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CONTEXT

TALLAROOK TO MANSFIELD/ALEXANDRA RAILWAY

ARCHAEOLOGY AND HERITAGE GUIDELINES

Final Report

February 2012

Prepared for
Murrindindi Shire Council

The front cover shows Molesworth Station, c.1910.

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Report Register

This report register documents the development and issue of the report entitled *Tallarook to Mansfield/Alexandra Railway Archaeology and Heritage Guidelines* undertaken by Context Pty Ltd in accordance with our internal quality management system.

Project No.	Issue No.	Notes/description	Issue date	Issued to
1151	1	Tallarook-Mansfield/Alexandra Railway Heritage Guidelines	03.12.08	Melissa Crane, Karen Girvan @ Murrindindi Shire Council
1484	1a	Draft Tallarook-Mansfield/Alexandra Railway Archaeology and Heritage Guidelines (addition of archaeological survey)	22.11.11	Melissa Crane
1484	2	Final guidelines	Feb 2012	Melissa Crane

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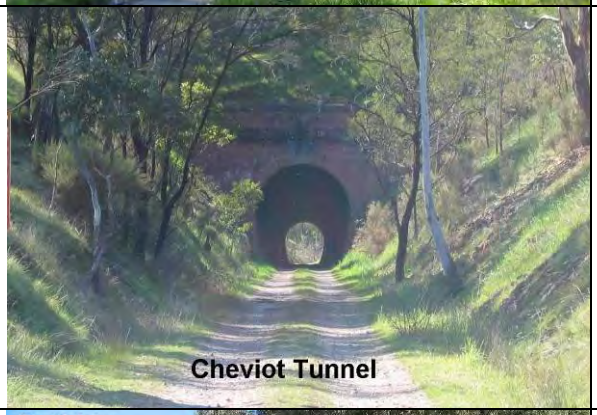
Cheviot Station weighbridge
Source: Context, 2008



Cheviot tunnel
Source: Context, 2008

Cathkin turntable
Source: Context, 2008

Koriella Station site
Source: Context, 2008

1 INTRODUCTION

The heritage values of the former Tallarook-Mansfield Railway line and branch line to Alexandra were assessed as part of Stage 2 of the *Murrindindi Shire Heritage Study*.

As part of the study, a series of heritage guidelines were prepared in anticipation of works to the former railway adapting it for incorporation into the Goulburn River High Country Rail Trail. These are intended to guide the conservation of the heritage fabric associated with the railway and set out recommendations for the management of its built heritage, archaeology and trees, with regard to issues such as interpretation, use and the preparation of management plans. An intention was that the guideline could be adapted in the future to form an incorporated plan suitable for inclusion in the Murrindindi Planning Scheme.

Recent additional work and revised report

A Heritage Impact Report was produced by Nigel Lewis Pty Ltd in February 2011 to inform the development of the Goulburn River High Country Rail Trail between Yea and Cheviot Tunnel, including the section of rail reserve running south east from Oliver Street to south of Meadow Road which is included on the Victorian Heritage Inventory (VHI H7923-0051).

More recently, some additional archaeological survey work has been undertaken in the completion of the Heritage Study.

This report represents an updated version of the original guidelines produced in 2008, incorporating the results of both of these pieces of additional work - mostly as supplements to Appendix A: contributory features. It is hoped that this additional information can be used to better inform management of the railway heritage, and to generate interpretation material for the rail trail (see below).

The Goulburn River High Country Rail Trail

On 29 April 2009, the Federal Government announced that it would contribute $13.2 million from its community infrastructure program towards the completion of the Goulburn River High Country Rail Trail as an economic stimulus to the area, and as part of the recovery effort in the wake of the 2009 Victorian bushfires.

The trail follows the route of the former railway from Tallarook to Mansfield, running through Yea, where the Station buildings are now occupied by the local tourist information centre, and a branch line from Cathkin to Alexandra. When completed, it will stretch for 134 km (83 mi) and traverse Mitchell, Murrindindi and Mansfield Shires.

The work has involved the repair and construction of bridges, road crossings, car parking, rest stops and amenities, together with the resurfacing of much of the rail embankment in gravel or asphalt. These works have been guided by the existing *Railway Heritage Guidelines* produced in 2008, and it is considered that they have been undertaken with due respect to heritage fabric.

At the time of writing (November 2011), much of the main construction works within Murrindindi had been completed, but resurfacing was still underway. It is anticipated that this will be completed by the end of 2011.

Study area

These guidelines cover all of the Tallarook to Mansfield Railway reserve, including the branch from Cathkin to Alexandra, that lies within the Shire of Murrindindi.

2 METHODOLOGY

The guidelines have been prepared in accordance with the *Burra Charter*: *The Australia ICOMOS Charter for Places of Cultural Significance*. The following is a summary of the methodology employed in the assessment of the railway.

Preparation of the original 2008 Heritage Guidelines

The following methodology was employed in the preparation of the 2008 heritage guidelines:

History

A brief history of the railway was prepared, which was drawn from secondary sources (see section 3). Original plans of the railway were known to exist (see below), but these were not available for examination at the time.

Fieldwork

All of the former station sites were visited, as well as other features visible or accessible from the road. An inventory of the contributory features viewed or inspected was prepared, and this was summarised into a list of feature types to inform the preparation of the guidelines. Difficulty of access or inadequate location information prevented a comprehensive survey of all of the features, and a number of bridges, embankments, cutting, crossings and other features were not seen during this fieldwork.

Assessment of heritage values

Following field survey and preparation of the brief history, the railway line was assessed for its heritage values and a statement of significance prepared. This determined that the railway line is of local heritage significance and should be protected by a Heritage Overlay. The full precinct citation is found in Volume 2 - *Heritage Place & Precinct Citations* of the Heritage Study. The citation, and in particular the statement of significance (see section 4), provided the basis for the preparation of this policy.

In the absence of an archaeological assessment of the railway, the approach adopted in the preparation of the original 2008 guidelines was to identify places with archaeological potential or sensitivity which should be the subject of more detailed investigation if major works were proposed.

Recent additional work

The recent additional works employed the following methodologies:

Heritage Impact Report (Nigel Lewis Pty. Ltd., Feb. 2011)

This work, which was undertaken with reference to the 2008 Heritage Guidelines, sought to assess the impact of the works associated with the rail trail on the heritage values recorded on the existing VHI Site Card for VHI ref. H7922-0051 Yea-Mansfield Railway and other observed features of heritage significance.

The assessment was informed by a walkover survey of the section of the rail reserve covered by the VHI listing (which is less than one kilometre in length) and a further c. 3.5km of the reserve extending across Yea River as far east as Limestone Road.

A short report was produced which described the heritage fabric of this section of the rail reserve and made recommendations for its management during the ensuing rail trail development works. This report is included as Appendix D and its findings have been included in Appendix A: *Contributory features*.

Recent archaeological survey

Information from historic plans

The most recent survey was informed by examination of the original Victorian Railways plans for the line, copies of which were obtained by Murrindindi Shire Council from local railway historian Bob Woodward. These plans (which are included as Appendix F) cover the following two sections of the railway line:

- Tallarook to Alexandra Road – plans of the original *Tallarook and Yea* line of 1882-84 which extended as far as Alexandra Rd (see History below), showing culverts, rail crossings and bridges, together with chainages along the line; and
- Cathkin to Mansfield – separate plans of the extension of 1889 (see below), showing rail crossings and some culverts (although these are probably beneath the highway rather than the railway line).

Features marked on these plans were noted in the list of contributory features (Appendix A), and then sections of the rail reserve were surveyed to gauge the accuracy of this record, and to assess the survival and condition of the features recorded. This work was undertaken in September and early November 2011.

As it was only initially intended to undertake field survey along the section of line to the west of Yea, only the features mapped on the historic plans for this area were included. Since that time, the features marked on the Cathkin to Mansfield plans have also been included in Appendix A to illustrate the difference in the level of detail between these plans. Limited resources mean that all of the features marked on the Tallarook to Alexandra Rd plans between Yea and Alexandra Rd have yet to be included in Appendix A.

Field survey

The survey took the form of a walkover of two sections of the reserve – from the Mitchell/Murrindindi Shire boundary to Kerrisdale and along a 5km section to the west of Yea, and of more targeted visits to places identified during the previous work described above, in order to record the works associated with development of the rail trail. All of the features identified were photographed and described, and GPS readings were taken for future reference as necessary.

The result is a fairly thorough record of the surviving heritage fabric in the sections surveyed. However, although every attempt was made to record all of the extant features along the section of reserve covered by the walkover, some features may have been missed due to vegetation, subsequent development or access restrictions. The resulting expanded list of contributory features recorded in Appendix A should therefore not be considered as representing a comprehensive record of all of the related heritage along these sections of the rail reserve.

Furthermore, the resources available for this survey have not allowed for the digitisation of the historic plans, and the actual extant features recorded in Appendix A may not be accurately matched with those marked on the plans.

Accuracy of historic plans

Acknowledging that it has not been possible to definitively compare the location of features observed in the field with those marked on the Victorian Railway plans, the recent field survey appears to point to a number of inaccuracies in these plans.

At a number of locations over which walkover survey was conducted, culverts were found to be smaller than those marked on the historic plans, and apparently additional culverts were located in some places, often where bridges were marked previously. These difference may reflect changes made during the actual construction of the line or subsequent replacements and alterations made in the mid to late 20th century.

Scope and limitations

Features covered by this report

The boundaries of the railway precinct correspond with the boundaries of the rail reserve plus the former railway houses in Yea and Alexandra. Appendix E provides a series of 1:30,000 topographical maps, which show the path of the railway line and features such as cuttings, bridges and embankments, while the location of the former station grounds is shown on the series of maps in Appendix B.

While the railway houses in Yea (35 & 41 Oliver Street) and Alexandra (19 Station Street) form part of the railway precinct they are now private residences and will not be part of the rail trail (apart from interpreting them, if desired). As such they are not included in these guidelines.

While an assessment of significance of the Tallarook-Mansfield/Alexandra Railway Line as a whole has been made, the project budget did not extend to undertaking individual assessments of the (relative) significance of each element on the line. Instead, a list of contributory features (both specific and site-types) has been compiled, based on the research and fieldwork as described above. This should not be interpreted to be a comprehensive list of all of the heritage features along the line.

Assessment of other values

Attention must also be paid to values other than historic heritage, such as geological and natural values. Cuttings may be of geological significance as examination of the strata they expose can add to knowledge of the area's geological development. Apart from the cultural landscapes created by tree-planting at railway sites, there may be areas of natural significance along the line. In particular, these could be plant communities that have developed in areas of the rail reserve that are still protected from grazing (though it is understood that much of the rail reserve has been leased to neighbouring property owners). These types of significant sites should also be investigated appropriately (for example, natural sites in line with the Australian Natural Heritage Charter) and the outcomes incorporated into the guidelines for future development.

Undertaking further work

In the event that further development works are required beyond those undertaken for the rail trail, it would be desirable to undertake more detailed research on sites/features that will be impacted. This should include assessment of relative significance of individual features (e.g., buildings, trees, bridges), as well as identification of potential below-ground archaeological features by referring to plans of the railway line. Refer to Policy 2 *Archaeology* and Policy 6 *Management Plan*.

3 HISTORY

The Thematic Environmental History for Murrindindi Shire has been reviewed and finalised as part of Stage 2 of the Heritage Study (Context 2011, Vol. 1) to provide a broad historical overview of the municipality.

A more specific background history relating to the development of the railway network in the region is provided here, but it is recommended that readers of this report as a stand alone document should refer to the Thematic Environmental History for a wider historical context.

The Tallarook to Mansfield and Alexandra railways were constructed in three main stages: Tallarook to Yea from 1882-84, Yea to Mansfield from 1887-91 (which included the branch as far as Alexandra Road) and the final Alexandra Township Railway Extension commenced in August 1908 and completed by October 1909. The railways operated for almost 100 years before the final train left Mansfield in November 1978.

Tallarook to Yea (1882-84)

The main northeast line reached Tallarook and Seymour in November 1872 and in 1882 a branch line was surveyed as far as Yea. The construction contract for the 38.1 km railway was signed by C & E Miller on 27 September of that year. The Minister of Railways, Mr Gillies, gave permission for the line to be opened on 16 November 1883, although engine sheds and turntables at Tallarook and Yea, goods facilities and intermediate sidings were not completed until the following year.

Construction of the railway, which was carried out by a team of over 1000 men has been described as "a very creditable feat". The route followed the curves and undulations of the Goulburn River valley, hugging the steep walls on the south side of the river through difficult terrain. For example, in the first 11.2 km to Trawool, there were 17 curves and 68 changes of grade and it required the erection of 23 bridges. The cost was £200,000.

Intermediate stations to Yea were Trawool (until 1910 spelt 'Traawool', said to be an indigenous term for 'wild water'), Kerrisdale (initially called Windham) and Homewood. About 1893, a siding was opened 2 km on the down side of Trawool. It was named Wright's Siding. It later became Trawool Falls Siding, and was changed again in November 1904 to Granite, referring to the stone being loaded at that location. The siding was removed in 1919, but a one car length platform erected about 1910 remained until December 1951.

Yea to Mansfield (1887-91)

Yea was the line terminus for six years. Several routes had been suggested for the extension of the line from Yea to Mansfield, but these were met with sporadic opposition from Benalla residents who preferred that a line to Mansfield should branch from the main line at their town. Eventually the decision was made that the line would extend from Yea. The first section, a 17.2 km extension to Molesworth, was started on 27 April 1887 and completed and opened on 12 November 1889 with two intermediate stations, Cheviot and Balham. The latter was closed on 17 June 1893.

Three kilometres beyond Yea the line crossed the Yea River, a tributary of the Goulburn, on a curved bridge and climbed into the foothills of Mt Cunningham. Following up-grades of 1 in 40, the line ran past Cheviot Station to a depression in the mountain range at which point it ran through the Cheviot Tunnel. The summit of this bank is at the down end of the tunnel, which took two years to construct. From there 1 in 40 down-grades dropped the line again to the valley of the Goulburn River, which it followed to Molesworth Station.

The Cheviot Station was built to load sawn timber harvested from the Murrindindi Forest, some 14 miles (23km) away. The first 3' (0.9m) gauge timber tramway opened in 1901 and led to a terminus some 5 miles (8km) from the Station. It was extended to the Station in 1905. A second tramline commenced operation in 1925. Both tramways stopped operation in 1937

when the horse-drawn wagons were replaced by trucks. Two six ton derrick cranes were installed at the station yards in the 1920s to handle the large volume of timber transported [1].

The completion of numerous bridges over the Goulburn River flats permitted quick construction, by 17 June 1890, of the next 4.4 km section to Cathkin, followed by the 7.1 km south-eastern stretch along the Spring Creek valley and gradually climbing to Alexandra Road, which was opened for use in September 1890. Alexandra Road was renamed Lily in August 1909, after the nearby Lily Gully, then changed to Rhodes later in the same year and in 1916 was finally called Koriella - the native word for the Goulburn.

The contract for building the line from Cathkin to Mansfield (61.1 km) was let on 21 December 1889 to R. Thomton for £122,325. From Cathkin, the Mansfield line stretched north east through Yarck and Kanumbra to Merton, a distance of 24.9 km. This section was opened on 10 November 1890. Curves were few and grades easy to Kanumbra but beyond, the ascent to and descent from Merton Gap (398 m) posed heavier going for the construction teams and the trains that followed. The first train from Melbourne to Merton averaged 29 km an hour. The 36.2 km section from Merton to Mansfield was completed and opened in two parts, the 22.3 km from Merton to Maindample on 7 May 1891 and the 13.9 km from Maindample to Mansfield on 6 October 1891.

Alexandra Township Railway Extension (1908-09)

For a period in the 1890s, due to an economic depression, the line was held up at Alexandra Road. On 11 August 1908 work finally began in rough steep 1 in 30 grade country on the 'Alexandra Township Railway Extension'. The line climbed to its greatest elevation at Eglinton cutting, before dropping down towards the Goulburn River valley, through the deep cutting at Victoria Gap, to Alexandra. This line was opened on 28 October 1909.

The mid-1970s saw state parliament accept recommendations for the closure of numerous branch lines, the setting up of Regional Freight Centres at certain main line stations with forwarding of goods by road and the introduction of buses for passengers. As a consequence, train operations began to wind down with the cessation of the railmotor service on Saturday 28 May 1977 and the running of the last goods trains to Alexandra and Mansfield in February 1978. For the following nine months after that, trains ran on the line on an 'as required' basis, operated from Seymour. The final service left Mansfield on Monday 6 November 1978 bringing to an end the working of the Mansfield line.

Sources

This entire text is an extract from Sid Brown, 'Mansfield Railway Centenary', in Newsrail, Sept. 1991, pp 268-277, except where otherwise noted, as follows:

[1] Brochure 'Cheviot Tunnel, A Key Piece of Yea's History', Yea Business & Tourism Association, n.d.

4 ASSESSMENT OF SIGNIFICANCE

The citation for the railway in the *Murrindindi Shire Heritage Study Stage 2 2008* provides the following statement of significance for the railway.

What is significant?

The rail line from Tallarook to Yea, later extended to Mansfield and Alexandra, constructed from 1882 to 1909. It closed in 1978 and much of the infrastructure was removed (such as portable station buildings, rails and sleepers, bridge decking, signals, crossing gates, platform walls). Two station sites are largely intact (at Yea and Alexandra, HO2 and HO22, respectively), some others retain sheds, platform earthworks, timber buffer stops and mature trees (mainly Monterey Pines and Monterey Cypresses, plus specimen Peppercorn trees). The most striking remnants of the line are the engineering works: dramatic cuttings through rock, high earth embankments, bridges, and the Cheviot Tunnel (HO7). Many of the bridges on the west part of the line were gradually replaced with concrete and steel structures, though a number of early timber pile bridges survive on the eastern and northern sections of the line.

How is it significant?

The Tallarook to Yea, to Mansfield and Alexandra rail line is of local historic, technical, architectural and aesthetic significance to Murrindindi Shire.

Why is it significant?

Historically, the line is significant for its strategic importance in the opening up of forests in the Black Range, Murrindindi and Rubicon areas. The decision to extend to Alexandra in 1909 was made largely because of the revenue to be had from the Rubicon forest timber and other extractive industries. The railway's construction reflects the economic and resource priorities of the nineteenth century. The disused railway line is now one of the dominant historic features in this part of the Goulburn Valley. It is further significant as it reminds us of the changing patterns of transportation over the past one hundred years in the Goulburn Valley. (RNE criterion A.4)

Technically, several features associated with this line represent fine examples of engineering, among them, the Cheviot Tunnel which is of distinctive construction and the cutting at Victoria Gap outside of Alexandra which was accomplished by manpower alone. The linear network as a whole, and particularly the station grounds, contains an array of earthworks and infrastructure elements, a large proportion of which appear to survive *in situ*. (RNE criterion F.1)

Architecturally, the Yea Station complex represents the most intact example of a small group of Gothic styled Railway Station buildings built in the late nineteenth century. The main station building is the most picturesque design of a railway building prepared by the Railways Department. (RNE criterion F.1)

Aesthetically, the mature conifers and plantings at the former station grounds and along some parts of the railway line are significant for their contribution to the cultural landscape created by the railway. The timber pile bridges, dramatic cuttings and high embankments, as can be glimpsed from the Goulburn Valley and Maroondah highways, add dramatic interest to journeys through the varied landscape of the shire. (RNE criterion E.1)

Archaeologically, below-ground remains and extant features along the line have the potential to yield information that will contribute to the understanding of the railway. (RNE criterion C.1)

Existing heritage listings

This section provides a summary of existing heritage listings which apply to the Tallarook to Mansfield/Alexandra Railway as it runs through Murrindindi Shire.

Local planning scheme

Places of local or State heritage significance can be protected by inclusion in the Heritage Overlay (HO) of local government planning schemes. The purpose of the HO is:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To conserve and enhance heritage places of natural or cultural significance.
- To conserve and enhance those elements which contribute to the significance of heritage places.
- To ensure that development does not adversely affect the significance of heritage places.
- To conserve specifically identified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

Murrindindi Shire Heritage Overlay

Only the Yea Railway Station (former) the Alexandra Railway Station and the Cheviot Tunnel are currently included on the Murrindindi Heritage Overlay (Refs. HO2, HO22 & HO7 respectively), but the Stage 2 Heritage Study recommends that the whole of the railway reserve be included.

Victorian Heritage Register & Victorian Heritage Inventory

The Victorian Heritage Register (VHR) provides a listing of places or objects, including buildings, structures and areas/precincts. Such places have been assessed as being of State Cultural Heritage Significance using assessment criteria established by the Heritage Council. The Victorian Heritage Inventory (VHI) lists all known archaeological sites and relics. Places may be on one or both lists. All places on the VHR and the VHI are legally protected under the *Heritage Act 1995*.

It should be noted that the Act also confers blanket protection on all significant heritage material of over 50 years in age, regardless of whether it is included on a statutory list.

Additional information on legislation surrounding the protection of archaeological sites is included in Appendix C.

Victorian Heritage Register (VHR)

The Former Yea Railway Station is the only place currently included on the VHR which relates to the Tallarook to Mansfield/Alexandra Railway.

Victorian Heritage Inventory (VHI)

As described above, a c. 1km long section of the line to the east of Yea is included on the VHI (Ref. H7923-0051). It is unclear from the Site Card why only this section has been included.

Other relevant heritage lists

National Trust of Australia (Victoria) Register

The National Trust of Australia (Victoria) Register provides a list of places that are either listed or classified by the Trust. Classification or listing by the Trust does not impose any legal

restrictions on private property owners or occupiers and the Trust does not have any statutory legal powers.

The Cheviot Tunnel is the only feature relating to the railway which is found on the National Trust Register (Ref. B5486).

Register of the National Estate

The Register of the National Estate (RNE) is a national inventory of natural and cultural heritage places. It was compiled by the now defunct Australian Heritage Commission, and is currently kept by the Australian Heritage Council. It will be maintained until February 2012 but was frozen in February 2007 having been replaced by other heritage lists.

Entry on the Register does not place any legal constraints on the actions of owners of private property.

The whole of the Tallarook to Yea, to Mansfield, to Alexandra Railway is included on the list (Ref. 102784) and Alexandra Railway Station is also covered by a separate entry (Ref. 102147). Neither has been fully registered on the RNE, but rather they are 'indicative places' in that they had been nominated for inclusion prior to the freezing of the register.

5 CONTRIBUTORY FEATURES

Appendix A contains a table that provides a description of the contributory features associated with the historic development of the railway that were inspected or viewed during fieldwork carried out for the Stage 2 Heritage Study and during the subsequent fieldwork in February and September/November 2011. As previously noted, not all of the features associated with the railway were viewed during fieldwork and so the table does not provide a complete list.

Station grounds

Many of the contributory features are associated with the former station grounds. The station grounds at Yea and Alexandra are relatively intact and contain buildings, trees and some infrastructure, while at others only earthworks, exotic trees (Monterey Pine, Monterey Cypress and specimen Peppercorns), and a few structures or other infrastructure (goods sheds, weighbridge at Cheviot) survive. There is no sign of the short-lived siding at Balham.

Bridges

As noted in the History, a significant number of bridges were required to carry the railway over rivers, streams and boggy ground. Many of the original timber pile or trestle bridges were replaced in the 1950s with concrete pier and steel girder bridges. A few early timber pile bridges survive (NB: no timber trestle bridges survive).

The 2008 version of these guidelines recorded that, in almost all cases decking and rails had been removed from bridges in the study area, and that the steel girders had been removed from most of the more recent bridges. Since then, replacement girders and concrete decking have been added to all of the bridges in the area as part of the Goulburn River High Country Rail Trail development.

Culverts

Brick culverts formed part of the original railway construction contract, and several types have been recorded as surviving along the rail reserve by the recent survey, together with later concrete replacements dating to the 1930s-1950s (Nigel Lewis Pty. Ltd. 2011) (see Appendix A).

The 2008 guidelines suggested the presence of early timber culverts, but none were observed during the recent fieldwork.

Embankments, cuttings and tunnels

Embankments are where earth from cuttings has been used to create raised sections to carry tracks across low ground. Cuttings are where the route of the railway has been cut through earth and rock. The largest example of a cutting is at Victoria Gap just outside of Alexandra. There is quite high and impressive embankment at the east end of the Kerrisdale Bridge.

There is one tunnel: the Cheviot Tunnel, which is a brick single-width horse-shoe shaped tunnel, about 200m in length.

Turntables

A turntable is a mechanism used for turning around locomotives, usually located at main, junction or terminus stations. One has been identified at Cathkin, and the Victorian Railway plans for the original Tallarook to Yea line seem to indicate that a turntable existed immediately to the east of Yea Station, prior to the line's extension. This would seem logical, although some contemporary lines (for example the Koo-Wee-Rup to Strzelecki line, which was opened as a branch from the South Gippsland Line in 1922) required trains to run down the line tender first, before returning engine first (Ramsay 1991 *Steam to Strzelecki; The Koo-Wee-Rup to McDonald's Track Railway*).

Level crossings

The Victorian Railway plans show a large number of P.C.R (Public Carriage Roadway) and occupation crossings over the railway line. Most of the crossing infrastructure – which may have included gates and houses for the staff who operated them – has been removed. Surviving infrastructure includes wing fences and timber gate posts at occupation crossings, and these labels on the historic plans appear to have also included small bridge structures such as that recorded at Kerrisdale (see Appendix A).

Concrete mileposts

A number of examples reportedly survive, although none were sighted during the fieldwork for this study.

Plantings

Apart from the plantings at the station sites there are some plantings along the railway reserve such as the double row of Monterey Pines along most of the Cathkin to Koriella section.

Signalling and safe working

Most of the surviving signalling and safe-working infrastructure is situated within the station grounds as noted above. The RNE nomination also notes remnant telegraph poles along the rail reserve.

Artefacts

Scatters of construction materials relating to the railway are recorded at various locations along the rail reserve (see VHI Site Card H7923-0051 & Nigel Lewis Pty Ltd 2011), but the recent survey indicates that these appear to have been cleared as part of the works for the rail trail. Piles of rails, sleepers and other artefacts are still visible at various points and individual artefacts, such as dog spikes, have been recorded at a number of locations (see Appendix A).

Modern features for the Goulburn River High Country Rail Trail

A number of features have recently been constructed along the rail reserve, to prepare it for use as part of the Goulburn River High Country Rail Trail. These include safety rails along the bridges, interpretation signage and toilet facilities.

Archaeological Potential of the rail reserve

As part of the survey works undertaken by Nigel Lewis in February 2011, a 200mm deep section was excavated through the track ballast to determine its composition. The crushed rock which comprised the ballast was found to consist of local sedimentary rock with some quartz river stones, possibly from mining operations. The local character of the track formation suggests that similar variations probably exist along the line, and that further information on its construction could be derived from similar investigations elsewhere.

The recent survey, and particularly the walkover survey undertaken along the two sections of rail reserve to the west of Yea, has shown the number of related features which survive within the reserve, and the recent site works associated with the development of the rail trail do not appear to have damaged or removed most of the historic culverts, for example.

The Site Card for the section of rail reserve to the east of Yea which is included on the VHI describes the railway line as having 'a moderate level of archaeological potential', and this should be considered the case for the whole of the rail reserve.

6 POLICY

This section provides policy under the following headings:

- Built heritage
- Archaeology
- Trees
- Interpretation
- Use
- Permit exemptions

The objectives of the policy are:

- To conserve the significance of the Tallarook to Mansfield/Alexandra Railway as a representative example of a nineteenth century railway system.
- To enable the railway to be adapted for re-use by the community as a rail trail.
- To ensure that the history of the Tallarook to Mansfield/Alexandra Railway is communicated effectively to the wider community.

Policy 1 - Built heritage

This policy applies to all built heritage. As noted above, contributory features that comprise built heritage of the railway include all buildings at station grounds (including station buildings, goods sheds, shelter sheds, railway houses), other station infrastructure (including the weighbridge at Cheviot Station, timber buffer stops), bridges (early timber bridges are of greater significance than the later concrete bridges), culverts, turntables, fences and gates at former level crossings and occupation crossings, mileposts, and signalling and safe-working equipment including telegraph poles.

1.1 Conservation of built heritage

The aim of this policy is to encourage the conservation of contributory features in accordance with Burra Charter principles.

Adaptive re-use of surviving station buildings (goods sheds, shelter sheds, station buildings) is the preferred option for their ongoing preservation. Full assessment, exterior and interior, should be carried out before any alterations are made. Ideally, this should be part of a conservation management plan for the station buildings.

While adaptive re-use of buildings is preferred, there may be situations where it may be more appropriate to construct a new building – for example, the conversion of old station toilets to meet current standards of disability access may require substantial changes to original fabric and layout. See also Policy 1.4 *Construction of new buildings* and 5 *Use*, and the specific Policy 1.3 for *Bridges.*

Wherever possible, when undertaking repairs or maintenance to built heritage it is policy to:

- Minimise changes to contributory features or other significant fabric, and
- Carry out repairs and maintenance on the basis of replacing 'like with like', and
- Ensure that repairs or maintenance do not cause damage to contributory elements or other significant fabric.

Wherever possible, when undertaking alterations to built heritage it is policy to ensure that alterations (including adaptation or extensions) are planned and carried out in a manner that

aims to minimise impacts on heritage significance. Changes to significant fabric should be minimised and should only be considered if it can be demonstrated that, as appropriate:

- The proposed works are necessary to support the adaptive re-use of the railway as a rail trail, or
- It will enable a building or structure to be adapted for a compatible new use, or
- The option of undertaking no changes is not feasible due to technical, safety, operational or other management constraints in accordance with relevant standards, or
- Any changes are sympathetic to the original fabric.

1.2 Demolition and relocation

The physical location of a heritage asset is part of its heritage significance. And it should remain in its historical location wherever practicable. Consideration of a proposal to demolish or remove a contributory feature should therefore have regard to the relative contribution the element makes to the railway precinct, how much the proposed changes will impact on the significant element (including visual impact), whether the changes are reversible with minimal damage to original fabric, and whether they contribute to the on-going use of the feature.

It is policy to strongly discourage the completion demolition or removal of contributory features. Demolition or removal of part of a contributory feature may be considered when:

- The fabric to be removed is not of primary significance and its removal will not adversely affect the significance of the place, and
- It will assist in the long term conservation of the element, and
- It will facilitate an appropriate adaptive re-use of the element by enabling it to meet present-day standards.

Relocation of a contributory feature may be considered where it is the only practical way of conserving the item – for example, some buildings have been moved from Cathkin and Molesworth to the Alexandra Timber Tramway and Museum. However, complete removal should only be considered as a last resort and a record should be made of the removal process.

Wherever possible, elements identified as being 'intrusive' should be removed.

