

# Historical archaeological site card

Regulation 27

## Instructions to complete form

### Who should complete this form?

A person who discovers a site that should be recorded on the Heritage Inventory. This form must be completed in accordance with Heritage Victoria's *Guidelines for Conducting Historical Archaeological Surveys* available at [www.heritage.vic.gov.au](http://www.heritage.vic.gov.au).

### Enquiries and more information

Web: [www.heritage.vic.gov.au](http://www.heritage.vic.gov.au)

Telephone: (03) 7022 6390

Email: [archaeology.admin@delwp.vic.gov.au](mailto:archaeology.admin@delwp.vic.gov.au)

### Please lodge your form in one of the following ways:

By email to: [archaeology.admin@delwp.vic.gov.au](mailto:archaeology.admin@delwp.vic.gov.au) (Word is the preferred document format) OR

By post to: The Executive Director, Heritage Victoria, PO Box 500, MELBOURNE VIC 8002

Please note: all sections must be completed. Incomplete forms will be returned to the applicant which may result in delays.

### Recommended site extent:

You are required to lodge a recommended site extent with your site card. It is our preference to receive .shp files with associated plan. **See section 5 of Heritage Victoria's Archaeology Survey Guidelines.**

#### Office use only

*Heritage Inventory number and name*

H7723-1256 - KYNETON RAILWAY STATION HOUSE SITES

*Date received*

17 AUGUST 2022

*Date accepted*

19TH AUGUST 2022

*Hermes Number*

209227

# Historical archaeological site card

## 1. Place details

Place name:	Kyneton Station Railway Infrastructure
Heritage Inventory Number (if any):	n/a
Other or former names:	n/a
Municipal Council:	Macedon Ranges Shire Council
Address:	Mollison Street, Kyneton, Victoria 3444
Geographical coordinates (GDA94 or WGS84) expressed in degrees and decimals of a degree:	
Mapsheet name and number (1:100,000 only):	CASTLEMAINE-WOODEND

## 2. Cadastral location

County:	Dalhousie
Parish:	Lauriston
Township:	Kyneton
Section:	-
Allotment:	Lot 1 TP956050
Standard Parcel Identifier (SPI):	1\TP956050

## 3. Details of site owner or land manager (where known)

Title:	-
First Name:	-
Surname:	-
Business or organisation name:	Victorian Rail Track
Position title:	-
Address:	Level 8, 1010 La Trobe Street, Docklands, VIC 3008
Email address:	<a href="mailto:customer.service@victrack.com.au">customer.service@victrack.com.au</a>
Telephone:	(03) 9619 1111

# Historical archaeological site card

## 4. Details of site occupier (where known)

Title:	-
First Name:	-
Surname:	-
Business or organisation name:	V/Line Corporation
Position title:	
Address:	Level 6, 452 Flinders Street, Melbourne, VIC 3000
Email address:	
Telephone:	(03) 9078 5054

## 5. Aboriginal cultural values

Site has known Aboriginal values	*Yes	*No
Site is recorded on the Victorian Aboriginal Heritage Register	*Yes	*No

## 6. Current description of site

Please provide description:

The site consists largely of the existing VHR H1602 – Kyneton Railway Station Complex site extent, with an additional area of vacant land to the northwest. The site includes station buildings, a goods shed, up and down platforms, signal box, crossing gates, water tank, various sidings on the downside and a commuter car park on the upside (Map 1).

Four parallel timbers were recently identified along the base of a 1 x 1 m test pit, at a maximum depth of 280 mm, excavated during the complex assessment for an Aboriginal Cultural Heritage Management Plan (18728). One of the four timbers was identified as a possible railway sleeper, but due to them extending beyond the walls of the test pit, it could not be determined at the time if they were in situ and part of prior railway infrastructure. No distinguishing marks were visible on the timbers at the time they were uncovered, nor were they consistent in width or material, however they were all flat and abutting each other and aligned in a north-south direction.

Various materials associated with the railway are scattered around the immediate location of the discovery, including railway girders, spikes, sleepers and ballast and historical material consisting of brick, glass and ceramic fragments.

