

ENGINEERS AUSTRALIA

CEREMONY REPORT

Geelong to Ballarat Railway

Heritage Recognition Ceremonies

Geelong Railway Station, Ballarat Railway Station, Victoria



Tuesday 10 April 2012

The 150th anniversary of the opening of the railway

Cover Photograph:

**Unveiling the interpretation panel at Geelong.
From left: Councillor John Mitchell, Mayor of Geelong;
Victorian Parliamentary Secretary for Transport, Edward O'Donahue;
Engineers Australia Councillor Madeleine McManus
and Rob Barnett, Chief Executive Officer of V/Line.**

Image: Owen Peake

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1 Introduction:

The ceremonies for the marking of the **Geelong to Ballarat Railway** with an **ENGINEERING HERITAGE MARKER** were conducted at on 10 April 2011 on the railway platforms at Geelong Railway Station (9:30 am) and Ballarat Railway Station (1:00 pm).

Attendance at Geelong: 79
Attendance at Ballarat: 155

2 Invitations:

There were three forms of invitation:

2.1 Written invitation (see Attachment 1) sent by mail to 171 people listed by Engineering Heritage Victoria.

2.2 Email invitations (see copy of flyer at Attachment 2) sent to the following address lists:

- All Victorian Division Members (approx 20,000 on list)
- Engineering Heritage Victoria list (approx 400 on list)
- Victoria Division Board of Engineering members (approx 40 on list)
- Geelong Regional Group (number not known - say 200)
- Ballarat Regional Group (number not known - say 200)
- Engineering Heritage Australia Member and Corresponding Members (45 on list)

2.3 Written invitations sent to over 100 people by the City of Greater Geelong Council. This invitation was primarily to ride on the special train which operated after the Geelong ceremony to take the VIP's to Ballarat for the ceremony there. The limit of passengers on the train was 90 however the train was not full.

Hence the total number of invitations issues was about 21,000. With at total attendance of 234 at the ceremonies the response rate is approximately 1.1%.

3. Distinguished Guests and Apologies:

Listed on the Running Sheet. See Attachment 3.

4 Program & Running Sheet:

The Running Sheet (Attachment 3) shows:

- Those who spoke at the event and timing
- Suggested speech topics for various VIPs.
- Distinguished Guests who were acknowledged
- Apologies received who were acknowledged

The ceremony at Geelong commenced at about 9:40 am (10 minutes late) and took about 30 minutes. The Master of Ceremonies was Councillor John Doull of the Greater Geelong City Council.

The ceremony at Ballarat commenced at about 1:05 pm am (5 minutes late) and took about 25 minutes. The Master of Ceremonies was Rob Barnett, CEO of V/Line.

5 Speech Notes:

Speech Notes were not provided for EHV records.

6 Ceremony Handout:

A 12 page ceremony handout was prepared and handed out to all those who attended the ceremony. A copy is at Attachment 4. The handout was based largely on the material from the Interpretation Panels. 300 copies were printed.

7 Media Release:

A Joint Media Release was issued by V/Line. A copy is at Attachment 5. Other organisations did not issue Media Releases by agreement to concentrate the messages. Input was provided by Engineers Australia for the V/Line Joint Media Release.

8 Media Articles:

8.1 ARTICLE FOR ENGINEERING HERITAGE AUSTRALIA NEWSLETTER

No article has been written for EHA Newsletter as yet. This is due to the fact that copy for No 25, published in May 2012, was already over-subscribed at the time of the Geelong and Ballarat ceremonies. The next issue, No 26 will deal only with the 2011 Hobart Engineering Heritage Conference. Issues No 27 is unlikely to be published until 2013 when the news will be somewhat old.

EHA has a plan to increase the rate of publication of the EHA Newsletter from nominally annual to nominally quarterly. However at the time of writing this new policy has not been implemented.

8.2 ARTICLE FOR ENGINEERS AUSTRALIA MAGAZINE

Article written by Owen Peake is at Attachment 6.

8.3 ARTICLE FOR EV NEWSLETTER

Article written by Owen Peake is at Attachment 7.

9 Letters of Thanks:

Letters of thanks were sent to the following on 18 April in the form of hand written notes:

- Glenda Graham, Engineers Australia, Victoria Division Executive Director
- Emily James, Engineers Australia, Victoria Division

Letters on EA Victoria Division letterhead were sent out over Owen Peake's signature to the following:

- Madeleine McManus, Councillor, Engineers Australia
- Adrian Pointon, Public Transport Victoria (ex Department of Transport)
- Councillor John Doull, City of Greater Geelong
- Daniel Moloney, Marketing & Communications Manager, V/Line
- Michael Menzies, President, Geelong & south Western Rail Heritage Society Inc.
- John McIntosh, Division President, Engineers Australia, Victoria Division
- Ross Proud, Chair, Ballarat Group, Engineers Australia
- David LeLievre, Chair, Geelong Group, Engineers Australia
- Councillor John Mitchell, Mayor, City of Greater Geelong
- Councillor Mark Harris, Mayor, City of Ballarat
- Rob Barnett, CEO, V/Line
- Edward O'Donahue MLC, Member for Eastern Victoria, Parliamentary Secretary for Transport

A typical draft letter for the above is at Attachment 8.

10 Costing

Costs of the project were distributed as per the following table:

No.	Item	Paid by:	Amount
1	2 off Engineering Heritage Australia marker discs	EHA National Budget	\$300
2	Graphic design for interpretation panel	V/Line	No estimate available
3	Manufacture of interpretation panels (printed on Perspex sheet about 10 mm thick)	V/Line	No estimate available
4	Installation of panels in station waiting room (carried out with in-house resources)	V/Line	No estimate available
5	Production of invitations, handout documents, mailing costs and envelopes	Engineers Australia Victoria Division, EHV Budget	Estimated \$600

6	Travel costs: several trips between Melbourne and Geelong, Meredith and Ballarat over the year before the ceremonies for planning meetings and inspections.	Engineers Australia Victoria Division, EHV Budget	Estimated \$1000
7	Setup for ceremonies at Geelong and Ballarat	V/Line	No estimate available
8	Catering after Ballarat ceremony	Ballarat City Council	No estimate available
9	Arrangements for special train from Geelong to Ballarat and return	Greater Geelong City Council	Approximately \$20,000
10	Co-ordination meetings and printing of handout booklets provided to those who travelled on the special train	Department of Transport, Victoria	No estimate available
	ESTIMATED TOTAL COST		See Note 1 and 2 below

