Historical archaeological site card

Heritage Inventory number and name

KYNETON RAILWAY STATION HOUSE SITES

H7723-1256

Date received	*Date accepted*	*Hermes Number*
Monday, 24 March 2025	02/04/2025	209227

1. Place details

Place name:	KYNETON RAILWAY STATION HOUSE SITES
Heritage Inventory Number (if any):	H7723-1256
Other or former names:	
Municipal Council:	MACEDON RANGES SHIRE
Address:	MOLLISON STREET KYNETON - PROPERTY NUMBER 1, MACEDON RANGES SHIRE
Geographical coordinates (GDA94 or WGS84) expressed in degrees and decimals of a degree:	
Mapsheet name and number (1:100,000 only):	

2. Cadastral location

County:	
Parish:	Lauriston/ Lot: 1, Title Plan: TP956050

Township:	
Section:	
Allotment:	1/TP956050
Standard Parcel Identifier (SPI):	

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

First Name:	
Surname:	
Business or organisation name:	
Position title:	
Address:	
Email address:	
Telephone:	

4. Details of site occupier (where known)

First Name:	
Surname:	
Business or organisation name:	
Position title:	
Address:	
Email address:	
Telephone:	

5. Aboriginal cultural values

Site has known Aboriginal values	YES
Site is recorded on the Victorian Aboriginal Heritage Register	NO

6. Current description of site

Please provide description:	From excavation works on site, it has been determined that the Ganger House has been removed at some time in history. As such, the site is no longer available for any further archaeological examination. It was however found that the Septic Tank was historically significant and was able to be partially retained and reburied as a part of these works. From the investigations it was also found that historically, the waste from the railway refreshment service was being deposited down a bank to the west of the site. This created a very interesting archaeological site which has had little disturbance in comparison to the Ganger House and has the potential to divulge information about discard at a rural railway station.
Date recorded:	Thursday, 20 March 2025
On Victorian Heritage Register	H7723-1256
On Heritage Overlay	
Associated sites:	

7. Place history

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

Artefacts excavated onsite included a variety of food service, drinking and structural materials. Many artefacts from all aspects of excavation were all found within a mixed context and were generally associated with the dumping and levelling of the site after the earlier car park works abutting the study area.

The predominant artefact type was kitchen based, more specifically, that related to The Refreshment Service Branch of Victorian Railways. Several near complete and fragmentary remains of Victorian Railway ceramics were found from a range of different periods since the station's formation. The range of Victorian Railway ceramics are datable, as there is a known start and finish time for this form of service within Victorian Rail (from 1920, with full closure in 1981 with the Seymour Station). The Refreshment Service Branch was created in 1920 by the Chief Commissioner Harold Clapp. By 1926 there were 61 refreshment rooms across the state with 770 employees, 460 being women (The Victorian Railways Magazine 1926: 8). This also meant that the establishment required a steady supply of goods and services, and subsequently bought about

the requirements of poultry farms, and other food processing, such and meat processing (The Victorian Railways Magazine 1926: 14).

In 1923 the Refreshments Service Branch sold over three million meals on separate services in Victoria, and with purchases of goods that Victoria Railway could not self-service, bolstered local economy by £200,000 per year (The Victorian Railways Magazine 1926: 8). Every month, 33 tons of meat, 1.5 tons of ham and one ton of bacon were consumed in the railways across Victoria, with the annual bill for this being £30,000. During this year, it is noted that 40,000 dozen eggs were used across the state, including 21 tons of bread and four tons of butter, and 29 tons of potatoes used every month. Regarding hot beverages, 14 tons of tea is brewed every year. Eight tons of coffee is also consumed across the state. Seven tons of sugar is used monthly, with milk accounting for 7,000 gallons per month (The Victorian Railways Magazine 1926).

In understanding the quantities of food and drink served per month across the state, it is interesting to analyse further the railway assemblages that may occur at these sites. From the analysis, it has been found that, especially at Kyneton, the ceramics were a mix of either generically branded 'VIC.RLYS' or having their own 'Victorian Rail Kyneton' branded goods.

Of the datable items excavated, these were generally associated with the turn of the century and were predominantly associated with the Refreshment Service Branch. As stated above, this can be associated with the time the Refreshment Service Branch was in operation (1920-1981), however, it is believed that the items found during this excavation is related to the 1920s to 1940s. There were a range of designs and patterns in these branded ceramics, ranging for considerably basic 'VICT. RYLS.' Blue branding on a cup, to ornate 'Refreshment Service Branch' branded items, with crown and decorative scrolling, more generically 'Victoria Railway' branded ceramics with crown and scrolling, to individually branded 'Kyneton Railway Station' pieces. As stated below, one area of potential research would be a study and analysis of railway ceramics in Victoria and establish a dating range for these artefacts.

