

# Historical archaeological site card

*Heritage Inventory number and name*

BENALLA RAILWAY STATION AND YARD  
H8024-0016

*Date received*

Tuesday, 29 August 2023

*Date accepted*

30/7/2024

*Hermes Number*

210069

## 1. Place details

Place name: BENALLA RAILWAY STATION AND YARD

Heritage Inventory Number (if any): H8024-0016

Other or former names:

Municipal Council: BENALLA RURAL CITY

Address: MACKELLAR STREET, BENALLA 3672

Geographical coordinates (GDA94 or WGS84)  
expressed in degrees and decimals of a degree:

Mapsheet name and number (1:100,000 only):

## 2. Cadastral location

County: Moira & Delatite

Parish: Benalla

# Historical archaeological site card

Township:	Benalla
Section:	16
Allotment:	18
Standard Parcel Identifier (SPI):	18`16\PP5066

## 3. Details of site owner or land manager (where known)

First Name:

Surname:

Business or organisation name:

Position title:

Address:

Email address:

Telephone:

## 4. Details of site occupier (where known)

First Name:

Surname:

Business or organisation name: Victrack

Position title:

Address:

Email address:

Telephone:

## 5. Aboriginal cultural values

Site has known Aboriginal values NO

Site is recorded on the Victorian  
Aboriginal Heritage Register NO



## 6. Current description of site

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Please provide description:

According to the local heritage listing, the Benalla Railway Station was first constructed in 1873. The current station buildings were constructed between 1889–1890 and consisted of:

- a single storey ticketing office and parcel area,
- a central three-storey tower, and
- a two-storey structure containing cellars, refreshment rooms and offices above.

In 1974, the three-storey tower and the two-storey structure were demolished, leaving the single-story ticketing office and parcel area.

Non-destructive digging (NDD) was undertaken in the south east and north west corners of the investigation area. NDD did not identify voids in the soil. A single half of a red brick was identified in the spoil removed from the south east corner NDD hole.

Following confirmation that extensive voids were not present, an area of asphalt of approximately 2 m x 3 m was removed, as was approximately 250mm of road base. Using a 900 mm smooth edged bucket, monitored excavation was undertaken in 200mm excavation units. The spoil presented as mottled red clay.

At 650 mm below the ground level, a solid object was identified directly adjacent to the south wall of the investigation area. This was cleaned using hand tools by the archaeologists onsite. The object was identified as a structural element, later identified as a foundation pier. The pier, as exposed in the investigation area, was two bricks in width. Excavation continued to a depth of approximately 2 m and indicated the pier extended approximately 10 courses before stepping out at least three times by approximately a quarter of a brick. Excavation was halted at 2.2 m due to safety and excavator constraints.

At approximately 2 m, a wooden beam (thought to be red gum), or possibly a railway sleeper was uncovered, but not removed from the investigation area as it extended into both the west and east walls of the excavation.

A small collection of building rubble artefacts were identified out of context including a handmade nail, loose pieces of the wooden beam, slate roof tile, white and red bricks and glazed bricks. The identified archaeology was covered in Geotech fabric for future identification and the loose artefacts placed in a bag in the northern non-destructive drilling hole.

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Date recorded: Tuesday, 07 March 2023

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On Victorian Heritage Register

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On Heritage Overlay HO60

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Associated sites:

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## 7. Place history

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Please provide a brief history of the place (at least 1 to 2 paragraphs):

The Benalla Railway Station was first constructed in 1873. The current station buildings were constructed between 1889–1890 and consisted of:

- a single storey ticketing office and parcel area,
- a central three-storey tower, and
- a two-storey structure containing cellars, refreshment rooms and offices above.

In 1974, the three-storey tower and the two-storey structure were demolished, leaving the single-story ticketing office and parcel area. The nature and extent of the demolition works is unknown.

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## 8. Analysis of site (interpretation)

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Include phases in the development of the site, functions and activities represented, as well as current place use:

The brick pier identified during the mechanical excavation is probably related to the foundations of the demolished building, or the cellar. Due to the available plans not having a legible scale, it has not been possible to identify which part of the building has been encountered. More detailed records have been requested from Public Records Office Victoria. It is likely that more piers are retained in the subsurface deposit and could be identified during future works. There also may be a floor to the cellar, however during the mechanical excavation, deeper investigations were not feasible due to the limitations of the excavator and other safety related constraints. It is also possible that other objects were present in the cellar at the time of demolition. The overall fill material was reasonably clean (e.g. only a small number of bricks mixed in with soil). The results suggest that the fill is from a local source as similar deposits have been found in boreholes undertaken elsewhere on site for the project.

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## 9. Statement of Significance

What is significant?

Archaeological features and deposits associated with Benalla Railway Station and Yard including

. the 1884 station building

- Signal Hut A
- goods shed
- round house turntable foundations

It can be demonstrated that the site contains archaeological features, associated artefacts and/or deposits: The monitoring has demonstrated that the site contains archaeological features.

Documentary evidence and/or oral history, landscape features, visible site fabric or other information indicates a likelihood that the site contains archaeological remains: The monitoring (visible site fabric) has demonstrated that the site contains archaeological features.

The archaeological remains are, or are likely to be, in a condition that will allow information to be obtained that will contribute to an understanding of the site: The structural remains are in a condition that will allow investigation. However, it is not anticipated that information gained will contribute to an understanding of the site; the structural remains are unlikely to yield information that is not available from documentary sources.

Threshold B (place history)

The site evidences (or is likely to evidence) an association with a historical event, phase, period, process, function, tradition, movement, custom or way of life: Benalla Railway Station more broadly is of local heritage significance and has been assessed as contributing to the understanding of the historical development of the town and more broadly the expansion and then contraction of rail travel.

The site history is of significance within a state, regional, local, thematic or other relevant framework: As noted above, the structural remains are associated with an item of local heritage significance and are associated with the theme of railway travel.

How is it significant?

Benalla Railway station and yard is of historic and archaeological significance

Why is it significant?



# Historical archaeological site card

Benalla Railway Station and Yard is of historic significance as a major railway station, the opening of which had a profound impact on the development of Benalla in the late C19th. It is also significant as a key station on the route between Melbourne and Sydney and a site for a number of regional branch lines, as evidenced by the rapid expansion of the Station's infrastructure in the years immediately following its opening. It is of archaeological significance for features and deposits from the railway precinct to provide information on the use and development of the precinct

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## 10. Suggested Protection : Heritage Inventory

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## 11. Threat

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Is the place under any threat? If so, what is the threat?

Works associated with the upgrades for the Inland Rail project will remove the piers for a proposed pedestrian underpass

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## 12. References / Informants

Please list books or other sources that may provide historical information about this place.

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## 13. Attachments

- Site card supporting documents SL.pdf
- Spatial Extent files SL.zip
- Application form SL.pdf
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## 14. Recording archaeologist's details

First Name:	Susan
Surname:	Lampard
Business or organisation name:	EMM Consulting Pty Ltd
Position title:	
Business or company address:	Suite 2.04, 15 London Circuit, Canberra ACT 2600
Email address:	
Telephone:	0439899078

## 15. Declaration

I state that the information I have given on this form is correct to the best of my knowledge.

29 August 2023

Caitlin Riley  
Project Manager – B2A – T2  
Australian Rail Track Corporation  
39 Bakehouse Road  
Kensington VIC 3031

**Re: Benalla Railway Station Heritage Investigation**

Dear Caitlin,

## 1 Introduction

EMM Consulting Pty Ltd (EMM) was engaged by the Australian Rail Track Corporation (ARTC) to provide heritage services to support geotechnical works for the Inland Rail Project at the Benalla Railway Station, Victoria. A heritage site inspection and archaeological monitoring of mechanical excavation for the purposes of geotechnical investigation was undertaken at the Benalla Railway Station by EMM Archaeologists Courtney Culley and Dr Susan Lampard along with on 7 March 2023 (Plate 2.1, Plate 2.2). The program of works was supported by onsite ARTC personnel and Tetra Tech Coffey representatives. The monitoring was undertaken to establish a preliminary understanding of potential historical archaeological heritage values potentially intact beneath the railway station carpark. The works are to support the detailed design and construction of Inland Rail as the area has been identified for a new pedestrian tunnel, which will remove archaeological resources, if present. The site is listed on the Benalla Planning Scheme (HO60, Benalla Rail-Way Station) and also listed on the non-statutory National Trust (Place ID #116907). The station and its surrounds are not listed on the State Heritage Register.

## 2 Scope of work

The following scope of work was undertaken:

- Review of heritage registers relevant to the Activity Area.
- A background review of historic aerials, maps, photography, plans and other relevant heritage information relating to the Benalla Railway Station.
- A site inspection of the station and surrounds.
- Monitoring of mechanical excavation of an area approximately 2 m x 3 m.
- Monitoring of non-destructive drilling in two corners (north and south) of the excavated area to check for underground voids.
- Recording of historical artefacts/structures uncovered.



Plate 2.1 Activity Area of geotechnical investigation





Plate 2.2 Activity Area at Benalla Railway Station facing north-west (Source: EMM)



### 3 Historical context

According to the local heritage listing, the Benalla Railway Station was first constructed in 1873. The current station buildings were constructed between 1889–1890 and consisted of:

- a single storey ticketing office and parcel area,
- a central three-storey tower, and
- a two-storey structure containing cellars, refreshment rooms and offices above.

In 1974, the three-storey tower and the two-storey structure were demolished, leaving the single-story ticketing office and parcel area. The nature and extent of the demolition works is unknown. Based on the plans and photographs of the demolished building obtained from online sources, it was estimated that the monitored excavation took place at the southern end of the structure toward the demolished water tower (Plate 3.1 to Plate 3.3).

Plans of the existing and demolished sections of the railway station were provided by the Benalla Station Master (Plate 3.2). The footprint of the demolished building extended south-east by approximately 6 m. The rough elevation of the demolished building is between 10 and 12 m and included a system of cellars with foundations having the form of piers and arches.



**Plate 3.1** Benalla Railway Station demolished building c. 1950 (Source: John Collins Collection, State Library of Victoria, H90.100/1609)

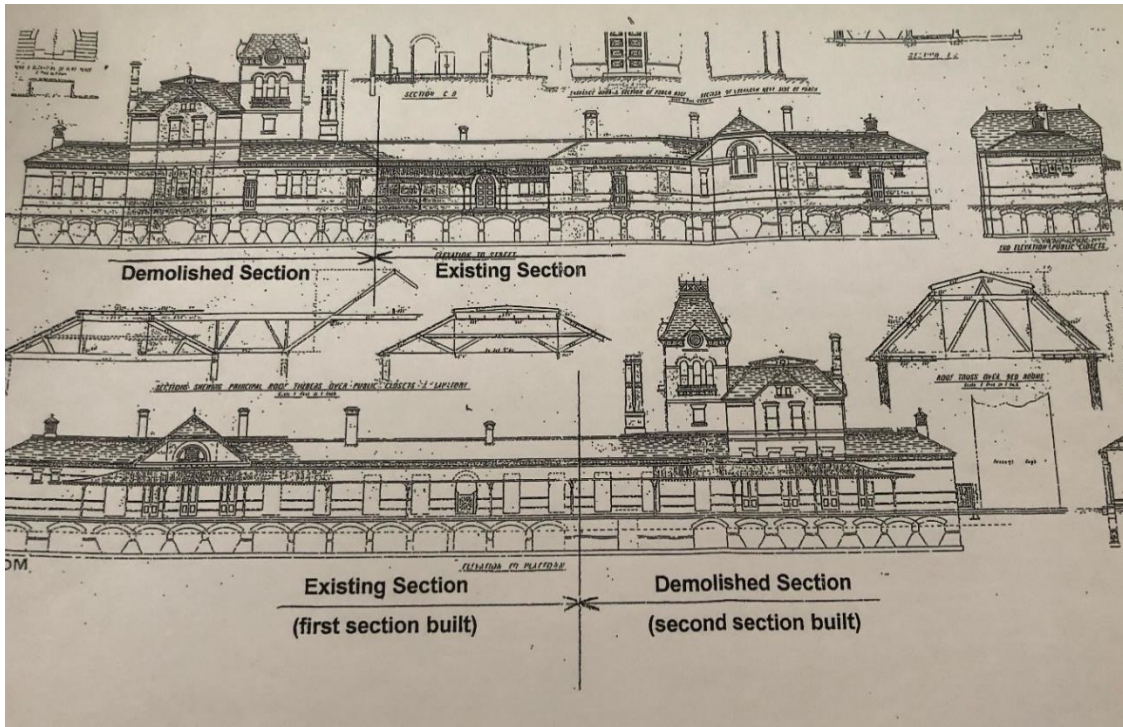


Plate 3.2 Planned drawing of the demolished and existing buildings (Source: EMM)



Plate 3.3 Demolition of the clock tower at Benalla Railway Station, November 1974 (Source: Benalla Railway Project Inc. <https://www.facebook.com/978316085601467/>)



### 3.1 Benalla Railway complex

Beyond the station buildings, there are numerous additional rail related buildings and structures that have been demolished. These include:

- Round House.
- Residential House.
- Coal loader.
- Locomotive workshop.
- Signal hut.
- Water tower.
- Rail Institute Hall.
- Two goods sheds.

The location of these items is shown on Plate 3.4. As these items are not the subject of the current report, their significance has not been assessed. The ability of the archaeological resources, if realised, to contribute to an understanding of Benalla Railway Station is likely to vary across the suite of buildings and structures.



Plate 3.4 Benalla railway complex areas of archaeological potential



## 4 Archaeological finds

Non-destructive digging (NDD) was undertaken in the south east and north west corners of the investigation area (Plate 2.1). NDD did not identify voids in the soil. A single half of a red brick was identified in the spoil removed from the south east corner NDD hole.

Following confirmation that extensive voids were not present, an area of asphalt of approximately 2 m x 3 m was removed, as was approximately 250mm of road base. Using a 900 mm smooth edged bucket, monitored excavation was undertaken in 200mm excavation units. The spoil presented as mottled red clay.

At 650 mm below the ground level, a solid object was identified directly adjacent to the south wall of the investigation area. This was cleaned using hand tools by the EMM archaeologists onsite. The object was identified as a structural element, later identified as a foundation pier. The pier, as exposed in the investigation area, was two bricks in width. Excavation continued to a depth of approximately 2 m and indicated the pier extended approximately 10 courses before stepping out at least three times by approximately a quarter of a brick (Plate 4.1 to Plate 4.3). Excavation was halted at 2.2 m due to safety and excavator constraints.

At approximately 2 m, a wooden beam (thought to be red gum), or possibly a railway sleeper was uncovered, but not removed from the investigation area as it extended into both the west and east walls of the excavation (Plate 4.4).

A small collection of building rubble artefacts were identified out of context (Plate 4.5 and Plate 4.7) including a handmade nail, loose pieces of the wooden beam, slate roof tile, white and red bricks and glazed bricks. The identified archaeology was covered in Geotech fabric for future identification and the loose artefacts placed in a bag in the northern non-destructive drilling hole (Plate 4.6 and Plate 4.8).



Plate 4.1 First excavator scrape over redbrick foundation



Plate 4.2 Top of redbrick foundation exposed





**Plate 4.3** Redbrick foundations with intact step down brick formation, 2 m below carpark surface



**Plate 4.4** Redgum beam lying N-S



**Plate 4.5** Historical artefacts (from top left to bottom right): rusted nail, fragments from redgum beam, slate tile and white brick



**Plate 4.6** Covering wooden beam and bricks with geofabric before reburial





Plate 4.7 Glazed brick exposed out of context



Plate 4.8 Historical artefacts bagged and placed in northern non-destructive drilling hole before reburial

## 5 Heritage analysis

The brick pier identified during the mechanical excavation is probably related to the foundations of the demolished building, or the cellar. Due to the available plans not having a legible scale, it has not been possible to identify which part of the building has been encountered. More detailed records have been requested from Public Records Office Victoria. It is likely that more piers are retained in the subsurface deposit and could be identified during future works. There also may be a floor to the cellar, however during the mechanical excavation, deeper investigations were not feasible due to the limitations of the excavator and other safety related constraints. It is also possible that other objects were present in the cellar at the time of demolition. The overall fill material was reasonably clean (e.g. only a small number of bricks mixed in with soil). The results suggest that the fill is from a local source as similar deposits have been found in boreholes undertaken elsewhere on site for the project.

## 6 Significance assessment

The archaeological resources identified at Benalla Railway Station were assessed against the Victorian heritage criteria (Heritage Council Victoria, 2019). The significance assessment of the potential heritage values is outlined in Table 6.1.

**Table 6.1 Assessment against the Victorian Heritage Register significance criteria**

Criterion	Assessment
(a) importance to the course, or pattern, of Victoria's cultural history	Evidence from the plans and preliminary archaeological excavation suggest that any remnant archaeology is unlikely to add further understanding of the construction, use or operation of the Benalla Railway Station. <b>The criterion has therefore not been met.</b>
(b) possession of uncommon, rare or endangered aspects of Victoria's cultural history	Archaeological resources relating to the railway stations are not rare as there are numerous extant and intact railway stations that would have in situ archaeological deposits similar to Benalla Railway Station. <b>The criterion has therefore not been met.</b>
(c) potential to yield information that will contribute to an understanding of Victoria's cultural history	Evidence from the plans and preliminary archaeological excavation suggest that any remnant archaeology is unlikely to add further understanding of the construction, use or operation of the Benalla Railway Station. <b>The criterion has therefore not been met.</b>
(d) importance in demonstrating the principal characteristics of a class of cultural places and objects	Evidence from the plans and preliminary archaeological excavation suggest that any remnant archaeology is unlikely to add further understanding of the construction, use or operation of the Benalla Railway Station. <b>The criterion has therefore not been met.</b>
(e) importance in exhibiting particular aesthetic characteristics	Evidence from the plans and preliminary archaeological excavation suggest that any remnant archaeology is unlikely to add further understanding of the construction, use or operation of the Benalla Railway Station and therefore the archaeology is unlikely to demonstrate technological advancements, the station having been built in a manner typical of its period. Archaeological resources may exhibit particular aesthetic characteristics. Should more of the piers, or sections of the cellar be intact, these are likely to be evocative for the local community. <b>Pending the nature and extent of the archaeological resources, this criterion may be met.</b>
(f) importance in demonstrating a high degree of creative or technical achievement at a particular period	Evidence from the plans and preliminary archaeological excavation suggest that the Benalla Railway Station was built in a manner typical of the time and the archaeology is unlikely to demonstrate a high degree of creative or technical achievement. <b>The criterion has therefore not been met.</b>
(g) strong or special association with a particular present-day community or cultural group for social, cultural or spiritual reasons	There is a strong connection between the local community and the Benalla railway station. <b>This criterion may be met.</b>
(h) special association with the life or works of a person, or a group of persons, of importance in Victoria's history	Although there are oral histories claiming that Ned Kelly was housed in the railway station gaol (from communication with Station Master), this connection is not of strong or special note. There are no known special associations between a person or group of persons of importance and the construction of the railway station. <b>This criterion has therefore not been met.</b>

In Table 6.2, EMM has prepared the assessment against the Victorian *Policy for determining low archaeological value* (Heritage Victoria 2017) to support the lodgement of a site card for the find.