1.3 Re-use of bridges

The adaptive re-use of bridges, wherever practicable, is preferable to their abandonment or removal and replacement with a new structure. All bridges should be assessed by an engineer who is familiar with historic bridges to see if they can be reused and if any changes are necessary.

In the case of re-use of bridges, it is policy to:

- Retain original fabric wherever possible and reinforce where required. Such reinforcement should not dominate the appearance of the bridge but be distinguishable as a new addition.
- Retain and repair what little decking that survives on bridges wherever possible. In cases where it has been removed (most of the bridges), it should be replaced in a sympathetic manner.
- Install new handrails for the bridges in a simple and unobtrusive mass-produced design. Their installation should have minimal impact on the original fabric, and they should be removable in the future.

1.4 Construction of new buildings

In general, the construction of new buildings should be avoided wherever possible. However, as noted above, in some instances the construction of a new building may be preferable to altering or extending a building that is a contributory element.

Wherever possible, when constructing new buildings it is policy to:

- Ensure that the building has an identified use and that use cannot be feasibly accommodated by the use or adaptive re-use of an existing building.
- Ensure that the new building is identifiable as having being built in the present, unless it is an accurate reconstruction of a demolished or removed building based on appropriate historic evidence.
- Avoid new development that would overwhelm the historic setting of contributory elements by becoming a dominant feature or interfering with key views to and from the contributory element, unless it is an accurate reconstruction of a demolished or removed building based on appropriate historic evidence.
- Ensure that new buildings that are situated in places where buildings would have been traditionally located such as station grounds or road crossings and avoid new buildings in other parts of the railway reserve. The building should be set back on the platform area and not in the track cutting.

1.5 Rail trail safety

During the recent field survey, several of the original culverts were seen to include narrow brick shafts of considerable depth at the edge of the rail embankment. Although these are generally beyond the fencing at the edge of the track, they could be hazardous to small children or pets in particular.

It is recommended that a safety audit be undertaken along the route to identify hazards and make the appropriate safety recommendations, taking account of the policy contained in this document.

Policy 2 - Archaeology

An archaeological assessment was not carried out during preparation of the 2008 version of these guidelines, but some limited survey work has been undertaken in 2011 which has helped to establish the potential of the rail reserve to contain material which could provide additional information concerning the construction and use of the railway.

As stated above, under Section 127 of the *Heritage Act*, 1995, it is an offence to disturb unregistered relics and unregistered archaeological sites and it is therefore an offence to damage or disturb archaeological sites whether they are registered on the VHI or not. It is important that Murrindindi Shire Council be aware of their obligations (for more information see Appendix C) and the information provided in this report will form a resource to be used by the Council to guide early and appropriate planning and management of railway related heritage assets.

On this basis, the following policy is proposed.

2.1 Intrusive works

If activities are proposed which would involve substantial ground disturbance to areas within the rail reserve, it is recommended that a qualified historical archaeologist be engaged in advance to conduct an assessment to determine whether any investigations or monitoring may be required prior to, or during the site works.

The assessment will comprise an examination of engineering plans, track diagrams and other documentation produced by Victorian Railways. This information, combined with extant visible above-ground evidence, should be used to identify specific archaeological features that may be affected by the works and to determine a management approach to mitigate any potential impacts.

It is necessary to obtain Consent from the Executive Director, Heritage Victoria, to authorise the disturbance of any historical archaeological sites or relics. A letter should be provided which outlines the location of the works, the nature of the known or potential archaeological resource and includes a brief description of the works proposed. Heritage Victoria will then provide advice on the need, or otherwise, for further archaeological investigations.

This may be carried out as part of the preparation of a management plan for a place – see policy 6.6 *Management Plan*.

Contact details for qualified historical archaeologists and information about the management of historical archaeological sites in Victoria can be obtained from:

Heritage Victoria
Phone (03) 9637 9475
Fax (03) 9637 9503
Email heritage.victoria@dpcd.vic.gov.au
Website www.heritage.vic.gov.au

2.2 Inclusion of the rail reserve on the Heritage Overlay

Although not possessing sufficient archaeological potential to warrant inclusion on the VHI, the rail embankment and associated features, such as bridges, and the unlisted station sites are of some significance as remnants of the historic landscape, marking the course of the Tallarook to Mansfield/Alexandra Railway through the countryside. For this reason, Murrindindi Shire Council should consider including the entire rail reserve on the Heritage Overlay, as recommended by the Stage 2 Heritage Study.

2.3 Further archaeological works

Limited resources have precluded a comprehensive assessment of archaeological sites along the rail reserve, but evidence from historical plans and the survey work undertaken to date indicates that there are potentially a large number of archaeological sites to be found elsewhere along the rail reserve.

As a means of insuring against inadvertent destruction of any potential archaeological deposits, Murrindindi Shire Council may wish to commission a comprehensive research and field assessment project to identify and document the broad range of archaeological sites which relate to the Railway. This information could also be used to assist in the protection of archaeological assets, as well as to provide valuable information to be used in interpretive and educational programs.

Policy 3 - Trees

None of the trees viewed in the survey of station grounds and the rail reserve between them are of exceptional individual significance (e.g., rare species or particularly old or interesting specimens). Rather, they were primarily Monterey Cypress, Monterey Pine, and Peppercorn trees, with bulbs and a few fruit trees from remnant orchards on station grounds, which contribute to the overall cultural landscape of the rail reserve. The trees are planted in groups, copses or rows, or as stand alone specimens, which act as landmarks identifying the former station sites or railway alignment in the landscape.

3.1 Conservation and maintenance

The conservation and maintenance of the cultural plantings within the station grounds and rail reserve should take into consideration:

- The contribution of each stand alone specimen or tree grouping to the landscape experience as a whole, and the visual impacts resulting from the loss of mature trees and groups of trees on that experience.
- The contribution of individual trees to the integrity and landmark value of each tree grouping.
- Life expectancy information (this will differ from one species to another).
- Structural integrity of each tree and safety issues (this will differ from one species to another).
- Other factors such as the health of the tree will also have a bearing on life expectancy and structural integrity.

In order to conserve the heritage significance of the plantings, it is policy to:

- Conserve and maintain the cultural plantings within the station grounds and rail reserve.
- Undertake regular maintenance including monitoring condition, pruning, pest and disease and roadside weed management.
- Maintain the integrity of the plantings by:
    - replacing trees 'like with like' species unless an alternative planting scheme has been devised in accordance with an approved management plan (see policy on removal and replacement below).
    - removing inappropriate or historically inaccurate species.
- Ensure that any future development or changes in immediate environmental conditions adjacent to the trees does not have a detrimental impact upon the integrity and condition of the trees. Investigate ways in which adjacent development could include or coordinate with recovery and improvement of the trees' integrity and condition.
- Manage surrounding vegetation and landscape to maintain the integrity, condition, and landmark value of the tree/s.
- Remove weed vegetation species.

3.2 Removal and replacement

Recognising that a single approach may not be appropriate for all plantings, decisions about removal and replacement of trees should:

- be made on a case-by-case basis,
- be firmly grounded in significance, and
- have currency in the longer term.

Removal of individual trees should only be considered where:

- they are identified by an arborist as structurally unsound or present a threat to public safety
- they are senescent or dead

Replacement of trees within the precinct should:

- be undertaken in a co-ordinated manner across the precinct
- be staggered over time
- minimise visual impacts of tree loss

- maintain the integrity of the overall landscape experience
- maintain the integrity of tree groupings
- address health and structural issues
- address sudden unexpected loss
- be consistent with horticultural and environmental best-practice within the constraints of heritage significance.

Individual trees should be replaced like-with-like; for instance, Monterey Cypress (*Cupressus macrocarpa*) with Monterey Cypress.

Replacement options are:

- Option 1 – Removal and replacement of individual trees within the group as they senesce and die, ONLY IF the replacement tree is considered likely to grow successfully within an existing environment of mature trees.
- Option 2 – Removal and replacement of the entire tree grouping, ONLY IF:
  - the individual replacement of trees is considered unlikely to be successful within an existing environment of mature trees, AND
  - the visual impact on the landscape experience resulting from the loss of one entire tree grouping will be lessened by the mature bulk and form of other existing tree groups and individual trees.

When trees and tree groups are replaced the process should be documented (photographs and written record before, during, and after) for future record.

3.3 Decision guidelines

Factors to consider when making a decision about when and how to replace tree groupings include:

- Can the tree grouping still be experienced in the landscape as a landmark as previously experienced prior to the group's loss of integrity?
- What will the visual impact be if one tree grouping is removed?
- What will be the combined visual impact of the removal of one tree grouping on the landscape experience of the precinct as a whole?

Policy 4 - Interpretation

Interpretation is an integral part of conservation, particularly where the cultural significance is not readily apparent, because the railway line from which most elements (rails and ballast, most buildings) have been removed. Interpretation can enhance understanding and enjoyment of the railway line, whatever its future uses. For example, the remnant orchards and flowering bulbs at some station grounds indicate the former location of the station house. An important element of interpretation is conserving (retaining and maintaining) all those elements that do survive.

When interpreting the railway, it is policy to:

- Ensure that interpretation is based on the significance of the complete railway and of its individual features.
- Ensure that interpretation will contribute to the conservation of heritage values by:
  - Communicating the significance of the railway, its evolution over time and its role in the wider cultural themes of development in the municipality.
  - Raising awareness of the railway.

  - Enhancing the enjoyment and experience of people using the rail trail.
  - Promoting public appreciation of, and care for, the extant fabric.
  - Providing information that is available pre-visit, on-site and post-visit.
- Give preference to locating interpretation infrastructure at locations which already have some interpretation or capacity such as station grounds at Yea and Alexandra.
- Consider the following matters when deciding about the location of new interpretation infrastructure:
  - Is there existing interpretation infrastructure which can be added to or enhanced?
  - Are there places that have fragile cultural or natural heritage values (or for other reasons, e.g. safety), which it is preferred that people do not visit?
  - Are there sensitive cultural or natural landscapes into which signage would be a visual intrusion and therefore should be avoided?
- Remember that not everything needs to be interpreted!

In addition, Murrindindi Shire Council should consider a project to record any oral histories relating to the railway lines from previous rail operatives and others with an interest in the development and technology of the region's rail system and its associated social history.

Policy 5 - Use

As noted in Policy 1, sensitive adaptive re-use of built heritage of the railway is preferred to their abandonment or removal. If a use such as a rail trail is introduced, it may be necessary to add new facilities to sensitive sites such as station grounds, such as toilets, information centres, seating, shaded areas. Where possible, such new facilities should be introduced into existing buildings in a manner that has minimal impact on significant fabric. However, in some cases adaptive re-use may not be suitable as it would require substantial alteration to or removal of significant fabric. In addition, there are some features such as signalling, or small purpose-built buildings which may not be suitable for adaptive re-use.

In considering a new use, it is policy to give preferences to uses that, as appropriate:

- Enable the conservation of culturally significant fabric and cause the minimum degree of change to it. This should consider the rarity of the item; that is, the number of similar items of the same type to determine the cumulative impact of change; and the intactness of the heritage asset and whether this intactness is rare and contributes to its significance.
- Ensure that the building is continually occupied or has a continuity of occupation that will ensure its security and maintenance.
- Provide an economic return that will subsidise the on-going maintenance of the building.

In the event that a suitable new use cannot be found for an item of built heritage, then 'mothballing' of the item should be considered as a final resort. This option applies to buildings that have potential for a new use, but for which one cannot, at the present time, be found. It entails the item being secured, weatherproofed and regularly monitored. Prior to this being done, the building and any associated moveable objects associated with it should be fully documented and measures put into place to conserve these items. The condition of places that are 'mothballed' should be reviewed regularly and alternative approaches considered if it is found to be deteriorating.

For contributory features such as signalling that are not suitable for re-use, then it is policy to treat them as an artefact. This entails leaving the item in-situ (i.e., where it is located), wherever possible, making it secure and taking whatever steps are necessary to prevent deterioration.

When considering whether to 'mothball' an item or treat it as an artefact, removal or relocation should not be allowed except in accordance with policy 1.2.

Policy 6 - Management plan

If a major development is proposed on a single site – for example to construct multiple new facilities at a single station ground or elsewhere, then it is policy to require that a management plan is prepared first. The management plan would develop and consider options for development having regard to this policy and select a preferred option having regard to the impact upon the significance of the place and other relevant management factors.

Policy 7 - Permit exemptions

Parts of the railway precinct are already included within the Heritage Overlay and this policy has been prepared in anticipation of the inclusion of further parts or all of the railway precinct in the HO. It provides a list of the activities that can be carried out without the need for a permit in accordance with Clause 43.01-2 of the Heritage Overlay.

It is policy to allow the following works to be carried out without the need for a permit:

- Emergency repairs to buildings and structures as a result of accident, catastrophe or structural failure where structure is unsafe provided that the work re-instates the structure to the pre-incident condition.
- Removal of non-significant trees and vegetation where required, pest and weed control including removal of plants listed as noxious weeds in the *Catchment and Land Protection Act 1994* from land within the railway reserve. NOTE: this does not apply to mature specimens of trees of the genus *Pinus*.
- Installation or, removal or replacement of garden watering and drainage systems.
- Regular garden maintenance including the management of trees in accordance with the Australian Standard: *Pruning of amenity trees* AS4373.
- Non-commercial signage, lighting, security, fire safety and other safety requirements, provided no structural building occurs.
- Resurfacing of existing paths and driveways, including the trail along the rail reserve provided that no excavation occurs.
- Demolition and removal of non-significant buildings and structures.
- Repair, replacement and new construction of fences and gates.
- Erection of directional and interpretive signage.

APPENDIX A - CONTRIBUTORY FEATURES

The following table provides a list of the contributory features that were viewed during the fieldwork carried out on 28 August 2008, as supplemented by the additional survey work undertaken in February and September/November 2011.

As previously noted there are a number of bridges, embankments, cutting, crossings and other contributory features that were not viewed due to inaccessibility and that are not listed in this table.

NOTE

The following table is broken down into the following geographical sections:

- Tallarook and Yea Line - Municipal boundary to Yea (1882-84)

  (This includes the two areas over which walkover survey has been carried out)

- Yea and Mansfield Line - Yea to Cathkin (1887-91)

  (This includes the section surveyed by Nigel Lewis in Feb. 2011 and revisited 07.11.11)

- Yea and Mansfield Line - Cathkin to Municipal boundary

- Cathkin to Alexandra – incorporating the 1887-91 Yea and Mansfield Line to Alexandra Rd Alexandra Township Railway Extension (1908-09)

Imperial measurements are used to describe all of the features as these were the units in which they were constructed. For ease of use, metric units are used for some explanatory distances.

Where features have been identified from historic plans, their full label is transcribed from the plan in italics together with their chainage from the beginning of the line (one mile = 80 Chains, 1 Chain = 100 links or 20.1168 metres).

Tallarook and Yea Line - Municipal boundary to Yea

- Covered by historic plans: *Tallarook and Yea Line.*
- Surveyed, where stated, on 29/09/11.
- Otherwise not surveyed since 2008.

Feature	Description
START OF WALKOVER SURVEY SECTION ONE	
Barrel Culvert 7'0" DIA / c.10m 19c 38l	
	This location is actually served by a c. 2' diameter concrete pipe with concrete facing walls at each end. This is perhaps a later construction, although it is unlikely that it can have been intended as a direct replacement for a 7' culvert.

Feature	Description
	
Barrel Culvert 2'0" DIA / 10m 28c 23l – 10m 36c 66l	
	A culvert consisting of a 2' concrete pipe with brick facing beneath a revetment of boulders. 
Culvert 4'0" x 1'6"	
	 A cylindrical culvert, 3' in diameter, formed by a concrete arch over a brick channel running from a vertical shaft (left) on the up-slope side of the rail embankment. The rectangular brick shaft measures c.3.5' x 6' and is approximately 9' in depth. A low revetment wall stands against the embankment at the top of the shaft (below).

Feature	Description
	
Culvert	
	A c.2' terracotta pipe approached by a brick lined channel with a narrow brick revetment wall standing against the embankment. This feature does not seem to appear on the historic railway plans and may have been constructed to supplement the previous culvert (positioned less than 35m away) which appears to have been constructed smaller than envisaged on the plans. 

Barrel Culvert 3'0" DIA / c.10m 58c 8l	
	Brick culvert, of 3' diameter, with a double skin brick vaulting and brick revetment and wing walls. Boulders have been imported at a later date, perhaps to prevent access. 
Culvert 4'0" x 1'6"	
	Large, 4' diameter, brick culvert with double skin vault, low revetment wall above and short wing walls. 
Barrel Culvert 2'0" DIA	
	No culvert was observed at this location.
(Ballast Pits, at 7713 Goulburn Valley Highway, Kerrisdale)	
	Reported location of ballast pits near the line, next to the track or further up the hill. These were not located during the 28.09.11 survey.

Barrel Culvert 2'0" DIA / c.11m		
	Small, c.2' diameter, concrete culvert, apparently poured in a square mould. There is no revetment wall at either end of the culvert, but wooden planks have been used to line the approach on the down-slope side (pictured)	
Culvert 4'0" x 1'6"		
	No culvert was observed at this location.	
Barrel Culvert 4'0" DIA / 11m 5c 63l – 11m 22c 32l		
	No culvert was observed at this location.	
Barrel Culvert 4'0" DIA		
	No culvert was observed at this location.	
Culvert 3'9" x 2'3" / c.11m 25c 30l		
	Double skin brick culvert 3' in diameter with low revetment wall and wing walls, similar to that at chainage c.10m 58c 8l (see above). 	

Barrel Culvert 2'0" DIA / c.11m 34c 89l	
	Double thickness brick culvert, 3' in diameter, of similar construction to the above. Approached at its up-slope end via a 3' x 2' shaft of approximately 6' in depth. The downstream outlet is surmounted by a low revetment wall and has short wing walls which are splayed at 90 degrees, responding to the topography of the embankment.  
Dog spike	
	Observed at the edge of the recently laid gravel rail trail surface. Grid. Ref. (WGS84) 37.08628, 145.15236 

Barrel Culvert 2'0" DIA

A 2' diameter terracotta pipe with brick facing at either end. The approach to the up-slope side (pictured) has been lines with concrete, probably to prevent erosion of the channel.

Culvert 4'0" x 1'6" / c.11m 48c 38l

A 3' diameter single skin brick culvert accessed via a 3' x 2' brick shaft of approximately 7' in depth which is in turn approached by a steep brick channel running down the rock face. This channel has been partially undermined by animal burrowing and is vulnerable to deterioration.

A brick shelf has been built out from the rail embankment to partially cover the shaft.

Barrel Culvert 2'0" DIA

No culvert was observed at this location.

Barrel Culvert 3'0" DIA / 11m 57c 64l

A double skin brick cylindrical culvert of 3' diameter topped by a short brick revetment wall and flanked at each end by brick wing walls.

Barrel Culvert 3'0" DIA

A double skin brick cylindrical culvert of 3' diameter topped by a short brick revetment wall and flanked at each end by brick wing walls. Very similar to that at 11m 57c 64l (above). Boulders have been arranged at its down-slope end, perhaps to better channel run-off.

Barrel Culvert 3'0" DIA / 11m 69c 34l – 12m	
	No culvert was observed at this location.
Station Ground (Kerrisdale - in front of 7579 Goulburn Valley Highway "Longlee")	
	The site features timber stumps and a ruined chimney on up-slope side of station site, two concrete foundations (3mx3m), fragments of concrete and metal bolts at the side of the rail cutting (the platform location). Remnant vegetation includes cypress trees, Belladonna lilies, a group of mature *Pinus Radiata*, Sugar Gums above the cutting and four Monterey Cypresses. Reportedly, the Kerrisdale Station house was relocated to the Kerrisdale Mountain Railway (7523 Goulburn Valley Highway). The station ground was not visited as part of the 28.09.11 survey.
Occu^{n} *Crossing 13'6" gates* / c.12m 11c 3l	
	An occupation crossing carrying the railway line over an access to one of the adjacent properties. The bridge structure itself has been removed, but the two concrete abutments survive, as do the mortared stone revetment walls to either side of the access track. 
END OF WALKOVER SURVEY SECTION ONE	
Barrel Culvert 3'0" DIA / c.12m 17c 50l	
Drain in slope Bridge over road 2 OPES 25ft & 1 OPE 30ft / c.12m 40c 42l	
Culvert 4'0" x 1'6" / c.12m 46c 28l	

(Bridge) *'9 OPES 30ft & 1 OPE 15ft'* / c.12m 46c 28l – c.12m 60c 21l

Kerrisdale Bridge, King Parrot Creek, Kerrisdale

A structure of steel girders supported on concrete piers, bridging a valley between high embankments.

Not visited as part of the 28.09.11 survey.

Culvert 4'0" x 1'6" / c.13m 1c 26l
Occu[n] crossing 13'6" gates
Barrel Culvert 5'0" DIA / c.13m 14c 70l
Culvert 4'0" x 1'6" / c.13m 46c 72l
Culvert 4'0" x 1'6" / c.13m 51c 63l
Occu[n] crossing 13'6" gates / 13m 51c 63l – 13m 63c 85l
Barrel Culvert 2'0" DIA
Barrel Culvert 3'0" DIA
Culvert 4' x 1'6" / 13m 70c 80l – 14m
Barrel Culvert 2' DIA / c.14m 0c 94l
Culvert 4' x 1'6" / 14m 0c 94l – 14m 12c 45l
Barrel Culvert 4' DIA / 14m 12c 45l – 14m 49c 12l
Occu[n] crossing 13'6" gates / c.14m 49c 12l
Barrel Culvert 3' DIA / 14m 49c 12l – 14m 65c 62l
(Bridge) *4 OPES 15ft* / c.14m 67c 95l
Barrel Culvert 2' DIA / c.14m 79c 56l
Occu[n] crossing 13'6: gates / 15m – 15m 15c 22l
Barrel Culvert 2' DIA

(Bridge) *21 OPES 15ft* / 15m 15c 22l – 15m 34c 72l (Goulburn Valley Hwy, east of Triangle Road intersection)

	A small concrete and steel bridge over Dairy Creek. Not visited as part of the 28.09.11 survey.

Occu[n] crossing 13'6" gates / c.15m 34c 72l

Culvert 3'9" x 2'3" / 15m 34c 72l – 15m 67c 13l

Culvert 4' x 1'6" / c.16m

Culvert 4' x 1'6" / 16m 20c 76l – 16m 32c 75l

Culvert 4' x 1'6"

Culvert 3'9" x 2'3" / 16m 32c 75l – 17m

Occu[n] crossing 13'6" gates

(Bridge) *7 OPES 10ft*

P.C.R. Crossing 18'6" gates / c.17m 28c 21l

Culvert 4' x 1'6" / 17m 28c 21l – 17m 44c 50l

Culvert 4' x 1'6" / 17m 52c 73l – 17m 63c 29l

Occu[n] crossing 13'6" gates / 17m 63c 29l – 18m

Homewood Station Ground c.18m (Opposite Homewood - Ghin Ghin Rd/Goulburn Valley Hwy intersection)

	A shallow cutting east of Homewood Road, with a group of mature conifers (Monterey Cypress). Not visited as part of the 28.09.11 survey.

Culvert 2'9" x 2'3" / 18m 9c 68l – 18m 26c 85l

Occu[n] crossing 13'6" gates

Culvert 4' x 1'6" / 18m 26c 85l – 19m

Culvert 4' x 1'6"

Culvert 4' x 1'6"

Occu[n] crossing 13'6" gates

Culvert 4' x 1'6"

Culvert 4' x 1'6"

Culvert 4' x 1'6"

Culvert 4' x 1'6" / c.19m 26c 97l

Barrel culvert 2' DIA / 19m 26c 97l – 19m 67c 65l

Occu[n] crossing 13'6" gates

	START OF WALKOVER SURVEY SECTION TWO
Barrel culvert 4' DIA	
	Large 4' diameter brick culvert with a double skin vault, a low revetment above and wing walls, one of which is extended along the embankment. The culvert follows the course of a creek and thus runs beneath the rail embankment at a c. 45 degree angle. The wing walls exhibit significant cracking and the inner skin of the brick vault is becoming dissociated. 
Occu[n] crossing 13'6" gates	
	No evidence of an occupation crossing was observed in this approximate location. Instead a deep cutting in the rock to the east of the Bett Road/Goulburn Valley intersection, to the south of the road, accommodates a bend in the rail line (below looking east). The rock sides of the cutting are now largely grassed, with mature trees growing over the track bed. 

Culvert 3'9" x 2'3" / 20m 17c 13l – 20m 43c 46l

No culvert was observed at this location.

However, there is a dam immediately to the south of the railway embankment, within the rail reservation, on the far side of which a concrete pipe, similar to those used in places on this section of the railway line, has been employed as a culvert beneath an agricultural embankment (bottom).

P.C.R. Crossing 18'6" gates

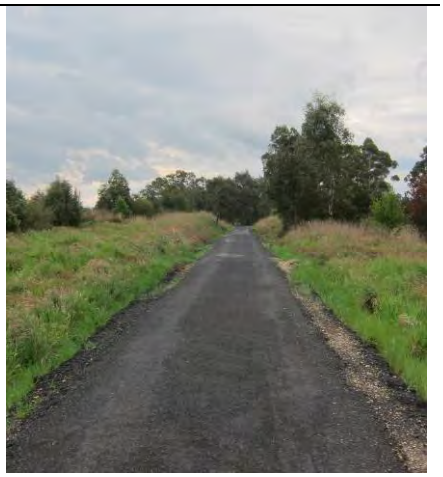
No evidence of a crossing was observed at this location.

(Bridge) *7 OPES 6ft* / 20m 43c 46l – 20m 56c 10l

A concrete bridge to the east of the intersection of the Goulburn Valley Highway with Hamilton Rd/Racecourse Rd, comprising concrete slabs spanning four concrete piers between concrete abutments. The deck of the bridge has recently been asphalted as part of the Goulburn River High Country Rail Trail.

Culvert 4' x 1'6"	
	A small (c. 2' diameter) culvert constructed of concrete pipe blocks. The disparity between its size and that labelled on the historic plan suggests that it may be a replacement. 
(Bridge) *3 OPES 10ft* / c.21m	
	A culvert was observed in this location, perhaps replacing a previous bridge indicated on the historical plan. Unfortunately it was not possible to gain access to the adjoining land parcel in order to inspect and record its construction.
(Bridge) *3 OPES 15ft* / 21m 7c 99l – 21m 59c 34l	
	No bridge was observed at this approximate location, but a concrete culvert may represent a replacement of such a structure given its size. This culvert comprises two c. 3' diameter concrete pipes set in concrete facings at each side of the embankment. 

Occu[n] crossing 13'6" gates	
	No evidence of a crossing was observed, but this is the location of a low cutting which negotiates a bend in the railway line (below looking east). 
Culvert 4' x 1'6" / c.21m 59c 34l	
	No culvert was observed at this location.
Culvert 3'9" x 2'3" / c.21m 59c 34l – 22m	
	No culvert was observed at this location.
Culvert 4'0" x 1'6"	
	No culvert was observed at this location.
(Bridge) *5 OPES 6ft* / 22m – 22m 14c 43l	
	No bridge was observed at this approximate location, but a concrete culvert may represent a replacement of such a structure given its size. This culvert comprises three c. 3' diameter concrete pipes set in concrete facings at each side of the embankment. 

Culvert 3'9" x 2'3" / 22m – 22m 14c 43l – 22m 30c 73l		
	A small, c. 2', concrete culvert which appears to be of an earlier type and fabric than those shown above and may therefore be original (bottom of picture). As shown in the photograph, at this location the rail track lies at a much lower level than the adjacent Goulburn Valley Highway.	
Cutting		
	The track bed runs through a low cutting along this section of the line (picture looking east).	
Culvert 3'9" x 2'3" / 22m 30c 73l – 22m 45c 71l		
	Probable replacement culvert consisting of a c.3' diameter concrete pipe with a concrete slab threshold. A timber rail sleeper has been laid over the entrance to the pipe as an improvised revetment.	

P.C.R. Crossing 18'6" gates / 22m 45c 71l – 23m	
	No evidence of a crossing was observed at this location.
(Bridge) *7OPES 15ft*	
	Bridge over Boundary Creek, steel girders supported on two large concrete piers and abutments at each end. The bridge now features modern steel rails and replacement concrete decking. 
	END OF WALKOVER SURVEY SECTION TWO
P.C.R. Crossing 18'6" gates	
Culvert 4' x 1'6" / c.23m	
Culvert 3'9" x 2'3" / 23m – 23m 12c 67l	
P.C.R. Crossing 18'6" gates / c.23m 18c 60l	
Culvert 3'9" x 2'3" / 23m 18c 60l – 23m 30c 97l	
P.C.R. Crossing 18'6" gates / 23m 30c 97l – c.23m 60c	
Culvert 3'9" x 2'3"	
Station Ground. Yea Railway Station (former), Station St, Yea (VHR H0771, HO2)	
	The complex comprises the station building and platform, refreshment rooms, parcel/storage shed and goods shed. These are set amongst Eucalyptus, with Peppercorn trees to the east of the station buildings. 

End of Contract 1683 at 23m 60c 0l local, or 79m 73c 34l from Melbourne / 23m 60c	
	The historic plans may indicate the presence of a turntable to the east of the station site, just to the south west of Miller Road, at what would have been the end of the line prior to its extension in 1887. The site was visited on 07.11.11 but no evidence of such a facility was observed. The area has been heavily landscaped for the creation of the Yea Railway Park. The probable location of the turntable is shown below (looking west – track bed to right of centre). 
(35 and 41 Oliver Street, Yea)	
	Two railway cottages. 35 Oliver St is a c.1950s 'snail' house, whilst 41 Oliver St is a late 19th century railway house. Not surveyed 29.09.11.

Yea and Mansfield Line - Yea to Cathkin

- Historic plans are available but the information from them has not been included as part of the works to date.
- Surveyed by Nigel Lewis 19/11/11 and revisited 07/11/11.
- Otherwise not surveyed, except where stated, since 2008.

Feature	Description	
	SECTION SURVEYED BY NIGEL LEWIS 19/02/11 (Revisited 07/11/11)	
Old boiler (next to pumping station at 6489 Melba Highway)		
	An old horizontal boiler stands at the side of the rail reserve on improvised legs. This was probably associated with early water supply to Yea. Nigel Lewis recorded a brick scatter at this location, but this was not observed during the recent survey, perhaps owing to the long grass.	

Bridges (crossing billabongs and the Yea River)	
	Nigel Lewis recorded concrete abutments and piers associated with four bridges across billabongs and the Yea River. These have since been reconstructed, with new steel girders supporting concrete slabs and safety rails, for the Goulburn River High Country Rail Trail. Lewis records the bridges as Bridge 18 (54.9m long), Bridge 19 (54.9m) Bridge 20 (27.5m) and Bridge 21 (over the Yea River, 182.9m).  
	 

