

Heritage Council Regulatory Committee

Newport Railway Workshops (H1000)

2–78 Champion Road, Newport, Hobsons Bay City Council, Bunurong Country

Hearing – 7 and 8 May 2025

Members – Simon Molesworth AO KC (Chair), Dr Helen Doyle, Megan McDougall

Determination of the Heritage Council

To amend the Victorian Heritage Register – After considering the Executive Director's recommendation and all submissions received, and after conducting a hearing, the Heritage Council has determined, pursuant to section 62(1) of the *Heritage Act 2017*, that the existing registration of the Former Newport Railway Workshops located at 2–78 Champion Road, Newport, should be amended in the Victorian Heritage Register by making the following amendments:

- changing the name of the place to Newport Railway Workshops
- including registered objects integral to the registered place in the Victorian Heritage Register
- revising the extent diagram (diagram H1000).

The Heritage Council also makes the following determinations:

- that the categories of registration should not be amended and should remain as 'registered place' and 'registered object integral to a registered place' in the Victorian Heritage Register
- that no categories of works or activities that can be carried out without a permit (permit exemptions) in relation to the place and registered objects integral to the place, are determined at this point in time
- that the objects listed in Attachment 5 to this determination are not integral to the place and should not be included in the Victorian Heritage Register.

Simon Molesworth AO KC (Chair)

Dr Helen Doyle

Megan McDougall

Decision Date – 6 August 2025

Acknowledgement

As a peak heritage body, we acknowledge the Traditional Owners of the Country that we call Victoria, as the original custodians of Victoria's land and waters, and acknowledge the importance and significance of Aboriginal cultural heritage in Victoria. We honour Elders past and present whose knowledge and wisdom has ensured the continuation of Aboriginal culture and traditional practices.

Appearances / Hearing submissions

Executive Director, Heritage Victoria ('Executive Director')

The Executive Director, Heritage Victoria recommended to the Heritage Council that the existing registration of the Former Newport Railway Workshops located at 2–78 Champion Road, Newport, be amended. The Executive Director was represented at the hearing by Heritage Victoria officers Mr Geoff Austin, Manager, Heritage Register and Ms Jenny Dickens, Heritage Officer (Material Conservation).

Victorian Rail Track ('VicTrack')

VicTrack, on behalf of the State of Victoria, is the designated owner of the crown land reserve at the address 2–78 Champion Road, Newport, including the area of land included within the Victorian Heritage Register. VicTrack was represented at the hearing by Counsel Ms Serena Armstrong and engaged Mr Roger Beeston as an expert witness in heritage.

Steamrail Victoria Inc ('Steamrail Victoria')

Steamrail Victoria is a lessee of an area of land within the extent of registration of the Former Newport Railway Workshops. Steamrail Victoria was represented at the hearing by Mr Noah Clancy and Mr Peter Donald.

Other Interested Parties

Newport Railway Workshops Preservation Group ('NRWPG')

Newport Railway Workshops Preservation Group ('NRWPG') made a submission to the Heritage Council pursuant to section 44 of the *Heritage Act 2017* and made further written submissions as part of the hearing process. NRWPG did not seek to make oral submissions at the hearing but attended as an observer.

Engineering Heritage Victoria

Engineering Heritage Victoria made a submission to the Heritage Council pursuant to section 44 of the *Heritage Act 2017* and made further written submissions as part of the hearing process. Engineering Heritage Victoria did not seek to make oral submissions at the hearing but attended as an observer.

Railway Tramway Heritage Victoria ('RTHV')

RTHV made a submission to the Heritage Council, pursuant to section 44 of the *Heritage Act 2017*. RTHV did not make further submissions and were not participants to the hearing.

Hobsons Bay City Council

Hobsons Bay City Council is the Local Government Authority for the area in which the place is located. Hobsons Bay City Council made a submission to the Heritage Council pursuant to section 44 of the *Heritage Act 2017* but did not make further submissions and were not participants to the hearing.

Mr Chris Richards

Mr Chris Richards and NRWPG together identified a list of objects, prepared a report titled *Threatened movable heritage, Newport Railway Workshops* (dated 25 May 2021) and submitted an application to the Executive Director to amend the place in the Victorian Heritage Register. Mr Richards did not make submissions in his own right but was permitted to make oral presentations during the hearing in response to questions other parties had raised throughout the course of the proceeding.

Introduction / Background

The Place

01. The Former Newport Railway Workshops ('the Place') was included in the (former) Register of Historic Buildings for its State-level cultural heritage significance in 1994. In 2001 the registration was amended to expand the extent of registration to include additional areas of the 1888 buildings, land, objects and structures.
02. On 15 July 2024, the Executive Director made a recommendation ('the Recommendation') to the Heritage Council, pursuant to Part 3, Division 3 of the *Heritage Act 2017* ('the Act'), that the existing registration of the Former Newport Railway Workshops be amended in the Victorian Heritage Register ('Heritage Register').
03. The Place is located on Bunurong Country.
04. The Place occupies crown land that is owned and managed by VicTrack (Victorian Rail Track Corporation, established in 1997), which is an incorporated subsidiary of the Victorian Government with an independent Board. Victoria's rail land, infrastructure, and rolling stock for tram and metropolitan and regional train services are leased to the Department of Transport and Planning ('DTP'). DTP has franchise agreements and sub-leases with partner organisations to operate public transport services. Assets not used for public transport remain under VicTrack's management.
05. In the Recommendation, the Executive Director described the Place as follows:

The Newport Railway Workshops is located on the traditional land of the Bunurong people. In 1836 this land was described as '... a clear level plain to the mountains.' The flatness of the site was likely one of the reasons that it was chosen for the workshops. The site is mostly unvegetated with grass growing in less trafficked areas, and trees growing along the Champion Road boundary.

The place is a railway manufacturing and repair facility consisting of a large site with approximately 60 buildings and structures as well as functional areas, most of which have or had operational links to other buildings and areas at the place. Objects integral to the place consisting of historic machinery and rolling stock are also present.

The original Newport Railway Workshops site was a 78-hectare triangle of land bounded by Champion Road, Market Street, Melbourne Road and Power Street in Newport and includes the Newport Railway Museum. The registered place is a smaller 21.4-hectare area within the original site. It is approximately triangular in shape with Champion Road at the base. Both northern curved arms of the triangle run parallel to external railway tracks which converge near Newport Railway Station.

Process following the Recommendation of the Executive Director

06. After the Recommendation was made to the Heritage Council on 15 July 2024, notice of the Recommendation was published on 19 July 2024 for a period of 60 days in accordance with section 41 of the Act.
07. Pursuant to section 44 of the Act, 6 submissions were made in relation to the Place. Of those submissions, 3 expressed explicit or in principle support of the Recommendation, one submission partially supported the Recommendation and 2 sought clarity, changes or further work on elements of the proposed amended registration. The submissions were received from:
 - Newport Railway Workshops Preservation Group ('NRWPG')
 - Steamrail Victoria Inc
 - Victorian Rail Track Corporation ('VicTrack')
 - Hobsons Bay City Council
 - Engineering Heritage Victoria
 - Railway and Tramway Heritage Victoria ('RTHV')

08. Of those submissions, 2 submitters requested that the Heritage Council conduct a hearing into the Recommendation.
09. Of the 6 individuals or entities who made submissions pursuant to section 44 of the Act, 4 participated in the hearing either by presenting oral submissions or making further written submissions.

Regulatory Committee

10. Pursuant to section 13(1) of the Act, a Regulatory Committee of the Heritage Council ('the Committee') was duly constituted to consider the Recommendation and all submissions received, and to conduct a hearing into the matter.
11. The Committee has given due consideration to all submissions made pursuant to section 44 of the Act, in making its determination.

Hearing arrangements

12. On 26 September 2024 the Committee notified all individuals and organisations who had made a submission pursuant to section 44 of the Act, that a hearing would be held. All individuals and organisations were invited to submit a Hearing Participation Form (Form B) to indicate whether or not they would participate in the hearing.
13. The Committee received three Hearing Participation Forms within the directed timeframe from:
 - the Executive Director, Heritage Victoria
 - VicTrack
 - Steamrail Victoria
14. A further 2 Hearing Participation Forms were received after the due date from:
 - Engineering Heritage Victoria
 - Newport Railway Workshops Railway Preservation Group

The Directions Hearing

15. On 12 December 2024 the Committee notified those individuals and organisations who had requested to participate in the hearing that a Directions Hearing would take place on 23 January 2025.
16. The Committee notified parties that the Directions Hearing would be to discuss procedural steps in preparation for the hearing, including:
 - confirming a hearing date
 - confirming expert witnesses and any legal representation
 - the timing of the receipt of expert evidence and submissions
 - any site inspection by the Committee
 - any other matters, including as identified by parties.
17. During the Directions Hearing the Committee sought any objections to the receipt of 2 late Hearing Participation Forms from Engineering Heritage Victoria and the Newport Railway Workshops Preservation Group. No objections were received and it was confirmed that both parties were permitted to make written submissions and attend the hearing as observers, as they had requested.
18. The Committee confirmed that a hearing would take place on 7 and 8 May 2025, followed by an accompanied site inspection on 9 May 2025.

Accompanied site inspection

19. On 9 May 2025 the Committee members undertook a site inspection of the Place. The Heritage Council's Secretariat Project Officer Hannah Fairbridge was also in attendance. Representatives of the following parties to the hearing were in attendance:
 - the Executive Director

- VicTrack
- Steamrail Victoria
- Engineering Heritage Victoria

- 20.** No submissions were sought, made or received during the site inspection. Questions of clarification and identification of objects and other elements of the Place were permitted by the Committee Chair.
- 21.** The site inspection covered an area of the registered Place from the eastern boundary timber shed (area 155 as shown on **Attachment 1**), to the western boundary where the Kirkstall Hammer and Crane are located (area 62 as shown on **Attachment 1**). The inspection covered the northernmost portions of the East Block and West Block, excluding the East and West Block extensions. The Tarpaulin Shop was also viewed from the exterior. A number of objects proposed for inclusion as objects integral identified on inventory H1000 were also viewed during the site inspection.

Preliminary, procedural and other matters

Future use, maintenance and development

- 22.** It is not the role of the Committee to consider future proposals or to pre-empt any decisions regarding future permits under the Act. Pursuant to section 62 of the Act, the role of the Committee is to determine whether or not the existing registration of the Place should be amended in the Heritage Register.
- 23.** The Committee (and the Heritage Council similarly) have no current or future role in the consideration of permits under the *Planning and Environment Act 1987*. The Heritage Council's statutory remit is limited to the *Heritage Act 2017*.

Conflicts of interest

- 24.** The Chair invited Committee members to consider whether written declarations or otherwise were required to be made in relation to any matters that may potentially give rise to an actual or apprehended conflict of interest.
- 25.** All members were satisfied that there were no real or perceived conflicts of interest.

Issues

- 26.** The following section is not intended to be a complete record of written and oral submissions that were made to the Committee. It is a summary of what the Committee considers to be the key issues, followed by an explanation of the Committee's findings. Any reference to the Criteria or to a particular Criterion refers to the *Victorian Heritage Register Criteria and Threshold Guidelines* (updated by the Heritage Council on 1 December 2022) ['Criteria and Threshold Guidelines']. Please refer to **Attachment 2**.

Application to amend the Heritage Register

- 27.** An application to amend the Heritage Register was lodged with the Executive Director in 2021. The Executive Director made a request for further information in relation to that application, which was complied with approximately 12 months following the request. The application to amend the Heritage Register was accepted in January 2023.
- 28.** Throughout the course of the proceeding submissions as to the details of the amendment application, including who made it and which documents were relied upon by the Executive Director to prepare the Recommendation, were raised.
- 29.** In their submissions, NRWPG stated that Mr Chris Richards had prepared the application to amend the Heritage Register including the list of 418 items which had been nominated to the Executive Director as objects integral to the Place.
- 30.** VicTrack raised the submission made by NRWPG, and queried Mr Richards' involvement with NRWPG noting that VicTrack had not received an unredacted version of the application to amend the Heritage Register, and that the application may have been made by someone other than Mr Richards.

31. VicTrack submitted that Mr Richards is not independent and submitted that if the application were made by Mr Richards 'then it ought to be viewed in this light'. VicTrack's view was that if Mr Richards were the applicant, then that is 'highly relevant to this matter'.
32. Mr Richards was contacted as part of the hearing process and was advised that in order to participate in the hearing all parties must complete a *Hearing Participation Form (Form B)*. No Form B from Mr Richards was received. Mr Richards submitted a statement regarding his expertise during the 'submission in reply' stage of the process, using an account linked to the NRWPG to submit a document via the Heritage Council's online platform, the 'HCV Hub'. No submissions from Mr Richards in his own right (i.e. not as part of the NRWPG) were made. It remains unclear at the time of this determination whether Mr Richards is a member of NRWPG, representing NRWPG or was engaged to assist NRWPG with the Heritage Council's hearing process.
33. Regardless, upon request from Mr Richards to explain his involvement in the application to amend the Heritage Register the Committee permitted Mr Richards to provide a brief verbal statement during the hearing. Prior to his statement VicTrack advised that the questions posed in their submission about the involvement of Mr Richards, and the identity of the person who made the amendment application, had been resolved.
34. Mr Richards' verbal statement was provided in writing to all interested parties in the week following conclusion of the hearing. Mr Richards' statement did not explicitly confirm or deny whether he had made the application to amend the register, but did confirm that he had been 'contacted by concerned members of the community to examine how best to protect these vulnerable objects at the place'.
35. The Committee makes no determination or findings as to the relevance of the identity of the applicant, indeed the Committee were not privy to that information throughout the course of the proceeding. The Committee notes that it was not provided with, and did not seek a copy of, either the redacted or unredacted versions of the application to amend the Heritage Register.
36. The Committee notes the existence of the publicly available report titled *Threatened Movable Heritage, Newport Railway Workshops* (dated 25 May 2021) authored by Mr Richards but has not read that report in any detail; the Committee's determination is based only on the Executive Director's Recommendation and the written and verbal submissions before it.

Executive Director's Recommendation

37. In 2023 the Executive Director accepted an application to amend the existing registration of the Place by adding objects integral to the Place to the Heritage Register pursuant to section 27A of the Act. The application proposed approximately 418 objects for inclusion in the Heritage Register. Of those, the Executive Director proposed that a number of *Tools, Plant and Equipment* (inclusive of objects already included within the extent of registration, and missing objects), 55 items of *Rolling Stock* and timber platforms (high and low) classed as *Miscellaneous Items* are integral to the Place. The remaining nominated objects, including *Spare Parts* were assessed by the Executive Director as not integral to the Place and were not proposed to be included in the Heritage Register.
38. In addition to the proposal to include objects integral to the Place in the Heritage Register, the Executive Director also proposed that the Heritage Council determine:
 - 1) That the name of the Place be amended from 'Former Newport Railway Workshops' to 'Newport Railway Workshops'.
 - 2) That the reasons why the Place is included in the Heritage Register based on the Heritage Council's Criteria and Threshold Guidelines be revised.
 - 3) That the extent of registration diagram be revised to reflect current practice of recording extents of registration.
 - 4) That objects identified in the Inventory H1000 are integral to understanding the cultural heritage significance of the registered place and are to be included in the Heritage Register.

- 5) That the categories of registration are registered place, registered objects¹, and registered objects integral to place.
- 6) That categories of works or activities which may be carried out in relation to the Place and objects integral for which a permit is not required (permit exemptions) would not harm the cultural heritage significance of the place or objects integral.
- 7) That the list of objects identified in Attachment 2 of the Executive Director's Recommendation are not integral to the Place and should not be included in the Heritage Register.

39. During the course of the proceeding submissions were made in relation to the seven proposed amendments. The submissions and the Committee's determination on each of the Executive Director's proposals follows in this determination.

The need for an updated Conservation Management Plan

40. Before setting out its findings, the Committee records the submissions and discussions in relation to the need for an updated Conversation Management Plan ('CMP') in relation to the Place.
41. The Executive Director's Recommendation, and submissions made by VicTrack set out the history and context as to the conservation and management of the site. These documents stated that the first heritage study of the site was undertaken in 1988 by Doring. The scope of that study was restricted to the workshop buildings, and equipment within the existing workshop boundaries. The Doring study did not include a study of rolling stock.
42. In 2000, VicTrack and Heritage Victoria jointly commissioned Helen Lardner Conservation and Design Pty Ltd to prepare the *Former Newport Railway Workshops, Champion Road, Newport: Conversation Analysis and Management Plan*. The focus of the Lardner CMP was on the identification and management of significant built fabric, while relying on the Doring study in relation to tools, plant and equipment.
43. Following preparation of the Lardner CMP, in 2001 the extent of registration of the Place was amended and included 'all the extant plant, works, objects and machinery, and a list of specific 'plant, works, objects and machinery'. The registration of the Place has read as follows since publication of the Lardner CMP and amendment of the registration in 2001:

All the extant plant, works, objects and machinery associated with the former use of the above buildings, with particular emphasis on the following items of plant: Plant No. 1607 and 1608 Campbell, Sloss & McCann overhead travelling rope-driven cranes; 1623 Kirkstall mechanical crane; 2337 Kirkstall steam hammer; 2106 Sawmill steam engines A and B, boiler and associated sub-floor power transmission system; ZZ20 Patterns and Pattern Records; ZZ14 Weighbridge; 2623 Punch & Shear machine (Bevan & Edwards); 471 Engine Wheel lather and bed; 3110 Ajax Continuous Heading machine; 2402 (3 hammers), 2403 (2 hammers) Drop Hammers; 2302, 2344 (2) Steam hammers, swaging; ZZ17 Steam Hammers, medium; 2627 Punch & Shear machine; ZZ11 Paint mixing plant comprising 2 Torrence edge runner mills, white lead mixer and 2 pigment grinders; 3902 Horse hair teasing machine. (Plant numbers are those used in the Heritage Study of Newport Workshops 1888-1988 by C & M J Doring Pty Ltd).

