

KOONDROOK TRAM COMPLEX



KOONDROOK TRAM
COMPLEX SOHE 2008



KOONDROOK TRAM
COMPLEX SOHE 2008



KOONDROOK TRAM
COMPLEX SOHE 2008



KOONDROOK TRAM
COMPLEX SOHE 2008



KOONDROOK TRAM
COMPLEX SOHE 2008



KOONDROOK TRAM
COMPLEX SOHE 2008



1 tram station koondrook tram
station side view jan1990



H1570 KOONDROOK TRAM
COMPLEX LHA 2015 1.JPG



H1570 KOONDROOK TRAM
COMPLEX LHA 2015 2.JPG



H1570 KOONDROOK TRAM
COMPLEX LHA 2015 3.JPG



H1570 KOONDROOK TRAM
COMPLEX LHA 2015 4.JPG



H1570 KOONDROOK TRAM
COMPLEX LHA 2015 5.JPG



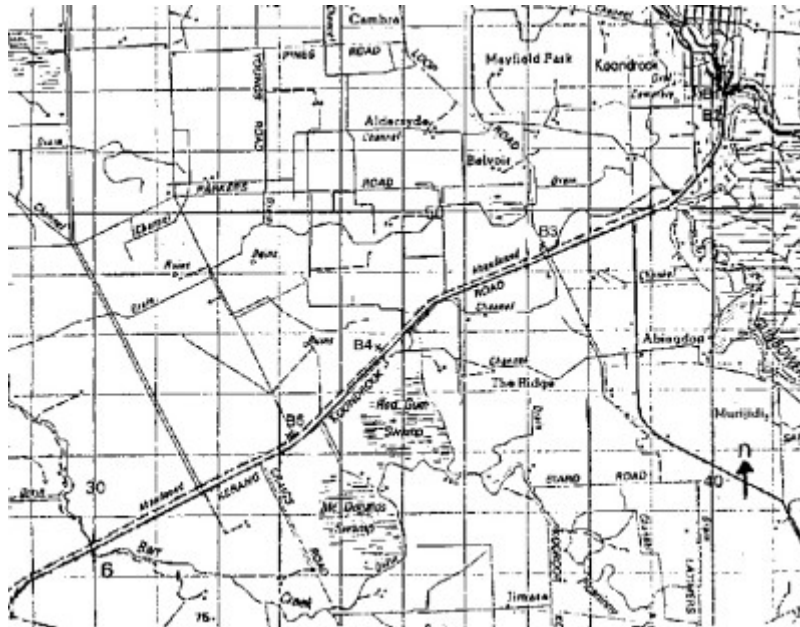
H1570 KOONDROOK TRAM
COMPLEX LHA 2015 6.JPG



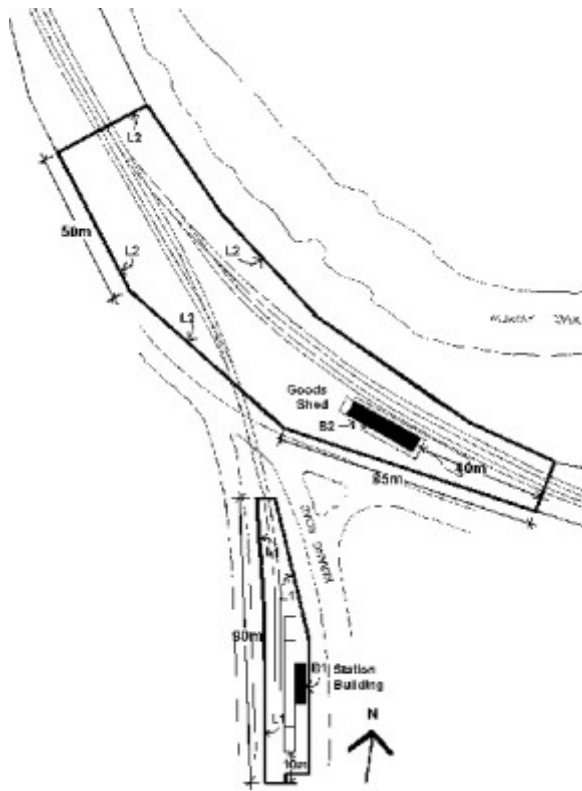
H1570 KOONDROOK TRAM
COMPLEX LHA 2015 7.JPG



