

SUBMISSION 1

11 November 2022

Assistant Director – Inland Rail Review Secretariat
Department of Infrastructure, Transport, Regional Development, Communication and the Arts
GPO Box 594
Canberra, ACT 2601

Review of Inland Rail Project

This submission makes reference to the following terms of reference:

c) review the processes for selecting the Inland Rail route to confirm it is fit for purpose and has considered both impacts and potential broader economic benefits to regional economies and communities;

*d) having regard to current market constraints and **regulatory environment**, assess Program, scope, schedule and cost, including;*

iii. review schedule assumptions, including timing for planning and environmental approvals, land acquisitions and contingencies;

There are two primary regulatory processes that need to be followed as part of the planning process for the proposed works to the Kelly Siege Site :

1. **The EPBC Act** and whether the works are a controlled action or not. If they are a controlled action they need to be referred to the Minister.
2. **Heritage Victoria** is also required to provide a Heritage Permit.

In terms of regulatory support for the project a Heritage Permit from Heritage Victoria has been granted and this includes a number of conditions and under the EPBC Act the works have been assessed as being unlikely to have an impact on the cultural values and therefore are not a controlled action.

The primary point that this submission makes is that the regulatory support for the proposed works is based on insufficient and therefore misleading information. This means that the process has not been transparent and lacks integrity.

The current advertised project has not provided the community and the authorities with a full scope of works that will be undertaken **as a consequence** of the construction of the bridge. These works will be additional to what has been advertised and promoted. It is clear that there will be further impacts on significant areas of the site as a consequence of the Inland Rail works. These works, have not been included in the Heritage Victoria Permit. These include road works, drainage and impacts from the demolition and construction of the new bridge. It is unknown what if any of this information was provided under the requirements of the *EPBC Act*.

There has not been a satisfactory examination of any alternatives. This is despite correspondence from the CEO of the Inland Rail Authority making a commitment to the examination of alternative solutions.

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Many of the works as proposed and the secondary works which have yet to be articulated will include changes to highly significant areas and areas which have Aboriginal Cultural values as well as shared cultural values. The submission provided by Trish Barnard (**Submission 2**) explores this deficiency. There has been a complete silence as to how the works will compromise this area both directly and through an alteration of the setting. There is silence throughout all of the documentation and permit conditions.

Given that the Victorian Government is committed to the treaty process with Aboriginal people in Victoria the lack of recognition of the presence and the important role that the Black Trackers had at this place and within the overall Kelly story discredits the approach that the Inland Rail and its consultants have adopted on this site. This needs to be addressed and with an openness and acceptance of Aboriginal Cultural Heritage values.

It is of great concern that the most sensitive areas of the site will bear the brunt of this development. The construction of the bridge provides a direct hit to a most significant area within this heritage place. The sanitising of the works through incomplete documentation is also of concern as it gives a false impression and is not accurate.

In terms of alternatives (see attached letter to MP Cathy McGowan from CEO) to the current proposal an undertaking was given by the then CEO but it appears that this has not been looked at with any real analysis. There has been no assessment apart from a desk top statement from the Inland Rail Authorities consultants where they state that the most ideal solution, the lowering of the tracks, as not being appropriate. The lowering of the tracks should be seriously considered and assessed as it will have far less impact on the site.

Noting that the argument provided by the Inland Rail Authorities consultants that the railway station and the height of the track at this point is more significant than the actual siege area is not accurate and is misleading. It is clear that the preservation of primary cultural areas and these are the areas where the siege and events leading up to the shooting of Ned Kelly is better outcome than preserving a track height at the station building which has little significance. Nothing occurred at the station and why its significance has become elevated in the assessment is of concern.

In summary, it is hoped that as a nation, there is more respect for a project outcome that in its current form will have a significant negative impact on all of the cultural values. This is not a necessary outcome as there are viable alternatives to the current proposal.



