Historic heritage due diligence assessment

Shepparton Line Upgrade

Prepared for Rail Projects Victoria

16 October 2019

Document information

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Executive summary

Biosis Pty Ltd was commissioned by Rail Projects Victoria to complete a historic heritage due diligence assessment for the Shepparton Line Upgrade. The assessment reviews heritage studies and heritage listings relevant to the study area, in the City of Greater Shepparton, Strathbogie Shire Council, Mitchell Shire Council, Whittlesea City Council and Hume City Council Heritage Overlays, the Victorian Heritage Register and the Victorian Heritage Inventory, to outline the approvals process for management and mitigation of these heritage places.

The assessment identified a number of heritage places within and overlapping the study area. These may be impacted by the proposed works. If it is determined that the heritage places will be impacted by the proposed works and approvals under the relevant legislation are required then additional background research must be completed to support the applications.

A summary of the statutory approvals required for heritage places within the study area is listed in Table 1. More information on the specific statutory approvals for each heritage place are included in Section 6. Note Victorian Heritage Register approvals can take up to 60 days to be processed.

Table 1   Statutory approvals triggered for heritage places

Heritage place	Listing	Impacted by works	Statutory approval triggered		
			Victorian Heritage Register	Victorian Heritage Inventory	Heritage Overlay
Homestead	HO265	Potential to avoid			Yes
Greek Orthodox Church	HO201	Potential to avoid			Yes
Shepparton Showgrounds, including Memorial Gates	HO92	Potential to avoid			Yes
Shepparton Railway Station	HO91	Yes			Yes
VRI Building	HO362	Yes			Yes
Victoria Park Lake, Shepparton	HO169	Yes			Yes
Broken River Railway Bridge	H7925-0014	Yes		Yes	
Railway Bridge/Viaduct	HO316	Yes			Yes
Ardmona Cannery	HO321	Potential to avoid			Yes
Mooroopna Railway Station	HO54	Yes			Yes
Junction Hotel, Toolamba	HO125	Potential to avoid			Yes
Toolamba Railway Station, Water Tower and other remnant railway archaeology	HO390	Yes			Yes
Murchison East Railway Station	HO56	Yes			Yes

Heritage place	Listing	Impacted by works	Statutory approval triggered		
			Victorian Heritage Register	Victorian Heritage Inventory	Heritage Overlay
Railway Hotel, Murchison East	HO59	Yes			Yes
Mangalore Railway Station	H7924-0094	Yes		Yes	
Seymour Railway Precinct	HO308	Yes			Yes
Seymour Railway Station	H1591 HO150	Yes	Yes		
Seymour Commercial Precinct	HO157	Yes			Yes
Victorian Railway Institute Building	HO158	Yes			Yes
Wallan Station Complex	H7923-0045 HO221	Yes		Yes	Yes
Donnybrook Station	HO92	Yes			Yes
Railway Bridge (over Merri Creek)	HO230	Yes			Yes

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1 Introduction

1.1 Background

The *Heritage Act 2017* and *Planning and Environment Act 1987* provide protection to culturally significant historical places in Victoria. These places are an important part of our heritage as they represent evidence of the more recent period of settlement in Victoria and can provide us with important information about past lifestyles and cultural change.

Biosis Pty Ltd was commissioned by Rail Projects Victoria to complete a historic heritage due diligence assessment for the Shepparton Line Upgrade. The assessment will review heritage studies and heritage listings relevant to the study area, in the City of Greater Shepparton, Strathbogie Shire Council, Mitchell Shire Council, Mitchell Shire Council, Whittlesea City Council and Hume City Council Heritage Overlays, the Victorian Heritage Register and the Victorian Heritage Inventory, to outline the approvals process for management and mitigation of these heritage places.

1.2 Study area

The study area comprises 120 kilometres of rail corridor located north of Melbourne, from Donnybrook extending to Shepparton. The study area is shown in Figure 1.

1.3 Proposed works

The Regional Rail Revival program is a joint initiative of the Federal and Victorian State governments and will improve the rail public transport services and amenities for regional communities across every rail corridor in Victoria. As part of this program, the Shepparton Line will be upgraded to deliver more frequent and reliable train services. The proposed works include platform extensions and minor station upgrades, signalling and level crossing upgrades, and associated installation of a combined services route, new crossings loops and sidings, a new stabling facility.
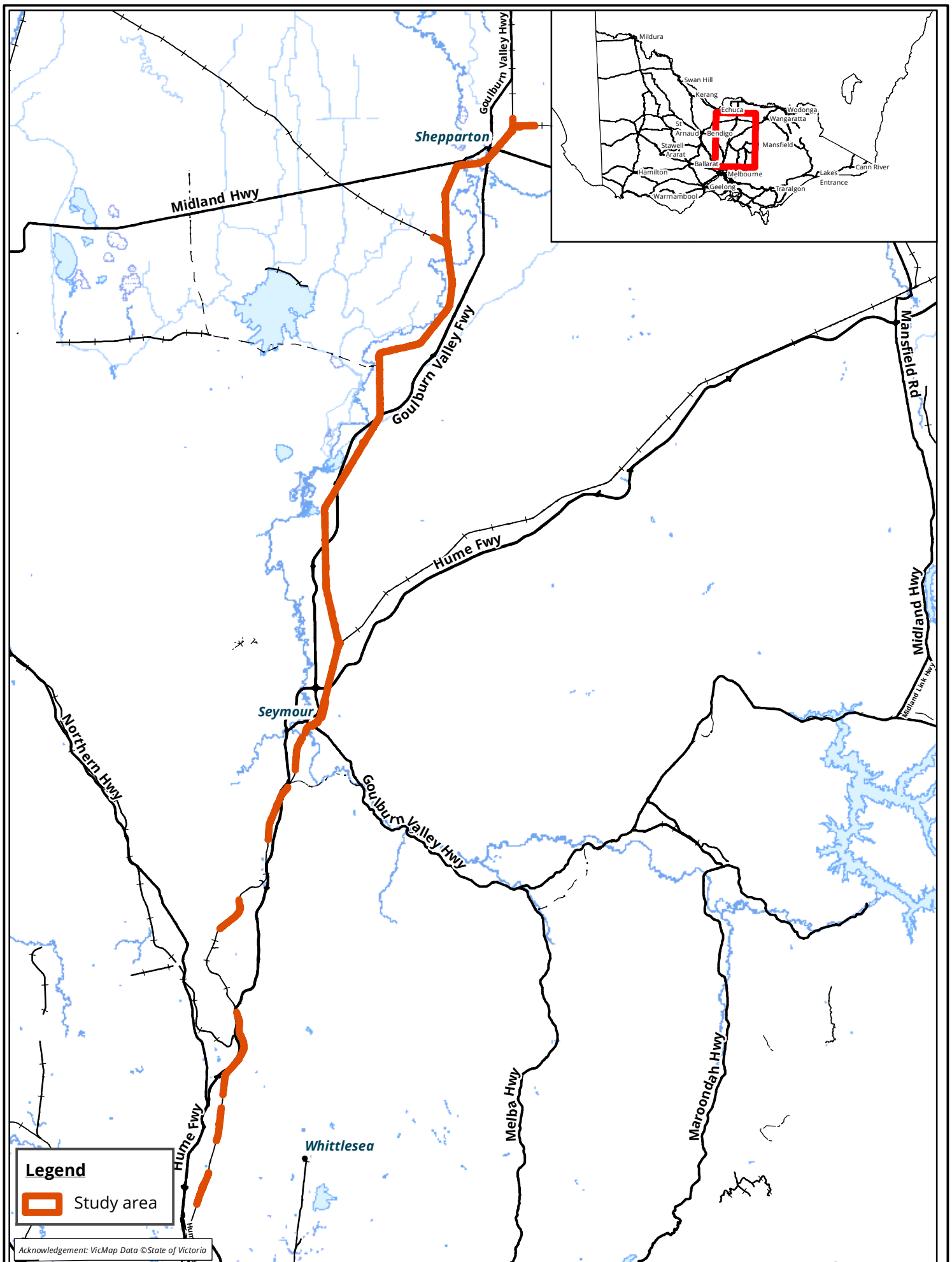
Legend

🟧 Study area

Acknowledgement: VicMap Data ©State of Victoria

Figure 1 Location of the study area

Biosis Pty Ltd
Albury, Ballarat, Melbourne,
Newcastle, Sydney, Wangaratta & Wollongong

Matter: 29516,
Date: 18 March 2019,
Checked by: KFR, Drawn by: SSK, Last edited by: skumar
Location:P:\29200s\29299\Mapping\Superseded_MXDs\29299_F1_Locality

0   6   12   18   24
Kilometers
Scale 1:600,000 @ A4, GDA 1994 MGA Zone 55

2 Relevant legislation

2.1 Heritage Act 2017

The *Heritage Act 2017* establishes the legislative framework for heritage protection in Victoria. The Act implements safeguards for the protection of a broad range of cultural heritage places and objects encompassing:

- historical archaeological sites and artefacts
- historical buildings, structures and precincts
- gardens, trees and cemeteries
- cultural landscapes
- shipwrecks and relics
- significant objects

Victorian Heritage Register

Heritage places included on the Victorian Heritage Register are places assessed as having cultural heritage significance at a State level. For a place to be added to the Victorian Heritage Register a nomination must be made to the Executive Director.

A person may apply to the Executive Director, Heritage Victoria for a permit to carry out works or activities in relation to a registered place or object. It is an offence to carry out such works other than in compliance with such a permit.

Victorian Heritage Inventory

Heritage places included on the Victorian Heritage Inventory are places assessed as having archaeological deposits and/or contains an artefact, deposit or feature which is 75 or more years old and provides information of past activity in the State and requires archaeological methods to reveal information. For a place to be added to the Victorian Heritage Inventory a nomination must be made to the Executive Director.

A person may apply to the Executive Director, Heritage Victoria for a consent authorising a person to damage or disturb an archaeological site. It is an offence to carry out such works other than in compliance with such a consent.

2.2 Planning and Environment Act 1987

The *Planning and Environment Act 1987* establishes a framework for integrating controls in land use, development planning and environmental protection in Victoria.

Heritage Overlay

City of Greater Shepparton, Mitchell Shire Council, Whittlesea City Council and Hume City Council have adopted a range of local planning policies in relation to heritage values within the municipality including the development and maintenance of a Heritage Overlay for heritage places of local heritage significance. The places are usually identified from heritage studies commissioned by local Council.

A planning approval may be issued by the relevant local Council for specific works in relation to a heritage place.

3 Regional history

The following section provides an historic overview of each of the main areas of European settlement along the study area, including specific historical accounts of the heritage places that may be impacted by the proposed works. An historical analysis has been developed by use of primary sources including historic maps, plans, photographs and aerial images and secondary sources such as heritage studies and information derived from heritage listings.

