

# CASTLEMAINE RAILWAY PRECINCT (MURRAY VALLEY RLWY, MELBOURNE TO ECHUCA)



CASTLEMAINE RAILWAY PRECINCT (MURRAY VALLEY RLWY, MELBOURNE TO ECHUCA) SOHE 2008



CASTLEMAINE RAILWAY PRECINCT (MURRAY VALLEY RLWY, MELBOURNE TO ECHUCA) SOHE 2008



1 castlemaine railway station complex kennedy street castlemaine front view may1995



Castlemaine Railway Station View of South East End



castlemaine railway station complex kennedy street castlemaine railshed end view



castlemaine railway station complex kennedy street castlemaine railshed side view

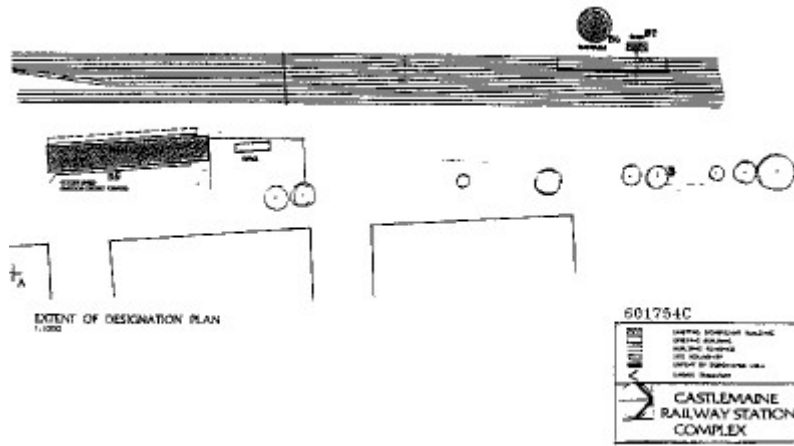


castlemaine railway station complex kennedy street castlemaine signal box



castlemaine railway station complex kennedy street castlemaine trackside view aug1984





plan3

---

## Location

KENNEDY STREET CASTLEMAINE, MOUNT ALEXANDER SHIRE

## Municipality

MOUNT ALEXANDER SHIRE

## Level of significance

Registered

## Victorian Heritage Register (VHR) Number

H1664

## Heritage Overlay Numbers

HO670

## VHR Registration

August 20, 1982

## Amendment to Registration

February 25, 1999

## Heritage Listing

Victorian Heritage Register

---

## Statement of Significance

Last updated on - March 7, 2000

What is significant?

The Castlemaine railway precinct forms part of the Murray Valley Railway (Melbourne to Echuca line). Opened in five stages from February 1859 to September 1864, the Murray Valley Railway was the largest of the Colony's first two main trunk lines. The inability of the line's original private promoters - the Melbourne, Mount Alexander and Murray River Company - to raise sufficient funds to construct the line, led to the government purchasing the company and embracing a public railway system. The Government's decision to construct the line in 1856 was accompanied by the formation of the Victorian Railways Department. The building of the line during the early 1860s reflected the strategic economic issues of the day: servicing the important goldfields of Castlemaine and Bendigo, and capturing the Murray River and Riverina trade for the Port of Melbourne. With a labour force of more than 6,000 men, the Melbourne to Echuca line was the Colony's largest capital works project of its time. The line is still used today for public transport and freight services and comprises a very large number of structures and facilities of varying ages, conditions and degrees of operational and business significance.

How is it significant?

The Castlemaine railway precinct is of historical and scientific importance to the State of Victoria.

Why is it significant?

The Castlemaine railway precinct (comprising the Midland Highway Rail-over bridge, Forest Creek viaduct, Forest Street rail-overbridge, Castlemaine Railway Station, and embankment) is historically and scientifically significant as an integral part of the railway line and is an important representative sample of one of the earliest and grandest capital works projects in Victorian history. The identified features comprising the precinct are all substantially intact and provide a crucial reminder of the adoption of English engineering and architectural standards and the role of the Victorian Railway Department in developing the Colony's engineering expertise.