Notes:

- Both V/Line and City of Greater Geelong Council stated verbally that they had spent very large sums of money and that expenses had exceeded their budgets. Considerable concerns were expressed about the budget issue. City of Greater Geelong Council made the decision not to proceed with a steam-hauled special train (the train was hauled by a T class diesel electric locomotive) as this would have cost at least an additional \$10,000 approximately.
- Engineers Australia had only minimal costs for these events due to the contributions made by V/Line, City of Greater Geelong, Ballarat City Council and Department of Transport.
- If notional costs are allocated to all the items in the table above the total cost would be in the vicinity of \$40-50,000 without allowing for labour costs.

11 Allocation of Tasks

A schedule showing the Allocation of Tasks between the various stakeholders is attached at Attachment 9. This document ensured that all details of organisation were attended to and served as a check list in the run-up to the event.

12 Interpretation Panels:

The interpretation panels have been erected inside the waiting rooms of the Geelong and Ballarat Railway Stations. The panels are 1200 mm wide and 600 mm high and digitally printed on clear 15 mm acrylic sheet then fixed direct to the wall.

The panels for Geelong and Ballarat are similar in appearance but have different text relating to the railway station in which they are mounted and some other minor differences.

Geelong to Ballarat Railway

The Early Railway Engineers

Captain Andrew Clarke (1824-1902) was a Royal Engineer and public servant who started his career in Tasmania in 1847. He replaced Robert Hoddle in 1853 as Surveyor-General of Victoria. Clarke was involved in selecting routes for railways and in the formation of Victorian Railways. He returned to Britain in 1858.

George Christian Darbyshire (1820-1898) came to Melbourne in 1853, having gained extensive railway experience in England. He took up a post as engineer for the Melbourne and Mount Alexander Railway in 1855, was appointed Engineer-in-Chief of the Victorian Railways from 1856 until 1860 when he was replaced by Thomas Higinbotham.

Thomas Higinbotham (1819-1880) was an experienced railway engineer before he moved to Melbourne in 1857. He was Engineer-in-Chief of Victorian Railways almost continuously from 1860 until his death. Higinbotham was one of a select band of English railway engineers who exercised a profound influence on the development of Australian railways.

The Moorabool Viaduct

The Moorabool Viaduct, 12km north-west of Geelong, is the most important engineering feature of the Geelong to Ballarat Railway. It was the largest in Australia until the construction of the Hawkesbury River Bridge in 1889 and remains in railway service today.

The viaduct was built between 1858 and 1862 to the design of Victorian Railways engineers. It has a total length 1299 feet (396m) consisting of 10 spans resting on 9 bluestone piers up to 110 feet (33.5m) high above the valley floor. Originally the deck was supported on 120 foot (36.9m) wrought iron Warren truss girders. These were replaced in 1918 by steel plate girders. At the same time intermediate steel support trestles were added.

Geelong Railway Station

Geelong Railway Station stands on the site of the former Geelong and Melbourne Railway Company terminus and is noteworthy as the largest complex of polychrome brick buildings constructed by the Victorian Railways. It was built between 1877 and 1882.

The first Geelong Station was a dead ended terminus located somewhere near the present Law Courts Complex.

In 1876 the railway was extended south to Colac, and the station was altered considerably. The present station has three platforms and is one of the three nineteenth century Victorian stations to have a train shed (the others being Ballarat and St Kilda).

This marker was unveiled on 10 April 2012 to celebrate the 150th Anniversary of the opening of the Geelong to Ballarat Railway.

Geelong Interpretation panel

Geelong to Ballarat Railway

The Early Railway Engineers

Captain Andrew Clarke (1824-1902) was a Royal Engineer and public servant who started his career in Tasmania in 1847. He replaced Robert Hoddle in 1853 as Surveyor-General of Victoria. Clarke was involved in selecting routes for railways and in the formation of Victorian Railways. He returned to Britain in 1858.

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Ballarat Railway Station

Originally called Ballarat West the bluestone station was constructed in 1862. An engine shed and goods shed were added 1863. In 1877 a footbridge between the platforms was added.

When the direct Melbourne to Ballarat line was completed in 1889 patronage increased and the station was upgraded. A grand portico was built with a station masters office and clocktower in 1891. In 1901 fire badly damaged the interiors however the damage was subsequently repaired.

The two platform station is one of the three nineteenth century Victorian stations to have a train shed (the others being Geelong and St Kilda).

This marker was unveiled on 10 April 2012 to celebrate the 150th Anniversary of the opening of the Geelong to Ballarat Railway.

Ballarat Interpretation panel

13 Photographs:



Engineers Australia Councillor Madeleine McManus speaking at the Geelong ceremony
Image: Owen Peake



Crowd on the platform watching the ceremony at Ballarat Station. Miles Pierce, Chair of Engineering Heritage Victoria is in the centre of the image.
Image: Owen Peake



Victorian Parliamentary Secretary for Transport, Edward O'Donahue speaks at the Ballarat ceremony.
Image: Owen Peake



Special train standing in the platform at Ballarat Station.
The ceremony was held in the area where the people are standing.
Image: Owen Peake



ENGINEERS
AUSTRALIA
Victoria Division

Attachment 1 - Invitation Letter

date

«Title» «First_Name» «Surname» «Post_Noms»
«Position»
«Company»
«Address_1»
«Address_2»
«Suburb» «State» «Postcode»

Dear «Title» «Surname», «Next Record»

Celebrating the 150th anniversary of the Geelong to Ballarat Railway

Engineers Australia Victoria Division, in conjunction with V-Line Pty Ltd, City of Greater Geelong and City of Ballarat cordially invite you to attend:

The Geelong to Ballarat Railway Engineering Heritage Marker Dedication Ceremony

Tuesday 10th April

**10:00 AM, Geelong Railway Station, Railway Terrace Geelong, Vic 3220
and
1:15 PM, Ballarat Railway Station, Lydiard Street, Ballarat, Vic 3350**

The National Heritage Recognition Program conducted by Engineers Australia through Engineering Heritage Australia will unveil an interpretation panel and Engineering Heritage Marker at the Geelong Railway Station. A second ceremony will then be held at Ballarat Railway Station to unveil another interpretation panel and Engineering Heritage Marker. Speakers at the ceremonies will outline the significance of the Geelong to Ballarat Railway.