3.1 Early Victorian settlement

3.1.1 Shepparton

Surveyor General Thomas Mitchell crossed the Goulburn River in the Shepparton region in 1836 on his return to Sydney (Allom Lovell & Associates, 2004). Joseph Hawdon and Charles Bonney travelled to the area two years later, camping on the town site by the Goulburn River (Shepparton, 2008). The town's first permanent settlement can be traced to the *Tallygaroopna* sheep station established in the 1840s. The first squatter to occupy the *Tallygaroopna* run was Edward Khull in 1841 (Spreadborough & Anderson, 1983). The pastoral run was recorded as covering an area of 160,000 acres, making it the largest in the Murray district (Spreadborough & Anderson, 1983; Allom Lovell & Associates, 2004). Said to carry 10,000 sheep, the run extended from the right bank of the Goulburn River adjoining Shepparton on the north-east (Allom Lovell & Associates, 2004). A slab hut dating to this time period still exists on the property (Heritage Concepts, 2017). For reasons unknown, Khull abandoned the run in 1843 before being taken up by Sherbourne Sheppard in the same year (Heritage Concepts, 2017). Sheppard, after whom Shepparton was named, then sub-divided the pastoral run into the *Tallygaroopna* and *Katandra* runs (Spreadborough & Anderson, 1983). Further changes of ownership occurred to both *Tallygaroopna* and *Katandra* up until the late nineteenth century.

The first survey of Shepparton (also known as "McGuire's Punt) was made on 13 July 1855, with land sales commencing the following year and proclamation of Shepparton as a township taking place in 1860 (James, 1938). The large pastoral runs in Shepparton were subdivided for farm selection during the 1870s, resulting in a population increase (Victorian Places, 2018). In the 1860s, agriculture including growing wheat, fruit and vines overtook pastoralism as the main form of economy for Shepparton due to the fertile soils (Allom Lovell & Associates, 2004). Timber milling based on the red gum forests along the river developed as an industry between the 1870s and 1940s, and closer settlement and intensive irrigation farms developed from the 1880s. In 1886 the Ardmona orchard was planted, the forerunner of a fruit growing settlement which later included the successful tinned goods company SPC. Dairying was also taken up and a butter factory was opened in 1894 (Victorian Places, 2018).

Major floods took place in 1870 and again in 1916 causing severe damage to the Shepparton district, however the opening of the railway line from Shepparton to Mooroopna in 1880 led to the rapid development of the town over the following years (James, 1938), and allowed for the easier transportation of goods. The first Shepparton Railway Station was destroyed by fire in 1908 (Allom Lovell & Associates, 2004).

3.1.2 Mooroopna

Located on the western side of the Goulburn River and adjoining Shepparton, the township of Mooroopna was formed by the sale of private allotments by W.S. Archer, who settled on a small farm there in 1860 (Allom Lovell & Associates, 2004). Archer sold town lots in 1874, following the subdivision of pastoral runs for farm selections in the early 1870s (Monash University, 2015).

The fertile soils enabled Mooroopna to become a successful agricultural town, with fruit and cereals the main crops. Mooroopna was also the first town in the region to be supplied with articulated water in 1876 (Allom Lovell & Associates, 2004). However, the arrival of the railway line to Shepparton meant that Mooroopna did not have the same population boom (Victorian Places, 2018). A colonial government scheme which provided a bonus for the planting of fruit trees and vines ensured that orchards boomed, and further bonuses were also offered for fruit production and mechanisation. In 1903 over 1,000 acres of land were being cultivated for fruit trees (Australian Handbook and Almanac, 1904).

During the interwar period Mooroopna's population growth was driven by the opening of the Ardmona fruit cannery in 1922 which operated for the next eighty years (Victorian Places, 2018; Allom Lovell & Associates, 2004). Timber milling in Mooroopna gradually declined, ending in 1988 (Victorian Places, 2018).

3.1.3 Nagambie

In October 1836, Major Thomas Mitchell crossed the Goulburn River near Majors Creek in which he noted a series of lagoons filled by high floods and sheets of water filled with wildfowl (Mitchell, 1839). What came to be known as The Major's Line crossed the Goulburn River at Mitchellstown (the Old Crossing Place), passed through Nagambie and then onto Violet Town. Nagambie is the original *Daung wurrung* name for the area; the name referred to the lagoon, which following the construction of the Goulburn Weir is now Lake Nagambie (Clark & Heydon, 2002).

In 1865 land was opened up for selection in Nagambie, for farming, vine and fruit growing (Wilson & Rush, 1951). In August of that year, E.I. Robinson of the Goulburn Valley Vineyard forwarded a petition seeking access to water for stock and travellers on the road from Seymour to Murchison. The petition led to 16 acres being gazetted as temporarily reserved from sale for the village of Nagambie in the Parish of Tabilk (Wilson & Rush, 1951). This did not resolve water issues as pastoralists and farmers in the district were inhibited by irregular water supply from the Goulburn River. In 1866, no rain fell for ten months but the area was inundated by flooding in 1870. To control water flow, a water works trust established a pumping plant on the Goulburn River near Murchison in 1885, to pump water through channels and irrigate the valley. This later was superseded by the Goulburn Weir, built in 1891 north of Nagambie (du Cros & Watt, 1993). Lake Nagambie is an artificial reservoir which was formed when the Goulburn River was dammed by construction of the Goulburn Weir. Prior to this the area was a lagoon that filled and emptied with the flooding of the Goulburn River.

By 1877, 76 buildings had been constructed within allotments proclaimed as the township of Nagambie. These included churches, banks, flour mills, trade stores, a post, police court, hotels, and newspaper printers. The railway was completed through Nagambie by 1880 (Victorian Places, 2018). The Nagambie district has predominantly remained agricultural and pastoral with wheat farming and sheep raising since then (du Cros & Watt, 1993).

3.1.4 Mangalore

The Mangalore run was originally licenced for 12 months to the New South Wales Office of the Information Commissioner before being taken up by Joseph Anderson on 26 July 1848 (Spreadborough & Anderson, 1983). Anderson ran up to 21,000 sheep on the 83,200 acre property east of the Goulburn River prior to selling the property to William Forlonge in 1863 (Billis & Kenyon, 1974). William and his brother Andrew, held large estates across northern Victoria and southern New South Wales prior to Andrew's departure for America in 1845. In 1837, William Forlonge married Glasgow immigrant Marion Templeton in Parramatta before focussing his interests on Victorian grazing country (Billis & Kenyon, 1974). By January 1867 William had accumulating many of the runs south of the Murray River, considering the area to be highly conducive to supporting livestock.

By the 1860s, farm selections began in the Mangalore district, followed by the railway line in 1872. The junction was also centred in Mangalore. During World War II, storage facilities for military equipment were constructed near the railway station (Victorian Places, 2018). In 1942 an aerodrome and associated runways were opened in order to supply a diversion aerodrome when the weather in Melbourne was not conducive for landing (Airways Museum and Civil Aviaition Society, 2006).

3.1.5 Seymour

Dempsey's pastoral run encompassed the area which eventually became the township of Seymour. Dempsey's run (also known as 'Murringo' or 'Marengo') was officially gazetted on 26 July 1848, incorporating 15,360 acres suitable for grazing 500 cattle and 3,000 sheep, although the property was initially occupied by Mary Dempsey in 1844 (Spreadborough & Anderson, 1983).

In 1839 the area became an easier river ford crossing for the Goulburn River than the original crossing at Mitchelton (informally known as Old Crossing Place) and proved to be 10 kilometres shorter (Victorian Places, 2018; Huddle, 2006). The area was designated New Crossing Place when a punt began operating across the river in 1839, and John Clarke built an inn at the crossing (the Robert Burns) to house travellers before and after journeys, and hence the settlement of Seymour was founded (Martindale, 1982). The growth of the township was greatly increased by the gold rushes during the 1850s and 1860s as it was situated on the only route between Sydney and the main goldfields at Ballarat, Castlemaine and Bendigo (Martindale, 1982). The influx of travellers led to the creation of bridges and roads to facilitate easier travel and additional hotels and inns were built to accommodate travellers. The Seymour Railway Station was constructed in 1874, becoming a trans-shipment point and by 1883 it was reported that 70 trains a day had passed through Seymour (Huddle, 2006; Victorian Places, 2018). Seymour was the effective junction of the two main trunks of the north east: along the Goulburn Valley to Tocumwal and the main north-east line to Wodonga (Waugh, 2002). Seymour was also situated at the foot of the Great Dividing Range and consequently goods trains were remarshalled in both directions to maximise the loads.

Although providing an ideal crossing point, Seymour was often subjected to floods during seasons of particularly high rainfall (Huddle, 2006). 1847 marked the end of the western village of Seymour when residents and shop keepers decided to move out of the reach of the river. In 1870 the Goulburn River broke its banks again and the Great Flood inundated the entire city of Seymour (Martindale, 1982), causing the majority of Seymour's merchants to relocate eastwards away from the Goulburn (Huddle, 2006). The 'Two Greatest Floods' in the history of the township were recorded in 1916 and 1917, which caused significant damage despite the town centre having relocated (Martindale, 1982). Although subsequent floods continued to occur in the region, none were of the same magnitude and did not cause significant damage to the newly constructed town centre.

3.1.6 Tallarook

Tallarook was the name of a pastoral run supposedly originating with the overlander, Joseph Hawdon in 1838 (Spreadborough & Anderson, 1983). A Tallarook homestead constructed in 1841 or 1842 when the run was tenured by the Jamieson brothers. The run adjoined the Goulburn River and the King Parrot Creek, extending almost from the present village to Seymour.

From 1855 river flats in the region were sold as farms and agricultural and pastoral activities dominated the region (Victorian Places, 2015). With the construction of the railway and the opening of the station in 1872, it provided greater incentive to farm in the region as goods were easily transportable to Melbourne (Waugh, 2002). In 1883 Tallarook became the junction for the branch line along the upper Goulburn River to Yea (Waugh, 2002). Today the area is still largely made of farming families.

3.1.7 Wandong

The first Europeans through the Kilmore region were members of the 1824 Hamilton Hume and William Hovell expedition, seeking an overland route between Sydney and the Port Phillip district. The first settlers were not far behind. In 1837, the overlander Charles Bonney established a sheep station on the site of Kilmore. Although this was a short-lived enterprise, it signalled the start of settlement in the region.

The township of Wandong began its development relatively late. Sawmilling started in the area (then known as Lightwood Flat), in the 1860s, however it was not until 1876 that the town was founded. The town was originally known as Morphetts Crossing, after the landowner Patrick Morphett who, after the failure of his crops, went bankrupt in 1875, allowing for the founding of Wandong the following year (Tucker, 1988). In October 1876, the town's post office opened and the same year construction of the railway through the town made sawmilling a more economical proposition. In 1883, a number of mills were operating in the Plenty Ranges, ten miles from town, and Robert A. Robertson, manager of the Wandong Timber Company, had begun construction of one of the largest mills, the Comet (Tucker, 1988).