Section of intact track formation (to east of Yea River)	
	Lewis records a section of intact track formation, including a large cutting, to the east of Yea River. This has been obscured by resurfacing associated with the construction of the rail trail, but the cutting is evident, and this may have also been employed as a quarry for rail ballast. 
Possible siding site and remnants of possible railway building	
	A series of stacks of rails and remnants of a large timber building, which remain to each side of the rail embankment, have been interpreted as indicating the possible site of rail sidings and a rail shed (Lewis 2011).  

Dog spike		
	Observed embedded in the recently laid gravel rail trail surface (pen shown for scale). Grid. Ref. (WGS84) 37.14060, 145.27503	
Rare intact bridge		
	Approximately 450m to the south west of Frog Ponds Road, Lewis records a rare intact bridge retaining its original steel girders and concrete decking. Despite the recent addition of steel safety rails, the recent survey showed the bridge, which spans three concrete piers between concrete abutments, to have retained these features, and it remains an excellent example for interpretive purposes.  	

Cheviot Station Site (600m north east of Limestone Rd/Cheviot Rd intersection)	
	The main features of the station site are a dilapidated goods shed on a concrete pad (the sign on its south west face was not legible but may be that recorded in 2008 as reading 'Gisborne Building') and an intact weighbridge with the labels '*16 Tons, No 733'* and *'Hawke and Co Kapunda SA'*. The line of three *Pinus Radiata* to the west of station (on the south eastern side of the track bed) and the large clump of Monterey Cypress trees to the south of Goods Shed also remain, but the concrete foundation walls recorded amongst the latter were not apparent. The brick drain recorded to the west of the goods shed in 2008 was not visible, but this may be attributable to the site's use, at the time of survey, for bulk storage of the aggregate used in construction of the rail trail.  

Culvert	
	A culvert comprising three 3' concrete pipes. 
Bridge, approximately 1.5km to the north east of Cheviot Station	
	A bridge, comprising two concrete piers between abutments. The deck appears to have been replaced as part of the recent rail trail work but the steel girder is original. 
Series of cuttings	
	The line runs through four large cuttings between Cheviot Station and Cheviot Tunnel, testament to the topographical obstacles in response to which the latter was constructed. (That pictured is c.2.5km north east of Cheviot Station, looking north east). 

Cheviot Tunnel (HO7, National Trust Register B5486)		
	A brick lined tunnel, 201m in length with a horseshoe-shaped cross section, which has brick revetment walls featuring decorative stone courses at each end. The 2008 survey recorded some sleepers surviving *in situ* at the south western entrance to the tunnel, although these appear to have been removed when the surface was asphalted as part of the rail trail works, but otherwise the tunnel is in excellent condition. Inside the tunnel, a series of recessed refuges lie along its south eastern side. A concrete pipe directs surface water down a brick channel on the northern side of the tunnel entrance. A large interpretation board at the south west approach to the tunnel relates historical information on the construction of the tunnel and the Tallarook Mansfield Rail Line in general.	
		
	END OF SECTION SURVEYED BY NIGEL LEWIS 19/02/11 (Revisited 07/11/11)	
Balham Siding site (North of intersection of Cheviot Road and Native Dog Road)		
	No evidence for this feature was noted in 2008. The site could not be accessed during the 07.11.11 survey owing to rail trail construction at the site.	
Bridge (1km north of Cheviot/Native Dog intersection)		
	A bridge comprising four concrete piers and abutments for which the deck has recently (since 2008) been reconstructed as part of the Goulburn River High Country Rail Trail.	

Molesworth Station (Behind 4347-4359 Goulburn Valley Highway)

The site of the former station (upper image) is marked by remnant orchard, including a jonquils patch, and a broken concrete pad foundation remains next to former track edge, or which some bolts remain.

The route of the rail trail runs to the south of the station site, passing instead through the former cattle yard (lower image). This is a rectangular area, approximately 55m x 20m in size, which was excavated into the rock of the hill side (see image below), and exhibits some mortared stone work as shoring around its edges.

This area, which is surrounded by a buffer of trees including Monterey pines, is currently used for bulk storage of aggregate for the rail trail.

Bridge (south of Goulburn Valley Hwy, West of Molesworth Dropmore Road in Goulburn River Basin)

Constructed of concrete piers with steel girders and central deck intact.

Bridge (south of Goulburn Valley Hwy, West of Molesworth Dropmore Road in Goulburn River Basin)	
	Its concrete piers survive but the deck has been removed.
Bridge (south of Goulburn Valley Hwy in Goulburn River Basin)	
	Constructed in timber.
Bridge (on Baynes Road)	
	Constructed of concrete piers and steel girders, partly disassembled, with the deck removed
Cathkin Station (Maroondah Link Hwy, Goulburn Valley Hwy, Cathkin, south east of intersection)	
	Small corrugated galvanised iron shed on a platform mound, Timber buffer, cherry tree near road, fenced in barbed wire

Yea and Mansfield Line - Cathkin to Municipal boundary

- Covered by historic plans: Yea and Mansfield Line (Cathkin to Mansfield).
- Not surveyed, except where stated, since 2008.

Feature	Description
(Site of) *bridge over railway line* at Junction of Maroondah Highway (C516) with Maroondah Link Highway (B300)	
PCR Crossing	
Yarck Station Site (Behind Keaths Earthmovers)	
	An extant corrugated metal goods and the remnants of the associated platform survive on the south east side of the line. On the opposite side, the passenger platform survives as an earth embankment along with a row of concrete posts which supported the wooden revetment wall. Three mature Monterey pines lie on the western boundary, to the east of which is a wooden shelter in the final stages of collapse, and two mature Monterey Cypress are south of this shelter. To the east of the station ground, the single track passed over a short bridge, the timber bents of which remain in place, although they are in a very poor condition. The development of this section of the former railway line for the Goulburn River High Country Rail Trail looks to be imminent, and this should be considered for retention. To the south of the rail bridge stands a wooden bridge (lower picture) of probable early 20th century date. A road diversion marked on the historic plans may have taken the road across this bridge.

Feature	Description
	
	
PCR Crossing (Yarck Road/Wrights Lane)	
Log culvert 7'6" x 2'8" (Opposite Park Road? – probably for the highway not the railway)	
Log culvert 8' ??? (250m north east of Dugald Road? – probably for the highway not the railway)	
Log culvert 12'0" x 2'6" (850m north east of Dugald Road? – probably for the highway not the railway)	
Log culvert 6' x 4' (1,150m north east of Dugald Road? – probably for the highway not the railway)	
PCR Crossing (Unmarked track, 6801 Maroondah Highway)	
Log culvert 17'5" x 5'5" (– probably for the highway not the railway)	
PCR Crossing (Upper Middle Creek Road/Creightons Lane)	
Log culvert 9'6" x 4'0" (Between Creightons Lane and Parsons Road, East of Maroondah Hwy – probably for the highway not the railway)	
	Bridge: Concrete piers and some steel girders survive
Log culvert 9'0" x 4'5" (Between Creightons Lane and Parsons Road, East of Maroondah Hwy – probably for the highway not the railway)	
	Bridge: timber
PCR Crossing (Parsons Road)	
Log culvert 3'6" x 2'0" (Between Parsons Road and Lundys Lane. East of Maroondah Hwy – probably for the highway not the railway)	
	Bridge: timber

Feature	Description
PCR Crossing (Lundys Lane)	
Log culvert 16'8" x 2'8" (– probably for the highway not the railway)	
(No Label - Kanumbra Station Ground, South of Lorton Vale Lane off Maroondah Hwy)	
	Kanumbra Station: Remnant fruit trees, Group of Monterey Pines on western side, Remains of Platform on either side (Heritage Study 2008). 
PCR Crossing (Lorton Vale Lane)	
PCR Crossing (Durham Lane)	
Bridge over road (Farm track to east of 114 McGuigans Road)	
(Numerous gullies – how crossed?)	
PCR Crossing (McGuigans Road)	
(Numerous gullies – how crossed?)	
PCR Crossing (Meyland Lane)	
PCR Crossing (at convergence of railway corridor, Maroondah Highway and Meyland Road)	

Cathkin to Alexandra

(Incorporating Cathkin to Alexandra Rd section of the original line, plus the Alexandra Township extension of 1909)

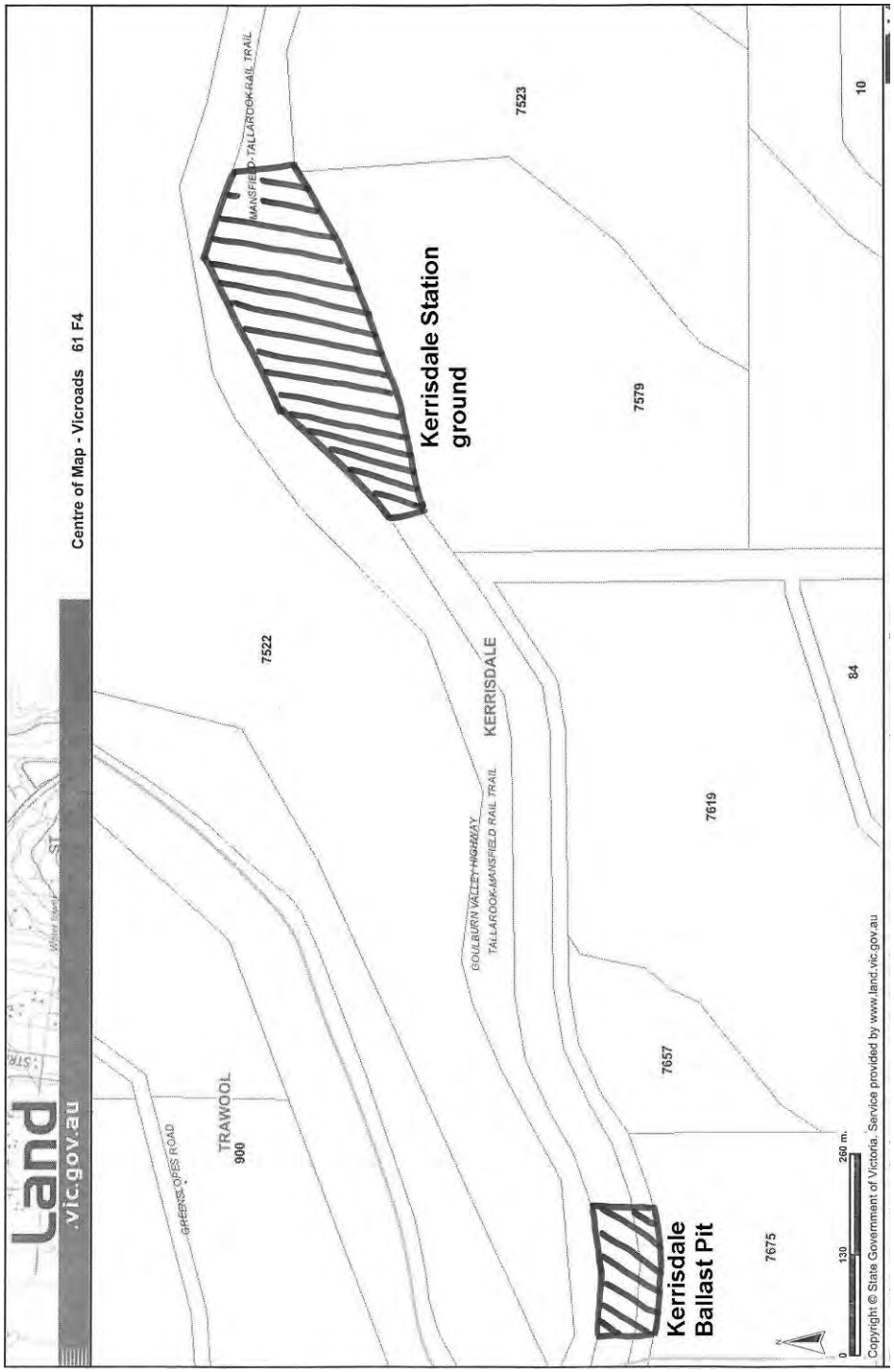
- Historic plans available as far as Alexandra Rd, but the information from them has not been included as part of the works to date.
- Not surveyed since 2008.

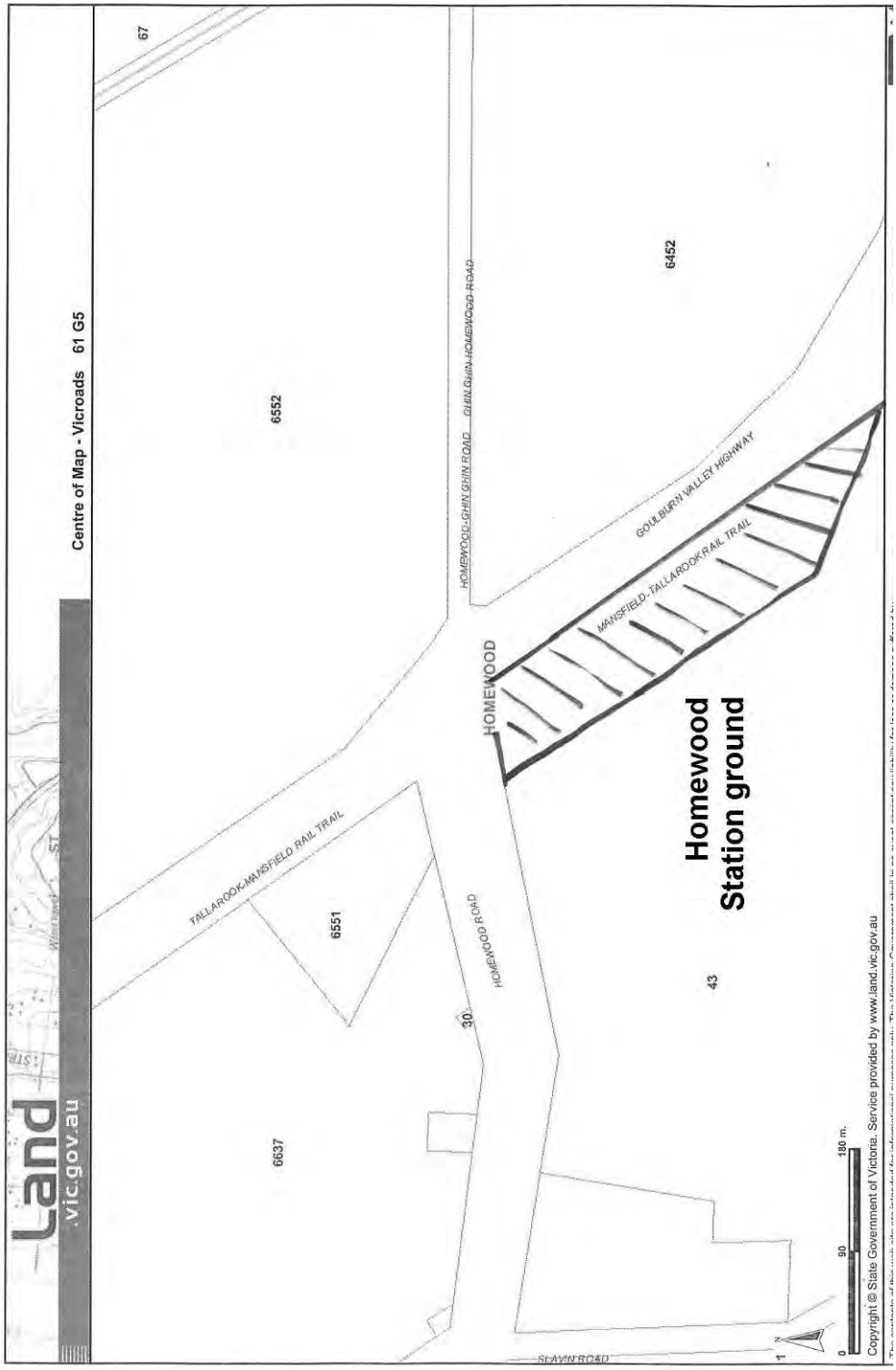
Feature	Description
Cathkin Turntable	
	Retains central pin and two sections of concrete wall. It is approached via a low embankment.
Cutting (Maroondah Link Hwy and Goulburn Valley Hwy, West of intersection)	
	Large cutting
Bridge (near 3318 Goulburn Valley Hwy)	
	Constructed in timber
Bridge (Goulburn Valley Hwy, just west of Maroondah Hwy intersection)	
	Timber

Koriella Station (North-west corner of Goulburn Valley Hwy & Spring Creek Rd)	
	Comprises an excavated area including a sheep yard lined with Monterey Pines and a peppercorn tree. Old sleepers lie on the ground.
Victoria Gap	
	A massive curved cutting through stone at top of hill overlooking Alexandra 
Alexandra Station complex (Station Street, Alexandra)	
	The site of approximately 1ha comprises the main station building and platform, sheds moved to the site from nearby Cathkin and Molesworth railway stations, a former goods shed and a locomotive engine shed, together with displays of machinery and a high lead winch, signals, and several sections of narrow and broad gauge railway lines.

APPENDIX B - STATION SITE MAPS

The following maps show the location of the former railway station grounds in Murrindindi Shire, as well as the locations of the three railway houses (35 & 41 Oliver Street, Yea and 19 Station Street, Alexandra). The precinct boundaries between the stations have not been mapped as they simply correspond with the extent of the rail reserve.




Land
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Centre of Map - Vicroads 61 G5
67
6552
6452
6637
6551
30
43
HOMEWOOD-GHIN GHIN ROAD
GHIN GHIN-HOMEWOOD ROAD
GOULBURN VALLEY HIGHWAY
MANSFIELD-TALLAROOK RAIL TRAIL
TALLAROOK-MANSFIELD RAIL TRAIL
HOMEWOOD
HOMEWOOD ROAD
SLAVIN ROAD
Homewood
Station ground
0
90
180 m.
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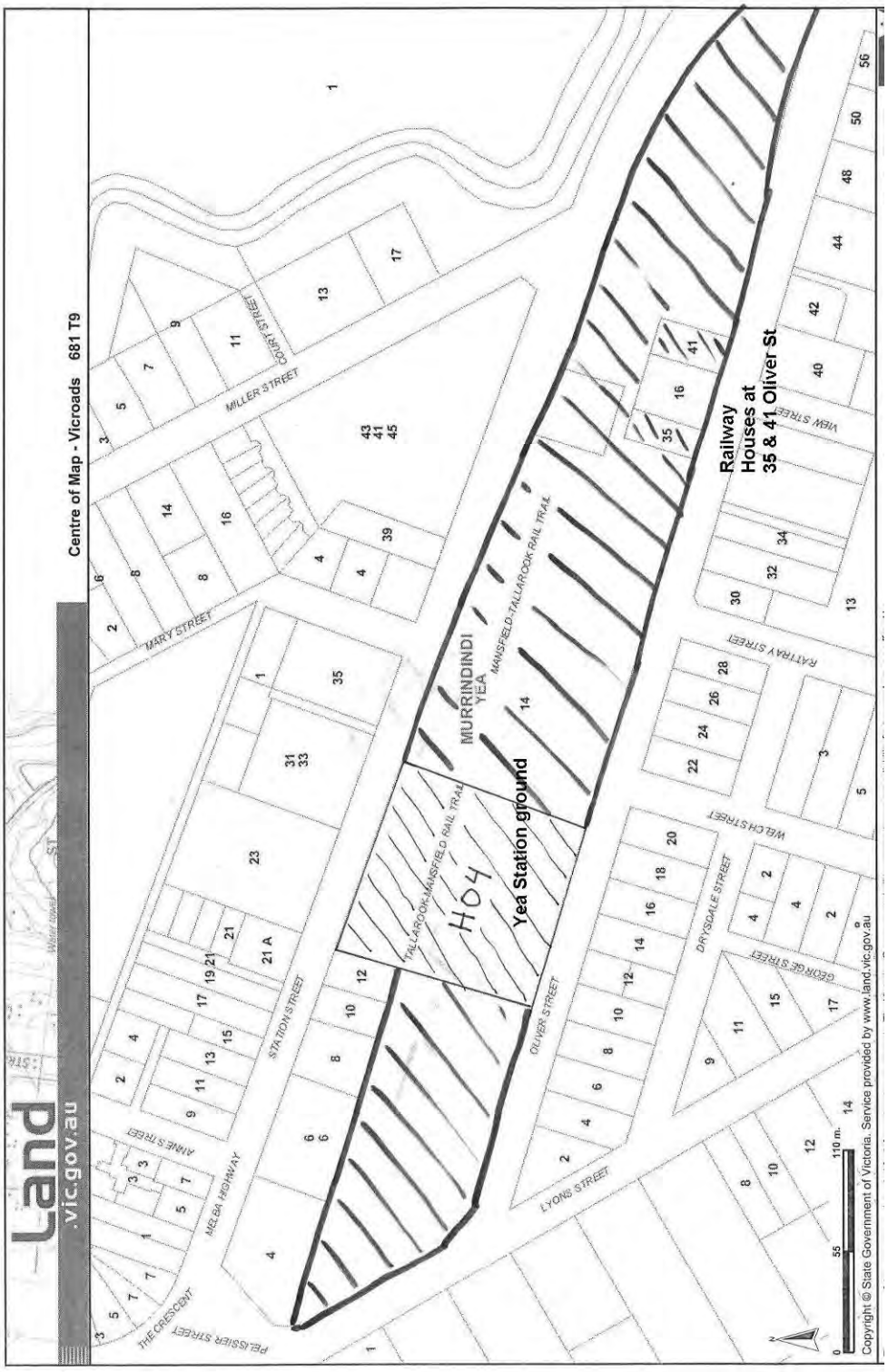
Land
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Centre of Map - Vicroads 681 T9
Railway
Houses at
35 & 41 Oliver St
Yea Station ground
H64
MURRINDINDI
YEA
MANSFIELD-TALLAROOK RAIL TRAIL
TALLAROOK-MANSFIELD RAIL TRAIL
MARY STREET
MILLER STREET
COURT STREET
STATION STREET
OLIVER STREET
LYONS STREET
MELBA HIGHWAY
ARNE STREET
THE CRESCENT
PELISSIER STREET
FRATTRAY STREET
WELCH STREET
DRYSDALE STREET
GEORGE STREET
VIEW STREET
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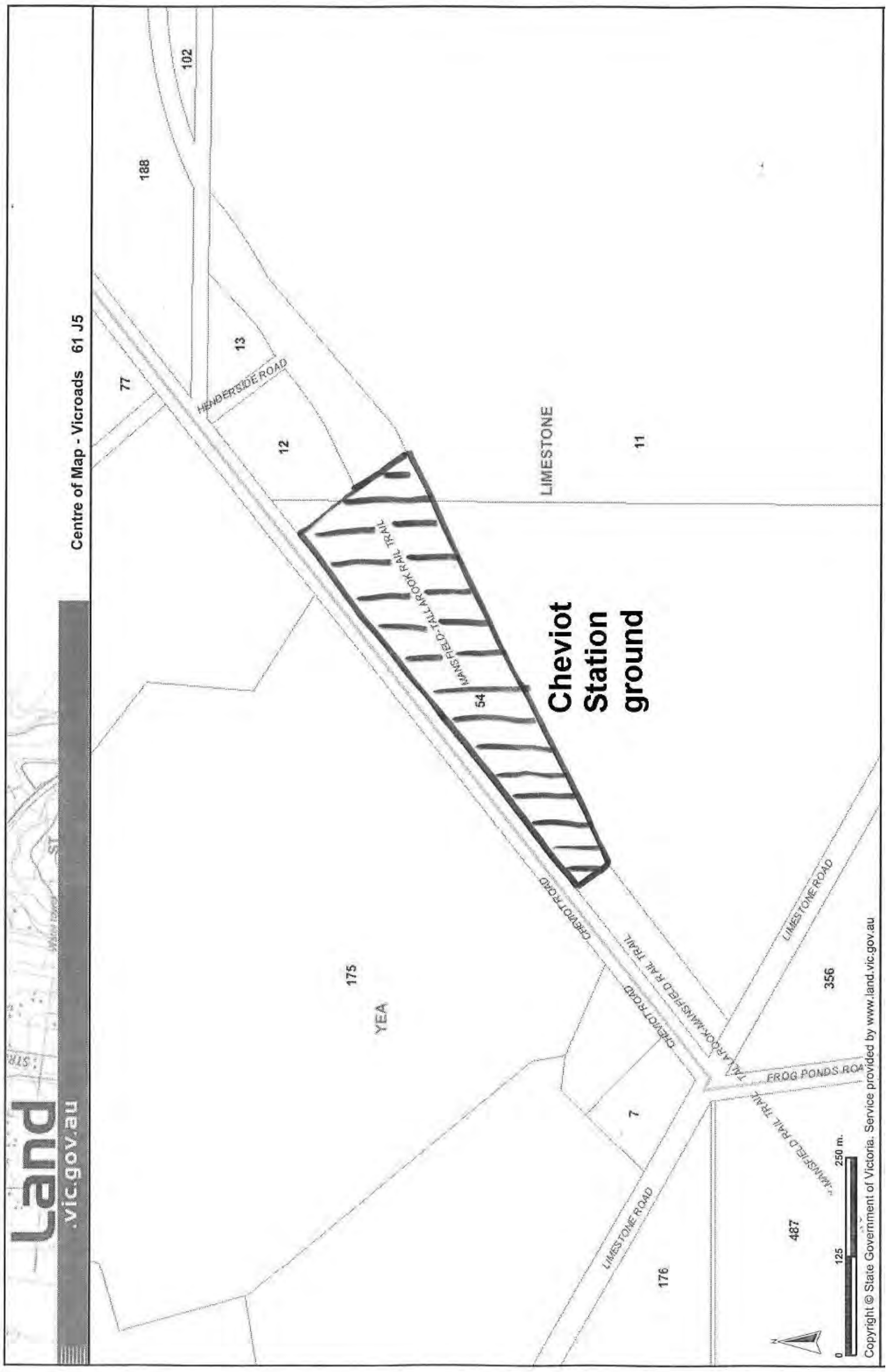
Land
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Centre of Map - Vicroads 61 J5
Cheviot
Station
ground
MANSFIELD-TALLAROOK RAIL TRAIL
TALLAROOK-MANSFIELD RAIL TRAIL
HENDERSIDE ROAD
CHEVIOT ROAD
LIMESTONE ROAD
FROG PONDS ROAD
LIMESTONE
YEA
188
102
77
13
12
11
54
175
7
176
487
356
0
125
250 m.
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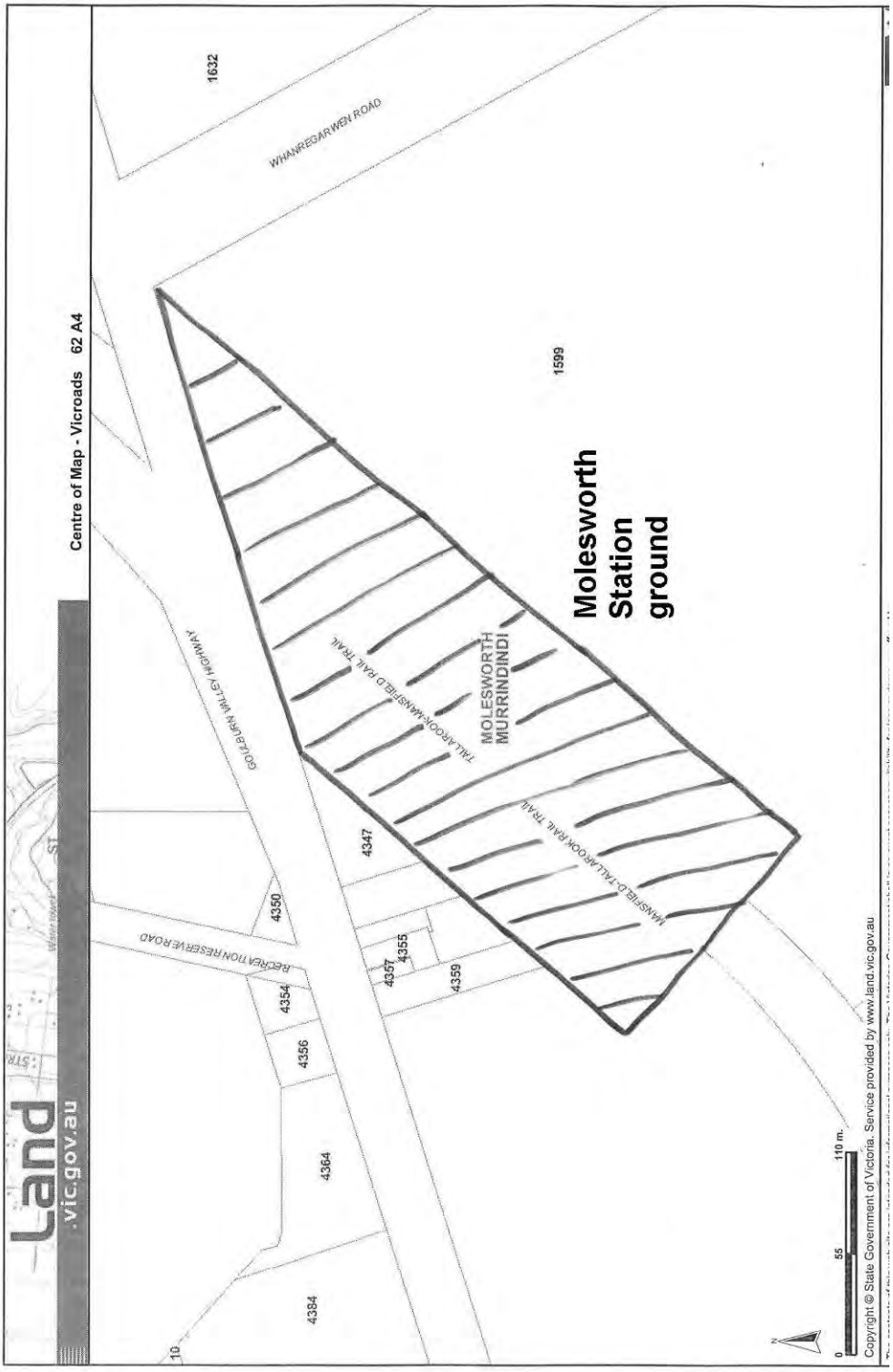
Molesworth
Station
ground
MOLESWORTH
MURRINDINDI
WHANREGARWEN ROAD
GOULBURN VALLEY HIGHWAY
RECREATION RESERVE ROAD
1632
1599
4347
4350
4354
4355
4356
4357
4359
4364
4384
Centre of Map - Vicroads 62 A4
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110 m.
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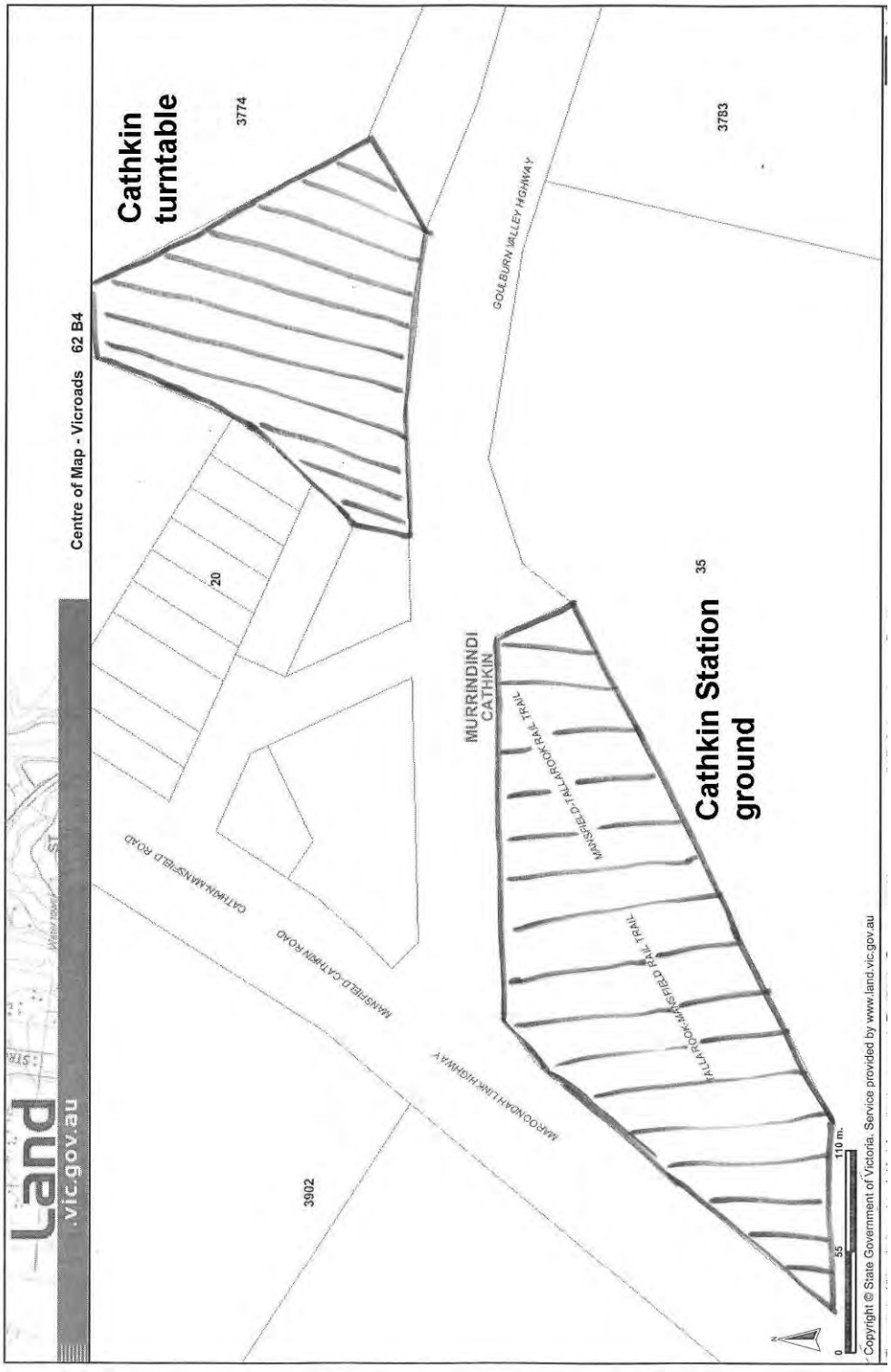
Cathkin turntable
Cathkin Station ground
Centre of Map - Vicroads 62 B4
3774
3783
3902
20
35
GOULBURN VALLEY HIGHWAY
MURRINDINDI CATHKIN
MANSFIELD-TALLAROOK RAIL TRAIL
TALLAROOK-MANSFIELD RAIL TRAIL
MANSFIELD-CATHKIN ROAD
CATHKIN-MANSFIELD ROAD
MARCONDAH LINK HIGHWAY
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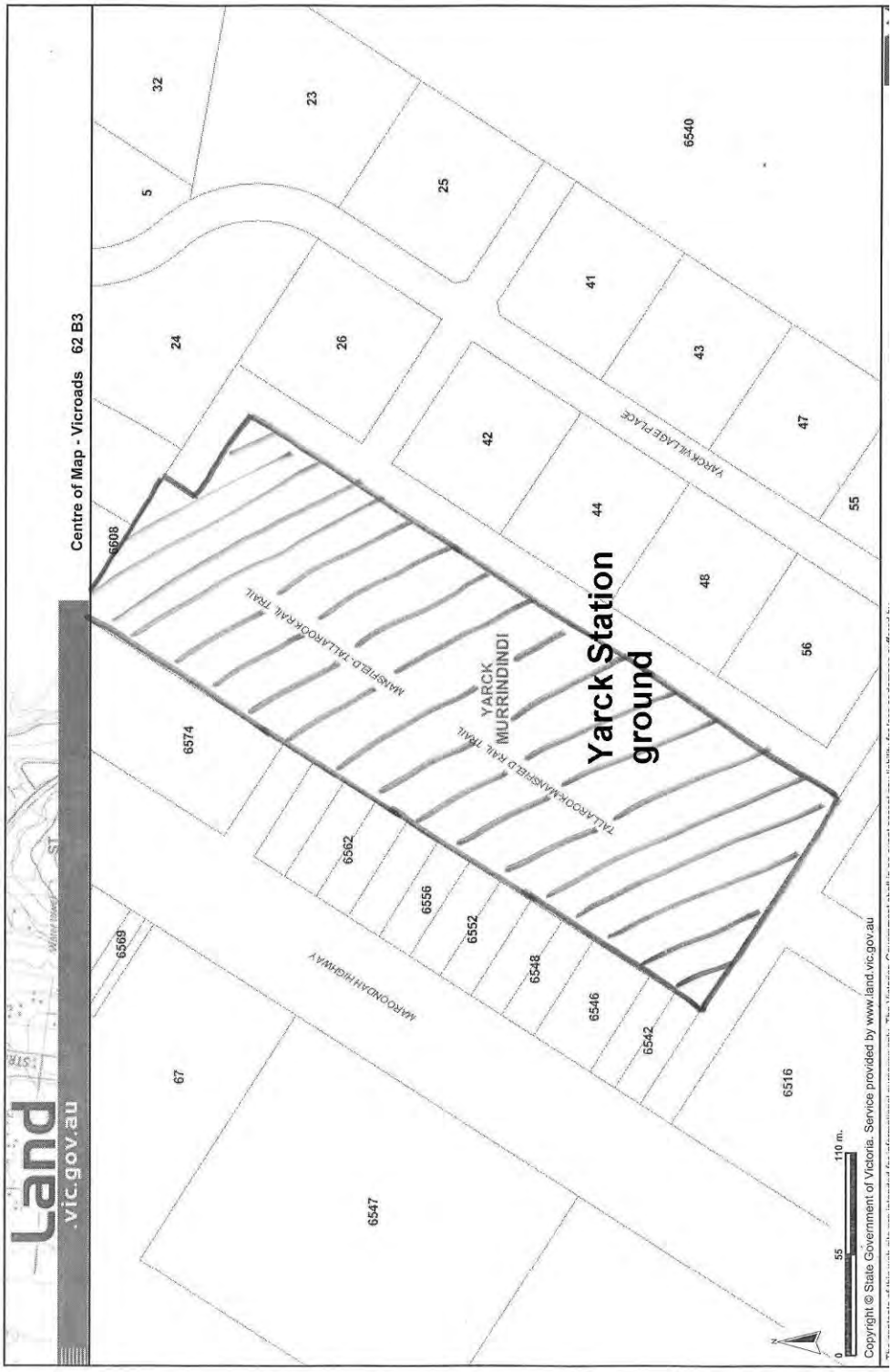
Yarck Station ground
YARCK MURRINDINDI
MARSHFIELD-TALLAROOK RAIL TRAIL
TALLAROOK-MARSHFIELD RAIL TRAIL
YARCK VILLAGE PLACE
MARCONDAH HIGHWAY
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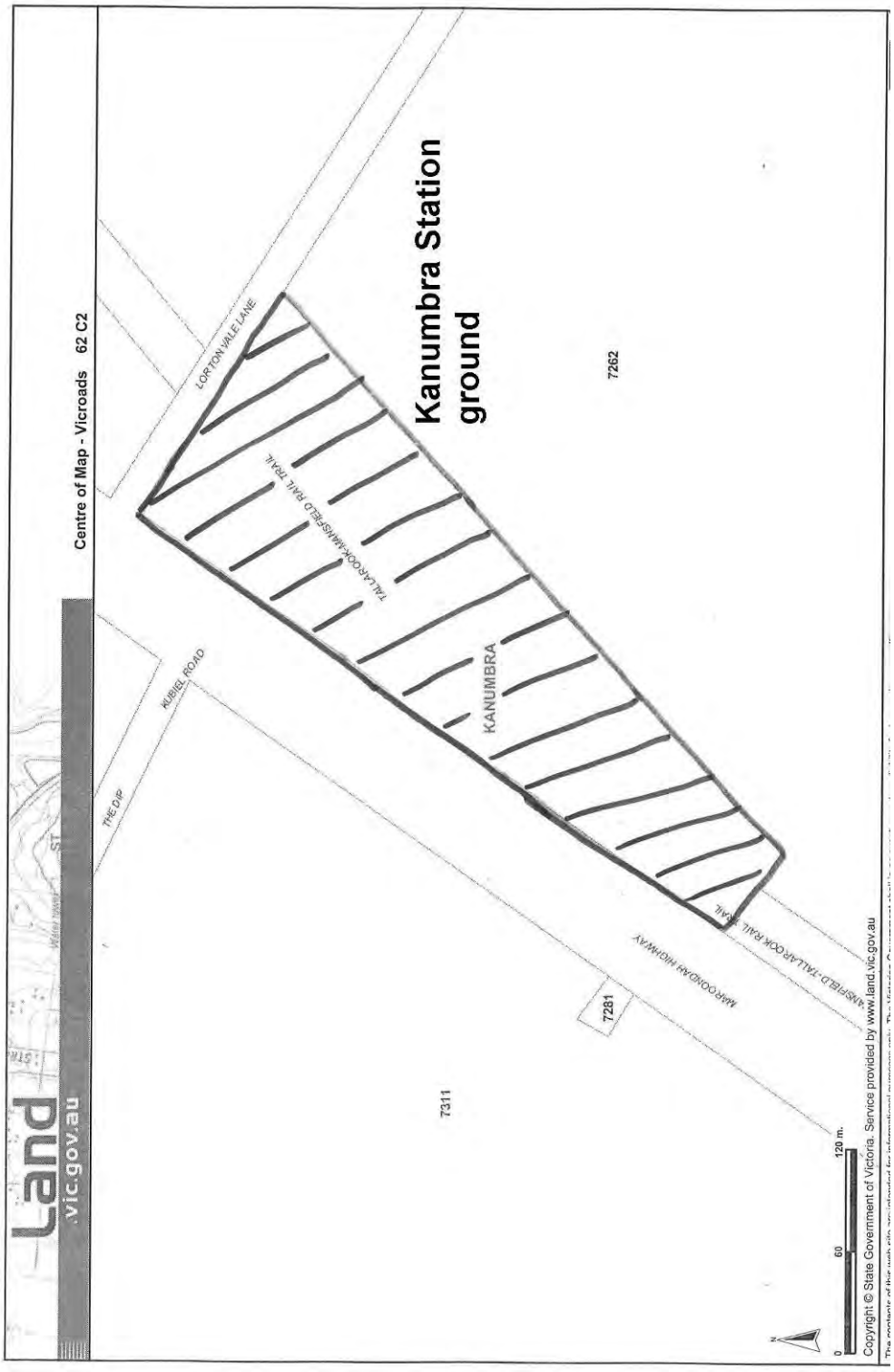
0
55
110 m.


