely shared by many contemporaneous railway station complexes. There is no evidence suggesting that the characteristics at Spotswood were influential or were copied in subsequent railway station complexes.

Not a pivotal example

The Spotswood Railway Station Complex does encapsulate a key evolutionary stage in the development of the class of railway station complexes. However, there is no evidence suggesting it is a pivotal example of a Federation/Edwardian station complex.

If SD1 is satisfied, then Criterion D is likely to be relevant at the State level

Executive Director's Response:	No	Criterion D is not likely to be relevant at the State level.
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CRITERION E: Importance in exhibiting particular aesthetic characteristics.

Step 1 Test for Criterion E

No.	Test	Yes/No	Reason
E1)	Does the physical fabric of the place/object clearly exhibit particular aesthetic characteristics?	Yes	The physical fabric of the place clearly exhibits aesthetic characteristics particular to railway station complexes built in the years 1901-18.

If E1 is satisfied, then Criterion E is likely to be relevant (but not necessarily at the State level)

Executive Director's Response:	Yes	Criterion E is likely to be relevant.
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Step 2 State-level test for Criterion E

No.	Test	Yes/No	Reason
SE1)	Are the aesthetic characteristics 'beyond the ordinary' or are outstanding as demonstrated by: <ul style="list-style-type: none"> • Evidence from within the relevant discipline (architecture, art, design or equivalent); and/or • Critical recognition of the aesthetic characteristics of the place/object within a relevant art, design, architectural or related discipline within Victoria; and/or • Wide public acknowledgement of exceptional aesthetic qualities of the place/object in Victoria expressed in publications, print or digital media, painting, sculpture, songs, poetry, literature, or other media? 	No	<p>There is no evidence that the aesthetic characteristics at the place are 'beyond the ordinary' or are outstanding.</p> <p>The Spotswood Railway Station Complex is an attractively designed suburban railway station complex. However, there is no evidence from within the architectural discipline, nor wider public acknowledgement, to suggest the aesthetic quality of the place is 'beyond the ordinary'.</p>

If SE1 is satisfied, then Criterion E is likely to be relevant at the State level

Executive Director's Response:	No	Criterion E is not likely to be relevant at the State level.
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CRITERION F: Importance in demonstrating a high degree of creative or technical achievement at a particular period.

Step 1 Test for Criterion F

No.	Test	Yes/No	Reason
F1)	Does the place/object contain physical evidence that clearly demonstrates creative or technical achievement for the time in which it was created?	No	The Spotswood Railway Station Complex does not contain physical evidence that clearly demonstrates creative or technical achievement for the time in which it was created.
F2)	Does the physical evidence demonstrate a high degree of integrity?	NA	The physical evidence at the place demonstrates a high degree of integrity. However, it does not contain physical evidence that clearly demonstrates creative or technical achievement for the time in which it was created

If **both F1 and F2** are satisfied, then Criterion F is likely to be relevant (but not necessarily at the State level)

Executive Director's Response:	No	Criterion F is not likely to be relevant.
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CRITERION G: Strong or special association with a particular present-day community or cultural group for social, cultural or spiritual reasons

Step 1 Test for Criterion G

No.	Test	Yes/No	Reason
G1)	Does the place/object demonstrate social value to a community or cultural group in the present day in the context of its cultural heritage significance? Evidence must be provided for all three facets of social value listed here:		
i)	Existence of a community or cultural group; <u>and</u>	Yes	There is evidence that a community or cultural group exists.
ii)	Existence of a strong attachment of a community or cultural group to the place or object; <u>and</u>	Yes	There is potentially a strong attachment of the Spotswood community to the Spotswood Railway Station Complex in the present day, it being their local railway station.
iii)	Existence of a time depth to that attachment.	Yes	There is evidence of the attachment dating to 1912 when the Spotswood Railway Station Complex was constructed to replace the earlier station. The place has served as the suburban railway hub for the local community ever since.

