

**BACCHUS MARSH HERITAGE STUDY.**

**Ref: 85**

Richard Peterson Architect & Conservation Consultant. Daniel Catrice Historian 1994.

**NAME:** Bacchus Marsh Railway Station.

**ADDRESS:** Station Street.

**TITLE DETAILS:**

**USE:** Railway station

**SIGNIFICANT DATE:** 1950s **CONSTRUCTION DATE:** 1889 **SOURCE:** 4

**BUILDER:** Parker & Vickers **SOURCE:** 4

**CRITERIA:** H7; So2; Sc2/ H2,4; A3, So2. **HISTORIC THEME:** Transport/township

**DESCRIPTION:** **STYLE:** Late c19 **STORIES:** 1 **DETACHED.**

**MATERIALS:** **WALLS** Brick **ROOF** Iron **STRUCTURE** Lb.

**CONDITION:** Good **INTACTNESS:** Reasonable

**THREATS:** Reduced passenger service. Standard gauge line.

**SIGNIFICANT INTACT ELEMENTS:**

FORM. FACADE. VERANDAH. ROOF FORM. PLAN/LAYOUT. USE.

VERANDAH DEC. CHIMNEYS. WINDOWS. UNPAINTED FINISH. OUTBUILDINGS.

EQUIPMENT. ENGINEERING STRUCTURE. ARCHAEOLOGICAL POTENTIAL. ROUTE.