The Geelong to Ballarat Railway was built between 1858 and 1862 to service the Gold mining city of Ballarat. At the same time a railway was built from Melbourne to Bendigo, also a centre of great gold mining activity. These towns produced a large proportion of the great wealth with which Victoria was blessed during the second half of the nineteenth century. Building of the Geelong to Ballarat Railway included bridging the Moorabool River valley with a viaduct. The Moorabool Viaduct is considered a major engineering feat and remains in railway service today.

For more information or to register, please visit:

www.engineersaustralia.org.au/??

or contact the Engineers Australia Victoria Division on (03) 9321 1715.

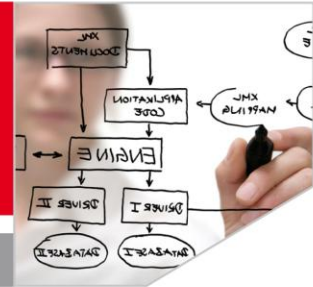
I hope to meet you there.

Yours sincerely,
Glenda Graham
Executive Director
Victoria Division

Attachment 2 - Advertising Flyer

The Geelong to Ballarat Railway Ceremonies at Geelong and Ballarat Railway Stations

Engineering Heritage Victoria - Heritage Recognition



The Story:

The Geelong to Ballarat Railway celebrates the 150th anniversary of its opening on 10 April 2012. This was the first major railway completed by the Victorian Railways after its creation in 1856.

The National Heritage Recognition Program, conducted by Engineers Australia through Engineering Heritage Australia, will conduct ceremonies to unveil interpretation panels and Engineering Heritage Markers at the Geelong Railway Station and later at the Ballarat Railway Station. Speakers at the ceremonies will outline the significance of the Geelong to Ballarat Railway.

The Geelong to Ballarat Railway was built between 1858 and 1862 to service the Gold mining city of Ballarat. At the same time a railway was built from Melbourne to Bendigo, also a centre of great gold mining activity. These cities produced a large proportion of the great wealth with which Victoria was blessed during the second half of the nineteenth century.

Building of the Geelong to Ballarat Railway included bridging the Moorabool River valley with a viaduct. The Moorabool Viaduct is considered a major engineering feat and remains in railway service today.

Registration:

For more information and to register, please visit:
www.engineersaustralia.org.au/

Then go to Victoria Division Events page

or contact the Engineers Australia Victoria
Division on (03) 9321 1715.

Tuesday 10 April 2012

09:40 am at Geelong Railway Station,
Railway Terrace, Geelong 3220.

1:00 pm at Ballarat Railway Station,
Lydiard Street, Ballarat 3350.

Each ceremony will take about 30 minutes.



ENGINEERS
AUSTRALIA

Attachment 3 - Running Sheet

RUNNING SHEET

GEELONG TO BALLARAT RAILWAY
Ballarat Railway Station
Geelong Railway Station
10 APRIL 2012

Unveiling of 2 Engineering Heritage Interpretation Panels

PROGRAM - GEELONG 09:30 AM

- Welcome by Master of Ceremonies (MC) John Doull including acknowledgment of Distinguished Guests and Apologies. 5 minutes
 - Parliamentary Secretary for Transport, Mr Edward O'Donahue MLC 5 minutes
 - Mr Rob Barnett, V/Line CEO 5 minutes
 - Mayor of City of Greater Geelong, Councillor John Mitchell 5 minutes
 - Ms Madeleine McManus, Member of National Council, Engineers Australia 5 minutes
 - MC invites the Parliamentary Secretary, Madeleine McManus and the Mayor of Geelong to unveil the interpretation panel 4 minutes
 - Closing Remarks (MC) 1 minute
- TOTAL 30 minutes**

End of ceremony scheduled for 10:00 AM

PROGRAM - BALLARAT 1:00 PM

- Welcome by Master of Ceremonies (MC) Rob Barnett, V/Line CEO, including acknowledgment of Distinguished Guests and Apologies. 5 minutes
 - Parliamentary Secretary for Transport, Mr Edward O'Donahue MLC. 5 minutes
 - Mayor of City of Ballarat, Councillor Mark Harris 5 minutes
 - Ms Madeleine McManus, Member of National Council, Engineers Australia 5 minutes
 - MC invites the Parliamentary Secretary, the Mayor of Ballarat and Madeleine McManus to unveil the interpretation panel. 4 minutes
 - Closing Remarks (MC) 1 minute
- TOTAL 25 minutes**

End of ceremony scheduled for 1:25 PM

LIST OF PROSPECTIVE SPEECH TOPICS - GEELONG CEREMONY

The Parliamentary Secretary for Transport, Mr Edward O'Donahue

- Early history of railways in Victoria from beginnings up to the opening of the Geelong to Ballarat Railway and the Melbourne to Bendigo Railway in 1862.
- This should particularly cover the opening of the Geelong to Ballarat Railway.

Cr John Mitchell, Mayor of the City of Greater Geelong

- The importance of the Geelong railway station to the community of Geelong from early days until the present with emphasis on the economic impact of the railways on the developments of the city.
- Emphasis on the long life and functionality of the railway station.

Madeleine McManus - Engineers Australia Senior Representative

- The construction of the Geelong to Ballarat Railway with particular reference to the Moorabool Viaduct.
- Could also include a short statement about the EA Heritage Recognition Program and where this event fits into it.

LIST OF PROSPECTIVE SPEECH TOPICS - BALLARAT CEREMONY

The Lt. Governor / Parliamentary Secretary

- Early history of railways in Victoria from beginnings up to the opening of the Geelong to Ballarat Railway and the Melbourne to Bendigo Railway in 1862.
- This should particularly cover the opening of the Geelong to Ballarat Railway.

