

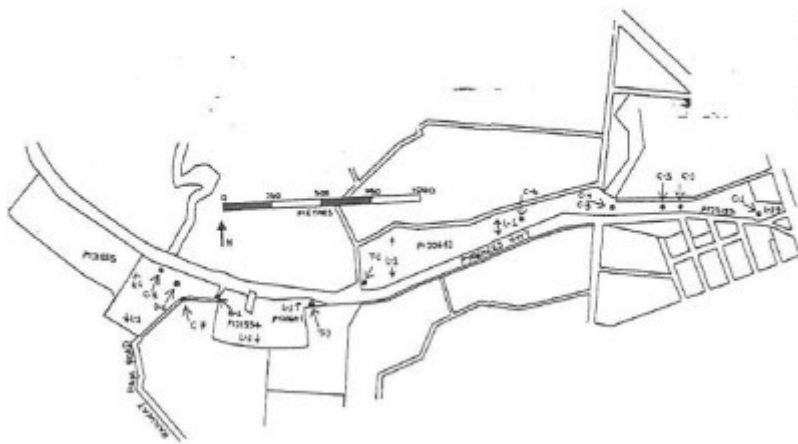
# ELPHINSTONE RAILWAY PRECINCT



ELPHINSTONE RAILWAY  
PRECINCT SOHE 2008



1 elphinstone railway precinct  
elphinstone side elevation of  
bridge



H1782 H1782 plan

## Location

PYRENEES HIGHWAY ELPHINSTONE, MOUNT ALEXANDER SHIRE

## Municipality

MOUNT ALEXANDER SHIRE

## Level of significance

Registered

## Victorian Heritage Register (VHR) Number

H1782

## **Heritage Overlay Numbers**

HO775

## **VHR Registration**

February 25, 1999

## **Heritage Listing**

Victorian Heritage Register

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## **Statement of Significance**

Last updated on - July 1, 1999

What is significant?

The Elphinstone railway precinct forms part of the Murray Valley Railway (Melbourne to Echuca line). Opened in five stages from February 1859 to September 1864, the Murray Valley Railway was the largest of the Colony's first two main trunk lines. The inability of the lines original private promoters - the Melbourne, Mount Alexander and Murray River Company - to raise sufficient funds to construct the line, led to the government purchasing the company and embracing a public railway system. The Government's decision to construct the line in 1856 was accompanied by the formation of the Victorian Railways Department. The building of the line during the early 1860s reflected the strategic economic issues of the day: servicing the important goldfields of Castlemaine and Bendigo, and capturing the Murray River and Riverina trade for the Port of Melbourne. With a labour force of more than 6,000 men, the Melbourne to Echuca line was the Colony's largest capital works project of its time. The line is still used today for public transport and freight services and comprises a very large number of structures and facilities of varying ages, conditions and degrees of operational and business significance.

How is it significant?

The Elphinstone railway precinct is of historical and scientific importance to the State of Victoria.

Why is it significant?

The Elphinstone railway precinct (comprising the Elphinstone tunnel, eight culverts, one rail-underbridge, one large dam, a deep cutting and several high and lengthy embankments) is historically, archaeologically and scientifically significant as an integral part of the railway line and is an important representative sample of one of the earliest and grandest capital works projects in Victorian history. The identified features comprising the precinct are all substantially intact and provide a crucial reminder of the adoption of English engineering and architectural standards and the role of the Victorian Railway Department in developing the Colony's engineering expertise.

The Elphinstone tunnel is also very significant as an one the largest construction undertakings on the line, involving a 385 metre tunnel, 18,500 cubic feet of masonry, 65,000 cubic yards of brick work, and excavation of what was then the deepest cutting in Victoria. The eight culverts, bridge, dam and high embankments are excellent examples of the range of materials, building techniques and design types used on the Kyneton to Bendigo section of the line. The precinct also has the potential to contain buried evidence of the huge workers camp that accommodated the massive workforce undertaking the major works.

The Elphinstone railway precinct makes an important contribution in defining the character of the Victorian railway network.

## **Permit Exemptions**

General Conditions:

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

Rail-track: repairs to and replace of track and sleepers are permit exempt

Signalling Equipment: repairs to, replacement of, renewal of and alterations to any electric or electronic signalling equipment along the track is permit exempt.

Tunnels & Culverts: Repairs to the existing structure where material is replaced like for like is permit exempt.

Emergency work occasioned by collapse, flooding or collision is permit exempt provided that the work reinstates to the pre incident condition.

(Note; The re-lining of culverts and tunnels by cementing is not permit exempt)

Construction dates	1859,
Heritage Act Categories	Registered place, Registered archaeological place,
Other Names	MURRAY VALLEY RAILLWAY, MELBOURNE TO ECHUCA,
Hermes Number	5597
Property Number	

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## Extent of Registration

### NOTICE OF REGISTRATION

As Executive Director for the purpose of the Heritage Act, I give notice under section 46 that the Victorian Heritage Register is amended in that the Heritage Register Number 1782 is now described in the category as a Heritage Place and Archaeological Place:

Elphinstone Railway Precinct (Murray Valley Railway, Melbourne to Echuca), Pyrenees Highway, Elphinstone, Mt Alexander Shire.

### EXTENT:

1. All of the railway engineering works known as:
  - . C-1, granite semi-circular culvert, map reference 7723-627903,
  - . C-2, brick semi-circular culvert, 7723-623903,
  - . C-3, brick semi-circular culvert, 7723-622903,
  - . C-4, granite box culvert, 7723-619903,
  - . C-5, water race culvert, 7723-619903,
  - . C-6, brick culvert, 7723-615902,
  - . T-1, western portal of Elphinstone tunnel, 7723-608899,
  - . T-2, eastern portal of Elphinstone tunnel, 7723-604898
  - . B-1, Railway Dam Track bridge, 7723-599899,
  - . C-7, Railway Dam inlet culvert, 7723-598899,
  - . D-1, Railway Dam, 7723-597899,

. C-8, Railway Dam bypass and culvert, 7723-597900, and  
. all associated railway line embankments and cuttings, mullock heaps and any archaeological objects and deposits on Diagram 607907.

2. All of the land 500 metres east of Railway Track bridge and 3.5 kms north to Elphinstone Railway Station crossing and marked L-1 on diagram number 607907 held by Executive Director, being Crown land parcels P129157, P120642, P120641, P121554, and part of Crown land parcel P121555 vested in the Public Transport Corporation.

Dated: 4 February 1999

RAY TONKIN

Executive Director

[Victoria Government Gazette G 8 25 February 1999 p.503]

*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/>*