H1570 KOONDROOK TRAM
COMPLEX LHA 2015 8.JPG



koondrook tram station extended plan



koondrook tram station town plan

Location

KERANG TRAM LINE KOONDROOK, GANNAWARRA SHIRE

Municipality

GANNAWARRA SHIRE

Level of significance

Registered

Victorian Heritage Register (VHR) Number

H1570

Heritage Overlay Numbers

HO14

VHR Registration

August 20, 1982

Amendment to Registration

February 25, 1999

Heritage Listing

Victorian Heritage Register

Statement of Significance

Last updated on - July 1, 1999

What is significant?

In 1889 the Shire tramway from Kerang to Koondrook on the Murray River was opened to traffic. It was constructed as a result of the Shire Council Tramways Act of 1886 allowing loans to be issued to shires for the construction of tramways in country areas. The railway line runs down the main street and it is for this reason, as much as the fact that the line was originally built by the Koondrook Shire, that it was known as the Koondrook Tramway. The former tram station buildings, located in the centre of the Koondrook town main street, were constructed in 1925 and it was possibly at this time that the other related track-side buildings were constructed on the line to Kerang. The layout of the yard in Koondrook is in the form of a Y and consists of a former railway station and goods shed. The site once included another goods shed and turntable pit, but these have been removed. The corrugated iron clad former tramway station is in the form of a pavilion, with ridge cresting to the roof. The goods shed is a timber clad, overhanging gable-roofed structure with bull-nosed verandah to the end elevation. Other associated features include three separate, corrugated iron clad, former passenger waiting shelters, constructed on the Kerang line further outside of Koondrook (found at Gannawarra, Hinksons and 4km west of Koondrook town).

How is it significant?

The former Koondrook Tram Complex is of historical, aesthetic and architectural importance to the State of Victoria.

Why is it significant?

The former Koondrook Tram Complex is of historical importance as one of the few non-government stations remaining in Victoria. It is important for its potential to yield information on the changing nature of railways, locomotive technology and public transport use in Victoria. It is a unique reminder of the Shire Council Tramways Act of 1886, when loans were issued to shires for the construction of tramways in country areas. All of the original buildings from the Dookie-Katamite tramway, which was also constructed as a result of the 1886 act, have been removed.

The former Koondrook Tram Complex is of architectural importance as it includes substantially intact and rare examples of country tram station buildings located in an isolated township. The picturesque buildings in Koondrook are remarkable for their unique location in the centre of the town's main street and their Y configuration. The 'pavilion' design of the main station building is unusual, incorporating horizontal corrugated galvanised iron wall linings. The presence of the tiny wayside shelters and platforms, three in all, remaining at various points along the tramway route are rare structural types and add to the significance of the complex. The platforms are significant as rare examples of the once common practice of non-government builders of railways, constructing station platforms entirely of timber.

Permit Exemptions

General Exemptions:

General exemptions apply to all places and objects included in the Victorian Heritage Register (VHR). General exemptions have been designed to allow everyday activities, maintenance and changes to your property, which don't harm its cultural heritage significance, to proceed without the need to obtain approvals under the Heritage Act 2017.

Places of worship: In some circumstances, you can alter a place of worship to accommodate religious practices

without a permit, but you must [notify](#) the Executive Director of Heritage Victoria before you start the works or activities at least 20 business days before the works or activities are to commence.

Subdivision/consolidation: Permit exemptions exist for some subdivisions and consolidations. If the subdivision or consolidation is in accordance with a planning permit granted under Part 4 of the *Planning and Environment Act 1987* and the application for the planning permit was referred to the Executive Director of Heritage Victoria as a determining referral authority, a permit is not required.

Specific exemptions may also apply to your registered place or object. If applicable, these are listed below. Specific exemptions are tailored to the conservation and management needs of an individual registered place or object and set out works and activities that are exempt from the requirements of a permit. Specific exemptions prevail if they conflict with general exemptions.

Find out more about heritage permit exemptions [here](#).