Cr Mark Harris, Mayor of the City of Ballarat

- The importance of the Ballarat railway station to the community of Ballarat from early days until the present with emphasis on the economic impact of the railways on the developments of the city.
- Emphasis on the long life and functionality of the railway station.

Madeleine McManus - Engineers Australia Senior Representative

- The construction of the Geelong to Ballarat Railway with particular reference to the Moorabool Viaduct.
- Could also include a short statement about the EA Heritage Recognition Program and where this event fits into it.

LIST OF DISTINGUISHED GUESTS PRESENT

- Mr Edward O'Donahue MLC, Parliamentary Secretary for Transport
- Ms Madeleine McManus, Member of National Council, Engineers Australia
- Mayor of City of Ballarat, Councillor Mark Harris (Probably Ballarat only)
- Mayor of City of Greater Geelong, Cr. John Mitchell (Probably Geelong only)
- Mr John McIntosh, President, Victoria Division, Engineers Australia.
- Ms Glenda Graham, Executive Director, Victoria Division, Engineers Australia.
- Mr Miles Pierce, Chair, Engineering Heritage Victoria.

LIST OF APOLOGIES RECEIVED

- His Excellency the Governor of Victoria, Alex Chernov AO QC
- Minister for Public Transport, The Honourable Terry Mulder MP
- Professor David Hood, National President, Engineers Australia.
- Mr Stephen Durkin, Chief Executive, Engineers Australia.
- Mr John Anderson, Director of Engineering Practice and CPD, Engineers Australia.
- Mr John Heathers, Chair, National Board, Engineering Heritage Australia.
- Mr Jim Gard'ner, Executive Director, Heritage Victoria

CHANGE CONTROL

Version 1	5 Feb 2012	Copied from Budj Bim Running Sheet and modified for G/B Railway.
Version 2	11 Feb 2012	Updated following DOT meeting in Ballarat on 9 Feb 2012.
Version 3	15 Feb 2012	Changes parties to carry out unveiling at both ceremonies.
Version 4	30 March 2012	General update based on DOT meeting 28 March 2012
Version 5	3 April 2012	General update based on Meredith Meeting 2 April 2012
Version 6	5 April 2012	Added John Gard'ner to Apologies list

Attachment 4 - Ceremony Handout Document

ENGINEERS AUSTRALIA
ENGINEERING HERITAGE VICTORIA
&
V/LINE PTY LTD



Geelong to Ballarat Railway

*Heritage Recognition Ceremonies
and
Celebration of the 150th anniversary of
the opening of the railway*

Tuesday 10 April 2012

The Story of the Railway





VicTrack

The Beginning of the Goldfield Railways

The railway line from Geelong to Ballarat was one of the two Goldfields Railways built at the very beginning of the Victorian Railways era between 1858 and 1862. The railway was built to serve the gold mining town of Ballarat which, along with Bendigo, produced a large proportion of the great wealth with which Victoria was blessed during the second half of the nineteenth century.

A privately owned railway already existed between Melbourne and Geelong and the decision to build the line to Ballarat from Geelong rather than direct from Melbourne was made because the terrain was more accommodating between Geelong and Ballarat than between Melbourne and Ballarat.

The only major hurdle on this route was the Moorabool River valley close to Geelong. Bridging this required as major viaduct which was the outstanding engineering feature of the line.

These early lines, built by an expert design and construction team which had been established within the Victorian Railways, were of the highest standards for mainline railway working and have stood the test of time.

The engineering features of the project were perhaps overshadowed by the superb architectural details of the railway station complexes, particularly those at Geelong and Ballarat. These remain in service today, much as they were built in the nineteenth century, and are elegant and functional in an era when railway building construction has generally declined to mediocrity.

Because of the great care with which this railway was constructed and the powerful engineering view of functionality which was deeply etched in the code of the old railway engineers most of its fabric has survived. The only serious casualties are some of the intermediate stations which are no longer in railway service.

Recognition of the heritage significance of this railway must be reinforced at all cost and over the long run. Marking under the Engineering Heritage Australia Heritage Recognition Program is a small but important step in this process.

An Epic Era starts - Victorian Railways formed

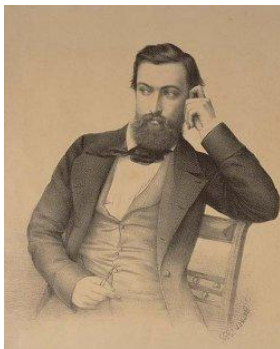
The Government owned Victorian Railways was formed in 1856, at the same time as the government purchased the Melbourne, Mount Alexander & Murray River Railway Company. The first task was to build railways from Melbourne to Bendigo and from Geelong to Ballarat. The existing private railway from Melbourne to Geelong was taken over by Victorian Railways in 1860.

Engineer-in-Chief George Darbyshire quickly built up a competent design and construction team and Victorian Railways had access to London capital markets. This proved to be the beginning of a long period of expansion for Victorian Railways which built a comprehensive railway network throughout the state over the next 83 years.

Tenders for extensive railway works closed in March 1858. A contract was awarded to Evans, Merry & Co. for the Geelong to Ballarat line. Work commenced in June 1858 and the railway was opened by the Victorian Governor on 10 April 1862.

The Early Railway Engineers

Captain Andrew Clarke (1824-1902) was a Royal Engineer and public servant who started his career in Tasmania in 1847. He replaced Robert Hoddle in 1853 as Surveyor-General of Victoria. Clarke was involved in selecting routes for railways and in the formation of Victorian Railways. He returned to Britain in 1858.



Captain Andrew Clarke

Image: National Library of Australia

George Christian Darbyshire (1820-1898) came to Melbourne in 1853, having gained extensive railway experience in England. He was Engineer-in-Chief of the Victorian Railways from 1856 until 1860 when he was replaced by Thomas Higinbotham.



George Christian Darbyshire

Image: Public Records Office Victoria

Thomas Higinbotham (1819-1880) was an experienced railway engineer before he moved to Melbourne in 1857. He was Engineer-in-Chief of Victorian Railways almost continuously from 1860 until his death. Higinbotham was one of a select band of English railway engineers who exercised a profound influence on the development of Australian railways.