If all facets of G1 are satisfied, then Criterion G is likely to be relevant (but not necessarily at the State level)

Executive Director's Response:	Yes	Criterion G is likely to be relevant.
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Step 2 State-level test for Criterion G

No.	Test	Yes/No	Reason
SG1)	Is there evidence that the social value resonates across the broader Victorian community as part of a story that contributes to Victoria's identity?	No	SG1(i) The social value of the Spotswood Railway Station Complex is part of a story in Victoria that contributes to Victoria's identity. The upgrade program to the railway network is an important theme in Victoria's history.
			SG1(ii) There is no evidence that the social value of the Spotswood Railway Station Complex to the Spotswood community resonates across the broader Victorian community. This is true for many local railway stations across Victoria.

If all facets of SG1 are satisfied, then Criterion G is likely to be relevant at the State level

Executive Director's Response:	No	Criterion G is not likely to be relevant at the State level.
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CRITERION H: Special association with the life or works of a person, or group of persons, of importance in Victoria's history.

Step 1 Test for Criterion H

No.	Test	Yes/No	Reason
H1)	Does the place/object have a direct association with a person, or group of persons who has made a strong or influential contribution in their field of endeavour?	Yes	<p>H1(i) There is a direct association between the Spotswood Railway Station Complex and the Victorian Railways. The Victorian Railways were responsible for the design and construction of the place.</p> <p>H1(ii) The Victorian Railways have made a strong or influential contribution in their field as the key government agency responsible for the improvement and upgrade work of the railways.</p>
H2)	Is there evidence of the association between the place/object and the person(s)?	Yes	<p>There is evidence of the association between the Spotswood Railway Station Complex and the Victorian Railways. The association can be substantiated by both physical and documentary evidence.</p>
H3)	Does the association relate:	Yes	<p>H3(i) The association relates directly to the achievements of the Victorian Railways.</p> <p>H3(ii) The association relates to an enduring interaction between Spotswood Railway Station Complex and the Victorian Railways.</p>

If all facets of H1, H2 AND H3 are satisfied, then Criterion H is likely to be relevant (but not necessarily at the State level)

Executive Director's Response:	Yes	Criterion H is likely to be relevant.
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Step 2 State-level test for Criterion H

No.	Test	Yes/No	Reason
SH1)	Are the life or works of the person/persons important to Victoria's history?	Yes	The works of the Victorian Railways is important in Victoria's history.
SH2)	Does this place/object allow the association between the person or group of persons and their importance in Victoria's history to be readily appreciated better than most other places or objects in Victoria?	No	<p>The place does not allow the association between the Victorian Railways and their importance in Victoria's history to be readily appreciated more than most other places or objects in Victoria.</p> <p>There are many other places that serve as finer examples than the Spotswood Railway Station Complex in demonstrating the achievement of the Victorian Railways in 1901-18. Places such as Flinders Street Railway Station (VHR H1083) and the Newmarket Railway Sub-station</p>

(VHR H1199) allow the influence and history of the Victorian Railways to be better appreciated.

If SH1 and SH2 are satisfied, then Criterion H is likely to be relevant at the State level

Executive Director's Response:	No	Criterion H is not likely to be relevant at the State level.
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Comparisons

The 1901-18 upgrade program of the Victorian Railways was extensive and widely implemented across Victoria. It is estimated that:

- 86 railway stations were built or rebuilt during this period
 - 22 were subsequently demolished (most being timber examples)
 - 64 are extant in 2025.

Of the 64 that remain:

- 46 have heritage protection
 - 11 are included in the VHR
 - 35 are included in local heritage overlays, including the Spotswood Railway Station Complex
- 18 have no heritage protection.

A list of these railway stations is provided in **Appendix 2** to illustrate the scale and extent of this upgrade program.

The following places have been selected as comparators to the Spotswood Railway Station Complex.

VHR railway station complexes

There are **11 railway station complexes** in the VHR dating from the 1901-18 upgrade program.