[bold emphasis added]

44. VicTrack submitted that in preparing the Recommendation, the Executive Director had 'not had the benefit of an application supported by a suitably detailed and reliable report prepared by an experienced independent expert.' In response the Executive Director submitted that extensive work had been completed to prepare the Recommendation, including multiple site inspections and use of the extensive research undertaken by Doring and Lardner. Mr Beeston suggested that it would have been 'advantageous for...revision to the H1000 listing to have occurred on the basis of a more thorough

¹ The Committee notes that suggestion that the category 'registered objects' be applied to the Place is likely to be an error, as the Executive Director did not recommend that any of the objects proposed for inclusion are integral in their own right pursuant to s.49(1)(a) of the Act.

contemporary study of the place and its constituent parts, best effected in the form of a compliant updated CMP'.

45. VicTrack adopted the expert evidence of Mr Roger Beeston (Director, RBA Architects and Conservation Consultants) who submitted that 'it is clear that significant further work is required' before an amendment proceeds.
46. During the hearing, Mr Beeston noted that the Doring report is a sound document, which was built upon by Lardner, but maintained his view that before any amendments take place an updated CMP must be prepared.
47. The Executive Director disagreed with Mr Beeston that for an amendment to take place an updated CMP must be prepared, submitting during the hearing that CMPs are typically completed to inform the management of a Place or to provide policies for the conservation of the Place. The Executive Director noted that the Recommendation is not in relation to the management of the Place, but seeks only to assess the significance of objects nominated for inclusion. The Executive Director asked Mr Beeston why, in his view, it is necessary to prepare a CMP before any amendment takes place.
48. In response, Mr Beeston disagreed that the purpose of a CMP is only to inform management and provide policies, submitting that a key part of any CMP is to ensure understanding of what is significant about a place. Mr Beeston also noted that the Executive Director's Recommendation states in the permit policy that an updated CMP be prepared.
49. There was no disagreement between parties that an updated CMP would be beneficial to the custodians and stakeholders of the Place, and while Mr Beeston conceded that many places have been included in the Heritage Register without the benefit of a CMP, he submitted that it is best practice for heritage places to have CMPs and that any amendment should be based on a CMP.
50. In particular, at the conclusion of the first hearing day, the Committee Chair requested counsel for VicTrack to obtain instructions as to whether VicTrack would be prepared to commission and fund a CMP. At the commencement of the second hearing day, Ms Armstrong confirmed that she had those instructions. That assurance was noted and welcomed by the Committee.
51. The Committee acknowledges that no party had the benefit of an updated CMP when preparing submissions, and that its determination is therefore based only on the information before it.
52. While the Committee has no remit to enforce the preparation of a CMP, having heard the evidence of Mr Beeston the Committee agrees that an updated CMP for the site is a necessary desirable step, to be completed sooner rather than later.
53. The Committee appreciates the scale and complexity of the site and strongly recommends that VicTrack commission a CMP in the near future to ensure sound management practices of the State-level significance of the site into the future.

The name of the Place (Recommendation 1)

Summary of submissions

54. The Executive Director recommended that the name of the Place be amended to remove the word 'former' from the title. The Executive Director's reasoning was that the 'place has operated continuously as Railway Workshops from its construction in 1888 to the present day'. The Executive Director also stated in the Recommendation that the Place 'is known in the general and railway communities by its original name, without the word former'.
55. Relying on the expert evidence of Mr Beeston, VicTrack disagreed with the Executive Director's Recommendation and reasoning, and submitted that the name of the Place should not be changed.
56. Mr Beeston's evidence suggested that the:

function of the attributive adjective 'Former' in the registered name is to modify 'Newport Railway Workshops' (the noun phrase) by conveying that the place no longer serves its formative purpose. It indicates that the past uses differ from its current uses, which is an accurate reflection of its functional reality.

57. Mr Beeston further stated that there is a 'material difference' between the current operations of the Tourism and Heritage railway organisations ('T&H organisations') at the Place and the work carried out by large-scale, multiskilled workforce at the site between the late 1880s and 1992.
58. VicTrack, relying on the evidence of Mr Beeston submitted that the Executive Director's position that the Place has operated continuously as railway workshops since its construction to the present day, is incorrect. VicTrack submitted that the nature of the T&H organisations use of the place is for 'historical and heritage related rail services primarily as a tourist activity.' VicTrack submitted that use of the Place as an industrial railways workshop ceased in 1992, and that while the ongoing work of the T&H organisations at the Place is important in the context of tourism and heritage and the maintenance of historical practices, industrial railway maintenance and repair works are no longer carried out within the extent of registration of the Place.
59. VicTrack further submitted that the name by which this Place (or other heritage places in general) is known by the community is not a good heritage reason for the name change. VicTrack submitted that there are many examples in which the name used by the community differs from the appropriate name for a heritage place. One example raised by VicTrack is the Newport Substation, which is known by the community who use the place as 'the substation' or 'Newport substation' rather than the name designated by the Heritage Overlay which is *Victorian Railways Type A Electricity substation (former)*.
60. VicTrack ultimately submitted its view that the name of the Place should remain as it was at the time of the Recommendation, by maintaining the word 'former' in the title.
61. Steamrail Victoria, while not explicitly making submissions in relation to the name change supported the Executive Director's Recommendation 'as it stands', referring to the Place throughout its submissions as 'Newport Workshops'.
62. Engineering Heritage Victoria similarly did not explicitly make submissions in relation to the name of the Place but confirmed 'support for the recommendation' and stated that 'members of the committee have a long involvement with the "Newport Railway Workshops".'
63. In written hearing submissions, NRWPG stated that the group 'supports the proposed name change' and that 'the workshops are not "former" but are continuing to operate as the Newport Railway Workshops', although they are no longer operated by Victorian Railways.
64. In its section 44 submission, Hobsons Bay City Council did not make submissions in relation to the recommendation to amend the name of the Place, but submitted in-principle support of the overall Recommendation.
65. Railway & Tramway Heritage Victoria Ltd supported most elements of the recommendation and submitted that it was 'particularly pleased' to note the recognition of the Place as a historic precinct in which 'railway and tram activities have been carried out continuously over a period of 130 years'.

Committee discussion and conclusion

66. Pursuant to section 26 of the Act, the Executive Director must include in the Heritage Register sufficient details to identify a place or object. The Heritage Council generally accepts that the name of the Place is an identifying detail of a registered place or object and that it is empowered to make a determination in relation to the name of a place or object.
67. The Committee notes that throughout the course of the proceeding no party disagreed with statements that the Place does not operate in the same capacity as when it was the main workshop of Victorian Railways. It was acknowledged by all parties that at the peak of its operation up to 5000 employees worked on site and that it was the centre of rolling stock manufacture and repair in Victoria.
68. The Committee acknowledges that the exact nature and scale of the historic use of the Place has changed, but observes that the site still operates today as a railway workshop. Indeed, many of the buildings and structures within the extent of registration of the Place still operate as workshops, storage, and administration. While it can be said that the operations at the Place have reduced, it could not be said that the use of the Place is substantially different to its original and intended use as railway workshops.
69. The Committee observes that throughout the written submissions made to it, the Place was referred to most frequently as the 'Newport Railway Workshops' or 'Newport Workshops', regardless of whether the submission was directly commenting on the Recommendation to change the Place name or not. The Committee does agree with the submissions of VicTrack, that a heritage place that is in use by the

community can be referred to in a multitude of ways, and that often a community will use a name that differs from the formal Victorian Heritage Register listing. The Committee also acknowledges that the names of many places included in the Heritage Register are prefaced by the word 'former' or include the former name or use in brackets after the more commonly used name. Examples of this naming convention include *Former Carlton Refuge and Chapel Complex* (H1813), and *Abbotsford Convent (Former Convent of the Good Shepherd)* (H0951), among others. Contrarily, many places included in the Heritage Register do not include the word former, despite a change or cessation of the original purpose or use of the Place. Examples of this naming convention include *Sunnyside Wool Scour* (H1146) which no longer operates as a Wool Scour but does not include the word former in its name, and *No.2 Goods Shed* (H0992), which no longer operates as a railway goods shed but does not include the word former in its name.

- 70.** The Committee observes that in its experience, the name of a place has little to no bearing on the management of that place. The examples listed above each have a different naming convention, but are nonetheless managed in the same way, in accordance with the *Heritage Act 2017*. The word 'former' does not have the effect of providing a greater or lesser level of significance. A place is included in the Heritage Register for meeting one or more of the Heritage Council's Criteria and Threshold Guidelines. Once the threshold for State-level significance has been met as is the case with this Place, none of the identifying details have the effect of diminishing, or indeed elevating, the significance of that place.
- 71.** The Committee accepts the submissions and position of the Executive Director and agrees that the name of the Place should be amended to 'Newport Railway Workshops'. In the Committee's view this name is most logical, as the Place physically resembles a railway workshop and is most commonly referred to by the community who use it as the Newport Railway Workshops.
- 72.** **The Committee determines, in accordance with the Executive Director's Recommendation that the name of the Place should be amended and recorded in the Heritage Register as 'Newport Railway Workshops'.**

Reasons for inclusion in the Heritage Register (Recommendation 2)

- 73.** It is necessary for the Committee to confirm the limitations of its statutory remit in relation to the Recommendation to amend the existing registration of the Place. The Committee notes that in respect of the 7 recommendations before it, recommendation 2 relates to a non-statutory element of the Heritage Register, consequently a decision on recommendation 2 is therefore not properly before the Committee, in accordance with the Heritage Council's established policy positions.
- 74.** In 2024 the Heritage Council published its determination in relation to the Executive Director's Recommendation to amend the existing registration of the Nicholas Building (VHR H2119).
- 75.** In that determination the Heritage Council Committee appointed to make the determination set out its findings that the statutory provisions of the Heritage Act relating to the content of the Heritage Register (sections 23–26 of the Heritage Act) do not require that the register include:
 - permit exemptions
 - the reasons for a registration
 - the Statement of Significance; or
 - a written history of the place or object.²
- 76.** The Nicholas Building Regulatory Committee found that the legislation does not specify that the Heritage Register include those elements (noting however that permit exemptions are decided on by the Heritage Council, but are not necessarily part of the Heritage Register, rather they are a tool to manage the significance of the place).
- 77.** Although the above listed elements are not a statutory part of the Heritage Register the reasons for a registration, the Statement of Significance and the history of the place or object are essential tools that the Heritage Council utilises as a framework for making decisions on whether or not to include a place or object in the Heritage Register. Indeed, the Act specifies at section 11(k) that one of the Heritage Council's core functions is to:

² Heritage Council Determination – Nicholas Building (23 December 2024), p.6:
https://assets.heritagecouncil.vic.gov.au/assets/HCV-Determination-Nicholas-BuildingH2119_23DEC2024.pdf

develop, revise and publish assessment criteria to be used in considering heritage significance of places and objects and determining whether those places or objects should or should not be included in the heritage register.

[underline emphasis added].

78. However, after a place or object is included in the Heritage Register, and subject to a section 62 amendment, the criteria – while remaining a helpful tool for the duration of any proceeding – are not something that require a Heritage Council determination.
79. The Heritage Council is empowered by section 62 of the Act to amend the Heritage Register. Given the established position that the information listed at paragraph 75 above does not form part of the Heritage Register, the Heritage Council's determination in relation to the Nicholas Building states:

If none of these matters in fact form part of the Heritage Register, then it must follow that they cannot be the subject of an application to amend the Heritage Register.³

80. The Heritage Council similarly has an established policy position that the Statement of Significance for a place or object does not form part of the registration of the place or object and that:

...neither the Executive Director nor the Heritage Council have any explicit power in the Act to “approve” or “endorse” the elements known as “statements of significance” or “permit policy”.⁴

81. In their determination in relation to the Nicholas Building, the Regulatory Committee stated:

This Committee considers that notwithstanding how useful or otherwise Statements of Significance might be in the management of heritage places, if they do not form part of the Heritage Register, they cannot be amended under section 62 of the Act.⁵

82. This Committee does not depart from the findings of the Nicholas Building Committee. The Recommendation made by the Executive Director, that the Committee amend the reasons that the Place is included in the Heritage Register, is therefore not properly before this Committee for a determination.
83. Whilst accepting the limits to its current statutory powers when considering a recommendation to amend the Heritage Register under section 62 of the Act, the Committee observes that the fulfilment of the Heritage Council's statutory function under section 11(1)(c), being to promote public understanding of the State's cultural heritage, might be better facilitated if the statutory provisions relating to what may be recorded in the Heritage Register included a requirement to include a Statement of Significance, thereby expanding the readily accessible information beyond the bare bones of identification and location as presently allowed. This Committee records its opinion that such a statutory reform would be commendable.
84. Throughout the course of the proceeding the Committee heard submissions in relation to the reasons for registration, and for completeness includes summaries of those submissions throughout this determination. The Committee has also utilised the information provided in the Executive Director's Recommendation and submissions in relation to the reasons for registration to assist its decision making on the statutory elements of the Heritage Register, i.e. those elements it is empowered to determine.
85. While the Committee refrains from making any statutory decision in relation to the reasons for inclusion in the Heritage Register it has some comments for the Executive Director in relation to the reasons for inclusion, and suggests that a number of changes to the proposed Statement of Significance would be beneficial.
86. The Committee acknowledges the need to regularly update Statements of Significance in order to correct any errors, include new research and information, and also to reflect current practice.

³ Heritage Council Determination – Nicholas Building (23 December 2024), p.6:

https://assets.heritagecouncil.vic.gov.au/assets/HCV-Determination-Nicholas-BuildingH2119_23DEC2024.pdf

⁴ Heritage Council Determination – Nicholas Building (23 December, 2024), p.9:

https://assets.heritagecouncil.vic.gov.au/assets/HCV-Determination-Nicholas-BuildingH2119_23DEC2024.pdf

⁵ Heritage Council Determination – Nicholas Building (23 December 2024), p.10:

https://assets.heritagecouncil.vic.gov.au/assets/HCV-Determination-Nicholas-BuildingH2119_23DEC2024.pdf

87. It also acknowledges the position of Mr Beeston that this is best done after an updated CMP has been completed. However, in the absence of a recent and thorough CMP, the Committee has considered the proposed changes, and whether these are an improvement to the existing Statement of Significance.
88. The Committee is of the view that a case could be made for inclusion under Criterion G (Strong or special association with a particular present-day community or cultural group for social, cultural or spiritual reasons) in relation to the strong presence at the site of the T&H organisations over a significant period of time (~70 years) and the impact of these organisations on the delivery of tourist railway services throughout the State. The support of VicTrack and its predecessors over this period of time is also noteworthy.
89. The Committee is of the view that the inclusion of the T&H organisations in the assessment under Criterion B (Possession of uncommon, rare or endangered aspects of Victoria's cultural history) is an unusual application of this criterion. The Committee is of the view that a case could be made under this criterion, but with some rewording. The Committee recommends that this criterion be reassessed with a view to considering the rarity of the size and complexity of the place, its buildings and its machinery, equipment and rolling stock as a whole, together with an acknowledgment that its retention and current conditions reflects, in part, the contribution of citizen conservation and preservation through the T&H organisations which have provided practical support to the government custodial responsibilities through VicTrack and its predecessor responsible agencies.
90. It was submitted on behalf of VicTrack that to highlight the T&H organisations might convey some sort of bias in the context of VicTrack's own contribution to railway heritage conservation. However, the Committee observes that there is a distinction between compliance with statutory obligations, on the one hand, in the case of VicTrack, and the voluntary unremunerated contribution of the T&H organisations over many decades, on the other hand. VicTrack has statutory duties to safeguard and responsibly manage government assets, which includes those identified as heritage assets. That statutory duty to responsibly manage government assets was accentuated once those government assets were registered in the Heritage Register, as destruction of a registered place or object by neglect or mismanagement could give rise to a failure to comply with legal obligations.
91. In the Committee's view, the assessment under Criterion E (Importance in exhibiting particular aesthetic characteristics) is of concern for its emphasis on the patina of the interior and exterior surfaces, while ignoring the aesthetics of the design/architecture, which is given considerably more weight in the current Statement of Significance.
92. The Committee notes that Mr Beeston doesn't state why he disagrees with the assessment against Criteria B and E, not the criteria themselves, but in the manner proposed.
93. In relation to Criterion E, the Committee is of the view that the Executive Director's assessment focuses on the patina of the surfaces at the Place (both interior and exterior), and the landscape, but omits any reference to the aesthetic qualities of the architecture, which is discussed in the existing Statement of Significance.
94. The Executive Director's assessment states:

The physical fabric of the place and objects integral clearly exhibits aesthetic characteristics particular to:

- *Historic industrial sites*

Most of the exteriors, interiors, historic tools, plant and equipment at Newport display wear, grime, oil, damage, and early repairs consistent with their 130-year use as heavy industrial workshops.

The surfaces have not been cleaned, cosmetically enhanced, or over painted.

The industrial landscapes at the place include historic rolling stock in various stages of repair sitting on rail track and spare parts resting on the ground.

Vast expanses of traditional CGI and saw tooth roofs are present at the place. The rust which forms on CGI creates a colour and pattern that has become an important feature of Australian historic architecture. Much of the CGI at the place has this appearance as well as holes, dents and distortions from long use and aged and peeling paint.

All these characteristics of the place and objects integral convey the reality of a working historic industrial place.