In 1884, the town had five businesses, including two stores, a blacksmith, stationmaster, publican, and a schoolmaster at the Wandong State Primary School. Although the town had largely ceased growing, a branch of the railway between Kilmore and Wandong opened in 1888 (Tucker, 1988). In 1892, the Australian Seasoned Timber Company was formed, and at its peak ran four of the largest mills in the region, employed over 100 men, and housed and fed their families. However, the depression of the mid-1890s had a major effect on Wandong and many of the mills were forced to reduce operations (Tucker, 1988, p. 138). The town remained relatively stagnant since, however, recent decades have seen increasing residential development in Wandong, as in much of the region, as commuters from Melbourne settle in the area.

3.1.8 Heathcote Junction

Following the settlement of the Heathcote region by pastoralists, the discovery of gold in the region at McIvor Creek prompted the settlement and development of the Heathcote Township. By 1853, a large gold-field settlement had been established, known as the McIvor diggings (Monash University, 2015). The estimated population of the area ranged from between 16,000 to 40,000 inhabitants before the diggings began to dry up and the diggers moved to new locations in the search for more gold. By the end of the 1850s a number of facilities had been constructed within the town, including the National School, a number of churches and a hospital (Monash University, 2015). The courthouse and town hall followed in the early 1860s. The region settled into largely agricultural industries, as well as quartz gold mining, with the timber milling (Monash University, 2015).

The surface gold field at McIvor was shallow and soon worked out, so many moved to more permanent fields like Bendigo and Ballarat. However the mining industry persisted with the alluvial and quartz mines followed the leads down and substantial finds were relatively common (Earth Tech Engineering Pty Ltd, 2002). The forests of the region were also an important resource, as the nearby mines required lumber to secure shafts and drives, and for powering steam engines. Timber was also needed for housing, heating and cooking, as well as sleepers for the railway line. The McIvor Timber and Firewood Company was probably the best known with several mills which worked until the 1920s (Earth Tech Engineering Pty Ltd, 2002). As well as the mining and timber industries, pastoral activities were present throughout, sheep and to lesser extent cattle. Several wheat mills were present in the Heathcote district in the nineteenth century, though the irrigation schemes of the 1880s encouraged a move away from wheat and grain to viticulture, orchards and market gardening (Earth Tech Engineering Pty Ltd, 2002).

3.1.9 Wallan

Wallan was surveyed and laid out in 1856, with the only permanent water source in the town on land owned by major landholder W.H Budd (Payne J. W., 1981). Budd later became a counsellor for the Shire of Merriang

and Shire President in 1876. When he died in 1888, the *Kilmore Advertiser* announced the death of the 'father of Wallan' with the announcement "King Budd is dead" (Payne J. W., 1981, p. 113). The town layout was much larger than the town that was to grow there, and only blocks on the Sydney Road and the two streets behind were initially taken up. Many of these were bought by speculators, none of whom lived or worked in the town (Payne J. W., 1981). Development was relatively slow, although the town gained a railway station in the 1870s and had three churches (Payne J. W., 1981; Tucker, 1988). The town mainly served as a centre for the region's farmers, and the 1968 census showed that of the town's one hundred householders, 78 were farmers (Tucker, 1988).

Wallan benefited from the continual passage of travellers in need of stopping places and supplies. One early stopping place was the illegal shanty and eating-house run by Sally Smith, locally known as 'Pretty Sally', on the summit of Big Hill (Payne J. W., 1981). Another inn, run by Peter Foreman, was located south of Beveridge (Tucker, 1988). Hotels servicing locals and travellers on the Sydney Road included W.H. Budd's Strangeways Hotel, the Union Hotel on the Sydney Road, Bylands, the Victoria Hotel in Bylands, and the Inverlochy Castle Hotel, a Cobb and Co. staging post south of Wallan (Tucker, 1988).

3.1.10 Donnybrook

The Donnybrook region received interest from European settlers following reports from Hamilton Hume and William Hovell in 1824 of good pastoral land. Although an historic geological survey map dated to c. 1860 shows the study area within the "Kinlochewe" region, with notations on the map indicating *"Basalt about 10 feet thick as shewn by a well at the Robert Burns Hotel"* (Payne J. , 1975, p. 85).

The main village in the region in the 1830s to 1840s was called Kinlochewe, and lay in a natural ford near the Merri Creek (Victorian Places, 2015). In 1851 this town was destroyed by the Black Thursday bushfires and subsequently abandoned. Requiring a site for a new settlement, in 1852 Robert Mason surveyed this area in the parish of Kalkallo, in which land sales had commenced in 1840 (Payne J. , 1975). Mason declared the area suitable for further development as a township. Allotments within the township were sold in 1853 and the area was renamed Donnybrook in 1854 . The town was officially proclaimed as a town by Sir Henry Barkly, Governor of Victoria in the Victorian Government Gazette of Monday, 25 February 1861 (Payne J. , 1975).

The fledging township of Kalkallo had a development boom between 1840 and 1860, and soon had inns, hotels, a courthouse and gaol, tannery, flour mills, stores, a police station and a formal arrangement of roads. In the Victorian Government Gazette of Friday, 8 October 1874, the town of Donnybrook officially changed its name to Kalkallo (Victorian Government Gazette, 1874). A smaller town approximately two miles to the east was established and named Donnybrook.

In the 1850s, the Sydney Road (Hume Freeway) from Somerton to Beveridge was constructed, and in the 1920s this road was widened and a second north-bound carriageway constructed (Payne J. , 1975). Subsequently, many of the early buildings on the western side of the road were demolished, including the once popular Fountain Inn. The construction of the North-Eastern railway between Melbourne and Sydney in the 1870s was a major activity in the area, and a station was established at Donnybrook around 1872 (Payne J. , 1975). The establishment of the railway aided in the expansion of the agricultural practices in the region. Recent decades have seen increasing residential development in the region as an expansion of Melbourne's norther suburbs.

3.2 Railway lines and rail infrastructure

Victoria's first railways were constructed in the mid to late 1850s with the revenue generated by the gold rushes, and generally served the new gold rush economies (Museum Victoria, 2012). The rail system in Victoria expanded rapidly after this due to the influx of private railway companies and the introduction of the

'Octopus Acts'. By 1931 every town with a population of over 500 was serviced with a railway station (Museum Victoria, 2012).

3.2.1 Tocumwal and North Eastern railway lines

The Melbourne to Essendon Railway Company, a private company, began in 1858 and started to construct railway lines soon afterwards (Australian Railway Historical Society Victorian Division Inc. , 2018). In 1860, the company announced their intention to extend the line "...*to Seymour, on the River Goulburn, passing through Broadmeadows, Donnybrook, Beveridge and Kilmore; and, if carried into effect, will open up the most fertile agricultural country in Victoria, and prove of immense benefit to the pastoral and agricultural interests in this colony*" (The Argus, 1860). Unfortunately, four years later the company had exhausted all of their funds. The railway lines previously owned by the Melbourne and Essendon Railway Company were later taken over by the Victorian Railways, under the Government of Victoria in 1867 (RBA Architects, 2018).

The Tocumwal railway line operated from North Melbourne to Essendon from 1860, and was later extended to Tallarook and Mangalore in 1872 (Shepparton, 2008) as part of a proposed main trunk line to connect Melbourne to Albury and eventually through New South Wales to Sydney. The North Eastern railway line was completed from Essendon to the south bank of the Goulburn River, two miles from Seymour, by April 1872 however the bridge across the Goulburn was delayed for a lack of piers and girders (Huddle, 2006). By 1872 the line had also been laid through Donnybrook, and by April 1872 regular services commenced between Melbourne and Seymour (Gould, 1990).

The opening of the railway line from Shepparton to Mooroopna led to the rapid development of the town over the following years (Shepparton, 2008). An engraving from 1880 demonstrates the ease at which large amounts of wheat were able to be transported by the railway line (Plate 1). The engraving also depicts the pressure under which the Shepparton Railway Station operated during times of harvest. Plate 2 shows that freight trains carrying wheat were still a familiar sight in 1915.

The rapid expansion of the Tocumwal railway line as a result of the 'Octopus Acts 'can be seen in Plate 3, where over a period of 40 years the Tocumwal railway line gained various line branches and multiple additional stations. The regions surrounding the line can also be seen to have increased rail capacity. By 1990, the contraction of railway lines is very clear.

Seymour also benefitted from the railway, with 400 people directly employed by the railway occupying the town. Along with their families, their total population amounted to one third of the population of Seymour (Huddle, 2006). Firewood for the growing population of Melbourne was one of the main commodities for the freight trains, with many sidings along the line built specifically for loading firewood (Huddle, 2006).

Victorian railways boomed throughout the following four decades, with railways expanding across the state (Museum Victoria, 2012). By the turn of the century Shepparton was central to a large network of regional branch lines including the Toolamba-Echuca line, lines to Cobram, Nathalia, Dookie, Picola and Katamatite. While these lines were all later closed, Mooroopna Station remains as a stop for passenger trains operating on the Shepparton Railway Line (Monash University, 2015).
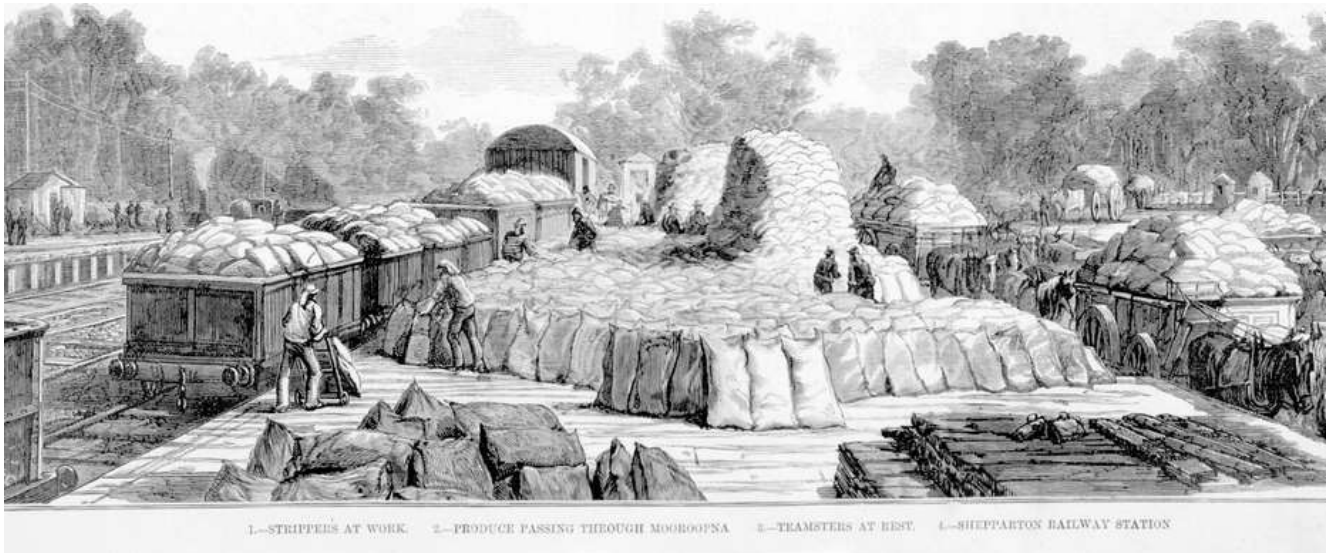
Plate 1   **Engraving showing goods at Shepparton Railway Station during harvest, 1880 (David Syme and Co., 1880)**

