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Report Register

This report register documents the development and issue of the report entitled *Castlemaine Goods Shed Draft Report* undertaken by Context Pty Ltd in accordance with our internal quality management system.

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EXECUTIVE SUMMARY

This report has been prepared for Mount Alexander Shire to inform Council of the cultural heritage significance of the Castlemaine Goods Shed. Set within the Railway Station precinct the Goods Shed is one element of several railway related structures that make up the State listed precinct.

In previous research undertaken by Context as part of the Regional Rail Link Project (2005) it was established that the whole of the Bendigo line is significant at both the Local and State levels. 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 example of one of the earliest and grandest capital works projects in Victorian history.

Furthermore, the railway is a defining feature of the landscape and townscape of Castlemaine, acting as both a corridor of linear elements (Kennedy Street and trees, tracks, Barkers Creek) and as a barrier between the original Government camp to the west, and the ‘new’ city centre to the east.

The 2004 Master plan undertaken by Mount Alexander is a useful document that sets a strategic approach for the Railway Station Precinct. It addresses a wide spectrum of planning issues including those of heritage, and importantly includes areas outside the boundary of the heritage precinct.

Available evidence and comparisons with other railway buildings on the Bendigo line suggests that the high level of significance and integrity of the Goods Shed provide little scope for external changes to the building. The interior may provide some scope for adaptation.

Recommendations for the Goods Shed include:

- The owners of the land (VicTrack or their associated entities) should be requested to undertake a Conservation Management Plan for the Railway Station Precinct.
- Heritage Victoria should request that any changes proposed to the Railway Station Precinct should be accompanied by a heritage impact statement that sets out the effect of change on each of the identified heritage values.
- The existing documentation for HO670 should be updated using the information in this report. This should be done as part of any future heritage review for Castlemaine.
- The Good Shed has minimal capacity to absorb change to its exterior form and fabric.
- The Goods Shed has some capacity for internal change provided that structural elements are not altered.
Introduction

Purpose
This report on the significance of the Castlemaine Goods Shed has been prepared for Mount Alexander Shire. It examines the historic context of the Goods Shed and establishes the relative significance of the Goods Shed in the context of the Castlemaine Railway Station Precinct. The report also provides some objectives for the conservation of the Goods Shed as part of the wider Castlemaine Railway Station Precinct.

The precinct has been documented in several studies and these have been referred to in the preparation of this report. Karen Twigg and Wendy Jacobs completed the Shire of Metcalfe Heritage Study in 1994. This study identifies the whole of the Bendigo line within the former Shire of Metcalfe (now part of Mount Alexander Shire) as a heritage place and cultural landscape, as well as a large number of individual places and features (including cultural landscapes) that contribute to its significance. Other studies all point to the significance of the group of largely intact railway buildings that occupy the Castlemaine Railway precinct.

Other particular references that have informed this report include:

- Context, Regional Rail Link, Bendigo Line Overall Works Heritage Identification Report, 2005
- Perrot Lyon Mathieson City of Castlemaine Architectural and Historical Study, Castlemaine Council, 1981
- Heritage Victoria files and citation H1664
- Rush Wright Associates, Castlemaine Railway Precinct Masterplan, 2004

Scope of work and limitations
The scope of work for this report is limited to examining the contribution the Goods Shed makes to the Railway Station precinct. However no understanding of the significance of the Goods Shed can be made without discussion of its context within the Castlemaine Railway Station precinct and the contribution it makes to that precinct. The interior has not been investigated as part of this report however it is understood that the Goods Shed is currently vacant or underused. A previous use was for an indoor sports venue. A detailed building survey was also not undertaken. Two visual inspections of the building were made by Louise Honman on one occasion and by Louise Honman and Robyn Mullens from Heritage Victoria on another occasion. The inspections took place on 10th and 24th March 2011.

The potential social values of the Goods Shed have not been explored in this report.

Plans and record books of the Castlemaine Railway Station buildings were cited in the Perrot Lyon Mathieson study in 1979 and these were searched for in the Public Record Office and the State Library of Victoria. However they were unfortunately not located and it is not known where these may be now archived. This report has been prepared without the benefit of this information.
Existing heritage status

State government
The Castlemaine Railway precinct is of State significance. Heritage Victoria Citation VHR H1664

The Statement of Significance adopted by Heritage Victoria for the Castlemaine Railway Station precinct is included below:

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.

