

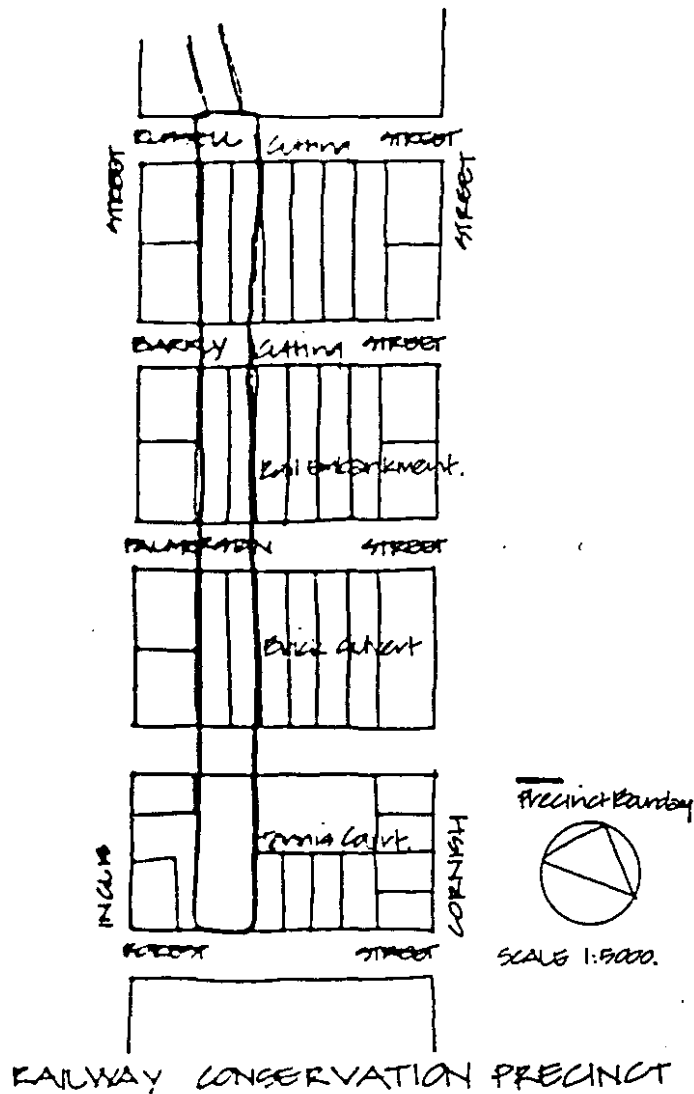
#### No. 4. Railway Conservation Precinct

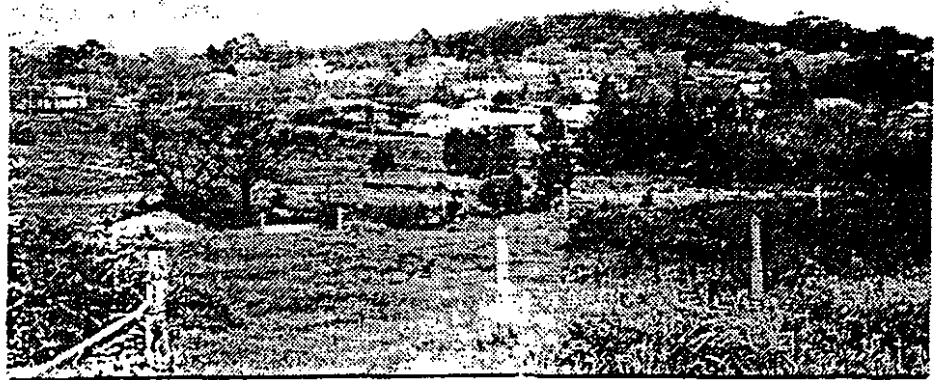
##### Boundary

This precinct includes the Public Purposes Reserve bounded by Forest Street and Russell Street.

##### Recommendations

It is recommended that the Railway Precinct be identified as an area of Special Significance to be protected under Clause 8b of the Town and Country Planning Act. (Third Schedule).





PANORAMIC VIEW OF BUNINYONGI FROM FORMER RAILWAY RESERVE.