Plate 2   **Shepparton Railway Station, 1915 (Public Record Office Victoria, n.d.)**
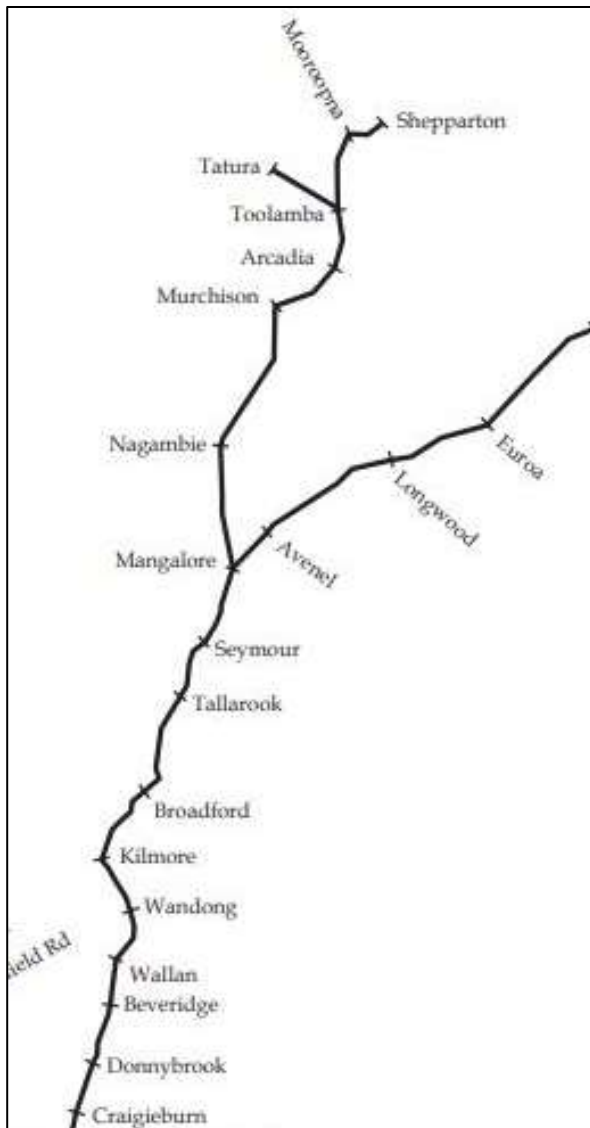
Plate 3   Tocumwal railway, 1880 (Waugh, 2002)

3.2.2 Rail infrastructure, bridges and crossings

Historically, the construction of railway lines in the nineteenth century was undertaken using pick and shovel, horse drawn drays, tipper wagons and horse scoops. Earth was excavated to form cuttings and deposited in the low areas to raise embankments, with the slope of cuttings and embankments determined by the relative earth pressure coefficient of the soil type. Methods generally involved ploughing the ground first, then hand shovelling into carts or scraping up with a horse scoop, to deposit the soil on a nearby heap just beside the line. The construction of cuttings was usually undertaken "by means of ploughs drawn by four horses, and these quickly turn up the ground, which is then removed" (The Ballarat Star, 1870, p. 4). An example of this can be seen in Plate 10 which shows a cutting being constructed in the Wallan area during the construction of the North Eastern Railway. Note that the unexcavated ground etiher side of the cutting is cleared of trtees and a cut-off drain is excavated along the line of the cutting to prevent erosion.

Another method of construction was the creation of embankments near creeks (Plate 11) using the material from the cuttings. This was done prior to the erection of a bridge or a large culvert, with some of these embankments reaching "a considerable height" (The Ballarat Star, 1870, p. 4). Generally surface topsoil and even grass was left in place unless this was not suitable support for the structural fill. Evidence from

contemporary photographs shows that embankment fill was often placed directly on natural ground surfaces. The clearing of trees and vegetation was also widespread, with the cleared trees being used to make sleepers for the railway.

One of the major items of railway infrastructure required to be built for any railway line were the means of crossing waterways, roads or going through hills. The crossing of waterways can involve small brick or timber constructed culverts or large pile or 'trestle' bridge, designed to span hundreds of feet.

Goulburn River bridge

The site for the Goulburn River bridge took advantage of higher approaches on the Goulburn River floodplain, near an earlier fording place. The tenders for construction of the Goulburn Bridge evidently were let, along with the other works, to O'Grady Leggatt and Noonan with Joseph Brady supervising construction. Murray and Styles were responsible for the next stage of the works, but it can be assumed this was for the line north of Seymour (Browne, 1990).

While construction had commenced on the Goulburn River bridge as early as 1870, delays in shipping the iron plate from England and the fact that the contractors were showing very slow progress, meant that the bridge was still not ready when the permanent way had been completed to the south bank of the Goulburn River. The cast iron cylinders for the piers and the ironwork for the girders, pre-cut and punched and possibly partly assembled, were made in England under the supervision of an engineer appointed by the Victoria's Agent-General in London. A temporary bridge was initially erected over the river to give access to the pier sites, and George Eskdale assisted with the sinking of the iron cylinders (Ward, A.C. & Associates, 1988)

By November 1871 works were well underway, with most of the cast iron piers having been set in place and some of the ironwork for the approach spans in the course of erection. Victoria still did not have the capacity to make the two 100ft and two 40ft plate girders and cast iron cylindrical columns, so these were shipped from England (Lee, 2009).

The bridge was successfully tested on 26 August 1872 and the line to Seymour opened in 2 September 1872. The bridge provided a single track crossing, even after substantial parts of the North Eastern Line had been duplicated in the late nineteenth century. It was strengthened with the addition of extra buckle plates and deck cross beams. In 1962, the bridge was duplicated with the addition of the standard gauge bridge on the upstream side, matching the pier spacing but with additional river piers (Turton, 1973).

The transitional nature of the designs of the North Eastern Line bridges, sitting between the massive heavily engineered designs of the earlier main trunk lines exemplified by the Melbourne-Bendigo and Ballarat-Geelong railway lines on the one hand, and the true 'light lines' of the next wave of rail building with mostly timber and iron bridges can be determined from the comments Professor Kernot of Melbourne University, who compared two bridges on Racecourse Road. He describes the light lattice columns of the centre pier of a temporary Essendon line bridge as able to take a 300 ton load to crush them, in comparison with 4000 tons for the cement-filled cast iron columns of the Upfield Line bridge. It is the latter, which is more like the piers on the North Eastern Line all meal bridges erected in the 1870s.

> The second example is the bridge carrying the North-Eastern Railway over the Racecourse Road, Flemington, near Melbourne. The railway is double line and is traversed by a busy suburban traffic propelled by tank engines of 49 tons weight. The bridge is situated at the entrance of the Newmarket Station and is exposed to the constant action of the Westinghouse brake. There are two spans of 51 feet each (discontinuous), four main girders to each span, and the central support consists of four columns each made of four 3J x 3J x J angles of mild steel, with single riveted lacing. The foundations are of Victorian bluestone, a 3 inch cube of which crushes with 40 tons pressure, and are 2J feet square for each column. The compressive stress on the metal of the angles is 4 tons

per square inch. The columns are 15 feet high from stone foundation to girder seat and are 18 inches square.

Strange to relate a second railway, carrying a practically identical traffic crosses the same road at a short distance, and here the columns are of cast iron filled with cement, 2ft. 5in. diameter, 1 inch thick, and the girders 44 feet span. Judging from experiments made with the University testing machine it would take 300 tons to crush a column of the former bridge and 4000 tons to crush one of the latter, and yet the latter carries a smaller load than the former (Kernot, 1898)*.*

PROGRESS OF THE WORKS ON THE NORTH-EASTERN RAILWAY.—BRIDGE OVER THE RIVER GOULBURN AT SEYMOUR.—see page 108.