Kanumbra Station ground
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LORTON VALE LANE
TALLAROOK-MANSFIELD RAIL TRAIL
KANUMBRA
KUBIEL ROAD
THE DIP
MARCONDAH HIGHWAY
7262
7281
7311
0
60
120 m.
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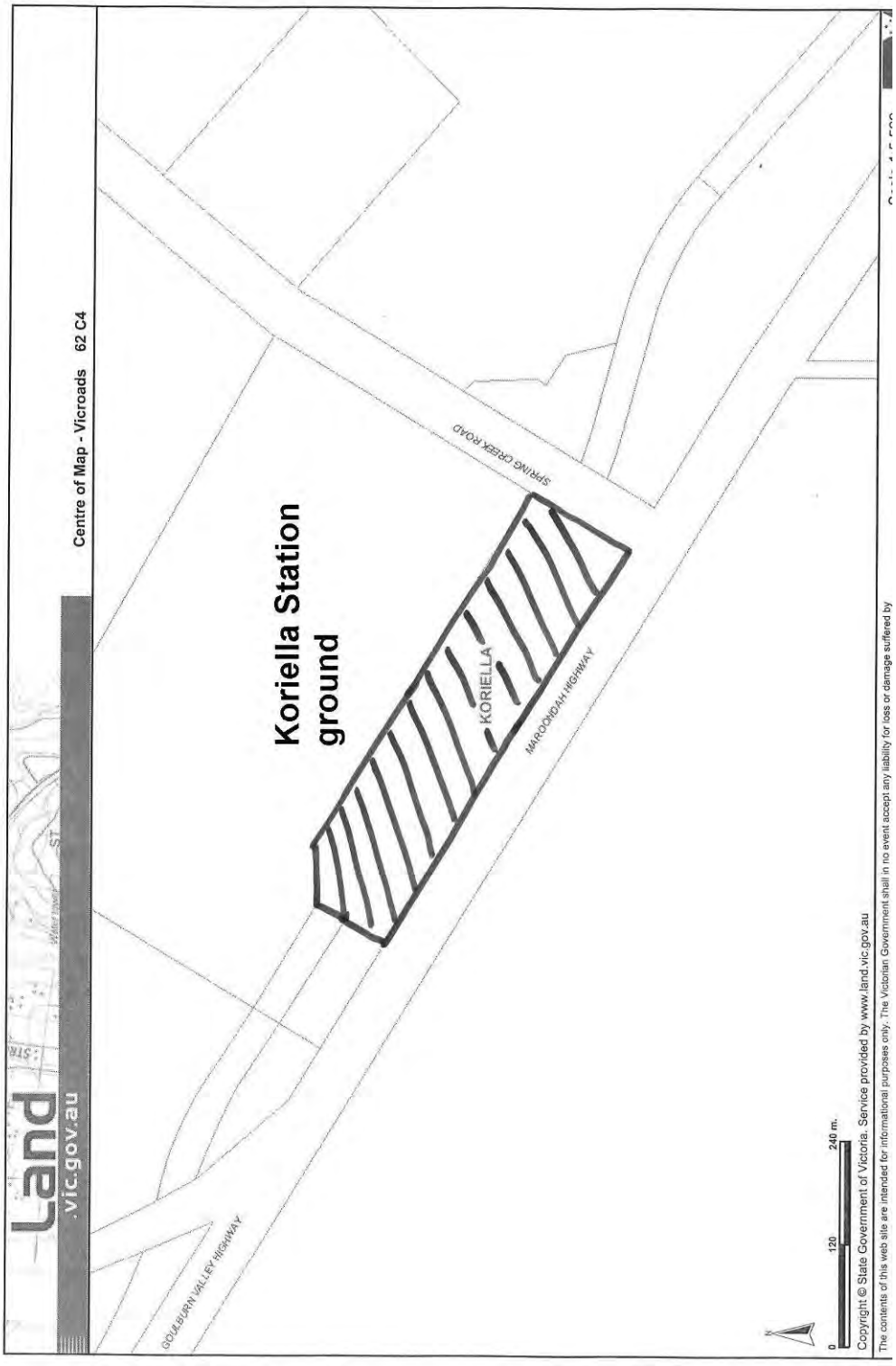
Koriella Station ground
KORIELLA
SPRING CREEK ROAD
MAROONDAH HIGHWAY
GOULBURN VALLEY HIGHWAY
Centre of Map - Vicroads 62 C4
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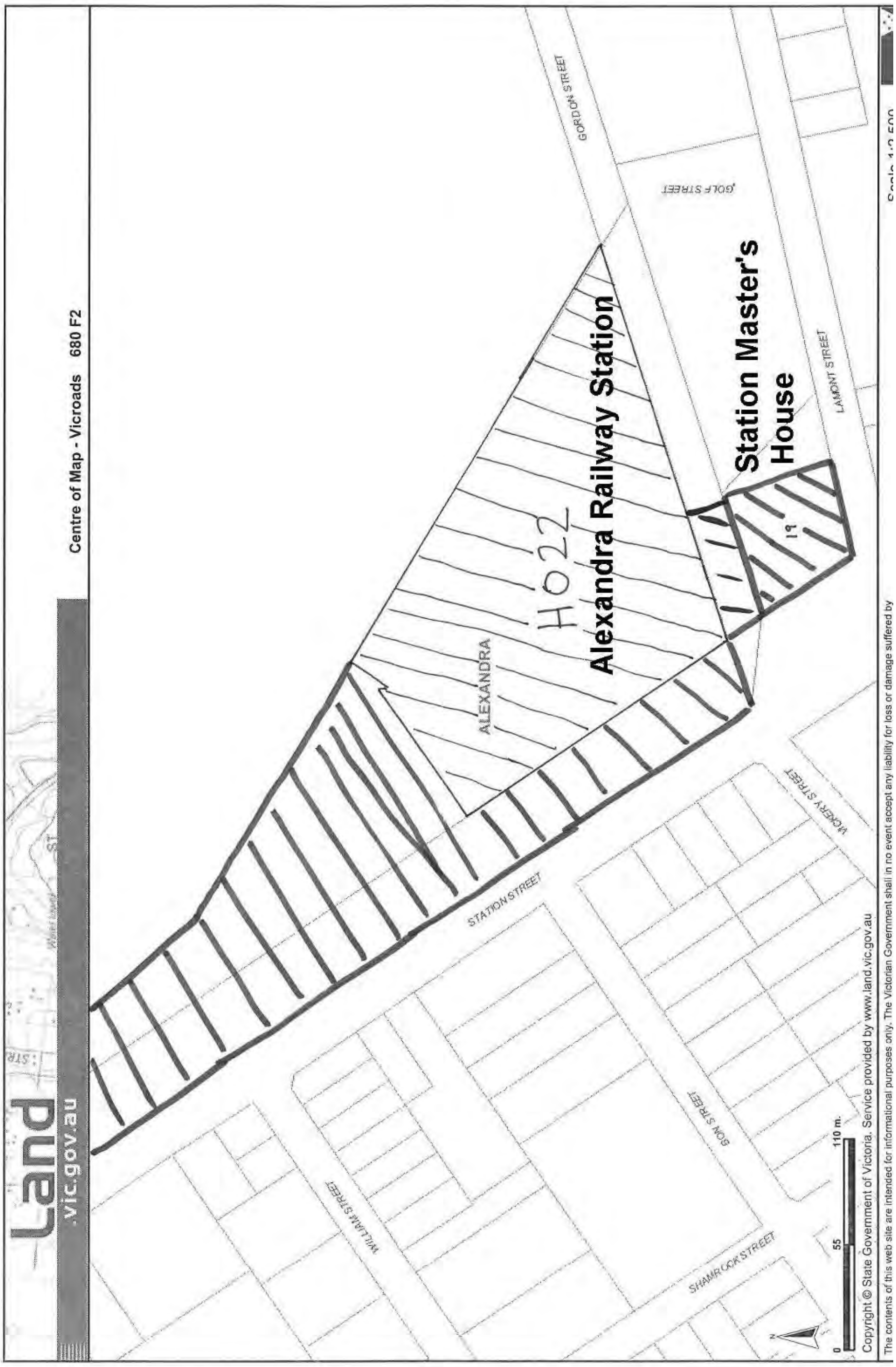
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Alexandra Railway Station
H022
Station Master's House
ALEXANDRA
GORDON STREET
GOLF STREET
LAMONT STREET
STATION STREET
WILLIAM STREET
SHAMROCK STREET
0 55 110 m.
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APPENDIX C – HERITAGE LEGISLATION

State Legislation

The *Heritage Act* 1995 establishes a legislative framework for heritage protection in Victoria, replacing the *Historic Buildings Act* 1981, the *Historic Shipwrecks Act* 1981 and part of the *Archaeological and Aboriginal Relics Preservation Act* 1971. Non-compliance with the laws determined in the *Heritage Act* 1995 attracts serious penalties, including hefty fines and imprisonment.

The Act provides protection for a wide range of cultural heritage places and objects, including:

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

Archaeological Sites/Relics

The Act defines an archaeological site or relic as:

- any archaeological deposit; or
- any artefact, remains or material evidence associated with an archaeological deposit which -
  - relates to the non-Aboriginal settlement or visitation of the area or any part of the area which now comprises Victoria; and
  - is 50 or more years old, but does not include the remains of a ship or an article associated with a ship.

The Act provides for an inventory of all known archaeological sites to be maintained by the Executive Director of Heritage Victoria called the **Victorian Heritage Inventory** (VHI).

Under Section 127 of the *Heritage Act* 1995, it is an offence to damage or disturb unregistered relics and unregistered archaeological sites (i.e. sites listed on the HI and unknown archaeological sites):

- A person must not knowingly or negligently deface or damage or otherwise interfere with an archaeological relic or carry out an act likely to endanger an archaeological relic except in accordance with a consent issued under section 129.
- A person must not knowingly uncover or expose an archaeological relic or disturb or excavate any land for the purpose of uncovering or discovering an archaeological relic except in accordance with consent issued under section 129.
- A person is not guilty of an offence under this section if he or she picks up or collects an archaeological relic exposed in or on the surface of land in Victoria.

Under Section 132 of the Heritage Act 1995, the discovery of relics is to be reported:

- A person who discovers an archaeological relic must as soon as practicable report the discovery to the Executive Director or an inspector unless he or she has reasonable cause to believe that the relic is recorded in the Heritage Register.

- If an archaeological relic is discovered in the course of any construction or excavation on any land, the person in charge of the construction or excavation must as soon as practicable report the discovery to the Executive Director.
- It is a defence to any proceedings under this section in relation to an archaeological relic if the defendant did not know or could not reasonably have been expected to know that the relic was an archaeological relic.

The Act provides for a Register of all places and objects assessed to be of State Cultural Heritage Significance called the **Heritage Register.**

Under Section 64 of the *Heritage Act* 1995 certain activities [to a registered place or registered object] are prohibited:

- A person must not -
  - remove or demolish;
  - damage or despoil; or
  - alter a registered object.

Permits

A permit must be obtained prior to any works being undertaken on a place or object on the Heritage Register or on the Heritage Inventory, though exemptions can apply.

Under Section 67 of the *Heritage Act* 1995 a person may apply to the Executive Director for a permit to carry out works or activities in relation to a **registered place or registered object**.

- An application must -
  - be accompanied by the prescribed fee; and
  - if the applicant is not the owner, include the consent of the owner of the registered place or registered object in the prescribed form.

Under Section 129 of the *Heritage Act* 1995, the Executive Director may issue consents [for places on the **VHI** and unlisted archaeological sites]:

- A person may apply for a consent authorising him or her -
  - to uncover or expose an archaeological relic;
  - to excavate any land for the purpose of discovering, uncovering or moving an archaeological relic;
  - to deface or damage or otherwise interfere with an archaeological relic or carry out an act likely to endanger an archaeological relic;
  - to possess an archaeological relic for the purposes of sale; or
  - to buy or sell an archaeological relic.

Heritage Victoria further defines sites listed on the VHI as 'H' or 'D' listed where 'D' refers to a site that is considered to have no archaeological significance. Consent is not required to undertake works on or remove a 'D' listed site.

Planning and Environment Act 1987

The requirement for local heritage conservation in Victoria is through the provisions contained in the *Planning and Environment Act 1987* (PEA).

Section 1(d) of the Act states that one of the objectives of planning in Victoria is to conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest. The PEA allows local governments to introduce a Heritage Overlay to regulate the development of land that is identified to possess heritage values.

Generally the HO for a local council includes all places with a recognised citation (i.e. listed on the Register of the National Estate, the National Trust and those identified in local heritage studies), but also those that have been recommended for planning scheme protection by the Heritage Council and all those listed on the Victorian Heritage Register.

Permits are required to make alterations to a place on the Heritage Overlay.

National Legislation

National heritage legislation has been drawn together under the one Act; the *Environment Protection and Biodiversity Conservation Act 1999,* which formally (until 2003) included historic heritage. The EPBC Act (s. 528) defines 'heritage value' as:

> *… the place's natural and cultural environment having aesthetic, historic or social significance, or other significance, for current and future generations of Australians.*

The amending and accompanying legislation - *Australian Heritage Council Act 2003* and the *Australian Heritage Council (Consequential and Transitional Provisions) Act 2003* - replaced the statutorily-independent Australian Heritage Commission with the Australian Heritage Council and established two new heritage registers:

- the National Heritage List, which lists natural, indigenous and historic places of 'outstanding' national and world heritage significance; and
- the Commonwealth Heritage List, which lists Australian Government owned or controlled places of 'significant' heritage importance.

Statutory recognition of the Government's pre-existing Register of the National Estate (RNE) maintained by the former Australian Heritage Commission was continued. The RNE currently lists over 13 000 sites, of which some 75 per cent are historic places. Those places include sites of national, State and local significance.

The EPBC Act contains numerous offences and provides for substantial penalties for actions affecting both National and Commonwealth Heritage places. In relation to heritage, the main offence relates to actions that may affect a place's heritage value without approval.

Heritage Bodies

Australia ICOMOS - the Australian chapter of the International Council on Monuments and Sites - has been important to the development of government policies and legislation for the conservation of historic heritage places in Australia. In particular, it has developed and subsequently refined the Burra Charter, which sets out 'best practice' principles for cultural heritage professionals to use in the assessment of heritage values and of their conservation. The criteria set out by the Charter for assessing significance forms the basis of criteria used for formal listing by governments in Australia and overseas. It is designed to assist 'case-by-case' enunciation of heritage values.

National Trust of Australia - The formation of the National Trust of Australia dates back to 1945 in response to the destruction of old colonial buildings for site redevelopment in Sydney. The National Trust State chapters are backed by State legislation in four States, but not in Victoria. Each State chapter maintains a register of significant sites.

APPENDIX D – NIGEL LEWIS PTY. LTD. HERITAGE IMPACT REPORT

Nigel Lewis Pty Ltd *Architecture and Cultural Heritage*
40 Stawell Street *Kew Victoria 3101*
TELEPHONE 61.3.9852.8940 *FACSIMILE 61.3.9852.8420*
0418 303 296 *n.lewis@bigpond.net.au*

HERITAGE IMPACT REPORT

H7923-00511 - YEA TO MANSFIELD RAILWAY
Shire of Murrindindi

GOULBURN RIVER HIGH COUNTRY RAIL TRAIL

FINAL REPORT 1 March 2011

1 Introduction and findings summary

This report has been commissioned by Gary Smethurst, Rail Trail Project Officer, Goulburn River High Country Rail Trail.

It has been undertaken to review the degree of disturbance on archaeological values noted on the Site Record (SR) for H7923-00511, and to determine heritage impact on all the values noted on this SR. This Site Record only covers the 3 km from Yea.

This final report follows an interim report to assess the disturbance resulting from urgent scraping works, prepared on 25 February 2011. These scraping works are being undertaken to assess the impact of the Rail Trail on legless lizard species.

This report only addressed the issues of this impact, and did not address the impact on other cultural artefacts and structures of cultural significance, such as bridges etc. These are covered in this final report.

Section 4 of the Interim Report found that an application for Consent from Heritage Victoria is not required for the initial works.

Many of the features on the line are described in the *Murrindindi Heritage Study* 2008, prepared by Context Pty Ltd, see Appendix Three. This included Heritage Guidelines specifically for the railway, and also recommended the entire line as a Heritage Overlay. Even where a permit is not required, it is recommended that this report be forwarded to the Shire, and that they are consulted about this project.

The Heritage Guidelines have been cited in the Goulburn River High Country Rail Trail Construction Environment Management Plan (CEMP). These documents have been consulted in the preparation of this report, along with the Heritage Guidelines.

2 Procedures

The survey covered the section from the Melba Highway east of Yea to the Cheviot Tunnel. The main features on this section are the track formation, associated cuttings and viaducts, culverts, bridges with decking, bridge beams, bridge piers and abutments, the Cheviot Tunnel and the Cheviot Station site.

Section 1 The track formation between the Melba Highway crossing and the Yea River

The track formation between the Melba Highway crossing and the Yea River was assessed on foot by a visual inspection on 19 February. In addition a 200 mm deep section was prepared to establish the composition of the track ballast.

This is the only section covered by the site record.

Section 2 Yea River crossing to Limestone Road

The undisturbed section of the track formation immediately east of the Yea River was surveyed in the same manner. The section east of this section to Limestone Road was not surveyed as it has been reformed into a roadway.

Section 3 Section 3 Cheviot Station site

Only the main features were surveyed.

Section 4 Cheviot Station to Cheviot Tunnel

Only sample surveys were undertaken.

Section 5 Cheviot Tunnel, cutting and surrounds

The main features were surveyed.

Note Sections 2, 3 4 and 5 are outside the area covered by the Site Record.

3 Main features

Section 1 The track formation between the Melba Highway crossing and the Yea River

This section is approximately 3 km in length. At the north end is the site of the level crossing across the Melba Highway. At the southern end are concrete bridge abutments and concrete piers associated with partially demolished bridges across a series of billabongs and finally the Yea River.

The only items of significance along this section of the track are the ballast formation, and two medium sized concrete culverts, dating from the 1930s – 1950s.

The ballast is largely composed of local crushed rock, averaging 30 – 50 mm with fines, a smaller size than the common 50 – 75 mm basalt ballast used on most lines. It is mainly a red coloured sedimentary rock common to this area, as well as some quartz river stones and broken quartz, possibly from mining operations.

This gives the track formation a local character.

No track remains in place on this section, or anywhere surveyed. No dog spikes (tracking studs on the Site Record) were found on this section. Only several sleeper remnants were found.

All the other site features listed on the Site Record (SR) were off the track formation other than for a photograph of one dog spike.

Next to the current Goulburn Water pump near the road crossing is an early horizontal boiler, relocated on some improvised legs. It is presumed to be associated with an earlier Yea water supply pump. It was shown on the Site Record photograph with brick scatter. Other features shown on the Site Record were a house site and a shearing shed, but these were also not located on the rail reservation.