Deborah Kemp
HERITAGE CONSULTANT

Glenrowan Heritage Precinct Siege Street, [REDACTED]

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[REDACTED]

10 November 2022

Assistant Director – Inland Rail Review Secretariat

Department of Infrastructure, Transport, Regional Development, Communication and the Arts

GPO Box 594

Canberra, ACT 2601

Dear Sir/Madam,

Re: ***Independent Review of the Delivery of the Inland Rail Program***

I am pleased to provide this contribution to the “Independent Review of the Delivery of the Inland Rail Program”. My response focuses on Theme 3, namely the consideration of benefits and impacts associated with the proposed Inland Rail Enquiry.

In essence, this submission to the Enquiry highlights the need to maintain and restore the Kelly Siege Site at Glenrowan from a cultural tourism and economic benefit perspective, and notes those aspects of the Inland Rail Program that have not been taken into consideration.

This submission can be made public (uploaded).

1 Background to the Enquiry

The Australian Government announced on 7 October 2022 the appointment of Dr Kerry Schott AO to lead an independent review of the Inland Rail Program. As part of the review, submissions are sought from interested parties to share views, experience and expectations on key themes relating to the delivery of the Inland Rail Program.

One of the key themes (#3) is associated with the process for the selection and refinement of the Inland Rail route and whether these processes are fit-for-purpose, including consideration of benefits and impacts. Specifically, the Terms of Reference for the review include the following:

- “(c) *review the process for selecting the Inland Route to confirm it is fit for purpose and has considered both impacts and potential broader economic benefits to regional economies and communities; and*
- (e) *assess opportunities for enhancing community benefits along the route”.*

This submission provides an overview of the importance – from a tourism and economic benefit perspective – of maintaining and restoring the Kelly Siege Site located in Glenrowan in North East Victoria. The submission also provides a summary of the “**EPBC Act Referral Report**” (2020) and its commentary in relation to the proposed new bridge on Beaconsfield Parade in the environs of the siege site. In addition, an overview of the “**Heritage Impact Statement for the Glenrowan Precinct H2000**” (2021) is provided.

The submission is provided in the context of the underlying threat that would occur to the cultural and heritage value of the siege site if the construction of the major new bridge associated with the planned Inland Rail Program – linking Melbourne and Brisbane, and passing through Glenrowan – is constructed. The proposed bridge – with the requisite 7.1 metre clearance for double-stacked

freight trains – would replace the existing bridge on Beaconsfield Parade and provide the necessary clearance to accommodate the double-stacked freight trains.

The view of many in the community is that the proposed new bridge would have a significant adverse impact on the historic Kelly Siege Site, and with resultant negative impacts on the local and regional economies. Importantly, assessments undertaken to date in relation to the impact of the Inland Rail Program do not suitably address these community concerns for adverse cultural, heritage and economic impacts on Glenrowan and the North East region.

2 Historic Context

Ned Kelly is a recognised national figure in Australian history, immersed in the memories of late 19th Century Victoria, particularly in the rural North East of the State. Whether viewed as folk heroes or as villains, the Ned Kelly gang reflected the issues and challenges that encompassed daily life in colonial times. Land settlement rights, enmeshed in issues associated with social class and heredity, and resultant confrontations with the law and authority, were foundations to the Kelly Gang and its activities over several years, culminating in the Glenrowan Siege at Anne Jones' Glenrowan Inn in June, 1880.

3 Heritage Importance of the Glenrowan Siege Site

Plans for the Siege Site are presented in the document titled "*Heritage Impact Statement for the Glenrowan Precinct H2000*" prepared by the Australian Rail Track Corporation Limited (ARTC, 29 October, 2021).

In my view, the current proposal to replace the existing Beaconsfield Parade bridge with a new bridge – and which is planned to be considerably higher than the existing bridge to accommodate double-stacked freight trains – will result in a severe adverse impact on the historic Siege Site and its important place in the history of Victoria and our nation.

The importance of the Glenrowan Siege Site identified in the Heritage Impact Statement highlights that "*the Glenrowan Heritage Precinct is historically significant as the place most intimately connected with the legend that surrounds Ned Kelly, among the most well-known of Australian historical figures*" (ARTC, p9). And, in this context, the report notes that "*The small town of Glenrowan is central to the history of the Kelly Gang*" (p9).