**Table 6.2**      **Low archaeological value assessment**

Criterion	Response
<b>Threshold A (archaeology)</b>	
the place meets the definition of archaeological site under the Act; <b>and</b>	The find at Benalla Railway Station meets the definition of an archaeological site under the Act as it contains a feature that is greater than 75 years old, requires archaeological methods to reveal information about the place and is not associated with Aboriginal occupation. However, it is unlikely to provide information of a past activity in the State that is not available from other sources.
it can be demonstrated that the site contains archaeological features, associated artefacts and/or deposits; <b>and/or</b>	The monitoring has demonstrated that the site contains archaeological features.
documentary evidence and/or oral history, landscape features, visible site fabric or other information indicates a likelihood that the site contains archaeological remains; <b>and</b>	The monitoring (visible site fabric) has demonstrated that the site contains archaeological features.
the archaeological remains are, or are likely to be, in a condition that will allow information to be obtained that will contribute to an understanding of the site; <b>and</b>	The structural remains are in a condition that will allow investigation. However, it is not anticipated that information gained will contribute to an understanding of the site; the structural remains are unlikely to yield information that is not available from documentary sources.
<b>Threshold B (place history)</b>	
the site evidences (or is likely to evidence) an association with a historical event, phase, period, process, function, tradition, movement, custom or way of life; <b>and</b>	Benalla Railway Station is of local heritage significance and has been assessed as contributing to the understanding of the historical development of the town and more broadly the expansion and then contraction of rail travel.
the site history is of significance within a state, regional, local, thematic or other relevant framework.	As noted above, the structural remains are associated with an item of local heritage significance and are associated with the theme of railway travel.

The proposed pedestrian subway access under the rail corridor would impact on the identified archaeological site (Plate 6.1).





**Plate 6.1** Proposed infrastructure in relation to the archaeological site

## 7 Recommendations

The purpose of this letter has been to identify the heritage significance of the historical archaeology relating to the former buildings located at the Benalla Railway Station and to provide options for management. Based on the site inspection, monitoring and significance assessment, the following recommendations are made:

- Under section 127 of the *Heritage Act, 2017*, the archaeological site must be reported to the Executive Director through the submission of a site card.
- There is a possibility for remnants of foundation piers, floor, remaining artefacts or structures to be identified during future development activities.
- The preliminary findings are that the archaeological resources are unlikely hold heritage significance, but further investigation and recording is warranted.
- Consultation is also recommended with Heritage Victoria to discuss the find, the archaeological interpretation, and direction regarding how to proceed. It is possible that approval under section 124 of the *Heritage Act, 2017* would be required.

Yours sincerely,



**Courtney Culley**

Heritage Consultant

[cculley@emmconsulting.com.au](mailto:cculley@emmconsulting.com.au)

Building ID	Name	Existing Structure
01	Unknown	No
02	Unknown	No
03	Unknown	Yes
04	Unknown	No
05	Weatherboard structure on piers	No
06	House?	No
07	Brick Pit & Water Meter	No
08	Victoria Rail Institute Hall	No
09	Signal Hut B	No
10	Locomotive Workshop	No
11	Unknown	No
12	Coal Loader	No
13	Unknown	No
14	Round House	No
15	Works Depot	Yes
16	Gasometer (Pintsch Gas Tank)	No
17	Lamp Room	No
18	Septic Tank	No
19	Footbridge	No
20	Station Master's Residence	No
21	Armstrong Residence	No
22	Platform Structure	No
23	Goods Shed	No
24	Rail Institute Hall	No
25	Recreation Room & Kitchen	No
26	Railway Station Dining Room & Offices	No
27	Water Tank	No
28	Signal Adjuster	No
29	Signal Hut A	Yes
30	McKenzie & Holland Teardrop Bell	Yes
31	Benalla Railway Station	Yes
32	Unknown 1913 structure	No
33	House?	No
34	Shed	No
35	House	No

Building ID	Name	Existing Structure
36	Brick Pit	No
37	House	No
38	Goods Shed	Yes
39	Timber Decked Platform	No
40	WC	No
41	Unknown	No
42	Pit	No
43	Unknown	No
44	Unknown	No
45	Unknown	No
46	Rack	No
47	Pit	No
48	Unknown	No
49	Unknown	No
50	Unknown	No
51	Unknown	No
52	Water Tower	No
53	Unknown	No
54	Unknown	No
55	Unknown	No
56	Unknown	Yes
57	Post Office	No
58	Unknown	No
59	Sanitary & Ablutions	No
60	Bedroom Block	No
61	Fuel Depot	No



# **Benalla Railway Station**

## **Historical archaeological assessment**

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Prepared for Australian Rail Track Corporation

January 2024



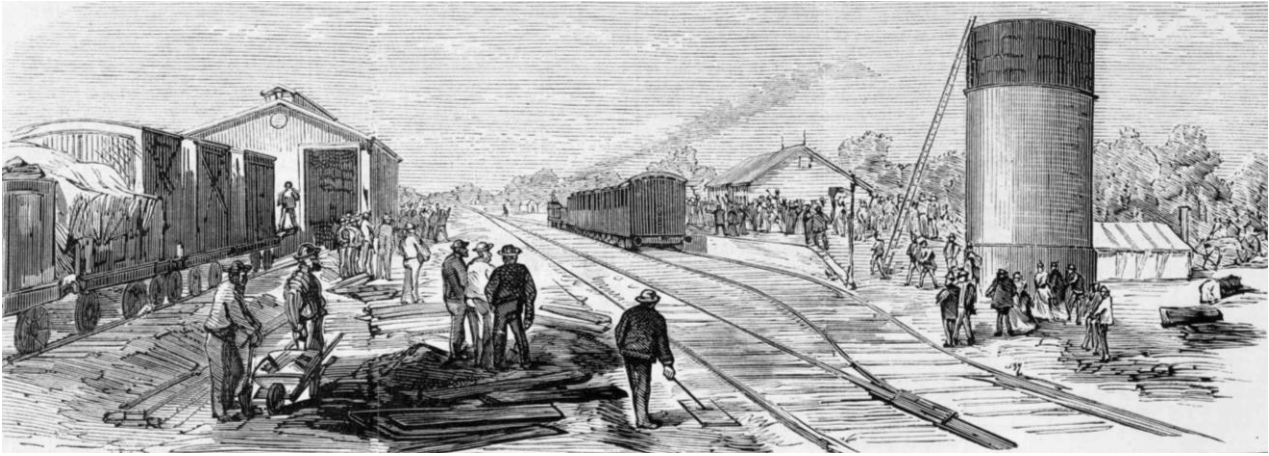


Plate Error! No text of specified style in document..1

Benalla Railway Station c. 1873

Source: *Illustrated Australian News for Home Readers* (7 November 1873) p. 187. Retrieved November 2, 2023, from <http://nla.gov.au/nla.news-article60448342>



Plate Error! No text of specified style in document..2

Undated early 20th century photo of Benalla Station showing the refreshment room extension, footbridge and a possible vehicle protection barrier in front of the station

Source: PROV 033/04





Plate Error! No text of specified style in document..3      1910s view of new rail line of Benalla Railway Station showing the refreshment room extension, water tank, goods shed, footbridge, signal hut B and the locomotive shed in the distance

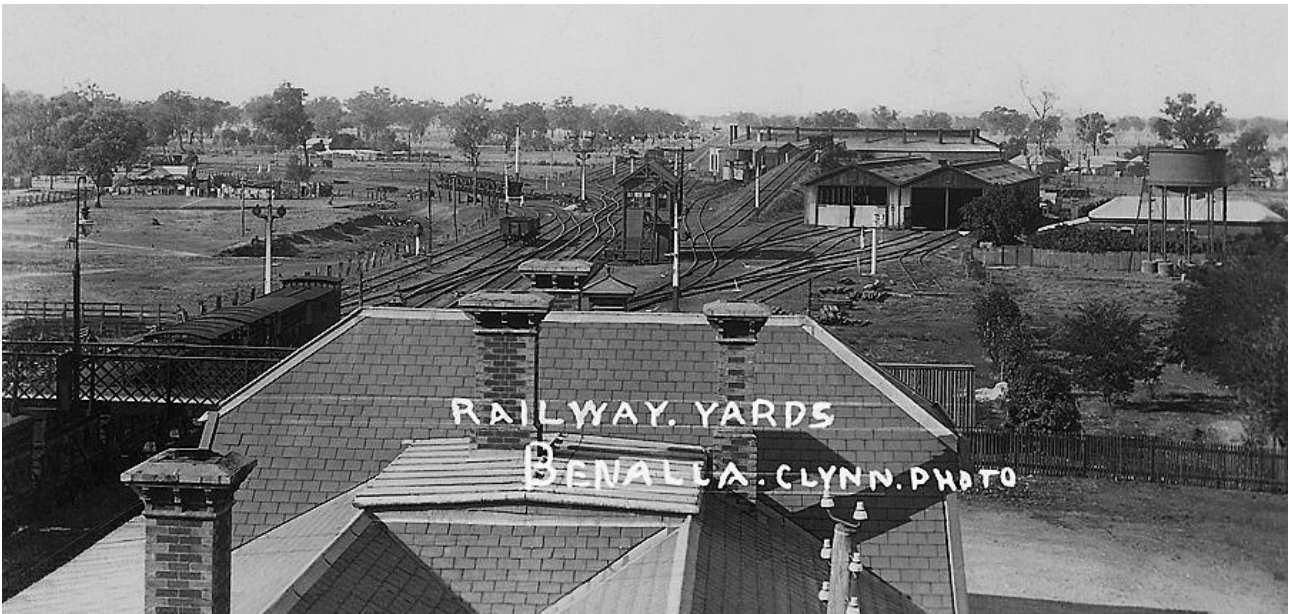


Plate Error! No text of specified style in document..4      Undated view of the station roof, footbridge, signal hut B, locomotive shed, coal loader and roundhouse looking north-east





**Plate Error! No text of specified style in document..5**      **101-year old Miss Elizabeth Eustace waits to meet the Queen in Benalla, 1954 Royal Tour**

Source: PROV



Plate Error! No text of specified style in document..6  
Mackeller Street

1960s view of new rail line between station and

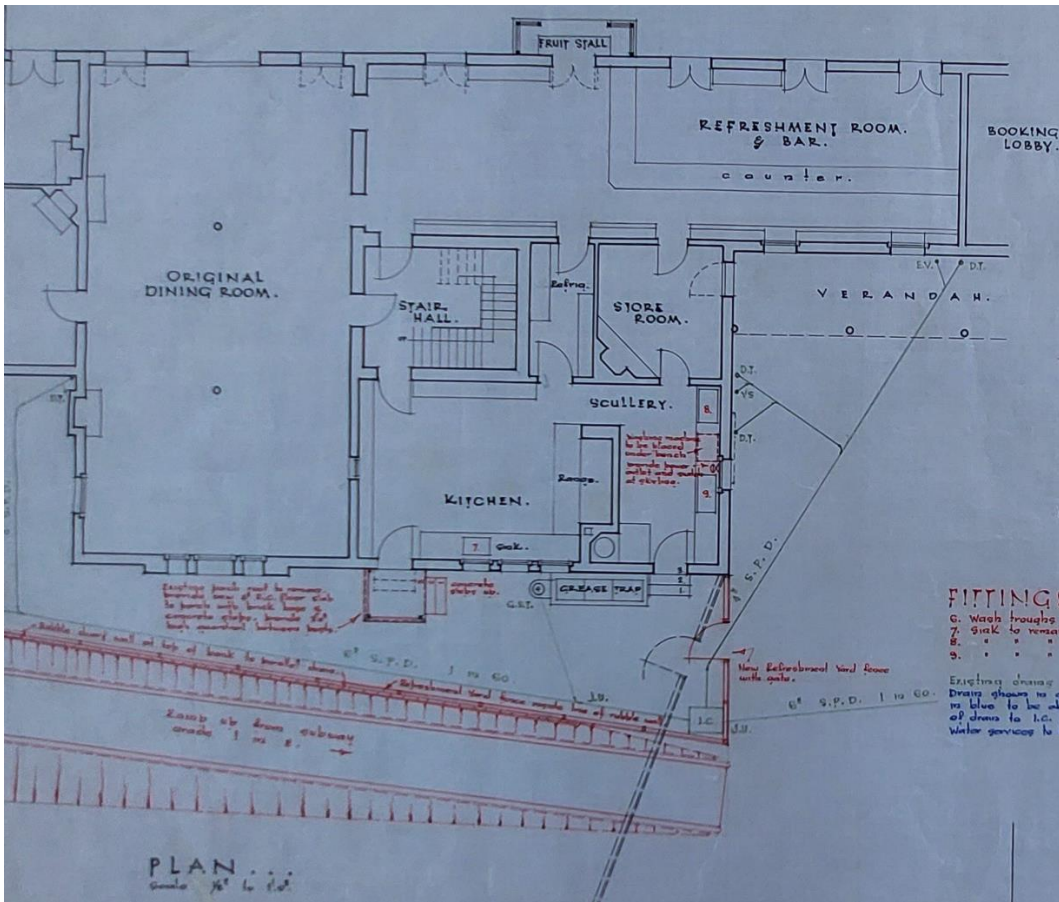


Plate Error! No text of specified style in document..7  
extension in 1960

Plan drawing of the ground floor of the 1888 station

Source: PROV





**Plate Error! No text of specified style in document..8  
1974**

**Demolition of the Refreshment Rooms 14 November**

Source: J.T. Collins Collection, La Trobe Picture Collection, State Library of Victoria



**Plate Error! No text of specified style in document..9  
Station, November 1974**

**Demolition of the clock tower at Benalla Railway**

Source: Benalla Railway Project Inc. (<https://www.facebook.com/978316085601467/>)



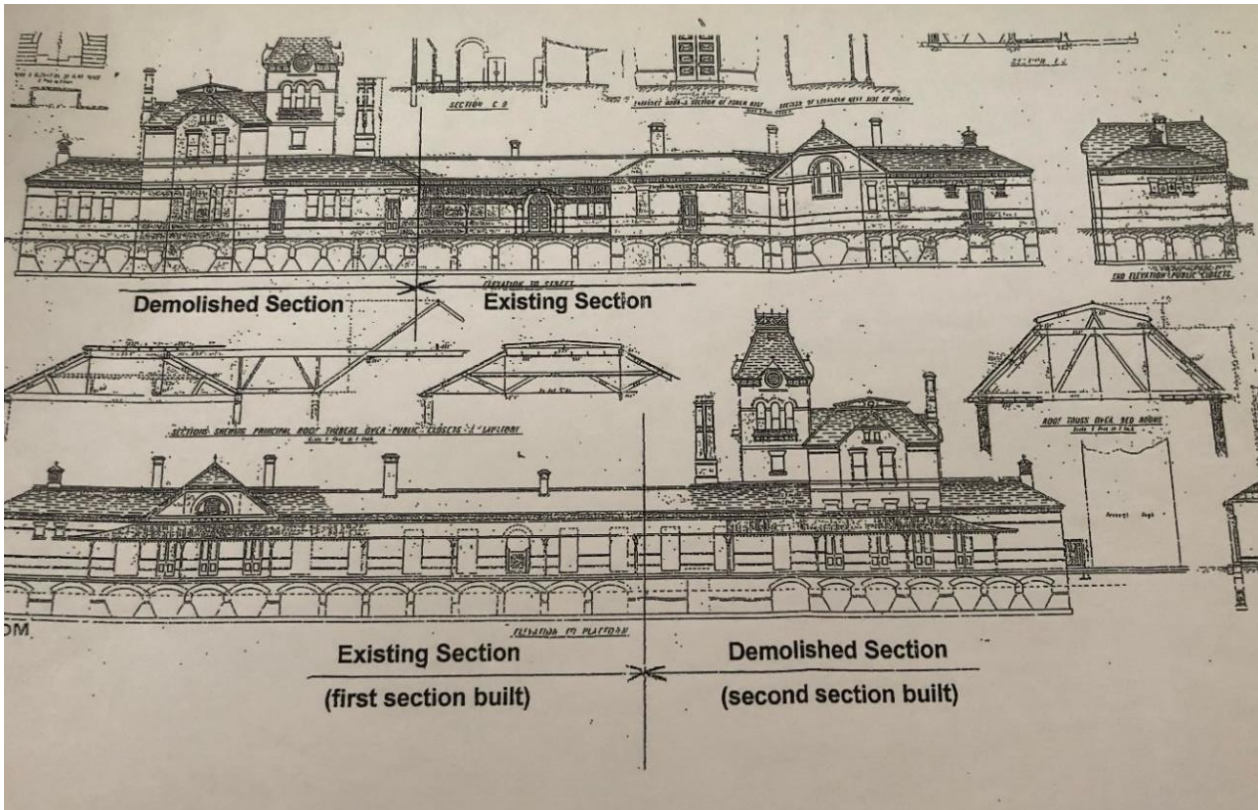


Plate Error! No text of specified style in document..10  
 buildings

Plan drawing of the demolished and existing

Source: Benalla Railway Station





Plate Error! No text of specified style in document..1  
west.

Benalla railway yard. 1960s or early 1970s. View

Source: Benalla Historical Society.

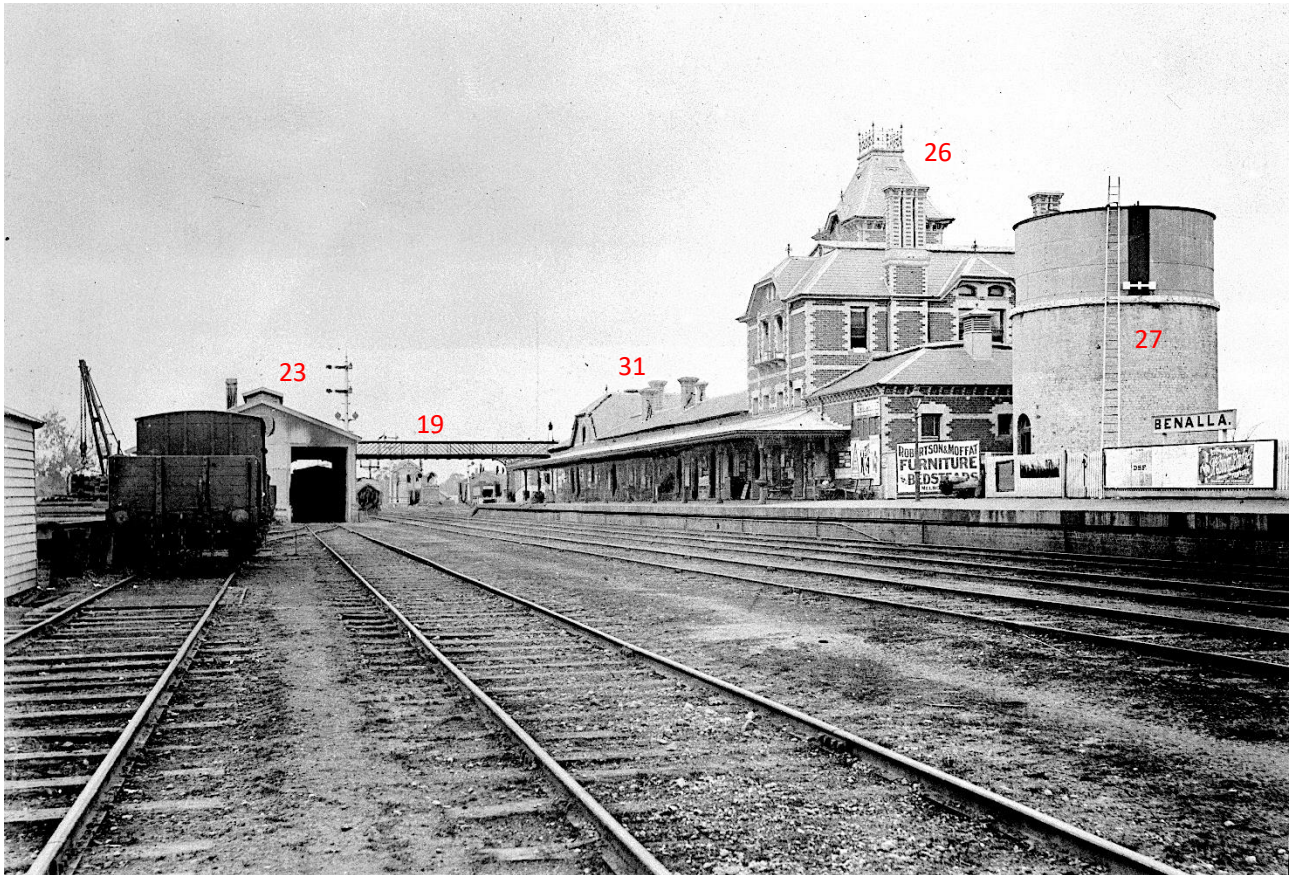


Plate Error! No text of specified style in document..2

Benalla railway station. View east.