Section 2 Yea River crossing to Limestone Road

This includes the bridge crossings across the Yea River and associated billabongs. These are Bridge18 = 54.9m long, Bridge 19 = 54.9m long, Bridge 20 = 27.5m long , and Bridge 21

(Yea River) = 182.9m long . These comprises concrete abutments and concrete piers for the bridges but no beams or decking survive. All the concrete bridges and culverts date from the 1950s, and coincide with the construction of the Eildon weir bridge of 1954. This curving track formation includes three viaducts disconnected from the surveyed track and these may have retained significant archaeological features.

To the east of the Yea River is a short section of intact track formation before road construction has destroyed the original surface. This includes a large cutting. There appears to be a siding site at the eastern end of this section with a large stack of rails and a pile of timber building materials, the remnants of a large early timber building. This may have been a railways structure.

The next section is a private roadway that extends almost to Limestone Road. The most important feature of this is a rare intact bridge, as most other bridges have lost their decking and steel beams, apparently sold for scrap. This bridge comprises four spans supported by steel beams, cross members and the concrete decking. This provides an excellent model for bridge reconstructions, except where only the original beams survive, see note below.

Section 3 Cheviot Station site

The main features are some remnants of the platform formation, an operating weigh bridge, a dilapidated goods shed dating from the 1940s, and three mature *Pinus radiate* and a clump of Monterey Cypress pines. These features are more fully described in the *Murrindindi Heritage Study* 2008, see Appendix Three.

The Cheviot Station site is situated approximately 600m north-east of the Cheviot Road/Limestone Road intersection (along Cheviot Road). The site retains a dilapidated Goods Shed on a concrete pad which still bears a faded sign reading "Gisborne Building". An intact truck weighbridge is sited just north of the Goods Shed. The embossed structure reads '16 Tons No 733 Hawke and Co Kapunda SA'. It was made by HB Hawke & Co Engineering of Kapunda, South Australia, which operated from 1857 to 1983. Much of the site remains covered in blue-metal. West of the Goods Shed a brick viaduct/drain runs beneath the embankment. South of the railway cutting, a large cluster of Monterey Cypresses surround concrete foundation walls. There is a line of three mature Monterey Pines south-west of the station site.

Section 4 Cheviot Station to Cheviot Tunnel

This long section has numerous culverts and a bridge with surviving steel beams and cross members. Set on a slightly curved section of track, each of the three spans are set on a slightly different alignment. The heavy steel beams and cross bracing are particularly impressive, and have outstanding interpretative potential. Elsewhere there may be some remnant track works, such as sleepers etc., as this section was not surveyed except for some sample sections. Along the track perimeter are some original or early fence posts.

Section 5 Cheviot Tunnel, cutting and surrounds

The tunnel has been the subject of previous heritage assessments (including *Murrindindi Heritage Study* 2008 in the following extract) and has existing heritage protection HO 7. It should be noted however, that this section contains a series of insitu sleepers within the cutting on the west side of the tunnel. In addition, the access road over the tunnel also has some early fence posts associated with the railway. Within the tunnel are projecting spikes that were used for supporting lanterns during construction.

The Cheviot Tunnel was constructed of brick in a horse-shoe cross-section with bluestone dressing at the end of the tunnel. It is 250 meters (sic) long, with most of the rails and sleepers removed, though some sleepers remain at the southern entrance.

4 Heritage impact

4.1 Track surface

It is proposed to make a light scrape of the track formation to undertake the legless lizard survey, and to begin surface preparation for the trial.

The light scraping of the ballast will have little impact on the values of this linear site. The ballast is quite deep. The humus material should be kept separate from the ballast material as far as possible. This is to enable clean ballast material to be able to be used for the trail surface and not bring in new material. The small grade of the ballast combined with fines would appear to make it suitable for track surfacing. This would keep the historic local character.

Any sleeper should be retained insitu and ballast fines graded over them.

The minimal disturbance means that Consent is not required for these initial works.

4.2 Bridges and culverts

Specifications have been provided for bridge reconstruction. Where these are for bridges that only retain abutments and piers these are entirely appropriate and reflect, in a modern manner, the original design.

For bridges that retain the steel beams such as the example near the tunnel shown in Section 4, a light weight semi-transparent mesh suitable for bicycle tyres (possibly 25 by 25 by 3 galvanised mesh) would be desirable as this would allow the steel frame to remain visible and encourage cyclists to dismount and inspect it from below.

The intact bridge west of Limestone Road should not be altered, other than for the addition of standard handrails.

4.2 Cheviot Station

More work is required to survey the features of the site and develop a plan to conserve the significant features, including trees.

4.3 Cheviot Tunnel

Other than for the sleepers to be retained insitu as discussed above, the work on waterproofing the portals and providing lighting has to be referred to the Shire of Murrindindi for approval as this site is covered by HO 7 of the Murrindindi Planning Scheme. More work is required to survey the features of the site and develop a plan to conserve the significant features, including fencing.

APPENDIX ONE AERIAL PHOTOS

Section 1 The track formation between the Melba Highway crossing and the Yea River

AP 1.1 Goulburn water pump station with white roof at left, shearing shed in middle

AP 1.2

AP 1.3

AP 1.4 Curved viaduct leading to bridges

Section 2 Yea River crossing to Limestone Road

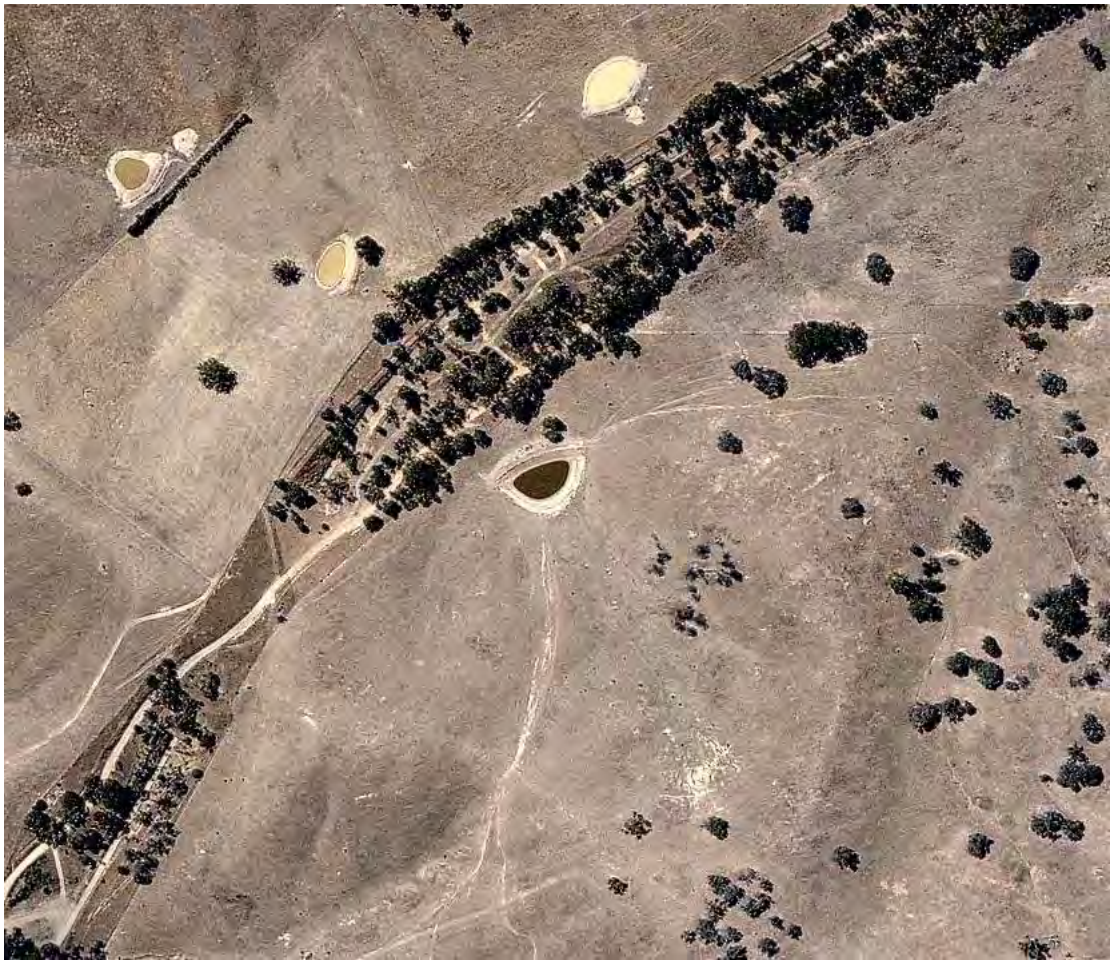
AP 2.1 - possible siding site at RHS where roadway starts

Section 3 Cheviot Station site

AP 3.1

AP 4.1

AP 4.2

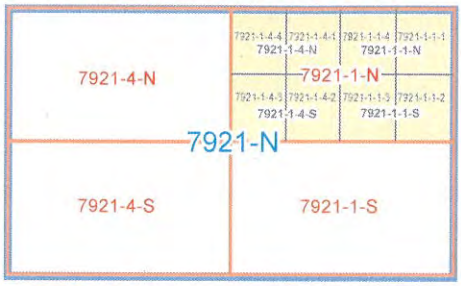


AP 5.1

APPENDIX E - TOPOGRAPHICAL MAPS (1:30,000)

VICMAP TOPOGRAPHIC 1:30 000

VICTORIA'S MAP INDEX SYSTEM



7921-N	Vicmap Topographic 1:50 000
7921-1-N	Vicmap Topographic 1:25 000
7921-1-1-S	Vicmap Topographic 1:30 000 A3
7921-1-1-1	Vicmap Topographic 1:30 000 A4

Topographic Map Information Sheet

VICMAP PRODUCTS

The Department of Sustainability and Environment's framework spatial information products are managed by Spatial Information Infrastructure (SII) and distributed under the Vicmap brand. Vicmap is a registered trademark of the Victorian Government, and has been synonymous with authoritative government mapping for more than 30 years.
For more information visit www.land.vic.gov.au/vicmap

Vicmap Topographic
Outdoor Leisure Series - maps with noted attractions and tourist facilities covering popular areas.

Standard Topographic Series - maps covering the State at 1:25 000, 1:50 000, also 1:30 000 A4 and 1:30 000 A3.

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email vicmap.info@dse.vic.gov.au
To find out more about DSE visit www.dse.vic.gov.au or contact the DSE Customer Service Centre on 136 186

NOTES TO THE MAP USER

Roads - Depiction of roads and tracks on this map does not necessarily indicate a right of way. For the most up to date walking track information in Parks and Reserves refer to the Parks Victoria website: www.parkweb.vic.gov.au

Administrative Boundaries - The position of administrative boundaries shown on this map are only approximate.

Nomenclature - Inclusion of a name on this map does not imply its approval by the relevant nomenclature authority.

Maritime Navigation - This map is not to be used for maritime navigation purposes.

Fence lines - Fence lines are not depicted on this map.

This map has been automatically generated and may contain errors.

GEOCENTRIC DATUM OF AUSTRALIA

This map is produced on the Geocentric Datum of Australia (GDA). GDA supersedes the Australian Geodetic Datum 1966 (AGD).

For all practical purposes GDA is the same as the World Geodetic System (WGS84).

DATUM CONVERSIONS FOR VICTORIA (+/- 10 Metres)

TO CONVERT	GDA94 to AGD66	AGD66 to GDA94
Latitude (numeric value)	Increase by 5.5 secs	Decrease by 5.5 secs
Longitude (numeric value)	Decrease by 4.5 secs	Increase by 4.5 secs
Easting	Decrease by 112 metres	Increase by 112 metres
Northing	Decrease by 185 metres	Increase by 185 metres

Example 1: AGD66 Latitude -37° 50' Longitude 145° 00'
Converts to GDA94 Latitude -37° 49' 54.5" Longitude 145° 00 04.5"
Example 2: AGD/AMG66/Zone 54H East. 320600 North. 5813000
Converts to GDA/MGA94/Zone 54H East. 320712 North. 5813185

Contact the Intergovernment Committee on Surveying and Mapping (ICSM) for more details at www.icsm.gov.au/icsm/gda/

Vicmap GDA Victoria The Place To Be

TECHNICAL NOTES

PROJECTION:
Universal Transverse Mercator (UTM) Projection

DATUM:
Horizontal: Geocentric Datum of Australia (GDA).
Vertical: Australian Height Datum (AHD).

GRID:
Grid Interval 1000 metres.
Map Grid of Australia 1994 (MGA94)
Tiles 7021 to 7627: Zone 54
Tiles 7721 to 8823: Zone 55
Grid values are shown in full at each grid corner of the map.

ELEVATION:
Contour interval 10 metres or 20 metres depending on terrain.
Index contour interval is 100 metres.

ACCURACY:
Standard of accuracy conforms to specifiications and classification AA1 of the survey Co-ordination (Surveys) Regulations 1992.
HORIZONTAL:
+/- 12.5 metres of true position at map scale.
VERTICAL:
Not less than 90% of well defined detail within +/- half of the contour interval.

COMPILATION:
Compiled from DSE Vicmap and Corporate Spatial Data Library (CSDL) information.
The currency range of source data is as follows:

Vicmap Transport: 2007
Vicmap Property: 2007
Vicmap Features: 2007
Vicmap Vegetation (not including Treecover): 1974 - 1995
CGDL Treecover: 2000
Plantation data derived from PLANT100: 2003 - 2005
Vicmap Hydro: 2007
Vicmap Elevation Statewide Contours: 2007
Vicmap Admin (Local Government Areas): 2007
Parks and Conservation Reserves information derived from Vicmap Property and other Victorian Government Data: 2007
Other Crown Land information derived from Vicmap Property and PLM100: 2007

PRODUCTION:
Prepared under the direction of the Director, Spatial Information Infrastructure, Department of Sustainability and Environment, Victoria.

USER COMMENTS:
Users noting any errors or omissions are invited to notify (in writing) the Director, Spatial Information Infrastructure, Department of Sustainability and Environment
Address: PO Box 500, East Melbourne, Victoria, 3002
Phone: (03) 8636 2333 Email: vicmap.info@dse.vic.gov.au

Parks and Conservation Reserves Abbreviations

BR	Bushland Reserve	NCR	Nature Conservation Reserve
CGR	Cave and Geological Reserve	NFR	Natural Features Reserve
CR	Coastal Reserve	NFSR	Natural Features and Scenic Reserve
EA	Education Area	NHP	National Heritage Park
FFR	Flora and Fauna Reserve	NP	National Park
FR	Flora / Fauna Reserve	RP	Regional Park
GR	Geologial Reserve	SR	Scenic Reserve
HA	Historic Area	SP	State Park
HCFR	Historic and Cultural Features Reserve	SSR	Stream Side Reserve
MNP	Marine National Park	WR	Wildlife Reserve
MS	Marine Sanctuary		

SAMPLE MAP GRID REFERENCE MAY NOT BE RELEVANT TO MAP SHEET

BEFORE GIVING A GRID REFERENCE, ALWAYS STATE THE NAME, NUMBER AND DATUM OF THIS MAP

GRID ZONE DESIGNATION 54H or 55H	TO GIVE A STANDARD REFERENCE ON A SHEET TO THE NEAREST 100 METRES	
100,000 METRE SQUARE IDENTIFICATION	SAMPLE POINT • 290	
XD Locate 100,000 metre square identification value	1 Locate the first VERTICAL grid line to LEFT of point and read LARGE figure labelling the line either in the top or bottom margin, or on the line itself:	52
	2 Estimate tenths from grid line to point	7
	3 Locate first HORIZONTAL grid line BELOW point and read LARGER figure labelling the line in either the left or right margin, or on the line itself:	70
	4 Estimate tenths from grid line to point	5
IGNORE the SMALLER figures of any grid number; these are for finding the full coordinates. Use ONLY the LARGER figures of the grid number. For example: 456 000	SAMPLE REFERENCE	527 705
	If reporting beyond 18 degress in any direction, prefix Grid Zone designation as: 54HDV527705, GDA or 55HDV527705, GDA	

Grid North

All maps are orientated towards Grid North

TRANSPORT

- Built up area
- Freeway, highway, bridge
- Secondary road: sealed, unsealed
- Local road: sealed, unsealed
- Vehicular track: 2WD, 4WD
- Proposed road
- Walking track and/or bicycle track
- Surf Coast Walk
- Australian Alps Walking Track
- Road Restrictions (M.V.O.) (S.S.C.) (S.H.W.L.) (R.P.C.) (P.A.) (R.U.)
  - M.V.O. Maintenance Vehicles Only
  - S.S.C. Subject to Seasonal Closure
  - S.H.W.L. Subject to Height or Weight Limits
  - R.P.C. Road Permanently Closed
  - P.A. Private Access
  - R.U. Road Unmaintained
- Gate or cattlegrid, levee bank
- Embankment, cutting
- Railway, tramway
- Railway station, railway siding
- Railway: disused, dismantled (Disused / Dismantled)
- Railway bridge, railway tunnel

FEATURES

- Building, post office, church, public hall (PO, C, PH)
- School, police station, fire station, ambulance (S, F, A)
- SES, Hospital (emergency, non emergency)
- Emergency Beach Access Point (98W)
- Pipeline, disappearing underground (Gas/Water)
- Power transmission line with pylons
- Trigonometric station, spot elevation (83, 34)
- Landmark area: quarry
- Landmark object: tank or well, tanks to scale (Silo, Oil)
- Mine, helipad
- Landmark area, recreation area

VEGETATION

- Tree cover: sparse, medium and dense
- Plantation
- Orchard or vinyard

RELIEF

- Contours, rocky outcrop, hill shading (600)
- Depression contours
- Cliff
- Sand
- Sand dunes

HYDROGRAPHY

- River, creek, crossing, adit
- Aqueduct, channel, drain (Drain)
- Lake: perennial, intermittent
- Dam or weir, dam carrying road
- Falls, rapids (Falls, Rapids)
- Rapids in large river
- Lock (Lock)
- Waterholes, swimming pool
- Water well or bore, spring (Bore)
- Land subject to inundation
- Swamp or marsh
- Shoreline with mud or sand flats, mangroves
- Rock: bare or awash, rocky ledge or reef
- Exposed wreck, lighthouse
- Breakwater, pier or jetty, boat ramp
- Navigation beacon, wharf

ADMINISTRATION

- Crown land, cadastre
- Local Government Area boundary (MELTON SHIRE)
- State boundary

T7923413	T7923412	T7923143
T7923424	T7923421	T7923134
T7923423	T7923422	T7923133

Topographic Map

Map No. T7923-4-2-1

Map created on Jul 06, 2007

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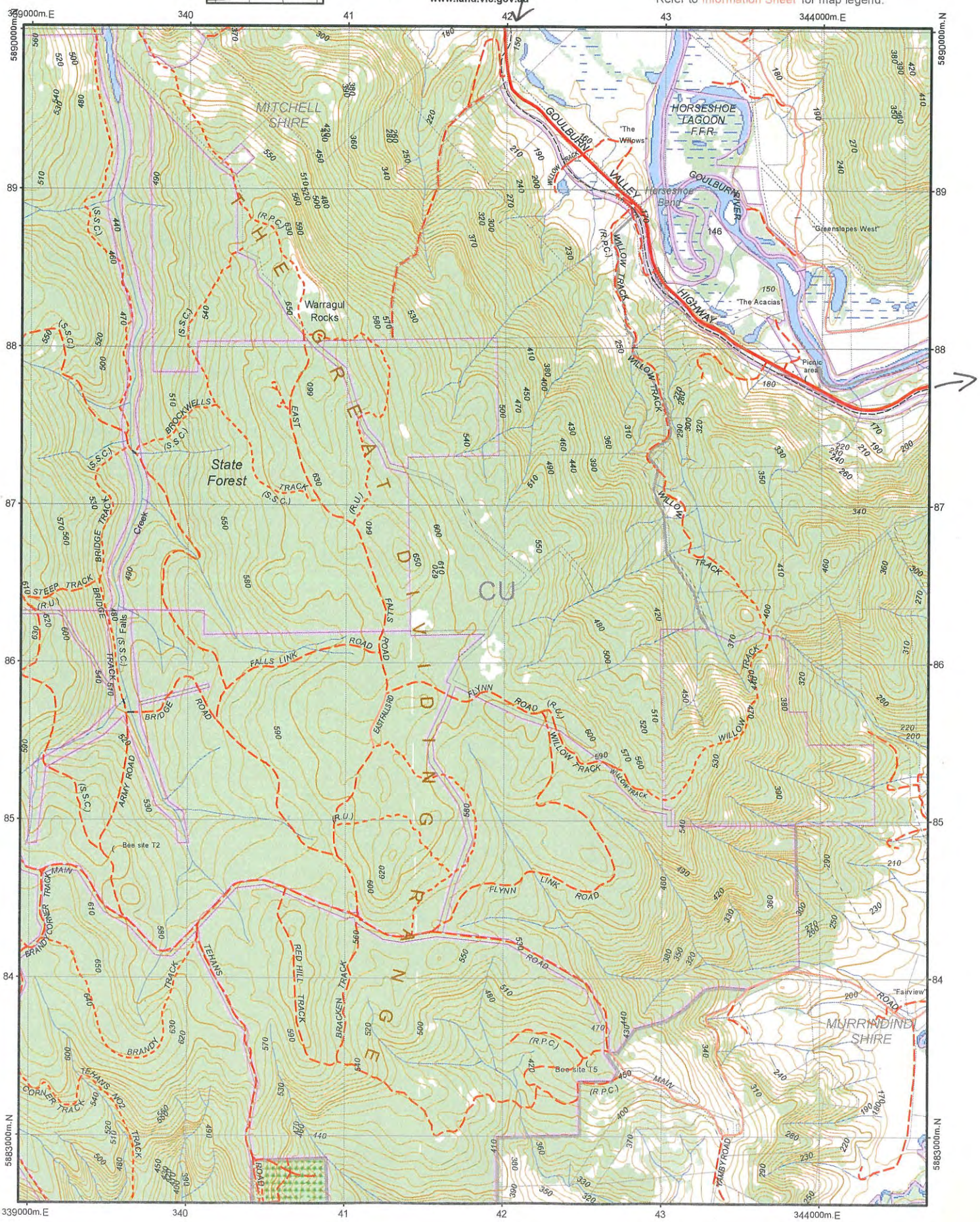
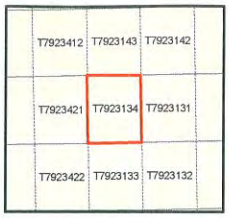
Refer to Information Sheet for map legend.





Topographic Map

Map No. T7923-1-3-4

Map created on Jun 17, 2005

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Vicmap GDA Victoria The Place To Be

Refer to Information Sheet for map legend.

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MOUNT EAGLEHAWK
MITCHELL
GREEN SLOPES RIVER
GREEN SLOPES RD
GOULBURN RIVER
"Greenslopes"
"Woodslands"
KERRISDALE Kerrisdale
"Kerrisdale"
Wyndham Streamside Reserve
Picnic area
TALLAROOK-MANSFIELD ROAD
"Terangaville"
TERANGAVILLE ROAD
Horseshoe Lagoon Flora & Fauna Reserve
RAIL TRAIL
"Sugarloaf"
"The Grange"
MURRINDINDI
MOUNT SUGARLOAF
GARDNERS CREEK ROAD
PARROTT TRIANGLE ROAD
Drayton's Bridge
"Erin Vale"
KING MAIN ROAD
"Fairview"
JOHNSONS ROAD
"Wahroonga"
GUYMERS ROAD
"Green Hills"
"Avondale"
"Glenfinden"
DAIRY CREEK
Sandy Creek
Creek ROAD
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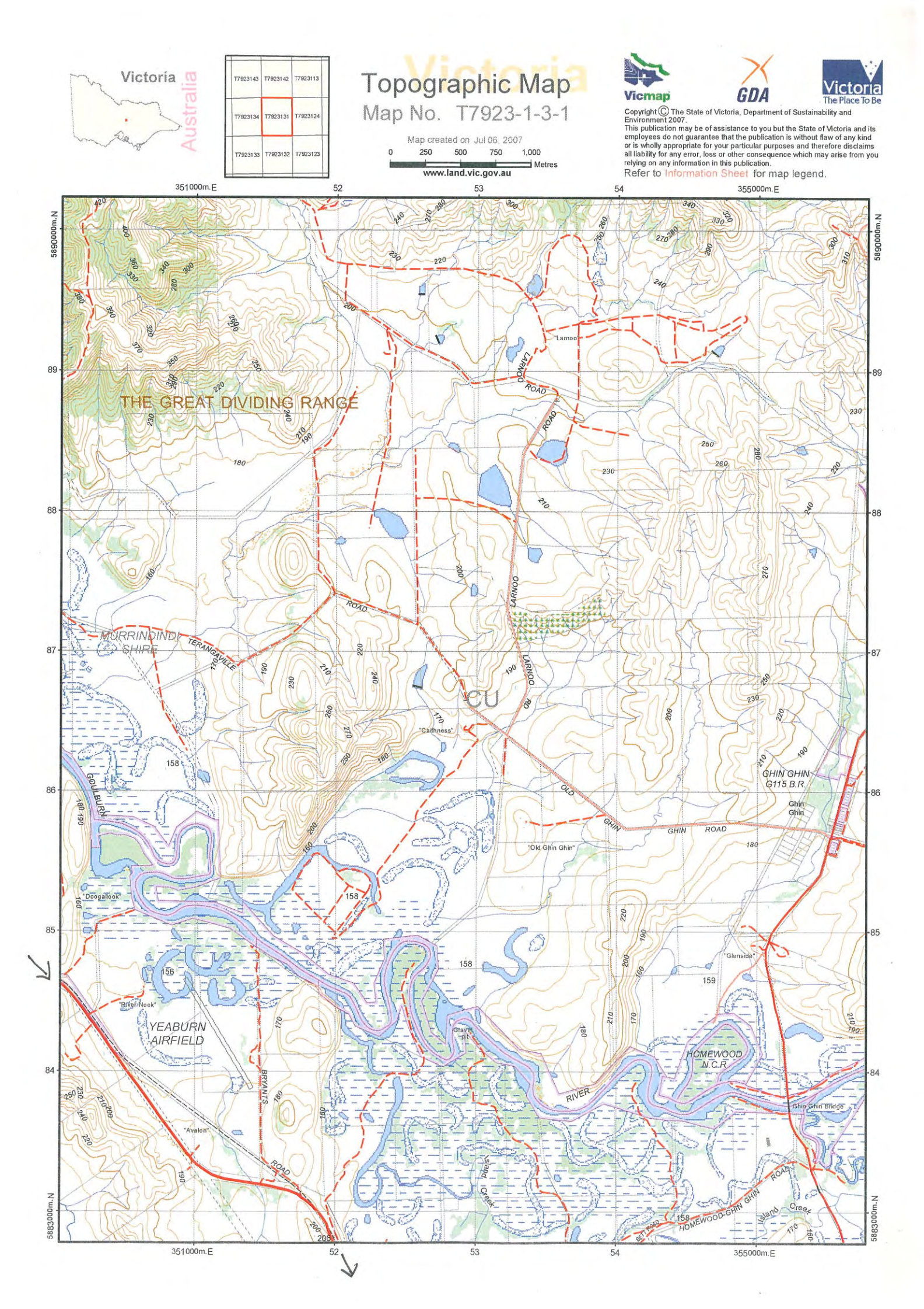
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Australia
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Map No. T7923-1-3-1
Map created on Jul 06, 2007
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Victoria
The Place To Be
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Refer to Information Sheet for map legend.
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THE GREAT DIVIDING RANGE
"Larnoo"
LARNOO ROAD
MURRINDINDI SHIRE
TERANGAVILLE
"Caithness"
GOULBURN
"Doogallook"
"River Nook"
YEABURN AIRFIELD
"Ayalon"
BRYANTS ROAD
Gravel Pit
Island Creek
RIVER
HOMEWOOD N.C.R
Ghin Ghin Bridge
HOMEWOOD-GHIN GHIN ROAD
BET. ROAD
OLD GHIN GHIN ROAD
"Old Ghin Ghin"
GHIN GHIN G115 B.R.
Ghin Ghin
"Glenside"

T7923134	T7923131	T7923124
T7923133	T7923132	T7923123
T7923244	T7923241	T7923214

Topographic Map

Map No. T7923-1-3-2

Map created on Jul 06, 2007

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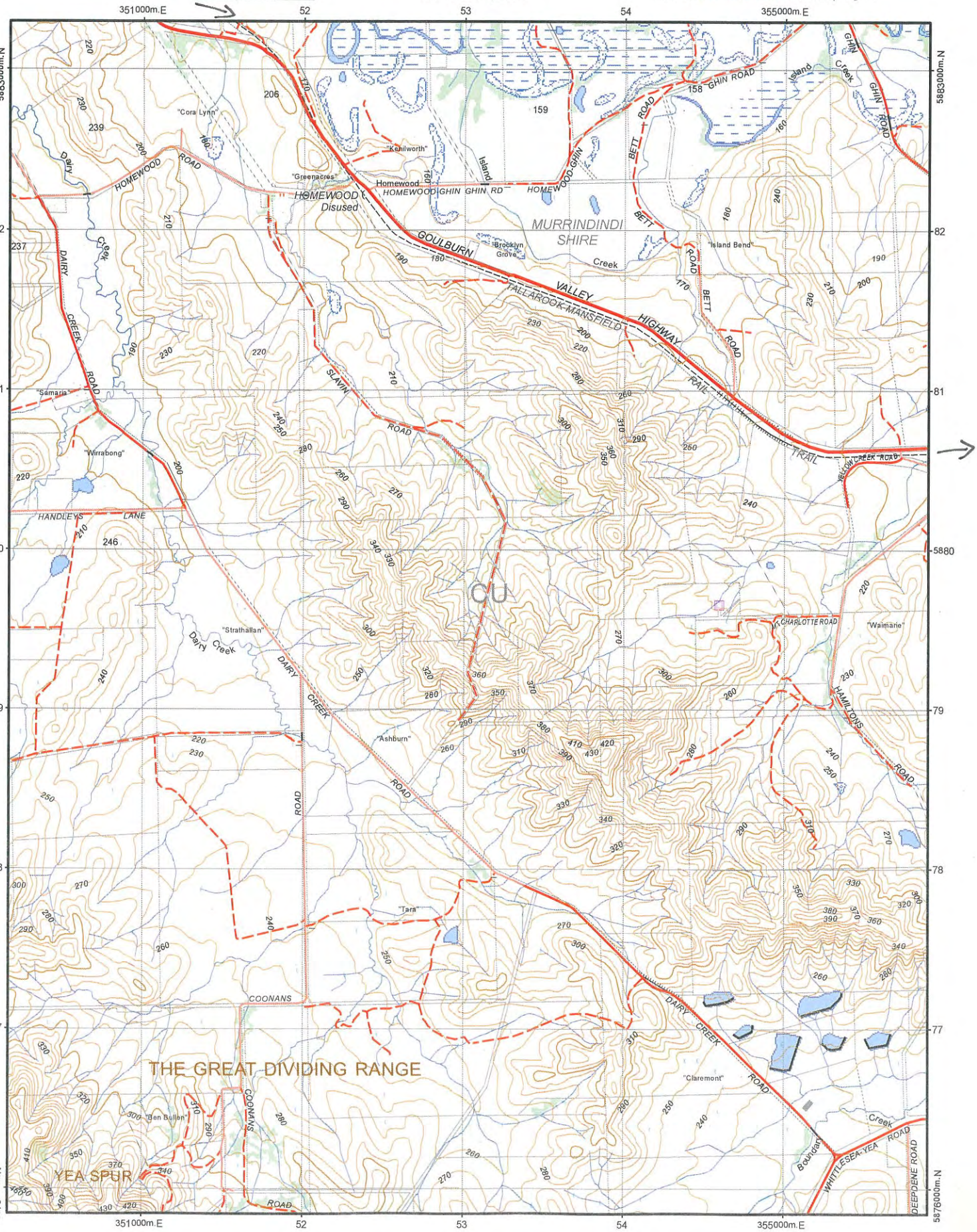

