

ATTACHMENT A

7. STATEMENT OF CULTURAL HERITAGE SIGNIFICANCE

Supporting document for a nomination of a Place for the Victorian Heritage Register

For

Jolimont Station Complex



Fig. 1. Jolimont Station south side (up line)



Fig. 2. Jolimont Station north side (down line)

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WHAT IS SIGNIFICANT

Jolimont MCG Station was built in 1902 as part of the newly-extended Inner Circle line. It is on the Hurstbridge and Mernda lines. The station consists of two almost mirror image red brick buildings with cantilevered verandahs which sit each side of the up and down lines. It lies in a cutting running east-west alongside Wellington Parade, East Melbourne, Victoria. This cutting ends at the first of two tunnels constructed at the same time – the second was at West Richmond under Hoddle Street. They are the oldest suburban rail tunnels in Melbourne.

A wrought iron fence on a red brick plinth separates the station from the Wellington Parade footpath. The station is accessed from Wellington Parade by a narrow ramp with two entrances. Yarra Park (VHR H2251) is on the southern side of the station and access is via two footbridges.

This application seeks to gain registration of the Jolimont Station Complex, the area of which includes the station itself (including decorative features such as pressed metal ceilings), the original wrought iron fence along Wellington Parade and the cutting to the entrance of the tunnel as delineated in Figure 3.



Fig. 3. Area nominated to be included in Heritage Register

HOW IT IS SIGNIFICANT

The following assessment demonstrates that the Jolimont Station complex has historic, aesthetic and associational significance to the State of Victoria.

The Jolimont Station Complex is of historic significance as tangible evidence of the final phase of development of the inner-circle suburban railway system in the 20th century. The completion of the Inner Circle line provided a critical link between Melbourne's suburbs and outlying towns for the efficient movement of goods and passengers. (Criterion A), (Criterion D).

The Jolimont Station is of aesthetic significance as an extant example of a station design used by the Department in 1878 on all the stations between South Yarra and Caulfield. When the line was regraded and quadrupled during WW1 in preparation for electrification these station buildings were demolished, which leaves the station buildings at Jolimont and West Richmond amongst a small number of this design to survive. (Criterion E)

The Jolimont Station is of associational significance for its close connection with Yarra Park (VHR H2251) and with the Melbourne Cricket Ground (VHR H1928). (Criterion G)

HERITAGE LISTINGS AND CONTROLS

The Jolimont Station Complex is not currently included in the Victorian Heritage Register. Nor has it previously been nominated.

The Jolimont Station Complex is not currently included in the Victorian Heritage Inventory.

The City of Melbourne Planning Scheme includes the Jolimont Station Complex under its heritage precinct overlay H02. It does not have a site specific overlay. Nor is it listed in the City of Melbourne's Inventory of Heritage Places.

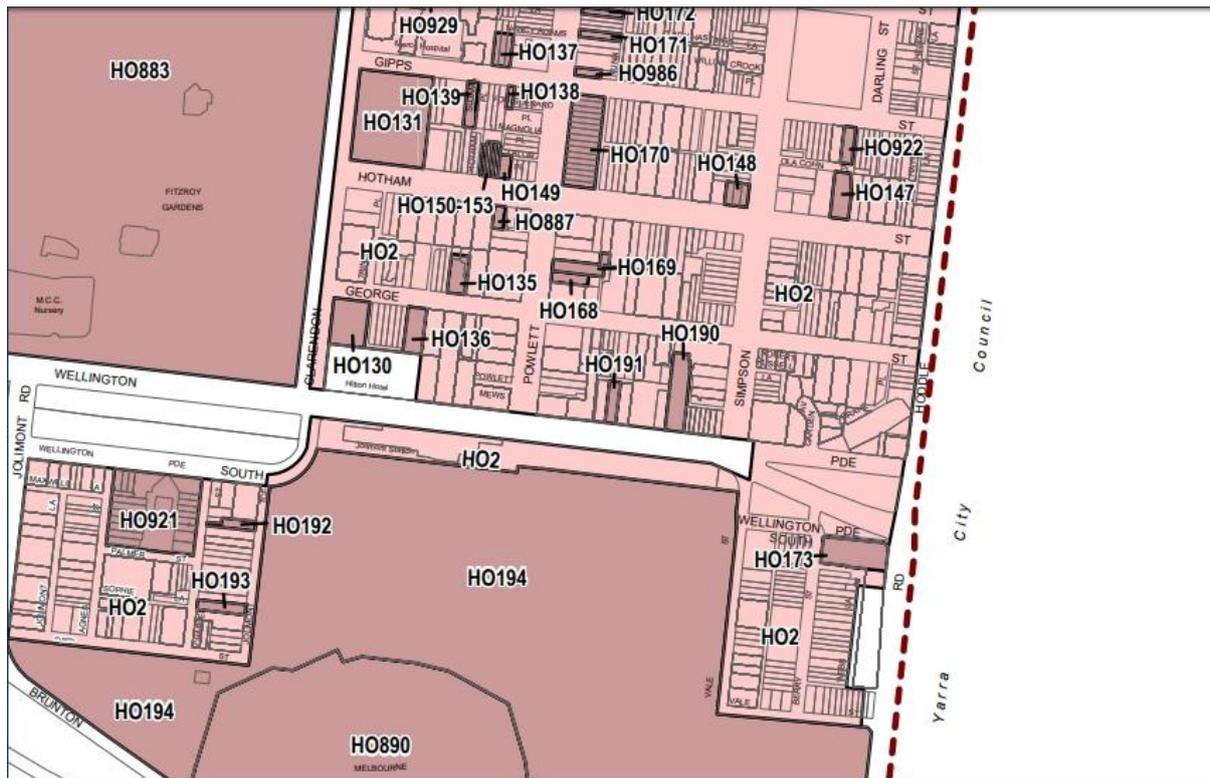


Fig. 4. Jolimont Station and cutting are covered under HO2

It is not included in the registers of the National Trust nor the (now defunct) National Estate

