

# HERITAGE PLACE

**NAME OF PLACE:** RAILWAY STATION BUILDINGS (FORMER)

**ADDRESS/LOCATION OF PLACE:** Skene Street DUNKELD

**STUDY NUMBER:** 429

**HERITAGE OVERLAY NUMBER:**

---

**PRECINCT:** Dunkeld

**LOCAL GOVERNMENT AREA:** Southern Grampians Shire

**ACCESS DESCRIPTION:**

CFA 433J; VicRoads 229 S4; located on the south side of Skene Street between Templeton and Dunlop Streets, two blocks south of the Glenelg Highway.

**SIGNIFICANCE RATING:** Local



Dunkeld Railway Station building (former), Dunkeld-Ararat Railway Reserve, Skene Street, Dunkeld

**Image Date:** 08/03/03

**EXTENT OF LISTING:**

To the extent of: 1. All the surviving buildings and works and all of the land in the original railway reserve.

# HERITAGE PLACE

NAME OF PLACE: RAILWAY STATION BUILDINGS (FORMER)

ADDRESS/LOCATION OF PLACE: Skene Street DUNKELD

STUDY NUMBER: 429

HERITAGE OVERLAY NUMBER:

---

## PHYSICAL DESCRIPTION:

The former Dunkeld Railway Station buildings are located on the Dunkeld - Ararat Railway Station reserve in Skene Street, Dunkeld, on the site of the former Railway Station. The buildings which survive are a collection of single storey masonry structures, located on either side of the former railway line.

The station building and platform survive, with timber picket fence intact. The building is a simple single storey structure with an asymmetrical arrangement of windows and doors, correlating to the internal structure of waiting rooms and offices, all opening onto the platform. The roof is hipped and covered with slate shingles. A shallow concave verandah in corrugated iron extends over the platform, and has cast iron posts and curved brackets.

Other similar buildings are on the site. These are mainly asymmetrical in the arrangement of windows and doors, with slate shingle roofs, but without verandahs. The exact function of these structures is not known, but may include offices, storerooms and perhaps worker's accommodation.

## HISTORY:

The advent of railways in the Western District was much anticipated and created a strong political activism. The location of the lines, stations and sidings could make or break the viability of a community of whatever scale. The township of Yuppeckiar, halfway between Dunkeld and Glenthompson and without a station, withered while the other two consolidated. The settlement of Moutajup had a tiny weatherboard station for about fifty years from 1900 (Clabburn, 37). Hamilton was particularly concerned that it should become a railway hub and be on the main line to South Australia and Adelaide. The main business of the railways was transportation of passengers and primary produce. The produce became increasingly diverse as the nineteenth century progressed. Importantly, key new industries such as butter factories in smaller towns and the Glenthompson Brickworks were located close to railway transport. But even in the 1880s, much wool, the Western District's principal product, was still transported by wagon to ports on the coast for export. "By the end of the century, wool cartage had been mainly taken over by the Railways, but the issue of freight charges and whether it was cheaper to transport via Melbourne, Geelong or Portland was constantly on the minds of people in the Hamilton district" (Garden, 136).

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. 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, 92-7). The first rail link was the early Melbourne-Ballarat line, soon extended to Ararat. From Ararat, the line could head north-west to Horsham and through the Wimmera to South Australia, or head south-west through Hamilton to the pastoral regions of south-eastern South Australia. There was also a push for a link from Portland through Branxholme to Hamilton, which could extend further into the Wimmera-Mallee, thereby capturing the growing wheat trade.

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, via Glenthompson on 26th October 1877 (Garden, 1984, 97). A number of trunk routes were also opened in the late 1880s, including the Hamilton to Koroit (via Penshurst) line (in August 1890) and the Penshurst to Dunkeld link although these proved to be uneconomic and so closures soon began (Garden, 137). By the 1920s and 1930s, 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, 138).

The Dunkeld station complex began in 1877 and included the station building including, as was usual, a residence for the station master, other service buildings opening onto the platform, and various goods sheds,

# HERITAGE PLACE

**NAME OF PLACE:** RAILWAY STATION BUILDINGS (FORMER)

**ADDRESS/LOCATION OF PLACE:** Skene Street DUNKELD

**STUDY NUMBER:** 429

**HERITAGE OVERLAY NUMBER:**

signal boxes. The complex opened on 25 April with riotous celebrations (Clabburn, 26). "The opening of the Dunkeld-Penshurst line in 1890 saw more wild celebrations. In fact the line operated for only 7 months and was ripped up in 1898" (Clabburn, 26).

