

## FORMER MOORABOOL RAILWAY STATION



FORMER MOORABOOL  
RAILWAY STATION SOHE  
2008



1 former moorabool railway  
station platform view dec1998



former moorabool railway  
station front view dec1998



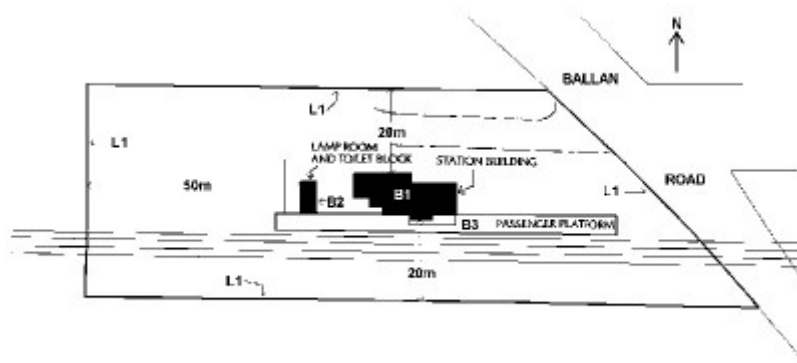
former moorabool railway  
station rear view dec1998



former moorabool railway  
station streetscape dec1998



former moorabool railway  
station track side dec1998



moorabool railway station plan

### Location

275 BALLAN ROAD MOORABOOL, GREATER GEELONG CITY

### Municipality

GREATER GEELONG CITY

## Level of significance

Registered

## Victorian Heritage Register (VHR) Number

H1579

## Heritage Overlay Numbers

HO312

## VHR Registration

August 20, 1982

## Amendment to Registration

May 27, 1999

## Heritage Listing

Victorian Heritage Register

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## Statement of Significance

Last updated on - July 8, 1999

What is significant?

The Victorian Railways Department was created in 1856. In 1857 management of the Department was passed to the Board of Land and Works. During that same year, tenders were invited for the construction of main lines from Geelong to Ballarat and from Melbourne to Echuca. These lines were to be constructed in accordance with British Standards. The two lines were opened during the 1862-1864 period. They had cost so much that there was a resulting seven year period of inactivity during which surveys for new lines were undertaken and the parties to the earlier contracts bickered over claims. J.Campbell and Co constructed the Moorabool Railway Station on the Geelong-Ballarat Line in 1861 for the Victorian Railways. It comprises a standard, single storey gable roofed, basalt station building with two storey residence attached and timber addition also forming part of the residence. A basalt lamp room/toilet block is detached. While the land remains part of crown land vested in the public transport corporation, the station buildings were sold in 1977 and currently serve as a private residence.

How is it significant?

The former Moorabool Railway Station is of historical, architectural and aesthetic significance to the State of Victoria.

Why is it significant?

The former Moorabool Railway Station is of architectural and aesthetic significance as a major contributor to the architectural character of the Geelong-Ballarat railway line. It is one of a notable group of stylistically similar station buildings constructed on the main trunk lines. These stations were a direct derivation of the English Style, a type of Railway Station design common in England during the 1840s and 1850s, which was based on classical planning principles and details. The station demonstrates the high quality of craftsmanship used in the design and construction of this series of station buildings. It serves as an excellent illustration of country station architecture of the 1860s in Victoria.

The former Moorabool Railway Station is of historical significance as one of the earliest railway stations built in Victoria constructed in 1861 on the Geelong-Ballarat Line. The complex is important for its potential to yield information on the changing nature of railways, locomotive technology and public transport use in Victoria. It is an

excellent intact example of the type of stations constructed immediately after the Victorian Railways Department was formed in 1856. The Geelong-Ballarat Line was one of Victoria's first main trunk lines, which were characterised by the costly construction of railway structures in accordance with British standards. The line serves as a reminder of Ballarat's importance and Geelong's aspirations as a major port.

## Permit Exemptions

### General Exemptions:

General exemptions apply to all places and objects included in the Victorian Heritage Register (VHR). General exemptions have been designed to allow everyday activities, maintenance and changes to your property, which don't harm its cultural heritage significance, to proceed without the need to obtain approvals under the Heritage Act 2017.