[bold emphasis added]

95. The Committee is of the view that the reference to spare parts, and the industrial landscape is at odds with the Executive Director's Recommendation that the spare parts are not integral to the Place and should not be included in the Heritage Register.
96. The Committee notes Mr Beeston's comment in relation to the proposed Permit Exemptions (see paragraph 242) that the formal garden north of the Clocktower is not mentioned in the proposed Statement of Significance. Consideration of this element in any review of the Statement of Significance is strongly supported by the Committee.
97. In relation to Criterion G, the Committee is of the view that the Executive Director's assessment of this criterion is valid. While the Committee notes that VicTrack's involvement at the Place is distinct from the involvement of the T&H organisations, and is founded primarily in a statutory obligation to protect the cultural heritage significance of the Place following its inclusion in the Heritage Register, the Committee does find merit in the submissions made by VicTrack that VicTrack (and its predecessors) should be acknowledged under this criterion for its role in facilitating and supporting the T&H organisations at the site over a long period of time. The occupation and use by the T&H organisations at the site would not have been possible without VicTrack's commitment to the activities of those organisations and an acknowledgement of this partnership in the Statement of Significance would be appropriate in the Committee's view.
98. In relation to the Statement of Significance, the Committee is of the view that the following paragraphs in the Statement of Significance should be amended, taking into consideration the comments above:

The Newport Railway Workshops are rare because the capacity of the buildings and some of the original equipment at the place allow the heritage railway organisations at the place to continue traditional practices in the repair of early rolling stock, and to train others in these practices. This makes it Victoria's centre of expertise for major overhauls and complex repairs to mainline steam locomotives, as well as for the restoration of early electric rolling stock to original electrical operating condition and has a clear association with early and continuing community efforts to save the rapidly vanishing physical evidence of Victoria's railway history by preserving historic locomotives and rolling stock. [Criterion B]

The Newport Railway Workshops are aesthetically significant for its qualities as a working, historic, industrial site. The buildings have qualities consistent with their use as heavy industrial workshops since the 1880s. They have not been cleaned, cosmetically enhanced, or over painted, and historic cranes, tools and equipment in use are also present. Historic rolling stock in various stages of repair are present together with stored spare parts both inside and outside. All these qualities make the place an important location in Victoria for shooting movies, TV series, still images, advertisements, and music videos. [Criterion E]

99. The Committee supports the inclusion of social significance, but suggests the facilitation of use for rail preservation activities by VicTrack and its predecessors is worthy of mention in the paragraph below:

The Newport Railway Workshops and objects integral are socially significant because they have been used for rail preservation activities since the 1950s and continue to be used for that purpose by railway organisations at Newport and across Victoria. The restored locomotives and rolling stock, including objects integral at the place, are used to operate heritage rail tours which are experienced by thousands of Victorians each year. [Criterion G]

100. Alternatively, VicTrack and its predecessor's role could be mentioned under the final paragraph of 'What is Significant' in the Statement of Significance:

Today the place is used for historic railway preservation. The tourist and heritage railway organisations at the place are continuing the Victorian Railways' maintenance and repair traditions. Some of the locomotives and rolling stock made at the place are still present there today and are being kept in operation using the Victorian Railways' original documented practices and some of the original equipment.

101. Pursuant to its established policy positions and findings in the Nicholas Building determination, the Committee does not propose alternative wording to the Statement of Significance but encourages the

Executive Director to consider changes in accordance with the Committee's views above, and submissions made in relation to the Statement of Significance.

Extent of Registration (Recommendation 3, Attachment 3 of this determination)

102. The Executive Director did not recommend any change to the extent of registration, beyond updating the extent diagram and written description. The proposed updates align the diagram and description with current practice, ensuring consistency with registrations made pursuant to the *Heritage Act 2017*.
103. During the course of the proceeding there were no disagreements or objections to the Executive Director's proposal, however it was submitted by VicTrack that the written description of the extent of registration included in the Recommendation was incorrect.
104. VicTrack submitted that the extent of registration as included in the Recommendation included reference to a cancelled plan of subdivision, and that this should be replaced with the current title plan details.
105. The Executive Director agreed, noting the mistake and submitting that the written description should read:

All of the place shown hatched on Diagram 1000 encompassing part of Lot 1 on Title Plan TP972291V and all the registered objects integral to the place which are listed in Inventory H1000 held by the Executive Director.

106. The extent of registration is provided as **Attachment 3** and includes all of the Place shown hatched on Diagram 1000 encompassing part of Lot 1 on Title Plan TP972291V and all the registered objects integral to the place which are listed in Inventory H1000 (**Attachment 4** of this determination) to be held by the Executive Director.
107. **The Committee has determined that the extent diagram and written description are appropriate and should be amended in the Heritage Register.**

Registered Objects integral to a Registered Place (Recommendation 4, Attachment 4 of this determination)

(1) Tools, Plant and Equipment

Summary of submissions

108. The Executive Director recommended that the Heritage Council amend the registration of the Place in accordance with section 62(1) and 49(1)(ca) of the Act, to include objects that in the Executive Director's view, are integral to understanding the cultural heritage significance of the Place.
109. The list of objects proposed for inclusion was identified in a list known as 'Inventory H1000', which was made publicly available when the Recommendation was advertised. Inventory H1000 is comprised of:
 - some of the objects nominated for inclusion
 - all objects already included within the extent of registration
 - some objects identified in the 1988 heritage study by Doring
 - some objects that are already included within the extent of registration but were missing at the time of the Executive Director's assessment and subsequent Recommendation.
110. The Executive Director found that of all the objects identified as part of the assessment, approximately 102 objects (not including any multiples) included in the 'tools, plant and equipment' category (also referred to as 'plant, objects and machinery' in the Recommendation), as being integral to the Place in accordance with the Heritage Council's Policy *Objects Integral to a Registered Place*⁶ (2020) ('Objects Integral Policy').
111. The Executive Director assessed the objects integral against the following two tests set out in the Objects Integral Policy:

⁶ Heritage Council of Victoria Policy: Objects Integral to a Registered Place, adopted by the Heritage Council October 2020: <https://assets.heritagecouncil.vic.gov.au/assets/Objects-Integral-to-a-registered-placeUPDATED4APR24.pdf>

1. *Does the object form a key part of that place, being a component in its design, operation or use that contributes importantly to a richer and more complete understanding of its historical, cultural, technical, aesthetic and/or social meaning at a State level?*
2. *Can the contribution be substantiated through physical, documentary or oral evidence?*

112. In the Executive Director's view, the plant equipment at the Place contributes to an understanding of the operation of the Place, as such equipment was essential to the manufacturing, repair and maintenance functions carried out at the Place historically. The Executive Director found that there are representative items of each function/trade historically carried out at the Place, still remaining. In the Executive Director's view, the buildings and remaining equipment together demonstrate the large capacity and high-level manufacturing and repair capabilities that took place at the Newport Railway Workshops.
113. In the Executive Director's view, the historic (i.e. no longer in use) tools, plant and equipment demonstrate the way rolling stock was produced and repaired at the Place, while the tools, plant and equipment still in use demonstrate the continuing tradition of repair and restoration of historic rolling stock carried out by the T&H organisations operating on site.
114. In the Executive Director's view, the contribution the objects make to understanding the Place can be substantiated through physical, documentary and oral evidence including historic photographs of the Place, items installed or fixed to the Place, Newport Plant number plates and oral evidence from long-term workers of the site.
115. The Executive Director maintained the position that the objects identified in Inventory H1000 are integral to the Place throughout the course of the proceeding, and did not agree with submissions made by VicTrack.
116. The Executive Director disagreed with VicTrack's proposition that the assessment of the objects undertaken did not comply with the Heritage Council's Objects Integral Policy.
117. VicTrack, adopting the expert evidence of Mr Roger Beeston, objected to the proposal to include objects integral to the Place for a number of reasons, including but not limited to VicTrack's view that the Executive Director failed to follow the Heritage Council's policy and guidance in relation to objects integral. VicTrack submitted that the Heritage Council should determine not to amend the existing registration of the Place.
118. During the hearing, VicTrack submitted that when looking at the expert evidence of Mr Beeston, it is clear to VicTrack that further work is required if an amendment to the registration is to occur.
119. VicTrack submitted that the Act does not require an assessment of whether or not an object is integral to a registered place against the Heritage Council's Criteria (as is the case with registered places and registered objects) but in accordance with the Heritage Council's relevant policy and guidance being the aforementioned Objects Integral Policy and the *Guidance for the documentation of a 'registered object integral to a registered place' in Victoria*⁷ (2020) ('Objects Integral Guidance').
120. VicTrack submitted in relation to the Objects Integral Guidance, that the assessment had not included the minimum level of information that the guidance suggests should be included with an assessment.
121. VicTrack submitted that in preparing Inventory H1000 the Executive Director had not been sufficiently selective in identifying objects that truly 'stand out', as per the Objects Integral Guidance which states that objects integral to a place:

*...might be items which **stand out** as having an important physical, aesthetic or other symbolic relationship to that place, and which make our understanding of the significance of the place richer and more complete. The initial focus should be on thinking holistically about how the place is significant, and how an object might support our understanding of its significance.*

[bold emphasis added]

⁷ Heritage Council of Victoria Guidance for the documentation of a 'registered object integral to a registered place' in Victoria, adopted by the Heritage Council October 2020: https://assets.heritagecouncil.vic.gov.au/assets/HCV_Guidance_Objects-Integral-to-a-registered-place_v1.0.pdf

122. VicTrack submitted that use of the words 'stand out' in the objects integral guidance implies that there will be a limited number of objects that warrant registration, as it is not possible for all objects on a site to 'stand out'. VicTrack submitted that there must be something unique, different or noteworthy about the objects if they are to 'stand out'.
123. In VicTrack's view, Inventory H1000 did not represent a list of objects that 'stand out', and that this was evidenced by the multiple examples of the same type of rolling stock sought to be registered, and the multiple instances of tools, plant and equipment that are duplicated, for example 'work benches and shelving'.
124. The Executive Director objected to VicTrack's view that the Executive Director had not complied with the objects integral policy and guidance, submitting that the purpose of both documents is to provide guidance and to assist decision making. The Executive Director submitted that neither of the Heritage Council's policy documents, nor the Heritage Act suggest that the requirements are mandatory. The Executive Director submitted that the two questions (see paragraph 111 above) included in both the policy and guidance documents are the only mandatory requirements that must be addressed, and that the assessment undertaken did address those two questions.
125. Mr Beeston accepted in principle that there are historic tools, plant, and equipment at the Place that contribute to a more complete and valuable understanding of the significance of the Place, and that there is potential that some objects could be deemed as objects integral.
126. Mr Beeston submitted that he mostly agreed with the Executive Director that the extant machinery (i.e. tools, plant and equipment) did play a role in both the Victorian Railways functions at the Place, and in more recent years the T&H railway organisations use of the Place, and that therefore the working/service life of some of the equipment has been closely bound to the Place.
127. However, Mr Beeston submitted ultimately that Inventory H1000 does not contain enough detail for him to provide an independent opinion as to whether the specific objects listed are integral to the Place.
128. Mr Beeston also submitted that 'it is not reasonable to expect that the Heritage Council merely take the ED [Executive Director] Report's statements...as true without requiring evidence and assessment for the included and excluded machinery'.
129. In Mr Beeston's view, Inventory H1000 should have included at a bare minimum, specific details on location, a clearly defined extent, photographs, a brief description and comment on the function and significance of each object. Without this information, Mr Beeston submitted that a decision on whether the objects included in Inventory H1000 are integral to the Place or not, cannot be made.
130. Mr Beeston did submit a list of objects that he agreed that the Committee could find as demonstrated objects integral. Of the list of approximately 102 objects (not taking any multiples into account) proposed for inclusion by the Executive Director, Mr Beston submitted that approximately 19 (not taking any multiples into account) objects could be included as objects integral to the Place. Mr Beeston noted however that all those objects included in his proposed list are already subject to heritage protection by way of the encapsulating term used in the existing extent of registration:

All the extant plant, works, objects and machinery associated with the former use of the above buildings.

131. Throughout the hearing Mr Beeston maintained his view that Inventory H1000 does not contain enough detail to allow the identification and subsequent assessment of whether or not the objects at the Place are integral to understanding the significance of the Place. Mr Beeston maintained his view that only those objects already included within the extent of registration can be deemed objects integral, and that in regards to other objects proposed for registration, without a sufficient assessment of each object, they cannot be demonstrated as satisfying the requisite thresholds and tests.
132. Steamrail Victoria generally supported the Executive Director's Recommendation, submitting that interpretation of the Place is greatly enhanced by the presence of equipment. Steamrail Victoria submitted that 'without the equipment and the rolling stock, the place would be a hollow shell' and that 'it is the myriad ancillaries and ongoing practices which interpret the basic built structure of the place itself.'
133. Steamrail Victoria is one of the T&H organisations operating at the Place, submitting that it strives for authenticity in its operation, which is achieved through not only access to the Place itself but the rolling stock and equipment. Steamrail Victoria submitted that the rolling stock and equipment have allowed the continuation of many Victorian Railway practices in an uninterrupted way.

134. During the hearing, Steamrail Victoria submitted that the heritage value of the site has been inadvertently diminished incrementally over time, and that in its view, the Executive Director's proposal to amend the registration will ensure the heritage protection is tightened and reduce the potential of further diminution of the heritage values of the Place.
135. Steamrail Victoria submitted that ultimately it supports a more holistic and integrated listing to protect the broader heritage value of the Place.
136. In its section 44 submission, NRWPG supported the Executive Director's Recommendation. While NRWPG submitted that it wished to see more of the objects not proposed for inclusion added to Inventory H1000, it was supportive that the tools, plant and equipment listed are integral to the Place.
137. In relation to the broad proposal to amend the Heritage Register, NRWPG submitted that, in its view, the recommendation:

significantly clarifies and strengthens the existing VHR H1000 registration to give Newport the level of protection that is required for one of Victoria's important and significant heritage sites.

Committee discussion and conclusion

138. The Committee acknowledges VicTrack's submissions in relation to the size of the Place and the sheer number of objects located in and around all the buildings at the Place. During its site inspection the Committee noted the vast quantities of objects, and appreciates the work undertaken by the Executive Director, VicTrack and Mr Beeston, and Steamrail Victoria throughout the course of the proceeding to attempt to identify and document the tools, plant, and equipment listed in Inventory H1000.
139. The Committee appreciates that Inventory H1000 is a relatively basic list, including only bare minimum details to identify the tools, plant, and equipment. The Committee notes the Executive Director's submissions in relation to the security issues of the objects integral, which may be vulnerable to copper thieves if the exact locations of the objects are published. The Committee accepts this is a reasonable approach to withhold images and exact locations of the objects listed in Inventory H1000, which was publicly advertised online.
140. The Committee agrees with VicTrack and the Executive Director that for an object to be registered as an 'object integral to a registered place' an assessment against the Heritage Council's criteria is not required. In fact, the Heritage Act does not establish any tests or threshold for objects to be included as integral to a registered place beyond whether the object(s) is/are 'integral to understanding the cultural heritage significance of a registered place'.
141. As with other processes set out in the Heritage Act, to assist the assessment, recommendation and consideration of whether an object is integral to a registered place or not, the Heritage Council has published the objects integral policy and guidance. It is generally accepted that when making a decision about objects integral, the Heritage Council will consider the two questions in the policy and guidance, and provided in paragraph 111 above.
142. The Committee agrees with VicTrack's submission, that before a determination in relation to any objects integral can be made, there must be an understanding of the State-level significance of a registered Place.
143. In the Committee's view, there are two components of the State-level significance of the Place. The first relates to the history of the Place as the main workshops, and one of the largest and best equipped engineering establishments of the Victorian Railways for a century between the 1880s and 1992. In the Committee's view the Place is one of Victoria's most important sites of industrial heritage, and its State-level significance and inclusion in the Heritage Register is undisputed. Regardless of whether the Committee refers to the existing or proposed Criteria, there is no question that the Place meets the threshold of State-level significance.
144. The second component of significance at the Place relates to the almost 70-year period of the custodianship and operation of the T&H organisations at the Place. While it is not the statutory role of this Committee to make a determination as to whether the existing registration of the Place should be amended to include Criterion G, in the Committee's view it is appropriate to consider the contribution the T&H organisations make to the Place when considering the proposed amendments. Just as it is generally acknowledged that the 70+ years of the National Trust movement in Australia to heritage conservation is a social phenomenon of significance, so it can justifiably be acknowledged that the

almost 70-year contribution of the T&H organisations to railway heritage conservation is similarly a social phenomenon of significance.

145. The Committee agrees with Steamrail Victoria that while the buildings at the Place help to demonstrate its history, without any of the tools, plant and equipment listed in Inventory H1000 the built heritage on site and the vast areas of land do not contribute to an understanding of the significance of the Place as Victoria's primary railway workshop and centre of rolling stock manufacture and repair. Without any of the tools, plant and equipment the buildings become vast open spaces that do not allow an understanding of the types of work undertaken on site either historically or by the T&H organisations over the past ~70 years.
146. While the Committee acknowledges that further information in Inventory H1000 would be beneficial to both VicTrack and the T&H organisations, it does not find based on the submissions and site inspection that future management of the tools, plant, and equipment will be beyond either VicTrack or any site lessees. Indeed, the Executive Director maintains a collection of photographs of all the objects integral listed in Inventory H1000. In the Committee's view it is evident from the Executive Director's Recommendation that the approximately 102 tools, plant and equipment are documented and understood by the Executive Director. It is the Heritage Council's expectation that as the Victorian Government regulator of places and objects included in the Heritage Register the Executive Director is responsible for retaining information in relation to objects integral to registered places.
147. There are approximately (at the time of this determination) 112 places included in the Heritage Register that have associated objects integral to the registered places. The types of objects integral are vast, ranging from art collections, furniture, murals, scientific equipment, archival collections and more. When reviewing the Statements of Significance and public Victorian Heritage Database information on these objects integral, it is evident to the Committee that information available tends to be brief and mainly focuses on the contribution the objects make to the understanding of the registered places rather than detailed descriptions about the objects themselves.
148. In the Committee's experience, the Heritage Council is often comfortable to make decisions about objects integral to registered places based on information that closely resembles Inventory H1000, and the information included in recommendations made by the Executive Director to the Heritage Council.
149. The Committee's task in this proceeding was to consider whether, based on the information before it, the objects listed in Inventory H1000 are integral to understanding the significance of the Place. The Committee's task was not to consider whether the information in Inventory H1000 complies with relevant policy and guidance, but whether that information provides enough detail to assert that the tools, plant, and equipment listed contributes 'importantly to a richer and more complete understanding' of the significance of the Place.
150. In this instance the Committee does not accept the submissions of VicTrack, nor the expert opinion of Mr Beeston that the Executive Director's Recommendation is not 'sufficiently compelling to justify the revised proposed listing'. The Committee notes that Mr Beeston in written submissions agrees that there is potential that some objects at the Place are integral to the Place. Mr Beeston agrees that the existing extent of registration (prior to amendment) includes objects integral to the Place and supports those objects remaining as integral to the place. Mr Beeston rejects Inventory H1000 and suggests that the Committee cannot make a determination based on the information before it.
151. While the Committee accepts that more information is always helpful, and as stated during the hearing an updated CMP would undoubtedly be helpful for all parties, it finds in this circumstance that the information provided in Inventory H1000 coupled with the assessment undertaken and extensive historic context provided is sufficient for it to make a determination.
152. **The Committee accepts the Executive Director's recommendation to include objects integral to the place and determines that all the tools, plant and equipment listed in Inventory H1000 are to be included in the Heritage Register in the category registered objects integral to a registered place.**

(2) Rolling stock

Summary of submissions

153. The amendment application accepted by the Executive Director included 236 items of rolling stock nominated for inclusion in the Heritage Register.