Septic Tank

The main structure of the septic tank became the focus of the second session of archaeological monitoring and excavation. The completeness of this tank, and its size meant that further research was required to understand the site, and gauge how the structure was constructed and how it worked.

In Australia, early facilities for the disposal of sewage were primitive in the extreme, but public health considerations in Sydney and Melbourne soon led to the development of collection and removal works for those and other large cities. Australia's sewerage authorities, coming late into the field, had the advantage of being able to select the most appropriate technologies from those in use elsewhere, after frequent visits to Europe and North America by Australian engineers.

From as early as 1914, there was a desire to fix the sewage problem from the Kyneton Railway Station:

If the municipal drains leading into the river are properly trapped and periodically [unreadable], and if all noxious sewage – notably that from the railway station and hospital – is duly disinfected before it reaches the river by means of septic tanks, or diverted (Kyneton Guardian Tuesday 15 September 1914, page 4).

Records from the Kyneton Guardian (Tuesday 15 September, 1914, p. 4) talk about the desire '… to take steps for the prevention of the drainage from the railway station flowing into the Campaspe below the gardens …'. The drainage of the Kyneton Railway Station ran into the Campaspe River and its banks which was used by the public for both hygiene as well as recreational purposes. The Kyneton Observer (1882, p. 2) noted that 'youths and young men' were using the creek for bathing and socialising on the banks of the Campaspe near the Mollison Street Bridge. Discussions continued into 1915 where a letter was received by the Secretary for Railways in further regards to providing a solution to the sewage problem Kyneton Guardian (Tuesday 4 May, 1915, p. 4). By 1916 it appears that movement had been made to create the septic system for the station, however was delayed due to funds but would be completed by the summer of 1917 (Kyneton Guardian, Tuesday 6 June 1916, p. 3, Figure 29). No further references to the septic system are made in the Kyneton Guardian or any other publication at the time, so it could be assumed that the site was constructed c. 1917. This also corresponds with the brick type at the site.

The septic tank at Kyneton was designed by Robert Boan. Robert Boan worked for the Victorian Railways Department from 1878 – 1925. He is credited as having a chemical laboratory created within the Department and became the chemist-in-

charge for testing and researching. The beginnings of Boan's septic system were first published in the Journal of Proceedings for The Royal Victorian Institute of Architects in 1914.

The Boan Septic system works on the concept of the waste material being liquified by hydrolysis (Boan 1914, p. 206, Figure 31). This liquification occurs once entering the first tank, where fatty matter forms to scum on top, which through hydrolysis caused the solids to break down and trap much of the gas under this fatty layer (Boan 1914, p. 206). Boan (1914, p. 208) in his early experiments found that the sewage took between eight to 24 hours to pass through the septic tank but can also take as long and three to four days depending on the concentration of the sewage. The tanks were made to accommodate half a day's supply, which allowed sufficient time for solid matter to settle, and the sewage that enters and exits the system with as little disturbance as possible, making the in-flow and out-flow the same level throughout (Boan 1914, p. 208). Boan (1914, p. 208) states that the velocity of sewage is limited to three feet per minute, to ensure solids settle on the floor and can be broken down by microorganisms. This resulting sludge is then forced by water into pipes at the bottom of the tank where it is distributed elsewhere as a peaty mass '…with a lightly tarry odour' (Boan 1914, p. 216). Boan (1914, p. 216) believes that this process took between three to six weeks in warmer weather, but two to three months before best results are obtainable. The water is displaced in the tank by incoming sewage and flows to the outlet. This must be done over a 24-hour period, which Boan (1914, p. 209) states is done by the baffles in the tank, which were present during the excavations on site. At this end point in the tank, Boan (1914, p. 209) states that the water is only half purified. The water is then collected on an aerobic filter bed (Boan 1914, p. 210). Boan (1914, p. 210) described different methods in his paper, however at Kyneton, and detailed in his original 1914 plans, the liquid is dropped onto V-shaped channels laid level and gently drained onto the oxidising filter beds, which are then filtered through bluestone onto a bed that is then channelled out though pipes to a cistern and then out to a water source as filtered water.