**Places of worship:** In some circumstances, you can alter a place of worship to accommodate religious practices without a permit, but you must [notify](#) the Executive Director of Heritage Victoria before you start the works or activities at least 20 business days before the works or activities are to commence.

**Subdivision/consolidation:** Permit exemptions exist for some subdivisions and consolidations. If the subdivision or consolidation is in accordance with a planning permit granted under Part 4 of the *Planning and Environment Act 1987* and the application for the planning permit was referred to the Executive Director of Heritage Victoria as a determining referral authority, a permit is not required.

Specific exemptions may also apply to your registered place or object. If applicable, these are listed below. Specific exemptions are tailored to the conservation and management needs of an individual registered place or object and set out works and activities that are exempt from the requirements of a permit. Specific exemptions prevail if they conflict with general exemptions.

Find out more about heritage permit exemptions [here](#).

### Specific Exemptions:

#### General Conditions:

1. All alterations are to be planned and carried out in a manner which prevents damage to the fabric of the registered place or object.
2. Should it become apparent during further inspection or the carrying out of alterations that original or previously hidden or inaccessible details of the place or object are revealed which relate to the significance of the place or object, then the exemption covering such alteration shall cease and the Executive Director shall be notified as soon as possible.
3. If there is a conservation policy and plan approved by the Executive Director, all works shall be in accordance with it.
4. Nothing in this declaration prevents the Executive Director from amending or rescinding all or any of the permit exemptions.
5. Nothing in this declaration exempts owners or their agents from the responsibility to seek relevant planning or building permits from the responsible authority where applicable.

#### Exterior

- \*Minor repairs and maintenance which replace like with like.
- \*Removal of any extraneous items such as air conditioners, pipe work, ducting, wiring, antennae, aerials etc, and making good.
- \*Installation or repair of damp-proofing by either injection method or grouted pocket method.
- \*Regular garden maintenance.
- \*Installation, removal or replacement of garden watering systems.
- \*Repair, removal or replacement of existing pergolas and other garden structures.

#### Interior

- \*Painting of previously painted walls and ceilings provided that preparation or painting does not remove evidence of the original paint or other decorative scheme.
- \*Removal of paint from originally unpainted or oiled joinery, doors, architraves, skirtings and decorative strapping.
- \*Installation, removal or replacement of carpets and/or flexible floor coverings.
- \*Installation, removal or replacement of curtain track, rods, blinds and other window dressings.
- \*Installation, removal or replacement of hooks, nails and other devices for the hanging of mirrors, paintings and other wall mounted artworks.
- \*Refurbishment of bathrooms, toilets including removal, installation or replacement of sanitary fixtures and associated piping, mirrors, wall and floor coverings.
- \*Installation, removal or replacement of kitchen benches and fixtures including sinks, stoves, ovens, refrigerators, dishwashers etc and associated plumbing and wiring.
- \*Installation, removal or replacement of ducted, hydronic or concealed radiant type heating provided that the installation does not damage existing skirtings and architraves and provided that the location of the heating unit is concealed from view.
- \*Installation, removal or replacement of electrical wiring provided that all new wiring is fully concealed and any original light switches, pull cords, push buttons or power outlets are retained in-situ. Note: if wiring original to the place was carried in timber conduits then the conduits should remain in-situ.
- \*Installation, removal or replacement of bulk insulation in the roof space.
- \*Installation, removal or replacement of smoke detectors.

Construction dates            1861,

Heritage Act Categories    Registered place,

Hermes Number                848

Property Number

## History

### Contextual History:

Following lengthy debate during the 1850s the Victorian Railways Department was created by an act passed by the Legislative Council in 1856. It authorised the Government to purchase the property and interests of the Melbourne, Mount Alexander, and Murray River Railway Company which had failed in its task of building a line from Williamstown to the Murray River. It also empowered the Government to purchase railways at any time thereafter (A. Ward & A. Donnelly, 1982, p.11).

