

HERITAGE PLACE

NAME OF PLACE: POST AND RAIL FENCES

ADDRESS/LOCATION OF PLACE: Glenelg Highway BOCHARA

STUDY NUMBER: 068

HERITAGE OVERLAY NUMBER:

OTHER NAME/S OF PLACE: BOCHARA RAILWAY STATION, BOCHARA SIDING

PRECINCT: outside

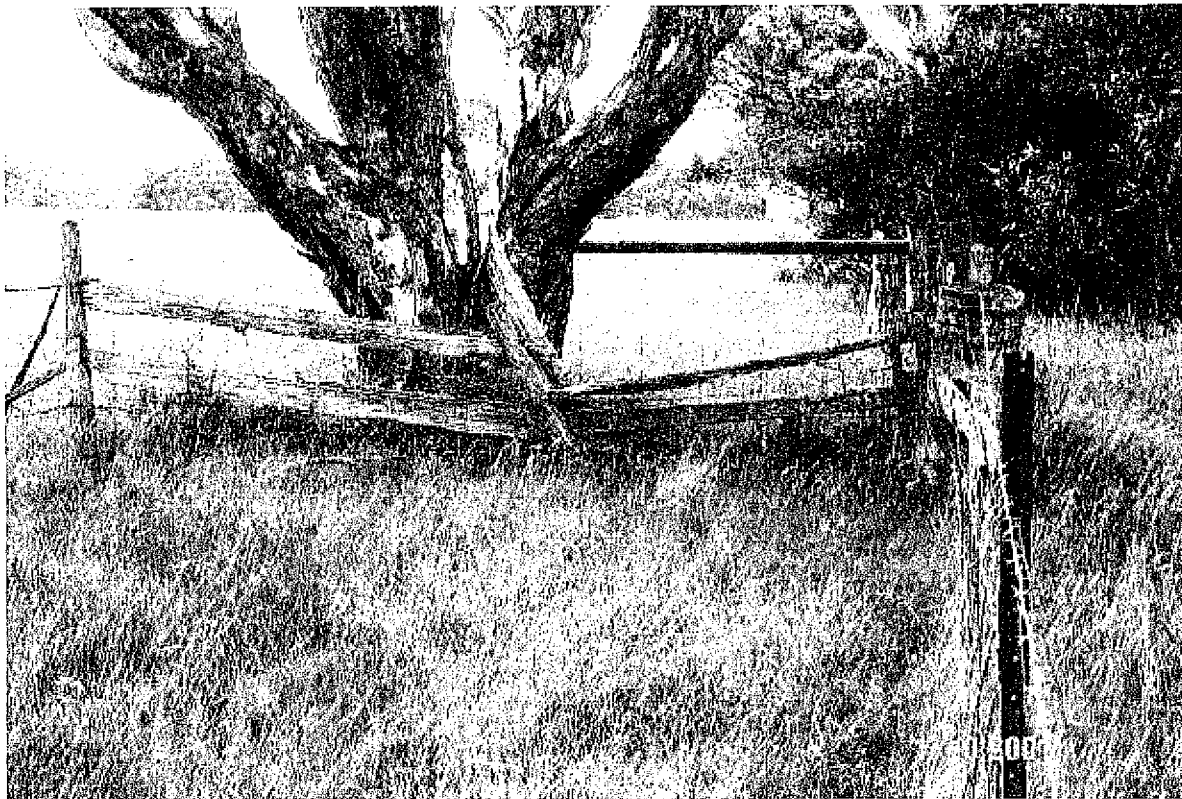
LOCAL GOVERNMENT AREA: Southern Grampians Shire

PARISH: PARISH OF BOCHARA

ACCESS DESCRIPTION:

Approximately 1 km east of the bridge over McKinnons Creek

SIGNIFICANCE RATING: Local



Post & Rail Fences, Glenelg Highway, Bochara.

Image Date: 17/10/01

EXTENT OF LISTING:

To the extent of: 1. All the fabric associated with the timber post and rail fences along the former Hamilton - Coleraine railway line associated with Bochara Station.