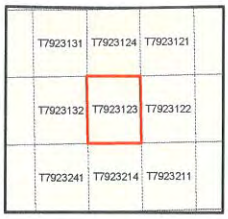

Topographic Map

Map No. T7923-1-2-3

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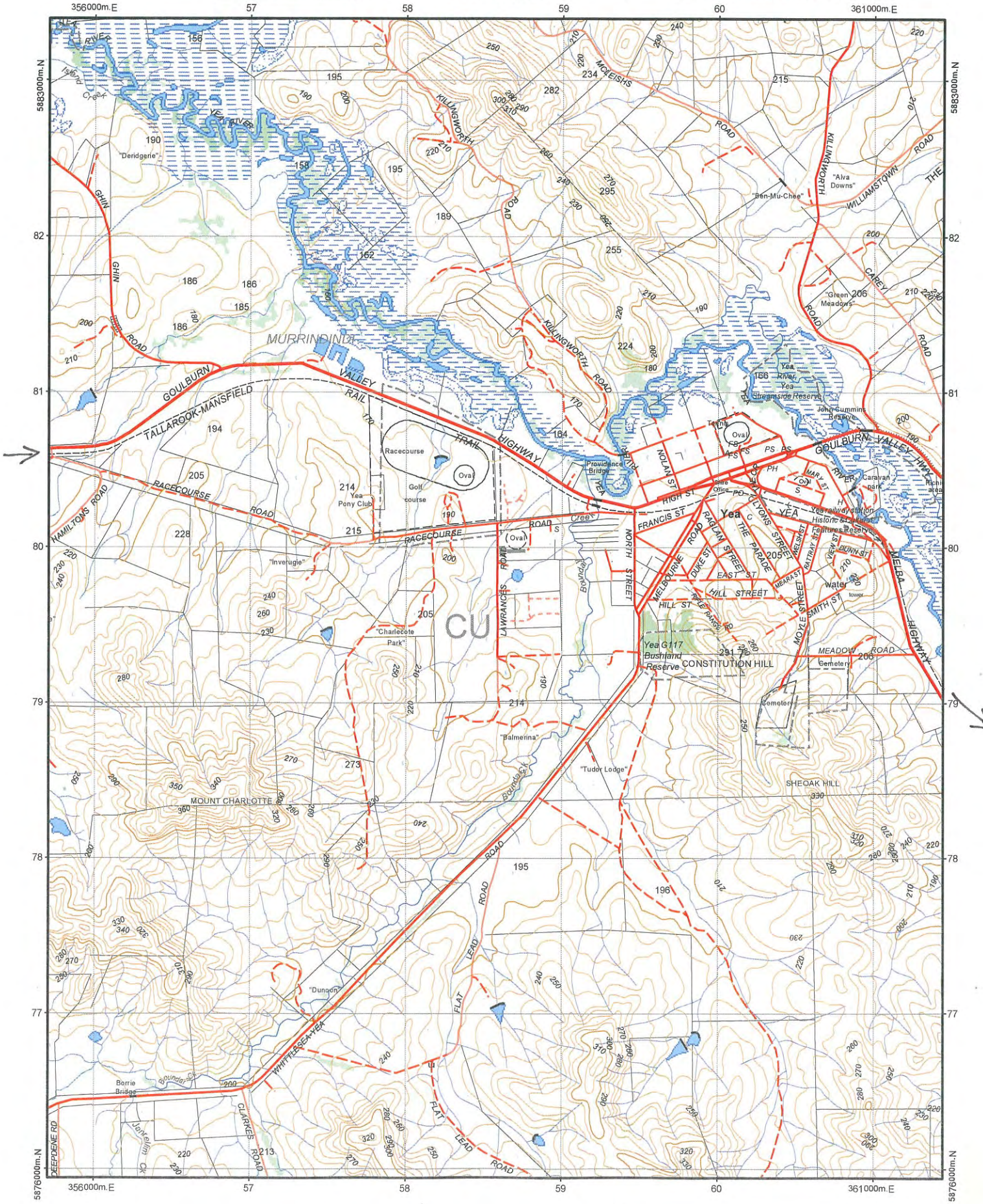
Vicmap GDA Victoria The Place To Be

Refer to Information Sheet for map legend.



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T7923214	T7923211	T8023344

Topographic Map

Map No. T7923-1-2-2

Map created on Jun 17, 2005

0 250 500 750 1,000 Metres

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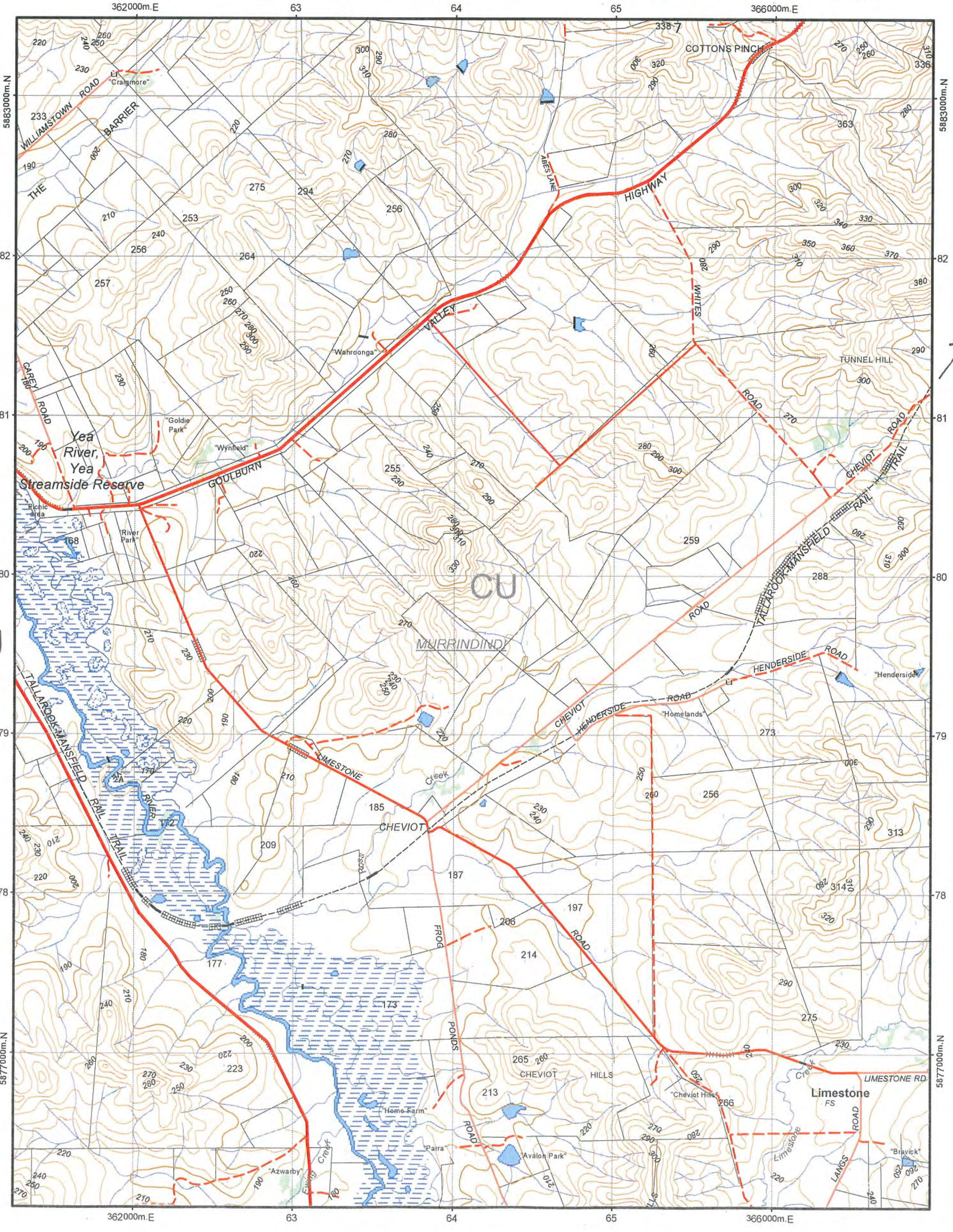
Refer to Information Sheet for map legend.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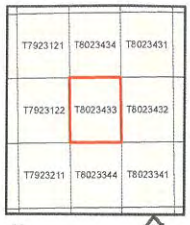
THE BARRIER
WILLIAMSTOWN ROAD
"Craigmore"
ABES LANE
HIGHWAY
VALLEY
GOULBURN
WHITES ROAD
TUNNEL HILL
CHEVIOT ROAD
TALLAROOK-MANSFIELD RAIL TRAIL
GAREY ROAD
Yea River, Yea Streamside Reserve
Picnic area
"River Park"
"Wynfield"
"Goldie Park"
"Wahroonga"
CU
MURRINDINDI
HENDERSIDE ROAD
"Henderside"
"Homelands"
LIMESTONE
CHEVIOT
Creek
RIVER
FROG PONDS ROAD
ROAD
CHEVIOT HILLS
"Cheviot Hills"
Limestone
FS
LIMESTONE RD
LANGS ROAD
"Bravick"
"Home Farm"
"Parra"
"Avalon Park"
"Azwarby"
Limestone Creek



Topographic Map

Map No. T8023-4-3-3

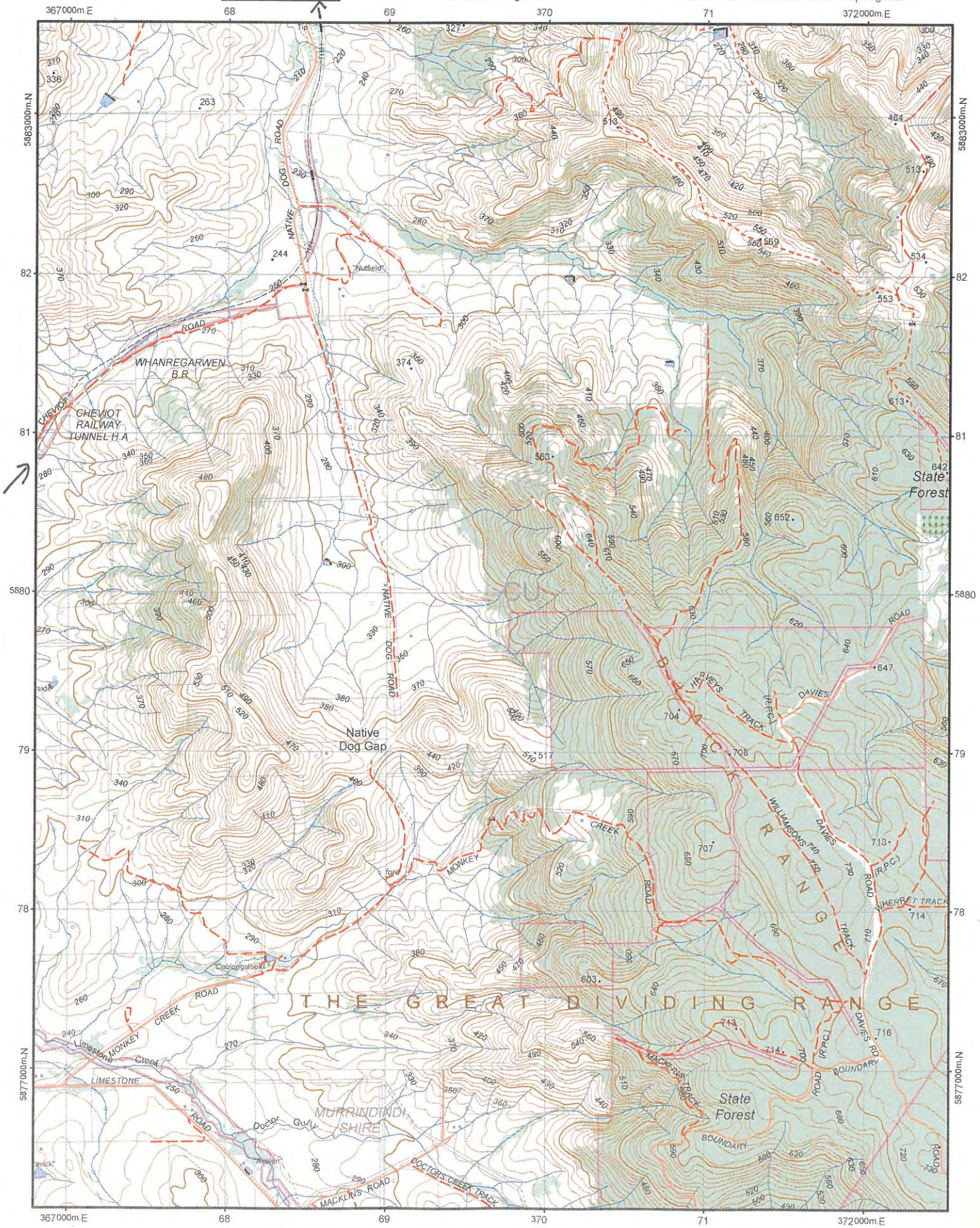
Map created on Jul 07, 2007

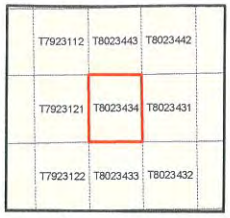
0 250 500 750 1,000 Metres

www.land.vic.gov.au

Vicmap GDA Victoria The Place To Be

Refer to Information Sheet for map legend.





Topographic Map

Map No. T8023-4-3-4

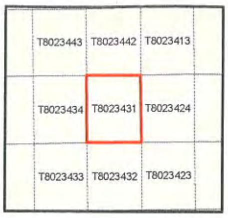
Map created on Jan 12, 2006

0 250 500 750 1,000 Metres

www.land.vic.gov.au

Vicmap GDA Victoria The Place To Be

Refer to Information Sheet for map legend.



Topographic Map

Map No. T8023-4-3-1

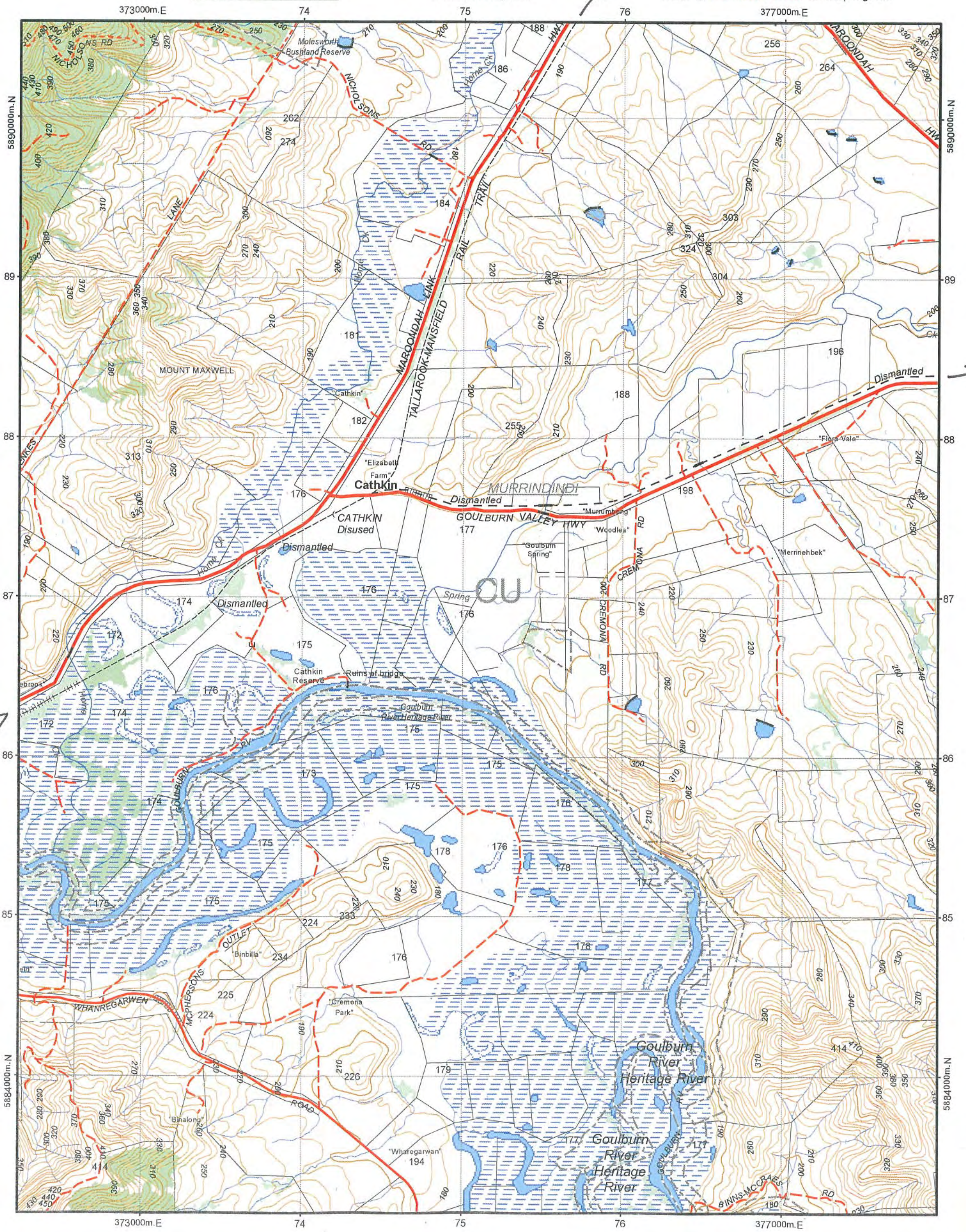
Map created on Jan 12, 2006

0 250 500 750 1,000 Metres

www.land.vic.gov.au

Vicmap GDA Victoria The Place To Be

Refer to Information Sheet for map legend.


373000m.E
74
75
76
377000m.E
5890000m.N
89
88
87
86
85
5884000m.N
Moleswort
Bushland Reserve
NICHOLSONS RD
MAROONDAH HWY
MOUNT MAXWELL
LANE
"Cathkin"
"Elizabeth Farm"
Cathkin
CATHKIN Disused
MAROONDAH LINK
TALLAROOK-MANSFIELD RAIL TRAIL
Dismantled
MURRINDINDI
GOULBURN VALLEY HWY
"Murrumbeng"
"Woodlea"
"Goulburn Spring"
CREMONA RD
"Flora Vale"
"Merrinehbek"
Spring
CU
Cathkin Reserve
Ruins of bridge
Goulburn River Heritage River
"Binbilla"
OUTLET
MCPHERSONS
WHANREGARWEN ROAD
"Cremona Park"
"Binalong"
"Wharegarwan"
Goulburn River Heritage River
BINNS-MCCRAES RD

T8023444	T8023441	T8023414
T8023443	T8023442	T8023413
T8023434	T8023431	T8023424

Topographic Map

Map No. T8023-4-4-2

Map created on Jul 07, 2007

0 250 500 750 1,000 Metres

www.land.vic.gov.au

Vicmap GDA Victoria The Place To Be

Refer to Information Sheet for map legend.

373000m.E 74 75 76 377000m.E

5897000m.N 96 95 94 93 92 5891000m.N

YARCK N.C.R
BLACK RANGE
THE GREAT DIVIDING RANGE
MOLESWORTH B.R
MURRINDINDI SHIRE
HOME CREEK YARCK SS.R
Communication Tower 645
Communication Tower
"Seaton Vale"
"Tara"
"Rothleigh"
Yarck
Hume And Hovel PH
YARCK Disused
Cemetery
Vineyard
Home Creek
Godfrey Creek
BURGESS ROAD
TERRIPA ROAD
HAYS ROAD
YARCK ROAD
OLD YARCK ROAD
RANGE ROAD
HENKES LANE
NICHOLSONS ROAD
MCMENAMAN ROAD
WRIGHTS ROAD
WRIGHTS LANE
TALLAROOK-MANSFIELD RAIL TRAIL
MARROONDAH HIGHWAY
MAROONDAH LINK

T8023441	T8023414	T8023411
T8023442	T8023413	T8023412
T8023431	T8023424	T8023421

Topographic Map

Map No. T8023-4-1-3

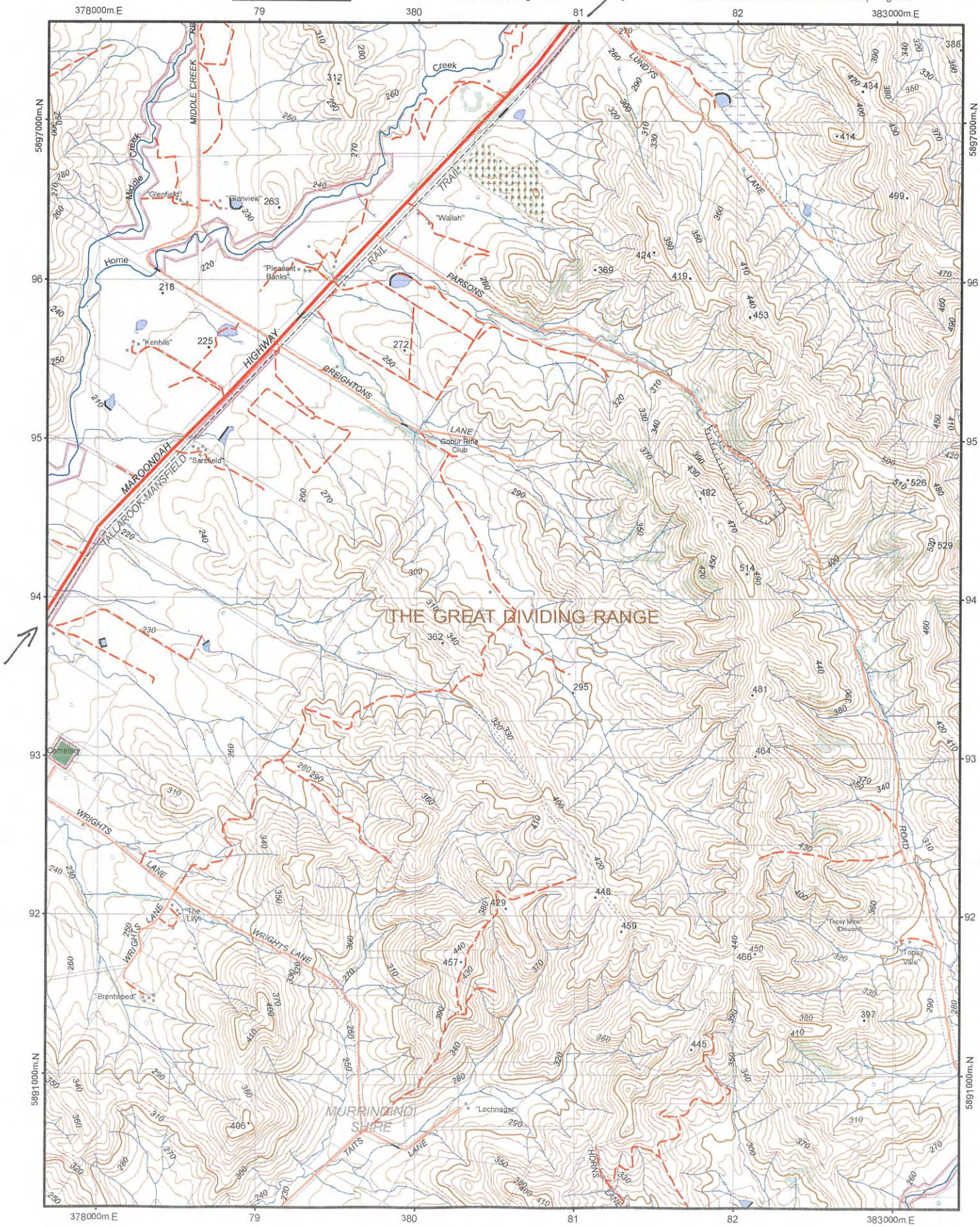
Map created on Jul 06, 2007

0 250 500 750 1,000 Metres

www.land.vic.gov.au

Vicmap GDA Victoria The Place To Be

Refer to Information Sheet for map legend.



Victoria

Australia

T8024332	T8024323	T8024322
T8023441	T8023414	T8023411
T8023442	T8023413	T8023412

Topographic Map

Map No. T8023-4-1-4

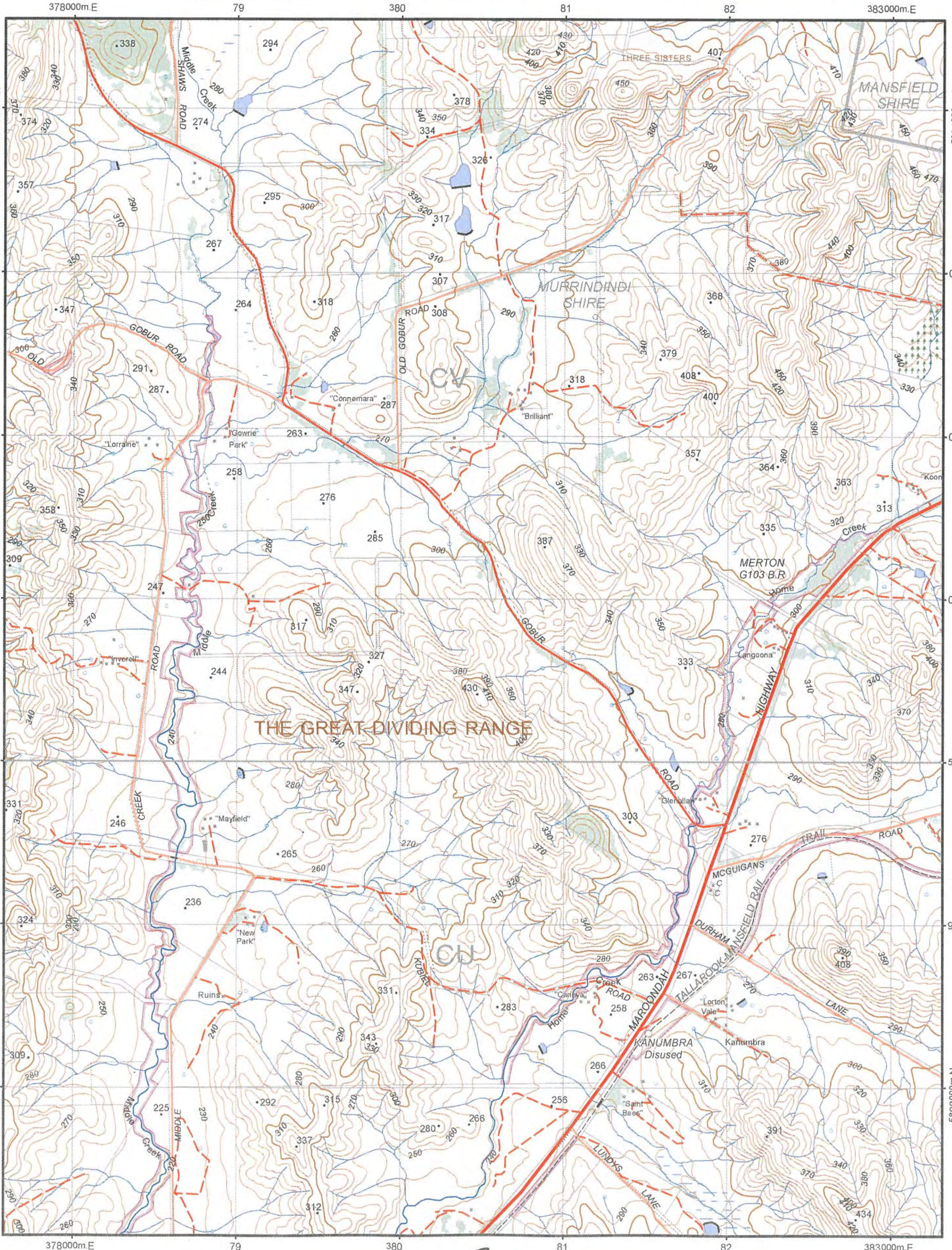
Map created on Jul 07, 2007

0 250 500 750 1,000 Metres

www.land.vic.gov.au

Vicmap GDA Victoria The Place To Be

Refer to Information Sheet for map legend.