HISTORICAL OVERVIEW

History of East Melbourne and Jolimont

The East Melbourne and Jolimont Precinct is identified as HO2 in the Melbourne Planning Scheme. The salient heritage aspects of the Precinct are contained in the draft Statement of Significance prepared for Melbourne Planning Scheme Amendment C258. Key heritage characteristics of the Precinct are identified under the sub-heading Why is it Significant? We reproduce this important segment below:

East Melbourne and Jolimont Precinct is of historical significance. East Melbourne was one of the earliest Melbourne suburbs surveyed by Robert Hoddle in 1837. His plan included the Government and Police Magistrates Paddocks, in the future Yarra Park, where two significant early public figures, Superintendent of the Port Phillip District, Charles La Trobe and Police Magistrate Captain William Lonsdale, took up residence in the late 1830s. Hoddle also prepared a grid plan for residential subdivision of East Melbourne in 1842, which was revised in 1848 to accommodate the future Fitzroy Gardens. Bishopscourt, the Episcopal residence of Anglican Bishop Perry, was the first dwelling in the subdivision constructed in 1853. It helped to establish East Melbourne as a highly prestigious residential area which subsequently attracted the professional and business classes and many prominent figures in government, politics, law, medicine architecture and the arts. The suburb was associated with Eastern Hill, the focus of civic, ecclesiastical, educational and institutional development from the 1840s and the future site of St Patrick's Cathedral. It was also on the fringe of the developing Parliamentary and Treasury precincts, the seat of government in Victoria. Jolimont was mostly developed later, but notably included the 1850s subdivision of La Trobe's earlier Jolimont Estate (in the former Government Paddock). Major roads and boulevards border or traverse the precinct, several of which were historically important thoroughfares heading east out of the city.

Wellington Parade, Hoddle St and Victoria Parade were envisioned by Robert Hoddle as major routes out of Melbourne, their status confirmed in the Roads Act of 1853. The precinct is also significant for its historic parks and gardens, with Yarra Park and Fitzroy Gardens two of the ring of parks reserved by La Trobe, in a visionary action which resulted in a series of much valued open spaces surrounding inner Melbourne. The first game of Australian Rules football was played in Yarra Park in 1858, Melbourne Cricket Club also established a cricket Ground in the park, which evolved into the internationally renowned stadium, the Melbourne Cricket Ground (MCG). The MCG was also home to Melbourne Football Club which was established in 1859 and is one of the oldest football clubs of any code in the world. The stadium hosted the 1956 Olympic Games. Richmond Cricket Club also developed its own ground in Yarra Park, the Punt Road Oval, which in turn was home to the Richmond Football Club established in 1885.

East Melbourne and Jolimont Precinct is of social significance and highly regarded in Melbourne for its historic streetscapes and buildings. Both Fitzroy Gardens and Yarra Park are also highly valued with the former a popular place for passive recreation in proximity to Melbourne's CBD. The latter gains significance from being the setting of the MCG; the association of Yarra Park with the development of Australian Rules football is also of social significance.

The aesthetic/architectural significance of the East Melbourne and Jolimont Precinct largely rests in its Victorian-era development. The precinct is renowned for its high-quality historic dwellings, including some of Melbourne's finest and earliest large houses of the 1850s and 1860s complemented by later development including grand terraces in pairs and rows and substantial free-standing villas from the 1870s and after. There are also Edwardian dwellings and interwar duplexes and flat blocks. Within the precinct there are an unusually high number of individual properties included in the Victorian Heritage Register, and little replacement of first or original dwellings has occurred. East Melbourne's streets are mostly wide, straight and tree-lined interspersed with parks and squares, following the highly regular gridded pattern of the 1840s subdivision. The major roads and boulevards historically attracted grander development. Clarendon Street was an early prestigious residential street with several of Melbourne's most significant early residences constructed there, beginning with Bishopscourt in 1853. Jolimont also has significant historic residences. Lanes throughout the precinct are demonstrably of nineteenth century origin and function. Historic parks and gardens further enhance the aesthetic significance, including Fitzroy Gardens, the smaller squares of Powlett and Simpson reserves and the extensive Yarra Park. These variously retain elements of their original or early landscape design, including specimen trees, mature tree avenues, perimeter and garden bed borders; and some remnant indigenous vegetation, including in Yarra Park. There are views into and out of from the parks and gardens to the borders in residential area Yarra Park is dominated by the MCG and also hosts the Punt Road Oval. Fitzroy Gardens is an outstanding early public park in Melbourne, with an important collection of plants, some of which date to the nineteenth century. It also retains significant historic buildings and structures.