Many other competent railway engineers were recruited into the team under both Darbyshire and Higginbotham. Most had come from England where a massive expansion of railways had recently occurred and high standards of construction were the norm. These skills are evident in the work which remains in railway service to this day designed and built by this team.



Thomas Higginbotham

Image: Public Records Office Victoria

The Moorabool Viaduct

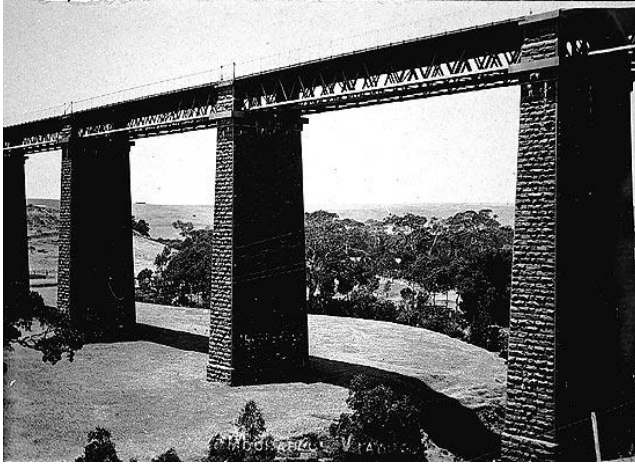
The Moorabool Viaduct, 12 km North West of Geelong, is the most important engineering feature of the Geelong to Ballarat Railway. It was the largest in Australia until the construction of the Hawkesbury River Bridge in 1889 and remains in railway service today.



Moorabool Viaduct today carries a national standard gauge track

Image: Owen Peake

The viaduct was built between 1858 and 1862 to the design of Victorian Railways engineers. It has a total length 1432 feet (436.5m) consisting of 10 spans resting on 9 bluestone piers up to 110 feet (33.5m) high above the valley floor. The deck was supported on bluestone piers with 120 foot (36.9m) wrought iron Warren truss girders. These were replaced in 1918 by steel plate girders. At the same time intermediate steel support trestles were added.

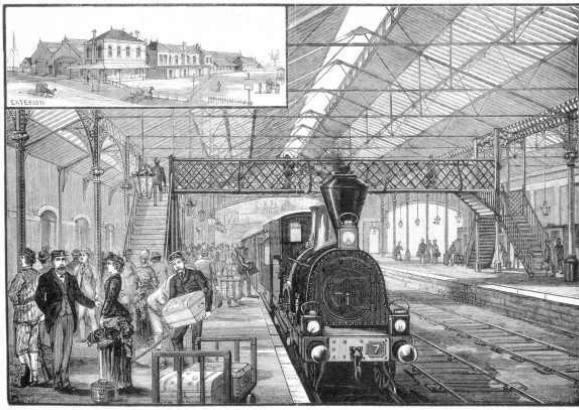


Moorabool Viaduct as it was originally built with wrought iron truss girders

Image: Museum Victoria

Geelong Railway Station

Geelong Railway Station stands on the site of the former Geelong and Melbourne Railway Company terminus and is noteworthy as the largest complex of polychrome brick buildings constructed by the Victorian Railways. It was built between 1877 and 1882.



Geelong Railway Station in 1883.

Image: State Library of Victoria

The first Geelong Station was a dead ended terminus located to the west of the present station buildings. In 1876 the railway was extended south to Colac, and the station was altered considerably.

The present station has three platforms and is one of the three nineteenth century Victorian stations to have a train shed (the others being Ballarat and St Kilda).



Geelong Railway Station today with its train shed covering the platforms

Image: Panoramio

Ballarat Railway Station

Originally called Ballarat West the bluestone station was constructed in 1862. An engine shed and goods shed were added 1863. In 1877 a footbridge between the platforms was added.



Ballarat Railway Station in the days of horse transport

Image: Museum Victoria

When the direct Melbourne to Ballarat line was completed in 1889 patronage increased and the station was upgraded. A grand portico was built with a station masters office and clocktower in 1891. In 1981 fire badly damaged the interiors however the damage was subsequently repaired.

The two platform station is one of the three nineteenth century Victorian stations to have a train shed (the others being Geelong and St Kilda).



The imposing entrance to Ballarat Railway Station

Image: Owen Peake

Meanwhile - on to Bendigo

Whilst the line from Geelong to Ballarat was being built the sister railway from Melbourne to Bendigo was also being built. This railway was completed in stages but was opened to Bendigo on 20 October 1862, six months after the opening of the Geelong to Ballarat line.

The Bendigo line entailed some greater challenges which delayed its opening until after the Ballarat line. There were two long tunnels through hard rock in the northern section of the line and there were two large viaducts to be built at Malsbury and Taradale.



Malsbury bluestone viaduct is still an impressive structure today

Image: Owen Peake

After the completion of this line to Bendigo construction continued over flatter country towards the Murray River and in 1864 Echuca was reached opening up the river trade of the Murray/Darling paddle steamers to the Port of Melbourne and from there out to the world.



Paddles steamers and barges at Port of Echuca Wharf unloading wool in the 1880s. *Image: Big River Morel Echuca website*



This document has been prepared as a handout for the ceremonies to recognise the Geelong to Ballarat Railway under the Engineering Heritage Australia, Heritage Recognition Program.

Prepared by Engineering Heritage Victoria.

The ceremony was arranged by V/Line Pty Ltd and Engineering Heritage Victoria

March 2012.

CHANGE CONTROL

VERSION 1	23 JAN 2012	First Draft
VERSION 2	11 FEB 2012	Minor updates
VERSION 3	11 FEB 2012	Added logos to page 2
VERSION 4	27 MAR 2012	Made adjustments to comply with interpretation panel changes. Darbyshire employment; length of Moorabool Viaduct and location of Geelong Station

Attachment 5 - Media Release



Media release



Tuesday 10 April, 2012

Ballarat celebrates 150 years of trains

Two of regional Victoria's biggest cities, Geelong and Ballarat, today recognised a major milestone in their history, with their joining by rail 150 years ago.

