
FORMER DOBIE RAILWAY STATION

Location

WESTERN HIGHWAY DOBIE, ARARAT RURAL CITY

Municipality

ARARAT RURAL CITY

Level of significance

Heritage Inventory Site

Heritage Inventory (HI) Number

H7523-0092

Heritage Listing

Victorian Heritage Inventory

Interpretation of Site

The physical remains at Dobie Railway station represent a tangible, link to an example of a small, rural railway siding that provide transportation of goods and people for more than 60 years, in what is now, an almost extinct community. The station is one of three archaeological sites in the township of Dobie (including Dobie House Ruins and Dobie Hall/School) which together constitute a physical, representative sample of past public, educational, private and economic life in Dobie.

Archaeological Significance

Visible archaeological features are diffuse, spread over 100m and obscured by vegetation (long grass) resulting in the assessment of low archaeological significance however there is low-moderate archaeological potential for further remains to be present .

Historical Significance Dobie Railway station is of local historical significance as an important part of the former township. Dobie railway station is a well documented historical place whose location, function and features are still recalled by living , local residents (E Dunn pers comm 13/02/2012).

Hermes Number 191847

Property
Number

History

The township of Dobie is located at the Great Western Highway's crossing of the Hopkins River, some eight kilometres south east of Ararat. The township is occasionally referred to as Dobies Bridge, and this Bridge over the Hopkins River would have formed an early focus for settlement in the town. It appears the bridge and town were named after J. s. (Jack) Dobie who was the manager of the Langi Ghiran station in the area around 1857' and who is mentioned active in the areas agriculture in 1858 (*Argus* 20 December 1858). From early settlement of the area, the Bridge functioned as a tollgate on the Ararat - Ballarat road (*Argus* 6 December 1860). A contract for the construction of the tollhouse was awarded in 1860 (*Argus* 19 July 1860), and It was leased to private operators on annual or biannual terms, in 1862 for 4 Guineas, 8 shillings (*Argus* 29 March 1862). Given its position on the Ararat - Ballarat postal route, Dobies Bridge had postal service 6 times weekly from as early as 1860 (*Argus* 22 March 1861). Dobie was situated proximal to the Ballarat - Ararat Railway Line, which was completed in 1875, however Dobie is not shown as a station on this line until maps of 1890 services '. A significant railway siding existed at Dobie, consisting of a railway station and two railway houses. This was between 400 -700 metres east of Dobies Bridge, and was used for uncoupling and unloading of phosphate (Edward Dunn, Pers Comm 2012). From the pictorial evidence available (see below plates 1 & 2) it would appear that the Dobie Railway Station also handled passenger and freight cars. This was certainly the case by Tuesday 17'h October 1916, when the local constabulary performed 'a rather smart arrest' at the railway station in apprehending two shysters attempting to escape the area after passing off a fraudulent cheque on a local hotelier (*The Ararat Advertiser*, 19 October 1916).

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/>