154. Of those, the Executive Director assessed that 55 items of rolling stock met the Heritage Council's Objects Integral Policy and Guidance documents.
155. The Executive Director categorised the rolling stock into the following groups:
- steam locomotives
 - carriages
 - electric rolling stock
 - diesel electric rolling stock
 - vans and wagons.
156. To assist the assessment of whether any of the nominated rolling stock could be considered to be an object integral to the Place, the Executive Director established five characteristics which each individual item of rolling stock was required to meet, in order to be considered integral to the Place.
157. The five characteristics the Executive Director used, include whether the rolling stock was:
- (a) Fully or partially built at the Place
 - (b) Fully or partially maintained and restored according to traditional practices at the place in the past and now**
 - (c) Stabled and operated from the Place
 - (d) Used to educate VLine drivers, and tourist and heritage railway staff**
- [bold emphasis added]
158. The Executive Director found that 55 items of rolling stock met all of the above characteristics.
159. Two of the Executive Director's characteristics (b and d, in bold above) relate closely to the proposal to amend the criteria under which the Place is registered to include Criterion G.
160. In the Executive Director's view, the Place meets Criterion G of the Heritage Council's Criteria and Threshold Guidelines at a State-level. The Executive Director proposed that the Place is of social significance as it has been used for rail preservation activities since the 1950s. The Executive Director's assessment found that the Place enables the operation of T&H organisations, who in turn restore, maintain and operate the fleet of historic rolling stock used for rail tours across Victoria. The Executive Director was of the view that 'the tours are beloved by thousands of Victorians and create considerable economic benefits when they [the tours] visit a town or suburb'.
161. VicTrack, adopting the evidence of Mr Beeston, disagreed with the Executive Director's proposition that the Place meets Criterion G, and in turn disagreed with the proposal that the 55 items of rolling stock are objects integral.
162. It was Mr Beeston's view that the Victorian community 'derive nostalgic enjoyment from the opportunity to interact with historic rolling stock' operated across the State as opposed to the Executive Director's position that the work of the T&H organisations at the Place resonates broadly across the Victorian Community.
163. Mr Beeston did not agree that any of the rolling stock could be included in the Heritage Register for meeting characteristics (b) and (d).
164. More broadly however, during the hearing, Mr Beeston submitted that he disagreed with the Executive Director's position that the rolling stock could be considered to be objects integral to the Place, submitting that in his view, 'there is likely to be a host of historic rolling stock objects across the fleet of the State that are worthy of inclusion on the VHR, albeit in their own right as registered objects'.
165. Of the 55 items of rolling stock proposed for inclusion by the Executive Director, Mr Beeston agreed that two of those items, diesel shunters M231 and M232, which are items of rolling stock that had never left the Place, could be considered to be integral to the Place. Mr Beeson did not agree that the remaining 53 items of rolling stock were objects integral to the Place, submitting that the proposal included rolling stock that had been 'randomly retired to the subject place from the mid-20th century onwards'.
166. While Mr Beeston agreed generally that Victoria's fleet of historic rolling stock is a significant asset to Victoria, in his expert opinion the approach taken by the Executive Director and use of the characteristics

was not the most appropriate way to assess and recognise the significance of the items of rolling stock located at the Place.

167. In relation to characteristics (a) and (c), Mr Beeston was of the view that the location an item was made, or the location it was subsequently brought to for repair, is not a sufficient reason to establish a consequential and/or deep connection to the Place. Mr Beeston suggested that such a link is tenuous, especially regarding items such as rolling stock which were always intended to move outside the Place during their service life. Mr Beeston did agree however that two diesel hydraulic shunter locomotives built and used at the Place (known as M231 and M232) for the duration of their service life, could be considered to be objects integral to the Place.
168. Mr Beeston submitted that while in his view the presence of the rolling stock at the Place is of interest, ultimately it does not enrich an understanding of the Place, as the rolling stock present today does not reflect the historical conditions or use of the Place during its lifetime as a Victorian Railways workshop (1880s to 1992).
169. VicTrack agreed with Mr Beeston's evidence that the majority of rolling stock proposed for inclusion by the Executive Director should not be registered as objects integral, with the exception of the M231 and M232 diesel shunters.
170. VicTrack ultimately submitted in relation to the recommendation to include objects integral, that the 'ED report has not established that the necessary tests have been met and significant further work is required before the register should be amended'.
171. In their section 44 submission, Railway Tramway Heritage Victoria ('RTHV') made similar submissions to those of VicTrack and Mr Beeston. RTHV submitted that:

We contend that an item of rolling stock which begins its life at one place and then spends many decades of service across the state should certainly be considered integral to Victoria as a whole, but not to just one site where it spent its first few months. If lifetime location was the sole heritage principle, very few of the vehicles would be considered integral to the West block site.

172. In response, the Executive Director submitted that 'most historic rolling stock returned to the registered place for major overhauls and underwent more basic maintenance at depots', and that 'major overhauls are still done at the place'.
173. Steamrail Victoria confirmed the Executive Director's view, submitting that the Place is 'used for the heavy repair and overhaul of rolling stock from other tourist and heritage rail organisations around Australia'. Steamrail Victoria submitted that Victorian Goldfields Railway and Yarra Valley Railway have sent locomotives to the Place for heavy repair work, and that this work is reliant on the facilities and knowledge at the Place.
174. Throughout the proceeding, Steamrail Victoria maintained its position that the inclusion of the objects listed in Inventory H1000 is 'crucial to the cultural value of the place as well as to the understanding and interpretation of the industrial heritage the place demonstrates'.
175. Steamrail Victoria submitted that it was supportive of the recommendation as it stands and that:

The cultural heritage and the interpretive value of the place with its representative rolling stock, equipment and practices is greater as an integrated entity than if they were scattered; together, the final cultural value is greater than just the apparent sum of its parts.

176. NRWPG disagreed with the Executive Director's findings in relation to the rolling stock recommended for inclusion, and those items recommended not to be included as objects integral. NRWPG submitted that many of the items of rolling stock that had not been recommended for inclusion by the Executive Director should in-fact be included, as they meet various criteria in the Heritage Council's Criteria and Threshold Guidelines.
177. In response, the Executive Director submitted that the Criteria and Threshold Guidelines are not used to assess whether objects are integral to a place, rather the Heritage Council's Objects Integral Policy and Guidance are used to determine whether an object is integral to understanding the cultural heritage significance of a registered (or nominated) place.

178. VicTrack and Steamrail Victoria agreed with the Executive Director's assessment in relation to the items of rolling stock not proposed for inclusion in the Heritage Register.

Committee discussion and conclusion

179. The Committee understands that, broadly speaking, all parties agree that Victoria's fleet of historic rolling stock is a significant and important asset to the state. There is no disagreement that the Victorian public enjoy and learn from rolling stock around the state, whether by observing static rolling stock or travelling on serviceable rolling stock.
180. It is understood that in Mr Beeston's expert opinion, a review of Victoria's entire fleet of historic rolling stock should take place to determine whether any rolling stock may be included in the Heritage Register as objects of State-level significance. The Committee agrees that such a study would be extremely beneficial and very likely result in the inclusion of more rolling stock in the Heritage Register.
181. However, for the purpose of this determination the Committee does not have the benefit of a fulsome study and assessment of Victoria's rolling stock fleet. It must make a determination on the information before it.
182. The Committee acknowledges the submissions made in relation to the service life location of the rolling stock recommended for inclusion. It is noted that many of the items of rolling stock have not spent their service life at the Place, and indeed have been stored, repaired, maintained and operated across the state at various railway workshops. There was no disagreement between parties that the very nature of rolling stock is to leave the workshop at which it was built and travel throughout the State.
183. The Committee is not compelled by VicTrack or Mr Beeston's submissions that suggest that only the two items of rolling stock that spent their service-life at the Place can be considered to be integral to that Place. While it is true that the other 53 items of rolling stock proposed for inclusion in the Heritage Register did not spend their entire service life at the Place, and that they may contain parts from other locations as the Committee heard during the hearing, this does not mean they should be discounted.
184. The Committee does not agree that by registering rolling stock as objects integral to the Place, those items are then 'tied to a single discrete geographic location' as Mr Beeston suggests.
185. The Committee goes back to the requirements of the Heritage Act, from which its objects integral policy and guidance documents are derived, and notes that the Act states that for an object to be included as an object integral it must be 'integral to understanding the cultural heritage significance of a registered place'.
186. The Committee has been cognisant of the Heritage Council's Objects Integral Policy, which establishes two tests to determine when an object can be considered integral to a place:
- [the object] forms a key part of that place, being a component in its design, **operation or use** that contributes importantly to a **richer and more complete** understanding of its historical, cultural, technical, aesthetic and/or social meaning at a State level AND
 - that contribution can be substantiated through **physical**, documentary **or** oral evidence.
- [bold emphasis added]
187. Setting aside the Executive Director's characteristics (outlined at paragraph 157 above) and setting aside Criterion G, the Committee have considered whether the rolling stock listed in Inventory H1000 meets the two tests set out in the Objects Integral Policy. The Committee is of the view that the rolling stock are a key part of the Place, being a component in the **operation and use** of the Place, and that the presence of the rolling stock contributes importantly to a **richer and more complete** understanding of the reasons it is *currently* registered.
188. In the Committee's view the rolling stock undoubtedly contributes to a richer and more complete understanding of the original purpose of the Place, as Victorian Railways main workshops for over a century. While the protected buildings do contribute to understanding the scale and eras of use at the Place, it is the rolling stock that truly enhances understanding of the work that historically occurred at the Place. The Committee agrees with Steamrail Victoria, that without the presence of rolling stock, the buildings are reduced to vast, open spaces that do not reflect the historic or creative/technological significance holistically. The Committee appreciates, however, that the architectural significance of the Place could be understood without inclusion of rolling stock.

- 189.** In the Committee's view, regardless of whether the existing or proposed criteria for assessment are used to assess whether the rolling stock are objects integral to the Place, the same conclusion is drawn. Whether the rolling stock is integral to understanding the development of Victoria's railway manufacturing and repair capacity, or whether they are integral to understanding the ongoing operation of the Place as a railway workshop and use of the Place by T&H organisations is not the most important distinction to make.
- 190.** The Committee finds that the rolling stock is fundamentally important to understanding the State-level significance of the Place, and that the 55 items of rolling stock proposed for inclusion as objects integral adequately represent the history of manufacture and repair of rolling stock in Victoria.
- 191.** In addition, the Committee finds that one item of rolling stock nominated but assessed as not integral, should be added to Inventory H1000. The rolling stock item Wooden Carriage 19AA, is described in the Executive Director's list of objects deemed not integral as having been 'constructed elsewhere'. The Committee however is of the view that this carriage was built at the Newport Railway Workshop prior to the current workshop buildings being constructed and in the same general location as the present-day workshops site, although not precisely within the area of the Place. The Committee finds that Wooden Carriage 19AA contributes to a richer and more complete understanding of the development of the Place.
- 192. The Committee determines that the rolling stock identified in Inventory H1000 (Attachment 4 of this determination) are to be included in the Heritage Register.**

(3) Miscellaneous items

Summary of submissions

- 193.** The amendment application accepted by the Executive Director included approximately 12 miscellaneous items (drawings, stencils, fixtures and items from railway sites other than the Place).
- 194.** Of the miscellaneous items nominated, only one item, the high and low-level platforms (also referred to as the elevated platforms) were recommended by the Executive Director as objects integral to the Place. The Executive Director found that many of the miscellaneous items nominated were brought to the Place from elsewhere, or are objects that demonstrate the history of aspects of the Victorian Railways era but do not enhance or contribute to understanding the significance of this particular place.
- 195.** The items the Executive Director recommended to be included as objects integral to the Place are the high- and low-level timber platforms located in the East Block building. In the Executive Director's view, the five rows of elevated platforms are a key part of the Place and contribute to understanding the operations of the paint shop in the East Block building.
- 196.** It was the Executive Director's assessment that the high- and low-level timber platforms can be considered to be fixed objects that are integral to the Place. The Committee did reflect on the distinct possibility that these platforms are in fact fixtures and so as such would already be included as components of the registered building and therefore the consideration of them as "fixed objects" is unnecessary. However, in view of the Committee's decision, there is little merit to embark upon an esoteric legal discussion of the definition of fixtures in the context of these platforms.
- 197.** VicTrack, while not making specific submissions about the miscellaneous items did not agree with the Executive Director's assessment of any of the objects integral proposed for inclusion. While VicTrack agreed with the idea of a list of objects integral in the future, it did not support the list as proposed in the Recommendation (including the high- and low-level timber platforms).
- 198.** It was Mr Beeston's view, however, that the easternmost timber platform did warrant inclusion in the Heritage Register as an object integral. Mr Beeston submitted that he 'generally' agreed with the findings of the Executive Director in relation to the miscellaneous items, and that the easternmost timber platform can be considered to be an object integral to the Place. Mr Beeston submitted that this platform is the 'type of item that where having one good and intact representative example is enough to reflect the former working conditions and enrich our understanding of the operations of the former Paint Shop'.
- 199.** NRWPG made similar submissions to those it made about the tools, plant and equipment and submitted that the following miscellaneous items nominated should be included in the Heritage Register as objects integral:

- Market Street Signal bridge
- VR platform scales
- Newport Rail Workshops 1933 track plan held at Museum
- First aid stretchers
- The Register of Historic Rolling Stock
- Model of Melbourne Rail Yard

200. NRWPG submitted that the above miscellaneous items should be included in the Heritage Register for 'the same reasons' that NRWPG submitted that the tools, plant and equipment should be included in the Heritage Register.

201. However, while supporting inclusion of some miscellaneous items, NRWPG did agree that the items don't 'fit the HV [Heritage Victoria] criteria to be listed'.

Committee discussion and conclusion

202. The Committee agrees with the Executive Director's assessment and recommendation and agrees that the high-and-low level timber platforms should be included in the Heritage Register as objects integral to the Place. While the easternmost high and low-level platform is the most intact, the five extant platforms are all part of the paint workshop operations and help to show how the workshop operated.

(4) Spare parts

Summary of submissions

203. The amendment application accepted by the Executive Director included approximately 78 spare parts nominated for inclusion in the Heritage Register (made up of 60 individual and organisations of spare parts, plus 16 containers of parts).

204. The Executive Director's report established the importance of the spare parts stating that they are:

vitaly important to the continued operation of rolling stock which are proposed for registration (such as the A2 and D3 locomotives and electric rolling stock) and also to the operation of rolling stock which is not recommended for registration.

205. While acknowledging the importance of the spare parts, the Executive Director did not recommend that any of the spare parts be included as objects integral to the Place. While noting that the objects are important to the continued operation of the rolling stock, the Executive Director stated that if the spare parts are used to repair rolling stock, once affixed to rolling stock they will not be able to meet the Heritage Council's definition of a 'non-fixed' object integral. In the Executive Director's view, the 'consumable' spare parts nominated have greater significance when they demonstrate their function and are attached to rolling stock rather than in storage at the Place.

206. The Executive Director recommended that no spare parts be included in the Heritage Register as objects integral to the Place.

207. VicTrack and Steamrail Victoria generally agreed with the Executive Director's assessment and proposal in relation to whether or not the spare parts should be included as objects integral to the Place. VicTrack, accepting the expert evidence of Mr Beeston agreed that the spare parts are 'consumable' and that they therefore cannot be considered to be objects integral to the Place.

208. In their section 44 submission NRWPG strongly disagreed with the Executive Director's proposal that the spare parts should not be included in the Heritage Register. NRWPG submitted a number of reasons as to why, in its view, the spare parts should be included in the Heritage Register.

209. NRWPG submitted that the availability of the spare parts is essential to ensure the rolling stock remains operational, serviceable and authorised for use. NRWPG submitted that the many items of rolling stock rely very heavily on the availability of spare parts, and that just because the spare parts are not bolted to a piece of rolling stock does not mean they are not important.

210. NRWPG submitted that, in its view, the spare parts are very significant and connected to the Place. NRWPG submitted that the spare parts 'graphically demonstrate' the function of the railway workshops and should be protected through inclusion in the Heritage Register.