ESSENDON RAILWAY STATION COMPLEX

2-16 RUSSELL STREET AND 29-31 ROSE STREET AND BUCKLEY STREET, ESSENDON, MOONEE VALLEY CITY

VHR H1562

The Essendon Railway Station Complex is historically significant for its ability to demonstrate the expansion of metropolitan Melbourne and the railway network in 1909. The complex is highly intact and comprises a wide range of railway infrastructure, including an island platform, van goods shed, lamp room/milk shed/ store and a parcels office. Together, these structures demonstrate the changing nature of railways, locomotive technology and transport use in Victoria in 1901-18.

The place is a highly intact example of Federation/Edwardian railway station complex, and its style and design were influential on subsequent railway station complexes constructed across Victoria in the early twentieth century.



CAULFIELD RAILWAY STATION COMPLEX

1 SIR JOHN MONASH DRIVE, CAULFIELD EAST, GLEN EIRA CITY

VHR H1665

Designed by James W Hardy in 1914-1915, the place is historically and architecturally significant as a fine example of Federation/Edwardian railway station complex. It retains a wide range of principle characteristics of its class and includes multiple station buildings, an island platform, a horse platform, lamp rooms, a connecting subway and a signal box with associated internal fittings. Architecturally, the complex is a fine example demonstrating the high design standards and building capacity of the Victorian Railways.



MALVERN RAILWAY STATION

2 STATION STREET, MALVERN, STONNINGTON CITY

VHR H1575

Rebuilt in 1913 to the design of James W Hardy, the place reflects the association with the quadruplication and subsequent electrification of the Caulfield Railway Line. The place comprises an island platform, separate railway buildings, an elevated booking office and an overhead footbridge, demonstrating its associations with the regrading and subsequent electrification of the railway line. Architecturally, the station is a fine example of its type, with similar design and arrangements applied to other Federation/Edwardian-era railway stations at Auburn (VHR H1559), Hawksburn, Toorak, and Armadale.



WARRAGUL RAILWAY STATION COMPLEX

2 QUEEN STREET, WARRAGUL, BAW BAW SHIRE

VHR H1598

Built in 1915-1916, the place features a substantial Edwardian Baroque-style railway building with passenger facilities, an island platform, a stationmasters residence and office and a goods shed. Collectively, these structures reflect the achievements of the Victorian Railways in improving the rail networks and enhancing the comfort of both passengers and railway employees in a regional context.



Railway stations included in heritage overlays

There are 35 railway station complexes in local heritage overlays dating from the 1901-18 upgrade program.

NORTHCOTE RAILWAY STATION

HERBERT STREET, NORTHCOTE, DAREBIN CITY

HO295

The Northcote Railway Station was rebuilt in c.1909 to bring its facilities up to the contemporary standards. The buildings were constructed to one of the standard designs of the Victorian Railways. This design was also applied, with some variations, to North Williamstown and Newport Railway Stations on the Williamstown Line in 1912.



HEIDELBERG RAILWAY STATION

154 STUDLEY ROAD, HEIDELBERG, BANYULE CITY

HO60

Similar to Spotswood, the Heidelberg Railway Station was rebuilt in 1912 by the Victorian Railways to increase operational capacity of the metropolitan railway line. The station comprises a brick railway station building with an island platform. The brick station building was built to the standard design of the Victorian Railways and shares many similarities to Spotswood in terms of architectural style and building form.



OAKLEIGH RAILWAY STATION

PORTMAN STREET, OAKLEIGH, MONASH CITY

HO65

Rebuilt in 1915 to replace an early station, Oakleigh Railway Station originally comprised two side platforms and an island platform, connected by a pedestrian subway. The island platform contained an upside railway building (with booking office, waiting area and toilet facilities) and an outbuilding. A downside station building is also extant. These Federation/Edwardian buildings demonstrate the typical design approach of the Victorian Railways and share similar characteristics with Spotswood. The island platform was converted to a side platform in c. 2018-19.



Summary of Comparisons

Around 86 railway stations were built or demolished and rebuilt as part of the Victorian Railways upgrade program of 1901-18 (see **Appendix 2**). This was a substantial program to improve facility standards, operational capacity and the comfort of both passengers and Victorian Railway employees.