Local government
The Castlemaine Railway Station Precinct has a Heritage Overlay (HO670) within the Mount Alexander Shire Planning Scheme. Currently Mount Alexander has undertaken limited documentation of the precincts and places with Heritage Overlays and there are no Statements of Significance that describe their heritage values.

It is State planning policy (Clause 15.11-2 of all planning schemes in Victoria) that all local government authorities should:
Identify, conserve and protect places of natural or cultural value from inappropriate development. These include sites associated with European discovery, exploration and settlement of Victoria and important buildings, structures, parks, gardens, sites, areas, landscapes, towns and other places associated with the historic and cultural development of Victoria, including places associated with pastoral expansion, gold mining, industrial development and the economic expansion and growth of Victoria.

All of the local government authorities along the Bendigo line have completed heritage studies, which identify places, buildings and features of local heritage significance associated with the line. Most of these places have been included in the Heritage Overlay (HO) of the planning scheme for each municipality.

Each Council is therefore responsible for ensuring that places of local heritage significance are managed and developed in a manner that conserves their significance. This includes all heritage places except for those on the Victorian Heritage Register (VHR), which remains the responsibility of Heritage Victoria.

Ideally in practice there will be consultation between State and Local government on establishing objectives for on-going conservation and management of heritage places.
The railway as it passes through Castlemaine – the area of the Railway Station precinct
extends from Forest Street to the Midland Highway over-bridge

Source: Google Earth
CASTLEMAINE GOODS SHED

Castlemaine Railway Station precinct. Source: GeoVic

Legend

Station complex

HO984 Concrete truss footbridge over Barker’s Creek

HO670 Railway Station Precinct
End elevation of the Goods Shed showing the arched brickwork and round oculus window.

Kennedy Street looking north with avenue of trees, Goods Shed to the left of picture.

Track side of the Goods Shed showing platform and verandah.

Railway station looking south from the Goods Shed to the station buildings

Goods Shed looking south showing Kennedy Street and the tree avenue

Detail of the brickwork and timber doors which are all highly intact
Contextual history

Establishment of Castlemaine

Castlemaine's historical associations with exploration and development by Europeans dates back to Major Sir Thomas Mitchell's exploration of Victoria in 1836. Pastoralists were the first white settlers in the area and took up large tracts of land for grazing. However it was not until gold was discovered in 1851 in the Forest Creek area that settlement became more intensive. Once the news of gold reached the outside world, a human tidal wave descended upon the Mount Alexander diggings that centered on Forest, Barker and Campbells Creek.

The intense mining activity and sensational success of the miners was quickly reflected in the establishment and development of the town of Castlemaine. The Camp Reserve was selected on the west side of Barkers Creek near the junction of Forest Creek, and government buildings became established in this area now identified as Camp Crescent and Goldsmith Crescent.

The location of the township of Castlemaine at the junction of Barker's and Forest Creek was selected in October 1851 by the Chief Commissioner of Goldfields, Captain Wright. A town survey was carried out by Robert Hoddle in 1855 to the east side of Barkers Creek and established the classical grid of streets that is now identified as the town centre of Castlemaine.

The Melbourne and River Murray Railway

The Melbourne and River Murray Railway was opened in five stages from 1859 to 1864, and was originally known as the Melbourne, Mount Alexander and Murray River Railway by its promoters. It was the larger of the colony's two trunk lines constructed at the time (the other being from Ballarat to Geelong). The failure of the promoters to raise adequate funds led to its purchase by the government and to the formation of the Victorian Railways.

The first section to open was from Melbourne to Sunbury in January 1859, with Sunbury to Woodend opening in July 1861, Woodend to Kyneton in April 1862, Kyneton to Bendigo in October 1862, and the final section from Bendigo to Echuca in September 1864. (TBA Planners, 1994)

Key engineering milestones achieved in the construction of the line included the use of British railway standards, which is reflected in high quality of design and engineering of the buildings, bridges and other structures. The enormous scale of the enterprise was reflected in the size of the workforce and the overall cost of construction. (Moloney, 1998) With a labour force of more than 6,000 men, the railway was the Colony's largest single endeavour of its time. (National Trust 1998.)