On the 10th of April 1862, a train with 150 guests travelled from Melbourne, via Geelong, to Ballarat for the opening celebrations which were to ultimately transform the two gold rush towns into major cities.

Exactly 150 years later, almost 100 guests repeated the journey today with a special train leaving Geelong Station at 10.20am, arriving in Ballarat at about 12.25pm.

Ceremonies at both Geelong and Ballarat saw the unveiling of commemorative heritage panels by the city's mayors and Parliamentary Secretary for Transport, Edward O'Donohue.

V/Line CEO Rob Barnett said that while both the Geelong and Ballarat lines struggled for patronage in their early days, both were now booming as Victoria enters a new era of rail travel.

"More than 13 million journeys are made on V/Line trains every year," he said.

“And while it’s been 1800 months since the opening of the Geelong to Ballarat line, the most recent of those months (March 2012), has been the busiest ever across the regional network, with almost 1.3 million passenger trips on V/Line trains,” Mr Barnett said.

City of Ballarat Mayor Cr Mark Harris said trains played just as an important role in Ballarat’s future as it did to its past.

“The arrival of rail played a crucial role in the development of our city. To this day, the Ballarat railway station continues to provide an important transport link for the Ballarat community,” Cr Harris said.

Originally known as Ballarat West Station, the building on platform two was the main station building until the later construction of the tower and platform one station master’s office that now serves as the main passenger area.

Ballarat Station, and the Geelong to Ballarat railway line, were today also added to the Engineers Australia Heritage Recognition Program, joining 158 other sites of engineering significance around Australia.

National Council of Engineers Australia member, Madeleine McManus, praised the early railway engineers.

“These inspiring community leaders were engineers who dreamt of a future where Victoria’s great cities would be connected by a rail network,” Ms McManus said. “They surveyed the countryside, raised funds, and ultimately created some of the infrastructure still used today.”

Ms McManus said the impressive 436.5 metre Moorabool Viaduct, 12 kilometres north-west of Geelong, which still carries freight trains travelling between the two cities; and Ballarat Station, were two examples of 1860s engineering excellence.

While Ballarat trains today have a fast, direct route into Melbourne and no longer travel via Geelong, Mr O’Donohue said the Victorian Government has allocated \$2 million to examine the long-term feasibility of returning passenger trains between Geelong, Ballarat and Bendigo (via Meredith, Maryborough & Castlemaine).

“In line with our government’s record investment in public transport, we’re committed to investigating the feasibility of passenger trains once again running cross-country between Geelong, Ballarat and Bendigo - the state’s second, third and fourth biggest cities,” Mr O’Donohue said.

Today’s special train also picked up dignitaries from Golden Plains Shire at Lethbridge Station and Moorabool Shire at Lal Lal Station as it travelled between Geelong and Ballarat.

Several towns along the line will celebrate the 150th anniversary of the Geelong-Ballarat railway line this weekend (14-15 April), with events planned at Moorabool, Gheringhap, Bannockburn, Lethbridge, Meredith, Elaine, Lal Lal, Yendon, Navigators and Buninyong.

Mr Barnett invited residents to V/Line’s special Community Day at Ballarat Station this Saturday 14 April (10.30am-2pm) with activities for the whole family, including face painting, music, showbags, sausage sizzle and a jumping castle. Heritage tours of the station and a historical display will also be a feature of the day.

Media notes:

- Geelong:
 - Geelong trains have effectively been running to Melbourne for 155 years with the full line opening on 25 June 1857. However, in November 1856 trains started running from Geelong to Lara (then known as Duck Ponds).
 - In 2011-12, a record 3.77 million passenger trips were made on the Geelong line (up 8.6% on the previous year, and an 86% increase over five years).
 - An average 1850 trains per month currently run between Geelong and Melbourne (22,200 per year).

- Ballarat:
 - Extract from ‘The Railways of Victoria 1854-2004’ by Robert Lee (referencing The Argus newspaper of 11 April 1862): *“The official celebrations in Ballarat ... (were) presided over by the Governor, Sir Henry Barkley. The Ballarat celebrations on 10 April 1862 were restrained, involving just one special train from Melbourne carrying 150 guests to attend a formal lunch for 500 in the Mechanics Institute”.*
 - The direct Melbourne to Ballarat line was completed in 1889. Passenger trains between Geelong and Ballarat ceased in 1978, though the line is still an active freight corridor.
 - In 2011-12, a record 3.1 million passenger trips were made on the Ballarat line (up 10% on the previous year, and a 126% increase over five years).
 - An average 864 trains per month currently run between Ballarat and Melbourne (10,368 per year).

Attachment 6 - EA Magazine Article

ARTICLE FOR EA MAGAZINE GEELONG TO BALLARAT RAILWAY HERITAGE RECOGNITION CEREMONIES

150th Anniversary of Geelong to Ballarat Railway Celebrated

Engineers Australia, in association with a number of other stakeholders, conducted heritage recognition ceremonies at Geelong and Ballarat on the 10 April 2012 which was the 150th anniversary of the opening of the railway. The ceremonies continued the work of heritage recognition under the Engineers Australia national Heritage Recognition Program. Over 230 people attended the two ceremonies.

Our major partner in arranging of the ceremonies was V/Line, the operator of country rail services in Victoria. The Victorian Department of Transport took a key role in the planning of the event and there were significant contributions from local governments in the area - the City of Greater Geelong, Golden Plains Shire, Moorabool Shire and the Ballarat City.

Member of National Council, Madeleine McManus was the senior Engineers Australia representative at the ceremonies. Madeleine made reference to the Moorabool Viaduct, the most significant engineering feat on the line and to the engineers who designed it and and were involved in the construction of the railway. At the ceremonies speeches were also made by the Victorian Parliamentary Secretary for Transport, Edward O'Donahue, MLC, the mayors of Geelong and Ballarat and the CEO of V/Line, Rob Barnett. The official party unveiled interpretation panels at each station.

The celebrations on the day included the running of a special heritage train to take the VIP's from the Geelong ceremony to the Ballarat ceremony. The train stopped at the old railway stations at Lethbridge and Lal Lal for ribbon cutting ceremonies.