Plate 4   Progress of works on the north-eastern railway bridge over the River Goulburn at Seymour. (Calvert, 1871)
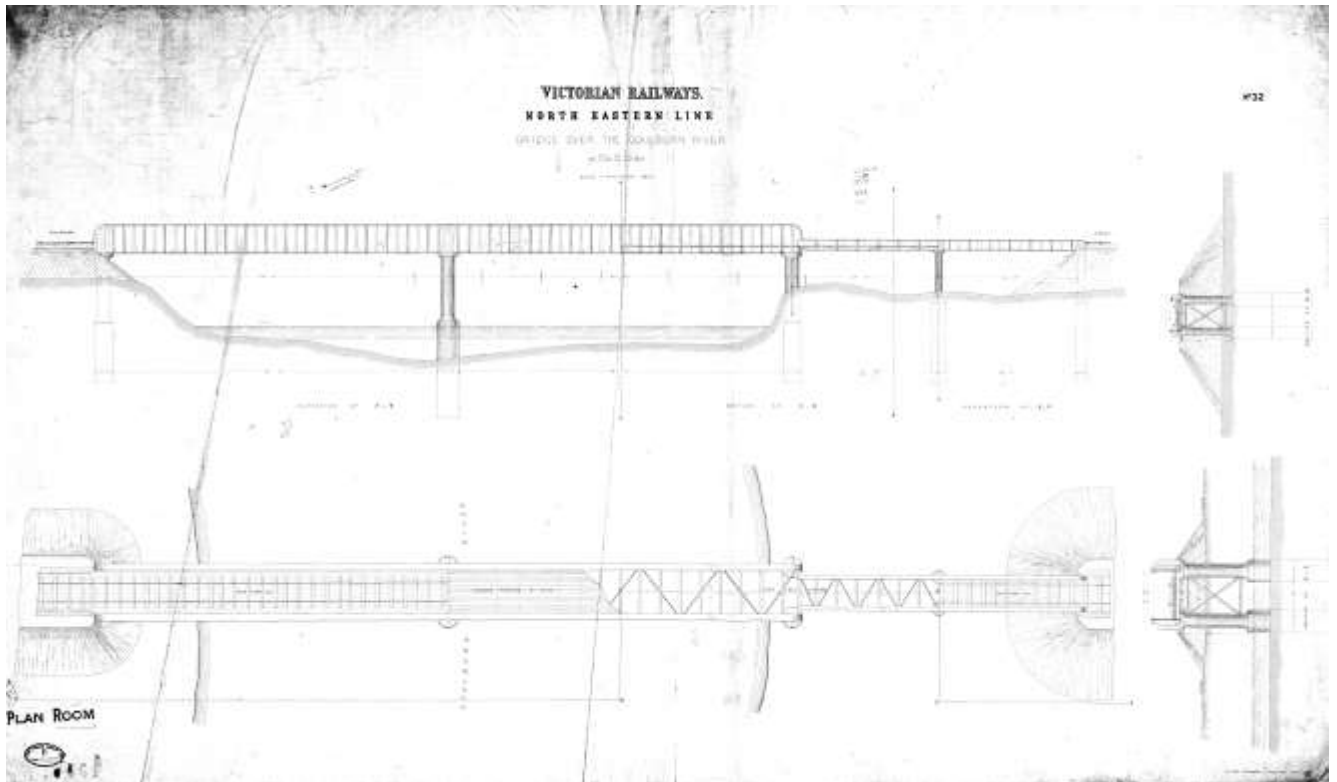
Plate 5   Original Construction Drawing 32 Victorian Railways 1870 Source: VicTrack Drawings
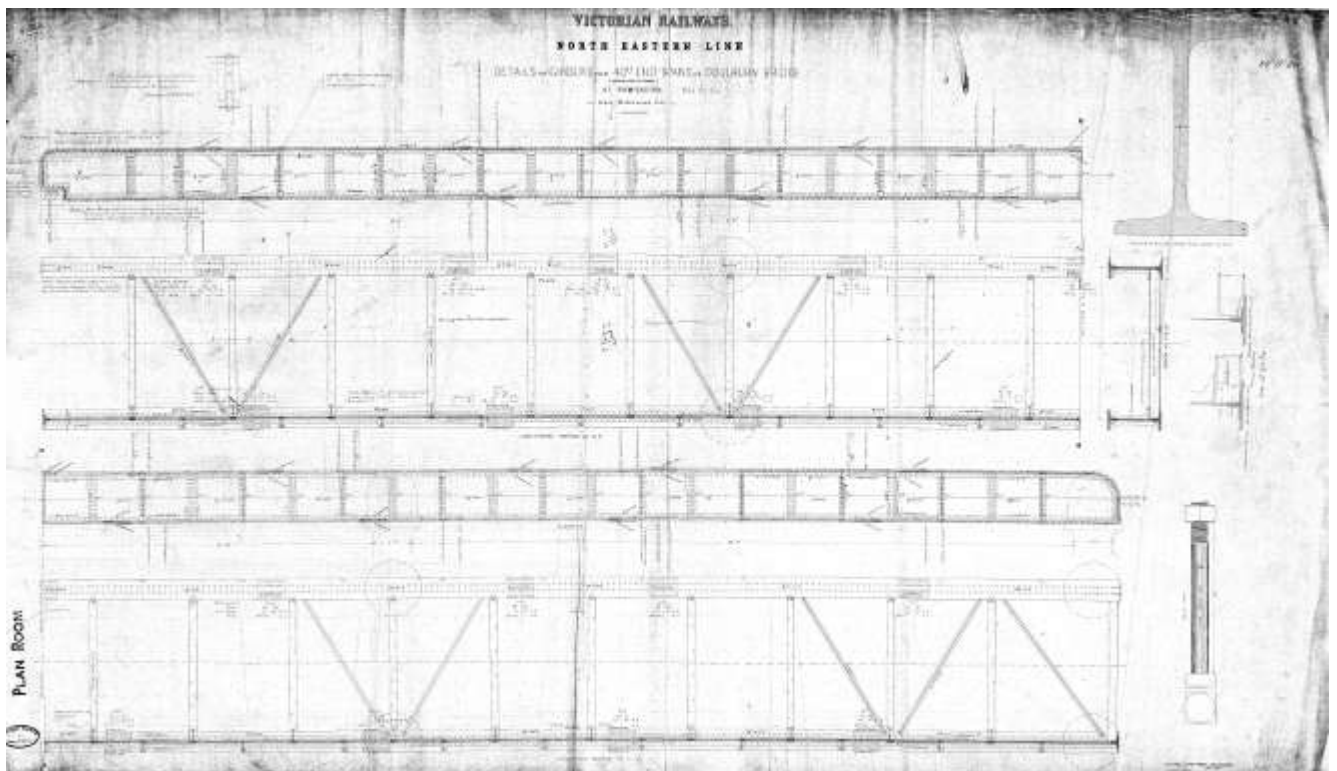

Plate 6   Details of girders and general arrangement Drawing 49 Victorian Railways 1871 Source: VicTrack Drawings

Plate 7   **Goulburn River bridge (Public Record Office Victoria)**

Plate 8   **Goulburn River bridge (Public Record Office Victoria)**

Public Record Office Victoria. VPRS 12903 P1, BOX342-09   © State of Victoria

Plate 9   Construction of duplicate standard gauge bridge at Goulburn Bridge, (Public Record Office Victoria, n.d.)

Numerous small structural works were required along the railway to construct the permanent way, drain surrounding gullies and creeks and form crossings. These included standard culvert designs of one, two or three cells, sometimes up to seven. They are of simple arched designs in brick or stone sourced from quarries along the line, whether bluestone from Malmsbury or Granite from Harcourt (Ward, A.C. & Associates, 1988).

Construction of the stations, platforms, good sheds, and office and passenger facilities were all undertaken in the mid to late nineteenth century. An early wood engraving (Plate 12) of the East Kilmore station on the North Eastern Railway, shows that platforms were built up, as was the area around the station. Level crossings were another important feature of the railways (The Ballarat Star, 1870).

Upgrades to the infrastructure on railway lines have occurred sporadically. For instance, an additional line was added between Donnybrook and Beveridge in the early 1880s (Philpot, 1883). Another major upgrade to the railway line was the construction of a standard gauge line from Melbourne to Albury commencing in 1959 (Victorian Railways Commissioners, 1959). The standard gauge line would run parallel to the existing broad gauge line. A contract for earthworks associated with the construction of the standard gauge line noted that "466,205 cubic yards of basic filling and 65,700 cubic yards of selected filling" would be needed for the Broadmeadows to Mangalore section of the North Eastern Railway (Victorian Railways Commissioners, 1959, p. 13).

The Melbourne to Sydney rail line passing lanes project that commenced in 2008 and also involved the construction of the drainage works, extending existing culverts, placing ballast, laying track and sleepers, constructing embankments and other various earthworks (Feldman, Howell-Meurs, & Mathews, 2007).
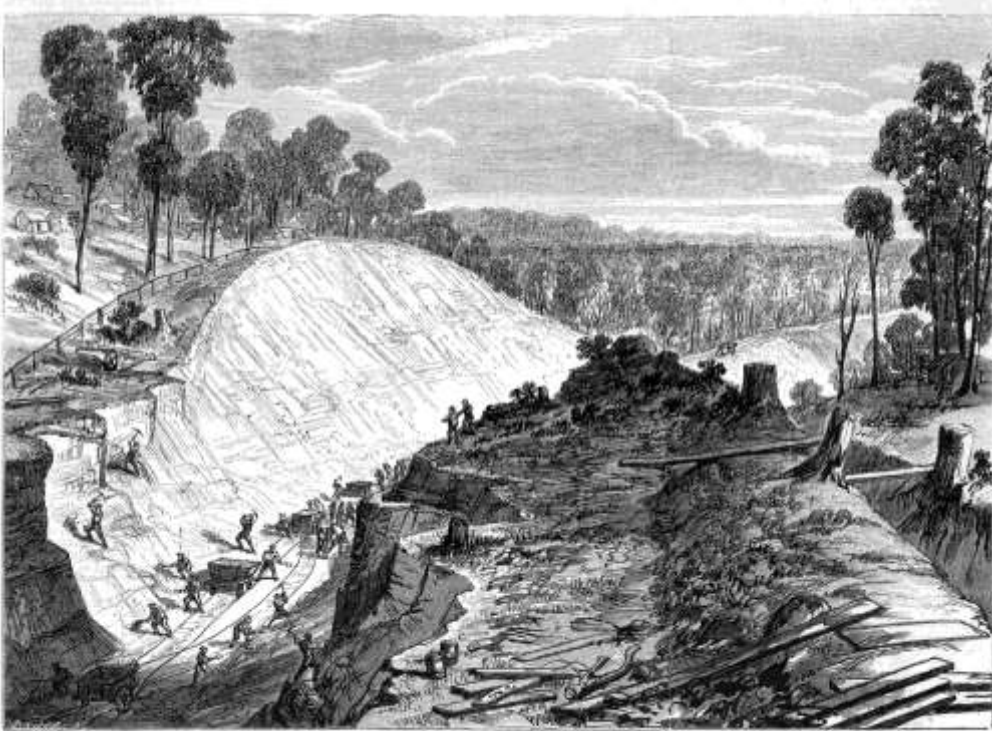
THE SUMMIT CUTTING THROUGH THE DIVIDING RANGE BETWEEN WALLAN WALLAN AND KILMORE.

Plate 10 **The summit cutting through the Great Dividing Range between Wallan Wallan and Kilmore (Calvert, 1871)**
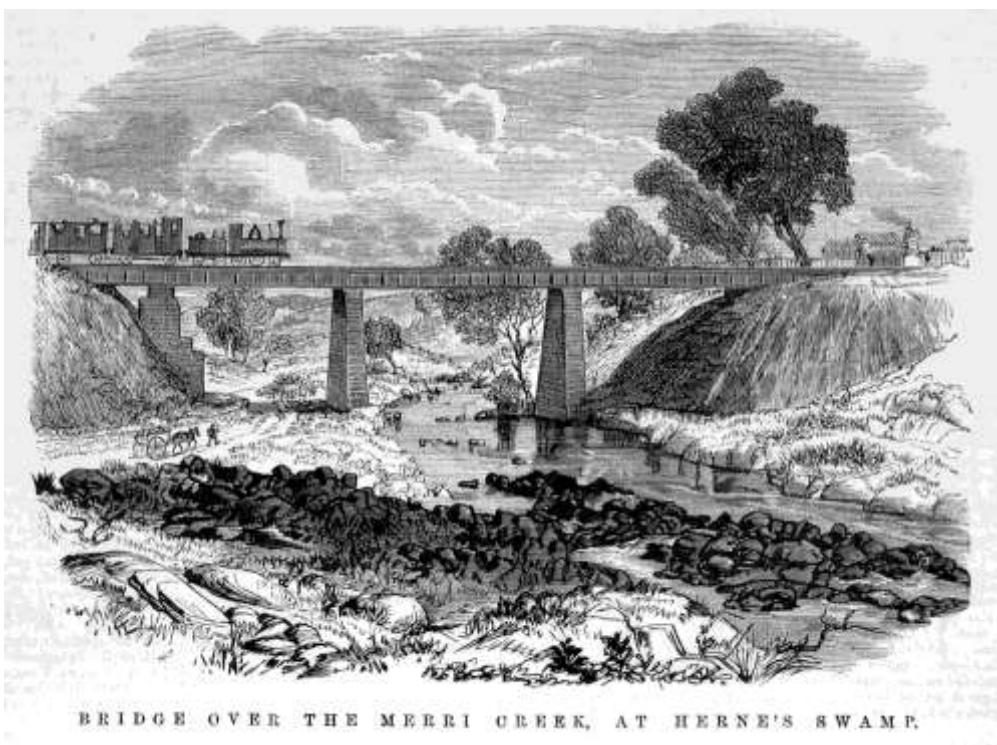
BRIDGE OVER THE MERRI CREEK, AT HERNE'S SWAMP.