Committee discussion and conclusion

- 211.** While the Committee appreciates the importance of the spare parts to the continuing operation of the Place and the role spare parts play in the repair and maintenance of operable rolling stock, it agrees that the spare parts cannot be considered to be integral to the Place. The significance and connection of the spare parts as identified by NRWPG is not lessened by not being considered to be integral, rather their original and ongoing purpose and capacity to be used as spare parts on or for the rolling stock is quite possibly better facilitated by not being listed as integral, thereby enabling their use consistent with their original purpose.
- 212.** During the site inspection the Committee noted the sheer number of spare parts and in hearing the evidence before it understands that spare parts may be used on rolling stock, taken off rolling stock, replaced, stored or disposed of during the repair, maintenance and restoration work of the T&H organisations.
- 213.** The Committee will further discuss submissions in relation to the Executive Director's statement in the permit policy that the 'spare parts stockpiles are an important component of the industrial landscape of the place' in relation to Recommendation 6, permit exemptions.
- 214.** **Given the useable and changing nature of the collection of spare parts, the Committee determines that the spare parts cannot be objects integral to the Place.**

Categories of registration (Recommendation 5)

Summary of submissions

- 215.** Pursuant to section 25 of the Act, a place or object must be recorded in the Heritage Register in one or more of a number of categories.
- 216.** The existing registration of the Place records it in the categories 'registered place' and 'registered objects integral to a registered place' pursuant to section 25(1)(a) of the Heritage Act.
- 217.** The amendment recommendation proposed to retain the categories of registration, and to amend the Heritage Register, by adding the category 'registered object'.
- 218.** During the hearing, the Executive Director submitted that, pursuant to section 49 of the Heritage Act the Committee is not empowered to make a determination in relation to the categories of registration.
- 219.** No submissions were made in response to the Executive Director's statement in relation to the Committee's powers, however VicTrack disagreed with the additional category of registration proposed. VicTrack submitted that the proposal to include the category 'registered object' was not correct.
- 220.** VicTrack adopted the expert evidence of Mr Beeston, who submitted that:

The Act effectively defines a registered object as one included on the Heritage Register on its own, irrespective of its association with a place. A registered object would receive its own listing in the VHR.

- 221.** Mr Beeston further submitted that the Executive Director's Recommendation does not 'clearly propose any new objects as registered objects', despite noting that some of the objects proposed for inclusion as objects integral to the Place may meet the State-level threshold in their own right.
- 222.** VicTrack submitted that 'it does not understand the basis for its [the Executive Director's] position' in relation to the proposal to add the category 'registered object'.

Committee discussion and conclusion

- 223.** The Committee does not agree with the Executive Director's submission in relation to its powers to determine categories of registration. The Committee is of the view that categories of registration are an identifying feature of any registration and are statutory elements of the Heritage Register. The Heritage Council has long established practice that the categories of registration are included in any determination made by the Heritage Council.
- 224.** The Committee agrees with VicTrack, that the Executive Director's Recommendation does not appear to recommend that objects be included in their own right. Indeed, the relevant tests and assessment

against the Heritage Council's Criteria have not been completed for any of the objects the Executive Director considers might meet the State-level threshold as 'registered objects'.

- 225.** The Committee understands that one registered object is associated with the Place, but is located outside of the extent of registration, as set out in the Executive Director's Recommendation. The Heavy Harry Locomotive (VHR H2163) is held at the Newport Railway Museum. No amendment in relation to the registered object is proposed.
- 226.** **The Committee does not see that the category of 'registered object' is relevant to the registered Place and determines that the categories of registration are not to be amended.**

Permit exemptions (Recommendation 6)

Summary of submissions

- 227.** Pursuant to section 49(3)(a) and section 92 of the Heritage Act, on the recommendation of the Executive Director the Heritage Council is empowered to determine categories of works or activities which may be carried out in relation to a place, object or land for which a permit is not required if the Heritage Council considers that the works or activities would not harm the cultural heritage significance of the place, object or land.
- 228.** Specifically in relation to this Place, the Executive Director recommended that the Heritage Council determine a suite of exempt works and activities which can be carried out at the place and in relation to the proposed objects integral without the need for a permit ('permit exemptions'). This suite of permit exemptions was recommended in addition to the 'general permit exemptions' which apply to all places and objects included in the Heritage Register.
- 229.** The specific permit exemptions apply to the proposed 'rolling stock' and the proposed 'machinery and tools'.
- 230.** In addition to the specific permit exemptions proposed, the Executive Director included a 'permit policy' in relation to the Place. Permit policies are not a legislative requirement under the Act but are nonetheless prepared and published by the Executive Director to provide guidance to those submitting and assessing permit applications.⁸
- 231.** The permit policy proposed by the Executive Director is more expansive than the specific permit exemptions, relating more broadly to management of the Place and proposed objects integral, archaeological values, landscape, rail tracks, buildings and structures, rolling stock and machinery and tools.
- 232.** While Steamrail Victoria submitted that it had worked closely with the Executive Director to 'draw up the recommendation to ensure there are safeguards and exemptions...which allow for the ongoing operation and interpretation of the site', VicTrack submitted concerns with the permit policy and exemptions and recommended changes before any determination is made.
- 233.** VicTrack submitted that it did not support the permit policy nor the permit exemptions in the format proposed by the Executive Director. VicTrack sought to engage with the Executive Director and other parties to 'improve the permit exemptions'.
- 234.** VicTrack supported Mr Beeston's expert opinion that some of the permit policies should be reworded as permit exemptions. VicTrack submitted that the permit exemptions proposed seem 'unnecessarily limited' when compared with other railways sites, recently listed places and industrial heritage places.
- 235.** In response, the Executive Director submitted that rewording the permit policy into permit exemptions is 'unnecessary because many of the permit exemptions which follow [the permit policies] are based on the policies'. The Executive Director also submitted that the permit exemptions should be read in conjunction with the permit policies.
- 236.** VicTrack further submitted that in addition to changes to the permit exemptions and permit policy to improve the workability of the site protections, the permit exemptions should also reference the objects that the Executive Director did not propose for inclusion.

⁸ Heritage Council Determination – Federation Square (26 August 2019), p.40:
<https://assets.heritagecouncil.vic.gov.au/assets/Determination-Federation-Square-FINAL.pdf>

237. In response, the Executive Director submitted that should the Committee agree with the list of objects not proposed for inclusion, those objects would not be included in the Heritage Register and therefore would not be subject to the permit provisions of the Act.

238. However, the Executive Director also submitted that:

*Instead, the whole place is mapped to be significance [sic] with specific permit exemptions recommended only for **nominated buildings and structures that are clearly not of significant** [sic].*

[bold emphasis added]

239. In response, Mr Beeston submitted that given the approach taken to include exemptions for buildings and structures that are not significant, that this approach could also be applied to the objects not found to be integral to the Place.

240. Mr Beeston gave further expert opinions in relation to the permit exemptions, submitting that while he broadly supported the development of permit exemptions he was of the strong view that the permit policies should be repackaged as permit exemptions.

241. Mr Beeston submitted that the permit policies were not akin to typical permit exemptions, and that the content of the permit policy would be more appropriate in another management document such as a CMP.

242. Mr Beeston submitted a number of changes to the Executive Director's proposed exemptions, and suggested that additional permit exemptions should be drafted. A summary of Mr Beeston's submissions is provided below:

- **Landscape**

- Agree that the formal garden north of the clocktower is a significant element at the place, unsure why this is not mentioned in the Statement of Significance
- Reservations about the statement that stockpiling of the spare parts is an 'important component of the industrial landscape'
- Do not view the spare parts as a significant component of the site's historic industrial landscape
- It would be beneficial to develop a specific set of exemptions with protocols for managing internal and external spare parts

- **Building interiors**

- Concerns about the precision, practical achievability and management implications of current wording particularly in relation to the balance between respecting patina and managing fabric deterioration
- Recommend that the policy be reframed as a specific permit exemption which is more in keeping with good conservation practice.
- Suggested permit exemption:

Patina

The distinctive patina of the place is of significance and should be respected. Its presence, both external and internal, requires a careful balance between its continued presence and the conservation of significant fabric.

The approach of cleaning and retaining decorative historic interior painted and varnished finishes is supported. Works to these finishes may require historical or technical investigation in order to identify original materials and colour schemes before any works can take place. This permit exemption does not allow for stripping, staining or replacing original interior painted and varnished finishes.

- **Rolling stock**

- Question the workability of the exemptions, noting the exemptions require familiarity with 37 historic documents and their subsequent amendments and revisions
- Question whether in the absence of more in-depth supporting documents (such as a CMP) the Executive Director can be confident that the permit exemption will work in practice
- Concern with the following specific permit exemption:

Relocated items of rolling stock may be stored at other locomotive depots in Victoria, by or under the supervision of a person with the demonstrated competencies below, on a temporary basis[,] providing that the item(s) return to the place on a permanent basis.

- Concern lies with the undefined language 'on a temporary basis', there could reasonably be a difference of interpretation between the custodial owner and Heritage Victoria about what a 'temporary basis' means
- To address the management issue, recommend revising the specific exemption to include a defined timeframe in the manner of years rather than weeks or months, or recommend in any CMP that a one-off permit exemption for the long-term relocation of rolling stock be developed.
- Recommends a number of conditions be applied to any one-off permit exemption.

243. The Executive Director responded to Mr Beeston's suggestion that a one-off permit exemption for the long-term relocation of rolling stock replace the specific permit exemption, submitting that changes proposed by Mr Beeston were unclear.

244. The Executive Director submitted that the permit policy in relation to the rolling stock establish that any rolling stock that is moved, transported or operated away from the place must be returned to the Place on a permanent basis. The permit policy also establishes that rolling stock is required to be maintained at the Place.

245. The Executive Director submitted that a one-off permit exemption allowing for long term (2 years) relocation of rolling stock was not 'in the spirit of the permit policy' or 'designed to ensure the retention of the identified significance of the rolling stock integral to the place'.

246. The Executive Director recommended that the Committee obtain detailed feedback from the T&H organisations at the Place in relation to any proposal to alter permit exemptions relating to rolling stock.

247. Mr Beeston also submitted that specific exemption 7.2 is incomplete, as placeholder symbols remain in place of a specified timeframe:

7.2 Historic light fittings may be temporarily removed for repair but must be returned within XXXX. Historic light fittings may only be replaced with a reclaimed or manufactured replica fitting of the same type or the original type for the carriage.

248. In addition to the submissions made throughout the course of the proceeding, in their section 44 submission Hobsons Bay City Council submitted that 'it will be important for the asset owners to confirm if the permit exemptions and conditions proposed are fit for purpose'.

Committee discussion and conclusion

249. Before setting out its findings, the Committee must first set out its statutory remit in relation to the permit policy. Since 2019, the Heritage Council has maintained a policy position that its remit does not extend to the drafting or publishing of permit policies.

250. In the Heritage Council's determination in relation to the registration of Federation Square (2019), the Committee appointed to conduct the hearing and make a determination stated that:

there is no proper basis for the Heritage Council to draft or endorse any policy in relation to possible future applications for permits. The Committee finds that the Heritage Council lacks

legal power to do so and it would potentially divert the Council from its principal responsibility at time of registration.⁹

251. In relation to permit policies which may include an explanation or justification of permit exemptions, as the Executive Director has submitted is the case in this matter, the Federation Square Committee noted that those permit policies are 'less problematic' as they relate to a legitimate statutory decision (being a decision in relation to permit exemptions). The Committee goes on to state however, that it:

does not accept that any such explanation should be included in a 'permit policy' approved by the Heritage Council. Any such explanation could be conveniently contained within the report which sets out or explains the relevant Executive Director's recommendation.

252. Since the publication of the Federation Square determination, the Heritage Council has refrained from drafting, endorsing or publishing permit policies. Indeed, the number of permit policies that have come before the Heritage Council has reduced since the Federation Square determination.
253. The Committee appreciates that permit policies are an important tool for owners and land managers and permit assessors when considering works or activities at a place, but is not convinced that the permit exemptions adequately provide for continued use of the Place and protection of its heritage values, even when coupled with the permit policy.
254. While the Committee will make no determination as to the permit policy, it tends to agree with Mr Beeston's statements that, as currently drafted, the permit exemptions do not provide clarity and workability for either owners and managers, or the permit assessors.
255. The Committee finds that while some of the permit policy statements are very detailed (for example, in relation to roofing and cladding), there are only two categories of permit exemptions for rolling stock and machinery and tools. That is, there are no proposed specific permit exemptions for any of the buildings or interiors. The Committee also finds that it is not convinced that the specific permit exemptions for the rolling stock are workable in their current form.
256. In relation to the exemptions proposed for the **rolling stock**, the Committee notes that exemption one must be carried out in accordance with a list of 37 historic documents (and subsequent revisions and amendments to those documents). While the intention is admirable, the practical application of this proposed exemption is problematic. The Committee acknowledges that the custodians carrying out the works would be familiar with the documents and no doubt have the expertise required to complete the works in accordance with those documents, but any oversight or assurance by Heritage Victoria that the exemption is being complied with, would be difficult. The Committee agrees with Mr Beeston's submissions that the workability of this exemption is unclear.
257. The Committee additionally notes that there are incomplete permit exemptions listed under **rolling stock** at 7.2 and 8.2. Neither of these exemptions specify timeframes. In the Committee's view it is essential to be specific in permit exemptions for the benefit of owners and managers and Heritage Victoria as the regulator. It is difficult to know whether the exemptions would harm the cultural heritage significance of the place or objects integral without specific timeframes. The Committee also notes that the 'general permit exemptions' recommended and approved by the Heritage Council under section 92 of the Heritage Act, already allow for the temporary removal of objects integral to another location on the grounds of safety, security and conservation.
258. While there are no specific permit exemptions proposed for the landscape, the Committee finds the permit policy statements in relation to landscape to be incongruous to the recommendations in relation to objects integral and not integral to the Place.
259. The landscape permit policy states:
- It is an original and continuing tradition to keep spare parts for rolling stock at the place. Larger items were and are often located outdoors around the site. **The spare parts stockpiles are an important component of the industrial landscape of the place.** Vegetation is not part of the significant landscape at the place.*

[bold emphasis added]

⁹ Heritage Council Determination – Federation Square (26 August 2019), p.40:
<https://assets.heritagecouncil.vic.gov.au/assets/Determination-Federation-Square-FINAL.pdf>

- 260.** In the Committee's view, this statement raises issues of future management of the site, where spare parts stockpiles are among items included in the list of objects that are not integral to the Place, but nonetheless are an 'important component of the industrial landscape of the place'.
- 261.** As Mr Beeston has suggested, an exemption which clarifies the treatment of objects determined to be 'not integral' – ie. those in Attachment 2 of the Executive Director's Recommendation (Attachment 5 of this determination), would be essential.
- 262.** In relation to the **building interiors** the Committee notes that the Executive Director's Recommendation gives weight to the patina of the interior walls, which is assessed under Criterion E (Importance in exhibiting particular aesthetic characteristics). The Statement of Significance states:

*The Newport Railway Workshops are aesthetically significant for its qualities as a working, historic, industrial site. The buildings have qualities consistent with their use as heavy industrial workshops since the 1880s. **They have not been cleaned, cosmetically enhanced, or over painted,** and historic cranes, tools and equipment in use are also present. Historic rolling stock in various stages of repair are present together with stored spare parts both inside and outside. All these qualities make the place an important location in Victoria for shooting movies, TV series, still images, advertisements, and music videos. [Criterion E]*

[bold emphasis added]

- 263.** The Statement of Significance subsequently informs the permit policy which states that:

The aged or historic appearance of many interiors and exteriors of the buildings and the place as a functioning traditional railway workshop is rare and especially valued by Victoria's screen industry. This appearance should be retained during any works to the place.

- 264.** The Committee notes that Mr Beeston did not object to the permit policy, but submitted that he had concerns about the precision, practical achievability and potential inadvertent management implications of the current wording. Mr Beeston therefore proposed a permit exemption to replace the permit policy (see paragraph 242 above).
- 265.** The Committee does not see that the wording proposed by Mr Beeston significantly differs from that proposed by the Executive Director, and finds that the proposed exemption is not worded to actually exempt any works or activities.
- 266.** The Committee is of the view that the permit policy doesn't appear to give any consideration to the possible existence of hazardous materials, especially lead paint, despite one of the proposed objects integral, as part of the paint workshop, being a 'white lead mixer' (No.3307 in Inventory H1000).
- 267.** While the idea that the patina is an important consideration in determining permit exemptions, there needs to be a balanced approach which gives consideration of the conservation of the building fabric (including the brickwork, timber etc.), the presence of potentially hazardous materials, and the patina.
- 268.** The Committee has given careful consideration to the permit exemptions, and to the changes proposed by Mr Beeston.
- 269.** The Committee cannot be certain that the permit exemptions as proposed by the Executive Director would not harm the cultural heritage significance of the place or objects integral. While the Committee is supportive of permit exemptions being developed for the Place and objects integral in the near future, it is not satisfied with the permit exemptions before it.
- 270.** Further, the Committee does not see that the permit exemptions in their current form will be useful for the site custodians, managers and Heritage Victoria's permit assessors.
- 271.** The Committee recommends that the Executive Director works with VicTrack and the T&H organisations, to develop a workable set of permit exemptions, including specific permit exemptions for buildings, interiors, landscape, the items included in Inventory H1000, and the items included in Attachment 2 of the Recommendation (Attachment 5 of this determination).
- 272.** The Committee refers to section 92(1) of the Act, which states that:
- The Heritage Council, on the recommendation of the Executive Director, may determine categories of works or activities which may be undertaken in relation to any registered place, registered object, or class of registered place or registered object without a permit under this Part [meaning Part 5 – Permits].*

- 273.** Generally, the Heritage Council determines categories of works or activities which may be undertaken without a permit (permit exemptions) at the same time as it makes a determination in relation to whether or not a place or object should be included in the Heritage Register.
- 274.** However, when a place or object is already included in the Heritage Register, the Heritage Council interprets that under section 92 of the Act, permit exemptions may be varied at any time. The Regulatory Committee appointed to make a determination in relation to the Nicholas Building found that:

The process of variation commences with a recommendation by the Executive Director to the Heritage Council. While the Executive Director's position might be informed by the views of interested third parties, such as the applicants in this case, there is no statutory process which would permit those third parties to commence an application seeking a determination. It is entirely at the discretion of the Executive Director whether to advance a change to permit exemptions.¹⁰

- 275.** The Committee agrees that following inclusion of a place or object in the Heritage Register, the Executive Director has discretion as to if and when permit exemptions are amended or initiated.
- 276.** In this circumstance, the Committee strongly encourages the Executive Director to invoke section 92(1) of the Act, and prepare an amended suite of permit exemptions suitable for the Place and registered objects integral to the Place. The Committee departs from the findings of the Nicholas Building determination however, as it is of the view that suitable permit exemptions cannot, realistically, be developed without consultation and the benefit of input from VicTrack and the T&H organisations on site.
- 277.** The Committee notes that VicTrack and the T&H organisations on site can utilise the 'general permit exemptions' in the meantime, where relevant. The 'general permit exemptions' apply to all places and objects included in the Heritage Register and may assist VicTrack and the T&H groups to continue their maintenance and conservation works while awaiting a renewed set of specific permit exemptions.
- 278.** The Committee would welcome an Executive Director recommendation to the Heritage Council of a re-drafted, detailed set of permit exemptions being developed in the near future in consultation with VicTrack and the T&H organisations.
- 279.** While the Committee has no statutory role in relation to the permit policy, it is of the view that a more complete set of permit exemptions would be more useful for the site owners and custodians, than a detailed permit policy.