We quote this extract to place the subsequent information about the building of the station and the interest it created in context. The station complements the buildings, streets, parks and gardens mentioned in the extract. It also gains significance from its historical association with these features. Jolimont station rightfully stands alongside the heritage-listed features of this historic Precinct as belonging to the same level of State recognised significance. The station's quiet architecture and siting are beautifully integrated into this important historic and cultural precinct.

Completion of the Inner Circle line – Princes Bridge to Collingwood

Jolimont Station was built at a significant time in the history of Victorian rail. This period encompasses the optimism and opportunism of the land boom, the lull during the ensuing Depression and the early transitional phase to electric traction on suburban trains.

Jolimont Station has a clear association with the development of the rail system in Victoria evidenced in the physical fabric of the place, as well as documentary sources relating to railway development in Victoria.

The Inner Circle line was established by the enactment of the Railway Construction Act (No.821) in 1884. The concept of the Inner Circle line was to provide a rail line running around the settled area of Melbourne with branches off to Somerton, Whittlesea, Fitzroy and Hurstbridge. It was instigated by the land boomer Thomas Bent, Minister of Railways at the time. This Act became known as the 'Octopus' referring to the tentacle-like coverage of Melbourne by reason of the extensive additions to the existing network.

Opening in 1888, the Inner Circle aimed to transport people from the north of the city and across the top of Carlton to connect with trains at Princes Bridge to Caulfield and from there to Gippsland. At the time there was little interest in completing the section from Collingwood to Princes Bridge because most of the land was already settled and there was little incentive to complete it. Trains from Heidelberg ran to Collingwood (now Victoria Park) and then reversed. Passengers to the city generally detrained and took a cable tram.

Indeed, on match days at the Melbourne Cricket Ground some passengers preferred walking from the city to the ground and this cost the Railways considerable traffic (and revenue) as one J Forbes pointed out to the Railway Commissioners in an extant letter.

Railway construction was virtually halted during the Depression of 1890-1. In the early 1890s there was much public criticism of land boomers and their role in railway expansion. *The Age* spearheaded the criticism, alleging wastage, extravagant engineering and undue political influence. *The Age* was particularly critical of the administration of Richard Speight, Victorian Railway Commissioner.

Speight had implemented the Railway Construction Act of 1884 which ultimately included 66 additional railways throughout the colony. Many of these new lines were not initially well-patronised and the Department incurred substantial losses. Derogatory press reports resulted in two libel actions between June 1893 and September 1894 (Speight v. Syme).

It was not until 1897-8 that the Department began to consider seriously the completion of the Inner Circle line. The plan was to expand the line to include a more direct route between Princes Bridge and Collingwood. An Act authorizing the Princes Bridge to Collingwood line was passed in December 1898. The Act stipulated that no occupier/owner of land through which the railway was intended to pass had the right to require that the line pass through the property, no right to request a deviation and no right to compensation. Construction of the line began in late 1899.

Departmental documents show four potential routes and include plans and engineering recommendations. Gradient was an important factor in deciding to place the line in a shallow cutting. According to a contemporary report in *The Herald* various arrangements were contemplated whereby the soil from the cutting was to be carted to Richmond and possibly elsewhere with some of it being used to create an embankment. Tunnels were also a significant planning factor. A line at ground level crossing Wellington Parade would have been considerably more expensive as it would have entailed two level crossings, signal boxes and the wages of signal men. Thus the tunnel at

Jolimont is of significance as one of only two constructed as part of the Inner Circle line extension and they are the oldest suburban rail tunnels in Melbourne.