The H2000 Statement also highlights that the significance of the Siege Site "*is experienced by visitors of the place in a variety of ways – viewing the precinct, retracing the action, learning from interpretative signage, etc*". The Statement also emphasises that "*Crucial to the maintenance of this significance is the presentation of the place in a readable context; that is, the locations of historical events, and the spaces between them, need to be available to the public to view and experience*" (p10).

4 Potential Impacts Associated with Proposed New Beaconsfield Parade Bridge

The H2000 Statement highlights that "*access to the key Siege locations and movement and views between them are critical to the preservation of the cultural heritage significance of H2000*". The Statement also notes that "*the project will impact the archaeological and intangible (views and aesthetic) values of the place*" (p26).

Significantly, the nature of the "*impact*" is not described as either negative or positive in the Statement.

Furthermore, the H2000 Statement recognises that “*construction of a new bridge at Beaconsfield Parade will result in impacts of high and moderate archaeological potential*”. However, the Statement notes that “*the proposed works will be mitigated by the development of archaeological, management protocols that will be implemented under an “Archaeological Management Framework”*” (p26). Yet, the nature and extent of any such mitigation works are not identified in the H2000 Statement.

Notwithstanding the lack of information, it can be expected that the proposed new Beaconsfield Parade bridge will have a major adverse impact on the heritage values of the Siege Site. In this context, the proposed new bridge is planned to have a height of approximately 15.5 metres (estimated by the submitter) which far exceeds the height of the existing bridge; the Statement does not indicate the existing or planned height of the proposed new bridge (refer Appendix C: Plans of proposed Works in the H2000 Statement).

Moreover, the planned height and form of the bridge construction components will devalue the visual relationship between the site and surrounding landscape, and this reality is highlighted in the ARTC images showing the extent and form of the proposed new bridge (Appendix D: Views of proposed Works in the H2000 Statement).

In essence, a significant new bridge structure with an estimated height of 15.5m, and with extended approach paths which will connect to existing roads, cannot be considered as sympathetic to the significant historical and cultural values associated with the Glenrowan Heritage Precinct site.

Having regard for engineering drawings in the ARTC documentation showing the proposed design, form and componentry of the new bridge, the proposed new bridge is considered to be at odds with what would be traditionally recognised as supporting a ‘sense of place’ in regard to the cultural value of the Siege Site and the depth of history associated with the site, as outlined below.

5 Glenrowan Siege Site: ‘a Sense of Place’

The ARTC’s H2000 Statement overlooks the value that the Siege Site has in existing circumstances by which the public can view the historic site, up close and in person, without the significantly-overbearing physical structure of the planned new Beaconsfield Parade bridge on the immediate western boundary of the site. If constructed, the new bridge will far exceed the physical presence of the existing bridge in relation to the surrounding locale and which includes the Siege Site.

These significant adverse impacts on the culturally important Siege Site would be avoided if the existing rail lines were to be lowered along the existing alignment already in place, and therefore not requiring the construction of a new and elevated bridge.

A further consideration regarding the Siege Site is to at least maintain the existing ‘sense of place’ in Glenrowan (which of course includes this site), and to further enhance the ‘sense of place’ in physical terms with landscape and other enhancements which add to the important community, heritage, cultural and social values of the site.

In addition, actions taken in regard to accommodating the needs of the ARTC also need to have regard for the economic role that Glenrowan's businesses perform in promoting the Kelly Story to local, interstate and international visitors. This tourism component brings much-needed economic benefits to Glenrowan and its residents in terms of supporting local jobs and incomes, and with multiplier effects for the surrounding North East region and the wider economy.

In my view, replacement of the existing Beaconsfield Parade bridge with a major new construction, as planned, would have a severe adverse impact on the cultural and heritage values of the Siege Site. As a consequence, such an intrusive development – as reflected in the images presented in Appendix D of the H2000 Statement – would likely result in lower numbers of tourists and other visitors to the site and surrounding Glenrowan township. Visitor spending levels would be adversely affected, with negative consequences for local business revenues, employment and incomes.