Relatively few new passenger station buildings were constructed between 1901 and 1909. During this early phase, most new building works were concentrated at major termini and freight centres, such as railway stations at Korumburra (VHR H1571), Essendon (VHR H1562) and Flinders Street (VHR H1583). This reflects the Victorian Railway's initial priority on upgrading operational infrastructure and facilities, such as rail tracks, bridges, level crossings, cattle yards and locomotives.¹⁴

Consequently, the construction of passenger station buildings did not become a major focus until c.1910, once much of the operational rail infrastructure had been brought up to contemporary standards. Timber was more widely used for the new buildings due to its affordability, while brick construction was generally reserved for stations located near the material production centres.¹⁵ This phase of construction continued until 1915, when the First World War significantly reduced the building activity.

As part of the Victorian Railway's upgrade program, the Spotswood Railway Station Complex demonstrates historical associations with this phase through its physical characteristics. However, these associations are not distinctive to Spotswood and are shared by all other Federation/Edwardian railway stations.

Those stations in the VHR contain a higher number and range of physical characteristics that more clearly demonstrate the Victorian Railway's achievement in improving railway infrastructure and passenger amenities. In comparison, the Spotswood Railway Station Complex is modest in scale and reflects a lower level of investment. Spotswood does not demonstrate the historical associations of the period more clearly than the VHR places.

The Spotswood Railway Station Complex is not a notable (fine, pivotal or influential) example of its class at a State-level (see *Criteria and Threshold Guidelines* p. 14). The place was built to a standard design of the Victorian Railways which was widely applied to many other Federation/Edwardian railway stations. Architecturally, its stylistic qualities do not exceed those typical of the class, and it has more in common with similar stations in local heritage overlays. The Spotswood Railway Station Complex is an attractive local example, rather than a notable example, of a Federation/Edwardian railway station complex.

¹⁴ *Railway Loan Application Acts*, 1901-10.

¹⁵ 'Railway Architecture: modern station buildings' in *Herald*, 02 May 1912: 3.

Appendix 1: Important information for owners and interested parties

Heritage Council determination (section 49)

The Heritage Council is an independent statutory body that will make a determination on this recommendation under section 49 of the Act. It will consider the recommendation after a period of 60 days from the date the notice of recommendation is published on its [website](#) under section 41.

Making a submission to the Heritage Council (section 44)

Within the period of 60 days, any person or body with a real and substantial interest in the place or object may make a submission to the Heritage Council regarding the recommendation and request a hearing in relation to that submission. Information about making a submission and submission forms are available on the [Heritage Council's website](#). The owner can also make a submission about proposed permit exemptions (Section 40(4)(d)).

Consideration of submissions to the Heritage Council (section 46)

(1) The Heritage Council must consider—

- (a) any written submission made to it under section 44; and
- (b) any further information provided to the Heritage Council in response to a request under section 45.

Conduct of hearings by Heritage Council in relation to a recommendation (section 46A)

(1) The Heritage Council may conduct a hearing in relation to a recommendation under section 37, 38 or 39 in any circumstances that the Heritage Council considers appropriate.

(2) The Heritage Council must conduct a hearing if—

- (a) a submission made to it under section 44 includes a request for a hearing before the Heritage Council; and
- (b) the submission is made by a person or body with a real or substantial interest in the place, object or land that is the subject of the submission.