Source: Benalla Historical Society.

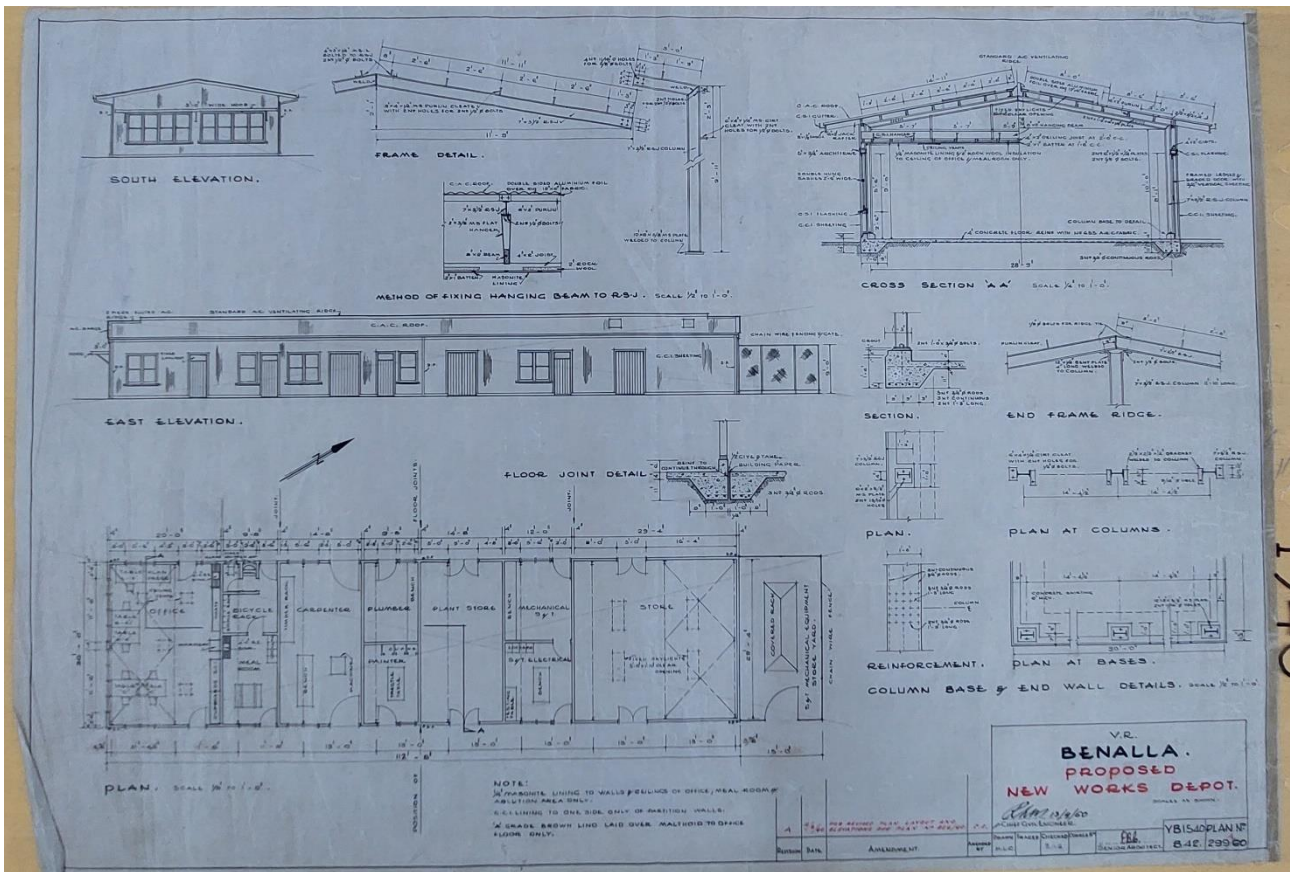


Plate Error! No text of specified style in document..3

Benalla proposed new works depot

Source: Victorian Public Records. Plan 299.60.

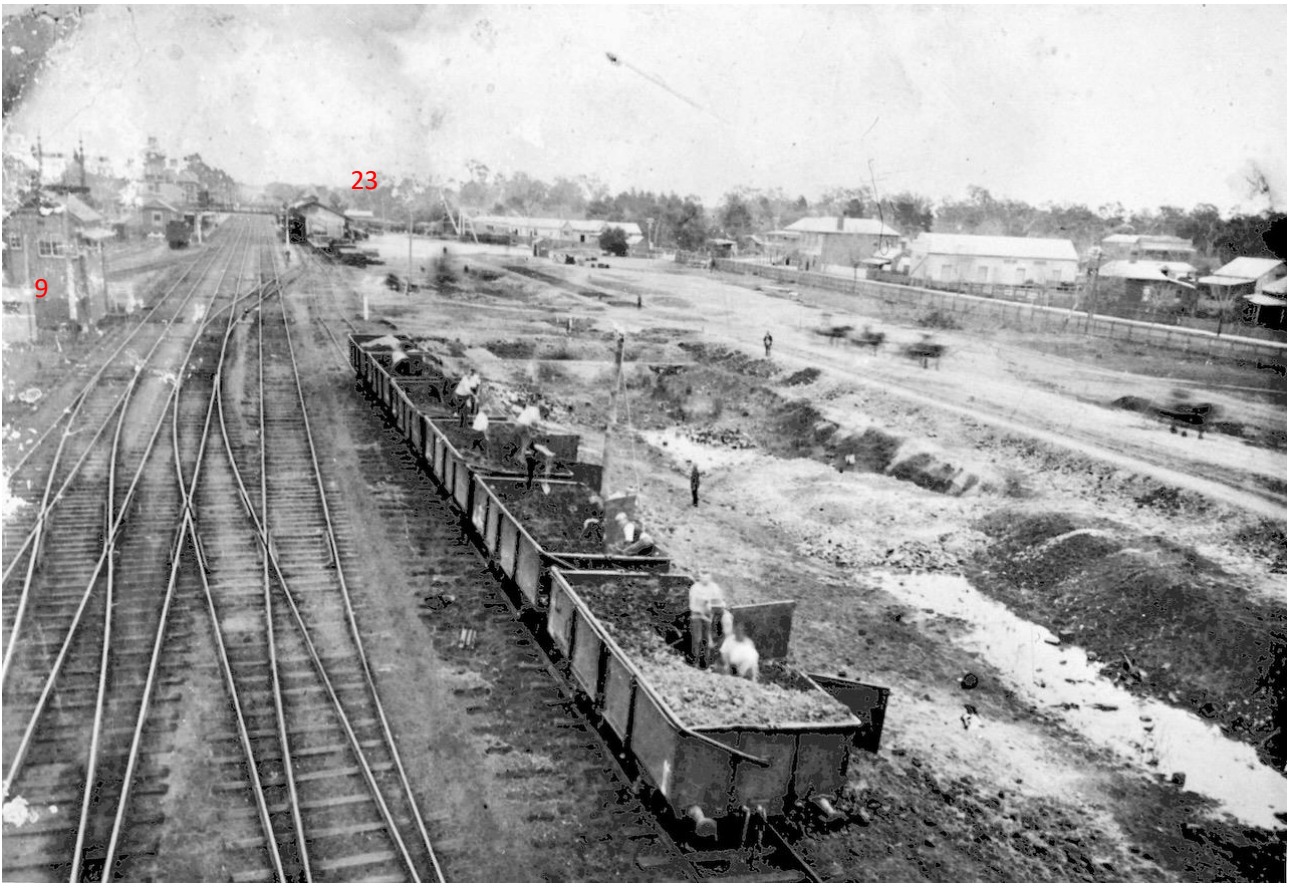




Plate Error! No text of specified style in document..4

Oblique aerial view of Benalla station, c.1925-1940

Source: State Library of Victoria. Call no. PCLTGN 139. [https://find.slv.vic.gov.au/permalink/61SLV\\_INST/156d4cp/alma9916538903607636](https://find.slv.vic.gov.au/permalink/61SLV_INST/156d4cp/alma9916538903607636)



**Plate Error! No text of specified style in document..5  
c.1913.**

**Railway yards Benalla alterations. View west. Date**

Source: Public Records of Victoria. H3798





**Plate Error! No text of specified style in document..6  
1998.**

**Benalla Signal Box B. View south-west. 23 January**

Source:

[https://www.facebook.com/564134353640867/photos/todays-historic-photo-of-the-day-t320-running-a-special-tour-train-from-seymour-/2230761110311508/?paipv=0&eav=AfZdFZ-eAypbOqVG-OX3KfRGeH-K4JUfjNOsnPVtEQPxp9PSPrOjO6TUzy4LCNOH9go&\\_rd\\_](https://www.facebook.com/564134353640867/photos/todays-historic-photo-of-the-day-t320-running-a-special-tour-train-from-seymour-/2230761110311508/?paipv=0&eav=AfZdFZ-eAypbOqVG-OX3KfRGeH-K4JUfjNOsnPVtEQPxp9PSPrOjO6TUzy4LCNOH9go&_rd_)



Benalla Historical Society Inc.



Plate Error! No text of specified style in document..7  
unknown.

Benalla railway station. View south-west. Date unknown.

Source: Benalla Historical Society

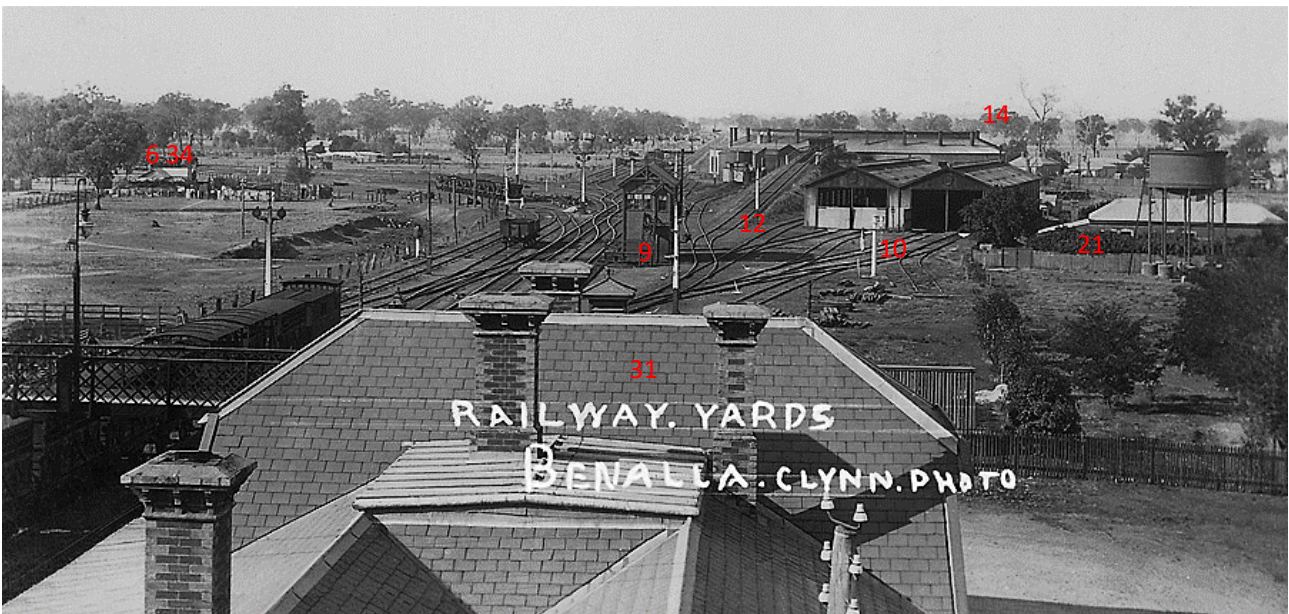


Plate Error! No text of specified style in document..8

Railway yards Benalla. View east. Date unknown.

Source: Victoria Railway <https://www.victorianrailways.net/photogallery/northeast/benalla/benalla.html>





**Plate Error! No text of specified style in document..9  
unknown.**

**Victoria Rail Institute Hall, Benalla. View north. Date  
unknown.**

Source: Public Records of Victoria VPRS 12903/P0001, 009/02

# BENALLA

Plan showing drainage complained of in Corres 8870/21.

Scale, 40 feet to an inch.

J. H. H. H.  
Engineer  
15-8-21.

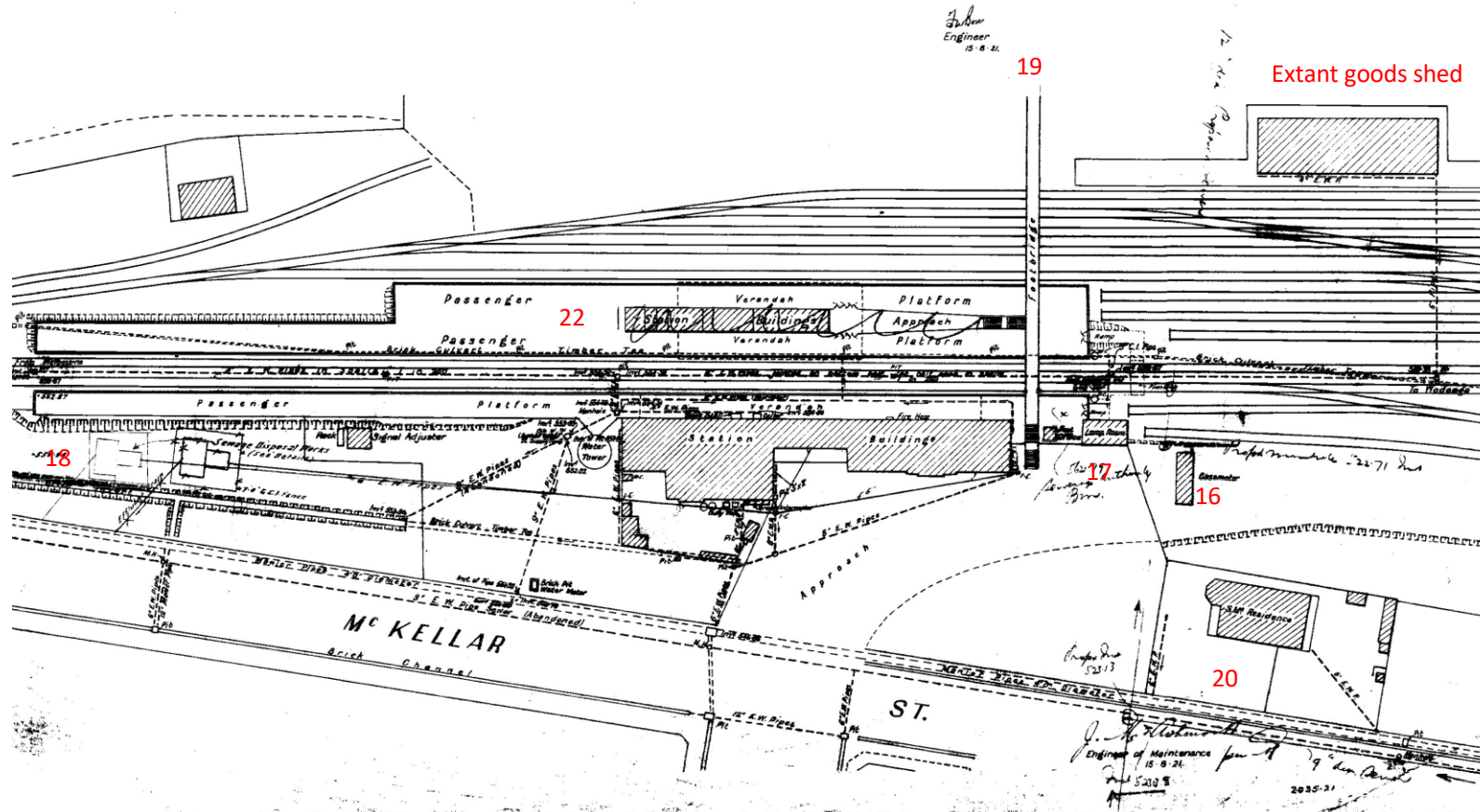


Plate Error! No text of specified style in document..10 Benalla. Plan showing drainage complained of in Corres 8870/21, 1921.