Further community events took place on the following weekend, 14 and 15 April under the leadership of the Geelong & South Western Rail Heritage Society at most of the small settlements along the route of the railway. The Geelong Regional Group of Engineers Australia conducted a bus tour of the significant engineering heritage features of the line on Saturday 14 April and in the evening the Ballarat Regional Group of Engineers Australia re-enacted the official dinner held 150 years earlier at the Mechanics Institute in Ballarat.

The Geelong to Ballarat Railway was one of the two Goldfields Railways built at the very beginning of the Victorian Railways between 1856 and 1862. The railway was built to serve the mining town of Ballarat which, along with Bendigo, produced a large proportion of the great wealth with which Victoria was blessed during the second half of the nineteenth century.

Owen Peake
Engineering Heritage Victoria

Photograph Caption:

Madeleine McManus addressing the guests at Geelong Railway Station ceremony

CHANGE CONTROL

VERSION 1	11 APRIL 2012	400 WORDS	FIRST DRAFT
VERSION 2	12 APRIL 2012	407 WORDS	MINOR EDIT
VERSION 3	12 APRIL 2012	405 WORDS	SUGGESTIONS FROM MP

Attachment 7 - EV Magazine Article

ARTICLE FOR EV MAGAZINE GEELONG TO BALLARAT RAILWAY HERITAGE RECOGNITION CEREMONIES

150th Anniversary of Geelong to Ballarat Railway

More than 230 people attended the heritage recognition ceremonies at the iconic Geelong and Ballarat Railway Stations on 10 April 2012, the 150th anniversary of the opening of the railway. The ceremonies were part of our national Heritage Recognition Program.

V/Line, the operator of Victorian country rail services, was our major partner in the ceremonies. The Victorian Department of Transport took a key role in the planning of the events and there were significant contributions from councils at Geelong and Ballarat.

Member of National Council, Madeleine McManus spoke at the ceremonies, making reference to the Moorabool Viaduct, the most significant engineering feat on the line, and to the engineers who designed and constructed the railway.

Speeches were also made by the Victorian Parliamentary Secretary for Transport, Edward O'Donahue, the mayors of Geelong and Ballarat and the CEO of V/Line, Rob Barnett. The official party unveiled interpretation panels at each station.

The celebrations included a special heritage train to take the VIP's from the Geelong to Ballarat.

The Geelong to Ballarat Railway was one of the two Goldfields Railways built at the very beginning of the Victorian Railways between 1856 and 1862. The railway was built to serve the mining town of Ballarat which, along with Bendigo, produced a large proportion of the great wealth with which Victoria was blessed during the second half of the nineteenth century.

Owen Peake
Engineering Heritage Victoria

Photograph Caption:

Official Party unveils the interpretation panel at Geelong. From left: City of Geelong Mayor, Cr. John Mitchell, Parliamentary Secretary for Transport, Edward O'Donahue, Councillor Madeleine McManus from Engineers Australia and V/Line CEO, Rob Barnett.

[Photo ID: DSC_0027](#)

CHANGE CONTROL
VERSION 1 19 APRIL 2012 405 WORDS COPIED FROM EA MAG ARTICLE
VERSION 2 19 APRIL 2012 239 WORDS PRECIED

Attachment 8 - Body of typical thank you letter

Dear.....

On behalf of Engineers Australia and Engineering Heritage Victoria, I would like to take this opportunity of thanking you for your support of the Geelong to Ballarat Railway Heritage Recognition Ceremonies on 10 April and the community events held over the following weekend.

The event was very successful and the marking of the site is an important step to inform present and future generations of Australians of the significant heritage values of the railway.

Your handling of the Master of Ceremonies role was most impressive and your participation is much appreciated.

Your behind-the-scenes work on the organisation of the event was an immense assistance in the smooth running and success of the events.

Yours sincerely

OWEN PEAKE
Secretary
Engineering Heritage Victoria

Attachment 9 - Work Breakdown Structure

GEELONG TO BALLARAT RAILWAY HERITAGE RECOGNITION CEREMONIES WORK BREAKDOWN STRUCTURE

Date: 1Tuesday 10 April 2012

Project Manager: Owen Peake

Activity	Person Responsible	Due Date	Status
1 Project Management			
1.1 Brief all involved on site and story	Owen Peake	on going	
1.2 Liaise with councils (Geelong & Ballarat)	Owen Peake Sandra Galvan	on going	
1.3 Negotiate ceremony arrangements with V/Line	Owen Peake	on going	
1.4 Negotiate funding from VicTrack (see Note 1)	Owen Peake	on going	
1.5 Negotiate arrangements with Geelong Group	Owen Peake	on going	
1.6 Negotiate arrangements with Ballarat Group	Owen Peake	on going	
1.7 Liaise with other groups in Geelong/Ballarat area	Owen Peake	on going	
1.8 Negotiate with Heritage Victoria (see Note 2). Advice still required	Owen Peake	on going	
1.9 Negotiate with Distinguished Guests including Governor, Minister etc.	Owen Peake Sandra Galvan	on going	
2 Budget Note that the event will be free for attendees			
2.1 Develop draft budget for EA-V costs	Emily James	Jan 2012	
2.2 Create overall budget including all contributors	Emily James Owen Peake	Jan 2012	
2.3 Management of Budget for EA-V items	Emily James	on going	
3 Nomination			
3.1 Prepare the nomination (achieved on 31 December 2011)	Owen Peake	Dec 2011	
3.2 Approve the nomination	Heritage Recognition Committee (Bill Jordan)	Feb 2012	