Large station complexes constructed by 1862 at key towns including Harcourt, Kangaroo Flat, Kyneton, Malmsbury, and Taradale were based on a design used at Carlsruhe, which was the first standard design developed used by the Victorian Railways. This design itself was derived from a standard station design imported from England. Another standard design used first at Castlemaine was also adapted for use at Bendigo and Elphinstone.

These features led to the line being described as “a monument to the designers, engineers and contractors that were engaged in its construction”. These people included engineers-in-chief George Christian Darbyshire (1856-1860) and more particularly Thomas Higinbotham (1860-1878); the line contractors; and other firms directly involved - J Shire law and Co (sleepers), R Fulton, Langlands Brothers and Co, William Crossley (water supply), B Moreland. Langlands Brothers and Co (platelayers lorries), E Chambers (iron pins, traversers), Miller and Macquinstan (luggage vans and steam engines) and various contractors for building works. (National Trust 1998.)

The route of the line recalled the lobbying of landowners and townspeople to have the railway diverted in their interests.
An example was the decision to abandon the straight route proposed between Elphinstone and Sandhurst (Bendigo), which would have bypassed Chewton and Castlemaine and the hills between:

*The fact that this proposal was abandoned in favour of a diversion to Castlemaine requiring miles of extra track, a steep descent and the construction of a long tunnel through solid rock is witness to the strength of the Mount Alexander political lobby and the size and wealth of the town of Castlemaine.* (Twigg & Jacobs, 1993.)

The opening of the Bendigo line brought enormous economic and social benefits to the region. (Moloney & Johnson 1998.) The station buildings at Riddell’s Creek, Carlsruhe, Kyneton, Malmsbury, Castlemaine, Harcourt, and Kangaroo Flat were constructed in 1862, an indication of the massive resources that were involved in the construction of railway infrastructure. (Adapted from Context, 2005 pp8-9)

### Description

**Castlemaine Railway Precinct**

*The Castlemaine Railway precinct is a distinctive and unique landscape. A legacy of early Victorian public works, the railway reserve is a rich collection of railway buildings and infrastructure set amongst diverse landforms beside Barker’s Creek and linked to the town centre via Templeton and Lyttleton Streets.*

The Castlemaine Railway precinct acts as a linear corridor reinforced by the railway tracks, Kennedy and Gingell Streets, Barkers Creek, avenues of trees and the escarpment to the west of the station complex. Buildings to the east of Kennedy Street such as the Midland Hotel and the Anglican church and surrounding retaining walls also contribute to the setting of this corridor. The precinct is also a barrier between the east and west sides of Castlemaine, and its considerable length (over 2000m) forms a significant boundary between the two parts of the city where Forest Street and Parker Street become key crossing points. The precinct has a number of built and landscape elements that contribute to its coherence and richness.

The railway is a defining feature of Castlemaine and the three main buildings that make up the station complex were all built between 1862 and 1864 and exhibit a coherent architectural approach. The length of railway and associated buildings in Castlemaine contains a representative range of the engineering skills and architectural styles that characterise the Bendigo line.

The railway station complex includes the station buildings (including the station up and down sides, Goods Shed, signal box, pedestrian subway, levers and turntable of the station complex itself, and railway engineering works including the Midland Highway railway bridge, Forest Creek viaduct, Forest Street rail overbridge, all associated embankments, and all land 100m south of the Midland Highway bridge, and 2100m north to Parker Street. There are also a number of other elements of railway infrastructure such as brick and stone retaining walls, gutters etc that are dotted throughout the railway station environs.

The Castlemaine railway precinct is the largest representative example of the ‘Castlemaine’ style, defined as a period of intense railway building (utilizing decorative brickwork techniques rather than bluestone) between 1862 and 1870. Other station groups of this type include St Kilda, Elphinstone and Elmore. Bendigo and Echuca also have substantial railway groupings of this type, with Bendigo being the most extensive. (Ward and Associates, 1980)

**Goods Shed**

The Castlemaine Goods Shed is characterised by Italianate architectural features such as ‘heavy rusticated quoining, eaves corbelling and low hipped roofs’ (Vic Heritage Database). As an

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1 Rush Wright Associates, Castlemaine Railway Station Master Plan, 2004, p5
integral component of the Castlemaine Rail Complex, the Goods Shed is an excellent and intact example of this distinct architectural style. The Goods Shed consists of ‘bi-chromatic brickworks, granite imposts, quoins and oculi and has a distinctive arced treatment to the end elevations’ (Beeston 1995: 4). Comparative examples of this architectural style can also be seen with the Bendigo Goods Shed and Echuca Goods Shed (1864), of which the Castlemaine shed is the smallest of the group. (Ward and Associates p.68). The Castlemaine Goods Shed is externally highly intact, with no substantial external alterations, and retains its verandah and loading platform to trackside. The interior has not been investigated at the time of writing this report.