The Castlemaine Station is of architectural significance as an important and intact example of a station complex on the line. The Castlemaine Station is the largest and most important example of the 'Castlemaine' style of building. The 'Castlemaine' style employs many Italianate features such as heavy rusticated quoining, eaves corbelling and low hipped roofs. The use of timber to the verandahs is a unique feature. The two rail-overbridges, viaduct, and associated embankment are excellent examples of the range of materials, building techniques and design types used on the Kyneton to Bendigo section of the line. The precinct makes an important contribution in defining the character of the Victorian railway network.

## 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.

### RAIL TRACK

- \* repairs to and replacement of track and sleepers

### SIGNALLING EQUIPMENT

- \* repairs to, replacement of, renewal of and alterations to any electric or electronic signalling equipment along the track

### TUNNELS & CULVERTS

- \* repairs to the existing structure where material is replaced like for like
- \* emergency work occasioned by collapse, flooding or collision provided that the work reinstates to the pre-incident condition (note: the re-lining of culverts and tunnels by cementing is NOT exempt)

### STATION SITE

- \* all basic refurbishment works including repairs to buildings and structures, where works are documented and administered by a recognised conservation consultant
- \* installation of new perimeter fencing
- \* installation of new signalling systems and modifications to existing signalling systems
- \* modification and replacement of tracks to the extent of rails, sleepers and ballast
- \* installation of new landscaping features but excluding earthworks where more than one cubic metre of ground is to be altered

### STATION BUILDINGS

- \* replacement of decayed fabric which matches the original in design and profile
- \* installation of new but not removal of existing significant signage
- \* installation of temporary protective hoardings, screens and the like for protection against intrusion of vandals and the like provided that no damage is sustained to significant fabric
- \* installation of new damp proofing and making good to match existing, adjacent surfaces
- \* furnishings including curtain tracks, rods, blinds and other window dressings and the like
- \* installation of new, but not removal of existing original significant signage
- \* installation of new partitions provided that no damage is sustained to significant fabric
- \* replacement of non-original kitchen and toilet fittings and fixtures provided that no damage is sustained to significant fabric
- \* installation of insulation to ceiling spaces
- \* installation of hooks, nails and other devices for the hanging of paintings, mirrors and other wall mounted works of art

Construction dates 1862,

Heritage Act Categories	Registered place,
Other Names	GOODS SHED CASTLEMAINE, RAILWAY GOODS SHED, CASTLEMAINE RAILWAY STATION, CASTLEMAINE GOODS SHED,
Hermes Number	259
Property Number	

---

## History

Associated People:

## Plaque Citation

This was an integral part of the new Victorian Railway Department's Melbourne to Echuca railway, one of the earliest and grandest capital works projects in Victorian history, which opened in stages between 1859 and 1864.

## 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 1664 in the category described as a Heritage Place is now described as:

Castlemaine Railway Precinct (Murray Valley Railway, Melbourne to Echuca), Kennedy Street, Castlemaine, Mt Alexander Shire.

### EXTENT:

1. All of the railway engineering works and railway station known as:
  - . BR-1, Midland Highway-Daylesford Road rail-overbridge, 7723-523936,
  - . V-1, Forest Creek viaduct, 7724-522937,
  - . BR-2, Forest Street rail-overbridge, 7723-521939,
  - . S-1, Castlemaine Railway Station, 7723-522945, and
  - . all associated embankments shown on Diagram Number 601754A held by the Executive Director.
2. All of the station buildings known as the Castlemaine Railway Station complex, including the station buildings, levers and pedestrian subway (B-1), island platform station building (B-2), signal box (B-3), toilet-block (B-4), Goods Shed (B-5), turntable (B-6), shunter's cabin (B-7), as marked on Diagram Number 601754 B & C held by the Executive Director.
3. All of the land 100 metres south of Midland Highway-Daylesford Road bridge and 2100 metres north to Parker Street and marked L-1 on Diagram Number 601754A held by the Executive Director, being Crown land parcels P128483, 9128575, P128573, P128570, P128571, and P128537 vested in the Public Transport Corporation.

Dated: 4 February 1999

RAY TONKIN

Executive Director

[*Victoria Government Gazette* G 8 25 February 1999 p.506]

---

*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/>*