Determinations of the Heritage Council (section 49)

(1) After considering a recommendation that a place, object or land should or should not be included in the Heritage Register and any submissions in respect of the recommendation and conducting any hearing, the Heritage Council may—

- (a) determine that the place or object is of State-level cultural heritage significance and is to be included in the Heritage Register; or
- (ab) in the case of a place, determine that—
 - (i) part of the place is of State-level cultural heritage significance and is to be included in the Heritage Register; and
 - (ii) part of the place is not of State-level cultural heritage significance and is not to be included in the Heritage Register; or
- (ac) in the case of an object, determine that—
 - (i) part of the object is of State-level cultural heritage significance and is to be included in the Heritage Register; and
 - (ii) part of the object is not of State-level cultural heritage significance and is not to be included in the Heritage Register; or
- (b) determine that the place or object is not of State-level cultural heritage significance and is not to be included in the Heritage Register; or

- (c) in the case of a recommendation in respect of a place, determine that the place or part of the place is not to be included in the Heritage Register but—
 - (i) refer the recommendation and any submissions to the relevant planning authority or the Minister administering the Planning and Environment Act 1987 to consider the inclusion of the place or part of the place in a planning scheme in accordance with the objectives set out in section 4(1)(d) of that Act; or
 - (ii) determine that it is more appropriate for steps to be taken under the Planning and Environment Act 1987 or by any other means to protect or conserve the place or part of the place; or
- (ca) in the case of a recommendation in respect of an object nominated under section 27A, determine that the object, or part of the object, is to be included in the Heritage Register if it is integral to understanding the cultural heritage significance of a registered place or a place the Heritage Council has determined to be included in the Heritage Register; or
- (d) in the case of a recommendation in respect of additional land nominated under section 27B, determine that the additional land, or any part of the additional land, is to be included in the Heritage Register if—
 - (i) the State-level cultural heritage significance of the place, or part of the place, would be substantially less if the additional land or any part of the additional land which is or has been used in conjunction with the place were developed; or
 - (ii) the additional land or any part of the additional land surrounding the place, or part of the place, is important to the protection or conservation of the place or contributes to the understanding of the place.

(2) The Heritage Council must make a determination under subsection (1)—

- (a) within 40 days after the date on which written submissions may be made under section 44; or
- (b) if any hearing is conducted, within 90 days after the completion of the hearing.

(3) A determination made under subsection (1)(a), (ab), (ac), (ca) or (d)—

- (a) may include categories of works or activities which may be carried out in relation to a place, object or land, or part of a place, object or land, for which a permit under this Act is not required, if the Heritage Council considers that the works or activities would not harm the cultural heritage significance of the place, object or land; and
- (b) must include a statement of the reasons for the making of the determination.

(4) If the Heritage Council determines to include a place, or part of a place, in the Heritage Register, the Heritage Council may also determine to include land that is not the subject of a nomination under section 27B in the Heritage Register as part of the place if—

- (a) the land is ancillary to the place; and
- (b) the person who owns the place, or part of the place—
 - (i) is the owner of the land; and
 - (ii) consents to its inclusion.

(5) If a member of the Heritage Council makes a submission under section 44 in respect of a recommendation, the member must not take part in the consideration or determination of the Heritage Council.

(6) The Heritage Council must notify the Executive Director of any determination under this section as soon as practicable after the determination.

Obligations of owners (section 42, 42A, 42B, 42C, 42D)

42 Obligations of owners—to advise of works, permits etc. on foot when statement of recommendation given

(1) The owner of a place, object or land to whom a statement of recommendation has been given must advise the Executive Director in writing of—

- (a) any works or activities that are being carried out in relation to the place, object or land at the time the statement is given; and
- (b) if the place, object or land is a place or additional land, any application for a planning permit or a building permit, or any application for an amendment to a planning permit or a building permit, that has been made in relation to the place or additional land but not determined at the time the statement is given; and
- (c) any works or activities that are proposed to be carried out in relation to the place, object or land at the time the statement is given.

(2) An advice under subsection (1) must be given within 10 days after the statement of recommendation is given under section 40.

42A Obligations of owners before determination or inclusion in the Heritage Register—to advise of permits

(1) This section applies if—

- (a) an owner of any of the following is given a statement of recommendation—
 - (i) a place or object nominated under section 27;
 - (ii) an object nominated under section 27A;
 - (iii) land nominated under section 27B; and
- (b) any of the following occurs within the statement of recommendation period in relation to the place, object or land—
 - (i) the making of an application for a planning permit or a building permit;
 - (ii) the making of an application for an amendment to a planning permit or a building permit;
 - (iii) the grant of a planning permit or building permit;
 - (iv) the grant of an amendment to a planning permit or building permit.