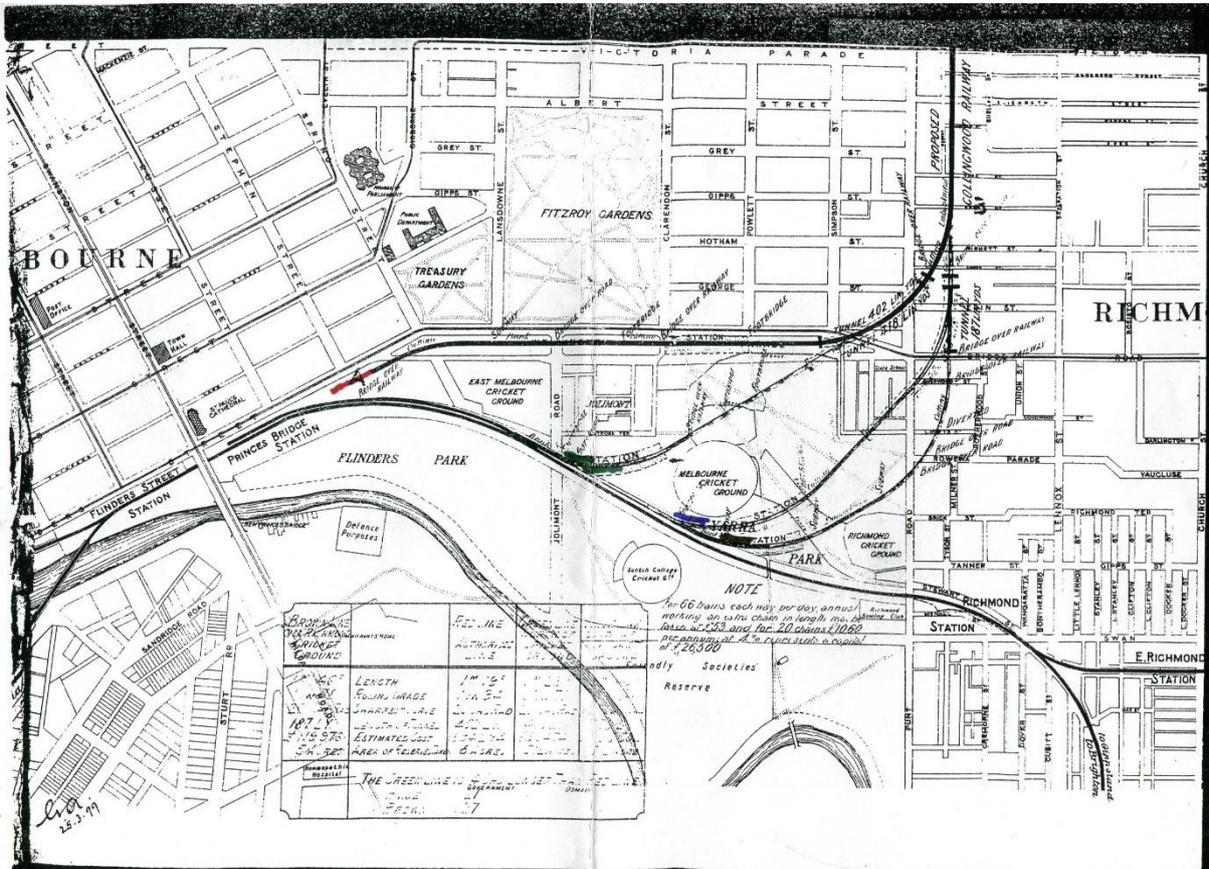


Fig.5. Plan showing alternative routes for the new line. Australian Railway Historical Society

On the proposed new route there would be a station close to the Melbourne Cricket Ground and this would give every facility for the thousands who attend the various sports at the Melbourne Cricket Ground, Richmond Cricket Ground, Scotch College Cricket Ground, East Melbourne Cricket Ground and the Friendly Society Gardens.

I feel satisfied that these views will be supported by nine-tenths of the inhabitants of East Melbourne ...

On 29 December 1898 the Crown Solicitor dismissed these concerns. Also, the alternative route south of the cricket ground would have involved the demolition of a significant number of houses on both sides of Hoddle Street.

The argument was on-going. *The Argus* reported on the 14 February 1899 that

a meeting of the property-owners and ratepayers of Jolimont and the neighbourhood was held at the Wellington-parade Hotel, for the purpose of discussing the route of the line which Parliament has authorised to be constructed from Prince's-bridge to Collingwood. Councillor Terry presided, and the attendance numbered about 40.

A last ditch attempt was made by deputation of influential citizens to the Railways on 9 March 1899 but it did not succeed in preventing the line from passing along Wellington Parade.

The objection to the route centred on the alienation of parkland, both Yarra Park and Jolimont Reserve, and it was claimed that 'it would take from the people of Melbourne and their children some of the finest reserves that they possessed'. 'All-pervading soot' and 'the incessant noise of screaming whistles' were concerns also raised. In April the City Council considered suing the Government for the money spent on beautifying and maintaining the parkland that was to be destroyed, but the matter was eventually dropped largely because the members of the Parks and Gardens committee had been appointed by the Government. John Sharp, a wealthy timber merchant living at the corner of Jolimont Terrace and Wellington Parade also sued for compensation, with no success.

After nearly twenty years deliberation over the exact course the railway should take work started on the new line on 8 November 1899.



Fig. 8. Jolimont cutting.

The cutting, while not necessarily a significant technical achievement in itself, was of scientific interest at the time in revealing valuable evidence of Inner Melbourne's geological history. It caused an immediate stir in scientific circles. A writer in *The Tocsin* in 'Science Notes – XVI – Earth Movements' noted excitedly on 28 February 1901:-

Look at the Jolimont cutting ; you will see that the rock beds stand on edge, though, being water-made rocks, they must originally have lain-flat or nearly so. But not only do they stand on edge, they are crumpled in the most extraordinary fashion, pointing all ways, like a crumpled handkerchief squeezed to a ball. Just west of the bridge leading past the end of the narrow gardens to Richmond Paddock you see the beds crossing the cutting, and suddenly, a yard or two further west, they run with it ; elsewhere you see them bent into curves, arched upwards or downwards. Travel where you will in this country you never meet rocks of this series without finding them on edge, and with a roughly north and south 'strike,' or length; except over the short space of some fold, twist, or crumple, such as the cutting discloses.

The cutting reveals Silurian siltstone laid down around 400 million years ago and displays tangible evidence of the remarkable geological age of the continent of Australia. It is a reminder of the rise and fall of sea levels over millions of years and the major earth shaping events that caused its current appearance.