**SIGNIFICANCE:**

**TYPE:** HISTORICAL. ARCHITECTURAL. SOCIAL. SCIENTIFIC.

**LEVEL:** LOCAL.

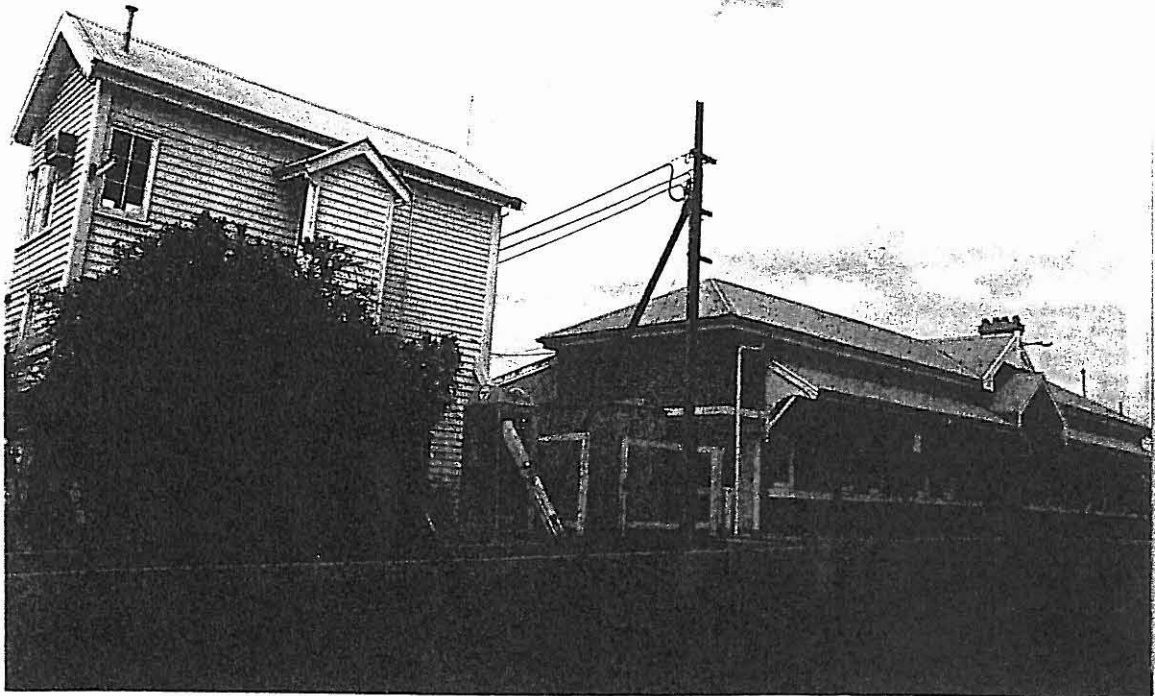
**DESIGNATION EXISTING:** Nil

**RECOMMENDED CONTROL/NOMINATION:** PLANNING SCHEME.

**MAP NO:** U3.09 & U4.09

**SURVEY:** DC, RP, GV. **DATE:** 7.1.94

**NEGS:** 7.11-17



**HISTORY:** Construction of a direct rail link between Melbourne and Ballarat was authorised under the Railway Construction Act (1884), the first of the so-called "Octopus" Acts which authorised construction of over sixty lines.<sup>1</sup> The Melbourne-Melton section of the line was completed in April 1884. Two years later, the line reached Parwan and in February 1887, a procession "full of colour and incident", announced the arrival of the first train at Bacchus Marsh.<sup>2</sup> "Never had there been such a procession", reported the *Bacchus Marsh Express*. "Everybody rejoiced and the oratory on the great occasion sounded the general feeling of jubilation".<sup>3</sup>

The contract for the erection of a railway station at Bacchus Marsh was awarded to Messrs. Parker and Vickers on February 4 1889.<sup>4</sup> Construction was completed for the opening of the Melbourne-Ballararat line on December 4 1889. Though other stations were erected in the Shire at Rowsley and Parwan, Bacchus Marsh was the main stopping place, a watering and refreshment stop on the Adelaide line. In 1888, a shelter was erected for milk and butter boxes, and by November, cattle and sheep yards, a six-ton (5.9 tonne) crane, and coolstores were completed for the use of local industry.<sup>5</sup> By 1891, two goods trains, and a combined milk and goods train, departed from Bacchus Marsh each day, with a single, evening service on Sunday.<sup>6</sup> In addition, four passenger trains arrived from Melbourne each day, excluding Sunday. A news-stand was erected in July 1888 and a refreshment room for passengers was opened two years later.<sup>7</sup>

These passenger services operated until the 1930s when the twenty-minute watering and refreshment stop ceased. Bacchus Marsh nevertheless remained an important station for goods traffic. The development of a coal mining industry in the 1950s reinforced this status, the volume of traffic required to transport coal making Bacchus Marsh the busiest station in rural Victoria.<sup>8</sup>

In 1890, Thomas Andrews built a chaff-mill to the east and opposite the railway station. A siding was constructed from 1921. In 1925 this was assigned to F.C. Pearce, but closed in 1930 and Pearce even paid for the siding to be dismantled.

In 1908, the Pearce Brothers chaff-mill in Gisborne Road (then Church Street) was relocated at Maddingley, just south of the railway gates, diagonally opposite the Bacchus Marsh station. It had its own siding constructed in 1908. Trucks were shunted by horses,

<sup>1</sup> Harrigan, *Victorian Railways to '62*, p.102.

<sup>2</sup> *Ibid.*, p.285.

<sup>3</sup> *Bacchus Marsh Express*, 12 February 1887.

<sup>4</sup> *Ibid.*, 20 April 1889.

<sup>5</sup> A.D. Rossimel, "The Hierarchy of Community: Bacchus Marsh 1883-1891" B.A. Thesis, University of Melbourne, 1981, p.48. Presumably, none of these survive.

<sup>6</sup> *Railway Guide Book and Time Table for Melbourne, Ballarat, Adelaide and all Intermediate Stations*. Also *Gazette for Bacchus Marsh, Ballan, Melton for 1891* (Crisp & Lane 1891).

<sup>7</sup> Rossimel, *op. cit.* p.48.

<sup>8</sup> Jim Hegarty, cited in Camm, *Bacchus Marsh by Bacchus Marsh*, pp. 96&97.

rather than railway engines. In 1946, Pearce Bros was finally struck off the business register. In 1951 the siding was dismantled and the site was taken over by the Maddingley Brown Coal Co. In 1930, the Pearce family had moved into motor cars as Pearce and Simpson's motor garage. By 1940 it was Pearce Motors and eventually P.S. Carey Motors (ref: 146)<sup>9</sup>

**VISUAL DESCRIPTION:** The complex includes: 1. Station Building, 2. Signal Box, 3. Guard's shed, 4. Turntable, 5. Manually operated signals, 6. Gatekeeper's Cottage, 7 & 8 Sites of two chaff mills (no evidence found). 9. Maddingley coal sidings.