Specific Exemptions:

General Conditions:

1. All exempted alterations are to be planned and carried out in a manner which prevents damage to the fabric of the registered place or object.
2. Should it become apparent during further inspection or the carrying out of alterations that original or previously hidden or inaccessible details of the place or object are revealed which relate to the significance of the place or object, then the exemption covering such alteration shall cease and the Executive Director shall be notified as soon as possible.
3. If there is a conservation policy and plan approved by the Executive Director, all works shall be in accordance with it.
4. Nothing in this declaration prevents the Executive Director from amending or rescinding all or any of the permit exemptions.
5. Nothing in this declaration exempts owners or their agents from the responsibility to seek relevant planning or building permits from the responsible authority where applicable.

Exterior

- *Minor repairs and maintenance which replace like with like.
- *Removal of any extraneous items such as air conditioners, pipe work, ducting, wiring, antennae, aerials etc, and making good.
- *Installation or repair of damp-proofing by either injection method or grouted pocket method.
- *Regular garden maintenance.

Interior

- *Painting of previously painted walls and ceilings provided that preparation or painting does not remove evidence of the original paint or other decorative scheme.
- *Removal of paint from originally unpainted or oiled joinery, doors, architraves, skirtings and decorative strapping.
- *Installation, removal or replacement of carpets and/or flexible floor coverings.
- *Installation, removal or replacement of curtain track, rods, blinds and other window dressings.
- *Installation, removal or replacement of hooks, nails and other devices for the hanging of mirrors, paintings and other wall mounted artworks.
- *Refurbishment of bathrooms, toilets including removal, installation or replacement of sanitary fixtures and associated piping, mirrors, wall and floor coverings.
- *Installation, removal or replacement of kitchen benches and fixtures including sinks, stoves, ovens, refrigerators, dishwashers etc and associated plumbing and wiring.
- *Installation, removal or replacement of ducted, hydronic or concealed radiant type heating provided that the installation does not damage existing skirtings and architraves and provided that the location of the heating unit is concealed from view.
- *Installation, removal or replacement of electrical wiring provided that all new wiring is fully concealed and any original light switches, pull cords, push buttons or power outlets are retained in-situ. Note: if wiring original to the place was carried in timber conduits then the conduits should remain in-situ.
- *Installation, removal or replacement of bulk insulation in the roof space.

*Installation, removal or replacement of smoke detectors

Construction dates	1899,
Heritage Act Categories	Registered place,
Hermes Number	2343
Property Number	

History

Contextual History:

Shire operated tramways

In December 1886, an act was passed sanctioning the issue of loans to Shires for the construction of tramways in country districts. This act was similar to the New South Wales Tramways Act of 1881 which, among other lines, lead to construction of the well remembered Camden tram, which closed in 1961. Funds would be advanced on the condition that they did not exceed 2 000 pounds per mile, the Shire's making up the difference through rate revenue (Andrew Ward & Associates 1988 p.45).

Shire operated tramways have been constructed and operated from time to time and include the now closed Kerang-Koondrook line, opened in 1924 and taken over by the Government as recently as 1952. Although the line is now closed, the station buildings remain out of use along its route. The Yarrawonga Shire opened a line from Dookie to Katamatite as an extension of the Government branch line from Shepparton in 1890. It ran immediately into financial difficulties and was soon operated by the Government. All of its original buildings have been removed.

The buildings of the company lines are of interest not only because of their nature of origin, and their antiquity, but also because they are different to Government stations. With the exception of the extant works of the early companies which are quite monumental, they are normally low cost structures consisting of elevated timber deck platforms, and verandah-less weatherboard buildings featuring different plans and details to the department's standard designs. The only remaining example of any significance is at Koondrook which is a-typical in another important respect. It is located in the middle of the town's main street-a decision which the Government could, or would, never have taken, but one which was presumably quite straight forward for a Shire run tramway (Ward & Donnelly 1982, p.11).

History of Place:

In 1889 the Shire tramway from Kerang to Koondrook on the Murray River was opened to traffic . It is a reminder of the shire council tramways act of 1886, when loans were issued to shires for the construction of tramways in country areas. The former tram station complex, located in the centre of the Koondrook town main street, was constructed in 1925 on the Koondrook-Kerang line by the Koondrook Shire. It was probably at this time that the other related track-side buildings were constructed on the line to Kerang. Koondrook Station building is uniquely situated in the middle of the main shopping street at Koondrook. The railway line runs down the main street and it is for this reason, as much as the fact that the line was originally built by the Koondrook Shire, that it was known as the Koondrook Tramway. At the down end, the goods sidings run along the Murray River bank, offering views of the river through the trees along its edge (Ward & Donnelly, 1982 p. 106).