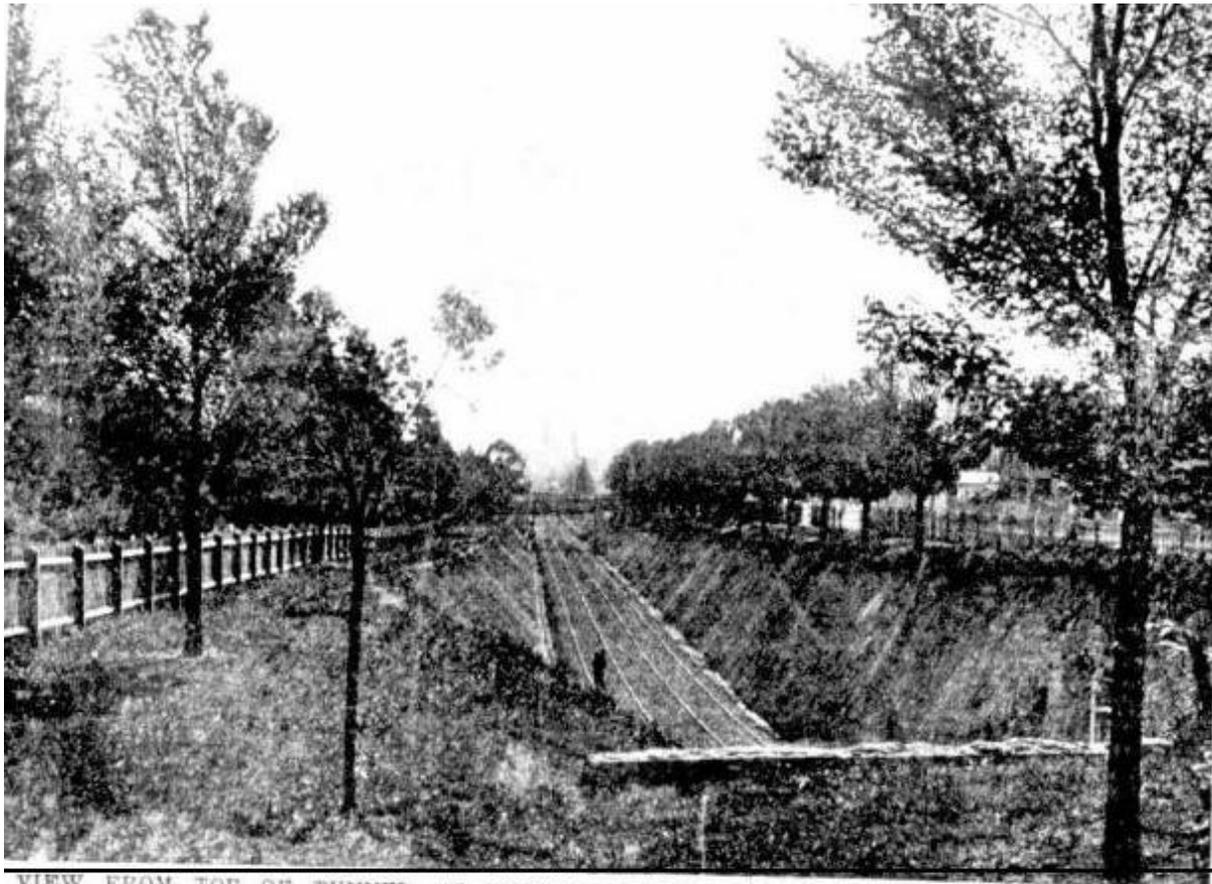
We note that Len Annois' image (Fig. 17) gives equivalent space to Cliveden mansion and to the Jolimont cutting and railway line, thereby highlighting the significance of the Jolimont Station Complex in the landscape.



Fig. 9. Work on the cutting and tunnel underway. *Leader*, 9 Jun 1900.



Fig. 10. Future site of Jolimont Station. *The Australasian*, 27 October 1900.



VIEW FROM TOP OF TUNNEL AT SIMPSON STREET, LOOKING TOWARDS MELBOURNE.

Fig. 11. The cutting showing elms already in place. *Weekly Times*, 26 Oct 1901.

The Inner Circle was finally opened on 21 October 1901, with the first train running from Princes Bridge to Clifton Hill, via Flinders St, Spencer St, North Melbourne, Royal Park, North Carlton and North Fitzroy. It continued to Collingwood, North Richmond, West Richmond and Jolimont, terminating at Princes Bridge. Doubts were rife as to the ability of the steam engine to ascend the bank but apparently no particular difficulty was experienced. *The Argus* reported the following day:

After 20 years of continuous and energetic agitation...the direct railway line connecting the Heidelberg line with the metropolis was opened for passenger traffic yesterday. Instead of travelling by a circuitous route, past Royal Park and North Carlton to Clifton Hill, thence to Collingwood and back to Clifton Hill on his way to Heidelberg the passenger is now able to get his ticket at Princes Bridge station and reach Heidelberg in a few minutes

On the completion of this section of rail line Heidelberg trains used the double track between Clifton Hill and Princes Bridge. In 1902 the line was extended beyond Heidelberg to Eltham as a single line, and further to Hurstbridge in 1912.

Jolimont Station

The Government acquired the former parkland on which Jolimont Station now stands under the Railways Lands Acquisition Act of 1893. The cost of building the line and its stations, including Jolimont, was borne by the Department. Its drafting office designed the railway infrastructure required for the operation of the Inner Circle line; this included platforms, station buildings, tracks, crossings, fences and signal boxes.

