

FORMER RAILWAY ENGINE SHED



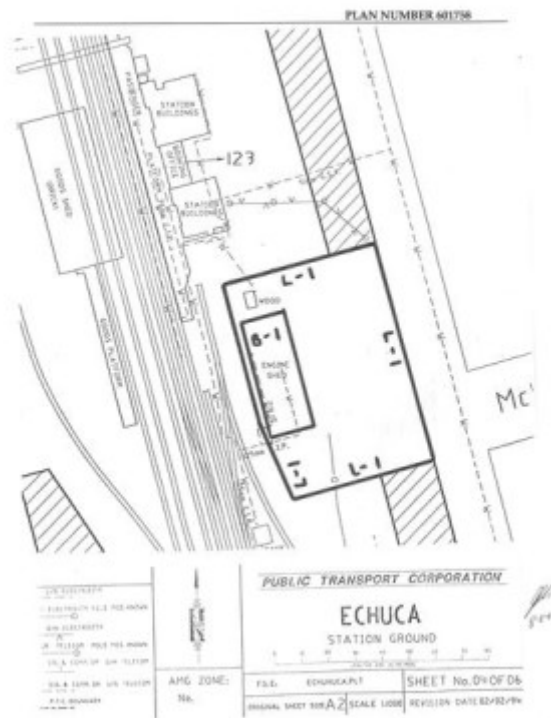
FORMER RAILWAY ENGINE SHED SOHE 2008



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H1060 engine shed echuca



Echuca h1060.jpg

Location

116 STURT STREET ECHUCA, CAMPASPE SHIRE

Municipality

CAMPASPE SHIRE

Level of significance

Registered

Victorian Heritage Register (VHR) Number

H1060

Heritage Overlay Numbers

HO71

VHR Registration

December 22, 1994

Heritage Listing

Victorian Heritage Register

Statement of Significance

Last updated on - May 5, 1999

The Former Engine Shed is an important element of the Echuca railway complex (VHR 1059).

The railway reached Sandhurst in 1862 and in the following years tenders were awarded to Collier and Barry for the extension of the line to Echuca. The brick station building at Echuca was constructed for the Victorian Railways in 1864 by contractors R Abraham & Co. Alterations to this building were carried out in 1877 by contractors Walker and Halliday with the addition of the purveyor's residence above the refreshment room and an extension to the ground level toilets.

The double gable roofed brick goods shed was also built in 1864 by J Irons. The locomotive depot comprises the engine shed (VHR No.1060), water tower in 1877 by Roberts & Son. The iron footbridge with timber approach steps was added to the complex in 1880 by Johnston & Co.

The Echuca railway complex has historic and architectural importance to the state of Victoria.

The railway complex at Echuca had an association with the economic development of Victoria. Once the busiest non-metropolitan station for a period during the nineteenth century, its pre-eminence only being surpassed at different times by Geelong and Ballarat, the line to Echuca built to tap the rich Murray River trade as well as the gold trade of the Bendigo area. The size and details of the complex, particularly the substantial two-storeyed station building, the double gable roofed brick goods shed and the rectangular Italianate engine shed with oculus and round arched arcading, demonstrate the importance of not only Echuca within the state but also the importance of the railway line to the economic growth of Victoria.

The complex has an association with the railway line known during its construction as the Melbourne and River Murray railway, the largest of the Colony's first two main trunk lines, the other being the Geelong to Ballarat line. This railway line is significant for its close adoption of

British engineering and architectural standards and survives as a monument to the work of engineers-in-chief George Christian Darbyshire (1856-60) and Thomas Higginbotham (1860-78).

The complex includes buildings which are rare and essentially intact examples of building type. The locomotive depot buildings have a high level of integrity. The engine shed retains its slate roof with lantern and smoke vents and inside, iron trusses hold the roof and the remains of rooms survive at the north end. The water tank and tank

house compares with Bendigo (tank removed) and is the most intact of its type.

The goods shed retains its massive timber, cast and wrought iron trusses. The footbridge is a unique surviving design incorporating cast iron components.

Permit Exemptions

General Exemptions:

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

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

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

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

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

Construction dates	1864,
Heritage Act Categories	Registered place,
Hermes Number	414
Property Number	

Extent of Registration

AMENDMENT OF REGISTER OF HISTORIC BUILDINGS

Historic Building No. 1060:

Former Engine Shed, Railway Complex, Sturt Street, Echuca

(To the extent of:

1. All of the building known as the former engine shed, Echuca marked B-1 on Plan 601758 endorsed by the Chairperson, Historic Buildings Council and held by the Director, Historic Buildings Council.
2. All of the land in Lot 1V of Crown Grant Volume 9943 Folio 724 marked L-1 on Plan 601758 endorsed by the Chairperson, Historic Buildings Council and held by the Director, Historic Buildings Council.)

[*Victoria Government Gazette* No. G51 22 December 1994 p.3480]

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/>