In this context of potential adverse economic impact, the ARTC's H2000 Statement does not provide any reference to the manner in which the proposed inland rail infrastructure project would impact on Glenrowan businesses and the local economy. Such an impact assessment typically applies to major projects of this nature. In my view – as an urban and regional economist and town planner involved in assessing major infrastructure and development proposals over many years – construction of the Beaconsfield Parade bridge, as presently proposed, would likely have significant adverse economic impacts on local businesses and jobs in Glenrowan. These potential negative outcomes need to be assessed and documented, with recommendations to mitigate any such adverse economic impacts arising from the Inland Rail Program.

6 Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act) and Referral of the Inland Rail Project

The Inland Rail project was the subject of a Referral under the EPBC Act in 2020. Significantly, the Inland Rail project site in Glenrowan is described in the Referral report as follows (emphasis added):

*“The Glenrowan Heritage Precinct was the site of the Glenrowan siege in 1880 ... The place has **outstanding heritage value to the nation because of the place's importance, or pattern, of Australia's natural or cultural history** (Section 1.2) ... **The railway at Glenrowan is pivotal to the events of the siege, as well as key sites such as Anne Jones's Inn ... and the site of Ned Kelly's fall and capture**” (Section 3.3).*

While the Referral report clearly highlights the significant national heritage values of the siege site, the report also concludes that *“the works are not considered to cause a significant impact”* (Section 1.14). However, the basis to this conclusion that there would be no “significant impact” is not explained in the report. Noting at this point of referral, the current proposal had not been developed, and that this proposal has not been re-assessed as to its impacts. In any event, the report concludes that *“the ‘no project’ option is not considered feasible”* (Section 1.2). This is despite a letter written to the then MP Cathy McGowan (12 April 2019) by the then CEO John Fullerton, stating that a number of options are under consideration (copy attached).

In essence, a close reading of the EPBC Act Referral report leads to the independent conclusion that the findings are contradictory in regard to (a) the support that the new bridge would bring to the siege site, and (b) the conclusion that no adverse impacts on the site would result from the project,

despite the significant physical magnitude of the planned new bridge. Importantly in this context, it is noted that Attachments that support the Referral report have not yet been made available. Moreover, the one piece of evidence in support of the proposed new bridge – namely, the engineering image (provided separately from the EPBC Act Referral report) indicating the substantial scale of the bridge project – raises serious concerns that the proposed bridge will actually have a severe and adverse impact on the significant cultural and historic aspects associated with the Glenrowan Heritage Precinct.

7 Ned Kelly Alive Concept Development and Business Case (Regional Development Victoria, May 2018)

The Business Case highlights the opportunity to “*reimagine the region’s Ned Kelly tourism experiences to create an engaging, immersive and connected offer that brings the Kelly story to life*” (p5). The Preferred Investment Scenario recommended in the Business Case identifies the Glenrowan siege site as one of several components in the overall plan which include, among others, the Beechworth Goal and Courthouse, the Benalla Art Gallery, and the Mansfield Police Memorial.

Economic values anticipated to be delivered by the Glenrowan Siege Site project include investment of \$6.9 million, a Benefit/Cost ratio of 3.0, support to approximately 40 jobs per year, and the attraction of 55,370 visitors a year (p111).

Overall, the Business Case highlights the significance of the Kelly story to the history of Victoria’s High Country, and the importance of linking the associated features across that story, including the Glenrowan Siege Site.

8 The Glenrowan Siege Site and Economic Value

Noting the importance of the tourism sector, particularly the increasingly competitive tourism environment – post-pandemic and both State-wide and nationally – places further emphasis on the need to ensure that Glenrowan and the North East region, which encapsulates Kelly Country, is well-placed in this strongly competitive tourism environment.

A further consideration is the continuing growth in resident population numbers, locally and regionally, and therefore the importance of continuing to generate an increasing number of local jobs, including tourism-related jobs, to meet the employment needs of the expanding resident labour force. My earlier submissions to the Inland Rail Program (13 November 2021) highlight the economic value of tourism to the North East Region.