Acting Railway Commissioner William Fitzpatrick awarded the tender to build the station to James Mullin of North Fitzroy. The contract was signed on 6 September 1901 and the contracted price was £2006.8.0. The plans were signed off by Geo S (George Wrake Sims), chief assistant engineer for existing lines. Work was directed by the Department's chief engineer Francis Rennick. The wrought iron fence along Wellington Parade was the work of Frederick Long and Co of Footscray. The cantilevered verandahs were the subject of a separate tender and were erected some months later by the firm of Agnes Challingsworth, Richmond.

Jolimont Station was not completed until after the opening of the line which was at first serviced by temporary timber buildings as was customary at the time in order that the line be operational in the shortest possible time. The contracted finish date was 6 January 1902, the same date that the contract for the verandahs was signed. This was possibly the date when the verandahs were also completed.



Fig. 12. Jolimont Station, 1905

The station represents a transition phase in railway station architectural styles – one dating from the late 1870s and also the early 20th century Footscray style which had its origins in the 19th century classic Woodend style.

The style ignores the pseudo-Gothic design of the middle to late 1880s found at numerous locations on the Inner Circle line, the Upfield line and elsewhere - for example the Clifton Hill Railway Station complex which was constructed around the same time as Jolimont in the late-Gothic style. It also ignores a Dutch colonial style of the 1890s found variously at Bairnsdale, Pirron Yallock (VHR H1584), Bendigo Locomotive Shed and Maryborough Station.

Jolimont Station has a very similar footprint to a plan used by the Department in 1878 on all the stations between South Yarra and Caulfield. When the line was regraded and quadrupled during

WW1 in preparation for electrification these station buildings were demolished, which leaves the station buildings at Jolimont and West Richmond amongst a small number of this design to survive.



Fig. 13. Malvern Station (dem.) as example of 1870s style. Australian Railway Historical Society

Jolimont Station differs in small ways from this standard design. Some of these differences are to do with depth of arches over the windows and entrance. The 1878 buildings were apparently of polychrome brick whereas only red brick is used at Jolimont. The proximity of Jolimont Station to the MCG meant larger toilet facilities at this station (and this was the case at Caulfield also). Another difference is that the platform verandahs at Jolimont are cantilevered from the building and not supported by cast iron posts. The decision to investigate electrification of the suburban system was made in 1903. It has been suggested that the cantilever verandah supports rather than cast iron close to the outer edge of the verandah indicate a preparation for electrification. This is one of the earliest uses of the cantilever trusses in station buildings.

The classically conceived Woodend style - the exemplar built in 1899 after the original 1861 station burnt down - is regarded as a stylistic forerunner to the Footscray style which has similar features including cantilevered verandahs, basalt quoining and banding, but uses different materials. The Woodend style was not carried over into the 20th century.



Fig. 14. Woodend Station as example of 1890s Woodend style. Google images

Ward and Donnolly include Jolimont Station in their work *Victoria's Railway Stations* as representative of the Footscray style of station architecture. This Footscray style group, all built in the first two years of the 20th century, was designed for use in the Metropolitan area at Footscray (VHR H1563), Williamstown Beach, Jolimont, West Richmond and Sandringham.

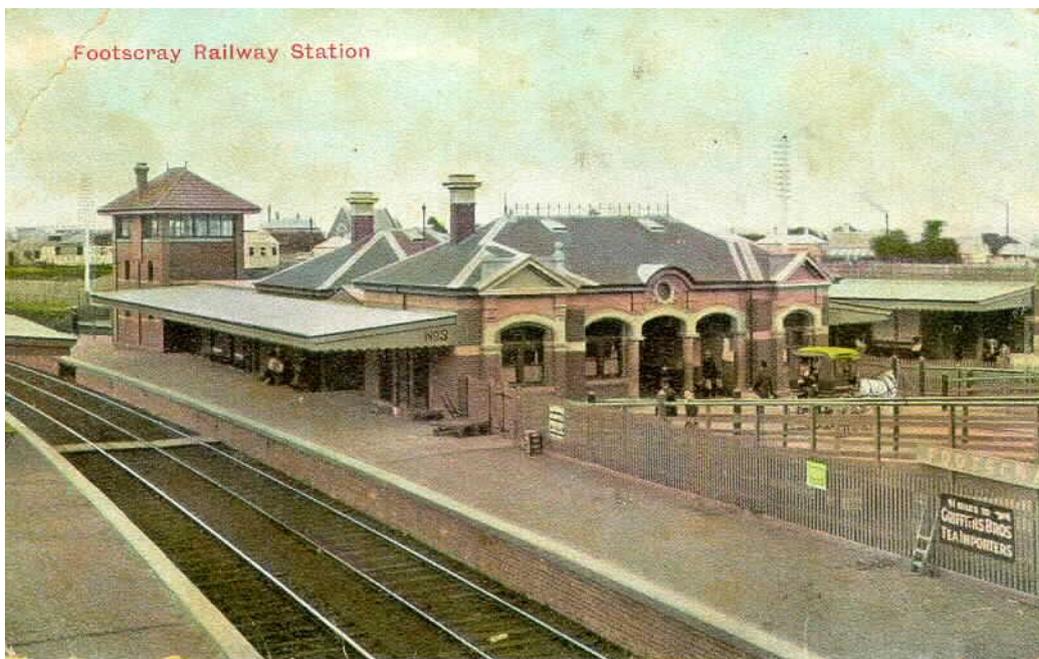


Fig. 15. Footscray Station, c.1910. Footscray Historical Society

The plans for stations in the Footscray style vary but the characteristic details are:

- #Cement render banding at mid-window level, eaves level, and across window heads
- #Bluestone quoining to doorways, bluestone window sills and plinths
- #Pediment motifs to parapet walls around the toilets
- #The buildings are complemented by red brick walls and slate roofs
- #Each building borrows further classical details in the form of pilasters with similar capitals

The station at Jolimont is a simpler version of the Footscray style having no pediment motifs and no pilasters.