Management of the Department was initially passed to the Commissioner of Public Works and the Surveyor General and then, in 1857, to the Board of Land and Works. During that same year, tenders were invited for the construction of main lines from Geelong to Ballarat and from Melbourne to Echuca (A. Ward & A. Donnelly, 1982, p.11).

The Government pressed on during the sixties with its program of main lines construction and opened the Ballarat and Echuca railways during the 1862-1864 period. They had, however, cost too much, and resulted in a seven year period of inactivity during which surveys for new lines were undertaken and the parties to the earlier contracts bickered over claims (A. Ward & A. Donnelly, 1982, p.11).

The high costs of construction associated with the main trunk railways not surprisingly precipitated a re-examination of cheaper means to building railways (Ward.A & Associates 1988, p.26).

Thus, the first phase of Government railway building drew to a close. The high standards of construction mentioned above impart a unique flavour to this era for they were never attained in later years. The station buildings form the most significant groups in the State and include members of the Karlsruhe and Castlemaine style groups. They also include portions of Ballarat station-the train shed and Up side buildings-and many examples of superbly detailed brick and bluestone goods sheds. The yard layouts and disposition of buildings were unique in two important respects: in the first place they were conceived as an architectural unit-an approach

which was to die out during the seventies; and in the second place, they were double platform stations which caused the goods shed to be located off a dead end siding at the Up or Down end of the principal platform (Ward.A & Associates 1988, p.26).

The Karlsruhe Style (A. Ward & A. Donnelly, 1982, p.12-14).

This design has its origins in the English “ Railway Style” which had evolved in England during the forties and fifties and featured classical planning principles and details. It was not until the 1870s that the very high standards of construction adopted in England were compromised to be more closely in line with Australian conditions. This station group is important not only for its English associations and the fine standard of building which it represents, but also because it is the first standard design developed by the Railways Department.

The station buildings themselves frequently form part of a group of buildings and structures conceived as a unit. The elements in the composition usually include the station buildings, lamp room and toilet block, goods shed, goods crane and occasionally, a water tower. They frequently constitute the most significant station environments built in this State.

This group is also interesting from the viewpoint of constructional materials which, in the areas where bluestone was plentiful, were built in that stone. In other areas, bricks were used, taking on the earthy colours of the region.

The design was developed for two lines only: from Geelong to Ballarat opened in 1862 and for the Melbourne to Echuca line, opened in 1864.

The plan was a simple one, consisting of a single storey section subdivided into the general waiting area, booking and telegraph office, and the ladies waiting room, ante room and toilet. The two storey section was separate, and consisted of a station master’s residence with kitchen and parlour at ground level and two bedrooms upstairs. The residence overlooked an enclosed yard with a gate onto the platform. Within it was an underground rainwater tank and the residence’s toilet, forming part of the gentlemen’s toilet block and lamp room.

Interestingly, although each member of the group was built from a standard plan-Kyneton and Echuca are exceptions-the plan was not always followed. At Moorabool, for example, the working drawings marked “Steiglitz Road” depict the standard plan, but it was never built in this way. The public entrance was shifted and the original waiting area lit by two windows.

The features of the style include its classical severity, complemented at Kyneton and Echuca by classical symmetry. The work of the stonemasons was exacting and their fine workmanship stood apart from other buildings of the day. The bell cast verandahs, usually with hip ends, are distinctive features of the design, but have in all cases been harshly treated over the years. The working drawings show the station name-board situated centrally on the verandah roof but it is not known if in metre high letters along the corrugated iron fence defining the residence’s yard.

The rafter and jack rafter ends were expressed, with decorative ends. The most flamboyant example of this practice is at Echuca. In the bluestone stations, finely tooled door and window surrounds and sills provided minimal decoration.

Internally, the decor was limited to elegant fire surrounds with acanthus leaf brackets to the mantelpiece, a mirror over, vertical timber dados and deeply moulded cornices. The larger stations offered more, in line with their more prestigious position in the hierarchy.

