
HO42 - Diggers Rest Railway Station & Platforms



Railway Station and Platforms (pre-upgrade for metropolitan rail service)



Elevation of the Station

Location

Calder Highway DIGGERS REST, MELTON SHIRE

Municipality

MELTON CITY

Level of significance

Included in Heritage Overlay

Heritage Overlay Numbers

HO42

Heritage Listing

Melton City

Statement of Significance

Last updated on -

The Diggers Rest Railway Station, located on the Old Calder Highway, Diggers Rest, is significant as a moderately intact example of an interwar station building representing a contemporary style of railway station buildings for the period. It was built in 1928 as part of the new level crossing controls necessitated by the rise of the motor vehicle, and appears to be in good condition. The place is also a legacy of the infrastructure development of the historic Melbourne and Echuca railway (1859-1864). The bluestone platforms are part of the

earliest fabric of this historic railway, probably dating to c.1858-59.

The Diggers Rest Railway Station, located on the Old Calder Highway, is architecturally significant at a LOCAL level (AHC D2). Although slightly altered, the railway station building demonstrates some original design qualities for an interwar station building. These qualities include the long hipped roof form, together with the hipped roof that projects at the side at one end. Other intact or appropriate qualities include the asymmetrical composition, single storey height, face brick wall construction, malthoid tile roof cladding, face brick chimney with a soldier course capping, broad eaves, cantilevering skillion verandah supported by steel columns connected to curved steel brackets and beams, galvanised corrugated steel verandah roof cladding, and the window and door openings (but not the framed construction). The railway platforms, including the coursed squared rubble bluestone walls and concrete surface, also contribute to the significance of the place.

The Diggers Rest Railway Station, located on the Old Calder Highway, is historically significant at a LOCAL level (AHC A4, B2). It expresses the history of the town from its inception as a consequence of the Mount Alexander goldrushes, and in the early twentieth century. It also demonstrates the need for better crossing controls that were associated with the rise of the motor car in the early twentieth century.

Despite the partial reconstruction on the down side, the bluestone platform is historically significant at the STATE level as the most intact of the earliest station platforms (with Sydenham and Sunbury) to operate on the Melbourne to Bendigo railway line, which was Victoria's first government railway and subsequently its 'Main Line'; and as an expression of this railway's use of bluestone, and the high construction standards used on the line, which were never repeated, and which made it the greatest public work in Australia up to that time. The Melbourne to Echuca Railway is classified at the State level by the National Trust, which deems all the line's original fabric (such as bluestone platforms) to be of State significance.

Overall, the Diggers Rest Railway Station, located on the Old Calder Highway, is of LOCAL significance, while the bluestone platform is of STATE significance.

Heritage Study/Consultant	Melton - Shire of Melton Heritage Study phase 2, David Maloney, David Rowe, Pamela Jellie, Sera Jane Peters, 2007;
Construction dates	1859,
Other Names	Old Calder Highway, Diggers Rest,
Hermes Number	30020
Property Number	

Physical Description 1

Physical Description -

The Diggers Rest Railway Station, located on the Old Calder Highway, Diggers Rest, has two platforms with coursed, squared rubble bluestone walls and concrete surface. In late 2004 the 'down' or Bendigo platform was cut back and rebuilt by Regional Rail Link as part of its works on the Bendigo 'fast rail' project.[1] The four operational semaphore signals at each end of the platforms (two at each end) have also been decommissioned and removed as part of the Bendigo Line Fast Rail Project. The platforms appear to reflect the original construction. At the rear is an asphalt car park with mature eucalyptus plantings.

The asymmetrical, single storey, face brick, interwar railway station building is characterised by a long hipped roof form, together with another hipped roof that projects at the side at one end. These roof forms are clad in early malthoid tiles. An early face brick chimney with a soldier course capping adorns the roofline. Broad

overhangs are features of the eaves.

Another early feature of the design is the cantilevering skillion verandah. It is supported by steel columns connected to curved steel brackets and beams. The verandah roof is clad in galvanised corrugated steel.

The aluminium framed windows and doors have been introduced, probably replacing original timber framed openings. Internally, the original spaces have been altered, partly as a consequence of previous fire damage.

The signal frame and levers have been removed from the station signalbay. The tunnel of original (1902) signal box is visible under the Up platform (Up end).[2]

The former chaff mill sidings have been removed.

[1] Regional Rail Link, 'Rail Construction Update', Edition 3, February 22nd 2005.

[2] Andrew Waugh, personal comment.

Integrity

Integrity - Moderately intact

Physical Conditions

Physical Condition - Good

Historical Australian Themes

Melton Historical Themes: 'Transport', 'Community'

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/>