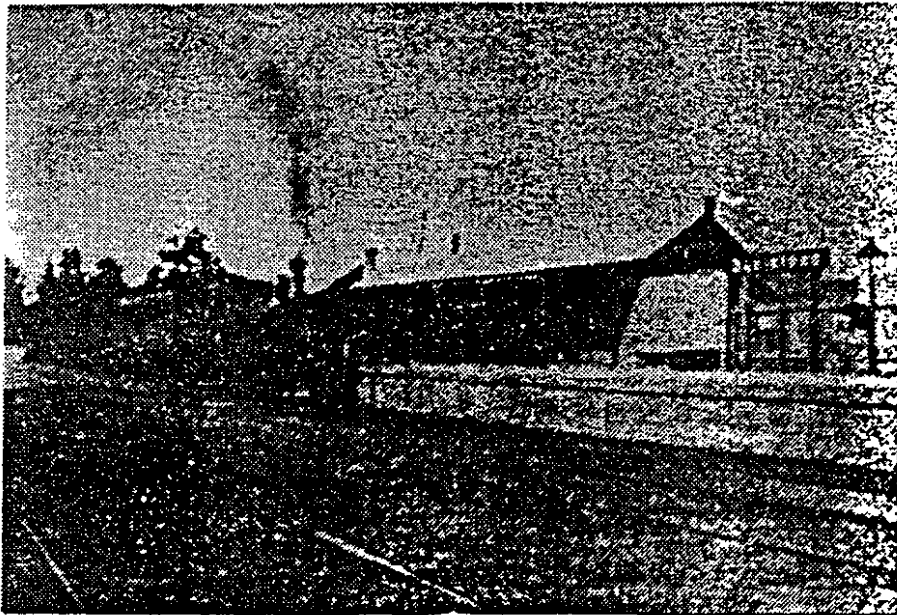


VIEW OF RAILWAY LINE EMBANKMENT AND BRICK CULVERT.

### Statement of Significance

The railway line from Ballarat to Buninyong was opened on 12 September 1889. The contract for over six miles of railway between Ballarat East and Buninyong was let to Messrs Lewis and Roberts on 13 April 1888, for the sum of 34,825 pounds. This line became a busy country branch for passenger and heavy goods traffic, but from the mid 1920's the passenger service declined. In 1931 passenger services were withdrawn and the line itself was closed beyond Eureka in 1947. Dismantling of the line occurred in the early 1950's.

Several relics of the railway line remain including brick culverts and embankments. The tennis court was later constructed on the railway platform. The surviving form of the railway line provides a picturesque landscape feature and is an important link with former social and economic activities in Buninyong.



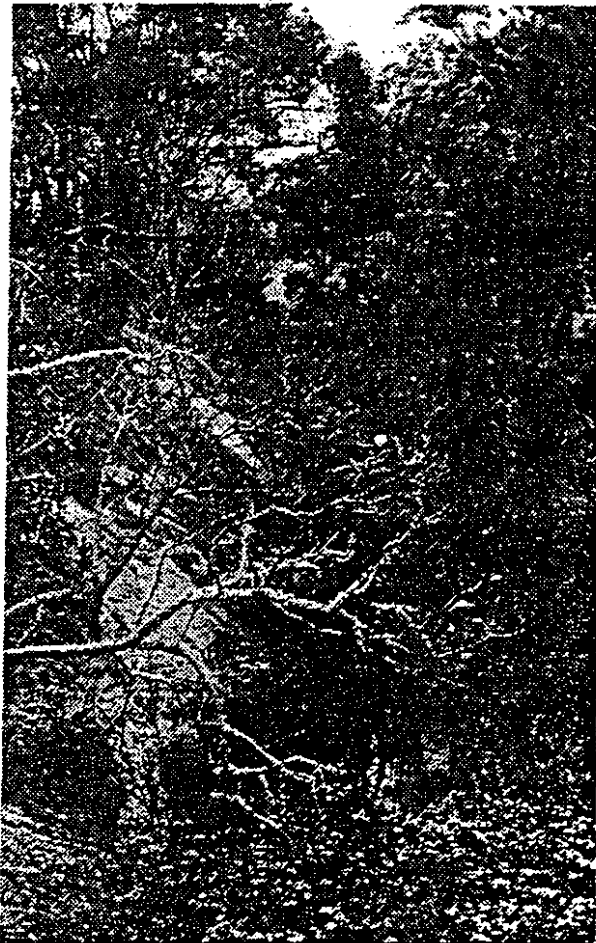
PH 950. RAILWAY STATION. NO. THIS PLATFORM IS NOW UTILISED FOR A TENNIS COURT.

### Policy

1. Maintain the surviving railway line form and relics.
2. Upgrade the railway line for public use. A possible use would be a walking track.

References

Australian Railway Historical Society Bulletin, 'The Ballarat to  
Buninyong Branch Line' by J.L. Buckland, Vol. XXXIV No. 549,  
July 1983.



VIEW OF RAILWAY CUTTING FROM BARKLY STREET.