

# HERITAGE PLACE

**NAME OF PLACE:** HAMILTON-PENSHURST RAILWAY BRIDGE

**ADDRESS/LOCATION OF PLACE:** off Tabor Siding Road over Spring Creek TABOR

**STUDY NUMBER:** 291

**HERITAGE OVERLAY NUMBER:**

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**PRECINCT:** outside

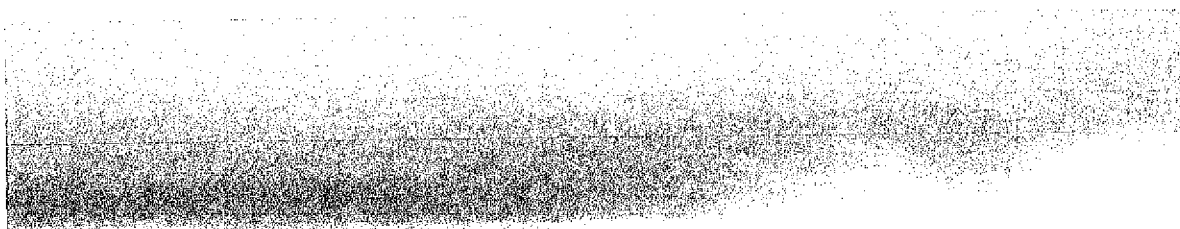
**LOCAL GOVERNMENT AREA:** Southern Grampians Shire

**PARISH:** PARISH OF CROXTON EAST

**ACCESS DESCRIPTION:**

CFA 474B, located just off the Tabor Siding Road, spanning Spring Creek near Tabor

**SIGNIFICANCE RATING:** Local



Railway Bridge (Former), over Spring Creek, Tabor

**Image Date:** 26/05/02

**EXTENT OF LISTING:**

To the extent of: 1. All the of the superstructure and the land immediately surrounding it.

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## **PHYSICAL DESCRIPTION:**

A typical railway bridge constructed of canted wooden piles and beams with sleepers and iron pegs on the dismantled Hamilton to Penshurst railway line, approximately 4.5m long and 2.3m wide. The bridge is in a derelict condition. It spans Spring Creek about 300m south-west of the Tabor siding Road.

## **HISTORY:**

In 1870 Thomas Higinbotham, Engineer in Chief of Victorian Railways released details of the proposed railway line between Hamilton and Warrnambool which would pass through the township of Penshurst and have sidings at the settlements of Tabor and Herrnhut. The announcement was the beginning of a twenty-year long wait for construction to begin. It was a period of prolonged and vigorous campaigning because it was hoped that the line would continue on to Adelaide, confirming Hamilton as the capital of the Western District. [Garden, 1984.] In 1873 a Bill was passed giving the go-ahead for the construction of the line from Ararat to Hamilton, with a link from Hamilton to Portland. The Hamilton Ballarat line was surveyed in 1875 and finally reached Hamilton on 26th October 1877. [Garden, 1984.] a number of trunk routes were also opened in the late 1880s, including the Hamilton to Koroit (via Penshurst) line (August 1890), along which a part of the present cable alignment is located, although they proved to be uneconomic and so closures soon began. [Garden, 1984.] By the 1920s and 1930sm, rail services were in general decline as road traffic deprived the railways of a large part of their revenue. Each of the lines feeding Hamilton suffered. [Garden, 1984.] The Hamilton to Koroit railway line was finally closed in 1977 and the lines and sleepers removed. [Garden, 1984 and Shire of Dundas, 1996.]

## **THEMATIC CONTEXT:**

Theme 2: Peopling Australia  
2.5 Promoting settlement

Theme 3 Developing local, regional and national economies  
3.5 Developing primary production  
3.8 Moving goods and people  
3.8.6 Building and maintaining railways  
3.16 Struggling with remoteness, hardship and failure

## **CONDITION:**

Poor condition

## **INTEGRITY:**

fair degree of integrity

## **STATEMENT OF SIGNIFICANCE:**

What is significant?

After some twenty years' anticipation, the Hamilton -Penshurst Railway opened in 1890. This bridge spans Spring Creek at Tabor, where the former railway passed, about 300 metres south west of Tabor Siding Road. It is constructed of wooden sleepers and iron pegs, approximately 4.5m long and 2.3m wide. The bridge is in a derelict condition, but retains a fair degree of integrity. No architect, builder or engineer has been associated with the design.

How is it significant?

The Hamilton-Penshurst Railway Bridge is of historical significance to the Southern Grampians Shire.

Why is it significant?

The Hamilton-Penshurst Railway Bridge is of historical significance as one of the few surviving works which still demonstrate the location of the long awaited and important rail link between Penshurst and Hamilton. The

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construction materials are also of historical significance, as they represent a previous building material which is no longer used in rail bridge construction. It is of further historical significance for the association with those workmen who died in the construction of the Hamilton-Penshurst Railway.

## COMPARISON:

381 Railway Bridge (former), Scott St extension, over Wannon River, Cavendish  
431 Railway Bridge (former), Brung Brungle Road, Wannon

**ASSESSED BY:** tfh

**ASSESSMENT DATE:**

21-May-02

## EXISTING LISTINGS:

## HERITAGE STUDY RECOMMENDATIONS:

**Include in VHR**  **Include in RNE**  **Include in Local Planning Scheme**

**No Recommendations for Inclusions**

## REFERENCES:

Author	Title	Year	Page
Don Garden	Hamilton, A Western District History	1984	92-7, 135- 8, 164
William J Metcalf and Elizabeth Huf	Herrnhut, australia's First Utopian Commune	2002	25, 48, 49, 107, 117, 129

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