Much of the ground surface within the site is covered by existing infrastructure, mainly the commuter car park in the north. Prior to its construction, this area was home to various public and private sidings, an additional goods shed, offices and a turntable.

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Date recorded:	08/06/2022	
On Victorian Heritage Register	*Yes	*No
	(please advise VHR number)	
On Heritage Overlay	*Yes	*No
	(please advise HO number)	
Associated sites:	H1602 – Kyneton Railway Station Complex. The possible historical timbers were adjacent to the north-west of the extent of the existing VHR registration.	

## 7. Place history

Please provide a brief history of the place (at least 1 to 2 paragraphs):

The Kyneton railway line was built as a result of a growing population and wealth from the 1850s gold-rush in nearby Castlemaine and Bendigo. As a result, a double-track railway from Footscray to Bendigo was constructed, with the line reaching Kyneton in 1861, and the station officially opening in April 1862. It operated with a small goods yard to serve the township and the refreshment rooms as most trains stopped here for water (Waugh 2001). Upon opening, the station complex comprised of the main passenger platform, station buildings, including refreshment rooms, a downside goods shed which could be accessed by track from either end and water tanks, pumps, pipes and steam engines for the water supply. Between 1875 and 1890, the further construction within the complex included the enlargement of the goods shed, a new boiler for a pumping engine, construction of parcels office and lavatories, extension of platform verandahs, and the erection of a dairy produce shed, signal box, cool store and turntable (Waugh 2001).

A plan of the station complex from 1894 (Figure 1), indicates that in addition to the upside platform, the northern side of the tracks also contained the signalman's house; a 5 room weatherboard house, which at the time was occupied by D.R. Parker, with a brick office building (likely the parcels office) occupied by H. McCartney, adjacent to the west. A private siding owned by R. M. Watson for Humphrey's Chaff Works was also noted at the time, further to the west. In the north-west corner, where the historical timbers were located, was the 5-room weatherboard house, garden and shed of bridge ganger, J. White. A photograph of the Kyneton Station in 1897 indicates the house and garden were still present at this time, in quite close proximity to Watson's siding (Figure 2).

Between 1913 and 1947, the station complex expanded and covered most of what now makes up the Kyneton Station complex. During this time, the complex included new infrastructure such as three private sidings (two on the upside and one on the down side), three sidings used by the railway, car docks, a goods platform alongside the goods shed on downside, a turn table and additional tracks near Watson's siding, a more substantial signalling network and additional but smaller signal box at the western end of the station (see Waugh 2001).

Through the 1950s to 1990, the station slowly decreased in size and demand for transporting produce, with trucks taking over as the preferred method of transportation. In 1976, a car park was proposed to be built directly north of the station buildings, with access from Mollison Street (Figure 3). The proposal plan at the time demonstrates how much of the former infrastructure had been demolished within the station complex, with all the private sidings removed. Only one siding and building remained north of the station buildings, while the southern side did not extend beyond the goods shed in the south.

As the car park in the north slowly expanded west, the last remaining structures beyond the station buildings were demolished and seemingly moved into the north-east corner of the study area, becoming a substantial mound of disturbed soil, with remnants of the Kyneton Railway Station's past evident all through it.

## 8. Analysis of site (interpretation)

Include phases in the development of the site, functions and activities represented, as well as current place use:

Prior to the construction of the railway to Kyneton and subsequent station buildings and complex, the study area was agricultural farmland owned by John Mooney. There is no evidence to suggest it was ever developed and it likely remained vacant land until it was purchased by the Melbourne and Murray River Railway Company.

Since the opening of the railway line and station in 1862, the study area has remained in use for rail related purposes, including platforms, related station buildings and amenities, albeit with various modifications throughout its operation. Starting out as a somewhat meagre station, Kyneton Station reached its peak, in terms of land taken up, by 1947. At this time, the station complex included a turntable, six sidings, two signal boxes, at least two goods shed, administrative buildings, station buildings and a substantial network of signals.