1. *Station building.* A red brick pavilion, with render bands at cill and string-course level. It has 11 bays with a hip-roof, the entrance marked by a central gable. There is a rendered chimney with dividers. The external front has a steep timber skillion canopy, supported on timber brackets, with its own central gable and timber scalloped valance ends. The platform canopy has cast iron Doric columns. It is convex with ends of cast iron latticed open-work. There are French doors from each compartment, with a timber label-mould over the entry, terminating in foliage. There are four seats and a barrow.
2. *Signal box.* Operating, with hand signals on the line. A two-storey timber utilitarian building with a gable-roof and four and six paned windows.
3. *Goods shed.* Gable-roofed and corrugated iron clad utilitarian building.
4. *Turn Table.* Operating, and used monthly for tourist steam trains.
5. *Signals,* manually operated. Operating and in use (refer: photograph).
6. *Gatekeeper's Cottage.* Hip roofed timber (1920s?) cottage with a canted bay projecting and a skillion porch in the angle. Painted in standard buff and light Indian Red colours. This replaced an earlier gable-roofed cottage, booth and gates.
- 7 & 8 *Sites of 2 Chaff Mills.* No traces were identified. Archaeological investigation is needed. (Refer location plan and detail Victorian Railways plans).
9. *Maddingley Open Cut No 1. Coal Mine. Siding lines.*

<sup>9</sup> Gary Vines, *Chaff-Mills in Melbourne's West. An Industrial Sites Study* pp33-35, 56&57 which quotes: List of dismantled private sidings, Nos 133&134. Held V Line, Melbourne. Sidings Administration Section. Defunct Business File 933/3/536. VPRO.  
Camm *Bacchus Marsh* by *Bacchus Marsh*, pp35-8, 50, 144, 350.

**COMPARATIVE ANALYSIS:** One of the "Casterton type" of railway station design, comparable to Ballan, which is similar in design.<sup>10</sup>

**SIGNIFICANCE:** A brick railway station complex, built in 1889, including various ancillary buildings and other elements.

The station complex has local historical significance to Bacchus Marsh for its influence on development of various kinds: agriculture, industry, extraction, tourists, business, housing and hospitality. It is of local social significance as a landmark used by the community for orientation. It appears in many photographic views of the town.

The station also has local historical significance as a transport link to Melbourne and stimulated developments in community life including cultural, educational, sport and entertainment. It demonstrates the effect of government action as a stimulus in these areas. It has local architectural significance as a characteristic and well developed example of a building type with all its appearances. Finally, the station has local social significance as a traditional meeting place for arrivals and departures from the town.

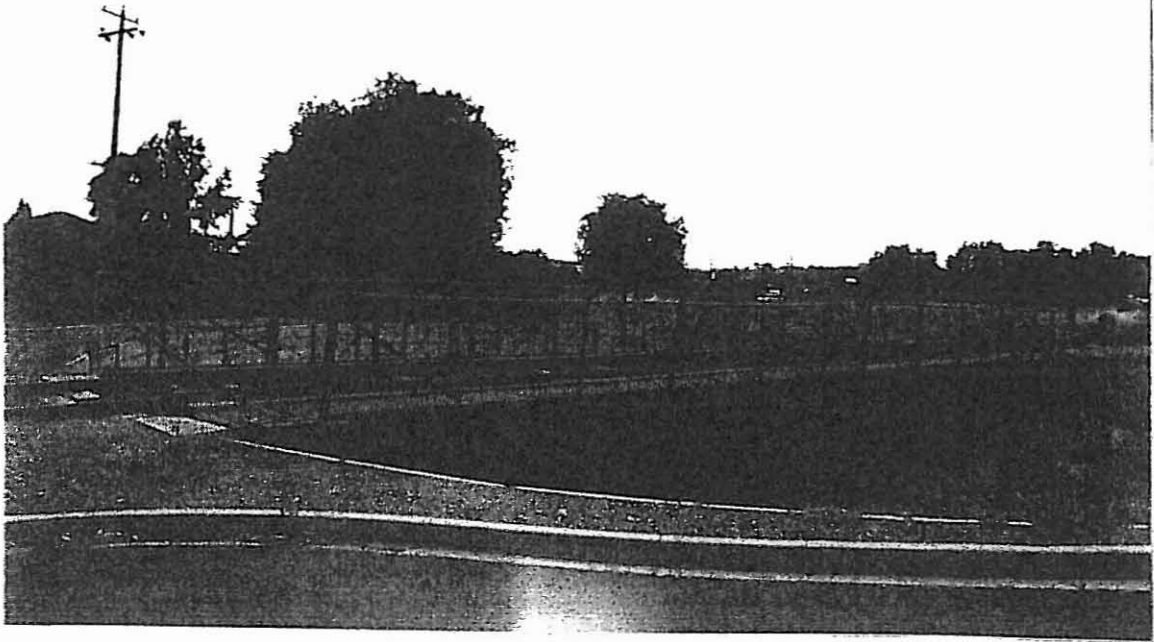
The station complex is of local scientific significance for its potential cultural research site, in archaeological excavation of the two chaff mill sites.