Plate 11 **Bridge over Merri Creek, at Herne's Swamp (Calvert, 1871)**

Plate 12   Arrival of the first train at East Kilmore Station (Cooke, 1872)

4 Recorded heritage places

The majority of heritage places within or in close proximity to the study area were identified in the Greater Shepparton Heritage Study (Heritage Concepts, 2017; Allom Lovell & Associates, 2004), the Mitchell Shire Heritage Study (Huddle, 2006) and the City of Whittlesea Heritage Study (Honman & Nichols, 2014; Gould, 1990). It is noted that evidence of the former structures, sidings, ancillary buildings and other features of each heritage place may be evident both as standing buildings and structures, archaeological deposits and archaeological surface features and landscape elements. Portable artefacts may also be present on the surface.

The location and current conditions of all heritage places within the study area are listed in Table 2 and shown in Figure 2 to Figure 22. These places are expanded upon further below, listed north to south. Note where one place has multiple heritage listings, the highest significance listing is discussed. In some cases, heritage precincts in the City of Greater Shepparton, and Mitchell Shire Council overlap the study area.

Heritage Overlay places are designated with the HO prefix, Victorian Heritage Register places are designated with the H prefix and Victorian Heritage Inventory places are designated with the H7925, H7924 and H7823 prefix.

Table 2   Cadastral information for heritage places

Heritage place	Listing	Address	Standard Property Identifier	MGA Zone 55	VicRoads Map
Homestead	HO265	65 Grahamvale Road, Grahamvale City of Greater Shepparton	1\PS744551	359179, 5975117	32 H7
Greek Orthodox Church	HO201	195-199 Knight Street, Shepparton City of Greater Shepparton	1\TP609756	352668, 5970504	32 G8
Shepparton Showgrounds, including Memorial Gates	HO92	275-307 High Street, Shepparton City of Greater Shepparton	1\TP609756	352668, 5970504	32 G8
Shepparton Railway Station	HO91	2 Purcell Street, Shepparton City of Greater Shepparton	1\TP855958	356988, 5972240	673 P10
VRI Building	HO362	2 Purcell Street, Shepparton City of Greater Shepparton	1\TP855958	356988, 5972240	673 P10
Victoria Park Lake, Shepparton	HO169	Tom Collins Drive, Shepparton City of Greater Shepparton	2013\PP5713	356029, 5971286	32 H8
Broken River Railway Bridge	H7925-0014	Watt Road, Kialla City of Greater Shepparton	2057\PP3486	354955, 5970786	32 H8
Railway Bridge/Viaduct	HO316	Mooroopna-Shepparton section of the Goulburn Valley railway line, Mooroopna City of Greater Shepparton	2026\PP3612	353254, 5970604	32 G8
Ardmona Cannery	HO321	16 Young Street and 6 Doonan Street, Mooroopna City of Greater Shepparton	PC364246	352669, 5970582	32 G8
Mooroopna Railway Station	HO54	70 Young Street, Mooroopna City of Greater Shepparton	1\TP609756	352668, 5970504	32 G8

| Heritage place	Listing	Address	Standard Property Identifier	MGA Zone 55	VicRoads Map
Junction Hotel, Toolamba	HO125	24 Wren Street, Toolamba City of Greater Shepparton	2013\PP5713	356029, 5971286	32 H8
Toolamba Railway Station, Water Tower and other remnant railway archaeology	HO390	1, 3, 5, 7, 9 and 11 Londregan Lane, Toolamba City of Greater Shepparton	1/TP10598	351173, 5960007	32 G9
Murchison East Railway Station	HO56	20 Cassidys Road, Murchison East City of Greater Shepparton	1\TP609756	352668, 5970504	32 G8
Railway Hotel, Murchison East	HO59	4910-4920 Goulburn Valley Highway, Murchison East City of Greater Shepparton	2013\PP5713	356029, 5971286	32 H8
Mangalore Railway Station	H7924-0094	Seymour-Avenel Road, Seymour Strathbogie Shire Council	40A\PP3053	337655, 5910770	46 D8
Seymour Railway Precinct	HO308	Railway Reserve, Seymour Mitchell Shire Council	2\TP4637	334177, 5900679	642 C7
Seymour Railway Station	H1591 HO150	Railway Reserve, Seymour Mitchell Shire Council	2\TP4637	334399, 5900770	642 C7
Seymour Commercial Precinct	HO157	Station Street, Seymour Mitchell Shire Council	1\TP419217	334361, 5900876	642 D7
Victorian Railway Institute Building	HO158	Railway Reserve, Seymour Mitchell Shire Council	3\TP4592	334322, 5900672	642 C7
Wallan Station Complex	H7923-0045 HO221	Station Street, Wallan Mitchell Shire Council	1\TP956562	323485, 5856998	646 G11
Donnybrook Station	HO92	823 Donnybrook Road, Donnybrook Whittlesea City Council	1\TP956577	320685, 5843058	367 J6

Heritage place	Listing	Address	Standard Property Identifier	MGA Zone 55	VicRoads Map
Railway Bridge (over Merri Creek)	HO230	North of Kinloch Court, Craigieburn Hume City Council	1\TP562197	32066, 5841334	367 G10

4.1   Homestead (HO265)

The homestead at 65 Grahamvale Road, Grahamvale was constructed for William Swallow or Edward Lightfoot in the 1890s (Heritage Concepts, 2017). A section of the curtilage for this heritage place extends in to the study are.

Swallow was a Port Melbourne biscuit manufacturer who selected the land to grow wheat for his product. There is no physical description of the building in the heritage listing and it is unclear whether the building is extant.

The homestead is listed on the on the City of Greater Shepparton Heritage Overlay (HO265).

Legend

◻ Study Area

▨ Heritage Overlay - HO 265

GREATER
SHEPPARTON
CITY

HO 265

Graham vale Rd
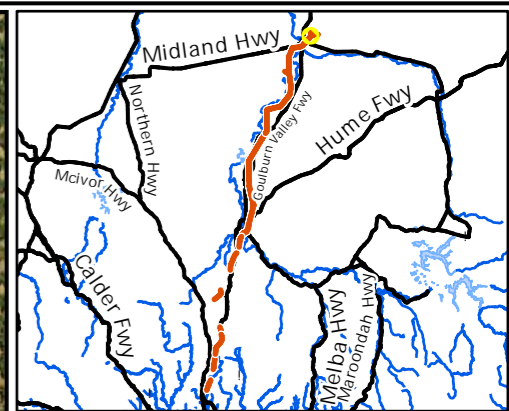
Figure 2 Location of heritage place Homestead (HO 265)

0   100
Metres

Scale: 1:2,000@ A3
Coordinate System:
GDA 1994 MGA Zone 55

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Midland Hwy
Hume Fwy
Northern Hwy
McIvor Hwy
Calder Fwy
Melba Hwy
Maroondah Hwy

24

4.2 Greek Orthodox Church, Shepparton (HO201)

The Greek Orthodox Church is located at 195-199 Knight Street, Shepparton. The south-east corner of the heritage curtilage of this place is located within the study area. The church dates to August 1965 when the corner stone was laid and following this a foyer and belltower were constructed.

Greek immigration to Australia began in the middle of the nineteenth century. On the 29 May 1898, the foundations of the first Greek Orthodox Church, the Holy Trinity, were laid. By 1927 there were more than 10,000 Greeks residing in Australia. Post World War Two migration created new news and problems, resulting in the establishment of new communities, churches and schools. The church is representative of this post-war migration to the Shepparton area (Heritage Concepts, 2013).

The building was constructed from face cream brick and has a terracotta tiled gable roof (Plate 13). The church has a nave, entrance and a hipped roof belltower surmounted by a cross. The fencing around the church consists of cream brick with a metal spear palisade. The Heritage Citation Report described the physical condition as good and relatively intact (Heritage Concepts, 2013).

The Greek Orthodox Church is listed on the City of Greater Shepparton Heritage Overlay (HO201).
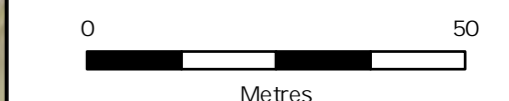

Plate 13   Greek Orthodox Church (Shepparton Interfaith Network, 2019)
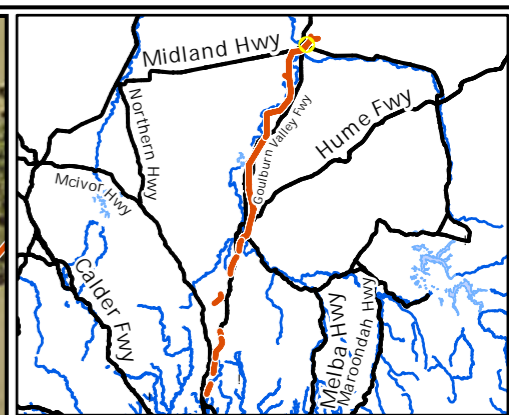
Legend
- Study Area
- Heritage Overlay - HO 201

Figure 3 Location of heritage place Greek Orthodox Church, Shepparton (HO 201)

0   50
Metres

Scale: 1:1,000@ A3
Coordinate System:
GDA 1994 MGA Zone 55

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Newcastle, Sydney, Wangaratta & Wollongong

Matter: ,
Date: 12 April 2019,
Checked by: , Drawn by: , Last edited by: skumar
Location:P:\29200s\29299\Mapping\29516_SLU_Heritage.aprx

26

4.3 Shepparton Showgrounds, including Memorial Gates (HO92)

The Shepparton Showgrounds is located at 275-307 High Street, Shepparton. A small section fronting Thompson Street is located within the study area. The large showgrounds have been in use since the Shepparton Agricultural Society held their annual show there in 1889. The memorial gates were erected between 1910 and 1912 at the entrance to the showgrounds. The memorial gates included are listed on the Victorian War Heritage Inventory. Plate 14 shows the memorial gates as being a concrete structure fitted with wrought iron gates. The piers have moulded cornices and marble inlay plaques and are surmounted by flagpoles. An arched pediment contain is pressed with the words SHEPPARTON AGRICULTURAL SOCIETY EST 1877 (Heritage Concepts, 2013).

During the 1960s and early 1970s, the showground underwent an extensive building program and many of the existing structures on the site date from this period. The buildings include: the Phillips Pavilion (1960), Secretary's Office (1962), Pig Pavilion (1963), Sheep Pavilion (1965), Cattle Pavilion (1966), Horticulture Pavilion (1966), Animal Nursery (1967), Cattle Stewards office (1971), and the J.S Wall and Stan Osmond Pavilions (1973).