Objects not integral to the Place (Recommendation 7, Attachment 5)

Summary of submissions

- 280.** The amendment application accepted by the Executive Director included approximately 418 objects nominated as being integral to the Place.
- 281.** The Executive Director did not find that all those objects could be demonstrated to meet the Heritage Council's tests in the Objects Integral Policy.
- 282.** The Executive Director Recommended that the Heritage Council determine that the list of objects, including rolling stock, tools, plant, and equipment, spare parts and miscellaneous items provided as Attachment 2 of the Recommendation (and **Attachment 5** of this determination) are not integral to understanding the cultural heritage significance of the Place.
- 283.** VicTrack submitted that it supported the Executive Director's Recommendation, and agreed that the objects identified in the Executive Director's Recommendation should not be included as objects integral to the Place. VicTrack submitted that:

there is no evidence to support a finding that the objects identified in Attachment 2 are integral to the understanding the cultural heritage significance of the place.

¹⁰ Heritage Council Determination – Nicholas Building (23 December 2024) p7:
https://assets.heritagecouncil.vic.gov.au/assets/HCV-Determination-Nicholas-BuildingH2119_23DEC2024.pdf

- 284.** Mr Beeston's expert opinion generally aligned with the submissions of VicTrack. He agreed that the rolling stock not recommended for inclusion in the Heritage Register, is not integral to the Place 'as none of it appears to have primarily been in operation of the registered extent during its 'service life'.
- 285.** Mr Beeston also agreed with the Executive Director's Recommendation in relation to the miscellaneous items and spare parts, but submitted that he could not reach the same conclusion in relation to the tools, plant and equipment as 'no individual assessment is provided'.
- 286.** Mr Beeston further submitted that the permit exemptions and the Statement of Significance should be amended to reference the list of objects not integral to the Place, particularly as the Executive Director's Recommendation notes that the whole place is mapped to be of significance, with specific exemptions recommended only for nominated buildings and structures that are "clearly not significant".
- 287.** NRWPG disagreed with the Executive Director, submitting in their section 44 submission that it would like to see a number of the items listed as not integral to the Place, be included in the Heritage Register as objects integral.
- 288.** NRWPG's reasons for its views in relation to the objects integral not recommended for inclusion relate to the Heritage Council's Assessment Criteria. NRWPG submitted that a number of objects not proposed for inclusion meet a range of the Heritage Council's Assessment Criteria.
- 289.** In response, VicTrack submitted that NRWPG's reasons do not engage with the relevant tests that must be satisfied for objects to be registered as integral to the Place.
- 290.** Steamrail Victoria did not make specific submissions in relation to the list of items deemed by the Executive Director as not integral to the Place, however submitted that it generally agreed with the Executive Director's Recommendation and content of Inventory H1000. However, in their section 44 submission, Steamrail Victoria submitted that an item of rolling stock with the identifier (carriage) 4BE was missing from both lists (being Inventory H1000 and the list of objects deemed to be not integral to the Place). Steamrail Victoria submitted that carriage 4BE should be deemed as an object integral to the Place.
- 291.** In submissions, the Executive Director stated that carriage 4BE which is owned by VicTrack was not included in the application to amend the Heritage Register. The Executive Director further submitted that because the carriage was not part of the nomination and was not assessed, it is 'perhaps beyond the power of the Regulatory Committee to make a determination with respect to carriage 4BE'.
- 292.** VicTrack agreed with the Executive Director's submission, stating its view that it is beyond the power of the Committee to make a determination in relation to carriage 4BE, as the Committee's power under section 49(ca) of the Act to make a determination in relation to an object nominated under section 27A of the Act, had not been enlivened.

Committee discussion and conclusion

- 293.** The Committee agrees with the Executive Director's Recommendation and the content of the list of objects deemed not integral to the Place. The Committee did not find in any of the information before it, evidence that any of the items included in Attachment 5 of this determination could be considered to be objects integral to the Place.
- 294.** The Committee agrees with the expert evidence of Mr Beeston, that the rolling stock identified in the list of items deemed to be not integral to the Place, as none of the items have been primarily operated at the Place throughout their service life.
- 295.** The Committee finds that the Executive Director's assessment in regards to the rolling stock has been rigorous, and it agrees that the objects integral tests have not been met, and neither have the Executive Director's five characteristics (as shown in paragraph 157 above).
- 296.** The Committee similarly agrees that the tools, plant and equipment identified in the list of items not integral to the Place (**Attachment 5** of this determination) cannot be considered as integral to the Place.
- 297.** The Committee agrees with the Executive Director's reasoning in relation to the spare parts and miscellaneous items, which are further discussed under Recommendation 4 in this determination.
- 298.** **The Committee determines that the objects, including rolling stock, tools, plant, and equipment, spare parts and miscellaneous items set out at Attachment 5, are not objects integral to the Place**

and are not to be included in the Heritage Register, with the exception of rolling stock item Wooden Carriage 19AA, which is to be included in Inventory H1000.

Conclusion

299. After considering the Executive Director's recommendation and all submissions received, and after conducting a hearing, and having the benefit of an extensive accompanied site inspection occupying almost a full day, the Heritage Council has determined, pursuant to section 62(1) of the *Heritage Act 2017*, that the existing registration of the Former Newport Railway Workshops located at 2–78 Champion Road, Newport, should be amended in the Victorian Heritage Register by making the following amendments:

- changing the name of the place to Newport Railway Workshops
- including registered objects integral to the registered place in the Victorian Heritage Register
- revising the extent diagram (diagram H1000).

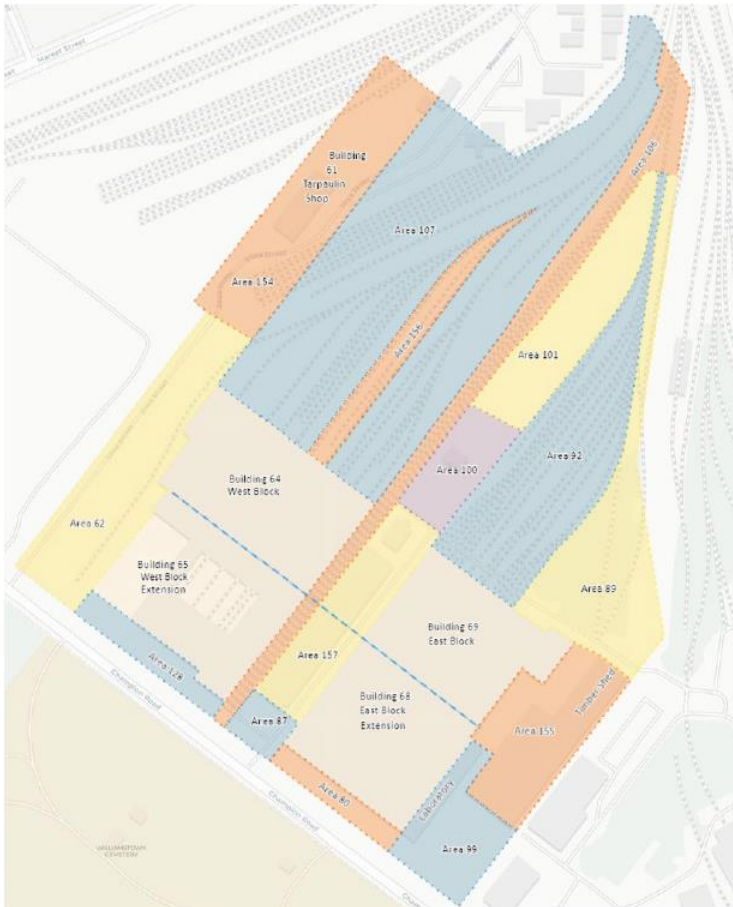
The Heritage Council also makes the following determinations:

- that the categories of registration should not be amended and should remain as 'registered place' and 'registered object integral to a registered place' in the Victorian Heritage Register
- that no categories of works or activities that can be carried out without a permit (permit exemptions) in relation to the place and registered objects integral to the place, are determined at this point in time
- that the objects listed in Attachment 5 to this determination are not integral to the place and should not be included in the Victorian Heritage Register.

300. The Committee thanks all interested parties for their submissions and participation in the hearing.

Attachment 1

Site map referred to during site inspection



Extent of registration outline, annotated to show larger buildings and function areas ca.1992.

Extracted from Executive Director's Recommendation.

Source: VicPlan

Area names

| No. | Area name | No. | Area name |
|-----|---|-----|--|
| 62 | Blacksmiths/Forge Area (and Shea St Entrance) | 106 | Centre Yard – Signals and Centre sidings |
| 80 | Bond stores area | 107 | West Yard and Sidings |
| 87 | Champion Road Entrance Area | 128 | Ways and Works Branch Area |
| 89 | Timber Sidings | 154 | Tarpaulin Area |
| 92 | East Yard and sidings | 155 | Timber processing area |
| 99 | Laboratory and Engineers Area | 156 | Engine Testing Roads and Sheds Area |
| 106 | Garden | 157 | Centre Block and Stores Area |
| 101 | Mount Newport | | |

Attachment 2

Victorian Heritage Register Criteria and Threshold Guidelines

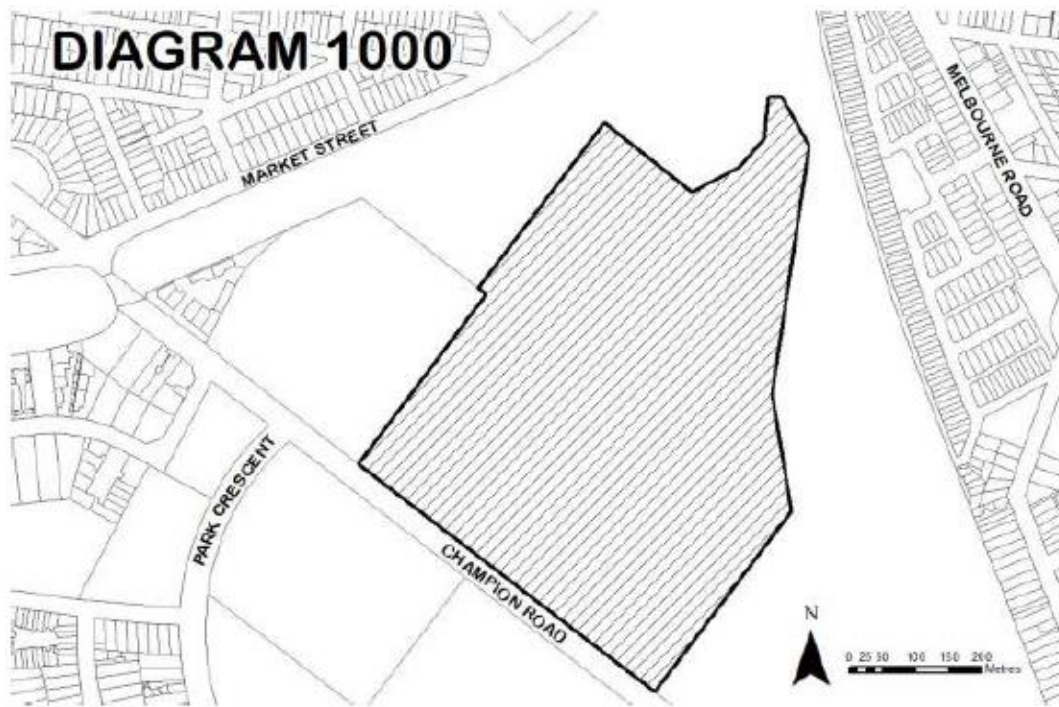
| | |
|--------------------|---|
| Criterion A | Importance to the course, or pattern, of Victoria's cultural history. |
| Criterion B | Possession of uncommon, rare or endangered aspects of Victoria's cultural history. |
| Criterion C | Potential to yield information that will contribute to an understanding of Victoria's cultural history. |
| Criterion D | Importance in demonstrating the principal characteristics of a class of cultural places and objects. |
| Criterion E | Importance in exhibiting particular aesthetic characteristics. |
| Criterion F | Importance in demonstrating a high degree of creative or technical achievement at a particular period. |
| Criterion G | Strong or special association with a particular present-day community or cultural group for social, cultural, or spiritual reasons. |
| Criterion H | Special association with the life or works of a person, or group of persons, of importance in Victoria's history. |

These were adopted by the Heritage Council at its meeting on 1 December 2022, and replace the previous criteria adopted by the Heritage Council on 6 December 2012.

Attachment 3

Extent of Registration

All of the place shown hatched on Diagram 1000 encompassing part of Lot 1 on Title Plan TP972291V and all the registered objects integral to the place which are listed in Inventory H1000 held by the Executive Director.



Attachment 4

Inventory H1000 held by the Executive Director Registered Objects Integral to the Place

(1) Tools, Plant and Equipment

Numbering system

- VR allocated a Plant Number to every machine used at the place but not for installed plant or for smaller tools and accessories. The range of numbers was between 0 and 8899 and was taken from the VR's General Index of the Machinery. For example, all drop hammers were allocated numbers between 2400 and 2499.
- The VR had a machine at Newport to make plant number plates⁵³. These numbers were punched into a strip of a non-ferrous white metal which was tacked onto the item. The only Newport objects which had a stencilled number as well as a metal plate appear to have been installed items in high locations such as overhead cranes.
- The three and four-digit object numbers used in this Inventory are the same Plant Numbers used by the VR at the place. Doring also used these numbers in his report (Doring, 1988).
- Some of the single Newport Plant numbers represent more than one object such as a pair of hammers or the consumables for a machine such as drill bits. It appears that these types of items were not allocated individual Plant numbers by the VR and this approach has been continued.
- The zz numbers used in this Inventory were created by Doring in 1988, usually for a set or group of items, or for items where the Newport Plant number could not be found. In 1988 Doring allocated twenty-one zz numbers: zz001 – zz021. These numbers were not physically applied to the objects.
- Each component of a set with a zz number sometimes had its own Newport Plant number. In this case the Newport Plant numbers have been added to the Inventory where they could be found.
- Where objects or sets of objects did not appear to have Newport numbers, where these could not be found, or may not have been allocated, new zz numbers starting from zz022 have been allocated.
- TH0XXXX numbers are recent VicTrack T&H barcode numbers.

Objects

Items in *Italic font* are already included in the extent of registration.

Items in **blue font** are objects which are already included in the extent of registration, and are missing as at June 2024, have missing components, or are part of organisations of items, some of which are missing.