It has been found that Boan had been researching, perfecting, and building septic systems for the railway since 1909. His designs were all similar, with many of the changes made to the layout of the systems, as opposed to the actual technology and science of the process. Thus far, it has been found that he designed similar septic systems for Leongatha, Seymour and Warragul

The systematic excavations and monitoring of the septic tank at Kyneton have shown that the designs devised by Boan were followed almost completely. Upon inspection of the site, and the analysis of the technical drawing undertaken during the excavation, the only deviation of the original plan was the sloped base of the settling beds, which were found to be flat when excavated. From this excavation, it has been found that the work of Boan can possibly be traced to other sites Victoria, which follow a refinement of design of his septic system.

More broadly, the study of septic tanks specifically is a knowledge gap in the archaeological record. The management of waste and the movement of this away from cities has been underestimated in the development of sanitation at sites, and the improvements this made to health and wellbeing in communities. These sites can be seen not only as a way of processing waste but changing the health aspects of a community dramatically. Such developments not only improved health, but prolonged life, and had massive influence over the general environment. The works conducted here have shown the need to further understand sanitation developments in this area of scholarship, and future archaeological works that may involve septic systems.

8. Analysis of site (interpretation)

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

From the excavation works carried out at Kyneton, it has been found that the earlier Ganger House, and many of the associated facilities of these earlier rail housings have been destroyed. Many of these buildings were removed in previous car park works, however, it does appear that the Ganger House was removed sometime prior to 1930, where a black ash like fill was placed over the site once the house had been totally removed. The only remnants of this are a partial brick pathway that is connected to the house. Due to the lack of remains on site, it is believed that the building was most probably built on stumps, and not that of a solid stone foundation. Where no bluestone was found, the absence of any post hole remains also leaves this open to interpretation.

The septic system was installed sometime between 1916 and 1917. This followed the designs by Robert Boan. The septic system was built into natural earth away from the levelled area of the previous Ganger House and subsequent leveling of this part of the site. There is no evidence of the area of the former Ganger house ever being re-occupied with buildings, and possibly became a storage area and later, overflow car park for station operations. The site of the septic system reflects this, as it was away from any populated or operationally active areas.

The septic system was one of only a handful of purposely designed and built railway specific systems by Robert Boan. Research has found that there were some other designs made by Boan, however, further examination of these other sites would be warranted to identify, preserve, and understand these other systems. Significant portions of the Kyneton septic system were able to be retained and reburied on site, including part of the tanks and one complete settling bed.

From these excavations, a detailed occupational history has been unearthed and understood. This has contributed to the archaeological knowledge of the station, its operations, and how early sanitation was brought to the region.

From the works on site, it has been determined that the Ganger House has been removed at some time in history. As such, the site is no longer available for any further archaeological examination. It was however found that the Septic Tank was historically significant and was able to be partially retained and reburied as a part of these works. From the investigations it was also found that historically, the waste from the railway refreshment service was being deposited down a bank to the west of the site. This created a very interesting archaeological site which has had little disturbance in comparison to the Ganger House and has the potential to divulge information about discard at a rural railway station.

As already stated, the Robert Boan Septic Tank is of significance in its ability to tell us more about waste disposal methods of the Victorian Railway, as well as new innovations in waste management in early 20th century Victoria.

The northern wall and northern settling tanks were able to be retained as a part of this excavation. As such, there are still remnants of the site under this new car park and has been updated on the Heritage Victoria Site Card for the site.

Refreshment service rubbish dump

Further west of where the Ganger house was once situated is a bank that descends into the creek. Here it was found that there was a large amount of stratified as well as signs of deflated stratigraphic profiles of artefacts that are eroding out into this creek. These items were all generally associated with the Kyneton Railway.

It is believed that this represents the regular dumping of broken railways service goods as a part of the railway operations. It appears that larger amounts of rubbish were collected periodically and dumped over the side of the bank throughout the service industries period, and has thus cause a lot of this area to show stratified remains of these dumping events. Due to erosion, many of these stratified middens are deflating into the creek and being washed away.

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9. Statement of Significance

What is significant?

1894 plans of the site show that there were two weatherboard houses as well as a block of brick offices situated to the north of the Kyneton Railway station, located within the impact area. Heritage Victoria have stated that due to the stratigraphic profiling of the area, there is a high chance that intact subsurface archaeology may be preserved in the area. From these works, it has been found that these houses are no longer present in the archaeology. The discovery and recording of the Septic Tank and refreshment service dump area adds another research potential to the site.