Castlemaine is one of a number of nineteenth and early twentieth century goods sheds that form part of the station complexes along the line. These include the bluestone Goods Sheds constructed between in 1862 at Riddell’s Creek, Kyneton, Malmsbury, Taradale, bi-chromatic brick sheds at Elphinstone, Castlemaine, Harcourt and Bendigo, and the c.1862 corrugated steel Goods Sheds at Clarkefield and Woodend. There is also a similar large bi-chromatic brick engine shed at Bendigo. Most of these goods sheds have a high level of integrity, however, some are in poor condition.

Assessment of significance

This section refers to the particular contribution the Castlemaine Goods Shed makes to the Bendigo line and the Castlemaine Railway Station precinct. The criteria used for assessment are the HERCON Criteria (Appendix 2). The thresholds of significance are either Local (significant to Mount Alexander) or State (significant to Victoria).

The Goods Shed has historic, representative, technical and aesthetic values at a State level. It may also have social values at a Local or State level.

- The Goods Shed has historic values as one of a large number of railway buildings that are important to understanding the role and historical development of the Melbourne to Echuca railway (the former Melbourne and River Murray railway) built in five stages from 1859-1864, and the Colony’s largest single endeavour of its time. It encompasses historic values that are part of the development of the railway and the social and economic changes wrought by its construction.

- The Goods Shed has aesthetic values as a large and important component of the Castlemaine Railway precinct that encompasses not only the railway buildings and other structures, but the surrounding landscape and townscape of Castlemaine. With its large size it makes a strong contribution to the urban form of Castlemaine.

- The Goods Shed has aesthetic values is the largest and most intact example of the ‘Castlemaine’ style of railway buildings (as defined in the Ward study), and a fine and intact Victorian Italianate building, representing a public ‘display of powerful dignity’ and reflecting British standards of railway construction at the time. Elements of the building which are significant as part of the 1862-64 construction include:
  - Building form and scale
  - Bi-chrome brick walls with arched detailing and oculi (round) windows
  - Large timber doors (most of which are original)
  - Roof form

Other significant elements include:
  - Cantilevered verandah
  - Platform deck to trackside
• The Goods Shed, as part of the Railway Station precinct, is potentially of social significance for its important role it played in the important role of the transport of goods and produce in the region and its part in the economic prosperity of the communities served by the railway line.

Conservation objectives
Under the Heritage Act 1995, the Executive Director manages the Victorian Heritage Register. This includes granting permits for appropriate changes to registered places. Heritage Victoria administers the Act, and is the contact and information point for applications and permits.

Although Heritage Victoria is the statutory authority in assessing the impact of change on heritage places, in practice the local authority is consulted and has an opportunity to inform the process and outcome of permit applications.

This section outlines some general objectives for the Goods Shed as part of the urban fabric of Castlemaine, as an integral element of the Railway Station precinct and as a fine and intact example of railway architecture. Whilst this report is concerned specifically with the Goods Shed, similar principles apply to other built elements within the precinct. In assessing any changes that may occur to the Railway Station precinct and the buildings within it, there needs to be consideration of the full range of its heritage values, historic, aesthetic, scientific, and social. This is ideally done through a Conservation Management Plan (refer to Recommendations).

Land use
Opportunities for the Railway Station Precinct have been explored in a master planning process in 2004. This process culminated in the document Castlemaine Railway Station Precinct Masterplan that brought together community perceptions and vision, heritage issues, planning aspects, economic assessment and landscape planning in the one document. The master plan recognizes the importance of the Railway Precinct to the immediate surrounds and seeks to build on future opportunities.

