HERITAGE PLACE

NAME OF PLACE: RAILWAY STATION COMPLEX

ADDRESS/LOCATION OF PLACE: Station Street McLennan Street GLENTHOMPSON

STUDY NUMBER: 302   **HERITAGE OVERLAY NUMBER:**

PRECINCT: Glenthomspon

LOCAL GOVERNMENT AREA: Southern Grampians Shire

PARISH: PARISH OF YUPPECKIAR

ACCESS DESCRIPTION:

CFA 434J 9 , VicRoads 229 N10, located on the south side of Station Street and bounded by McLennan and Park Streets, 500m south of the Glenelg Highway

SIGNIFICANCE RATING: Local

29 05 2002

Railway Station Complex, Station Street, Glenthompson

Image Date: 29/05/02

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Railway Station Complex, Station Street, Glenthompson

Image Date: 29/05/02

EXTENT OF LISTING:
To the extent of: 1. All the Railway Station building, the goods sheds, the platform, the tracks between the buildings and an area of land within 10m of any edge of any of the surviving buildings.

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PHYSICAL DESCRIPTION:

The principal station building is single-storey and is constructed of rendered red brick on bluestone footings. The windows are standard double hung timber sashes. On the platform side a series of doors and windows and an arched doorway give access to the platform under the verandah. Simple iron brackets on the cast iron columns support its standard concave corrugated iron roof. The shallow pitched main roof is slate. The building is in good condition and retains a good degree of integrity. Opposite the station a timber goods shed survives, again of a standard design with a segmental corrugated iron roof. Further to the south-east there is a large modern steel storage shed.

HISTORY:

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

In 1870 Thomas Higinbotham, Engineer in Chief of Victorian Railways released details of the proposed railway line between Hamilton and Warrnambool which would pass through the township of Penshurst. The announcement was the beginning of a twenty-year long wait for construction to begin. It was a period of prolonged and vigorous campaigning because it was hoped that the line would continue on to Adelaide, confirming Hamilton as the capital of the Western District (Garden, 92-7). The first rail link was the early Melbourne-Ballarat line, soon extended to Ararat. From Ararat, the line could head north-west to Horsham and through the Wimmera to South Australia, or head south-west through Hamilton to the pastoral regions of south-eastern South Australia. There was also a push for a link from Portland through Branxholme to Hamilton, which could extend further into the Wimmera-Mallee, thereby capturing the growing wheat trade.

In 1873 a Bill was passed giving the go-ahead for the construction of the line from Ararat to Hamilton, with a link from Hamilton to Portland. The Hamilton-Ballarat line was surveyed in 1875 and finally reached Hamilton, via Glenthompson on 26th October 1877 (Garden, 1984, 97). A number of trunk routes were also opened in the late 1880s, including the Hamilton to Koroit (via Penshurst) line (in August 1890) and the Penshurst to Dunkeld link although these proved to be uneconomic and so closures soon began (Garden, 137). By the 1920s and 1930s, rail services were in general decline as road traffic deprived the railways of a large part of their revenue. Each of the lines feeding Hamilton suffered (Garden, 138).

The Glenthompson station complex began in 1877 and included the station building including, as was usual, a residence for the station master, other service buildings opening onto the platform, and various goods sheds, signal boxes and two water towers which were located at either end of the platform. A new stationmaster's residence was completed in 1927-8 in Station Street. One of the first stationmasters was Mr. Michael Keavey. Mr. Mick Lorenz was the stationmaster for several years from 1923. Mr. H M 'Bert' Sanderson was stationmaster until 1937.

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Prior to about 1927 the station masters residence occupied the same building as the office, with the front entrance from the platform. A separate residence was built about 1926 in Station Street about 150 yards east of the station and the office altered and increased in size, by taking part of the part of the former house fronting onto the platform, with the waiting room attached on the western side.

