

ROAD OVER RAIL BRIDGE



ROAD OVER RAIL BRIDGE
SOHE 2008



ROAD OVER RAIL BRIDGE
SOHE 2008



h01828 rc1



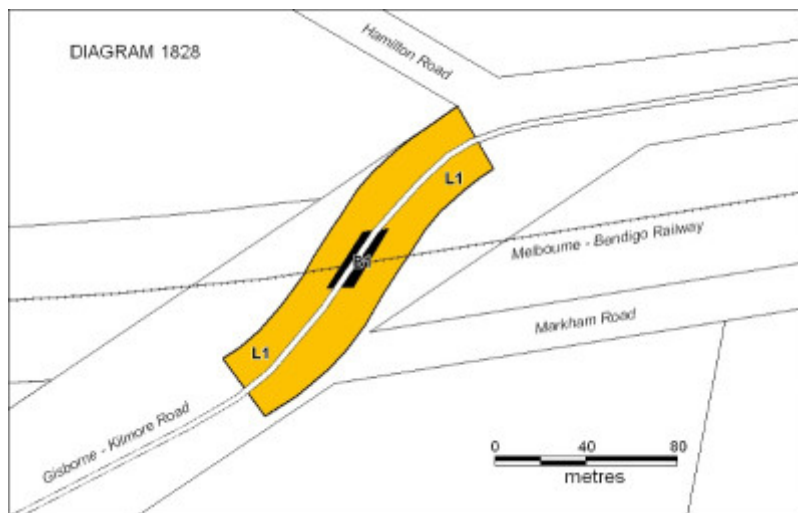
h01828 rc2



h01828 rc4



Road Over Railway Riddells
Creek



h01828 road over rail riddells creek extent dec 2003

Location

GISBORNE-KILMORE ROAD RIDDELLS CREEK, MACEDON RANGES SHIRE

Municipality

Level of significance

Registered

Victorian Heritage Register (VHR) Number

H1828

Heritage Overlay Numbers

HO81

VHR Registration

December 11, 2003

Heritage Listing

Victorian Heritage Register

Statement of Significance

Last updated on - December 17, 2003

What is significant?

The Road over Rail Bridge at Riddells Creek is part of the Melbourne to Echuca Railway. Opened in five stages from February 1859 to September 1864, this was the larger 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.

The Road over Rail Bridge at Riddells Creek was constructed as part of the Sunbury to Woodend section of the line, which was opened in July 1862. Road crossings of this line were accomplished with masonry arch road bridges where the railway was in a cutting, metal girder road bridges where the railway line was at ground level and masonry arch or girder underpasses where the railway was on a substantial embankment. The railway line here runs at near to ground level and the approaches to the bridge are ramped up in a curve to substantial bluestone abutments. These are built in 360mm deep courses of quarry faced ashlar up to two courses below bearing level, and 300mm above. The abutments are detailed with pilasters on the sides. Two string courses and a substantial projecting capped balustrade provide linear continuity with the base of the girders, the deck level, and the top of the iron handrail. The bridge is skewed to reduce the curve in the road approaches.

The bridge structure consists of six riveted plate wrought iron girders with a noticeable camber. Each girder is built up out of wrought iron plates in the web and flanges joined in their length with plate connectors and made into a simple I beam with angle iron. Stiffeners are made up from a rolled T section. The deck is of transverse hardwood. The guardrail spanning between the heavy stone balustrades consists of T section rolled wrought iron uprights with riveted plates at the bottom connecting them to the timber of the kick rail, with a top rail of wrought iron angle. The original bracing, which remains only on the south side, consists of elegantly curved brackets bent

from square section wrought iron with bent plate connections to the uprights and to the ends of the cantilevered ends of the deck. The guardrail is now filled with chain mesh attached to a galvanised steel pipe bottom rail - the original infill may have been timber pickets.

How is it significant?

The Road over Rail Bridge at Riddells Creek is of historical and scientific (technological) significance to the State of Victoria.

Why is it significant?

The Road over Rail Bridge at Riddells Creek is of historical and scientific (technological) significance as one of the oldest extant metal plate girder road bridges in Victoria in reasonably original form. The association of the bridge with the Melbourne, Mount Alexander and Murray River Railway is significant not only because of the large scale public works associated with the construction of the line and its importance to the economic development of the colony, but also because of the key role that this project played in introducing the use of riveted wrought-iron plate girders within Victoria for both railway and road bridge construction. It demonstrates the high engineering standards and fine workmanship which are characteristic of the Bendigo Railway and provides a marker for the importation and adaptation of British engineering and technology, based on the wealth of gold rushes and increasing political and financial power of the new Victorian Colonial government.

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. General Conditions: 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. General Conditions: 3. If there is a conservation policy and plan approved by the Executive Director, all works shall be in accordance with it. General Conditions: 4. Nothing in this declaration prevents the Executive Director from amending or rescinding all or any of the permit exemptions. General Conditions: 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. Repairs to the existing bridge structure where material is replaced like for like is permit exempt

Rail-track: repairs to and replace of track and sleepers are permit exempt

Road resurfacing and maintenance works are permit exempt.

Construction dates 1862,
Heritage Act Categories Registered place,
Hermes Number 12582
Property Number

Extent of Registration

1. All the road bridge, including masonry abutments as marked B1 on plan H1828 held by the Executive Director.
2. All the land within the road reserve to a distance of 13 metres from the centre of the bridge as marked L1 on plan H1828 held by the Executive Director.

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/>