However, in this economic context, the proposed new bridge would have a significant adverse impact on the historic Kelly Siege Site, and result in negative impacts on the local and regional economies. Ned Kelly and the Kelly Gang have high national and international recognition and this is recognised by tourism strategies developed by State Government tourism authorities¹. Two recent projects: the viewing tower at Glenrowan and the interpretative project at Beechworth (both-under construction) are supported by funding from the State Government.

9 Conclusion

A significant concern flowing from the proposed works associated with the ARTC-proposed new Beaconsfield Parade bridge over the Glenrowan railway lines is the loss of the physical environment in which the historic Kelly siege site is located, as the proposed elevated bridge will clearly dominate this site and adversely impact on its substantial local and national cultural heritage value. The

¹ *Ned Kelly Alive Concept Development and Business Case (Regional Development Victoria, May 2018)*

proposed works and elevated bridge would also adversely impact on the economic development prospects for Glenrowan and North East Victoria, having regard for the focal role of the town and region in the Kelly story. The importance of ensuring retention of the immediate locale in which the Glenrowan Siege took place, 140 years ago, is readily recognised. However, these aspects have not been taken into account in the assessments by the Inland Rail Program.

Also, review of the EPBC Act Referral report (2020) indicates that the report arrives at contradictory conclusions, namely that (a) the site is culturally significant, yet (b) the construction of the major new (and elevated) bridge will not adversely impact on that cultural significance. Moreover, the report concludes that (c) no options to the construction of the bridge exist. Ironically, the Referral report does not mention, let alone assess, the methodology adopted in its conclusions regarding impacts of this major piece of infrastructure on the heritage site and surrounds.

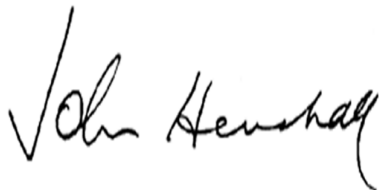
In addition to concerns regarding the potential loss of this culturally significant site, serious issues are also associated with the potential loss of economic value that would otherwise be generated for the local and regional communities by the development and promotion of the siege site in the context of the tourism economy. As the ***Ned Kelly Alive Concept Development and Business Case*** concludes, “*Cultural heritage tourism is growing, providing strong market opportunities for the Ned Kelly product*”, highlighting that “*the North East has the ability to own the Ned Kelly tourism experience, creating a compelling tourism driver that will act as a competitive differentiator for the region*” (p5).

Clearly, there is an urgent need to ensure the retention of the Glenrowan Siege Site as a significant component in our Nation’s cultural heritage, and with potential to contribute to economic values that support Glenrowan and other local communities in Victoria’s North East region.

In conclusion, and in response to the themes highlighted for review in the Terms of Reference, this submission highlights that the review process for selecting the Inland Route to confirm it is fit for purpose -

- has NOT considered the project’s anticipated adverse impacts on the Siege Site, or the potential broader economic benefits to regional economies and communities where site development considerations are taken into account; and
- does not assess opportunities for enhancing community benefits along the route insofar as Glenrowan and the North East Victoria region is concerned.

Yours sincerely,



John C. Henshall, B Com (Econ), Grad Dip TRP, M Soc Sci (Planning & Environment), MPIA (Life Fellow)

[REDACTED]

[REDACTED]

Patricia Barnard

[REDACTED]

[REDACTED]

[REDACTED]

6 November 2022

Dr Schott AO
Assistant Director, Inland Rail Review Secretariat
Department of Infrastructure, Transport, Regional Development, Communications and the Arts
GPO Box 594
CANBERRA ACT 2601

Re: Glenrowan redevelopment to rail line in Victoria

I am an independent research curator who has been investigating and collating accurate information about the Kelly Gang and the Glenrowan siege from differing perspectives of all participants. The Glenrowan redevelopment is the epitome of disrespectful ignorance towards 'erasing history' and complete lack of understanding of all valid connections between public history and identity. The concept of modifying an exiting historical site where Victoria's Police and Aboriginal trackers (cited below) were positioned in the trench to shoot during the Kelly Gang siege is a condemnation of memory. Any promotion of Glenrowan as a destination invariably refers to 'the township of Glenrowan may be most famous as the site of the final siege and capture of Ned Kelly and his gang in 1880' and this narrative continues to be the major drawcard. This is not just a bushranger making his last stand – the ramifications of how the Kelly Gang was treated by police and subsequent pursuit of justice had a legacy impact that changed Victoria's legal system from the 1880s to present day.