The Kerang to Koondrook Tramway was taken over by the Victorian Railways in 1952, and closed in 1978. It is now once again owned by the local council and retains its shelters, tramway station in the main street of Koondrook, and works depot (Andrew Ward & Associates, 1988, p.45).

Assessment Against Criteria

Criterion A

The historical importance, association with or relationship to Victoria's history of the place or object.

Koondrook Tram Complex is a rare surviving example of a country "tramway" constructed as a result of an act passed in 1886 sanctioning the issue of loans to Shires for the construction of tramways in country districts. It demonstrates the type of structures built as a result of this and its unusual location in the centre of the town highlights its construction by the shire, as government would never have been allowed to situate it in such a central position.

Criterion B

The importance of a place or object in demonstrating rarity or uniqueness.

The Koondrook Tram complex is important as it was built by the Koondrook Shire and is thus one of the few non-government stations remaining in Victoria.

Criterion C

The place or object's potential to educate, illustrate or provide further scientific investigation in relation to Victoria's cultural heritage.

Criterion D

The importance of a place or object in exhibiting the principal characteristics or the representative nature of a place or object as part of a class or type of places or objects.

Koondrook Tram Complex is an important and rare representative of a privately constructed country tramway. It includes representative characteristics such as the completely timber platforms and simply constructed buildings.

Criterion E

The importance of the place or object in exhibiting good design or aesthetic characteristics and/or in exhibiting a richness, diversity or unusual integration of features.

The former Koondrook Tramway Complex is a substantially intact and rare example of a collection of country tram station buildings located in an isolated township. It is a picturesque complex, remarkable for its unique location in the centre of the town's main street. The "pavilion" design of the main station building is unusual, incorporating horizontal corrugated galvanised iron wall linings, timber lattice and roof ridging. The presence of the tiny wayside shelters, three in all, remaining at various points along its route adds to the significance of the complex, as structures like these rarely survive. The completely timber platforms are rare structural types.

Criterion F

The importance of the place or object in demonstrating or being associated with scientific or technical innovations or achievements.

The platform is of significance as a representative example of the once common practice of non-government builders of railways, constructing station platforms entirely of timber.

Criterion G

The importance of the place or object in demonstrating social or cultural associations.

Criterion H

Any other matter which the Council considers relevant to the determination of cultural heritage significance

Extent of Registration

NOTICE OF REGISTRATION

As Executive Director for the purpose of the Heritage Act, I give notice under section 46 that the Victorian Heritage Register is amended in that the Heritage Register Number 1570 in the category described as a Heritage Place is now described as:

Koondrook Tram Complex, Kerang Tram Line, Koondrook, Gannawarra Shire.

EXTENT:

1. All of the buildings known as The Koondrook Tramway Complex including B1 the station building and platform; B2 the goods shed and platform; B3 Gannawarra Tramway Siding (AMG E373 N492, on 1:25 000 Map Sheet No. 7726-4-S); B4 Teal Point Tramway Siding (AMG E345 N474 on 1:25 000 Map Sheet No. 7726-4-S); B5 Hinkson Tramway Siding (AMG E345 N474 on 1:25 000 Map Sheet No. 7726-4-S) as marked on plans 601767A and 601767B.

2. All of the land surrounding the station building marked L1 and all of the land surrounding the goods shed marked L2 being part of crown land required for railway purposes marked on plan 601767B.

Dated: 4 February 1999

RAY TONKIN

Executive Director

[Victoria Government Gazette G 8 25 February 1999 p.507]

This place/object may be included in the Victorian Heritage Register pursuant to the Heritage Act 2017. Check the Victorian Heritage Database, selecting 'Heritage Victoria' as the place source.

For further details about Heritage Overlay places, contact the relevant local council or go to Planning Schemes Online <http://planningschemes.dpcd.vic.gov.au/>