| Number | Name | System or Trade |
|------------|---|-----------------------------------|
| 208 | Shaping machine, Butler | |
| 228 | Grinding machine, Wren | Woodwork |
| 230 | Small electric motor and stand | Woodwork |
| 471 | (Locomotive) engine wheel lathe, Niles Bement Pond, NY missing toolholders | Machine shop |
| 486 | Giant lathe, Craven(TH01031) | Machine shop |
| 617 | Vertical Turret Lathe, medium, Bullard | Machine shop |
| 731 | Milling machine | Machine shop |
| 1301 | Tyre lip rolling machine | Machine shop |
| 1302 | 7-roll "mangle"(plate straightener) | Boiler making & steel fabrication |
| 1502 | "Walking" crane | Mechanical handling |
| 1536 | Crane, overhead, Moore | Mechanical handling |

| | | |
|-------|--|---|
| 1605 | Overhead travelling crane (rope driven), Campbell, Sloss and McCann | Mechanical handling |
| 1607 | <i>Overhead travelling crane (rope driven), Campbell, Sloss and McCann</i> | <i>Mechanical handling</i> |
| 1608 | Overhead travelling crane (rope driven), Campbell, Sloss and McCann | Mechanical handling |
| 1623 | <i>Kirkstall mechanical billet crane, Kirkstall Forge, Leeds</i> | <i>Mechanical handling</i> |
| 1628 | Overhead gantry cranes, two, one may have another number | <i>Mechanical handling</i> |
| 1665 | Engine hoist | Mechanical handling |
| 2073 | Hearth (Anvil and toolszz018used with this hearth) | Blacksmith shop, forge, spring making |
| 2106 | <i>Sawmill steam engines, boilers, and associated sawmill subfloor power transmission system, Austral Otis, Babcock and Wilson, et al</i> | <i>Power</i> |
| 2302 | <i>Steam hammer, swaging, Massey, part of twin forge together with 2344</i> | <i>Blacksmith shop, forge, spring making</i> |
| 2337 | <i>Kirkstall steam hammer, Kirkstall Forge, Leeds</i> | <i>Blacksmith shop, forge, spring making</i> |
| 2344 | <i>Steam hammer, swaging, part of twin forge together with 2302</i> | <i>Blacksmith shop, forge, spring making</i> |
| 2402 | <i>Bank of three coupled drop hammers, Brett</i> | <i>Blacksmith shop, forge, spring making</i> |
| 2403 | <i>Bank of two coupled drop hammers, Goninan</i> | <i>Blacksmith shop, forge, spring making</i> |
| 2604 | Punch and shear machine | Blacksmith shop, forge, spring making |
| 2611 | Punch and shear machine, Bennie & Sons | Blacksmith shop, forge, spring making |
| 2621 | Spring steel punch & shear machine, H. Pels | Blacksmith shop, forge, spring making |
| 2623 | <i>Punch & shear machine, Bevan Edwards</i> | <i>Blacksmith shop, forge, spring making</i> |
| 2627 | <i>Punch & shear machine</i> | <i>Blacksmith shop, forge, spring making</i> |
| 2634 | Hand screw shearing machine (fly press), Robinson | Woodwork |
| 2827 | Stamping machine | Boiler making & steel fabrication |
| 2921 | Hydraulic(water) pump, Robison | Hydraulic |
| 3101 | Heading/ forging machine, Acme | Nut, bolt, spike, rivet manufacture |
| 3103 | Heading/ forging machine, Acme | Nut, bolt, spike, rivet manufacture |
| 3110 | Continuous heading machine, Ajax | Nut, bolt, spike, rivet manufacture |
| 3112 | Nut blanking & piercing machine, Ajax | Nut, bolt, spike, rivet manufacture |
| 3305 | Edge runner mill (part ofzz011), Torrance | Paint |
| 3306 | Edge runner mill (part ofzz011), Torrance | Paint |
| 3307 | White lead mixer (part ofzz011) | Paint |
| 3312 | Pigment grinder (part ofzz011) | Paint |
| 3340 | Pigment grinder (part ofzz011) | Paint |
| 3417 | Gas hearth | Blacksmith shop, forge, spring making |
| 3729 | Triple Valve (brake equipment) Test Bench(TH02281), Westinghouse | |
| 3736 | M3 Feed Valve (brake equipment) Test Bench, Westinghouse | |
| 3902 | <i>Horsehair teasing machine</i> | <i>Upholstery & leatherwork</i> |
| 4318 | Circular saw | Woodwork |
| 4320 | Circular saw | Woodwork |
| 4802 | Saw sharpening machine, Ransome & Co, Newark, England | Woodwork |
| 4806 | Small saw sharpening machine | Woodwork |
| 5169 | Forge hammer, John Heine | Blacksmith shop, forge, spring making |
| zz011 | <i>Paint mixing plant(overall) including belts and drives</i> | <i>Paint</i> |
| zz013 | Riveted egg-ended air receiver | Power |
| zz014 | <i>Engine Balancing Table comprising mechanical scales (7 of)and weigh bridge over a pit, Henry Pooley & Son Ltd., Birmingham & London</i> | <i>Mechanical handling</i> |
| zz016 | Shop cranes /Jib hoists, throughout workshops | Mechanical handling |
| zz017 | Steam hammers, medium, two of five remain | Blacksmith shop, forge, spring making |
| zz018 | Anvil and two racks of tongs. (Formerly with hearth 2073) | Blacksmith shop, forge, spring making |
| zz019 | Twin head screw cutting machine, James | Nut, bolt, spike, rivet manufacture |
| zz020 | Patterns (some present, some missing) & pattern records (missing). | Woodwork |
| zz022 | Trolley no.463 containing eight folded tarpaulins | Tarpaulin shop |
| zz023 | Hydraulic forging press, small | Blacksmith shop, forge, spring making |
| zz024 | Overhead cranes, two, Moore et al | Mechanical handling |
| zz025 | Grinder, for Engine Balancing Shelter | Mechanical handling |
| zz026 | Engine hoist | Mechanical handling |
| zz027 | Radial drill and tooling (bits), Asquith | Boiler making & steel fabrication |
| zz028 | Truck (rolling stock) weighbridge scale and lever | Mechanical handling |
| zz029 | Small hand screw shearing machine (fly press), Robinson | Woodwork |
| zz030 | Dies (small) for drop forging | Blacksmith shop, forge, spring making |
| zz031 | Saw Blade Grinder, SA Woods Machine Co. | Woodwork |
| zz032 | Hydraulic jib crane | Hydraulic |
| zz033 | Dies (large) for making engine parts plus other items | Blacksmith shop, forge, spring making |
| zz034 | Compressor from Spray Painting Shop | Paint |

| | | |
|--------|--|---------------------------------------|
| zz035 | Hearths and hearth bases (7) | Blacksmith shop, forge, spring making |
| zz036 | Cart (road motor truck)weighbridge scale | Mechanical handling |
| zz037 | Heavy duty grinder | Machine shop |
| zz038 | Clock, four faces, and mechanism, Centre Block | - |
| zz039 | Unidentified sawmill machines, three | Woodwork |
| zz040 | Large saw blades | Woodwork |
| zz041 | Anvil and bench vice with leg | Workshop Furniture |
| zz042 | Workshop benches | Workshop Furniture |
| zz043 | Workshop carts and dollies | Workshop Furniture |
| zz044 | Workshop shelving units | Workshop Furniture |
| zz045 | Workshop cupboards/ Tool cabinets | Workshop Furniture |
| zz046 | Workshop racks | Workshop Furniture |
| zz047 | Paint shop set of timber paint spreaders | Paint |
| zz048 | Pedestal grinder | Machine shop |
| zz049 | Furnace and other lab equipment | Plating shop |
| zz050 | Forging hammer 2 | Blacksmith shop, forge, spring making |
| zz051 | Forging hammer 4 | Blacksmith shop, forge, spring making |
| zz053 | Arm from a drill press, Asquith | Boiler making & steel fabrication |
| zz054 | Tool lifting trolley | Workshop Furniture |
| zz055 | Forge tools | Blacksmith shop, forge, spring making |
| zz056 | Forge tool racks | Blacksmith shop, forge, spring making |
| zz057 | Horizontal boring machine, Pern Richards | Machine shop |
| zz058 | Welder | Machine shop |
| zz059 | High-and low-level timber platforms | Paint |
| zz0060 | Steel bench (TH01044) | Workshop Furniture |
| zz061 | Turret Lathe, Bullard, large. (illegible Newport number plate) | Machine shop |
| zz062 | Dwarf semaphore signal | |
| zz063 | Substation equipment and fittings, from up to five substations | |
| zz064 | Air tank for compressor room | |
| zz065 | Air tank for compressor room | |
| zz066 | Large shadow board for smithy tools, attached to the walls | |

(2) Rolling Stock

Rolling stock numbering

Each item of rolling stock was given an alpha-numeric number when it was constructed. Locomotives and other types of rolling stock are numbered with the letter first e.g., E 1106. Extra numbers or letters were sometimes used on locomotives to document more information e.g., D3 658 is the third version of the D class of locomotives.

For locomotives, a painted cast metal number plate was attached. Other items of rolling stock had numbers painted on using stencils or signwriters. Higher status rolling stock such as flagship locomotives, sleeping carriages, dining carriages and state carriages were given names, for example the *Pioneer* and *Enterprise* (BL cars).

As rolling stock was modified or repurposed the numbers were often changed to reflect new functions. Rolling stock numbers were also rationalised from time to time. Often these changes were documented in various VR documents such as *Rolling Stock Registers*, but not always. This can obscure the history of individual items of rolling stock and even experts in the field may not agree in more difficult cases. A relatively straight forward example is Locomotive D3 639/658 which has had five different numbers since it was built in 1903.

The letters used for passenger carriages often represented classes and/or characteristics while the numbers were the numbers within a series. Rolling stock which transported passengers or staff was named with numbers first e.g., 32 AV is the 32nd AV class which were first class Vestibule style carriages. Passenger carriages were used the letters A and B to indicate first or second class respectively. First class carriages were typically more luxuriously fitted out than second class. As first-class carriages aged, they were often re-classified as second-class and given B numbers. Guards' vans used C in their classification. Some carriages contained more than one class, and this was reflected in their numbers e.g., AB.

Objects

| Object number | Date made | Condition | Object name and details |
|---|-----------|---------------------------|---|
| STEAM LOCOMOTIVES | | | |
| A2 986 | 1915 | Operational | One of the oldest operating steam locomotives in Victoria. Built in West Block. Only remaining operating of its type. Returned to operation in 2015 after a 30-year restoration. |
| D3 658/639 | 1903 | Operational | One of the oldest operating steam locomotives in Victoria. Built in West Block. Only remaining operating of its type. Used as commissioners' locomotive. The first Vintage Trains engine. Recommissioned by Prime Minister Bob Hawke in 1984. |
| D3 677 | 1917 | Stored. | Built in West Block, after retirement it was on display in a park at Ringwood until obtained by Steamrail for future restoration. |
| DIESEL ELECTRIC ROLLING STOCK | | | |
| Diesel hydraulic shunter locomotives. | | | |
| M 231 | 1959 | Operational | It is very likely that this locomotive has always been located at the place |
| M 232 | 1959 | Stored | This is the last locomotive built at the place and has always been located there except for 6 years in the 1980s where it was sold to Brunswick Plaster Mills (now C.S.R). |
| Diesel Electric Railmotors. | | | |
| 58 RM | 1930 | Operational | Bodies built at the place with electrical fit out at Jolimont. |
| 59 RM | 1930 | Stored | Bodies built at the place with electrical fit out at Jolimont. |
| 60 RM | 1930 | Stored | Bodies built at the place with electrical fit out at Jolimont. |
| 64 RM | 1931 | Under restoration | Bodies built at the place with electrical fit out at Jolimont. |
| ELECTRIC ROLLING STOCK | | | |
| Suburban electric locomotives | | | |
| E 1106 | 1929 | Stored | Stored for future restoration |
| E 1109 | 1929 | Stored partially restored | Partially restored in 2000s |
| Electric motor carriages, swing door | | | |
| 93 M | 1889 | Under Restoration | Obtained from a rural caravan park at Mooroopna after the loss of 3 restored and 1 pending restoration swing door cars in arson attacks in 2015. Under restoration. |
| 113 M | 1888 | Stored Serviceable | Modified for use as shunter in the Jolimont Workshops in 1923. It appears to have never been in passenger use and retains many features of the early period of electric operation. |
| 156 M | 1900 | Stored Serviceable | Originally constructed by the Butty gang (contractors), <i>Coleman & Party</i> at the place. It is thought to be the 1st of the old swing door carriages electrified in 1917. Modified for use as shunter in the Jolimont Workshops |
| Tait electric motor carriages, sliding door. | | | |
| 267 M | 1917 | Stored | Stored pending restoration since finishing railway service. Used in the first public trial of an electric train in October 1918. |
| 317 M | 1915 | Operational | Part of PTC Preserved Tait set. Painted red & grey. |
| 381 M | 1918 | Operational | Part of PTC Preserved Tait set. Painted red & grey. |
| Tait electric trailer carriages, sliding door. | | | |
| 208 T | 1910 | Operational | 1st class. Part of PTC Preserved Tait set. Painted red & grey |
| 230 D | 1910 | Operational | 1st class. Part of PTC Preserved Tait set. Painted red & grey |
| CARRIAGES | | | |
| Timber swing door carriages | | | |
| 12 BL 'Enterprise' | 1893 | Stored Serviceable | First class wooden passenger carriage |
| 13 BL 'Pioneer' | 1893 | Stored Serviceable | First class wooden passenger carriage |
| 1 AV | 1897 | Stored Serviceable | 1st class wooden passenger V car |
| 32 AV | 1899 | Stored Serviceable | 1st class wooden passenger V car. 10 seat saloons at either end |
| 7 BV | 1898 | Stored Serviceable | 2nd class wooden passenger V car. Compartment converted to kiosk |
| 18 BV | 1899 | Stored Serviceable | 2nd class, wooden passenger V car |

| Wooden carriages | | | |
|---------------------------------|-----------|--------------------|---|
| 19 AA | 1874 | Stored | Early wooden saloon carriage with guards. Also known as Victoria. Built at the Newport Railway Workshop prior to the current workshops buildings being constructed and in the same general location as the present-day workshops site, although not precisely within the area of the Newport Railway Workshops. |
| Timber sleeper carriages | | | |
| Carey | 1901 | Operational | Built as wooden Guards Van /Horse Box. Converted to Shower Car 1956. Used on Train of Knowledge. Now used as shower car on overnight tours. |
| Coliban | 1923 | Operational | Wooden sleeping car. |
| Goulburn | 1908 | Operational | Wooden staff carriage, former dining carriage. Was crew car on commissioners' trains. Features kitchen, toilet, showers, lounge and sleeping berths. Retains stained glass deck lights in clerestory. |
| Indi | 1928 | Operational | Wooden sleeping car |
| Inman | 1923 | Operational | Air-conditioned, wooden sleeping car |
| Wando | 1923 | Operational | Wooden sleeping car, retains stained glass deck lights in clerestory roof. |
| Werribee | 1928 | Operational | Air-conditioned wooden sleeping car |
| Timber carriages, E type | | | |
| 1 BCE | 1910 | Operational | 2nd& van wooden passenger E car. Formerly mail sorting carriage. Used to carry steam loco tools and consumables on tours. |
| 12 AE | 1908 | Operational | 1stclass, air conditioned, wooden passenger E car |
| 17 BE | 1908 | Operational | 2ndclass wooden passenger E car |
| 25 BE | 1909 | Operational | 2ndclass wooden passenger E car |
| 3 ABE | 1908 | Operational | 1st& 2ndclass wooden passenger E car |
| 38 BE | 1910 | Operational | 2ndclass wooden passenger E car |
| 46 BE | 1910 | Operational | 2ndclass wooden passenger E car. Formerly mail sorting carriage |
| 7 ABE | 1909 | Operational | 1st& 2ndclass wooden passenger car. 2 compartments converted to kiosk |
| Steel carriages and buffet cars | | | |
| 5 AS | c.1937 | Operational | 1stClass, air-conditioned, rivetted steel S car, (it was 2ndclass 207 BS car from 1983-2018). Part of original <i>Spirit of Progress</i> train |
| 2 BS | c.1937 | Operational | 2ndClass, air-conditioned, rivetted steel S car. Part of original <i>Spirit of Progress</i> train |
| Moorabool | c.1939 | Operational | Open Saloon, Kitchenette and Buffet. Built as an air-conditioned, steel buffet car and in 1983 converted to an open saloon for classroom on 'Train of Knowledge'. Used as club car /kiosk on tours. |
| 8 AS | 1940 | Operational | 1stClass, air-conditioned, welded steel S car, (it was 2ndclass 206BS car from 1983-2018). One of the second, wartime batch of <i>Spirit of Progress</i> carriages. |
| VANS AND WAGONS | | | |
| Vans | | | |
| 48 C | 1891 | Serviceable | Constructed for Australia Post when they ran postal vans on trains. Commonly used behind DERM railmotors on country branch lines for van goods (post, goods and luggage). |
| 470 ZD | 1914 | Operational | Guards van, used by Steamrail as a transition coupler vehicle to join diesel locos to screw coupled vehicles such as V Cars and Tait cars. |
| CM 2 | 1921 | Static | Tait type clerestory roof van. Built at Newport Railway Workshops by the Butty gang <i>Underwood & Party</i> . |
| Workshop wagons | | | |
| VFGA 2 | 1928/1929 | Operational | Flat Wagon–Heavy Load Transport, flat workshop transport. Constructed from frame of S Class steam loco tender. |
| VFGA X | 1928/1929 | Operational | Flat Wagon–Heavy Load Transport, workshop transport of locomotive engines. Constructed from frame of S Class steam loco tender. Has <i>Heavy Harry's</i> original bogies. Currently in use by Downer but will return to the place. |
| VZFA 48 | 1927 | Stored Serviceable | Bogie Transport wagon |
| VZFA 56 | 1929 | Stored Serviceable | Bogie Transport wagon |
| VZWA31 | 1928 | Operational | Wheel transport wagon |
| Wagons for tours. | | | |
| VOAF 9 | 1927 | Operational | 45-ton open wagon, coal transport for steam locomotive tours. |
| VOBX 244 | 1969 | Operational | 51-ton open wagon, coal transport for steam locomotive tours. |
| VZVF 1 | 1955 | Operational | Tank Wagon, water tanker for steam locomotive tours. Formerly used on Weedex Train. |

Attachment 5

List of objects nominated and determined by the Heritage Council not to be integral to the registered Place

(1) Tools, Plant and Equipment

| Non-NRW object number | Object name and details |
|-----------------------|----------------------------------|
| 20-27 | Grinder |
| 314 | Pollock and McNab lathe |
| 802 | Boring mill |
| 1067 | Johns brand press |
| 1278 | Hydraulic tube swager |
| 2874 | Giant lathe |
| 3291 | Webster Bennett radial arm lathe |
| | Arno machine |
| | Dawn Machine |
| | Herbert Machine |
| | Idoma Machine |
| | Lang Machine |
| | Purcell machine |
| | Small unbranded machine |
| | Ward machine |
| | 53ft Turntable in Area 62 |
| | Heavy lifting jacks, 3 |
| | Machine |
| | Water column, part |
| | Water column - complete |
| TH01414 | Small machine |
| | Band saw |