Source: Victoria Railway <https://www.victorianrailways.net/photogallery/northeast/benalla/benalla.html>

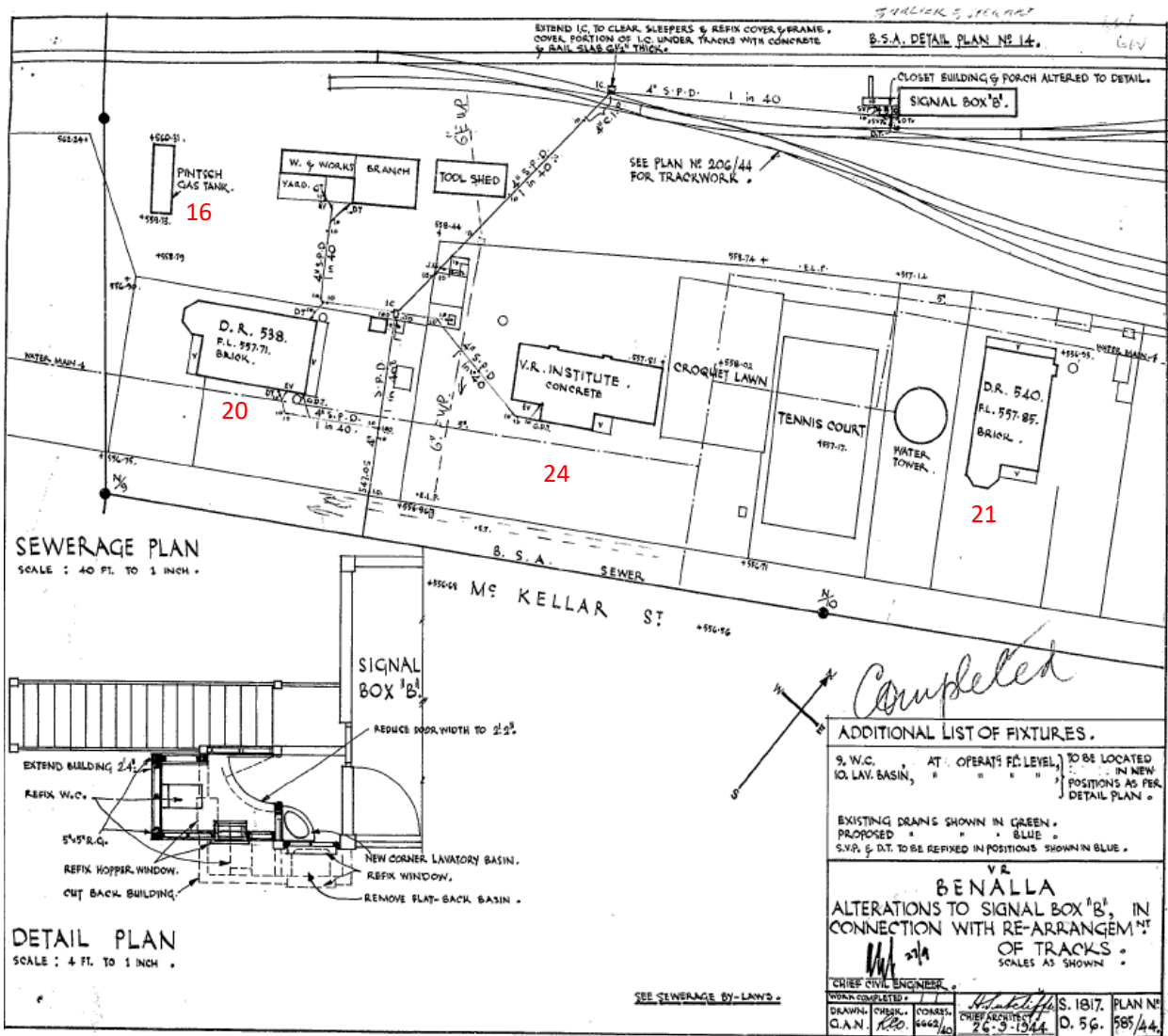




Plate Error! No text of specified style in document..11 Aerial photograph, 1984.

Note: the resolution of the original aerial is poor.





**Plate Error! No text of specified style in document..12** Alterations to Signal Box B in connection with re-arrangement of tracks.

Source: Public Records of Victoria. Plan 585/44

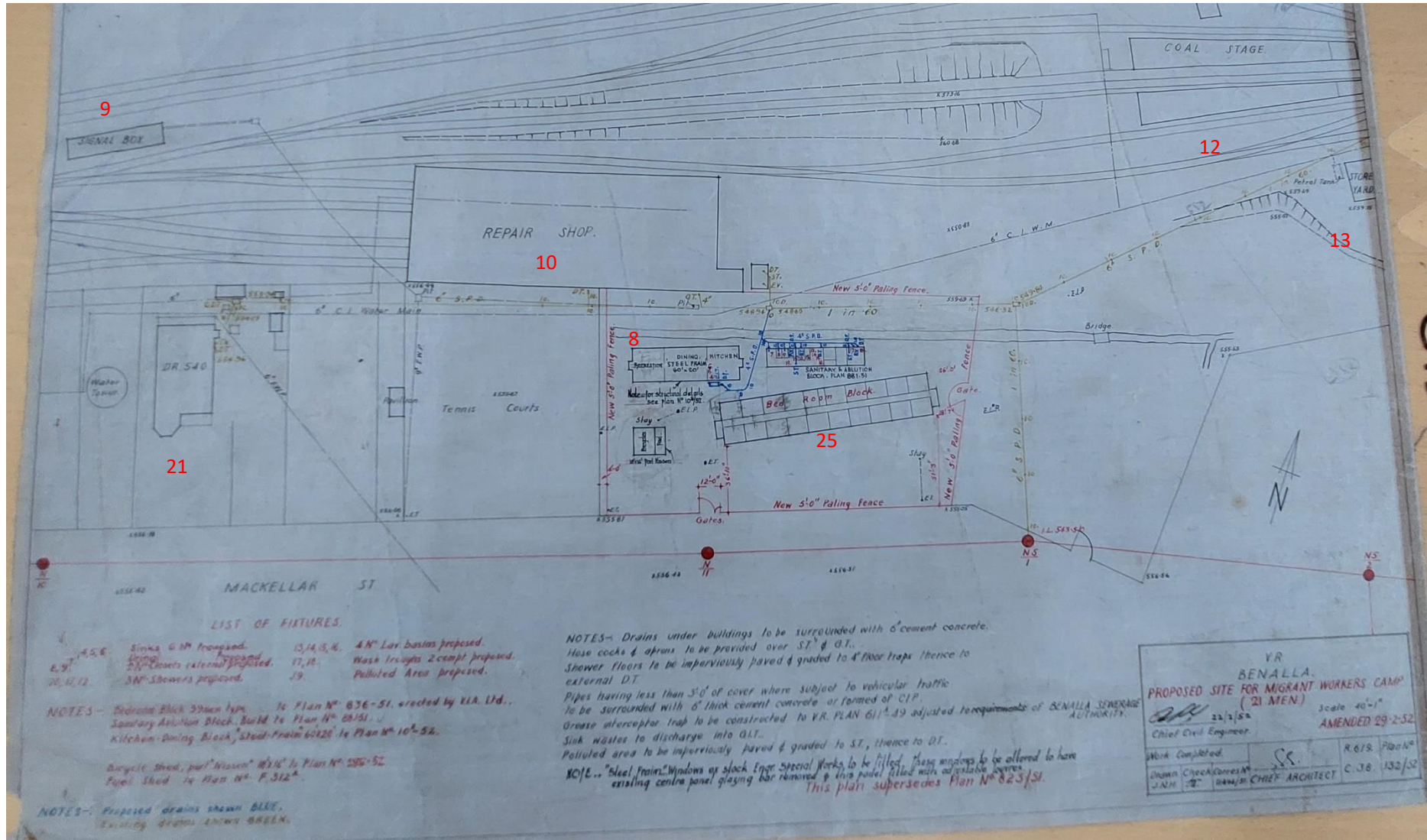


Plate Error! No text of specified style in document..13 Benalla. Proposed site for migrant workers camp (21 men).

Source: Public Records of Victoria. Plan R619 132/52.

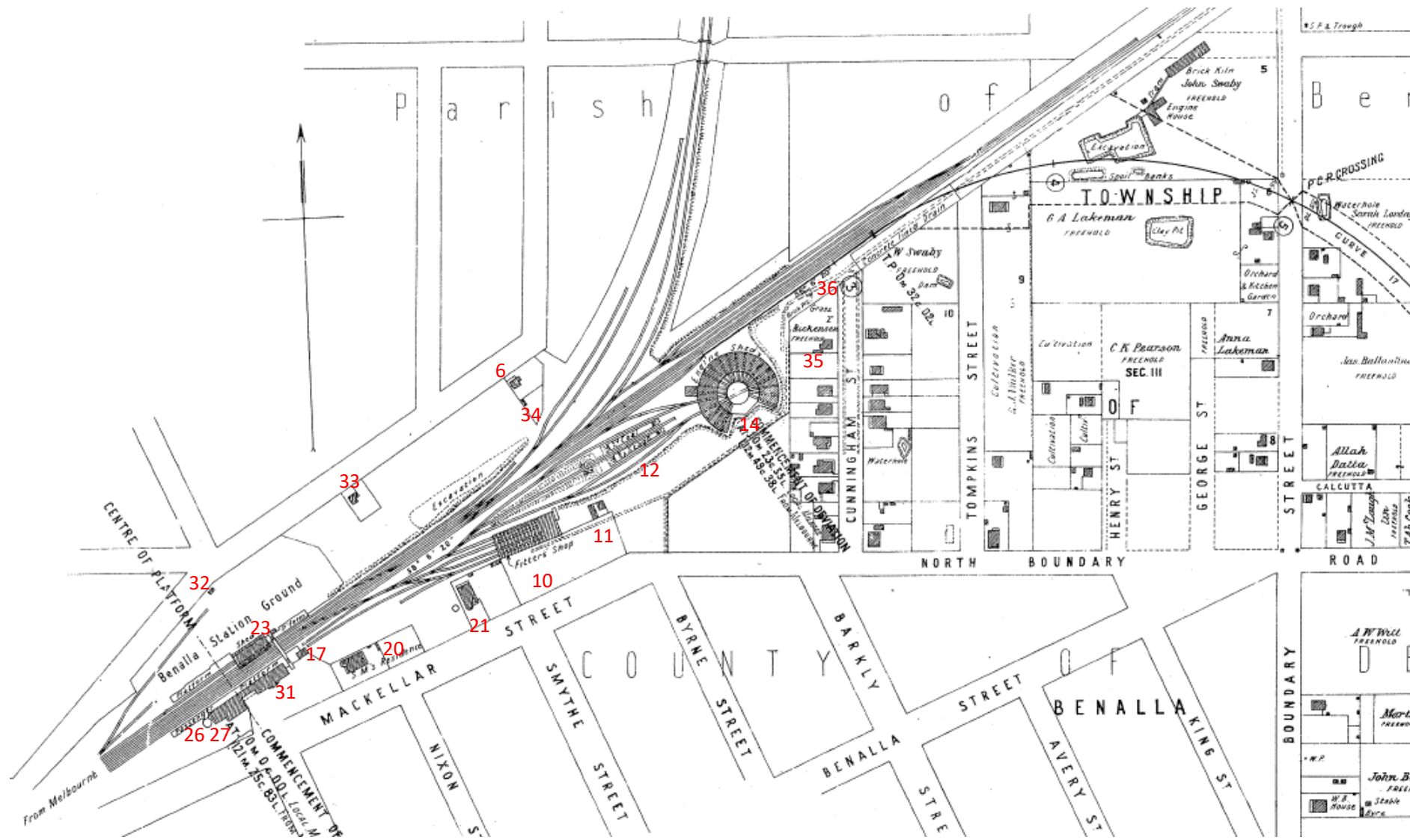


Plate Error! No text of specified style in document..14

Excerpt from Victorian Railways. Benalla to Tatong, 1913.

Source: Public Records of Victoria. Plan 632/13.





**Plate Error! No text of specified style in document..15**      **Locomotive workshop, 1905.**

Source: Benalla Historical Society



Plate Error! No text of specified style in document..16 Locomotive workshop in 1994 following collapse during storm

Source: Benalla Historical Society





**Plate Error! No text of specified style in document..17 Benalla Station showing the second platform on the left, pre-1935.**

Source: Victorian Railways <https://www.victorianrailways.net/photogallery/northeast/benalla/benalla.html>



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**Legend**

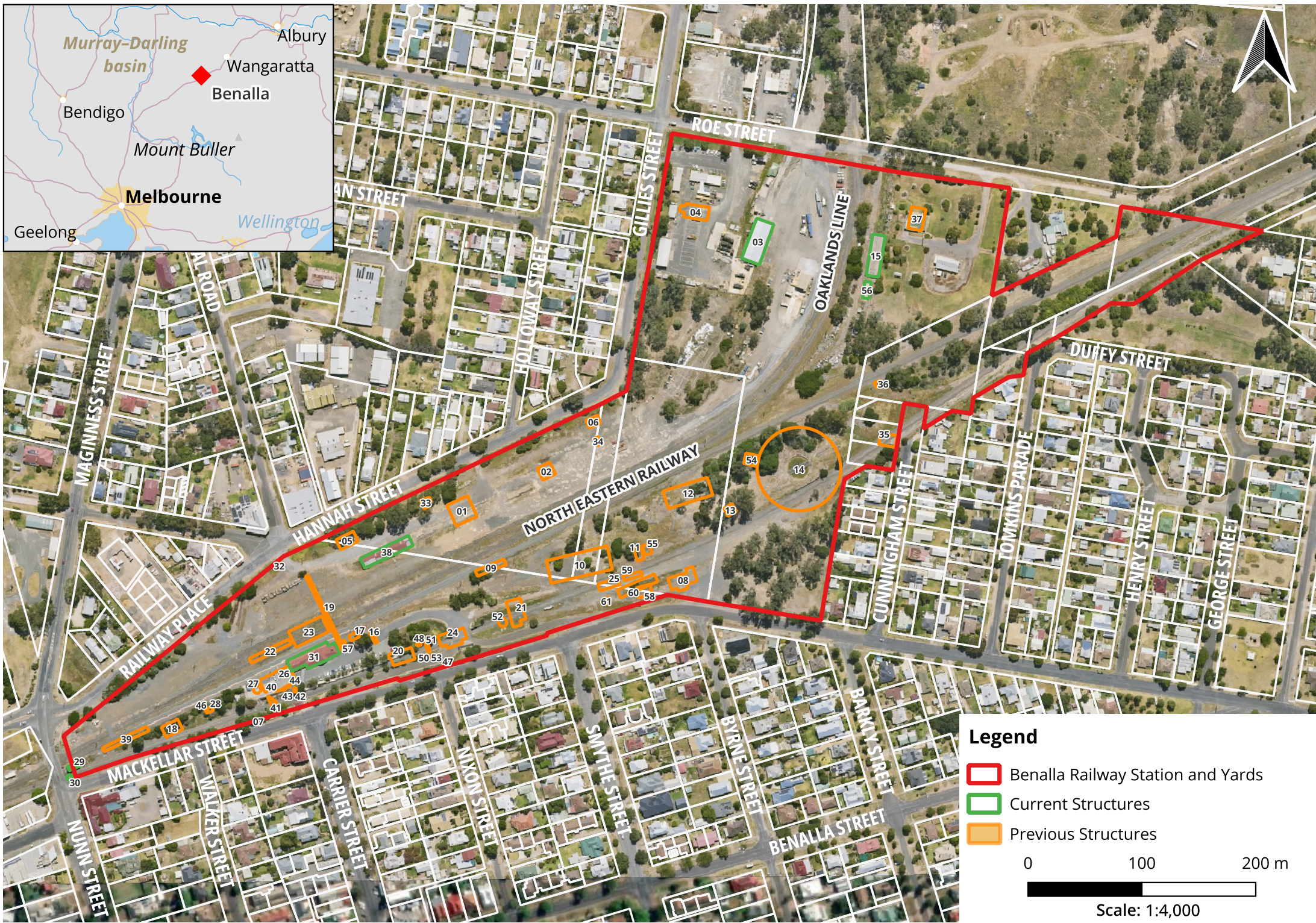
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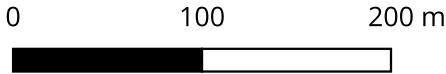
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**Legend**

- Benalla Railway Station and Yards
- Current Structures
- Previous Structures



Scale: 1:4,000



# **Benalla Railway Station**

## **Historical archaeological assessment**

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Prepared for Australian Rail Track Corporation

January 2024

# Benalla Railway Station

## Historical archaeological assessment


Australian Rail Track Corporation

E220382 RP1

January 2024

Version	Date	Prepared by	Reviewed by	Comments
V1	1 December 2023	Dr Susan Lampard		Draft for ARTC review
V2	24 January 2024	Dr Susan Lampard	Luke Kirkwood	Final

Approved by



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# 1 Introduction

EMM Consulting Pty Ltd (EMM) was initially engaged by the Australian Rail Track Corporation (ARTC) to provide heritage services to support geotechnical investigative works for the Inland Rail Project at the Benalla Station, Victoria, part of the Tottenham to Albury (T2A) package of works. The works are to support the detailed design and construction of Inland Rail, as Benalla Station has been identified for a new pedestrian tunnel, which will remove archaeological resources, if present. The Heritage Impact Assessment (HIA) (Jacobs Group (Australia) Pty Limited 2019) that had been prepared for the T2A package noted that Benalla Station was covered by three local heritage listings:

- HO26 – Benalla Central Urban Conservation Area, Benalla
- HO60 – Benalla Rail-way Station, Mackellar Street, Benalla
- HO63 – Signal Boxes (A & B boxes) adj. Mackellar Street, Benalla – noting only Signal Box A is extant.

The site is also listed on the Victorian Heritage Database as a non-statutory National Trust record (Place ID #116907). The station and its surrounds are not listed on the State Heritage Register.

The Jacobs HIA did not identify archaeological potential at Benalla Station and did not review the history of Benalla Station.

Initial desktop review of the proposed geotechnical works identified that they were located in an area where previously there had stood a large extension structure to the current station building. A heritage site inspection and archaeological monitoring of mechanical excavation for the purposes of geotechnical investigation was undertaken by EMM Archaeologists Courtney Culley and Dr Susan Lampard on 7 March 2023 (Plate 4.1 and Plate 4.2). The program of works was supported by onsite ARTC personnel and Tetra Tech Coffey representatives. The monitoring was undertaken to establish a preliminary understanding of historical archaeological heritage values potentially intact beneath the railway station carpark, related to the former refreshment rooms.

The archaeological finds outlined in Section 4 were presented to Heritage Victoria in August 2023. Upon review, Heritage Victoria requested that the archaeological assessment be expanded to cover the entire Benalla Station and yard. To achieve this, a second site inspection and further historical research was undertaken to support the request. The additional findings have been integrated with the outcomes of the monitoring and the letter has been converted to a report to better reflect the revised aims of the document.

## 1.1 Acknowledgements

EMM would like to extend their appreciation to the following organisations for providing historical information and/or supporting the onsite works:

- ARTC
- Tetra Tech Coffey
- Public Records Office of Victoria
- Benalla Historical Society
- National Trust of Australia (Victorian Branch)
- TAFE Gippsland Library
- Seymour Rail Heritage Centre
- VicTrack.

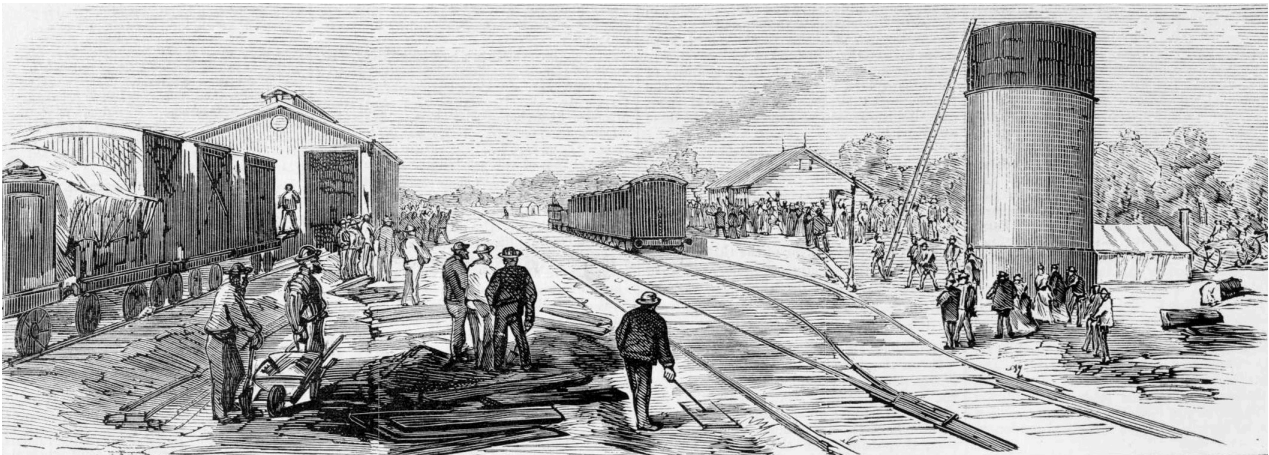


## 2 Historical context

Following the acquisition of the Melbourne and Essendon Railway Company (the historic precursor of VicRail) by the Victorian Government in 1867, *The North-Eastern Railway Act* was passed in 1869 with the aim of connecting Melbourne and rural Victoria to the markets of Sydney by rail via Belvoir (Wodonga). Initially extending the existing rail network from Essendon to Seymour in 1872, the line reached Benalla in 1873, with the first station opened on 18 August in the same year. The arrival of the rail had a pronounced effect on the township of Benalla, with the establishments of hotels, banks and two newspapers following shortly after. In fact, it was the wealth that the railway brought that attracted the attention of the Kelly Gang, who had intended to ransack the town once their plan to murder the police contingent at Glenrowan via train derailment was enacted.