Conservation objectives for the Goods Shed arising from the Masterplan include:
• Improving the carpark, paving and surrounding plantings to the precincts (much of this work has subsequently been carried out, particularly in front of the station)
• Linking the station to the city along Templeton Street

Setting
There are a number of significant views and vistas associated with the Railway Station precinct and these are worthy of protection in any future development. The Goods Shed (and other structures) are also highly visible from elevated vantage points around Castlemaine, particularly from the Gaol and other parts of Gyngell Street.

Conservation objectives for the setting include:
• Maintaining an area of clear curtilage around each of the heritage structures.
• Retaining the visual/spatial and functional relationships between the principal railway buildings and other railway elements
• Retaining views to and from the station buildings and structures from surrounding streets including elevated views from Gyngell Street.

New uses
The use and adaptation of historic structures can be a positive contribution to their on-going care and maintenance provided that the use is ‘compatible’ and does not require change to the building that impact on its cultural significance. Compatible uses are generally those that
respect the cultural significance of a place. Such a use involves no, or minimal, impact on its cultural significance.

The Goods Shed is essentially a large single space which would appear to provide opportunities for re-use and adaptation providing that conservation objectives can be met. In particular:

• Retaining the setting, form and significant building fabric.
• Resolving issues of lighting the interior with innovative solutions that have minimal heritage impact.
• Finding a use that complements the historic railway use of the reserve and the public nature of the place.

**Building fabric**

As a highly intact and architecturally significant building with fabric dating to the original construction period of 1862-64, the Goods Shed would appear to have very minimal scope for exterior change. The interior is a large single span space with open truss roof structure. It would appear to have space that is quite flexible and ‘loose fit’ that may potentially adapt to alternative uses.

Conservation objectives for building fabric include:

• Conserving all building fabric dating from the period of construction 1862-65, in particular the bi-chrome masonry walls with pilasters, corbelling and arched detailing, the oculi (round windows), large external timber doors, cantilevered verandah, decking and roof form.
• Conserving the internal structural elements such as roof trusses and load bearing walls, and ensuring any new internal construction is separate from these.

**Recommendations**

Based on the State level of cultural significance of the Goods Shed and the Railway Station precinct the following recommendations are made:

• The 2004 Master plan sets a strategic approach for the Railway Station Precinct and any proposed changes to the precinct should be assessed against the recommendations of that plan.
• The owners of the land (Victrack) should be requested to undertake a Conservation Management Plan for the Railway Station Precinct.
• Heritage Victoria should request that any changes proposed to the Railway Station Precinct should be accompanied by a heritage impact statement that sets out the effect of change on each of the identified heritage values.
• The existing documentation for HO670 should be updated using the information in this report. This should be done as part of any future heritage review for Castlemaine.
• The Good Shed has minimal capacity to absorb change to its exterior form and fabric.
• The Goods Shed has some capacity for internal change provided that structural elements are not altered.
REFERENCES


www. doi.vic.gov.au H1644


Rush Wright Associates Castlemaine Railway Precinct Masterplan, 2004
APPENDIX 1

Significance of the Bendigo Line

This Statement of Significance is based on work undertaken as part of the Regional Rail Link Overall Works project by Context in 2005. Items relating to Castlemaine are shown in bold.

What is Significant?

The research undertaken by Context has established that the whole of the Bendigo line is significant at both the local and state levels. The line includes a number of places and features that are individually significant, as well others that are contributory to the overall significance of the line as a whole. Most of these places are buildings and structures, however, the Macedon Ranges Cultural Heritage & Landscape Study has also identified individual cultural landscape precincts along the line.

Appendix 1 contains a detailed schedule that lists 135 places and features, which contribute to the significance of the Bendigo line. These places and features may be summarized as follows:

• The route of the line itself, which has remained basically unchanged since construction. The connection points of a number of branch lines can also be interpreted although most have now been closed and all track infrastructure removed.

• The buildings and features associated with the initial construction of the Mount Alexander-Murray Valley Railway between 1859-1864. This includes the track layout itself\(^2\), station complexes (that include buildings, water towers, Goods Sheds, signal boxes, and platforms), culverts and bridges, as well as some of the massive cuttings and embankments, and remnant early landscaping.

• The massive complex at Bendigo, and smaller complexes at key stations including Castlemaine, Kyneton and Woodend, which were all junctions between the Melbourne-Bendigo line and branch lines.