(2) Rolling stock

| Class & number | Type | Place made | Maker, location (if not the place) and notes |
|--------------------------|------------------|------------|--|
| Steam locomotives | | | |
| A2 884 | Steam locomotive | NRW | Not held at the place (Museum) |
| A2 995 | Steam locomotive | NRW | Not held at the place (Museum) |
| C 10 | Steam locomotive | NRW | Not held at the place (Museum) |
| D2 604 | Steam locomotive | UK | Beyer Peacock & Co, Manchester UK. Not held at the place (Museum) |
| D3 635 | Steam locomotive | USA | Baldwin Locomotive Works, Philadelphia. Not held at the place (Museum) |
| D4 268 | Steam locomotive | NRW | Made outside the place in 1927 buildings. Not held at the place (Museum) |
| E236 | Steam locomotive | MELBOURNE | David Munro & Co Foundry, Spencer St. Not held at the place (Museum) |

| | | | |
|-------|------------------|-----------|---|
| E369 | Steam locomotive | MELBOURNE | David Munro & Co Foundry, Spencer St. Not held at the place (Museum) |
| F 176 | Steam locomotive | BALLARAT | Phoenix Foundry, Ballarat. Not held at the place (Museum) |
| H 220 | Steam locomotive | NRW | Heavy Harry, VHR H2163. Made outside the place in 1927 buildings. Not held at the place (Museum). |
| J 536 | Steam locomotive | UK | Vulcan Foundry, Newton-le-Willows, Lancashire. Not held at the place (Museum). |
| J 541 | Steam locomotive | UK | Vulcan Foundry, Newton-le-Willows, Lancashire |
| J 556 | Steam locomotive | UK | Vulcan Foundry, Newton-le-Willows, Lancashire. |
| K 151 | Steam locomotive | NRW | Retained for parts |
| K 153 | Steam locomotive | NRW | Made outside the place in 1927 buildings |
| K160 | Steam locomotive | NRW | Not held at the place (Castlemaine) |
| K 165 | Steam locomotive | NRW | Made outside the place in 1927 buildings. Not held at the place (Museum). |
| K 183 | Steam locomotive | NRW | Made outside the place in 1927 buildings |
| K 184 | Steam locomotive | NRW | Made outside the place in 1927 buildings |
| K 190 | Steam locomotive | NRW | Made outside the place in 1927 buildings |
| N 432 | Steam locomotive | NRW | Made outside the place in 1927 buildings. Not held at the place (Museum). |
| N 441 | Steam locomotive | NRW | Locomotive Restoration Group. Not held at the place (Traralgon) |
| No 19 | Steam crane | NRW | Made outside the place in 1927 buildings. Not held at the place (Museum). |
| No 2 | Steam locomotive | UK | Dübs and Company, Glasgow. Not held at the place (Museum). |
| R 700 | Steam locomotive | UK | North British Locomotive Company, Glasgow |
| R 704 | Steam locomotive | UK | North British Locomotive Company, Glasgow. Not held at the place (Museum). |
| R 707 | Steam locomotive | UK | North British Locomotive Company, Glasgow |
| R 711 | Steam locomotive | UK | North British Locomotive Company, Glasgow |

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|---------------------------|-------------------|----------|--|
| R 753 | Steam locomotive | UK | North British Locomotive Company, Glasgow |
| R 761 | Steam locomotive | UK | North British Locomotive Company, Glasgow |
| T 94 | Steam locomotive | BALLARAT | Phoenix Foundry, Ballarat. Not held at the place (Museum). |
| X 36 | Steam locomotive | NRW | Not held at the place (Museum) |
| Y 108 | Steam locomotive | BALLARAT | Phoenix Foundry, Ballarat. Not held at the place (Museum). |
| Y 112 | Steam locomotive | BALLARAT | Phoenix Foundry, Ballarat |
| Diesel locomotives | | | |
| F 202 | Diesel locomotive | UK | Dick, Kerr & Co |
| B 63 | Diesel locomotive | NSW | Clyde engineering |
| B 72 | Diesel locomotive | NSW | Clyde engineering |
| B 83 | Diesel locomotive | NSW | Clyde engineering. Not held at the place (Museum). |
| F 204 | Diesel locomotive | UK | Dick, Kerr & Co |
| F 208 | Diesel locomotive | UK | Dick, Kerr & Co |
| F 211 | Diesel locomotive | NSW | Dick, Kerr & Co. Not held at the place (Museum). |
| S 301 | Diesel locomotive | NSW | Clyde engineering |
| S 3018 | Diesel locomotive | NSW | Clyde engineering |
| S 313 | Diesel locomotive | NSW | Clyde engineering |
| SEC 2 | Diesel locomotive | UK | Dick, Kerr & Co |
| T 356 | Diesel locomotive | NSW | Clyde engineering |
| T 364 | Diesel locomotive | NSW | Clyde engineering |
| T 367 | Diesel locomotive | NSW | Clyde engineering |
| T 395 | Diesel locomotive | NSW | Clyde engineering |
| T 413 | Diesel locomotive | NSW | Clyde engineering |
| V 56 | Diesel locomotive | NSW | Not held at the place (Museum) |
| W 243 | Diesel locomotive | NSW | Tulloch Ltd, Rhodes. Not held at the place (Museum). |
| W 244 | Diesel locomotive | NSW | Tulloch Ltd, Rhodes |
| W 255 | Diesel locomotive | NSW | Tulloch Ltd, Rhodes. Not held at the place (Museum). |
| Y 127 | Diesel locomotive | NSW | Clyde engineering |
| Y 137 | Diesel locomotive | NSW | Clyde engineering. Not held at the place (Museum). |
| Y 164 | Diesel locomotive | NSW | Clyde engineering |
| DRC 41 | Diesel rail car | NSW | Tulloch Ltd, Rhodes |
| DRC 42 | Diesel rail car | NSW | Tulloch Ltd, Rhodes |

| Electric locomotives | | | |
|----------------------|--|-------------|---|
| E 1102 | Electric locomotive | NRW AND JOL | Built at the place with electrical fit out at Jolimont. Not held at the place (Museum) |
| L 1150 | Electric locomotive | UK | English Electric. Not held at the place (Museum). |
| L 1160 | Electric locomotive | UK | English Electric |
| L 1162 | Electric locomotive | UK | English Electric |
| L 1169 | Electric locomotive | UK | English Electric |
| E 1108 | Electric locomotive | NRW AND JOL | Built at the place with electrical fit out at Jolimont. Poor condition - does not demonstrate continuing traditions at the place. |
| Steel carriages | | | |
| 11 AS | Air-conditioned, steel carriage | NRW | Later, with less fine detailing than the original Spirit of Progress carriages |
| 205 BS | Air-conditioned, steel carriage | NRW | Later, with less fine detailing than the original Spirit of Progress carriages |
| 207 BS | Air-conditioned, steel carriage | NRW | Later, with less fine detailing than the original Spirit of Progress carriages |
| 212 BS | Air-conditioned, steel carriage | NRW | Later, with less fine detailing than the original Spirit of Progress carriages |
| 215 BS | Air-conditioned, steel carriage | NRW | Later, with less fine detailing than the original Spirit of Progress carriages |
| 217 BS | Air-conditioned, steel carriage | NRW | Later, with less fine detailing than the original Spirit of Progress carriages |
| 218 BS | Air-conditioned, steel carriage | NRW | Later, with less fine detailing than the original Spirit of Progress carriages |
| 219 BS | Air-conditioned, steel carriage | NRW | Later, with less fine detailing than the original Spirit of Progress carriages |
| 14 BRS | Air-conditioned, steel carriage | NRW | Later, with less fine detailing than the original Spirit of Progress carriages |
| 224 BRS | Air-conditioned, steel carriage | NRW | Later, with less fine detailing than the original Spirit of Progress carriages |
| 255 ACZ | Air-conditioned, steel carriage | NRW | Later, with less fine detailing than the original Spirit of Progress carriages |
| 259 BM | Air-conditioned, steel carriage | NRW | Later, with less fine detailing than the original Spirit of Progress carriages |
| 269 BZ | Air-conditioned, steel carriage | NRW | Later, with less fine detailing than the original Spirit of Progress carriages |
| 270 BZ | Air-conditioned, steel carriage | NRW | Later, with less fine detailing than the original Spirit of Progress carriages |
| 282 SJ | Air-conditioned, steel sleeping roomette | SA | Islington Railway Workshops, SA |
| 283 SJ | Air-conditioned, steel sleeping roomette | SA | Islington Railway Workshops, SA |

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|------------------------|---|-----------|---|
| 284 SJ | Air-conditioned, steel sleeping twinette | SA | Islington Railway Workshops, SA |
| 9 BRS | Air-conditioned, steel carriage | NRW | Later, with less fine detailing than the original Spirit of Progress carriages |
| Victoria Club Car | Steel sleeping carriage | SA | Islington Railway Workshops, SA |
| Vans | | | |
| ZD 471 | Goods van | NRW | Poor condition - does not demonstrate continuing traditions at the place. |
| ZD 600 | Goods van | NRW | ZD 470, a similar van, was recommended for inclusion instead because it is used for T&H rail purposes |
| 1 CV | Brakevan /passenger | NRW | Not held at the place (Ballarat East) |
| CE 13 | Wooden passenger van | NRW | Poor condition - does not demonstrate continuing traditions at the place. |
| CE 19 | Wooden passenger van | NRW | Not operational |
| CE 31 | Wooden passenger van | NRW | Not held at the place (Castlemaine) |
| CP 294 | Brake Van, with power generator | NRW | Nominated as PCP 294. Built 1950s. |
| CP 37 | Brake Van | NRW | Built 1958. |
| CW 15 | Wooden passenger van | NRW | Not operational |
| D 301 | 35 ton box van | NRW | Nominated as DT 381. Built 1950s. |
| D 302 | 35 ton box van | NRW | Nominated as 302 BB. Built 1950s. |
| D 313 | 35 ton box van | NRW | |
| D 324 | 35 ton box van | NRW | Built 1950s. |
| D 340 | 35 ton box van | NRW | Nominated as 340 BB. Built 1950s. |
| D 358 | 35 ton box van | NRW | Nominated as 340 BB. Built 1950s. |
| D 335 | 35 ton box van | NRW | Nominated as 335 BB. Built 1950s. |
| D 341 | 35 ton box van | NRW | Nominated as 341 BB. Built 1950s. |
| D 403 | 35 ton box van | NRW | Nominated as 403 BB. Built 1958. |
| CM 10 | Suburban parcels van, swing door | NRW | Not held at the place (Museum) |
| CP 33 | Brakevan / passenger | NRW | Not held at the place (Museum) |
| C 27 | Wooden passenger van | NRW | Poor condition - does not demonstrate continuing traditions at the place. |
| Z 174 | Wooden goods van | MELBOURNE | Made by E.P. Bevan & Sons before the place opened |
| Electric trains | | | |
| 201 BT | Tait electric trailer, prototype for Harris train | NRW | Built and modified at the place with electrical fit out at Jolimont. |
| 48 G | Tait electric trailer carriage | NRW | Built and modified at the place with electrical fit out at Jolimont. |

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| 257 D | Tait electric trailer carriage | NRW | Built and modified at the place with electrical fit out at Jolimont. |
| 284 M | Tait electric trailer carriage | NRW | Built and modified at the place with electrical fit out at Jolimont. |
| 327 M | Tait electric trailer carriage | NRW | Built and modified at the place with electrical fit out at Jolimont. |
| 341 T | Tait electric trailer carriage | NRW | Built and modified at the place with electrical fit out at Jolimont. |
| 427 M | Tait electric trailer carriage | NRW | Built and modified at the place with electrical fit out at Jolimont. |
| 470 M | Double ended Tait electric motor carriage | NRW | Built and modified at the place with electrical fit out at Jolimont. |
| 1471 M | Double ended Tait electric motor carriage | NRW | Built and modified at the place with electrical fit out at Jolimont. |
| 794 M | Harris suburban electric motor carriage | NRW | Built and modified at the place with electrical fit out at Jolimont. |
| 797 M | Harris suburban electric motor carriage | NRW | Built and modified at the place with electrical fit out at Jolimont. Not held at the place (Museum) |
| Wooden carriages | | | |
| 31 BE | Air-conditioned, wooden, carriage | NRW | Also known as Victoria. Made elsewhere before the place opened |
| Buchan | Air-conditioned, wooden sleeper (No 4) | NRW | Poor condition - does not demonstrate continuing traditions at the place. |
| 3 BV | 2nd class wooden carriage | NRW | Extensively altered - does not demonstrate continuing traditions at the place. |
| 8 BV | 2nd class wooden carriage | NRW | Poor condition - does not demonstrate continuing traditions at the place. |
| 19 BV | 2nd class wooden carriage | NRW | Poor condition - does not demonstrate continuing traditions at the place. |
| 32 ABU | 1st & 2nd class wooden carriage | NRW | W car altered in the 1960s. |
| 358 BE | Wooden carriage | SA | Islington Railway Workshops, SA |
| 40 ABU | Wooden carriage | NRW | W car altered in the 1960s. |
| 60 BW | 2nd class wooden carriage, W car | NRW | E cars better demonstrate past and continuing traditions at the place |
| 61 BW | 2nd class wooden carriage, W car | NRW | Not held at the place (Castlemaine) |
| 63 BW | 2nd class wooden carriage, W car | NRW | Not held at the place (Castlemaine) |
| 66 BW | 2nd class wooden carriage, W car | NRW | E cars better demonstrate past and continuing traditions at the place |
| 67 BW | 2nd class wooden carriage, W car | NRW | E cars better demonstrate past and continuing traditions at the place |

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| 68 BW | 2nd class wooden carriage, W car | NRW | E cars better demonstrate past and continuing traditions at the place |
| 64 AW | 2nd class wooden carriage, W car | NRW | E cars better demonstrate past and continuing traditions at the place |
| 222 B | 2nd class wooden carriage, W car | NRW | E cars better demonstrate past and continuing traditions at the place |
| 77 WW | 2nd class wooden carriage, W car | NRW | Made elsewhere before the place opened. |
| Wagons | | | |
| HH5 | Breakdown van | | |
| Q 51 | General purpose flat wagon | | |
| SBX 8 | 44 ton flat wagon with bulkheads | | Alternative ID VFJX 8 |
| UB 56 | Bogie louvre van | | Alternative ID VLAA 56 |
| VBBX 59 | 45 ton high capacity box van | | Nominated as 59 BLX. Built 1960s |
| VBBX 74 | 45 ton high capacity box van | | Nominated as 26 CSX. Built 1960s |
| VCLX 26 | 40 ton high capacity louvre van | | Nominated as 26 VLX |
| VCSX 26 | 52 ton flat wagon | | Nominated as 74 BLX. Built 1960s. Coil Steel Transport. Not held at the place (Museum) |
| VFGA 4 | 6 wheel bogie heavy load wagon | | Nominated as 4 QH. Not held at the place (Museum) |
| VFHA 2 | 30 ton well wagon | | Nominated as 2 QB. It transported heavy electrical equipment to Yallourn. Not held at the place (Museum) |
| VFHA 2 | 4x4 bogie over size load wagon | | Nominated as 2 QS. Not held at the place (Museum) |
| VFJX 8 | | | Built as E 183. 707 Ops Handed back to VicTrack 2022 |
| VHJA 3 | Bulk cement wagon | | Nominated as 3 CJ |
| VLAA 50 | | | |
| VLBY 100 | 25 ton express louvre van | | Nominated as 100 VP |
| VLBY 105 | 25 ton express louvre van | | Nominated as 105 VP |
| VLBY 122 | 25 ton express louvre van | | Nominated as 122 VP |
| VLBY 125 | 25 ton express louvre van | | Nominated as 125 VP |
| VLBY 126 | 25 ton express louvre van | | Nominated as 126 VP. Not held at the place (Museum) |
| VLBY 132 | 26 ton express louvre van | | |
| VLBY 133 | 25 ton express louvre van | | Nominated as 133 VP |
| VLBY 135 | 25 ton express louvre van | | Nominated as 135 VP. Not held at the place (Museum) |

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| VLCX 157 | 40 ton high capacity louvre van | VIC | Nominated as 157 VLX. Made in North Bendigo Workshops |
| VLCX 187 | 41 ton high capacity louvre van | VIC | Made in North Bendigo Workshops |
| VLCX 639 | High capacity louvre van | | Nominated as VLX 639 |
| VLPF 100 | 26 ton express louvre van | | |
| VLPF 126 | 26 ton express louvre van | | |
| VMAP 9 | Motor vehicle transport | | Nominated as 9 AX |
| VMBP 1 | Motor vehicle transport | | Nominated as 1 ALX |

(3) Spare parts

| Object name and details | Object name and details |
|--|--|
| Westinghouse locomotive compressor | Boiler syphons x2 |
| Spare parts store | Brake rigging |
| Auto coupling spares | Carriage seats |
| Carriage & T class bogies + R class smoke deflectors | Containers 20ft x4 |
| Carriage bogie spares | DERM power bogies |
| Spare parts | Electrical control boxes |
| Steam cross compound compressor | Fire bricks - (new) |
| 2x wheel sets and jacks, for locos and carriages | Locomotive staff exchangers |
| 3x wheel sets, for carriages Brake blocks (new) | Locomotive window glass |
| DERM governor and gearbox | Pantographs x(4) |
| DERM compressors x3 | R class steam locomotive cab |
| Locomotive electric motor blower connectors for diesel | R class steam locomotive tender bogies x (3) |
| Gears | R class steel driver wheel tyres x (4) |
| Pantograph - old type | R class steam locomotive smoke deflectors x(2) |
| R class steam locomotive driving wheels x3 sets | Steam locomotive funnel (broken) |
| Racks of castings and spare parts | Steam locomotive oil tank |
| Car Springs (leaf) | Steam locomotive driving rods |
| Steam loco driving wheel centres | Steam locomotive wheels and air res tanks |
| Steam loco funnel (New) for K class | Steam locomotive superheater tubes |
| Steam loco funnel for K class | Tait power bogies x (4) |
| Steam loco compressor parts | Traction motors x (20) |
| Steam loco compressors | Wheel sets - diesel locomotives |
| Steam loco cylinders parts (3) | Rolling stock window glass replacements |
| Steam loco and carriage parts (various) for locos and cars | Y class diesel locomotive bogies x(4) |
| Steel wheel rims (new) | Carriage bogies - (possibly DERM not powered) |

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| Cast iron for rings (Stock metal for making spare parts) | Containers 40ft x (3) |
| Axle boxes | Containers 40ft x (4) |
| Axles | Containers 40ft x (9) |
| Bogies (4) | Bogies - (ca. 86 - 100) |
| Bogies, pantographs and spare parts | |
| Bogies x (19) | |
| N class steam boilers x (7) | |
| (3) unidentified boilers | |
| Wheel sets - number unknown | |
| Car shop tool store | |
| Westinghouse locomotive compressor | |

(4) Miscellaneous items

| Object name and details | |
|---|------------------------------|
| Market Street Signal bridge | Model of Melbourne Rail Yard |
| VR platform scales | |
| Newport Rail Workshops 1933 track plan held at Museum | |
| First aid stretchers | |
| The Register of Historic Rolling Stock | |