
FORMER TABILK STATION

Location

MORGAN STREET TABILK, STRATHBOGIE SHIRE

Municipality

STRATHBOGIE SHIRE

Level of significance

Heritage Inventory Site

Heritage Inventory (HI) Number

H7924-0098

Heritage Listing

Victorian Heritage Inventory

Statement of Significance

Last updated on - April 26, 2022

What is significant?

Tabilk Station is of historical significance at the local level as evidence of the once prominent role of country railway stations to the establishment, growth and maintenance of local rural communities.

Tabilk Station was opened on 1 December 1881 to serve local farming areas. A caretaker was in charge by 1903, suggesting the station was not greatly used at this time. An Electric Staff was installed, but was removed periodically, as was the stationmaster, who appears to have been located on and off for the next 50 years. By the 1970s, however, there was no one in charge of the station and it was closed to passengers by September 1978. The points to the goods siding were removed shortly after. The station building was located on the west side of the line.

How is it significant?

Why is it significant?

Interpretation of Site	Tabilk Station was opened on 1 December 1881 to serve local farming areas. A caretaker was in charge by 1903, suggesting the station was not greatly used at this time. An Electric Staff was installed, but was removed periodically, as was the stationmaster, who appears to have been located on and off for the next 50 years. By the 1970s, however, there was no one in charge of the station and it was closed to passengers by September 1978. The points to the goods siding were removed shortly after. The station building was located on the west side of the line.
Hermes Number	208856
Property Number	

History

The North Eastern Railway to Seymour and on to Wodonga, was commenced as an extension to the suburban Essendon line, which was commenced by the private Melbourne to Essendon Railway Company in 1858 (Australian Railway Historical Society Victorian Division Inc. , 2018). In 1860, the company announced their intention to extend the line "...to Seymour, on the River Goulburn, passing through Broadmeadows, Donnybrook, Beveridge and Kilmore; and, if carried into effect, will open up the most fertile agricultural country in Victoria, and prove of immense benefit to the pastoral and agricultural interests in this colony" (The Argus, 1860). However, four years later the company had exhausted all of their funds and its lines were later taken over by the Victorian Railways, under the Government of Victoria in 1867 (RBA Architects, 2018). The North Eastern railway line was then constructed by the Victorian Railways Department from Essendon to the south bank of the Goulburn River, two miles from Seymour. By April 1872 regular services had commenced between Melbourne and Seymour (Gould, 1990), however the bridge across the Goulburn was delayed for a lack of piers and girders (Huddle, 2006). A bill was approved in 1878 to construct the Goulburn Valley Railway from Mangalore Shepparton (Victoria Parliament, 1878). The railway led to the rapid development of the town and region as a food producing area (Shepparton, 2008). Seymour also benefitted from the railway, with 400 people directly employed by the railway occupying the town. Along with their families, their total population or railway people amounted to a third of the population of Seymour (Huddle, 2006). Victorian railways boomed throughout the following four decades, with railways expanding across the state (Museum Victoria, 2012). By the turn of the century Shepparton was central to a large network of regional branch lines including the Toolamba-Echuca line, lines to Cobram, Nathalia, Dookie, Picola and Katamatite.

While these lines were all later closed, Mooroopna Station remains as a stop for passenger trains operating on the Shepparton Railway Line (Monash University, 2015).

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

Construction of the stations, platforms, good sheds, and office and passenger facilities were all undertaken in the mid to late nineteenth century. Level crossings were another important feature of the railways (The Ballarat Star, 1870).

A number of former stations, stopping places and sidings have existed only temporarily along the line including the dedicated siding for Noorilim homestead (later called Dargalong), ballast quarry sidings south of Mangalore for reconstruction of the North East Railway, and former stations at Arcadia, Warring, Tabilk and Toolamba. Tabilk Station was opened on 1 December 1881 to serve local farming areas. A caretaker was in charge by 1903, suggesting the station was not greatly used at this time. An Electric Staff was installed, but was removed periodically, as was the stationmaster, who appears to have been located on and off for the next 50 years. By the 1970s, however, there was no one in charge of the station and it was closed to passengers by September 1978. The points to the goods siding were removed shortly after. The station building was located on the west side of the line.

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

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