Jolimont Station today is largely intact and in good condition. The original glass louvred windows have been bricked in without detracting from the understanding of the building.



Fig. 16. Bricked in window

Additional entrances and exits were provided in 1973. In 1985 it was renamed Jolimont MCG. Extra shelter and seats were provided on both platforms in November 2015. Traditionally commercial advertising has not been permitted on Jolimont Station because of the aesthetic desire to keep the parkland on either side free of hoarding distraction. The wish is still respected. Fawkner Station near the cemetery is another station which has this prohibition.

In summary, Jolimont Station exhibits a richness, diversity and unusual integration of stylistic features. It is architecturally rare in its hybrid or transitional style between an 1878 design, features from the 1890s Woodend style, subsequently modified in the Footscray style and, feasibly, even looking forward to the modern era of electrification.

ASSESSMENT AGAINST CRITERIA – WHY IS IT SIGNIFICANT

Criterion A

Importance to the course, or pattern, of Victoria's cultural history.

The station is historically significant as tangible evidence of the final phase of development of the inner-suburban railway system in the 20th century. The completion of the Inner Circle line provided a critical link between Melbourne's suburbs and outlying towns for the efficient movement of goods

and passengers. It provides important evidence of the transitional infrastructure of the late 19th and early 20th century train travel and the train travellers' experiences.

Criterion B

Possession of uncommon, rare or endangered aspects of Victoria's cultural history.

The station is one of only a small number of stations built in the Footscray style at the turn of the 20th century. It is a simpler version of the style demonstrated at Footscray Station (VHR H1563). Where the Footscray Station presents an appearance of occasion with its relatively grand facade, Jolimont Station is discreet in deference to its park surrounds and nearby residences. It is a rare and early example of a station in a public park. It was sited where it is in spite of considerable opposition from the local council and the local community, and exemplifies the difficulties associated with running a train line through a built up area.

The place has clear association with a way of life important in Victoria's cultural history, being the movement of sports fans and others to and from the MCG. Extra toilets are part of the original plans for the station and are tangible and uncommon design elements resulting from the expected high volume traffic passing through the station.

Criterion D

Importance in demonstrating the principal characteristics of a class of cultural places and objects.

Jolimont Station is substantially intact. Windows have been bricked in but in no way impede understanding of the building. A small glazed protrusion originally built to house the signal levers has been removed and the opening bricked in. Otherwise the plan remains intact, along with fittings such as benches around the waiting rooms, fireplaces and pressed metal ceilings. It remains an excellent example of its period and encapsulates a short-lived evolutionary stage of development known as the Footscray style.

Criterion E

Importance in exhibiting particular aesthetic characteristics.

Jolimont Station is of architectural importance as it is a largely intact example of the Footscray style of railway station. The station witnessed a developmental stage in the history of Victorian rail. The station is of aesthetic significance by virtue of its attractive architectural design, its harmonious relationship with the historic buildings in the East Melbourne and Jolimont precinct and its siting and contextual position in Yarra Park. The cutting is a distinctive element in the local landscape. Original plantings enhance the place, peppercorn trees remain in the station grounds on the Yarra Park side, and a row of elms stands along the top of the cutting on the Wellington Parade side, screening the railway line from the road. Traditionally commercial advertising has not been permitted on Jolimont Station because of the aesthetic desire to keep the parkland on either side free of hoarding distraction. The wish is still respected. Fawkner Station near the cemetery is another station which has this prohibition. As photos and paintings over the years have shown there are also attractive views from Jolimont Station to the west over treetops to the city skyline. The station and its wider environs have been appreciated as having aesthetic value by artists ever since the railway was built as their many artworks testify.



Fig. 17. *Cliveden*, Len Annois, 1930. State Library of Victoria.