4 Interpretation Panels There will be 2 panels				
4.1	Initial Design interpretation panels	Owen Peake	Dec 2011	
4.2	Graphic Design work on panels	V/Line	Feb 2012	
4.3	Produce interpretation panels	Advanced Group	Mar 2012	
4.4	Approval of panel designs	Heritage Recognition Committee (Bill Jordan)	Feb 2012	
4.5	Arrange mounting of panel by V/Line including temporary mounting for ceremonies	V/Line	on going	
4.6	Deliver panels to V/Line	Owen Peake	Mar 2012	
4.7	Arrange sourcing of 2 markers from National Office	Owen Peake	Jan 2012	
4.8	Deliver markers to V/Line	Owen Peake	Jan 2012	
5 Speakers / MC / Invitations				
5.1	Develop an invitation list + addresses for mail-out invitations in Excel	Owen Peake	Jan 2012	
5.2	Research Appropriate Speakers + MC (MC now arranged - Rob Barnett, CEO of V/Line)	Owen Peake	Jan 2012	
5.3	Check attendance of VIPs.	Owen Peake Sandra Galvan Emily James	Mar 2012	
5.4	Send out invitations by mail	Emily James	Early Mar 2012	
5.5	Send out email invitations	Emily James	Early Mar 2012	
5.6	Advertisement on web	Emily James	Early Mar 2012	
6 Marketing				
6.1	Information Handout			
	6.1.1 Source the text and photos for Information handout and prelim Layout.	Owen Peake	Jan 2012	
	6.1.2 Design the handout	Emily James	Feb 2012	
	6.1.3 Print handout (250 copies)	Emily James + contractor	Mar 2012	
6.2	Web Flyer			
	6.2.1 Design Flyer	Owen Peake	Jan 2012	
6.3	Mail-out Invitation by mail-merge letter No RSVP date to be set			

6.3.1	Design the invitation letter	Owen Peake Emily James	Jan 2012	
6.3.2	Mail merge and send out invitations (about 200 copies)	Emily James + contractor	Feb 2012	
6.4	Pre-Event Promotion			
6.4.1	Design advertisement for local newspapers	Owen Peake	Jan 2012	
6.4.2	Arrange placement of advertisements	Emily James	Feb 2012	
6.4.3	Create events calendar page	Emily James	Feb 2012	
6.5	Event Promotion			
6.5.1.	Brief John Bright	Owen Peake	Jan 2012	
6.5.2	Invite local papers	John Bright	Feb 2012	
6.5.3	Prepare a press release & distribute	John Bright	Mar 2012	
6.6	Post-Event Promotion			
6.6.1	Write articles for: <ul style="list-style-type: none"> Engineers Australia Magazine EHA News Bulletin EHA Newsletter, EHV Newsletter EV Newsletter 	Owen Peake	April 2012	
6.6.2	Write letters of thanks	Owen Peake	April 2012	
6.6.3	Write Ceremony Report	Owen Peake	May 2012	
7 Registration Registration and promotion to commence on Monday 5 March 2012				
7.1	Create online registration & send test to OP to confirm it is ok to use	Emily James	Early Mar 2012	
7.2	Send out email invitations to EA Victoria membership and some special lists	Emily James	Early Mar 2012	
7.3	Make online registration live	Emily James	Early Mar 2012	
7.4	Check registrations each week	Emily James	Mar + April 2012	
7.5	Double check people are registering properly	Emily James	Mar + April 2012	
7.6	Contact anyone who hasn't registered properly	Emily James	Mar + April 2012	
7.7	Collect apologies + acceptances	Emily James	Mar + April 2012	
7.8	Close registration link	Emily James	10 Apr	

			2012	
7.9	Create Attendee Summary	Emily James	5 Apr 2012	
7.10	Send reminder email to registered people	Emily James	1 April 2012	
8 Event Operations				
8.1	Organise furniture for ceremony			
8.1.1	Tables	V/Line	Apr 2012	
8.1.2	Chairs	V/Line	Apr 2012	
8.1.3	Safety Measures at stations	V/Line	Apr 2012	
8.1.4	Lectern (Geelong and Ballarat)	Emily James Owen Peake to transport	Apr 2012	
8.1.5	AV equipment (to be hired)	Emily James	Apr 2012	
8.1.6	Direction signage at stations	V/Line	Apr 2012	
8.3	Engineers Australia items to bring			
8.3.1	Banners	Emily James	Apr 2012	
8.3.3	Velvet veil	Owen Peake	Apr 2012	
8.3.4	Handout documents	Emily James	Apr 2012	
8.3.5	Press Release copies	Owen Peake	Apr 2012	
8.3.6	Copies of Running Sheet	Owen Peake	Apr 2012	
8.3.7	PA System	Emily James	Apr 2012	
8.4	Photographs	EA staff + OP to bring cameras	Apr 2012	
8.4.1	Prepare speeches Notes: There will be at least 4 speeches	Each speaker to prepare own notes. OP to provide assistance if requested	Mar 2012	
8.4.2	Ensure each speaker has prepared their speech	Owen Peake	Apr 2012	
8.4.2	Prepare welcome to country.	Owen Peake to ascertain if this is customary for V/Line events	Mar 2012	
8.5	Prepare a Running Sheet (See Note 3)	Owen Peake	Jan 2012	
8.7	Advise councils 3 days ahead of ceremony registration numbers for catering	Emily James	Apr 2012	
9 Event Day				
9.1	Overlook Set-up	Emily James	Apr 2012	
9.3	Greet Guests	Owen Peake Emily James	Apr 2012	
9.4	Ensure everything is running smoothly	Owen Peake Emily James	Apr 2012	

STATUS KEY:**YELLOW - IN PROGRESS****GREEN - COMPLETED****RED - URGENT****NOTES:**

1. Funding from VicTrack may not be necessary as V/Line are offering to pay for panels now to be vinyl on aluminium.

2. Approval from Heritage Victoria not now required as panels will be mounted within operational areas and will not affect building fabric.

3. Running Sheet should be prepared soon and updated a few days before event. It should then be distributed to stakeholders with further copies available on the day. The document should include

- Running Sheet proper
- Dignitaries present (to be announced by MC)
- All apologies received (to be announced by MC)

CHANGE CONTROL

VERSION 1 10 December 2011 Taken from Yallourn document

VERSION 2 24 January 2012 Update based on meeting with Glenda/Sandra/Emily on 20 Jan 2012

VERSION 3 11 FEB 2012 Update based on meeting with DOT & Councils on 9 Feb 2012

Report prepared by:

OWEN PEAKE

Secretary

Engineering Heritage Victoria

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Email: owen.peake@bigpond.com

9 July 2012

CHANGE CONTROL

VERSION 1 21 May 2012

Adapted from Budj Bim Ceremony Report

VERSION 2 9 July 2012

Further drafting