Recently discovered timbers in the north-west, vacant land portion of the study area (Figure 4), may represent the wooden platform on which one of these heavy, steel signals were mounted, likely a railway switch. The only other development in the same area as these timbers from its opening until the 1940s, was a private siding to the chaff works, north of the current commuter car park at Kyneton Station. These timbers were discovered in a heavily disturbed context, likely as a result of the gradual expansion of the commuter car park from 1976, until its most recent expansion in 2017. The soil contained various historical artefact fragments, including wood, brick, coal, ballast, ceramic and glass, with disused railway sleepers, railway spikes and other rail related material found nearby.

By 1949, much of the rail infrastructure north of the main station building fell out of use and was gradually removed/abolished by 1990 to make way for car parking. All that remained of the once thriving site was the station buildings, southern goods shed, railway crossing gates, main signal box and water tank. During these car park expansion events, it has been said by some of the current Kyneton Station staff that most structures were torn down without much regard for preservation, and simply piled up where the vacant land in the north-west lies today.

A Geotechnical survey in December 2020 conducted near to this discovery concluded the soils here comprise of a dark grey, gravelly, clay with sand and infrequent coal, that overlay the natural clay at a consistent depth of 500mm. The survey placed one bore hole and three test pits in this location, all of which came to the same conclusion regarding the nature of the soil and that it was likely a result of stockpiling topsoil in this location (Figures 5-7). Despite the heavily disturbed nature of the soil indicated by this survey, there is potential for other unexpected discoveries in this location, that may be buried beneath the existing car park.

The land taken up by the historic chaff works was inaccessible at the time of the site assessment in June 2022, due to private ownership, but there are remnants of the former siding and rail related infrastructure in this area, which is likely to hold high archaeological potential if ever granted access to investigate (Figure 8).

## 9. Statement of Significance

Please provide a brief description of why the site is significant (at least 1 to 2 paragraphs):

Despite physical and anecdotal evidence that the area north of the current station buildings at Kyneton Station has been heavily disturbed, the area is likely to yield further historical archaeological evidence related to the use of the land for rail purposes, given how much infrastructure once resided in the area. Much of it has been destroyed by the gradual expansion of the commuter car park but it is unlikely that all remnants of the infrastructure have been removed, as suggested by the recent historical timbers discovery that may represent the base of a former manually operated signal.

Uncovering further historical archaeological material would provide further evidence on how the site was used and developed over time and give insight into the type of people that were using the service, through analysis of their domestic rubbish.

As stated above, remnants of the historic chaff works are still visible in their location today, with tracks, former warehouse building flooring, a brick chimney and associated material all evident when viewed from the fence at the northern end of the commuter car park.

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## 10. Suggested Protection

- Heritage Inventory
  - Victorian Heritage Register
  - Heritage Overlay
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## 11. Threat

Is the place under any threat? If so, what is the threat?

Yes, the current station car park is proposed to be extended into the location of the potential historical timbers.

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## 12. References / Informants

Please list books or other sources that may provide historical information about this place.

'Kyneton', Victorian Railways website (see historical photographs)

<https://www.victorianrailways.net/photogallery/northmid/kyneton/kyneton.html>

'Kyneton', Victorian Railway History website (signal history of Kyneton Station, by Waugh 2001)

<http://www.vrhistory.com/Locations/Kyneton.pdf>

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## 13. Attachments

Please attach the following to this form:


- A map showing the location of the site. Map must clearly identify recorded area and include any street addresses (eg excerpt from Melway and its reference numbers)
  - A plan showing all archaeological features, and any built cultural heritage. (The plan must be labelled, and scale noted – eg 1:100,000)
  - Photographs of the site (you may include historical photographs, historical plans, and historic maps)
  - Any other documents or notes produced as a result of the survey.
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## 14. Recording archaeologist's details

Title:	Mr.
First Name:	Tom
Surname:	Lally
Business or organisation name:	Ecology and Heritage Partners
Position title:	Heritage Advisor / Archaeologist
Business or company address:	292 Mt Alexander Road, Ascot Vale, VIC 3032
Email address:	tlally@ehpartners.com.au
Telephone:	0409 094 603

## 15. Statement

I state that the information I have given on this form is correct to the best of my knowledge.

Name:	Tom Lally
Signature:	
Date:	17 / 08 / 2022

\*Delete if not applicable