### 2.1 Original station layout

An illustration from 1873 shows the original station layout, including a weatherboard timber station building, passenger platform, water tower and a goods shed (bluestone foundation and corrugated iron walls and roof). Recognising the station's early importance, a bichromatic red and white brick single storey station building was constructed in 1874, replacing the previous timber version. The structure included a ticketing office and parcel area. An engine fitter's shed was also constructed in late 1873/early 1874 and would endure until destroyed by a storm in 1994.



**Plate 2.1** Benalla Railway Station c. 1873

Source: *Illustrated Australian News for Home Readers* (7 November 1873) p. 187. Retrieved November 2, 2023, from <http://nla.gov.au/nla.news-article60448342>

### 2.2 Growth – 1880s–1920s

As rail traffic increased, Benalla Station greatly increased in importance as both a key station on the route to Sydney and also as a junction for various branch lines. To cater for this increased importance, the station precinct was upgraded, receiving a number of significant improvements from the 1880s onwards, including:

- an extension to the existing station building, comprising dining and refreshment room facilities and administrative offices (1888); this new significant structure was of two-storeys with jerkin style roof and included cellars, refreshment rooms (bar and dining room) at the platform level, offices and accommodation (consisting of five bedrooms and a bathroom above), capped by a central three-storey tower (Plate 2.2 and Plate 2.3)
- a round house capable of housing 20 locomotives
- coal loader

- two signal huts (1914)
- Victoria Institute building with billiards room, library and recreation hall along with two tennis courts
- station master's house
- post office
- lamp room
- gasometer
- footbridge
- new pedestrian platform (1913)
- new goods shed.

By 1929, Benalla Railway Station employed over 100 employees, including 108 people who worked at the locomotive sheds, 12 people who worked at the refreshment room and 65 employees who worked for the transportation branch (tickets, telegrams, goods and livestock freight) (The Benalla Standard 1929).



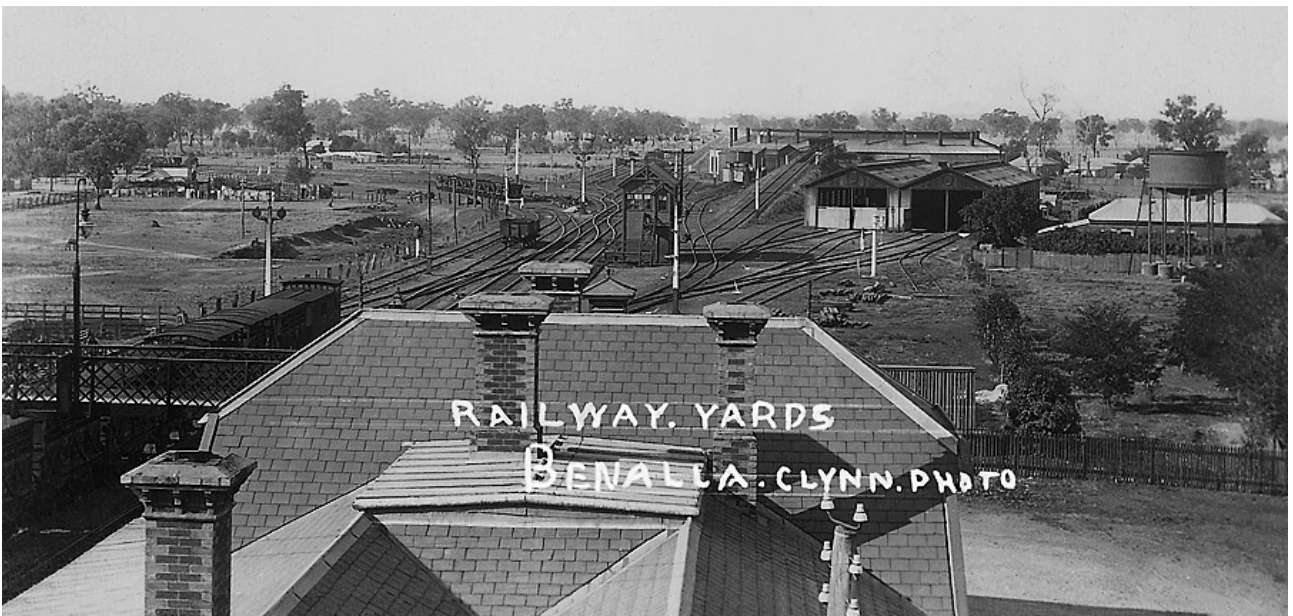
**Plate 2.2** Undated early 20th century photo of Benalla Station showing the refreshment room extension, footbridge and a possible vehicle protection barrier in front of the station

Source: PROV 033/04





**Plate 2.3** 1910s view of new rail line of Benalla Railway Station showing the refreshment room extension, water tank, goods shed, footbridge, signal hut B and the locomotive shed in the distance



**Plate 2.4** Undated view of the station roof, footbridge, signal hut B, locomotive shed, coal loader and roundhouse looking north-east

## 2.3 Downsizing – 1930s–1960s

The interwar years saw a decline in the fortunes of the station with the coming of the Depression, use of Dining Cars on trains reducing the need for extended stops at regional stations and the emergence of motorised transportation (passenger and freight). Business at the refreshment room dropped from £7,000 to £1,800 per annum as the station pivoted from passengers to freight and livestock (Anon 1936). Despite a royal visit in 1954 (Plate 2.5), Benalla Station was, even by this point, in a process of downsizing from its previous importance.

Key changes included the:

- removal of the second passenger platform (1937)
- construction of a new parallel standard gauge rail line between the station and Mackellar Street and partial demolition of the round house (Plate 2.6)
- a road overpass over the new rail line that required the demolition of the original VR Institute Building, the Station Master's house and a residential property
- pedestrian underpass under the new rail line.

Early plans and photographs also noted a number of ancillary structures (likely laundry related) outside in the yard of the refreshment room extension facing Mackellar Street that were removed for the new rail line. Plans from the 1960s provide a floor plan of the ground floor which would have been little changed from its early design (Plate 2.7).



**Plate 2.5** 101-year old Miss Elizabeth Eustace waits to meet the Queen in Benalla, 1954 Royal Tour

Source: PROV





Plate 2.6 1960s view of new rail line between station and Mackeller Street

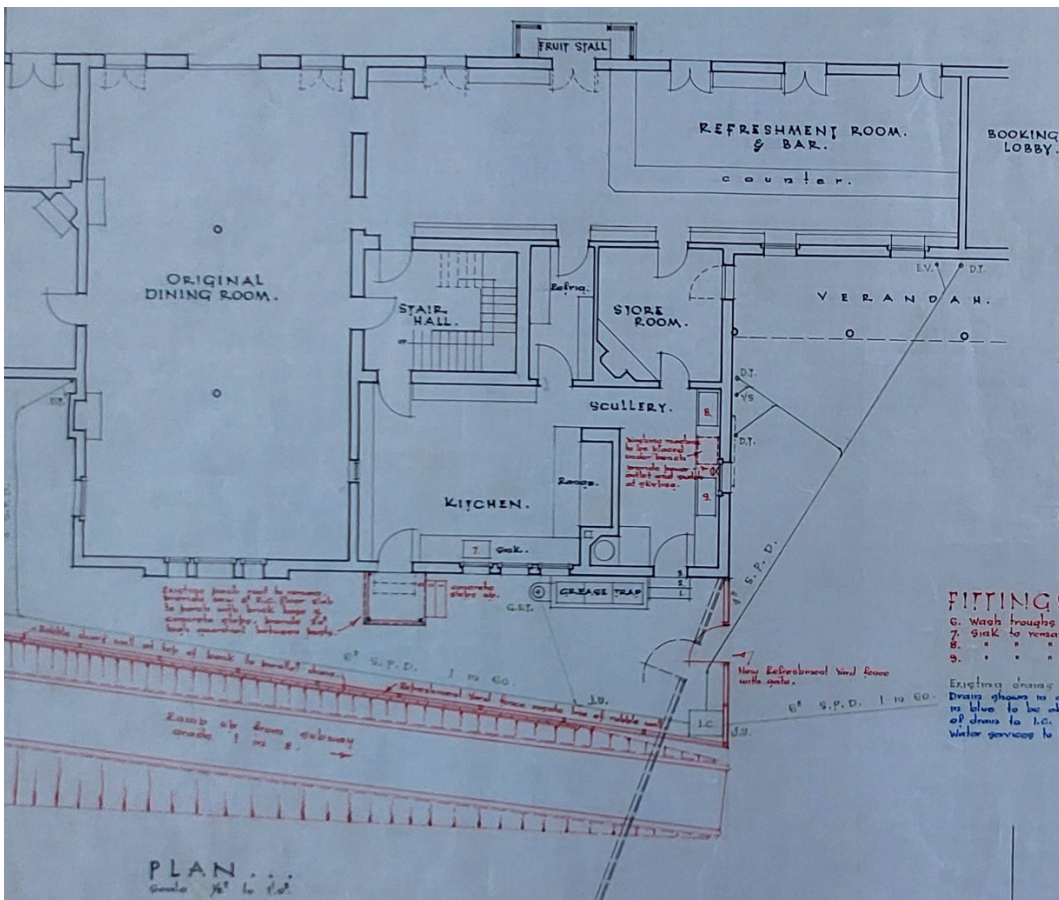


Plate 2.7 Plan drawing of the ground floor of the 1888 station extension in 1960

Source: PROV

## 2.4 Downsizing – 1970s–Present

The decline of Benalla Station continued from the late 1970s through to the present, most notably with the demolition of the refreshment room in 1974. Despite significant outcry by the National Trust and local organisations, the three-storey tower and the two-storey structure representing the refreshment rooms were demolished due to its financial burden on VicRail for upkeep and the alleged presence of termites, leaving the single-story ticketing office and parcel area (Plate 2.8 and Plate 2.9). The nature and extent of the demolition works is unknown, but local knowledge identifies that the structure was levelled to the ground surface with the cellar infilled with construction rubble to support the future car park in this area. Oral history provided to Dennis (1997) furthermore indicates that the cellar system extended under the extant station building, in the area of the current ablutions, with a second under the parcels office at the east end of the station building. The cellar under the current ablutions was initially retained to allow for the plumbing. The space was accessed via a pit located on the MacKellar Street side of the building. Both cellars were filled in during the 1970s (Dennis 1997, p.13).

Plans of the existing and demolished sections of the railway station provided by the Benalla Station Master (Plate 2.7) show that the footprint of the demolished building extended south-east from the extant station by approximately 6 m. The rough elevation of the demolished building is between 10 and 12 m and included a system of cellars with foundations having the form of piers and arches.

Since the demolition of this structure, the station has continued to be downgraded in importance with more structures removed/demolished to its current layout. Significant events include the following:

- 22 November 1994 Benalla Storm – The locomotive shed collapsed under heavy winds.
- 2013 – After closure of goods shed, it was converted to local boxing gym.
- 16 February 2022 – Signal Hut A sustains significant damage after being impacted by a vehicle.

Today the remaining structures within the railway precinct include:

- the 1884 station building
- Signal Hut A
- McKenzie & Holland Teardrop Bell located at Nunn Street Crossing, adjacent to Signal Hut A
- goods shed
- round house turntable foundations
- new works depot and associated shed.





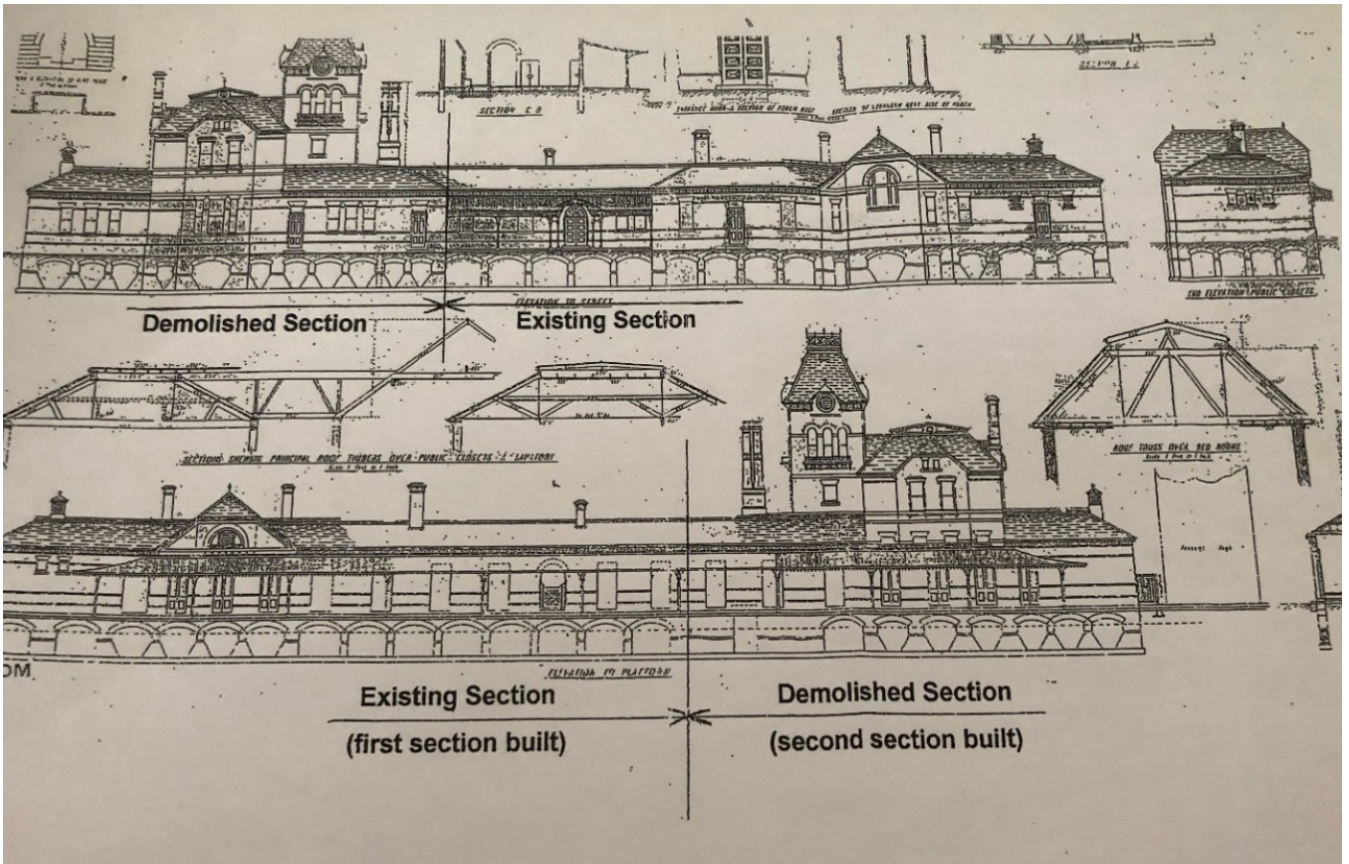
**Plate 2.8** Demolition of the Refreshment Rooms 14 November 1974

Source: J.T. Collins Collection, La Trobe Picture Collection, State Library of Victoria



**Plate 2.9** Demolition of the clock tower at Benalla Railway Station, November 1974

Source: Benalla Railway Project Inc. (<https://www.facebook.com/978316085601467/>)



**Plate 2.10** Plan drawing of the demolished and existing buildings

Source: Benalla Railway Station



### 3 Archaeological potential

In addition to the station building, there are numerous rail-related buildings and structures that have been constructed and demolished over the lifetime of the station (refer to Section 2).

The location of these items is shown on Plate 3.1. Table 3.1 summarises what is known about each of the sites and subsequent disturbances. Appendix A contains a selection of historical images and plans that have been cross-referenced with the item numbers. The final column indicates which images and plans the item can be identified in or on.