The Eastern side of the office was formed in to the entrance lobby and a door added to the North East corner of the office to serve as a parcels office entrance. Later, parcels were sometimes collected from the platform door. Two large gates between he office and platform goods shed allowed larger articles of freight such as crates of eggs and cans of cream, to be loaded directly to the vans. Even single horses could be led across the platform from the front directly into a horsebox, which were specially ordered on a mixed train (passenger and freight).

In the steam train era, the engines were refuelled and filled with water from two high storage tanks of water from the reservoir on the Caramut Road and the ashes emptied into a pit between the rails, usually while waiting for another rain from the opposite direction. The tanks were a little way from each end of the platform. When no longer used the pit and the tanks were removed, one large tank was re-sited on the outskirts of Streatham.

The local historian, Kathleen Dickie states "The earliest Station Master I personally remember was Mr. Michael Keavey whose sister Jean kept house for him until he remarried. Mr. Mick Lorenz was Station Master for some years from 1923 onwards. Both these families lived in the house on the platform, as did their predecessors, and probably too Mr. H. M (Bert) Sanderson. While waiting for the residence to be completed about 1927 or 1928, the Sandersons were residents of the township until 1937."

As was the custom on most country platforms, masses of geraniums were grown in abundance at either end of the Platform if space permitted.

Much of the railway station complex has been demolished or removed. One water tower was relocated to Streatham. The station has been converted to meeting rooms of the Glenthompson Historical Society. One relatively new building, which survives, is the metal grain store. "The existing station has just been restored by the history group and friends to be used to house local memorabilia. This was made possible with a grant from the former Mt. Rouse Shire and many hours of work (voluntary) by the enthusiasts of the area." (Dickie, interpretation panel)

THEMATIC CONTEXT:

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

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

CONDITION:

The three remaining buildings, the main station, the timber goods shed and the steel storage shed are in good condition.

INTEGRITY:

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

STATEMENT OF SIGNIFICANCE:

3

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What is significant?
The buildings which survive at the former Glenthompson Railway Station are located on former railway land in Station Street Glenthompson The principal station building is single-storey and is constructed of rendered red brick on bluestone footings. The windows are standard double hung timber sashes. On the platform side a series of doors and windows and an arched doorway give access to the platform under the verandah. Simple iron brackets on the cast iron columns support its standard concave corrugated iron roof. The shallow pitched main roof is slate. The building is in good condition and retains a good degree of integrity. Opposite the station a timber goods shed survives, again of a standard design with a segmental corrugated iron roof. Further to the south-east there is a large modern steel storage shed. All the buildings appear to be in good condition, and retain a high degree of integrity.

How is it significant?
The former Glenthompson Railway Station buildings are of architectural and historical significance to the township of Glenthompson and the Southern Grampians Shire.

Why is it significant?
The former Glenthompson Railway Station buildings are of architectural significance as a series of typical 1870s buildings constructed in association with the developing regional railways in Victoria. They are of historical significance because the arrival of the railway and its infrastructure represented an important stage in the development of the town and its hinterland which had hitherto relied on horse or bullock drawn transport. The station was used extensively to convey freight into and out of the district, and to carry passengers for business and pleasure.

COMPARISON:

015 Railway Station (Former), Pilleau Street, Coleraine
429 Railway Station Buildings, Railway St, Dunkeld

ASSESSED BY: TFH **ASSESSMENT DATE:** 14/01/2004

EXISTING LISTINGS:

HERITAGE STUDY RECOMMENDATIONS:

Include in VHR ☐ Include in RNE ☑ Include in Local Planning Scheme ☑

No Recommendations for Inclusions ☐

REFERENCES:

Author	Title	Year	Page
Don Garden	Hamilton, A Western District History	1984	97, 98, 135-8
Elsie Clabburn, Iris Field, Betty Gordon & Kathleen Dickie	Dunkeld and District, A Short History	1989	28-29
Hope Henry	Glenthompson History	1954	1-3
Kathleen Dickie	Glenthompson Railway Station	2000	
Shire of Mount Rouse	Shire of Mount Rouse Centennary	1964	