378000m.E
79
380
81
82
383000m.E
5904000m.N
03
02
01
5900
99
5898000m.N
THREE SISTERS
MANSFIELD SHIRE
MURRINDINDI SHIRE
Middle Creek
SHAWS ROAD
GOBUR ROAD
OLD GOBUR ROAD
OLD
"Connemara"
"Brilliant"
"Lorraine"
"Gowrie Park"
CV
MERTON G103 B.R
"Koon
Creek
Home
"Langoona"
HIGHWAY
"Inverell"
ROAD
Middle Creek
THE GREAT DIVIDING RANGE
GOBUR
ROAD
"Glenallan"
"Mayfield"
CREEK
MCGUIGANS
ROAD
TRAIL
DURHAM
TALLAROOK-MANSFIELD RAIL
"New Park"
CU
KUBIEL
Ruins
Creek ROAD
Home
MAROONDAH
KANUMBRA Disused
Kanumbra
"Lorton Vale"
LANE
"Saint Bees"
LUNDYS LANE
Middle Creek
MIDDLE

T8024323	T8024322	T8024233
T8023414	T8023411	T8023144
T8023413	T8023412	T8023143

Topographic Map

Map No. T8023-4-1-1

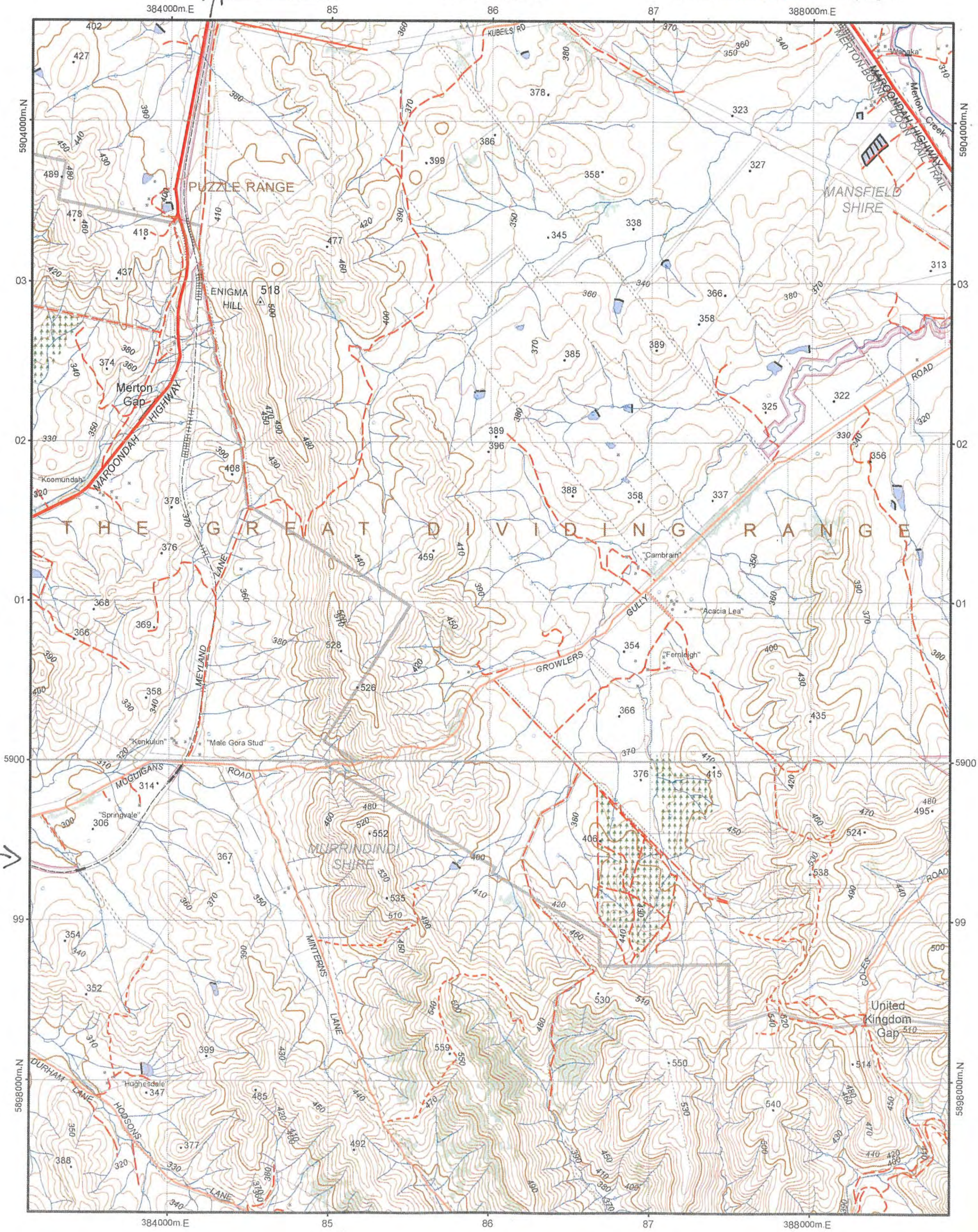
Map created on Jul 06, 2007

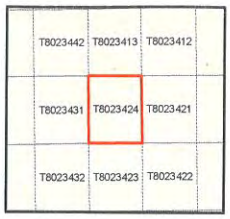
0 250 500 750 1,000 Metres

www.land.vic.gov.au

Vicmap GDA Victoria The Place To Be

Refer to Information Sheet for map legend.





Topographic Map

Map No. T8023-4-2-4

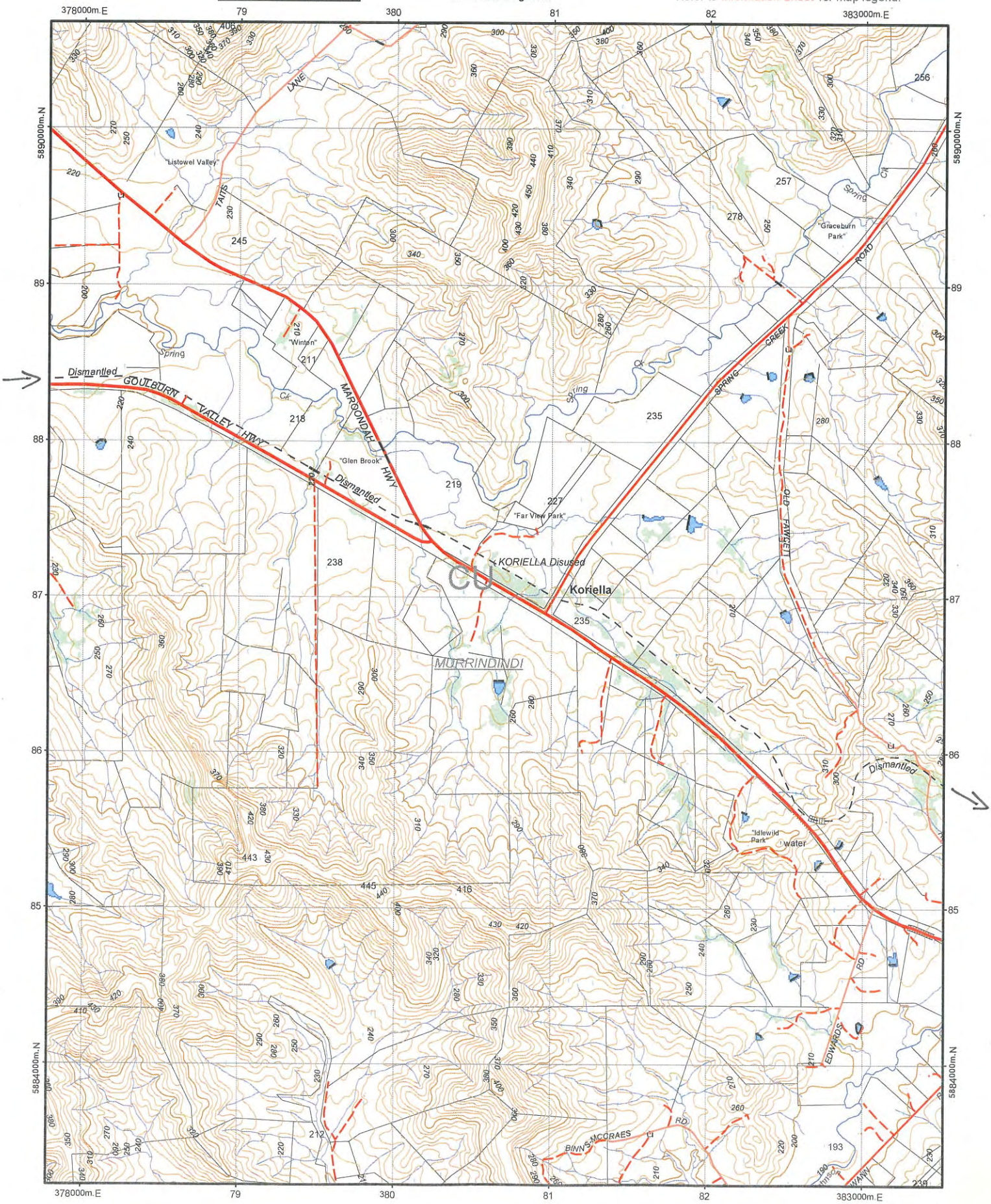
Map created on Jan 12, 2006

0 250 500 750 1,000 Metres

www.land.vic.gov.au

Vicmap GDA Victoria The Place To Be

Refer to Information Sheet for map legend.



Victoria
Australia

T8023413	T8023412	T8023143
T8023424	T8023421	T8023134
T8023423	T8023422	T8023133

Topographic Map

Map No. T8023-4-2-1

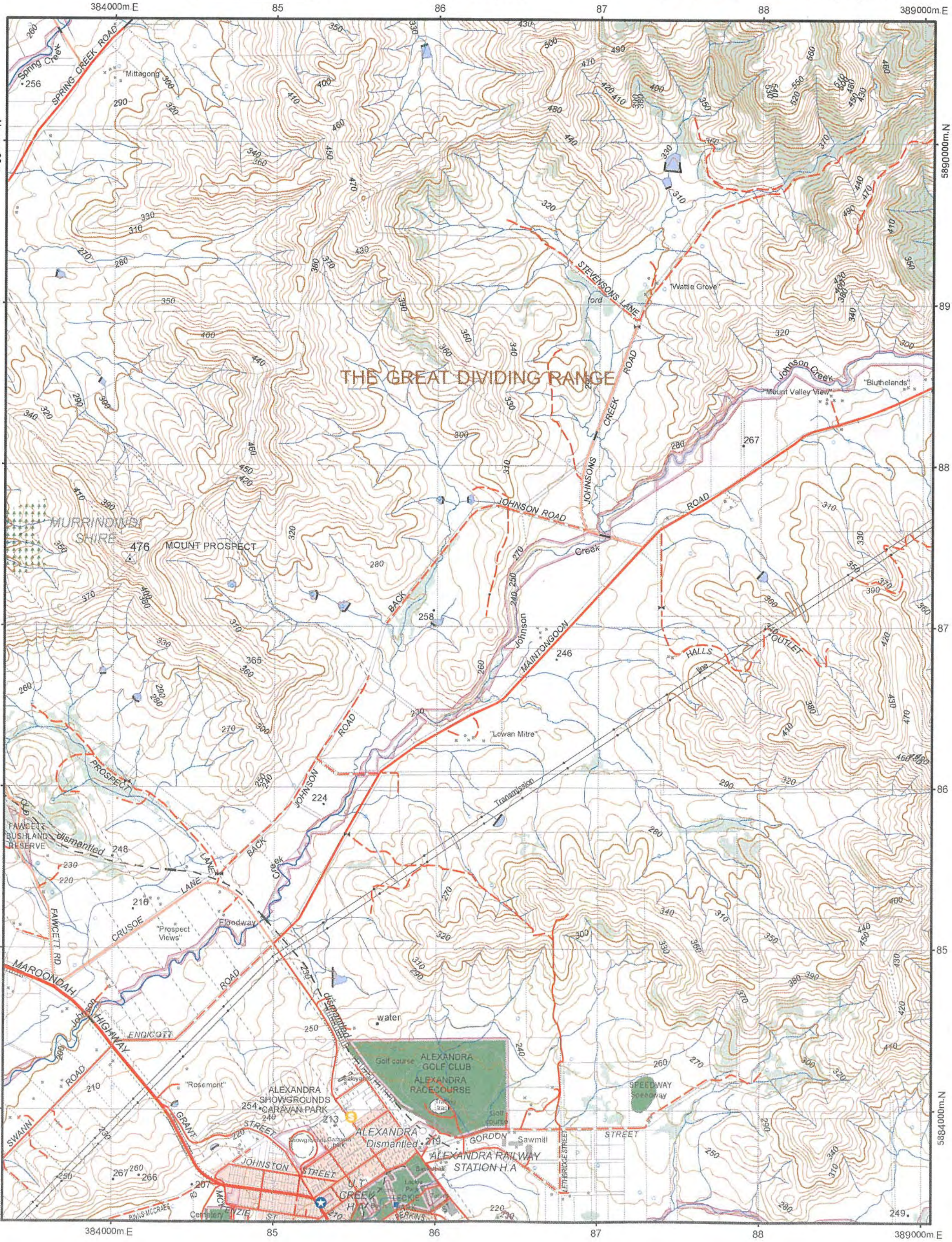
Map created on Jul 07, 2007

0 250 500 750 1,000 Metres

www.land.vic.gov.au

Vicmap GDA Victoria The Place To Be

Refer to Information Sheet for map legend.


384000m.E
85
86
87
88
389000m.E
5890000m.N
89
88
87
86
85
5884000m.N
THE GREAT DIVIDING RANGE
SPRING CREEK ROAD
Spring Creek
"Mittagong"
STEVENSONS LANE
"Wattle Grove"
ford
JOHNSONS CREEK ROAD
Johnson Creek
"Mount Valley View"
"Bluthelands"
JOHNSON ROAD
MAINTONGOON ROAD
MURRINDINDI SHIRE
MOUNT PROSPECT
476
BACK JOHNSON ROAD
HALLS OUTLET
"Lowan Mitre"
Transmission line
PROSPECT
FAWCETT BUSHLAND RESERVE
dismantled
CRUSOE LANE
"Prospect Views"
Floodway
FAWCETT RD
MAROONDAH HIGHWAY
ENDICOTT
water
ALEXANDRA GOLF CLUB
ALEXANDRA RACECOURSE
Golf course
"Rosemont"
ALEXANDRA SHOWGROUNDS CARAVAN PARK
ALEXANDRA
Dismantled
GORDON STREET
Sawmill
ALEXANDRA RAILWAY STATION H.A
SPEEDWAY
Speedway
SWANN ROAD
GRANT STREET
JOHNSTON STREET
U.T. CREEK H.A.
PERKINS
LEICKIE
Cemetery
LETHBRIDGE STREET

APPENDIX F – VICTORIAN RAILWAYS HISTORIC PLANS

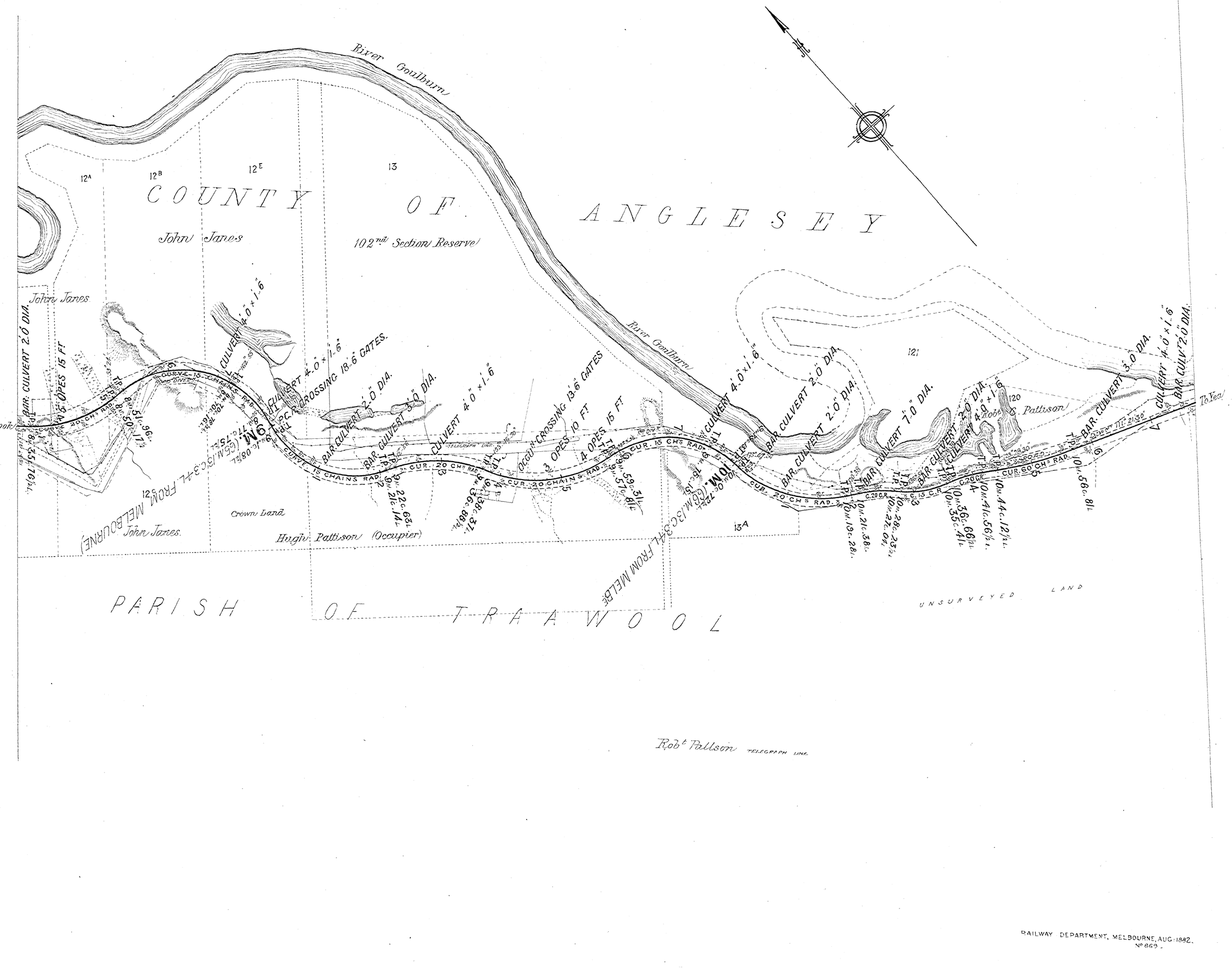
a) Murrindindi Shire boundary to Yea

VICTORIAN RAILWAYS,

TALLAROOK AND YEA LINE.

Scale 10 Chains to 1 inch.

CONTRACT Nº 1683.
Nº 4.



RAILWAY DEPARTMENT, MELBOURNE, AUG: 1882.
Nº 869.

VICTORIAN RAILWAYS,

TALLAROOK AND YEA LINE.

Scale 10 Chains to 1 inch.

CONTRACT Nº 1683.

Nº 5.

RAILWAY DEPARTMENT, MELBOURNE, AUG 1882
Nº 877

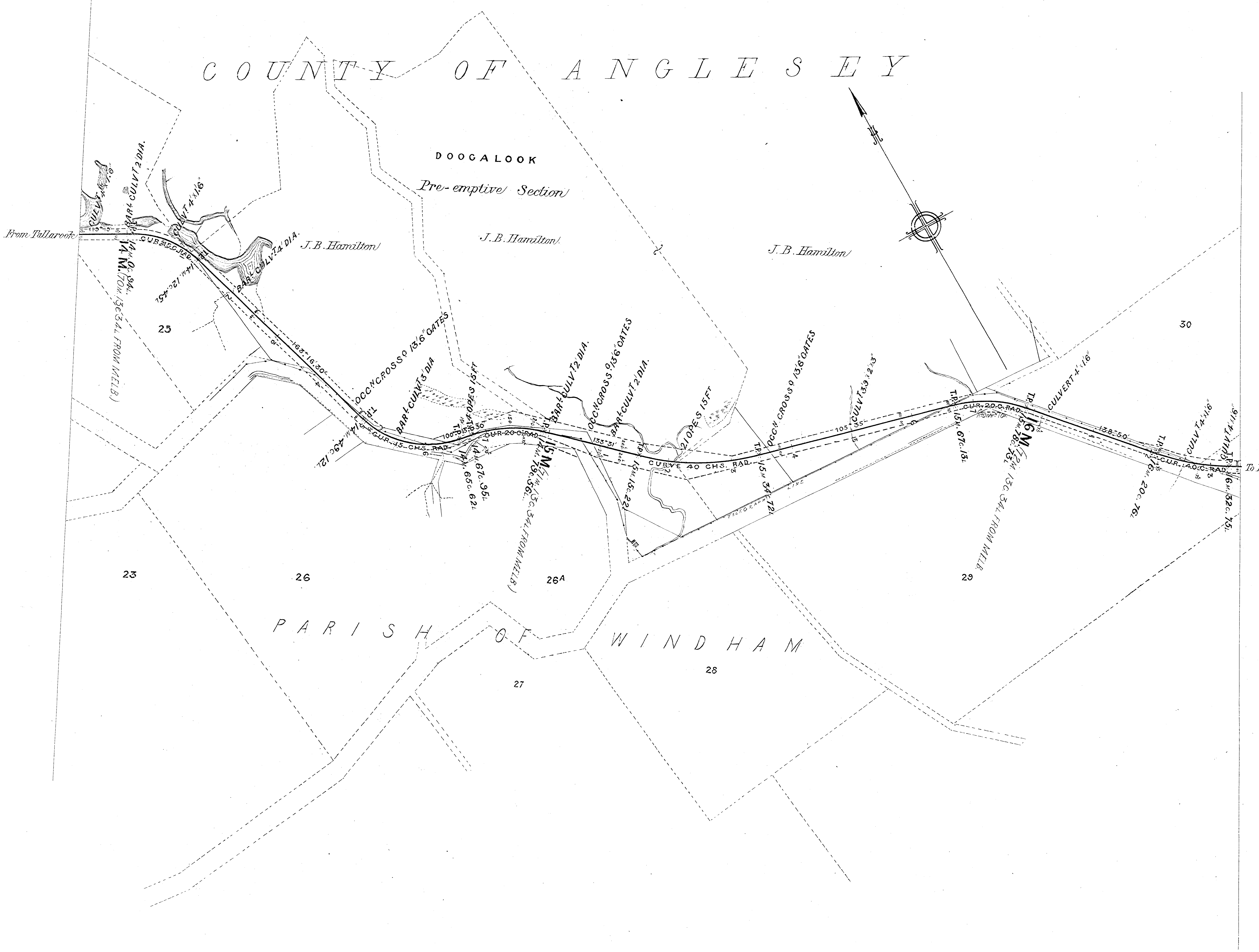
VICTORIAN RAILWAYS,

TALLAROOK AND YEA LINE.

Scale 10 Chains to 1 inch.

CONTRACT Nº 1683.

Nº 6.



RAILWAY DEPARTMENT, MELBOURNE AUG: 1882.
Nº 878

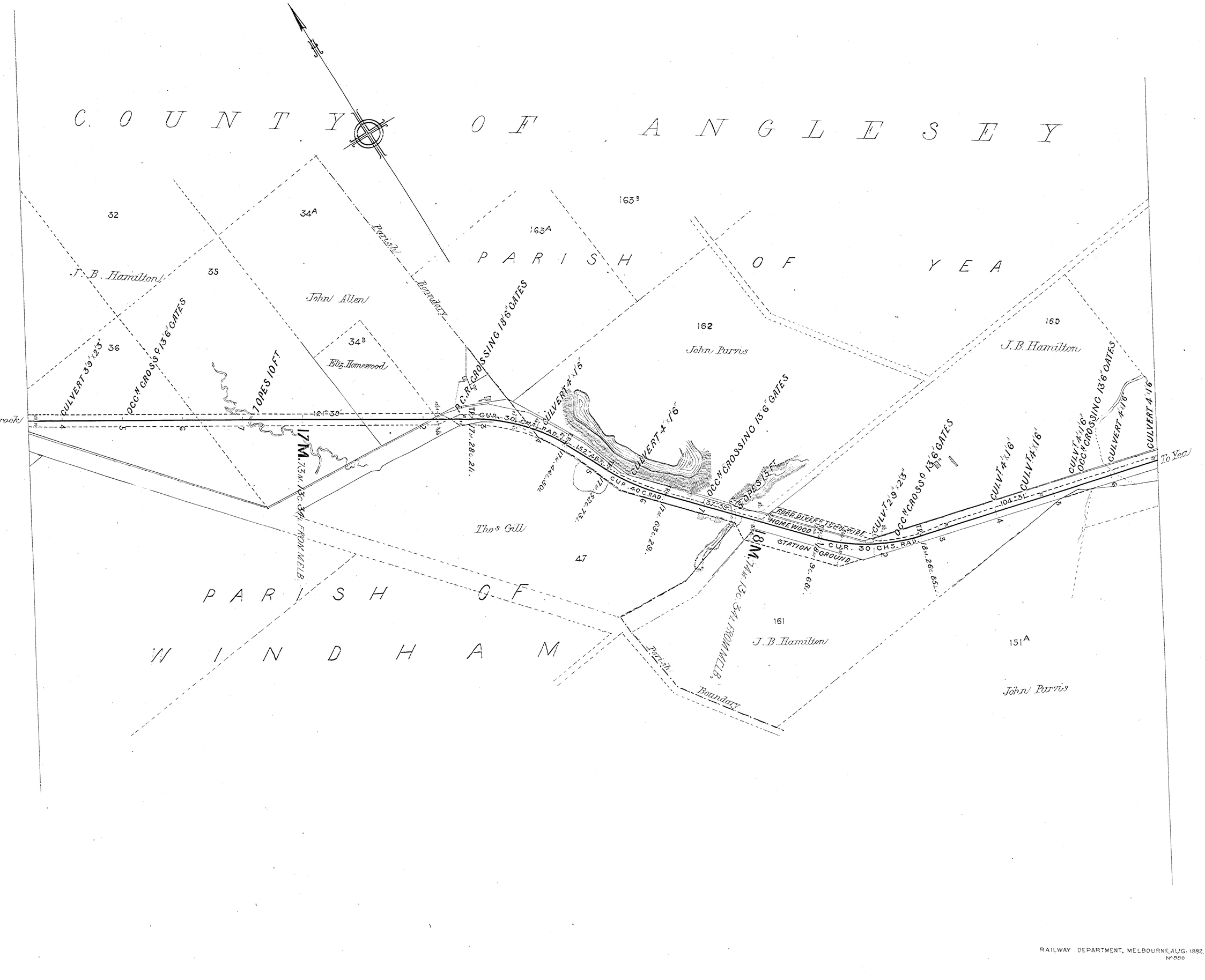
VICTORIAN RAILWAYS,

TALLAROOK AND YEA LINE.

Scale 10 Chains to 1 inch.

CONTRACT Nº 1683.

Nº 7.



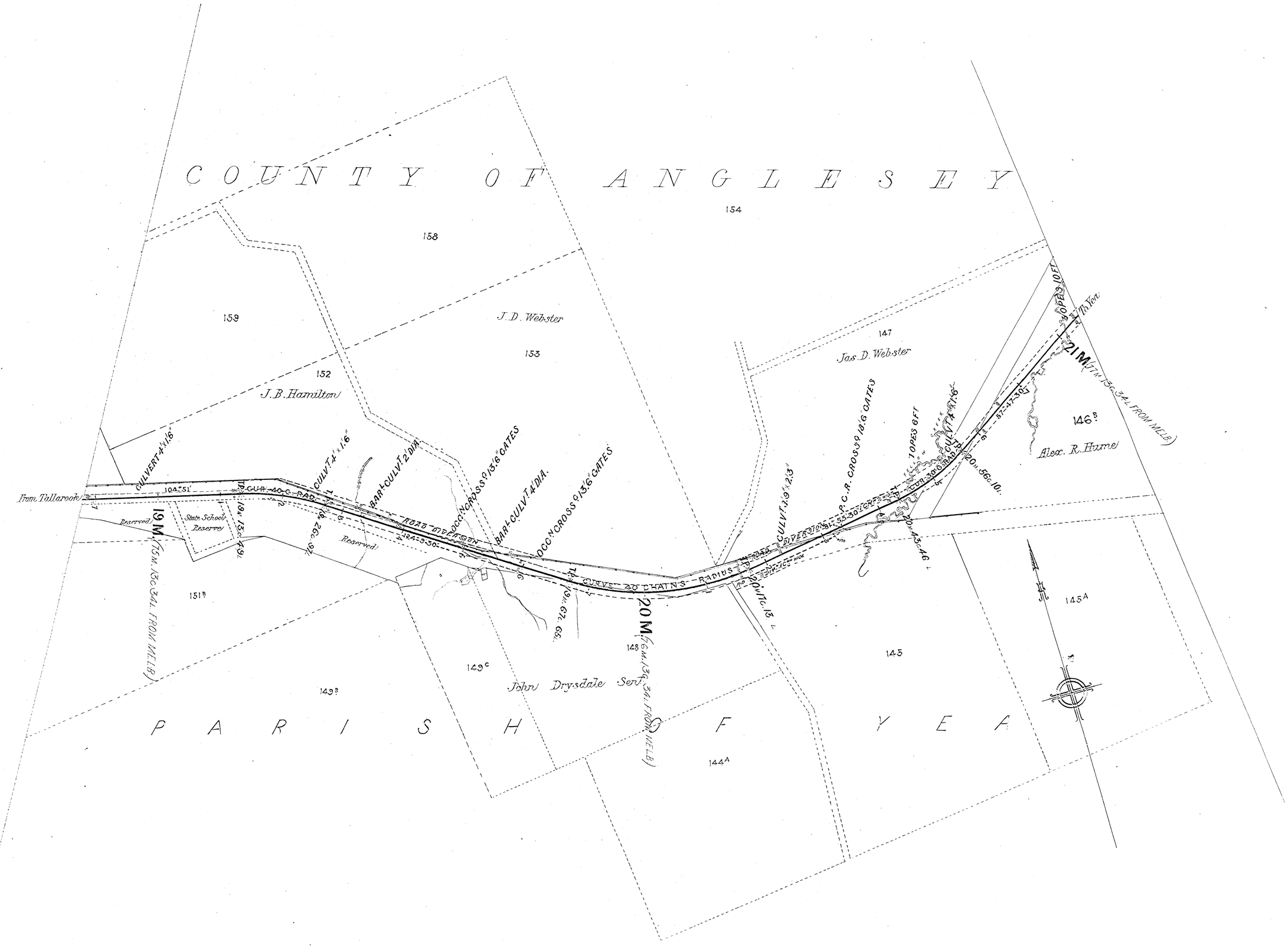
RAILWAY DEPARTMENT, MELBOURNE, AUG: 1882.
No 980

VICTORIAN RAILWAYS,

TALLAROOK AND YEA LINE.

Scale 10 Chains to 1 inch.

CONTRACT Nº 1683.
Nº 8.