**Table 3.1** Archaeological sites

No.	Name	Date	Description	Subsequent disturbance	Photo/image
1	Unknown	Unknown	Rectangular structure shown on 1984 aerial	Asphalting	Plate A.11
2	Unknown	Unknown	Rectangular structure shown on 1984 aerial	Asphalting	Plate A.11
3	Unknown	Unknown	Rectangular structure shown on 1984 aerial	Nil. Building extant	Plate A.11
4	Unknown	Unknown	Rectangular structure shown on 1984 aerial	Asphalting	Plate A.11
5	Unknown	Unknown	Likely to be a weatherboard structure on piers	Demolished. Heavy vegetation	Plate A.11
6	House?	1880s?	Fenced from the railway yard, the plans and historical images suggest a house with some trees in the backyard.	No subsequent buildings	Plate A.4, Plate A.8, Plate A.14
7	Brick pit & Water Meter	Pre - 1921	Brick pit & Water Meter shown on 1921 plan	Construction of southmost line and fencing is likely to have removed the pit and meter	Plate A.11
8	2 <sup>nd</sup> Victoria Rail Institute Hall	1950s	Residence type structure. Contained a billiard room, kitchen etc.	Demolished	Plate A.9, Plate A.13
9	Signal Box B	1914	118 lever signal box, constructed to support the opening of the Tatong line. The Tatong line closed in 1947 and the signal box was decommissioned in 1998.	Demolished	Plate A.1, Plate A.4, Plate A.8, Plate A.13
10	Locomotive workshop/ Fitters workshop / Repair shop	1873/1874	Corrugated iron building. Originally without windows on north side. Windows added.	Demolished	Plate A.1, Plate A.4, Plate A.8, Plate A.13, Plate A.14, Plate A.15, Plate A.17
11	Unknown	Unknown	Rectangular structure shown on 1984 aerial	Demolished	Plate A.11, Plate A.14
12	Coal Loader	19 <sup>th</sup> century	Earthen ramp with concrete structure, separated by an underpass. Small structure on top of earthen ramp section. One set of tracks	Demolished, some ground disturbance	Plate A.4, Plate A.8, Plate A.13, Plate A.14
13	Unknown	Unknown	Details unknown – identified during site inspection	Demolished	Plate A.13

**Table 3.1** Archaeological sites

No.	Name	Date	Description	Subsequent disturbance	Photo/image
14	Round House	1899	Round house of 20 bays, turntable and inspection pit	Demolished	Plate A.4, Plate A.14
15	New Works Depot	1960s	Corrugated iron building with concrete floor and timber framed windows	Nil. Still standing	Plate A.3
16	Gasometer	By 1921	A tank used for storing gas	Under station carpark	Plate A.10, Plate A.12
17	Lamp room	By 1921	Shown on plan as a rectangular building. Details unknown	Demolished	Plate A.7, Plate A.10, Plate A.14
18	Sewerage disposal works	By 1921	Polygon shown on plan. Details unknown	Demolished	Plate A.10
19	Footbridge	By 1913	Iron footbridge	Demolished	Plate A.4, Plate A.7, Plate A.10
20	Station master's residence	19th century	Probable brick residence	Demolished, under tracks	Plate A.4, Plate A.10, Plate A.12, Plate A.14
21	Armstrong residence	19th century	Probable brick residence with water tower	Demolished, under tracks	Plate A.4, Plate A.8, Plate A.12, Plate A.13, Plate A.14
22	Island platform	By 1914	Island platform with brick platform building. Demolished by 1971, possibly demolished by 1945	Demolished. Now under rail lines	Plate A.4, Plate A.10, Plate A.17
23	Former goods shed	1873	Corrugated iron goods shed	Demolished to make way for island platform (22).	Plate A.7, Plate A.12, Plate A.14
24	1st Victoria Rail Institute Hall	By 1944	Residence type structure. Contained a billiard room, kitchen etc.	Demolished to make way for overpass and railway line	Plate A.12
25	Migrant Workers Camp	1952	Temporary structures including sleeping quarters, creation room, kitchen, ablutions and fuel depot	Demolished to make way for 2 <sup>nd</sup> Victoria Institute Hall	Plate A.13
26	Refreshment Room	1888	Three-storey structure with cellars and clock tower, water tower	Demolished in 1974 to make way for car park	Plate A.7, Plate A.14, Plate A.17
27	Water Tower	1873	Concrete or brick water tower adjacent to refreshment room (26)	Demolished in 1974 to make way for car park	Plate A.14
28	Signal Adjuster	Pre- 1921	Unknown. Shown on 1921 plan with no additional details	Demolished	None identified
29	Signal Hut A	1914	Two-storey timber structure situated adjacent the level crossing on Nunn St and adjacent the intersection with Mackellar Street	Nil. Still standing	Plate A.7



**Table 3.1 Archaeological sites**

No.	Name	Date	Description	Subsequent disturbance	Photo/image
30	McKenzie & Holland Teardrop Bell	Unknown	One of the last McKenzie & Holland Teardrop Bell on a main active line in Victoria. <a href="http://www.rxsignals.com/Phpbb3/viewtopic.php?f=17&amp;t=3342">http://www.rxsignals.com/Phpbb3/viewtopic.php?f=17&amp;t=3342</a>	Nil. Still standing	n/a
31	Station building	1874	Two-tone brick building containing ticketing office and ablutions. Cellar beneath the current ablutions has been filled when the refreshment rooms were demolished (Dennis 1997)	Still standing. Cellars below the west end of the building have been filled.	Plate A.7, Plate A.8, Plate A.14
32	Unknown structure	Pre-1913	Unknown. Shown on 1913 plan	Demolished. Graded and roadway made.	Plate A.14
33	House?	Pre-1913	Unknown. Shown on 1913 plan	Demolished. Heavy vegetation	Plate A.14
34	Shed?	Unknown	Unknown	Demolished. Asphalted	Plate A.8, Plate A.14
35	House?	Unknown	Unknown	Demolished. Under railway tracks	Plate A.14
36	Brick Pit	Unknown	Unknown	Area covered with ballast	Plate A.14
37	House?	Unknown	Rectilinear structure now a private residence and presumed to be constructed as a residence	Unclear – may have been modified and adapted into the extant house at the same location.	None identified
38	Goods Shed	Unknown	Corrugated iron goods shed.	Nil. Still standing.	Plate A.4





Plate 3.1 Benalla railway complex areas of archaeological potential



# 4 Geotechnical investigation

## 4.1 Method

The following scope of work was undertaken:

- review of heritage registers relevant to the Activity Area
- a background review of historic aerials, maps, photography, plans and other relevant heritage information relating to the Benalla Station
- a site inspection of the station and surrounds
- monitoring of non-destructive drilling in two corners (north and south) of the excavated area to check for underground voids
- monitoring of mechanical excavation of an area approximately 2 m x 3 m
- recording of historical artefacts/structures uncovered.



Plate 4.1 Activity Area of geotechnical investigation



**Plate 4.2** Activity Area at Benalla Railway Station facing north-west

Source: EMM

## 4.2 Archaeological findings

- Non-destructive digging (NDD) was undertaken in the south-east and north-west corners of the investigation area (Plate 4.1). NDD did not identify voids in the soil. A single half of a red brick was identified in the spoil removed from the south-east corner NDD hole.
- Following confirmation that extensive voids were not present, an area of asphalt of approximately 2 m x 3 m was removed, as was approximately 250 mm of road base. Using a 900 mm smooth edged bucket, monitored excavation was undertaken in 200 mm excavation units. The spoil presented as mottled red clay.
- At 650 mm below the ground level, a solid object was identified directly adjacent to the south wall of the investigation area. This was cleaned using hand tools by the EMM archaeologists onsite. The object was identified as a structural element, later identified as a foundation pier. The pier, as exposed in the investigation area, was two bricks in width. Excavation continued to a depth of approximately 2 m and indicated the pier extended approximately 10 courses before stepping out at least three times by approximately a quarter of a brick (Plate 4.3 to Plate 4.5). Excavation was halted at 2.2 m due to safety and excavator constraints.



- At approximately 2 m, a wooden beam (thought to be red gum), or possibly a railway sleeper was uncovered, but not removed from the investigation area as it extended into both the west and east walls of the excavation (Plate 4.6).
- A small collection of building rubble artefacts were identified in unsecure contexts (Plate 4.7 and Plate 4.9) including a handmade nail, loose pieces of the wooden beam, slate roof tile, white and red bricks and glazed bricks. The identified archaeology was covered in geotech fabric for future identification and the loose artefacts placed in a bag in the northern non-destructive drilling hole (Plate 4.8 and Plate 4.10).



**Plate 4.3** First excavator scrape over redbrick foundation



**Plate 4.4** Top of redbrick foundation exposed





**Plate 4.5** Redbrick foundations with intact step down brick formation, 2 m below carpark surface



**Plate 4.6** Redgum beam lying N—S



**Plate 4.7** Historical artefacts (from top left to bottom right): rusted nail, fragments from redgum beam, slate tile and white brick



**Plate 4.8** Covering wooden beam and bricks with geofabric before reburial





Plate 4.9 Glazed brick exposed out of context



Plate 4.10 Historical artefacts bagged and placed in northern non-destructive drilling hole before reburial

### 4.3 Interpretation

Based on the plans and photographs of the demolished building obtained from online sources, it was estimated that the monitored excavation took place at the southern end of the structure, toward the demolished water tower (Plate 2.7 to Plate 2.9). The brick pier identified during the mechanical excavation is likely related to the foundations of the demolished building, or the cellar. Due to the available plans not having a legible scale, it has not been possible to identify which part of the building has been encountered. It is likely that more piers are retained in the subsurface deposit and could be identified during future works. There also may be a floor to the cellar; however during the mechanical excavation, deeper investigations were not feasible due to the limitations of the excavator and other safety related constraints. It is also possible that other objects were present in the cellar at the time of demolition. The overall fill material was reasonably clean (e.g. only a small number of bricks mixed in with soil). The results suggest that the fill is from a local source, as similar deposits have been found in boreholes undertaken elsewhere on site for the project (Tetra Tech Coffey, pers. comm.).

## 5 Site inspection

### 5.1 Method

The site inspection, undertaken on 16 November 2023, used the following method:

- review of historical plans and photographs
- georectification of historical plans and overlay on current aerial
- consideration of surface disturbance and subsequent development
- targeted site inspection of the areas identified and recording of the results in writing and photographically.

### 5.2 Results and interpretation




Table 5.1 provides a description and the interpretation of the archaeological for each feature identified in Section 2 and on Plate 3.1.



**Table 5.1** Site inspection results




No.	Name	Description	Discussion/potential	Photo
1	Unknown	The location of the former structure is covered in a patchwork of asphalt and concrete. There are areas of subsidence, but no firm expression of archaeological potential was evident on the surface.	The sections of concrete may denote the former location of the structure. Likely to have been a utilitarian shed given location on the non-passenger side of the tracks. While evidence of the foundations may be present beneath the asphalt, it is considered the site holds limited to no archaeological potential.	 <p>View east. EMM 16.11.2023</p>
2	Unknown	No surface expressions were evident.	The structure marked on the map may indicate the side platform located to the west of the site, visible at the right of the image. There has been substantial ground disturbance in this area, based on historical images and aerial photography. It is considered the site holds limited to no archaeological potential.	 <p>View south. EMM 16.11.2023</p>
3	Unknown	Extant building – corrugated iron cladding with central double doors. Connected to the railway yard by tracks that are partially retained. Interior could not be inspected as is privately operated.	Possible later repair shed. It is considered the site holds limited to no archaeological potential.	

**Table 5.1** Site inspection results




No.	Name	Description	Discussion/potential	Photo
4	Unknown	Site could not be inspected in detail as it is on privately operated land. Area has been concreted/asphalted.	It is considered the site holds limited to no archaeological potential.	
5	Unknown	Site over-grown with vegetation – heavy leaf litter reduced ground surface visibility to 0%. Two railway sleepers evident on surface.	Likely to have been a weatherboard structure set on piers. Archaeological potential likely to be limited to the building piers that are unlikely to yield information not available from other sources.	
6	House?	Area is covered in ballast. No surface expression of the former structure was visible.	House is likely to have been a weatherboard structure set on piers. If extant, archaeological features would be likely to include brick piers, water tank pad, and similar domestic features. It is considered the site holds limited archaeological potential. Unlikely to yield information not available from other sources.	



**Table 5.1 Site inspection results**




No.	Name	Description	Discussion/potential	Photo
7	Brick pit and water meter	Mapping indicates a small brick pit and water meter located near Mackellar Street, opposite the Victoria Hotel. This area is under the footpath and partially within the rail corridor. Three historical bollards may indicate the location of the pit	Pit may still be present but no surface evidence to indicate location. It is considered the site holds limited to no archaeological potential.	 <p>Three historic bollards on Mackellar Street. EMM 16.11.2023</p>
8	2nd Victorian Rail Institute Hall	Mapping indicates the Rail Institute was made up of two buildings. No evidence of the main east building on surface. Concrete verandah, base of a building pier, scattered glass and painted duck-egg blue asbestos fragments noted at location of smaller building to the west	Rail Institute building constructed in 1959 or early 1960s. Plans of the buildings are available. It is considered the site holds limited to no archaeological potential.	 <p>View north across site of west building. EMM 16.11.2023</p>  <p>Scatter of glass and asbestos. EMM 16.11.2023</p>

**Table 5.1 Site inspection results**

No.	Name	Description	Discussion/potential	Photo
9	Signal Box B	Rectangular concrete foundations extant to an approximate height of 500 mm. On the east side is a brick and concrete cistern for a toilet, with some ceramic sewerage pipes extant. The signal box has been filled with concrete and metal debris.	<p>Images indicate the signal box was the same as the extant Signal Box A, located at the Nunn Street level crossing.</p> <p>The concrete and metal debris appears to be the removed signal and light posts from around the station yard.</p> <p>The debris is unlikely to yield information not available from other sources. As a place of work, there is limited opportunity for the deposition and accumulation of artefacts. The structure of signal boxes is well established. It is considered the site holds limited to no archaeological potential.</p>	 <p>View west. EMM 16.11.2023</p>
10	Locomotive workshop/ Fitters workshop / Repair shop	Bluestone foundation wall around the perimeter of the rectangular building. Set on top of the bluestone along some stretches is a timber beam. Poured concrete floor to interior. Two pits evident in the floor. Block and chain crane extant.	<p>Timber beam part of superstructure to tie the timber frame and attach the corrugated iron cladding that is visible in the historical photographs. It is considered the site holds limited to no archaeological potential.</p>	 <p>View south. EMM 16.11.2023</p>  <p>Block and chain crane. View west. EMM 16.11.2023</p>



**Table 5.1** Site inspection results

No.	Name	Description	Discussion/potential	Photo
11	Unknown	No archaeological evidence identified.	Likely to have been an administrative building or ablutions block associated with the locomotive workshop. If present, archaeological evidence may yield information as to the function of the building. As the tracks now pass through this area, there has been a large amount of ground disturbance, the archaeological potential is considered to be low.	 <p>View east across site. EMM 16.11.2023</p>
12	Coal loader	Earthen ramp, rising in height from the south-west to the north-east. Comparison with historical images indicates it has been reduced in height. At the northern termination of the ramp are located two concrete piers and a pile of brick rubble. No evidence of the coal loader were evident on the surface, although vegetation grown inhibited visibility.	The coal loader was in two parts: the earthen ramp and a concrete structure. No evidence of the concrete structure was evident on the surface. Further analysis of the type of coal loader facilities may elucidate an understanding of the functioning of the coal loader here. It is considered the site holds limited archaeological potential.	 <p>Earthen ramp. View north. EMM 16.11.2023</p>  <p>Concrete piers. View west. EMM 16.11.2023</p>

**Table 5.1** Site inspection results









No.	Name	Description	Discussion/potential	Photo
				 <p>Brick and concrete rubble at east termination of earthen ramp. View south. EMM 16.11.2023</p>
13	Unknown	Rectangular concrete foundation of approximately 6.1x3.6 m. door thresholds evident on the north and south sides, facing the railway track to the south and the coal loader/round house to the north	Probably a small office, possibly for the management of the coal loader. The concrete slab does not permit the accumulation of artefact deposits. Deposits around the foundations are considered unlikely. It is considered the site holds limited to no archaeological potential.	 <p>View north. EMM 16.11.2023</p>
14	Round House	Superstructure of the round house has been removed. The turn-table remains in working order. Radiating tracks are extant. Brickwork paving between the radiating tracks is variably preserved. Located to the west are the foundations of a washhouse/ablutions not recorded on the plans	Brick paving suggests subsurface deposits are unlikely. Archaeological investigation is unlikely to add to an understanding of round houses and their use. It is considered the site holds limited to no archaeological potential.	 <p>Round house, view west. EMM 16.11.2023</p>



Table 5.1 Site inspection results

No.	Name	Description	Discussion/potential	Photo
				 <p>Undocumented washhouse/ablutions. View NNW. EMM 16.11.2023</p>
				 <p>Brick paving between radiating tracks. EMM 16.11.2023</p>

**Table 5.1** Site inspection results




No.	Name	Description	Discussion/potential	Photo
15	New works depot, c.1960	Extant building, has been extensively vandalised, but retains similar form to that shown on plan 299/60. Concrete floor.	1960s new works depot with no archaeological potential due to concrete floor.	 <p>North elevation. EMM 16.11.2023</p>
16	Gasometer	Asphalt of vehicular approach to station building. Partially within the landscaping and under a large mature eucalypt tree.	Foundations may be preserved beneath the asphalt.	 <p>View north-west. EMM 16.11.2023</p>
17	Lamp room	The east end of the platform is formed with bricks on the south side, a ramp to the rail corridor taking up the northern. The resulting rectangle has been fenced to house the rubbish bins for the station building.	Possible that the end of the platform was used as the foundation for the lamp room. The outline of the foundations of the lamp room may be extant beneath the asphalt. There is considered limited potential for artefact deposits.	



**Table 5.1** Site inspection results




No.	Name	Description	Discussion/potential	Photo
18	Sewerage disposal works	Flat area between the tracks, but no surface evidence of the works.	Footings, foundations and infrastructure may be extant subsurface. However, it is considered that the archaeology is unlikely to yield new or useful information.	
19	Former footbridge	No physical evidence apparent above the surface of the ballast. Could not enter the rail corridor to determine whether the piers/footings of the footbridge were still present between the tracks.	Regardless of the retention of the piers/footings, they would not yield information that would contribute to the significance criterion. It is considered the site holds limited to no archaeological potential.	 View south along alignment of former footbridge. EMM 16.11.2023
20	Station master's residence	Under the railway lines.	All archaeological evidence is expected to have been removed during the construction of the railway line.	
21	Armstrong residence	Under the railway lines.	All archaeological evidence is expected to have been removed during the construction of the railway line.	
22	Island platform	Under the railway lines.	All archaeological evidence is expected to have been removed during the construction of the railway line.	

**Table 5.1 Site inspection results**




No.	Name	Description	Discussion/potential	Photo
23	Former goods shed	Under the railway lines.	All archaeological evidence is expected to have been removed during the construction of the railway line.	
24	1st Victoria Rail Institute Hall	Under the railway lines.	All archaeological evidence is expected to have been removed during the construction of the railway line.	
25	Migrant Workers Camp	Disturbed area, covered in ballast. The workers camp plans indicate weatherboard structures set on piers.	Archaeological evidence anticipated to be limited to foundation squares for the piers.	
26	Refreshment Room	Under car park	Refer to Section 4. The cellars were filled in the 1970s or later. Extrapolating from the fill used in the refreshment room, it is likely to be reasonably clean. The potential is considered to be low.	
27	Water Tower	Under car park	The foundations of the water tower may be extant beneath the asphalt of the car park	
28	Signal Adjuster	Area subject to disturbance and heavily vegetated. No indication of signal adjuster was identified	Low to no archaeological potential due to disturbance	
29	Signal Hut A	Extant timber signal hut	Investigation of structure unlikely to yield evidence not available from other sources. No subfloor deposits anticipated on ground floor as there is a concrete floor. Possible inter-floor accumulation of small lost items, particularly paper deposited prior to installation of linoleum on first floor.	



**Table 5.1** Site inspection results

No.	Name	Description	Discussion/potential	Photo
30	McKenzie & Holland Teardrop Bell	Extant – enclosed in red box on image right	No archaeological potential	
31	Station building	Extant polychrome brick station build, containing ticket office and ablutions. Alterations to the building are evident in the exterior brickwork and interior layout.		
32	Unknown 1921 structure	Area has been graded, flattened and covered with ballast. There was no ground surface visibility.	Archaeological potential low to nil	
33	House?	No surface expressions were evident. Any archaeology would be heavily impacted by roots of trees and vegetation	Likely to have been a weatherboard house. Archaeological evidence anticipated to be limited to foundation squares for the piers.	

**Table 5.1** Site inspection results

No.	Name	Description	Discussion/potential	Photo
34	Shed?	No surface expressions were evident.	The structure marked on the map may indicate the side platform located to the west of the site, visible at the right of the image. There has been substantial ground disturbance in this area, based on historical images and aerial photography. It is considered the site holds limited to no archaeological potential.	
35	House?	Under the railway lines.	All archaeological evidence is expected to have been removed during the construction of the railway line.	
36	Brick Pit	Directly adjacent railway lines and under ballast. No surface expression evident	Investigation of structure unlikely to yield evidence not available from other sources.	
37	House?	Site was not inspected as is a private residence	Archaeological potential unknown, but unlikely to yield evidence not available from other sources	
38	Goods Shed	Corrugated iron shed with platform on south side, facing tracks.	Investigation of structure unlikely to yield evidence not available from other sources. Minimal to no subfloor deposits anticipated due to nature of use.	