**INTACTNESS:** The brickwork is painted on the platform side, the finial has been truncated, there is an unsympathetic red brick flat-roofed addition on the west side and it has been altered recently to install new doors. The entrance gabled canopy is not original (refer photograph) and the signal box's gabled ends have been simplified by removal of finial and timbers.

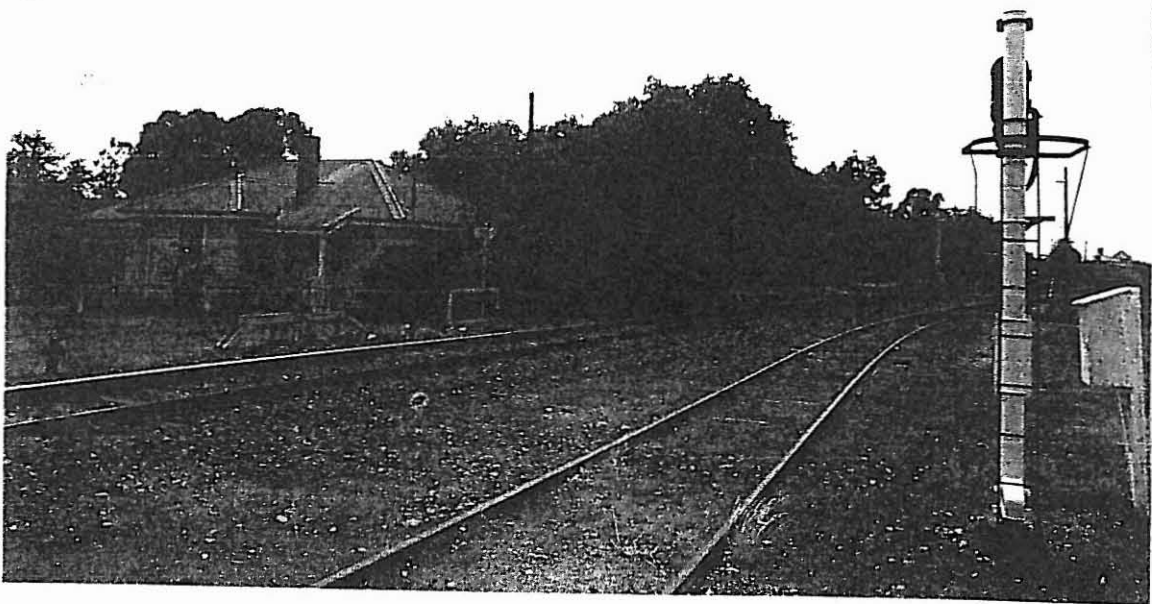
**CONDITIONS & THREATS:** Good. Services may be reduced. Passenger services threaten to be reduced due to the standard gauge line to Adelaide and consequently interstate services not stopping here.

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<sup>10</sup> A Ward and A Donnelly, *Victoria's Railway Stations. An Architectural Survey*, Vol.3. Australian Railway Historical Society, Melbourne 1982.



TURNTABLE



GATEKEEPER COTTAGE