The Railway Hotel was opened opposite the Dunkeld station in 1877 with a license being granted to Edwin Collins in 1878. He had been the licensee of the Family Hotel in Parker Street from 1871. He had also been first the butcher and then the publican at the Royal Mail Hotel, the Family Hotel's main rival (SMRRB, 1870, No. 75; 1871, No. 151; Marriott, 168). He was from Brixton in Surrey and had married Mary Pook before he immigrated to Victoria with his young brother, Richard William in 1857. His wife immigrated in 1858 bringing their baby, daughter, Jane Sophia. They had another child, Richard William Edwin, who was born in Dunkeld in 1862 (PI, Reg. No. 20396). Edwin Collins is named as the licensee of the Family Hotel in 1876 in the Hamilton Spectator's Almanac when the hotel is noted as a depot for coach passengers and parcels, a role soon to be superseded by the railway (Clabburn, 82). Collins died at Dunkeld in 1882, aged 51 with his wife Mary and his son Adolphus Augustus Collins continuing to run the Railway Hotel (PI, Reg. No. 1226; Marriott, 169). From 1901 until 1907 Adolphus Winter Lineker, the second husband of Jane Sophia Collins, was the licensee of the Railway Hotel. Then, in 1908 he became the licensee of the Family Hotel and Charles Lott became owner and licensee of the Railway Hotel (Marriot, 169). Lott owned it until 1924 when it was delicensed. The Railway Hotel no longer exists and much of the Dunkeld Railway Station complex has been demolished or removed.

## **THEMATIC CONTEXT:**

3 Developing local, regional and national economies  
3.8.6 Building and maintaining railways

4 Building settlements, towns and cities  
4.5 Making settlements to serve rural Australia

## **CONDITION:**

The building are in very good condition

## **INTEGRITY:**

Very low degree of integrity as a complex. Station building and platform have a fair degree of integrity.

## **STATEMENT OF SIGNIFICANCE:**

What is significant?

The buildings which survive at the former Dunkeld Railway Station are located on former railway land in Skene Street Dunkeld. The railway station and associated structures were constructed in 1877 after the completion of the Dunkeld-Ararat railway extension in the previous year. The principle building is the railway station, which is asymmetrical in its arrangement of windows and doors, single-storey and constructed of masonry. The hipped main roof is clad in slate shingle, with a shallow curved corrugated iron roof extending over the platform. The platform verandah and roof plumbing are cast iron. A number of similar buildings, without verandahs also exist alongside the former railway line. All the buildings appear to be in very good condition, and retain a high degree of integrity.

How is it significant?

The former Dunkeld Railway Station buildings are of architectural and historical significance to the township of Dunkeld and the Southern Grampians Shire.

Why is it significant?

The former Dunkeld Railway Station buildings are of architectural significance as a series of typical 1870s buildings constructed in association with the developing regional railways in Victoria. They are of historical

# HERITAGE PLACE

**NAME OF PLACE:** RAILWAY STATION BUILDINGS (FORMER)

**ADDRESS/LOCATION OF PLACE:** Skene Street DUNKELD

**STUDY NUMBER:** 429

**HERITAGE OVERLAY NUMBER:**

---

significance because the arrival of the railway and its infrastructure represented an important stage in the development of the town and its hinterland which had hitherto relied on horse or bullock drawn transport. The station was used extensively to convey freight into and out of the district, and to carry passengers for business and pleasure.

## COMPARISON:

015 Railway Station (Former), Pilleau Street, Coleraine  
302 Railway Station Complex, Station St, Glenthompson

**ASSESSED BY:** AEN

**ASSESSMENT DATE:**

01-Mar-04

## 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	97, 98, 135-8
Elsie Clabburn, Iris Field, Betty Gordon & Kathleen Dickie	Dunkeld and District, A Short History	1989	26, 37
Shire of Mount Rouse	Shire of Mount Rouse Centenary	1964	

---