## 6 Significance assessment

The archaeological resources identified at Benalla Railway Station were assessed against the Victorian heritage criteria (Heritage Council Victoria, 2019). Table 6.1 discusses the ability of each of the archaeological sites identified in Section 5.2 to contribute to the archaeological significance of the Benalla Station. This discussion takes into consideration what archaeology may be present and, if realised, what information it could yield that is not available through other sources and, therefore, whether it can enhance the current understanding of the Benalla Station and rail travel more broadly.

The significance assessment of the potential heritage values is then outlined in Table 6.2.

**Table 6.1 Ability of sites to contribute to archaeological significance**

No.	Name	Significance ranking	Rationale
1	Unknown	Low	The archaeology of the site, if realised, is likely to be limited to the foundations/piers of a utilitarian shed used for the handling of goods. Archaeological examination is unlikely to provide information that substantially enhances the historical understanding of the Benalla Railway Station.
2	Unknown	Low	As above
3	Unknown	Low	The extant building has limited to no archaeological potential. It has limited to no potential to contribute to the historical understanding of the Benalla Railway Station.
4	Unknown	Low	The archaeology of the site, if realised, is likely to be limited to the foundations/piers of a utilitarian shed used for the handling of goods. Archaeological examination is unlikely to provide information that substantially enhances the historical understanding of the Benalla Railway Station.
5	Unknown	Low	The archaeology of the site, if realised, is likely to be limited to the foundations/piers of a utilitarian shed used for the handling of goods. Archaeological examination is unlikely to provide information that substantially enhances the historical understanding of the Benalla Railway Station.
6	House?	Low	Archaeological deposits and features associated with the house may be extant subsurface. However, the domestic archaeology of the period has been well investigated and further archaeological investigations are unlikely to provide insights not already established.
7	Brick pit & Water Meter	Low	The archaeology of the site, if realised, is likely to be limited to the foundations/piers of a utilitarian building. Archaeological examination is unlikely to provide information that substantially enhances the historical understanding of the Benalla Railway Station.
8	2nd Victoria Rail Institute Hall	Low	The archaeology of the site, if realised, is likely to be limited to the foundations of the Institute Hall due to the subsequent ground disturbance. Archaeological examination is unlikely to provide information that substantially enhances the historical understanding of the Benalla Railway Station or the Victorian Rail Institute.
9	Signal Box B	Low	The function and workings of signal boxes are well understood. Archaeological investigation is unlikely to yield information not already known.
10	Locomotive workshop / Fitters workshop / Repair shop	Low	The foundations are extant. There is limited additional archaeological potential and archaeological investigation is unlikely to yield information not already known from extant examples of workshops and oral histories.
11	Unknown	Low	The archaeology of the site, if realised, is likely to be limited to the foundations/piers of a utilitarian building, possibly an office. Archaeological examination is unlikely to provide information that substantially enhances the historical understanding of the Benalla Railway Station.

**Table 6.1 Ability of sites to contribute to archaeological significance**

No.	Name	Significance ranking	Rationale
12	Coal Loader	Low	The archaeology of the site, if realised, is likely to be limited to the foundations of the second section of the coal loader. Archaeological examination is unlikely to provide information that substantially enhances the historical understanding of the Benalla Railway Station.
13	Unknown	Low	The archaeology of the site is likely to be limited to the visible foundations. Archaeological examination is unlikely to provide information that substantially enhances the historical understanding of the Benalla Railway Station.
14	Round House	Low	The archaeology of the site is likely to be limited to the visible foundations. Archaeological examination is unlikely to provide information that substantially enhances the historical understanding of the Benalla Railway Station.
15	New Works Depot	Low	The extant building has limited to no archaeological potential. It has limited to no potential to contribute to the historical understanding of the Benalla Railway Station.
16	Gasometer	Low	The archaeology of the site, if realised, is likely to be limited to the foundations/piers of the gasometer. Archaeological examination is unlikely to provide information that substantially enhances the historical understanding of the Benalla Railway Station.
17	Lamp room	Low	The archaeology of the site, if realised, is likely to be limited to the foundations/piers of the lamp room. Archaeological examination is unlikely to provide information that substantially enhances the historical understanding of the Benalla Railway Station.
18	Sewerage disposal works	Low	The archaeology of the site, if realised, is likely to be limited to the foundations/piers the sewerage disposal works. Archaeological examination is unlikely to provide information that substantially enhances the historical understanding of the Benalla Railway Station.
19	Footbridge	Low	The archaeological examination of the footings/piers of the footbridge is unlikely to provide information that substantially enhances the historical understanding of the Benalla Railway Station.
20	Station master's residence	Low	The domestic archaeology of Victoria is well understood. Archaeological investigation is unlikely to yield information that is not available from other sources or that substantially enhances the historical understanding of domestic life.
21	Armstrong residence	Low	The domestic archaeology of Victoria is well understood. Archaeological investigation is unlikely to yield information that is not available from other sources or that substantially enhances the historical understanding of domestic life.
22	Island platform	Low	The archaeological examination of the footings of the island platform is unlikely to provide information that substantially enhances the historical understanding of the Benalla Railway Station.
23	Former goods shed	Low	The archaeology of the site, if realised, is likely to be limited to the foundations/piers of a utilitarian shed used for the handling of goods. Archaeological examination is unlikely to provide information that substantially enhances the historical understanding of the Benalla Railway Station.
24	1st Victoria Rail Institute Hall	Low	The archaeology of the site, if realised, is likely to be limited to the foundations/of the Rail Institute Hall. As plans for the building are available, archaeological examination is unlikely to provide information that substantially enhances the historical understanding of the Benalla Railway Station.
25	Migrant Workers Camp	Low	The archaeology of the site, if realised, is likely to be limited to the piers of the weatherboard building. As plans for the building are available, archaeological examination is unlikely to provide information that substantially enhances the historical understanding of the Benalla Railway Station.



**Table 6.1 Ability of sites to contribute to archaeological significance**

No.	Name	Significance ranking	Rationale
26	Refreshment Room	Low	The archaeology of the site, if realised, is likely to be limited to the foundations/of the Rail Institute Hall. As plans for the building are available, archaeological examination is unlikely to provide information that substantially enhances the historical understanding of the Benalla Railway Station. However, the piers of the cellars may exhibit particular aesthetic characteristics, and these are likely to be evocative for the local community.
27	Water Tower	Low	The archaeology of the site, if realised, is likely to be limited to the foundations of the water tower. As there are extant examples available elsewhere, archaeological examination is unlikely to provide information that substantially enhances the historical understanding of the Benalla Railway Station.
28	Signal Adjuster	Low	The function and workings of signal adjusters are well understood. Archaeological investigation is unlikely to yield information not already known.
29	Signal Hut A	Low	The function and workings of signal boxes are well understood. Archaeological investigation is unlikely to yield information not already known.
30	McKenzie & Holland Teardrop Bell	n/a	Not an archaeological site
31	Station building	Low	The archaeology of the site, if realised, is likely to be limited the fill in the cellars. As the fill relates to the 1970s or later, it is considered unlikely to be of archaeological significance. As plans for the building are available, archaeological examination is unlikely to provide information that substantially enhances the historical understanding of the Benalla Railway Station.
32	Unknown 1921 structure	Low	The archaeology of the site, if realised, is likely to be limited to the foundations/piers of a utilitarian shed used for the handling of goods. Archaeological examination is unlikely to provide information that substantially enhances the historical understanding of the Benalla Railway Station.
33	House?	Low	The domestic archaeology of Victoria is well understood. Archaeological investigation is unlikely to yield information that is not available from other sources or that substantially enhances the historical understanding of domestic life.
34	Shed?	Low	The archaeology of the site, if realised, is likely to be limited to the foundations/piers of a utilitarian shed used for the handling of goods. Archaeological examination is unlikely to provide information that substantially enhances the historical understanding of the Benalla Railway Station.
35	House?	Low	The domestic archaeology of Victoria is well understood. Archaeological investigation is unlikely to yield information that is not available from other sources or that substantially enhances the historical understanding of domestic life.
36	Brick Pit	Low	Archaeological examination is unlikely to provide information that substantially enhances the historical understanding of the Benalla Railway Station.
37	House?	Low	The domestic archaeology of Victoria is well understood. Archaeological investigation is unlikely to yield information that is not available from other sources or that substantially enhances the historical understanding of domestic life.
38	Goods Shed	Low	The archaeology of the site, if realised, is likely to be limited to the foundations/piers of a utilitarian shed used for the handling of goods. Archaeological examination is unlikely to provide information that substantially enhances the historical understanding of the Benalla Railway Station.

**Table 6.2 Assessment against the Victorian Heritage Register significance criteria**

Criterion	Assessment
(a) importance to the course, or pattern, of Victoria’s cultural history	Evidence from the plans, site survey and preliminary archaeological excavation suggest that any remnant archaeology is unlikely to add further understanding of the construction, use or operation of the Benalla Railway Station. <b>The criterion has, therefore, not been met.</b>
(b) possession of uncommon, rare or endangered aspects of Victoria’s cultural history	Archaeological resources relating to the railway stations are not rare as there are numerous extant and intact railway stations that would have in situ archaeological deposits similar to Benalla Railway Station. <b>The criterion has, therefore, not been met.</b>
€ potential to yield information that will contribute to an understanding of Victoria’s cultural history	Evidence from the plans, site inspection and preliminary archaeological excavation suggest that any remnant archaeology is unlikely to add further understanding of the construction, use or operation of the Benalla Railway Station in a substantial and meaningful way. <b>The criterion has, therefore, not been met.</b>
(d) importance in demonstrating the principal characteristics of a class of cultural places and objects	Evidence from the plans, site inspection and preliminary archaeological excavation suggest that any remnant archaeology is unlikely to add further understanding of the construction, use or operation of the Benalla Railway Station. The <b>The criterion has, therefore, not been met.</b>
(e) importance in exhibiting particular aesthetic characteristics	Evidence from the plans and preliminary archaeological excavation suggest that any remnant archaeology is unlikely to add further understanding of the construction, use or operation of the Benalla Railway Station and, therefore, the archaeology is unlikely to demonstrate technological advancements, the station having been built in a manner typical of its period. Archaeological resources may exhibit particular aesthetic characteristics. Should more of the piers, or sections of the cellar be intact, these are likely to be evocative for the local community. <b>Pending the nature and extent of the archaeological resources, this criterion may be met.</b>
(f) importance in demonstrating a high degree of creative or technical achievement at a particular period	Evidence from the plans and preliminary archaeological excavation suggest that the Benalla Railway Station was built in a manner typical of the time and the archaeology is unlikely to demonstrate a high degree of creative or technical achievement. <b>The criterion has, therefore, not been met.</b>
(g) strong or special association with a particular present-day community or cultural group for social, cultural or spiritual reasons	There is likely to be a strong connection between the local community and the Benalla railway station. Community consultation would be required to confirm this connection. <b>This criterion may be met.</b>
(h) special association with the life or works of a person, or a group of persons, of importance in Victoria’s history	Although there are oral histories claiming that Ned Kelly was housed in the railway station gaol (from communication with Station Master), this connection is not of strong or special note as the existing station buildings were not constructed at that time; Ned Kelly would have been housed in the original station buildings that were demolished when the present building was completed. There are no known special associations between a person or group of persons of importance and the construction of the railway station. <b>This criterion has, therefore, not been met.</b>

In Table 6.3, EMM has prepared the assessment against the Victorian Policy for determining low archaeological value (Heritage Victoria 2017) to support the lodgement of a site card for the find.



**Table 6.3**      **Low archaeological value assessment**

Criterion	Response
<b>Threshold A (archaeology)</b>	
The place meets the definition of archaeological site under the Act; <b>and</b>	The find at Benalla Railway Station meets the definition of an archaeological site under the Act as it contains a feature that is greater than 75 years old, requires archaeological methods to reveal information about the place and is not associated with Aboriginal occupation. However, it is unlikely to provide information of a past activity in the State that is not available from other sources. This statement applies across the station yard.
It can be demonstrated that the site contains archaeological features, associated artefacts and/or deposits; <b>and/or</b>	The monitoring has demonstrated that the site contains archaeological features.
Documentary evidence and/or oral history, landscape features, visible site fabric or other information indicates a likelihood that the site contains archaeological remains; <b>and</b>	The monitoring (visible site fabric) has demonstrated that the site contains archaeological features.
The archaeological remains are, or are likely to be, in a condition that will allow information to be obtained that will contribute to an understanding of the site; <b>and</b>	The structural remains are variable across the site, with the refreshment room, round house, locomotive repair building and Signal Box B being in a condition that would allow investigation. However, it is not anticipated that information gained will contribute to an understanding of the site; the structural remains are unlikely to yield information that is not available from documentary sources.
<b>Threshold B (place history)</b>	
The site evidences (or is likely to evidence) an association with a historical event, phase, period, process, function, tradition, movement, custom or way of life; <b>and</b>	Benalla Railway Station is of local heritage significance and has been assessed as contributing to the understanding of the historical development of the town and more broadly the expansion and then contraction of rail travel. However, archaeological excavation is unlikely to add to an understanding of the site or its development.
The site history is of significance within a state, regional, local, thematic or other relevant framework.	As noted above, the structural remains are associated with an item of local heritage significance and are associated with the theme of railway travel.

The proposed pedestrian subway access under the rail corridor would impact on the identified archaeological site of the refreshment room (Plate 6.1). The development would not impact on the other archaeological features identified on the site.



Plate 6.1 Proposed infrastructure in relation to the archaeological site



## 7 Conclusions and recommendations

The purpose of this assessment has been to identify the heritage significance of the historical archaeology relating to the Benalla Railway Station and to provide options for management. Based on the site inspection, monitoring and significance assessment, the following recommendations are made:

- Under section 127 of the *Heritage Act, 2017*, the archaeological site must be reported to the Executive Director through the submission of a site card.
- There is a possibility for remnants of foundation piers, floor, remaining artefacts or structures of the refreshment room to be identified during future development activities.
- No other archaeological features would be impacted by the proposed works.
- The preliminary findings are that the archaeological resources are unlikely hold heritage significance, but further investigation and recording is warranted.
- Consultation is also recommended with Heritage Victoria to discuss the find, the archaeological interpretation, and direction regarding how to proceed. It is possible that approval under section 124 of the *Heritage Act, 2017* would be required.

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# Appendix A

## Historical maps and plates

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## A.1 Historical maps and plates

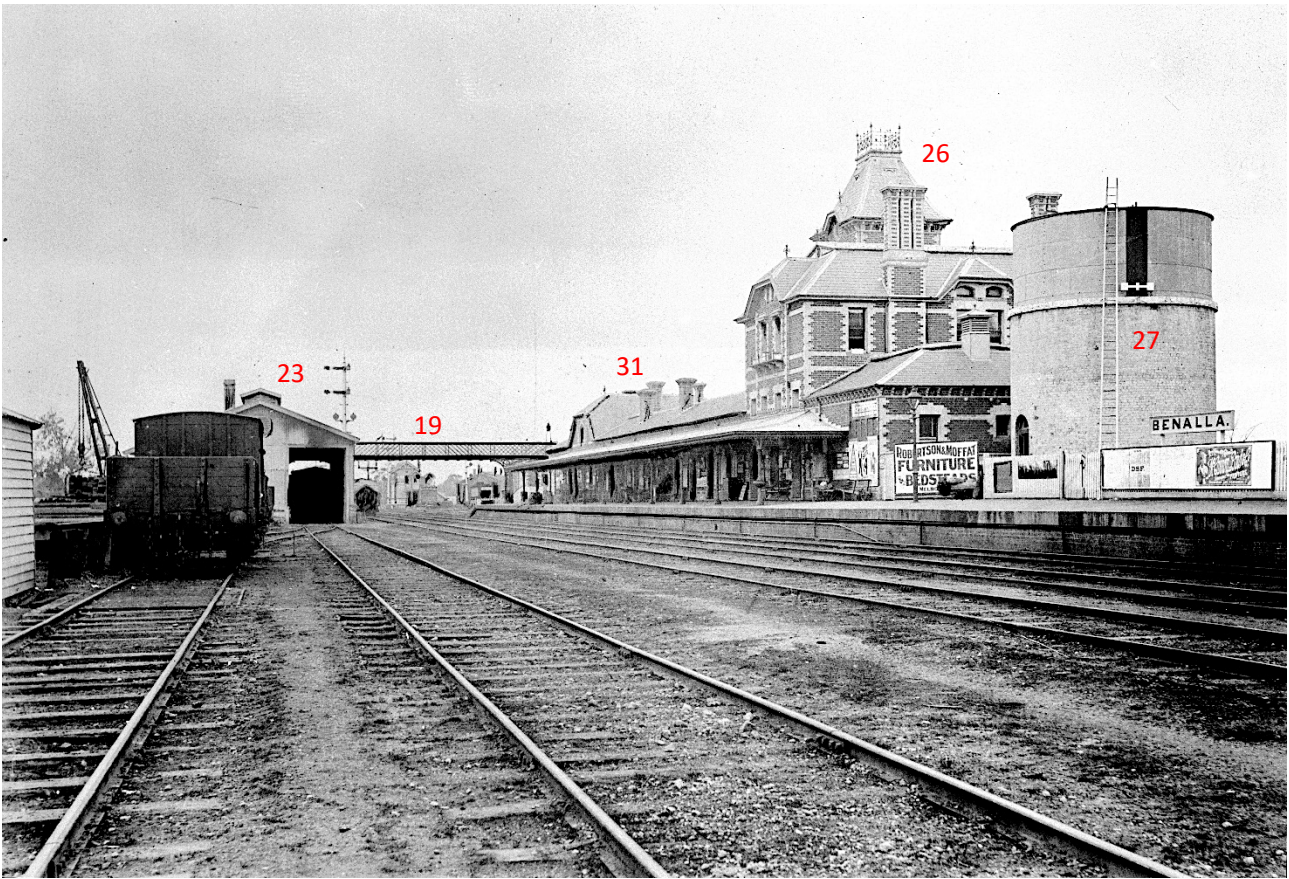
The following plates have been referenced in Table 3.1. The plates have been annotated with the number of the site for ease of reference. This is not an exhaustive list, providing sufficient information to support the conclusions provided in the report.



**Plate A.1** Benalla railway yard. 1960s or early 1970s. View west.

Source: Benalla Historical Society.





**Plate A.2** Benalla railway station. View east.

Source: Benalla Historical Society.