1. ARTC governance and management arrangements for the delivery of the Inland Rail Program.

It is perplexing that ARTC would not consider an alternative route through Glenrowan that respects the heritage values associated with the actual site where the final siege occurred which continues to provide the town with significant tourism revenue. The Glenrowan redevelopment is a quick fix for ARTC to destroy current bridge over the line and raise it considerably to accommodate freight trains. ARTC could improve its management arrangements and structures to better facilitate the delivery of the Inland Rail Program with an alternative rail route that flows the Old Hume Highway. The Glenrowan Railway Station is only used on Wednesdays for passenger trains and it is imperative that there is no redevelopment in pursuit of the need for growing freight service that requires a new bridge and destruction of the siege site.

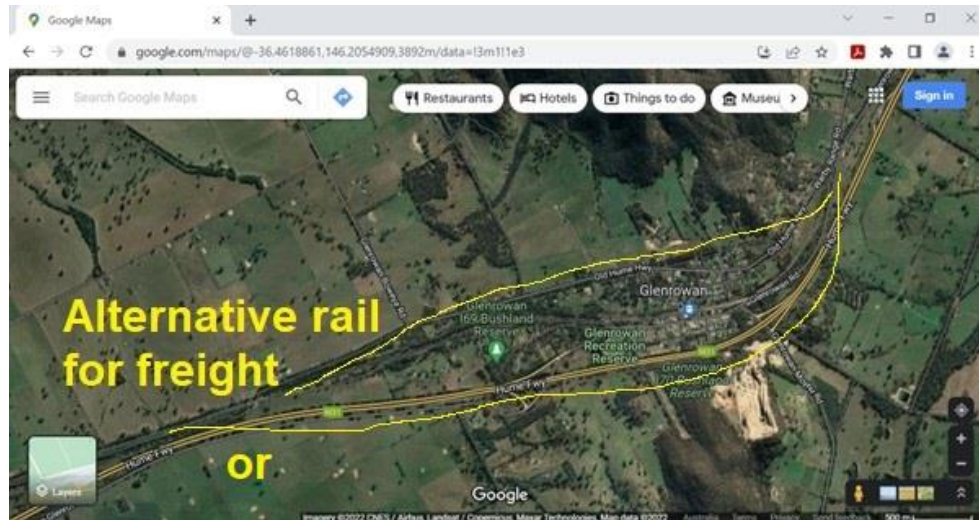
2: The role of Inland Rail in meeting Australia's growing freight task and providing a Service Offering to meet freight sector needs.

Indeed a rail service is required to meet growing freight demands, but this should not be to the detriment of the Glenrowan community. The Glenrowan redevelopment for a new bridge will require road extension through the current siege site and destroy the area where the Glenrowan Inn had been as well as the existing 'trench' across the road near the rail line where Victorian Police held their positions and fired from. While a new freight rail would increase the resilience of Australia, it would have a negative impact on the Glenrowan community who currently boast a well preserved original site of the siege.

3: The processes for the selection and refinement of the Inland Rail route and whether these processes are fit-for-purpose, including consideration of benefits and impacts.

Surely ARTC should investigate the options of re-routing the freight line around Glenrowan more closely to the Old Hume Highway or, consider a new line to the south close to the new Hume Highway through Glenrowan Bushland Reserve and past the quarry – this second option would require Hume Highway overpasses across the new line. ARTC should demonstrate due diligence and respectfully

present other routing options to the Glenrowan community for consideration – it is not necessarily a priority for the Glenrowan community to accept ARTC rationale that the freight route is ‘fit-for-purpose’ but rather Government should be more conscious of reforming their national heritage protection framework to retain as much of this important part of Victoria’s history and concede the benefits to the Glenrowan community. An alternative route for freight around but near to Glenrowan must be considered.