#### History of Place:

The Moorabool Railway Station was constructed in 1861 for the Victorian Railways by J.Campbell and Co. on the Geelong-Ballarat Line (Beeston. 1995). The Geelong-Ballarat Line was one of Victoria’s first main trunk lines. The main trunk lines were characterised by the costly construction of railway structures in accordance with British standards .

It is one of a notable group of stylistically similar station buildings (the Karlsruhe Group). The Karlsruhe type was a direct derivation of the English Style, a type of Railway Station design common in England during the 1840s and 1850s, which was based on classical planning principles and details. The Karlsruhe style was the first standard design developed by the railways department and is further characterised by the architectural

composition of all the buildings on the site as a cohesive whole. The principal buildings were commonly constructed of basalt. The Moorabool design varies slightly from the standard plan for the group in the layout of the single storey section. It serves as an excellent illustration of country station architecture of the 1860s in Victoria .

The Ballarat-Geelong Line, first opened 10 April 1862, includes important viaducts at Moorabool and Batesford.

The Moorabool Railway Station was closed for passenger traffic on 7 May 1979 and the building is virtually abandoned. The original verandah has been replaced, otherwise the building is intact. Weatherboard additions have been made to the ground floor of the residence.

## **Assessment Against Criteria**

### **Criterion A**

The historical importance, association with or relationship to Victoria's history of the place or object.

Moorabool Railway Station is important for its associations with the early establishment of the railway network in Victoria. The Moorabool Railway Station is significant as one of the earliest Railway Stations built in Victoria, constructed in 1861 on the Geelong-Ballarat Line, one of the first main trunk lines. The main trunk lines were characterised by the costly construction of railway structures in accordance with British Standards. After these two lines were constructed the practices of the Railways Department were altered and the same standards were never attained again. The line serves as a reminder of Ballarat's importance and Geelong's aspirations as a major port.

### **Criterion B**

The importance of a place or object in demonstrating rarity or uniqueness.

### **Criterion C**

The place or object's potential to educate, illustrate or provide further scientific investigation in relation to Victoria's cultural heritage.

### **Criterion D**

The importance of a place or object in exhibiting the principal characteristics or the representative nature of a place or object as part of a class or type of places or objects.

Moorabool Railway Station is an important representative of the type of stations on the Geelong-Ballarat Line one of only two main trunk lines which were constructed to British Standards.

### **Criterion E**

The importance of the place or object in exhibiting good design or aesthetic characteristics and/or in exhibiting a richness, diversity or unusual integration of features.

The station demonstrates the high quality of craftsmanship used in the design and construction of this series of station buildings. It has fine stonemasonry details.

### **Criterion F**

The importance of the place or object in demonstrating or being associated with scientific or technical innovations or achievements.

### **Criterion G**

The importance of the place or object in demonstrating social or cultural associations.

### **Criterion H**

Any other matter which the Council considers relevant to the determination of cultural heritage significance

## **Extent of Registration**

### **NOTICE OF REGISTRATION**

As Executive Director for the purpose of the Heritage Act, I give notice under section 46 that the Victorian Heritage Register is amended by including the Heritage Register Number 1579 in the category described as a Heritage Place:

Former Moorabool Railway Station, Ballan Road, Moorabool, Greater Geelong City.

EXTENT:

1. All the buildings and structures marked B1 Station Building and Platform 1 B2 Lamp Room/Men's Toilets and B3 Platform 1 on Diagram 602308 held by the Executive Director.
2. All the land marked L1 on Diagram 602308 held by the Executive Director, being part of the land described as Crown land vested in the Public Transport Corporation by virtue of sections 231, 232, 233 of the **Transport Act 1983** as amended.

Dated 6 May 1999.

RAY TONKIN

Executive Director

[Victoria Government Gazette G 21 27 May 1999 p.1217]

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*This place/object may be included in the Victorian Heritage Register pursuant to the Heritage Act 2017. Check the Victorian Heritage Database, selecting 'Heritage Victoria' as the place source.*

*For further details about Heritage Overlay places, contact the relevant local council or go to Planning Schemes Online <http://planningschemes.dpcd.vic.gov.au/>*