HERITAGE PLACE

NAME OF PLACE: POST AND RAIL FENCES

ADDRESS/LOCATION OF PLACE: Glenelg Highway BOCHARA

STUDY NUMBER: 068

HERITAGE OVERLAY NUMBER:

PHYSICAL DESCRIPTION:

The post and rail fences at Bochara consist of two lengths of timber fencing, constructed by the post and rail method. One fence stretches for approximately 300 metres along the Glenelg Highway, while the second fence runs for a similar distance at right angles to the first, forming a boundary between two paddocks. There are additional smaller, isolated remnants of the fence at two points along the highway. These consist of a few uprights and rails in a state of partial collapse. The posts and rails appear to have been fashioned by hand, using the abundant local red gum timber. They are thought to be associated with the Bochara Station, on the defunct Hamilton – Coleraine Branch.

HISTORY:

Bochara was a small settlement located some 16 kilometres south of Hamilton, on the Coleraine Road. From the 1860s an inn existed there, and a school opened there in 1871 (Garden, 111). The advent of railways in the Western District was much anticipated and created a strong political activism. The location of the lines, station and sidings could make or break the viability of a community of whatever scale. Hamilton was particularly concerned that it should be a railway hub and be on the main line to South Australia and Adelaide. The main business of the railways was transportation of passengers and primary produce. The produce became increasingly diverse as the nineteenth century progressed.

The Coleraine Railway League was formed in 1879 along with other railway leagues to establish rail services in the district. In December 1884, a railway extension from Hamilton to Coleraine was announced with work commencing in 1887. Work then began on the station buildings, which were located along the line, including Bochara, Wannon and Parkwood. These were finished by 1890 (Garden, 94). The exact date of construction of the Bochara Station and associated Post and Rail fence is not known. The Hamilton – Coleraine line was opened on 20 November 1888, and continued to run until September 1977. The date the station was removed or demolished is not known.

THEMATIC CONTEXT:

Theme 3: Developing local, regional and national economies

3.7 Establishing communications

3.7.1 Establishing postal services

3.7.2 Developing electrical means of communication

CONDITION:

The physical condition of both fences is poor, with neither fence being structurally intact. Many of the timbers are extensively weathered, and the joints have deteriorated, resulting in the full or partial collapse of several sections. A conventional wire fence has been constructed later along the same fence lines, which may be providing a degree of stability to the older timber structure. At one point along the Glenelg Highway, the fence disappears into a thicket of shrubs, and the condition of the timbers cannot be determined.

INTEGRITY:

Poor

STATEMENT OF SIGNIFICANCE:

What is significant?

The Post and Rail Fences located along the Glenelg Highway at Bochara are the only physical fabric remaining of the Bochara Station, which was opened as part of the Hamilton – Coleraine line in the late 1880s after substantial pressure from landholders, townspeople and local government. There are two main sections of fence, one stretches for 300 metres parallel with the Glenelg Highway and the second runs at right angles to the first, forming a boundary between two paddocks. They are hand fashioned two rail timber fences, constructed of local red gum. The fences are in poor condition, but retain a high degree of integrity.

How is it significant?

HERITAGE PLACE

NAME OF PLACE: POST AND RAIL FENCES

ADDRESS/LOCATION OF PLACE: Glenelg Highway BOCHARA

STUDY NUMBER: 068

HERITAGE OVERLAY NUMBER:

The post and rail fences along the Glenelg Highway at Bochara are of historical significance to the Southern Grampians Shire.

Why is it significant?

The Post and Rail fences are historically significant as the only physical fabric, which remains of the Bochara station and associated structures. Of further historical significance are the construction method and materials, which have been used in the fence. The use of local red gum timbers indicates a use of the local resources rather than pre-cut timbers, which are commonly associated with public structures. The post and rail fence is a rare reminder of a past way of life, when local railways dissected Victoria, providing economical transport for a wide variety of people prior to the advent of the affordable automobile.

COMPARISON:

No others have been located

ASSESSED BY: mgt

ASSESSMENT DATE: 19-Oct-01

EXISTING LISTINGS:

HERITAGE STUDY RECOMMENDATIONS:

Include in VHR Include in RNE Include in Local Planning Scheme

No Recommendations for Inclusions

REFERENCES:

Author	Title	Year	Page
Don Garden	Hamilton, A Western District History	1984	var.