(2) The owner must advise the Executive Director in writing of—

- (a) the making of an application referred to in subsection (1)(b)(i) or (ii), within 10 days of the making of the application; or
- (b) a grant referred to in subsection (1)(b)(iii) or (iv), within 10 days of the owner becoming aware of the grant.

42B Obligations of owners before determination or inclusion in the Heritage Register—to advise of activities

(1) This section applies if—

- (a) an owner of a place, object or land is given a statement of recommendation; and
- (b) within the statement of recommendation period it is proposed that activities that could harm the place, object or land be carried out.

(2) The owner, not less than 10 days before carrying out the activities, must advise the Executive Director in writing of the proposal to do so.

42C Obligations of owners before determination or inclusion in the Heritage Register—to advise of proposal to dispose

(1) This section applies if—

- (a) an owner of a place, object or land is given a statement of recommendation; and
- (b) within the statement of recommendation period a proposal is made to dispose of the whole or any part of the place, object or land.

(2) The owner, within 10 days after entering into an agreement, arrangement or understanding for the disposal of the whole or any part of the place, object or land, must advise the Executive Director in writing of the proposal to do so.

42D Obligations of owners before determination or inclusion in the Heritage Register—requirement to give statement to purchaser

(1) This section applies if—

- (a) an owner of a place, object or land is given a statement of recommendation; and
- (b) the owner proposes to dispose of the whole or any part of the place, object or land within the statement of recommendation period.

(2) Before entering into an agreement, arrangement or understanding to dispose of the whole or any part of the place, object or land during the statement of recommendation period, the owner must give a copy of the statement of recommendation to the person who, under the proposed agreement, arrangement or understanding, is to acquire the place, object or land or part of the place, object or land.

Owners of places and objects must comply with obligations (section 43)

An owner of a place, object or land who is subject to an obligation under section 42, 42A, 42B, 42C or 42D must comply with that obligation.

Penalty: In the case of a natural person, 120 penalty units;
 In the case of a body corporate, 240 penalty units.

Appendix 2: Railway stations constructed in c.1901-18

Between c.1901 and 1918, the Victorian Railways constructed a large number of stations across Victoria. The list of 86 below is indicative rather than exhaustive, as stations with insufficient available information have not been recorded. The list and its broader context are briefly analysed in the Summary of Comparison section.

The Spotswood Railway Station Complex (1912) is number 37 in this chronological list of 86.

No	Station/ place name	Year	Materials of the station building	VHR	HO	Notes
1	Jolimont	1901	Brick		<u>HO2</u>	
2	West Richmond	1901	Brick		<u>HO452</u>	
3	Collingwood	1901	Timber		<u>HO313</u>	
4	Sandringham	1902	Brick		<u>HO361</u>	
5	Gardenvale	1906	Timber		<u>HO229</u>	
6	Seddon	1906	Timber			Demolished
7	Burnley	1907	Brick			
8	Korumburra	1907	Brick	<u>H1571</u>		
9	Burwood	1908	Timber			
10	Willison	1908	Timber			
11	Essendon	1909	Brick	<u>H1562</u>	<u>HO51</u>	
12	Northcote	1909	Brick		<u>HO295</u>	
13	Flinders Street	1910	Brick	<u>H1083</u>	<u>HO649</u>	
14	Hartwell	1910	Timber		<u>HO716</u>	
15	Mont Albert	1910	Timber		<u>HO27</u>	
16	Sunbury	1910	Timber	-	<u>HO299</u>	
17	Thornbury	1910	Timber		<u>HO295</u>	
18	Merri	1910	Timber		<u>HO 161</u>	
19	Bell	1910	Timber			Demolished
20	Hampton	1910	Timber			Demolished
21	Beulah	1910	Brick		<u>HO 4</u>	
22	Birchip	1910	Brick		<u>HO26</u>	
23	Croxton	1910	Timber			Demolished