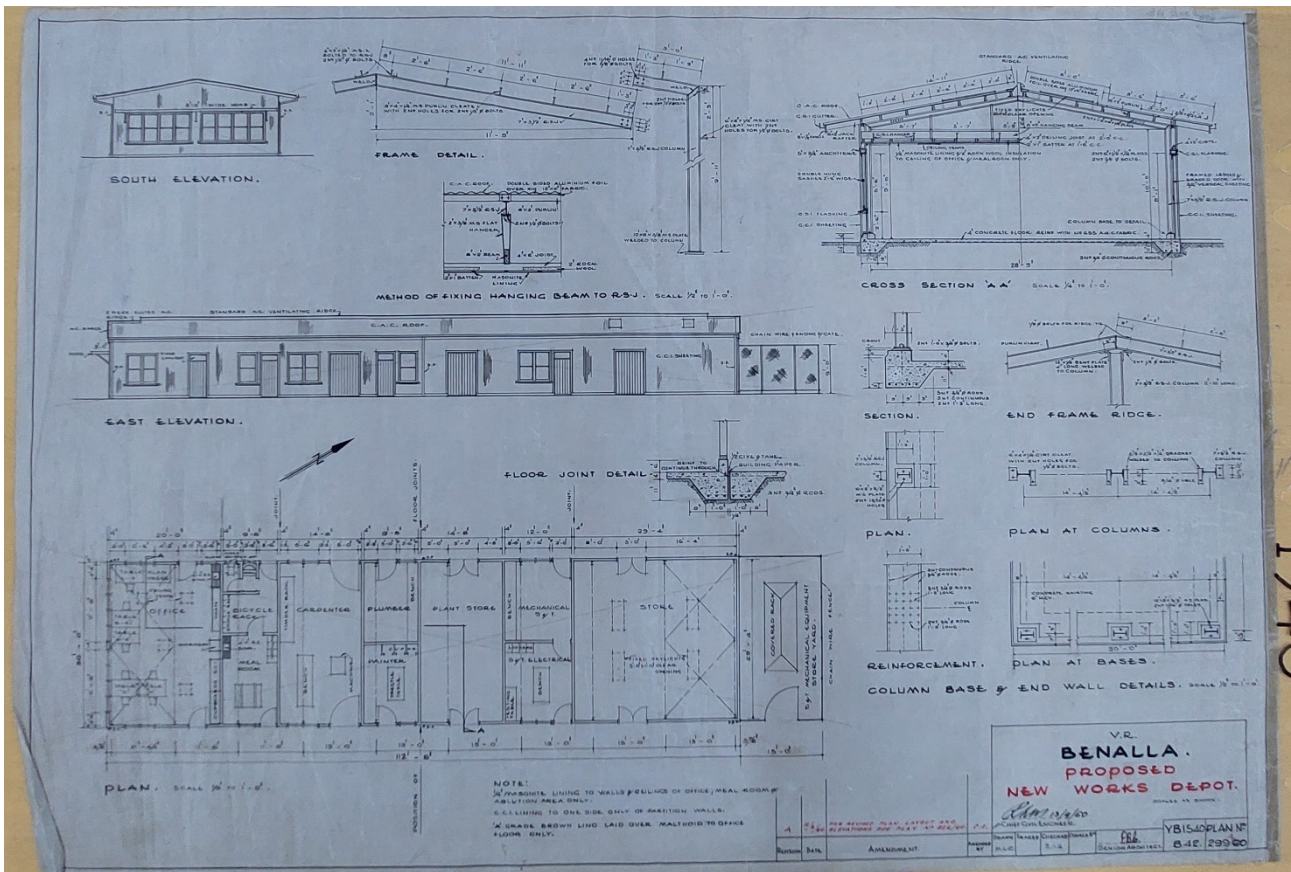


Plate A.3 Benalla proposed new works depot

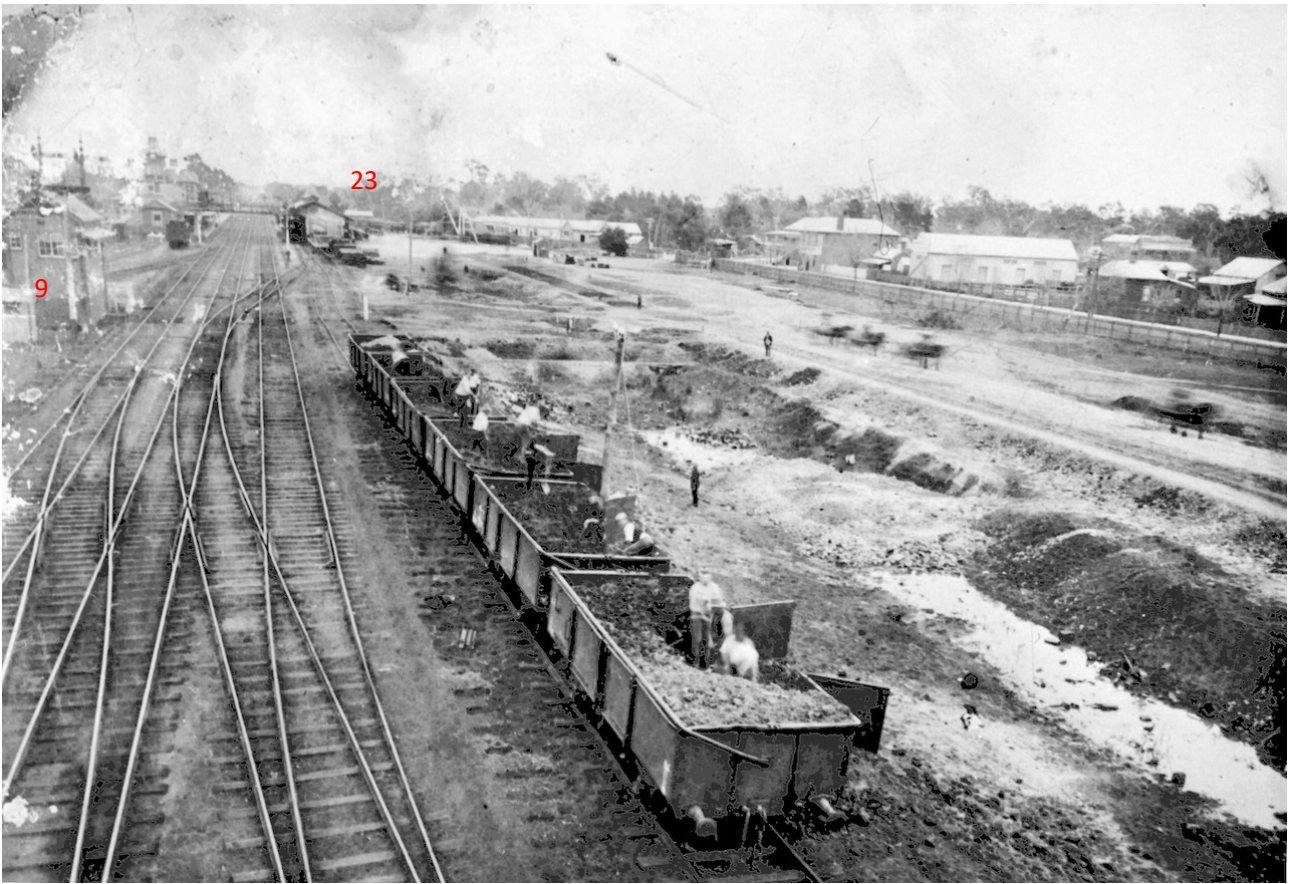
Source: Victorian Public Records. Plan 299.60.



**Plate A.4**      **Oblique aerial view of Benalla station, c.1925-1940**

Source: State Library of Victoria. Call no. PCLTGN 139. [https://find.slv.vic.gov.au/permalink/61SLV\\_INST/156d4cp/alma9916538903607636](https://find.slv.vic.gov.au/permalink/61SLV_INST/156d4cp/alma9916538903607636)





**Plate A.5** Railway yards Benalla alterations. View west. Date c.1913.

Source: Public Records of Victoria. H3798



**Plate A.6** Benalla Signal Box B. View south-west. 23 January 1998.

Source:

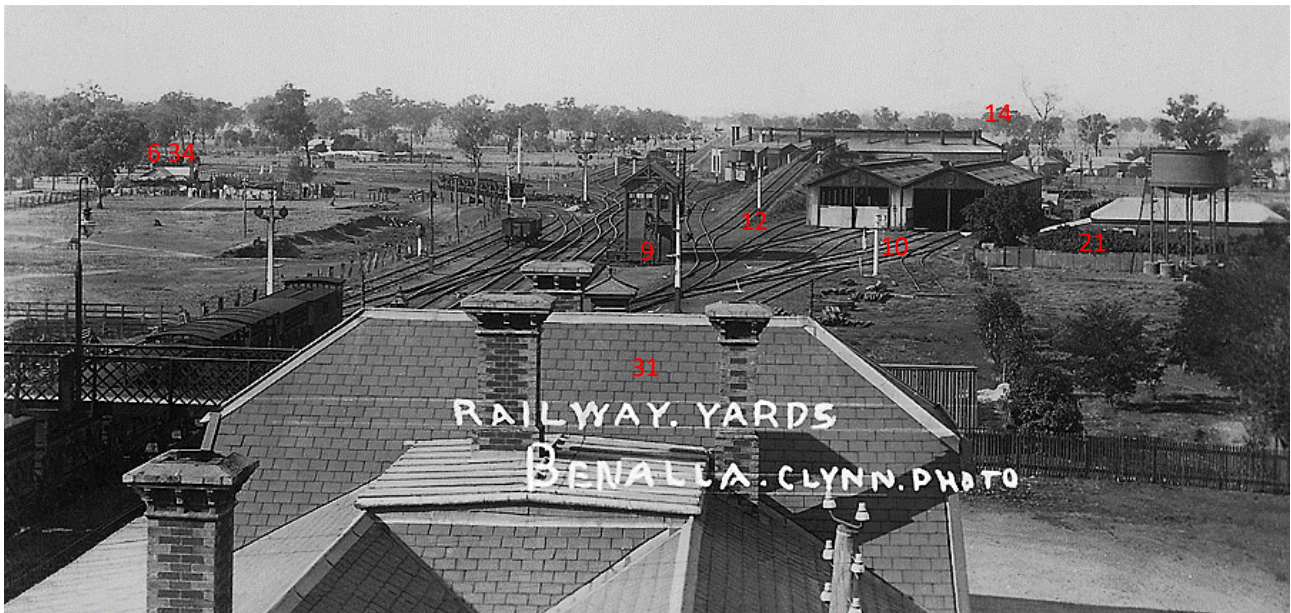
[https://www.facebook.com/564134353640867/photos/todays-historic-photo-of-the-day-t320-running-a-special-tour-train-from-seymour-/2230761110311508/?paipv=0&eav=AfZdFZ-eAypbOqVG-OX3KfRGeH-K4JUfiNOsnPvtEQPxp9PSPPrOjO6TUzy4LCNOH9go&\\_rd=1](https://www.facebook.com/564134353640867/photos/todays-historic-photo-of-the-day-t320-running-a-special-tour-train-from-seymour-/2230761110311508/?paipv=0&eav=AfZdFZ-eAypbOqVG-OX3KfRGeH-K4JUfiNOsnPvtEQPxp9PSPPrOjO6TUzy4LCNOH9go&_rd=1)





**Plate A.7** Benalla railway station. View south-west. Date unknown.

Source: Benalla Historical Society



**Plate A.8** Railway yards Benalla. View east. Date unknown.

Source: Victoria Railway <https://www.victorianrailways.net/photogallery/northeast/benalla/benalla.html>



**Plate A.9**      **Victoria Rail Institute Hall, Benalla. View north. Date unknown.**

Source: Public Records of Victoria VPRS 12903/P0001, 009/02







Plate A.11 Aerial photograph, 1984.

Note: the resolution of the original aerial is poor.





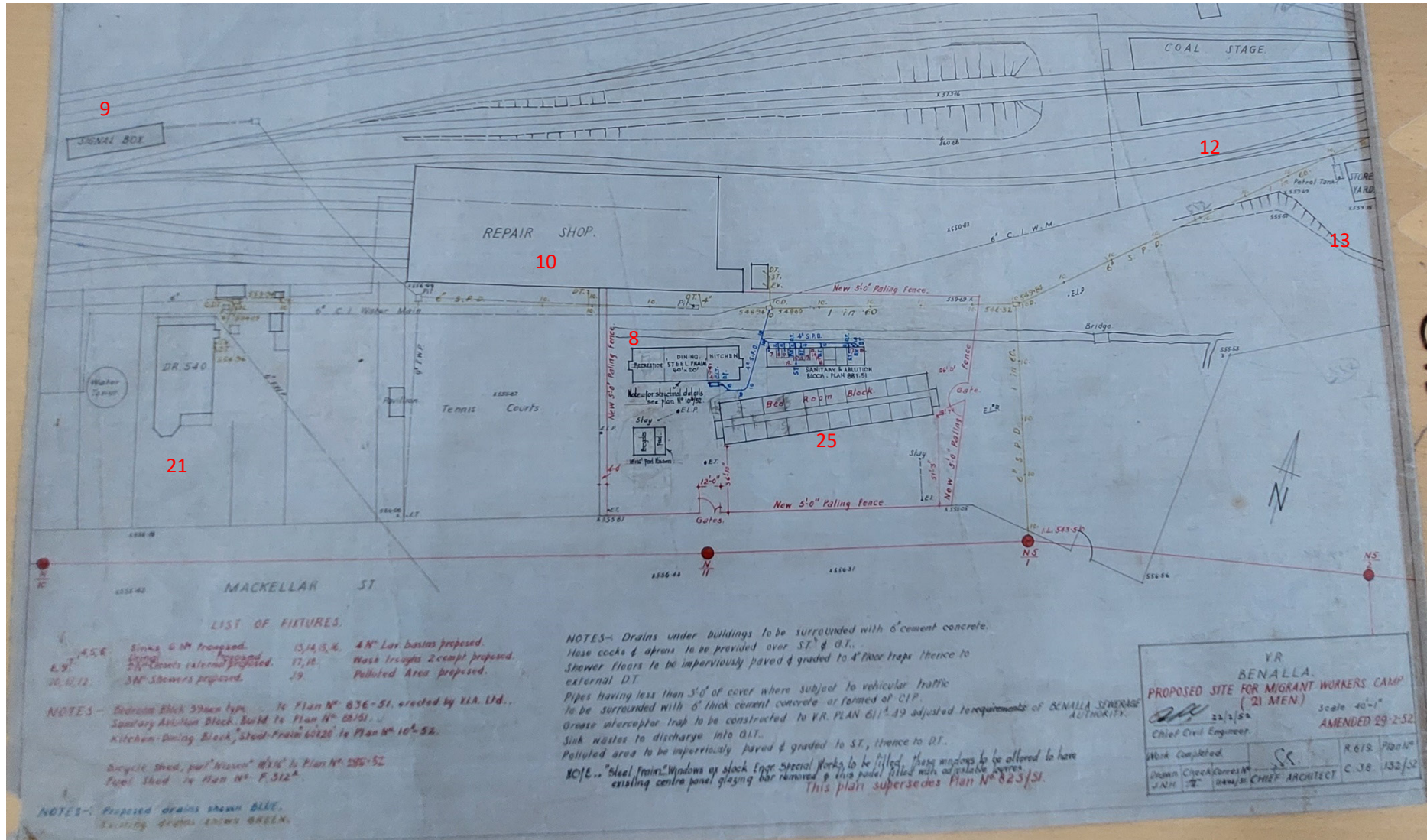


Plate A.13 Benalla. Proposed site for migrant workers camp (21 men).

Source: Public Records of Victoria. Plan R619 132/52.



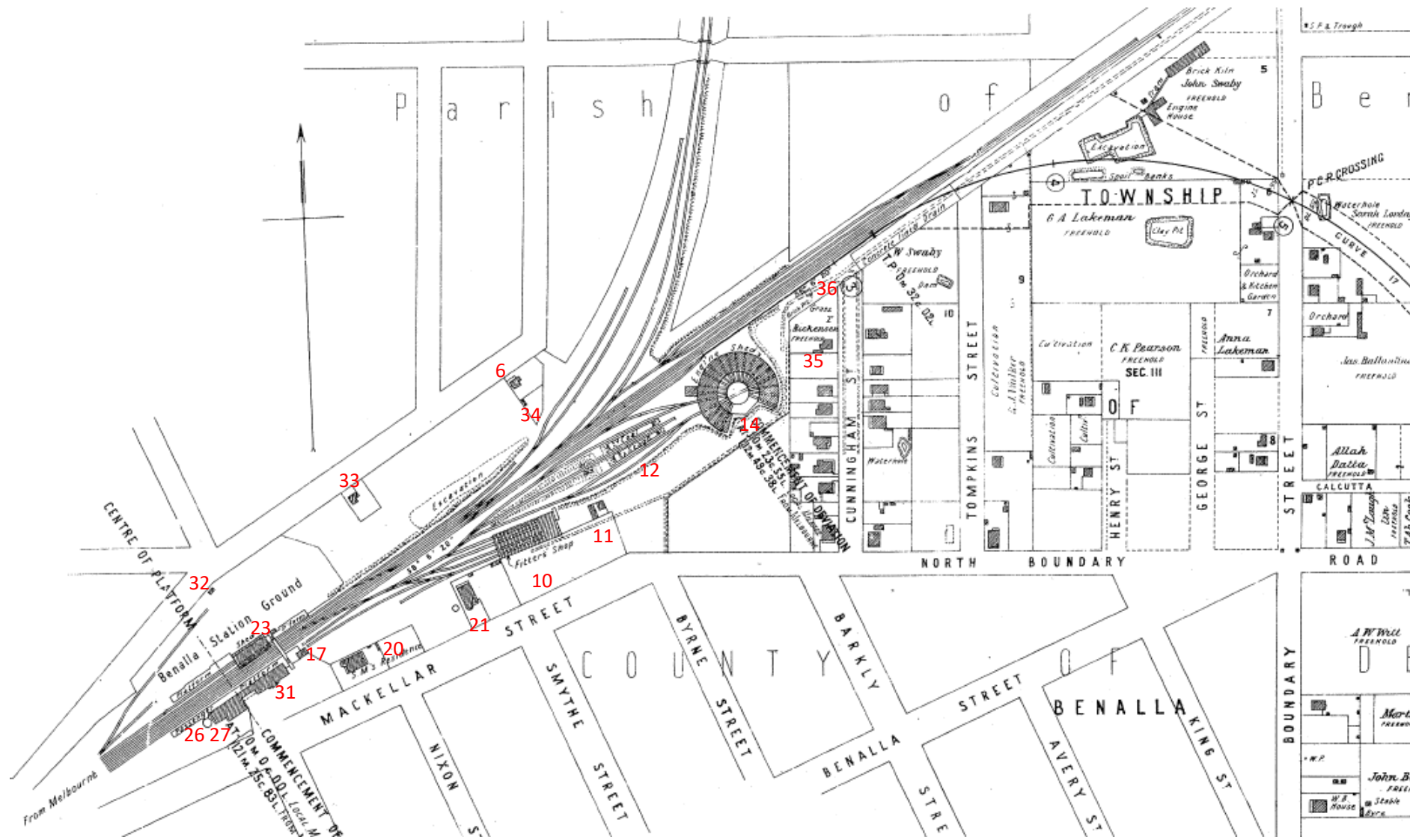


Plate A.14 Excerpt from Victorian Railways. Benalla to Tatong, 1913.

Source: Public Records of Victoria. Plan 632/13.



**Plate A.15** | Locomotive workshop, 1905.

Source: Benalla Historical Society





**Plate A.16** Locomotive workshop in 1994 following collapse during storm

Source: Benalla Historical Society



**Plate A.17** Benalla Station showing the second platform on the left, pre-1935.

Source: Victorian Railways <https://www.victorianrailways.net/photogallery/northeast/benalla/benalla.html>



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