The Shepparton Showgrounds, including memorial gates is listed on the City of Greater Shepparton Heritage Overlay (HO90).
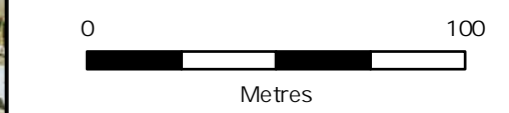

Plate 14   Shepparton Showgrounds memorial gates (Allom Lovell & Associates, 2004)
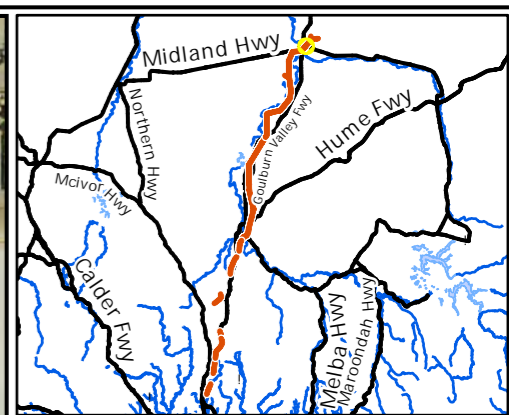
Figure 4 Location of heritage place Shepparton Showgrounds, including memorial Gate (HO92)

Legend

- Study Area
- Heritage Overlay - HO92

Scale: 1:2,000@ A3
Coordinate System:
GDA 1994 MGA Zone 55

Metres
0 — 100

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Albury, Ballarat, Melbourne,
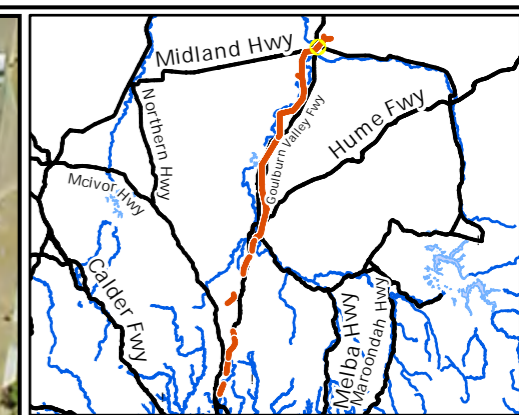Newcastle, Sydney, Wangaratta & Wollongong
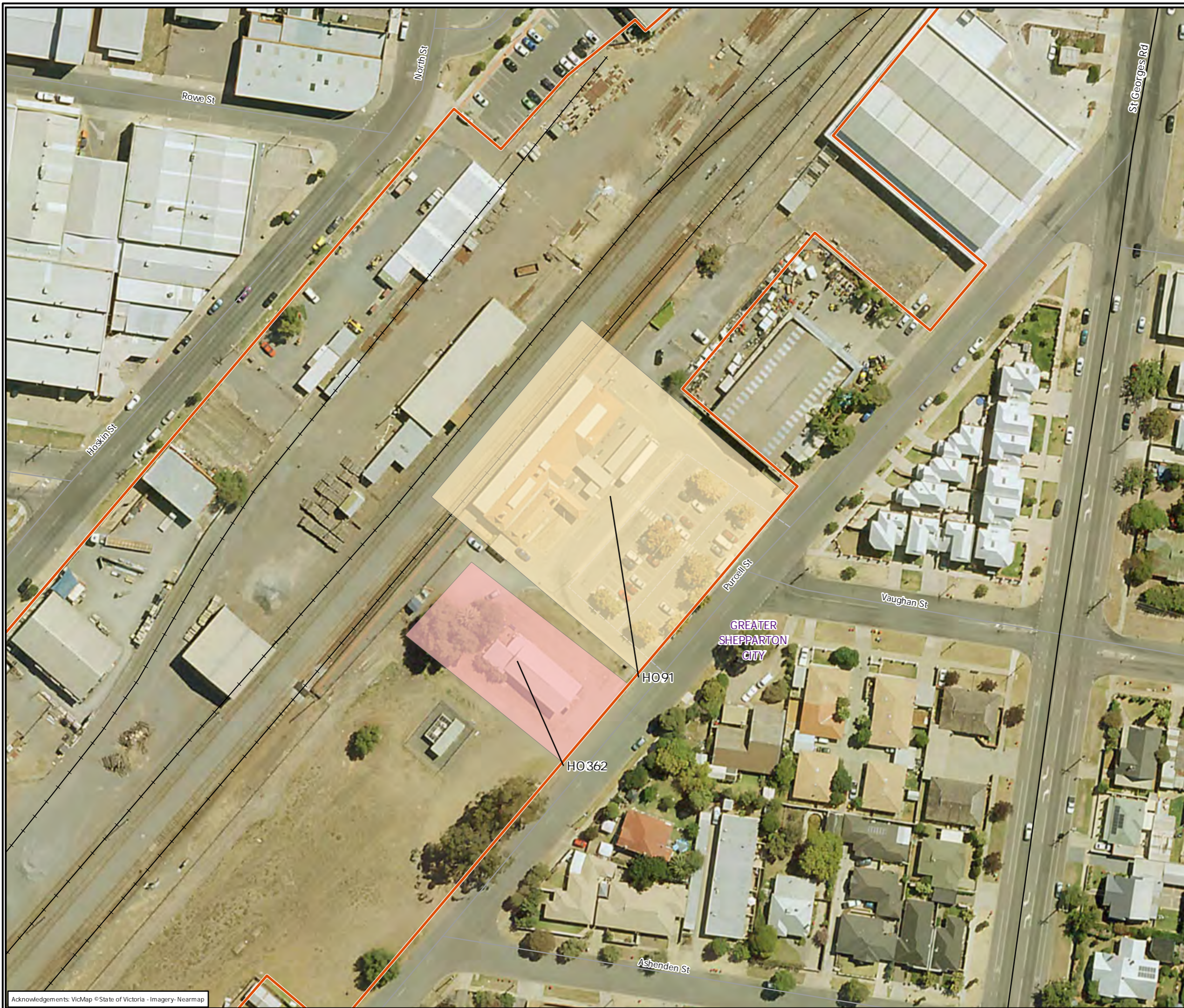
4.4 Shepparton Railway Station (HO91)

The Shepparton Railway Station is located entirely within the study area. The Shepparton Railway Station, on the Shepparton to Mooroopna line, was opened in January 1880 (Brown, 1996). A contract for £619/4/6 (Contract No. 1302) was awarded to William Davies on 11 February 1881 for the construction for the first Shepparton Station (Allom Lovell & Associates, 2004). Over subsequent decades, additional structures were erected. The station complex at its most extensive included a goods shed, engine shed, two water towers, turntable footbridge, cattle and sheep yards and a Railway Institute building (Brown, 1996). On 9 November 1908 the original station building was destroyed by fire. A portable station building was delivered to the site the same day to service the station and the existing building was completed in 1910. As of 2013, only the 1910 station and Railway Institute building were recorded as extant (Allom Lovell & Associates, 2004).

The Shepparton Railway Station (Plate 15) is a single-storey red brick Edwardian building on a long rectangular plan with a projecting wing to the front (east) elevation and is set on a concrete asphalted platform. It has a terracotta tile clad gambrel roof with two half-timbered gables to the front elevation, flanking the main entry. The roof is penetrated by flat-roofed timber framed clerestory windows and chimneys with roughcast dressings, broad rendered caps and terracotta pots. Extending along the full length of the platform elevation is a cantilevered verandah, supported on standard curved steel beams with a ripple iron valance. The main entry has been fitted with aluminium framed sliding doors and a modern walkway and waiting shelters are present. A small skillion-roofed red brick building dating to the 1950s is located on the platform to the south of the station building and a modern steel framed goods shed is located on the opposite side of the railway line. Shepparton Railway Station is currently an operational manned station.

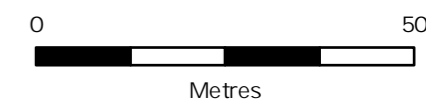The Shepparton Railway Station is listed on the City of Greater Shepparton Heritage Overlay (HO91).

Plate 15   Shepparton Railway Station (Allom Lovell & Associates, 2004)

HO91

HO362

GREATER
SHEPPARTON
CITY

Figure 5 Location of
heritage place Shepparton
Railway Station (HO91)

0   50

Metres

Scale: 1:1,000 @ A3
Coordinate System:
GDA 1994 MGA Zone 55

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Newcastle, Sydney, Wangaratta & Wollongong
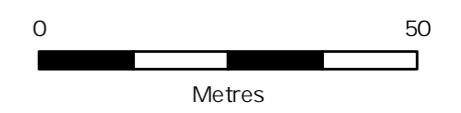
4.5 VRI Building (HO362)

Located immediately adjacent the Shepparton Railway Station, the simple, rectangular Victorian Railways Institute (VRI) building has a pitched, corrugated roof. It is located entirely within the study area. Opened in 1941, it was constructed during a period subject to wartime materials rationing, hence the simplicity of design. The works were also described as being undertaken by volunteers. The hall contained a porch which opened onto a 'ballroom'; the floor was described as being one of the best in Victoria. As such, social events and dances were held in the hall (Allom Lovell & Associates, 2004).

The VRI Building is listed on the City of Greater Shepparton Heritage Overlay (HO362).

Legend

Study Area

Heritage Overlay - HO 362

Heritage Overlay - HO 91

HO 91

HO 362

GREATER SHEPPARTON CITY
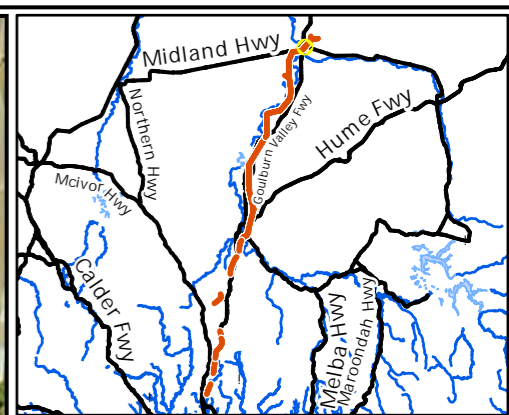
Figure 6 Location of heritage place VRI Building (HO 362)

0   50

Metres

Scale: 1:1,000@ A3
Coordinate System:
GDA 1994 MGA Zone 55

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4.6 Victoria Park Lake, Shepparton (HO169)

Located on Wyndham Street, Shepparton, the south-eastern extent is within the study area. It should be noted that tree controls apply for this heritage place under the Greater Shepparton Planning Scheme.