4: The effectiveness of ARTC’s community and stakeholder engagement processes, and opportunities for improvement, including ARTC’s approach to addressing community concerns.

What has ARTC done well in engaging with communities? There is no evidence to date that ARTC has addressed the community’s concerns for the impact this redevelopment will have on them and their tourism economy. Visitors are attracted to the site of the ‘siege’, and purchase souvenirs as a memento of that experience. In this world where technology is dominating experiences, the uniqueness of an opportunity to visit the Glenrowan siege site remains unique – standing at the present recommended vantage point enables visitors to immerse themselves and view the whole site with a full understanding of how and what transpired during the siege that was the last expression of this lawless frontier when colonial Victoria and Australia was forming its own national identity. Transforming the legendary ‘trench’ into a backdrop beside a footpath and turning circle will also eliminate the location of the Glenrowan Inn and its proximity is a travesty when it has been preserved for the past 142 years at minimal expense to the State Government - and in Australia it is a rare privilege to have access to an original setting where a key piece of Australian history occurred with a full appreciation of the trench and its role. ARTC must investigate an alternative route for freight around Glenrowan.

Retaining the site also aligns with Victoria’s ‘Aboriginal Heritage Act 2006’ to ‘provide for the protection of Aboriginal cultural heritage’ of an historical site of significance without ARTC interference ‘to recognise, protect and conserve Aboriginal cultural heritage in Victoria in ways that are based on respect for Aboriginal knowledge’ – this exiting site makes a critical contribution to the history of Aboriginal people and how and why they were recruited as trackers in colonial Australia. An Aboriginal tracker named Jimmy was in that trench poised with his loaded Snider rifle to support the Victorian Police in the siege. Jimmy exhibited considerable courage and sustained a wound on the forehead above his eyebrow when shot at by one of the Kelly Gang and this was later treated by a Doctor Lewis L. James at Benalla. ‘Without waiting to be bandaged, he jumped out of the trench, stood in the open, and fired five shots at the outlaws in front of the hotel, emptying his magazine. ‘Take that, Ned Kelly!’ he roared. He got back onto the trench where O’Connor bandaged his wound. Jimmy reloaded his Snider and, with the other blacks in the trench, continued to pour heavy fire into the hotel after the outlaws had retired inside (Clune:1954:280). Jimmy had also been one of the trackers involved in the earlier search following the murders at Stringy Bark Creek but it was an elderly tracker named Doctor and Jimmy Gublator who had deliberately led Victorian Police Superintendent John Sadler and Senior Constable Charles Johnston to swampy ground

considered dangerous to pursue. On 28 June 1880 at 3am under a full moon when , Jimmy (QLD, descendants live in Yarrabah) was present in the trench with other Aboriginal trackers named Donald (VIC, successfully tracked bushranger Harry Power), Moses Bulla (QLD), Thomas Spider (b.c.1864-d.24 April 1886 aka Tom Halligey, Gooreng Gooreng people QLD), Jack Noble Wonamutta (aka Jack Morris Wonnamutta, b.1855-d.1935, Butchulla people QLD), Corporal Hero (b.?-d.1920, Butchulla people QLD), Johnny (recruited from Burdekin River, d. Dec 1880), Barney Mileson 'Werannalle' (aka Gary Owens, Butchulla people QLD, descendant is May McBride) with Sub-inspector Stanhope O'Connor (1850-1908) and they fired in the first barrage of bullets from their Martini Henry rifles when directed. According to research, it is likely that Victoria's William Barak (b.1824-d.15.8.1903) was also present at the siege as he was recruited from Coranderrk Aboriginal Reserve in 1879 to assist with the hunt.



Image by photographer (*possibly Melbourne photographers J. W. Lindt or A. Burman who were only ones to sign 'Glenrowan prints') on Monday 28th June 1880 with three Queensland trackers visible with Victorian Police in the trench opposite the Glenrowan Inn. Sourced from McMenomy, Keith (1984) 'Ned Kelly: The authentic illustrated story', Currey O'Neil Ross Pty Ltd., South Yarra, p.184.