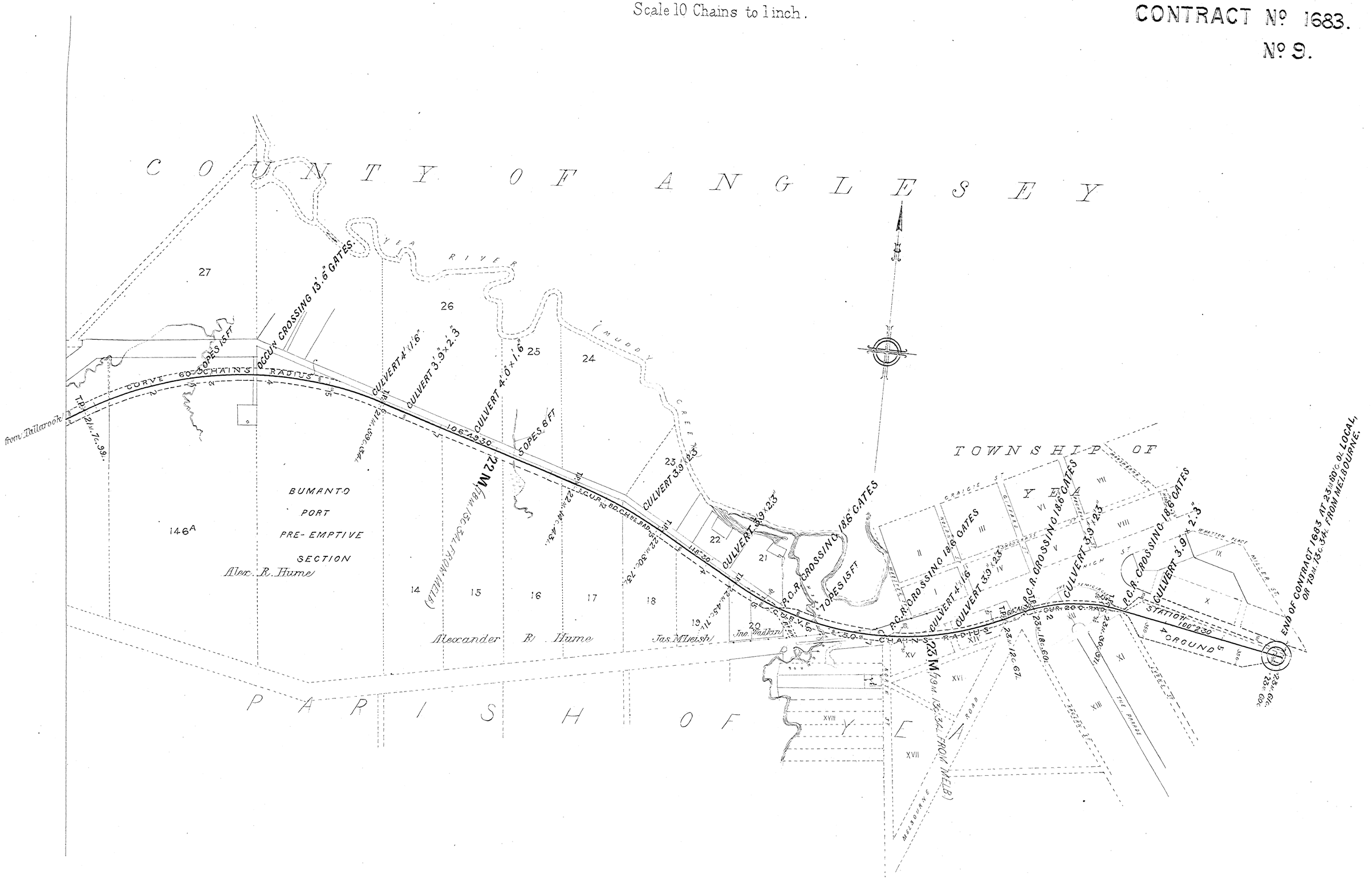
RAILWAY DEPARTMENT, MELBOURNE, AUG. 1882.
Nº 882.

VICTORIAN RAILWAYS,

TALLAROOK AND YEA LINE.

Scale 10 Chains to 1 inch.

CONTRACT Nº 1683.
Nº 9.



RAILWAY DEPARTMENT, MELBOURNE, AUG: 1882.
Nº 201

b) Yea to Alexandra

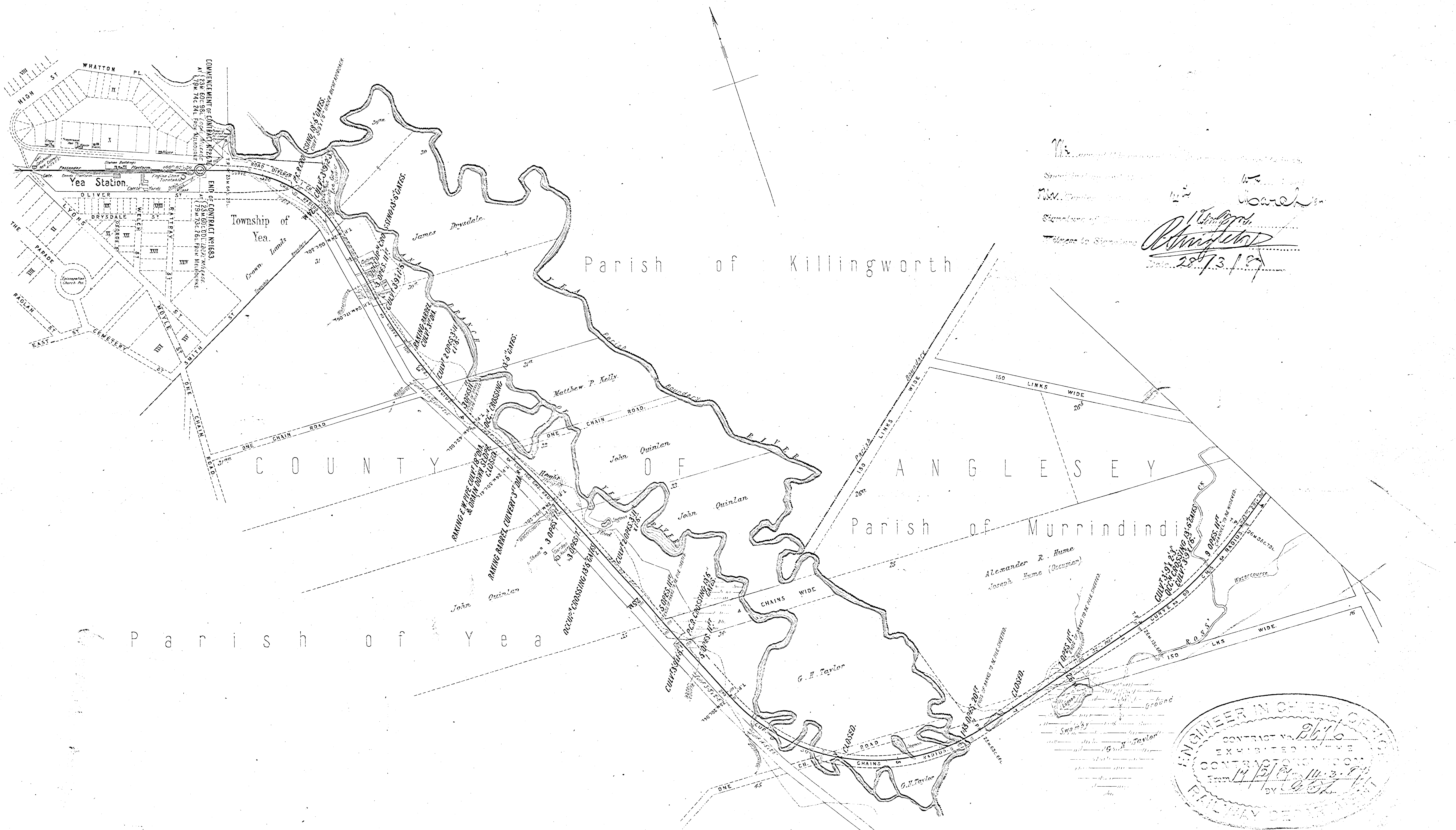
VICTORIAN RAILWAYS,

YEA AND MANSFIELD AND ALEXANDRA BRANCH LINE.

(YEA TO CATHKIN AND ALEXANDRA BRANCH.)

SCALE. 10 CHAINS TO AN INCH.

CONTRACT Nº 2676.
Nº 1.



28/3/97

ENGINEER IN CHIEF'S OFFICE
CONTRACT No. 2676
EXHIBITED IN THE
CONTRACTORS' ROOM
From 17/2/97 to 14.3.97
BY
RAILWAY DEPARTMENT

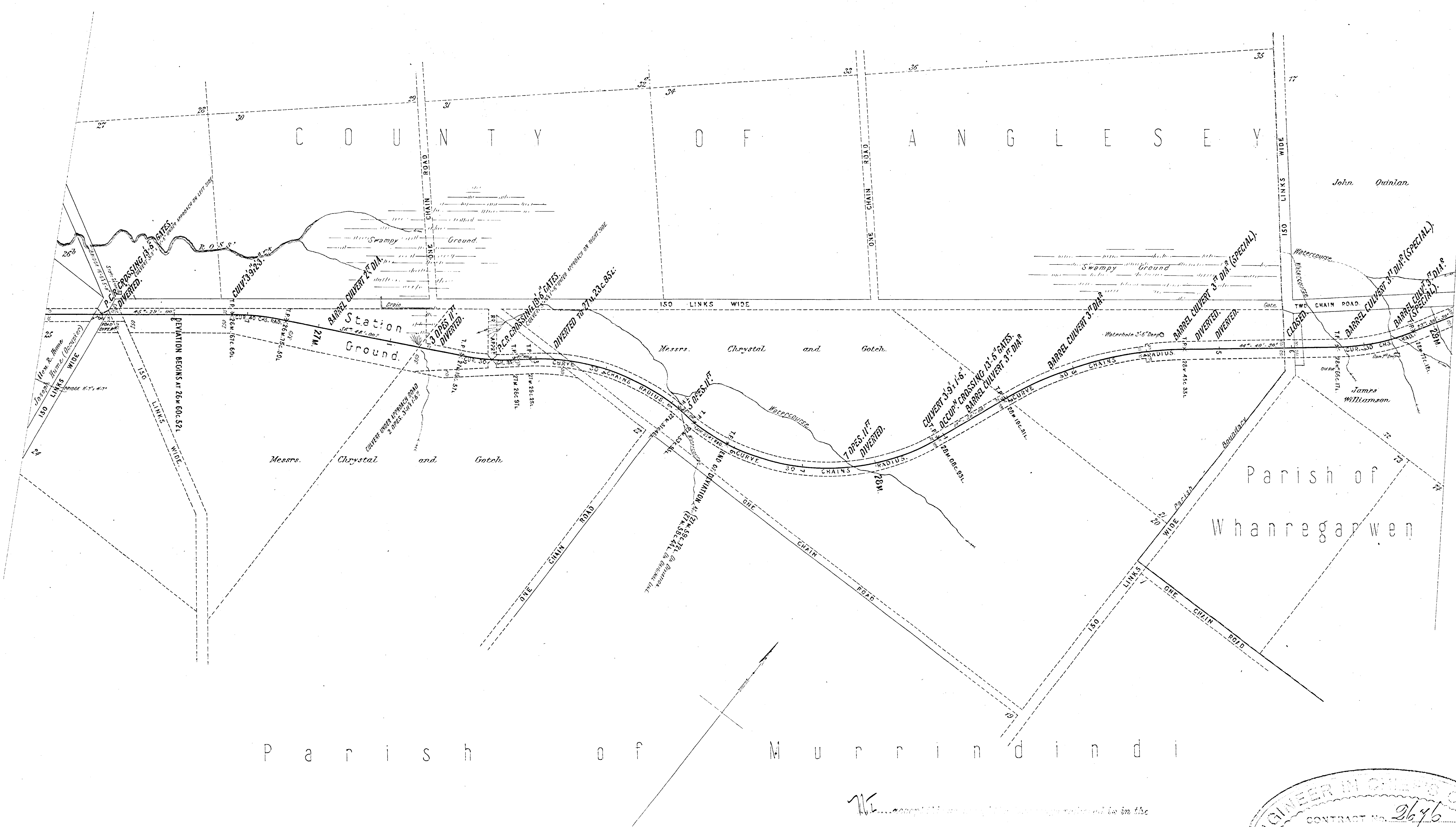
ENGINEER IN CHIEF'S OFFICE
RAILWAY DEPARTMENT

RAILWAY DEPARTMENT, MELBOURNE, FEB 1897.
J.J.H. EYD. T.K.S. Nº 234

VICTORIAN RAILWAYS,
YEA AND MANSFIELD AND ALEXANDRA BRANCH LINE.
(YEA TO CATHKIN AND ALEXANDRA BRANCH.)

SCALE, 10 CHAINS TO AN INCH.

CONTRACT No. 2676.
No. 2.



ENGINEER IN CHIEF'S OFFICE
CONTRACT No. 2676
EXHIBITED IN THE
CONTRACTORS' ROOM
From 14/3/87 to 14.3.87
RAILWAY DEPARTMENT

RAILWAY DEPARTMENT, MELBOURNE, FEB: 1887.
J.J.H. EYD. T.K.S. No. 135

VICTORIAN RAILWAYS.

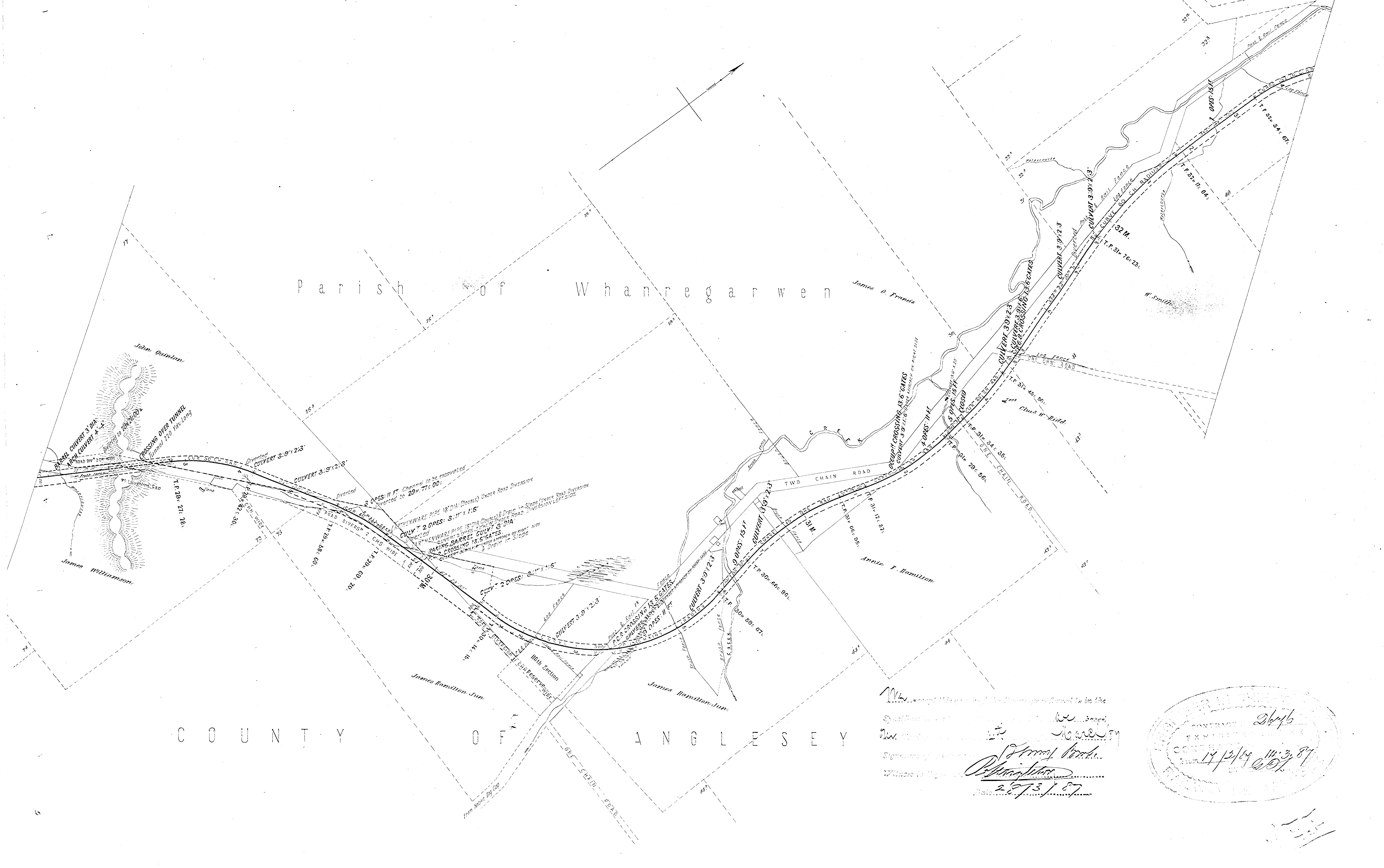
YEA AND MANSFIELD AND ALEXANDRA BRANCH LINE.

(YEA TO CATHKIN AND ALEXANDRA BRANCH.)

SCALE. 10 CHAINS TO AN INCH.

CONTRACT No. 2676.

No. 3.



We accept this ... of the Drawings referred to in the Specification ... 4th March 1887

Signature: [signature]

Witness: [signature]

Date 28/3/87

CONTRACT 2676 EXHIBIT ... CONTRACT from 17/2/87 14.3.87

VICTORIAN RAILWAYS.
YEA AND MANSFIELD AND ALEXANDRA BRANCH LINE.
(YEA TO CATHKIN AND ALEXANDRA BRANCH.)

SCALE. 10 CHAINS TO AN INCH.

CONTRACT Nº 2676.
Nº 4.

24 March 87

VICTORIAN RAILWAYS,
YEA AND MANSFIELD AND ALEXANDRA BRANCH LINE.
(YEA TO CATHKIN AND ALEXANDRA BRANCH.)

SCALE. 10 CHAINS TO AN INCH.

CONTRACT Nº 2676.
Nº 5.

2676
14/3/87 14.3.87

We accept this ... Specification ... 12th March 87

Signature ...

Witness to Signature ...

Date 2nd /3/87

RAILWAY DEPARTMENT, MELBOURNE, FEB: 1887
T. W. D. EXD. T. K. S. Nº 230

VICTORIAN RAILWAYS,
YEA AND MANSFIELD AND ALEXANDRA BRANCH LINE.
(YEA TO CATHKIN AND ALEXANDRA BRANCH.)

SCALE. 10 CHAINS TO AN INCH.

CONTRACT Nº 2676.
Nº 6.

We accept this as one of the Drawings referred to in the Specification ... dated 4th March 1887

Signature of Contractor

Witness to Signature

Date 26/3/87

ENGINEER IN CHIEF'S OFFICE
CONTRACT No. 2676
EXHIBITED IN THE CONTRACTORS' ROOM
From 17/2/87 to 14.3.87
RAILWAY DEPARTMENT

RAILWAY DEPARTMENT, MELBOURNE, FEB: 1887
S.J. Exd. T.K.S. Nº 242

c) Cathkin to Murrindindi Shire boundary

VICTORIAN RAILWAYS,
YEA AND MANSFIELD LINE.
(CATHKIN TO MANSFIELD)

Plan of Land

(1)[x]

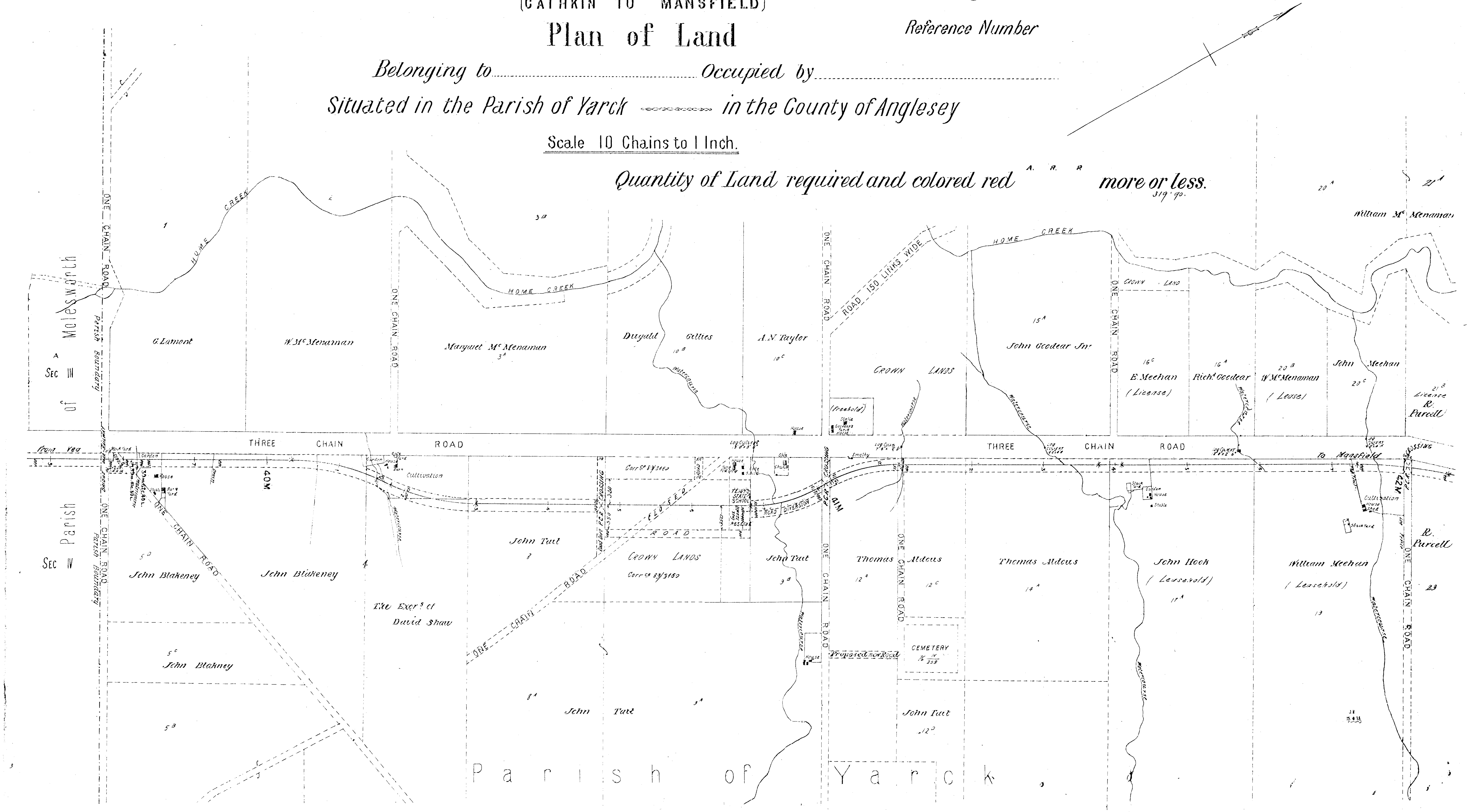
Reference Number

Belonging to .... Occupied by ....

Situated in the Parish of Yarck in the County of Anglesey

Scale 10 Chains to 1 Inch.

Quantity of Land required and colored red A. R. P. 319·90. more or less.



VICTORIAN RAILWAYS,

YEA AND MANSFIELD LINE.

(CATHKIN TO MANSFIELD)

Plan of Land

(2)

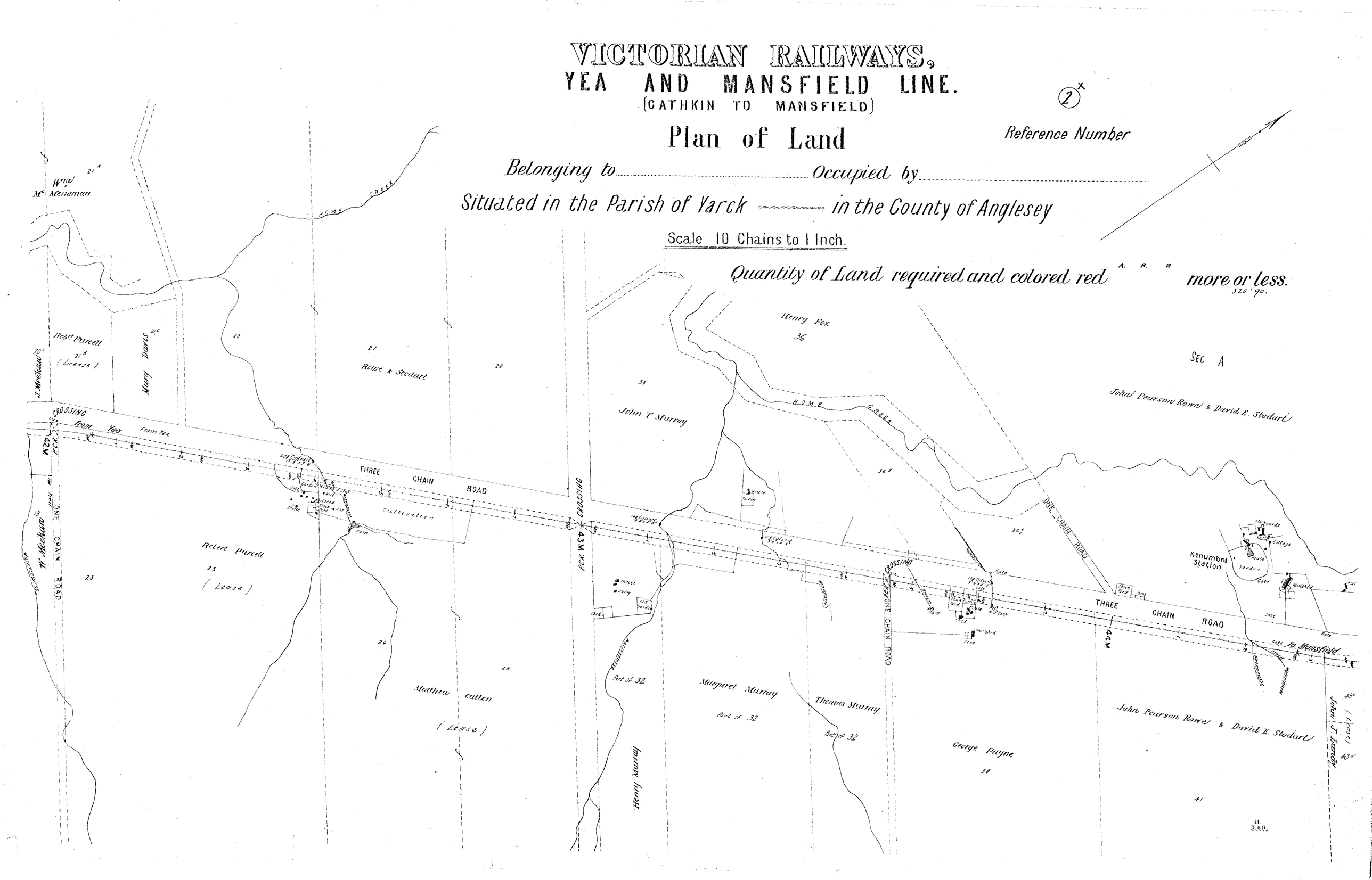
Reference Number

Belonging to..... *Occupied by*.....

Situated in the Parish of Yarck ~~~~ *in the County of Anglesey*

Scale 10 Chains to 1 Inch.

Quantity of Land required and colored red A. R. P. *more or less.*
320 '90.



VICTORIAN RAILWAYS,

YEA AND MANSFIELD LINE.

(CATHKIN TO MANSFIELD)

③ x

Reference Number

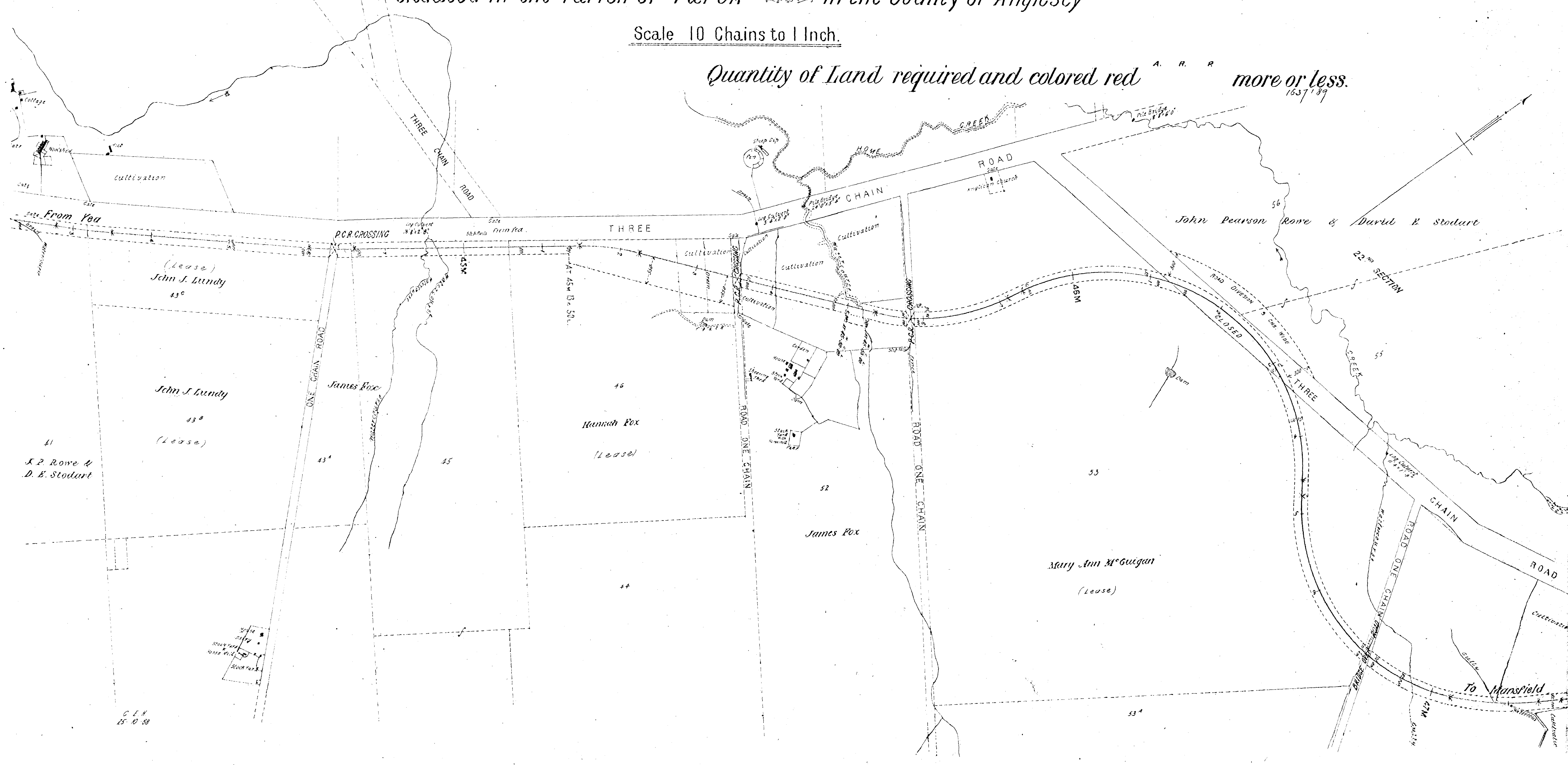
Plan of Land

Belonging to .... *Occupied by* ....

Situated in the Parish of Yarck in the County of Anglesey

Scale 10 Chains to 1 Inch.

Quantity of Land required and colored red A. R. P. 16 37 1/89 *more or less.*



VICTORIAN RAILWAYS,

YEA AND MANSFIELD LINE.

(CATHKIN TO MANSFIELD)

Plan of Land

(4)X

Reference Number

Belonging to..... *Occupied by*.....

Situated in the Parish of *in the County of Anglesey*

Scale 10 Chains to 1 Inch.

Quantity of Land required and colored red A. R. P. *more or less.*

1930'89.