No	Station/ place name	Year	Materials of the station building	VHR	HO	Notes
24	Donald	1910	Brick		<u>HO19</u>	
25	Leongatha	1910	Brick		<u>HO67</u>	
26	Jeparit	1910	Timber			Demolished
27	Natimuk	1910	Timber			Demolished
28	Port Fairy	1910	Brick			Demolished
29	Quambatook	1910	Brick			
30	Shepparton	1910	Brick			
31	Box Hill	1910	Brick			Demolished
32	Mansfield	1910-11	Timber		<u>HO31</u>	
33	Fairfield	1911-12	Timber		<u>HO315</u>	
34	Ivanhoe	1911-12	Brick		<u>HO190</u>	
35	Diamond Creek	1912	Timber			
36	Newport	1912	Brick		<u>HO136</u>	
37	Spotswood	1912	Brick		<u>HO134</u>	
38	Sydenham	1912	Timber		<u>HO60</u>	
39	Westgarth	1912	Timber		<u>HO161</u>	
40	North Williamstown	1912	Brick		<u>HO258</u>	
41	Glenrowan	1912	Timber			Demolished
42	Maffra	1912	Timber			
43	Mornington	1912	Timber			Potentially demolished
44	Stratford	1912	Brick		<u>HO334</u>	

No	Station/ place name	Year	Materials of the station building	VHR	HO	Notes
45	Yarragon	1912	Timber		<u>HO 17</u>	
46	Trafalgar	1912	Timber		<u>HO 38</u>	
47	Croydon	1912	Timber			Demolished
48	Lara	1912	Timber			
49	Macedon	1912	Timber			
50	Penshurst	1912	Timber			Demolished
51	Koroit	1912	Brick			
52	Alphington	1913	Timber			Demolished
53	Hamilton	1912	Brick		<u>HO330</u>	
54	Golden Square	1912	Timber			
55	Heidelberg	1912	Brick		<u>HO60</u>	
56	Toorak	1913	Brick		<u>HO130</u>	
57	Malvern	1913	Brick	<u>H1575</u>	<u>HO103</u>	
58	Ripponlea	1913	Timber	<u>H1588</u>	<u>HO137</u>	
59	Elaine	1913	Timber			Demolished
60	Sunshine	1913	Timber			Demolished
61	Armadale	1914	Brick		<u>HO400</u>	
62	Batman	1914	Timber			
63	Fawkner	1914	Timber			
64	Hawthorn	1914	Brick		<u>HO137</u>	
65	Caulfield	1914	Brick	<u>H1665</u>	<u>HO78</u>	

No	Station/ place name	Year	Materials of the station building	VHR	HO	Notes
66	Lilydale	1914	timber	<u>H2044</u>	<u>HO399</u>	
67	Mentone	1914	timber	<u>H2099</u>	<u>HO106</u>	
68	Montague	1914	timber			Demolished
69	Dookie	1914	timber			
70	Heyfield	1914	Timber			Demolished
71	Mortlake	1914	Timber			Demolished
72	Murrumbeena	1914	Timber			Demolished
73	Reservoir	1914	Timber			Demolished
74	Preston	1914	Timber			Demolished
75	Warburton	1914	Timber		<u>HO 214</u>	
76	Whittlesea	1914	Timber			
77	Yarra Glen	1914	Timber			
78	Ouyen	1914	Timber			
79	Oakleigh	1915	Brick		<u>HO65</u>	
80	Riversdale	1915	Timber		<u>HO729</u>	
81	Mildura	1915	Brick			
82	Warragul	1915	Brick	<u>H1598</u>	<u>HO119</u>	
83	Auburn	1916	Brick	<u>H1559</u>	<u>HO132</u>	
84	Glenferrie	1916	Brick	<u>H1671</u>	<u>HO46</u>	
85	Camberwell	1918	Brick		<u>HO263</u>	
86	Edithvale	1918	Timber			Demolished