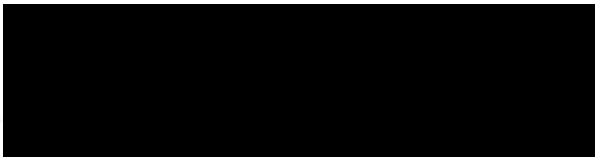
This site of the Glenrowan siege has been depicted in so many colonial artworks and publications such as the 'Woodcut of Ned Kelly' (published in The Illustrated London News, Sept 1880 with the original wood engraving now held in the National Portrait Gallery collection in Canberra) where the troopers can clearly be seen emerging from that trench when Kelly left the Glenrowan Inn. Other artworks held in the NPG also clearly show proximity of that trench and hotel opposite to narrate the siege drama captured in engravings published in 1880 'Ruins of Jones's Hotel, Glenrowan where the outlaws were besieged by the Police' and 'A Black Tracker' (NPG Acc: 2018.86) and another wood engraving on paper by 'Perrychon (engraver) depicting Ned Kelly drama later in 1884 (NPG Acc: 2012.116) are just two examples where enthusiastic visitors can go to the site and envisage exactly how the drama played out at Glenrowan.

It is imperative that you interrogate the proposed plans for Glenrowan rail line and how the project has been approached for the Inland Rail Program. As the Glenrowan Railway Station is only used on Wednesdays for passenger trains and plans to raise the bridge to accommodate freight trains is short sighted which will have a major negative impact for the Glenrowan community. I recommend that ARTC is requested to show due diligence and discuss alternative options around the Glenrowan community to save the siege site from destruction.

Yours sincerely

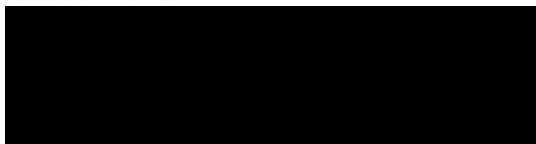
Trish Barnard
Independent Research Curator and Interpretative Writer





30 April 2019

Cathy McGowan AO MP
Federal Member for Indi



Dear Cathy,

I write in response to questions raised in a letter received by my office on 12 April 2019

In the first instance I welcome the opportunity to congratulate you on almost six years of service to the electorate of Indi and wish you the best in your future endeavours.

To address your specific enquiry, ARTC acknowledges the significance of the historical precinct not only for the township of Glenrowan, but also its wider importance as a nationally listed heritage site. We also appreciate the role of the railway track as part of this historical precinct.

ARTC has been in regular contact not only with the local Historical Society, Glenrowan Improvers, but also Heritage Victoria and the Wangaratta Shire Council in relation to proposed enhancement works at this site as part of the Inland Rail programme. In addition, wider community conversations have been hosted in Glenrowan to hear comments and any concerns from individual members regarding our proposed works.

I can confirm all concerns, feedback and comments are highly valued and, along with other considerations, form a key element of our design development process.

Specifically, during early conversations with the Glenrowan Improvers, a request was made for ARTC to consider relocating the existing Beaconsfield Parade Bridge to an alternate location as part of planning during Feasibility Design. ARTC is undertaking an investigation around seven possible alternate locations. Engineering modelling is progressing with initial reviews also by the Wangaratta Shire Council. While these alternatives present challenges regarding environmental and community impacts, including property acquisition, they remain 'live' options and are being actively pursued. This information has also been provided directly to the Glenrowan Improvers and the wider community during engagement activities in February and March 2019.

Any works at Glenrowan will require approval by state and commonwealth regulators. Current schedule provides for formal government review during the latter part of the third quarter of 2019 but there is still work to be done before the project is in a position to do this. Agency consultation will be underpinned by engineering, environmental and heritage assessments into viable options. Specialist consultants have been engaged to support this work.

As our progress continues, so too will our engagement with the communities of Glenrowan and Wangaratta. There also remains opportunity for continued dialogue and formal submissions as part of the environmental and planning approvals processes.

Thank you for taking the time to forward the correspondence to me for response and again, my best wishes to you.

Yours sincerely

John Fullerton
CEO and Managing Director