Ingliston Bank railway cutting and piles of remnant railway cutting construction basalt

Ingliston Bank railway cutting and piles of remnant railway

Location

Ironbark Road ROWSLEY, MOORABOOL SHIRE

Municipality

MOORABOOL SHIRE

Level of significance

Included in Heritage Overlay

Heritage Overlay Numbers

HO164

Heritage Listing

Moorabool Shire

Statement of Significance

Last updated on - December 19, 1993

Massive spoil heaps of basalt excavated from the Melbourne - Ballarat railway cutting when it was constructed in 1887-89. These heaps are of regional historical significance, as evidence demonstrating an action of the government in developing the line. They are also of local architectural significance as indications of the extraordinary engineering achievement the excavation the line necessitated. They are of scientific significance for

their archaeological research potential.

Heritage Study/Consultant	Moorabool - Bacchus Marsh Heritage Study 1995, Richard Peterson and Daniel Catrice, 1995;
Construction dates	1887,
Hermes Number	116581
Property Number	

Intactness

The spoil heaps and cuttings do not appear to have been disturbed.

Physical Description 1

The railway construction works for elevating the Ballarat line to the top of the Pentland hills comprises an earth embankment on a 1800 curve at Rowsley with a steel trestle bridge over the Bacchus Marsh-Balliang Road. The line runs into a cutting at the Pages Lane crossing and then crosses Dogtrap Gully on a high embankment before plunging into a deep cutting near Dogtrap Gully Road, where it turns westward. The line continues in a deep cutting for three more kilometres after which it runs a ground level to the two crossings of Ironbark Road, the first at grade, and the second on a steel trestle bridge over the road. The remainder of the line to Inglistone is generally at grade, with three or four small cuttings.

A prominent feature of the route are the massive spoil dumps of basalt from the cutting excavations piled on both sides of the railway line, over a distance of 1.75km. The Goroke trigonometric point is on top of the highest point, demonstrating its prominence in the local landscape. The spoil heaps still show clearly the formations of the horse tramways and wheelbarrow runs which were used to move the spoil. Other small level areas may indicate shed and accommodation for the hundreds of navvies employed on the work. Between the railway line service road and Ironbark Road, south of the Werribee Gorge is Red Ironbark remnant *Eucalyptus sideroxylon* vegetation. (For location plan, refer: 47) .

Historical Australian Themes

Transpa11,

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/