• New station buildings that were added as towns developed and demand increased at key stations during the late-nineteenth and early-twentieth century (particularly at line junctions) at places such as Clarkefield, New Gisborne, and Woodend.

• Surviving examples of late-nineteenth and early-twentieth century safe working and signalling systems at Kyneton, Diggers Rest, Clarkefield, New Gisborne and Woodend.

How is it Significant?

The Bendigo line is of historic, social, aesthetic/architectural and scientific (technical) significance to the local municipalities and to the State of Victoria.

Why is it Significant?

The Bendigo line is significant for the following reasons:

• As evidence of the development of major infrastructure designed to link Murray River and Riverina trade and the central Victorian goldfields to Melbourne, and reflecting the strategic economic issues of the times. This is demonstrated by the original or early bridges, station complexes, and associated engineering works such as cuttings and embankments. The track layout is also notable in this regard (although none of the fabric itself is original)
as one of only two examples in Victoria where this standard of construction (double track) was originally used. (AHC criteria A.4 and B.2)

- As evidence of the early development of the Victorian Railways that is demonstrated by its remarkable degree of surviving fabric from the initial construction of the line between 1859-1864, which is complemented by late nineteenth and early twentieth century fabric including station buildings and signalling. (AHC criteria A.4 and H.1)

- For the scale of the undertaking, and the massive investment in public infrastructure, which demonstrates the enormous importance of the project to the Colonial economy of the time. (AHC criteria A.4)

- For its adoption of British engineering and architectural standards. This is demonstrated by the early bridges and stations constructed between 1859-1864. (AHC criterion F.1)

- For the twentieth century stations that demonstrate improvements made by the Victorian Railways during the Edwardian and interwar period that demonstrate the evolution of station design to meet new demands and technologies. New Gisborne is especially notable as the prototype of a standard design that was used elsewhere in Victoria. (AHC criteria F.1)

- For the scale, design, diversity and quality of architectural and engineering works along the line, many of which remain remarkably intact. This includes buildings and structures such as station complexes and stone, brick and iron culverts, bridges from the mid-nineteenth to mid-twentieth century, as well as cuttings and embankments. (AHC criterion E.1)

- For the archaeological sites, which provide valuable evidence of the construction of the line, and its impact upon the post-contact settlement and development of the area. (AHC criterion A.4)

- For its associations with the early development of the organised labour movement in Australia through the industrial action by the stonemasons whose contribution to the construction of the line is evident today. (AHC criteria A.4 and G.1)

- For the massive complex at Bendigo, which illustrates its importance as a key depot along the line as well as the major provincial centre in this region. The smaller complexes at Castlemaine, Kyneton, Woodend and Clarkefield illustrate their importance as key junctions or depots along the line. (AHC criteria A.4 and D.2)

- For its important contribution to the historic and cultural landscape character of the towns and countryside that it passes through. This contribution is made through built form elements such as station buildings, culverts and bridges, as well as alterations to the landscape as a result of cuttings, embankments and exotic landscaping. (AHC criterion E.1)

- For the interlocking vehicular and pedestrian gates at Kyneton Railway station, which are among the last remaining examples of this type of technology within the State and part of the extraordinarily complex manual safe working and signalling system still in use. (AHC criteria B.2 and F.1)

- As one of only two examples of double line block working in the State with original and early safe working and signalling technology, and one of only four nation-wide. The surviving fabric includes a representative range of original and early technology including rare and possibly unique examples. (AHC criteria B.2 and F.1)
APPENDIX 2

Criteria for assessing cultural significance

Criteria for assessing cultural heritage significance (HERCON)
(Criteria adopted by the Heritage Council on 7 August 2008 pursuant to Sections 8(1)(c) and 8(2) of the Heritage Act 1995).

Criterion A:
Importance to the course, or pattern, of Victoria's cultural history.

Criterion B:
Possession of uncommon, rare or endangered aspects of Victoria’s cultural history.

Criterion C:
Potential to yield information that will contribute to an understanding of Victoria’s cultural history.

Criterion D:
Importance in demonstrating the principal characteristics of a class of cultural places and objects.

Criterion E:
Importance in exhibiting particular aesthetic characteristics.

Criterion F:
Importance in demonstrating a high degree of creative or technical achievement at a particular period.

Criterion G:
Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.

Criterion H:
Special association with the life or works of a person, or group of persons, of importance in Victoria's history.