Victoria Park Lake is a man-made lake completed in 1929 (Greater Shepperton, 2019). Prior to its creation, the land was a lightly timbered swamp used partly for grazing and then as a public park. During either 1920 or 1930 a grand fireworks display was held to raise money for lake improvements (Allom Lovell & Associates, 2004; Greater Shepperton, 2019). From the 1930s Victoria Park Lake and its surrounds developed into an area for picnics, BBQs, community events and water sports. Soon after the completion of the lake it was found not to be long enough from north to south for a rowing course (Allom Lovell & Associates, 2004). Subsequently, a neck was constructed to the southern end of the lake that allowed three boats to compete simultaneously. The neck was later filled in and became part of the Victoria Park Lake Caravan Park (Greater Shepperton, 2019). The lake was filled with water from the Goulburn River and in 1959 was filled with trout by the Fisheries and Wildlife Department (Allom Lovell & Associates, 2004). Currently, Victoria Lake Park is surrounded by grassed and landscaped areas and supports a number of social and sporting clubs and their related activities (Plate 16).

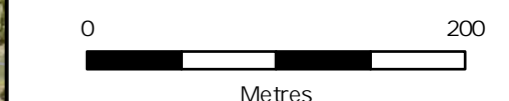The Victoria Park Lake is listed on the City of Greater Shepparton Heritage Overlay (HO169).

Plate 16   Victoria Lake Park (Greater Shepperton, 2019)
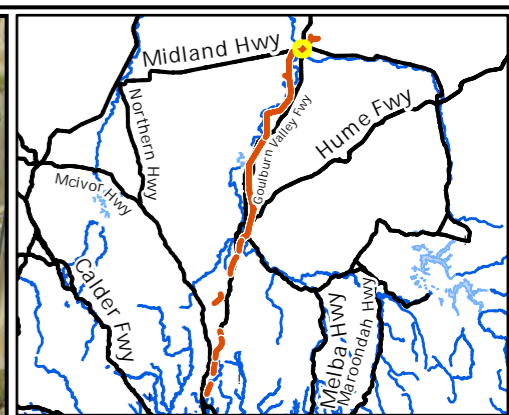
Acknowledgements: VicMap ©State of Victoria - Imagery- Nearmap

34

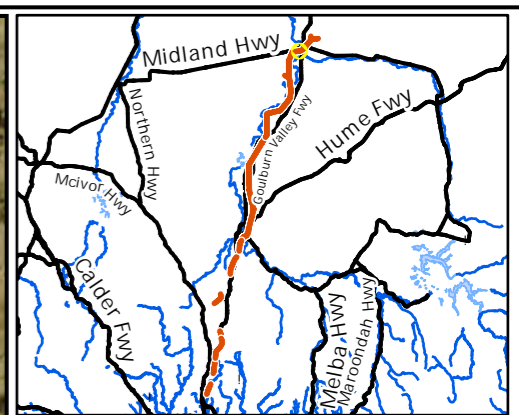## 4.7 Broken River Railway Bridge (H7925-0014)

This archaeological site is recorded as being located on Watt Road, Kialla however mapping indicates it is closer to Fitzjohn Street, where the railway line crosses Broken River. There are minimal details for the site on the Victorian Heritage Inventory, likely because it has not been subject to previous in-depth investigations. The Broken River Railway Bridge was assessed to a preliminary level by Brown (1996), in which early bridge structures were all recorded as part of the assessment. The accompanying site card describes the site as a large and extensive railway bridge structure comprising earth fill and wood and concrete pylons (Brown & Johnstone, 1996).

It is not possible to provide an accurate description of this place at a desktop assessment level however the *Shepparton News* (Linton, 2014) reports that upgrade works were undertaken on the bridge including the construction of new piers and installation of cross-head beams adjacent to and underneath the existing bridge.

The Broken River Railway Bridge is listed on the Victorian Heritage Inventory (H7925-0014).

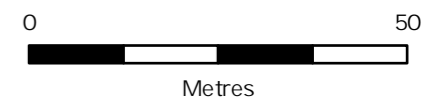**Plate 17   Broken River Railway Bridge (CycleLifeHQ, 2019)**

Fitzjohn St

H7925-0014

GREATER
SHEPPARTON
CITY

Figure 8 Location of
heritage place Broken
River Railway Bridge
(H7925-0014)

0   50

Metres

Scale: 1:1,000@ A3
Coordinate System:
GDA 1994 MGA Zone 55

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4.8 Railway Bridge/Viaduct (HO316)

The Railway Bridge/Viaduct is located on over the Goulburn River at Moorrpna. It is entirely within the study area. The bridge was constructed from 1888 to 1890, officially opening on 1 September 1890. The bridge was constructed as part of the Murchison to Rushworth Railway Line which had been built to enable the supply of timber and wood fuel to the Bendigo mines from the Rushworth and Strathbogie Ranges forests (Allom Lovell & Associates, 2004) however only two parts of the line were actually ever built. It is of historic and social significance.

The Railway Bridge/Viaduct is listed on the on the City of Greater Shepparton Heritage Overlay (HO316).


Plate 18   Goulburn Riverbridge, Mooroopna

Note there is also a similar bridge on the line over the Goulburn River at Toolamba that is historically known as 'Red Bridge'. This bridge still has the 1870s brick and stone abutments from the original bridge that was replaced in the early 20th century with one having concrete piers.
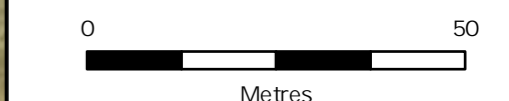
Plate 19   Goulburn River bridge, Toolamba (Source Marcus Wong 2008)

Study Area

Heritage Overlay - HO316

HO316

GREATER
SHEPPARTON
CITY

Common Trk
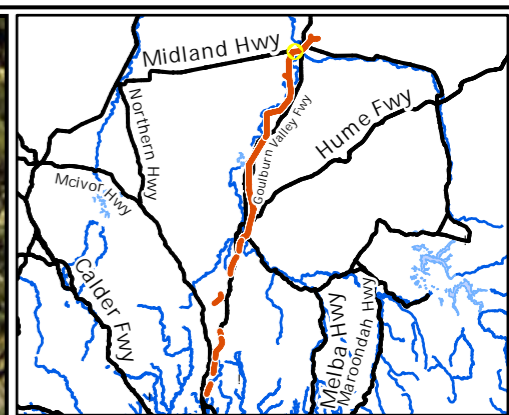
Figure 9 Location of
heritage place Railway
Bridge/Viaduct (HO316)

0   50

Metres

Scale: 1:1,000@ A3
Coordinate System:
GDA 1994 MGA Zone 55

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Albury, Ballarat, Melbourne,
Newcastle, Sydney, Wangaratta & Wollongong

Matter: ,
Date: 12 April 2019,
Checked by: , Drawn by: , Last edited by: skumar
Location:P:\29200s\29299\Mapping\29516_SLU_Heritage.aprx

4.9 Ardmona Cannery (HO321)

The Ardmona Cannery is located at the corner of 16 Young Street and 6 Doonan Street, Mooroopna. A section of the heritage place curtilage extends in to the study area. Ardmona was named after a farm originally owned by Charles and Lochie McDonald which was purchased by a private syndicate in 1886 and subdivided to become Victoria's first irrigated settlement. In 1922 Ardmona fruit growers established a dehydration plant and in 1924, the group erected a fruit cannery in Mooroopna. Its main canned fruits were peaches, pears and apricots, including Pullars Cling Peach which was bred at Ardmona (Monash University, 2015).
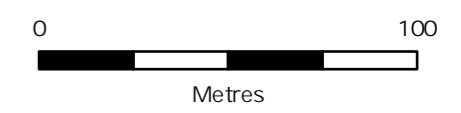
The cannery had moved from Tatura after residents had complained about the odour (Victorian Places, 2018).

The Ardmona Cannery is listed on the City of Greater Shepparton Heritage Overlay (HO321).
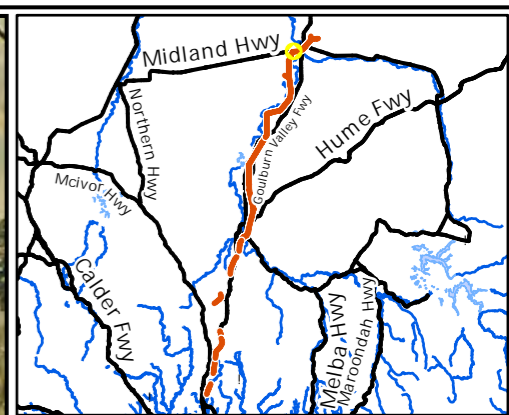
Study Area

Heritage Overlay - HO321

Heritage Overlay - HO54

GREATER SHEPPARTON CITY

HO321

HO54

Figure 10 Location of heritage place Ardmona Cannery (HO321)

0   100

Metres

Scale: 1:2,000@ A3
Coordinate System:
GDA 1994 MGA Zone 55

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Matter: ,
Date: 12 April 2019,
Checked by: , Drawn by: , Last edited by: skumar
Location:P:\29200s\29299\Mapping\29516_SLU_Heritage.aprx

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4.10 Mooroopna Railway Station (HO54)

Mooroopna Railway Station is located at 70 Young Street, Mooroopna. The entirety of this heritage place is located within the study area.

The original railway station structure was built in 1881 following the expansion of the Mangalore to Shepparton line a year earlier (Ward & Donelly, 1982). A goods shed and gatekeepers cottage were also erected around this time. The original 1841 station building was replaced in 1913, and the ancillary structures have since been removed. It is noted that this station building was destroyed by fire in January 2018 and the site subsequently demolished (Travers, 2018). The building was noted as being an Edwardian structure, with a simple weatherboard exterior, red brick chimney and a steeply pitched galvanised corrugated steel roof (Plate 20).

The Mooroopna Railway Station is listed on the City of Greater Shepparton Heritage Overlay (HO54).
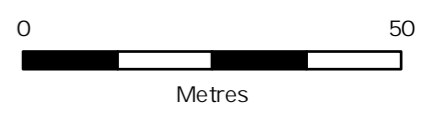

Plate 20   Mooroopna Railway Station, prior to the 2018 fire (Department of Transport, 2018)
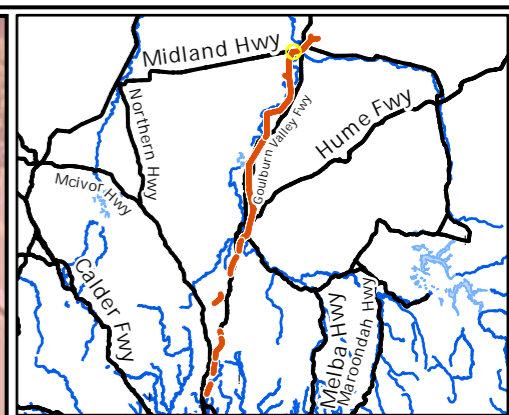
Study Area

Heritage Overlay - HO54

Heritage Overlay - HO321

HO321

HO54

Young St

GREATER
SHEPPARTON
CITY

Figure 11 Location of
heritage place Mooroopna
Railway Station (HO54)

0 ————————— 50

Metres

Scale: 1:1,000@ A3
Coordinate System:
GDA 1994 MGA Zone 55

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