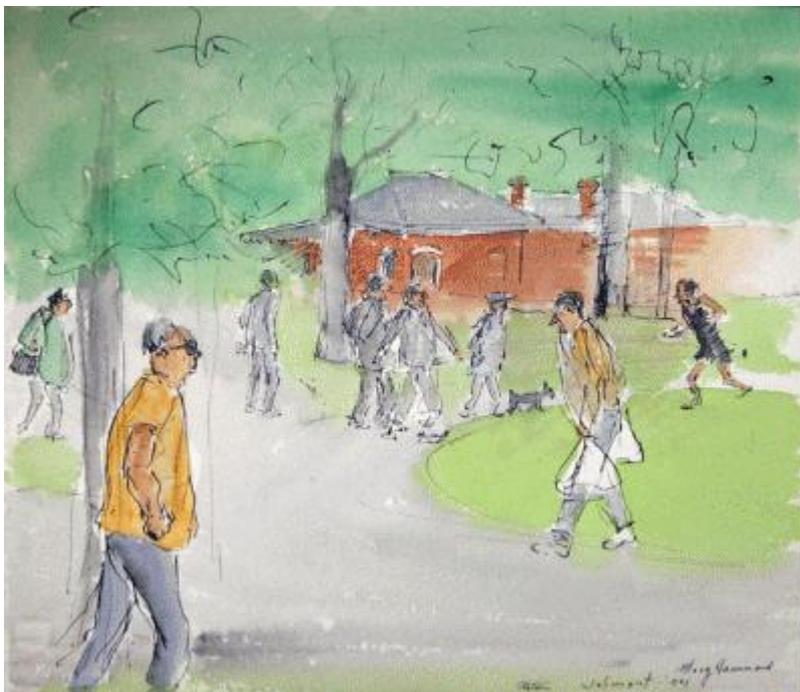


Fig. 18. *Jolimont Station from Yarra Park*. Mary Hammond, 2001. Google images

See also Fig. 7.

Criterion G

Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.

Over and above its association with the local community Jolimont Station has special association with the hundreds of thousands of sports fans who visit the Melbourne Cricket Ground each year. Although Richmond Station also provides transport to the MCG it is Jolimont Station that has the greater association, and has been renamed Jolimont-MCG Station in recognition of this. To travel to and from the MCG by the Jolimont train is part of the experience of going to a match, be it cricket or football. Passengers are united by their common purpose and destination, together with an anticipatory walk through the park. The station provides a unique entry to a major sporting ground by way of its siting in Yarra Park.

The Jolimont Station transports visitors to the MCG for a variety of events outside the regular football and cricket matches. The MCG has also hosted international multi-sport events such as the Summer Olympics (1956) and The Commonwealth Games (2006), and non-sporting events such as the pro-conscription meeting (1917), Billy Graham address (1959), Eucharistic Congress (1973), Pope John Paul 11 (1986), and concerts by the likes of Paul McCartney, Madonna and The Three Tenors.

Jolimont Station also services crowds to Yarra Park on New Year's Eve for free stage entertainment, films and firework displays.



Fig. 19. Passengers leaving a special train at Jolimont to attend the Olympic Games, 1956. Google images



Fig. 20. Football crowd at Jolimont Station, 4 May 2019. Graham Shepherd

The association of the station with the MCG and Yarra Park has been there since it was built and is just as strong, or stronger, now.

The station was planned with large crowds in mind by providing extra toilets.

Healesville Railway Station (VHR H1567) now closed, is somewhat of a comparison. This timber building was built at a similar time to Jolimont Station (1902) and bears identical cantilever verandahs which were made by the same firm, Agnes Challingsworth, and pioneered by the firm at the pre-existing Euroa Station in 1898. Healesville has social similarities to Jolimont in being built to cater for intermittent but high volume traffic. In the case of Healesville it was holiday visitors, while at Jolimont it is visitors to the Melbourne Cricket Ground and Yarra Park.

Criterion H

Special association with the life or works of a person, or group of persons, of importance in Victoria's history.

Jolimont Station has special association with the work of A (Agnes) Challingsworth. Agnes Challingsworth took over the running of the foundry founded by her husband on his death in 1886. As a woman she was a pioneer in what was considered a man's world. Nevertheless she was highly respected in her field and for many years was regularly the winning tenderer for work for the Victorian Railways. Initially she mainly supplied water tanks but in 1898 the firm won the tender to erect cantilevered verandahs at the old Euroa Station. From that time up until at least 1916 the firm appears to have been the sole supplier of this item.

The plans for Jolimont Station show cantilevered verandahs but they are drawn purely schematically with no specifications given. It seems that having come up with a design at Euroa the Challingsworth firm was trusted to go it alone. An article in Sydney's *Daily Telegraph* commented in 1913,

The greater part of the iron work in the best city and suburban railway stations comes from the Challingsworth foundry. It is no unusual thing to hear men in their stations, approaching them by ramps, guarded by woman's work and sheltered

by verandahs made after her designs, harping away on the futility of feminine effort in big things.

In 1903 the same firm was responsible for the construction of the Water Tower and Tank at 12 Millard Street Wangaratta (VHR H1833) which 'is of historical and scientific (technological) significance for its early use of rivetted and rolled steel'. According to the Statement of Significance A. Challingsworth not only built the tower but also fabricated the steel. The contract for the verandahs states that all steel used in the work was 'to be of the best mild steel, made by the Siemens Martin Process. It is possible that the trusses supporting the cantilevered verandahs at Jolimont station have similar importance to the works at Wangaratta.

COMPARISONS WITH SIMILAR PLACES RECORDED IN THE VICTORIAN HERITAGE REGISTER

1. Footscray Railway (VHR H1563). While a much simpler version of the style Jolimont Station exhibits trademark stylistic features of the Footscray style

#Cement render banding at mid-window level, eaves level, and across window heads

#Bluestone quoining to doorways, bluestone window sills and plinths

#The buildings are complemented by red brick walls and slate roofs

2. Healesville Railway Station (VHR H1567) now closed. This timber building was built at a similar time to Jolimont Station (1902) and bears identical cantilever verandahs which were made by the same firm, Agnes Challingsworth, and pioneered by the firm at the pre-existing Euroa Station in 1898. Healesville also has social similarities to Jolimont in being built to cater for intermittent but high volume traffic. In the case of Healesville it was holiday visitors, while at Jolimont it is visitors to the Melbourne Cricket Ground