How is it significant?

Heritage Victoria have previously determined that the Kyneton Railway Station House Sites (H7723-1256) is of local historical significance, as well as archaeological significance. Despite the Ganger House not being present in the archaeology, the retention of part of the Septic Tank and refreshment service dump site still means that the area has the potential to remain at a local level of significance. The Robert Boan Septic System, if found to be associated with other as yet undiscovered septics based on this design, will become of state significance.

Why is it significant?

Heritage Victoria have previously stated that the Kyneton Railway Station House Sites (H7723-1256) is of historical significance to the broader understanding of the Kyneton Railway Station complex, and as a representation of the early community that lived and worked in the area. Despite the houses no longer being present, the site still has the potential for the archaeology of the site to broaden our understanding of the occupation of the larger complex, but also the functions of the refreshment services at the station, as well as sanitation reform.

10. Suggested Protection : Victorian Heritage Register

11. Threat

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

The remains of the septic tank have now been reburied under the new car park. The Refreshment Service dump are is still subjected to erosion, and possible disturbance from any movements over the site that could cause damage to the dump site.

12. References / Informants

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

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https://www.victorianplaces.com.au/kyneton.

Myers A 2016. 'The Significance of Hotel-Ware Ceramics in the Twentieth Century', Historical Archaeology, 50, 2: 110–26.

Spreadborough R & Anderson H 1983. Victorian Squatters, Red Rooster Press, Ascot Vale, VIC.

'The Victorian Railways Magazine', 1926.

Victorian Railways. Melbourne and Murray River Line (Map 44): Plan showing how land is occupied in the Kyneton Station Yard [cartographic material], 8 August 1894. In 'Melbourne and Murray River Railway Company, Book 2: Clarkfield to Malmsbury', p.18

Waugh, A. 2001. Victorian Signalling Histories No 13, Version 1.1 (Sept 2001). Unpublished material accessed 14 September 2022, http://www.vrhistory.com/Locations/Kyneton.pdf.

13. Attachments

- 00918513_ea38d246.pdf
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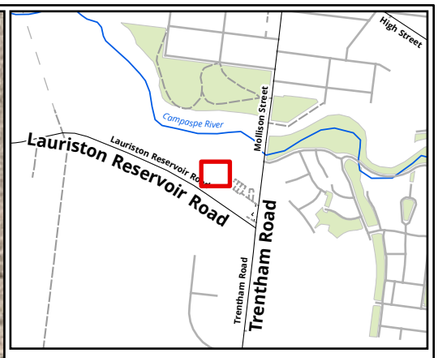
14. Recording archaeologist's details

First Name:	
Surname:	
Business or organisation name:	Biosis Pty Ltd
Position title:	
Business or company address:	38 Bertie St, Port Melbourne Vic 3207
Email address:	

Telephone:

15. Declaration

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



Legend

Victorian Heritage Inventory: Kyneton Railway Station house site

- Current boundary
- Proposed new boundary

Historical features

- Former embankment
- Former location of fence line
- Former location of train tracks
- Former location of Angar's house and garden
- Septic system: removed
- Septic system: remaining

Map 3 Proposed Victorian Heritage Inventory (VHI) extents

0 2 4 6 8 10 12 14

Metres

Scale: 1:350 @ A3

Coordinate System: GDA 1994 MGA Zone 55

N

biosis

Matter: 38071,
Date: 13 March 2025 ,
Prepared for: SD], Prepared by: EH, Last edited by: pgidley
Layout: 38071_M3_VHI_New_Extents
Project: P:\38000s\38071\Mapping\38071_Kyneton_RS.aprx

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.

Enquiries and more information

Web: www.heritage.vic.gov.au
Telephone: (03) 7022 6390
Email: 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 (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	*Date accepted*	*Hermes Number*
17 AUGUST 2022	19TH AUGUST 2022	209227

HERITAGE VICTORIA
HERITAGE VICTORIA
HERITAGE VICTORIA

VICTORIA State Government | Environment, Land, Water and Planning

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:	customer.service@victrack.com.au
Telephone:	(03) 9619 1111

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.

Date recorded:	08/06/2022	
On Victorian Heritage Register	*Yes (please advise VHR number)	*No
On Heritage Overlay	*Yes (please advise HO number)	*No
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 it's 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 substiantial 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 is 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 remants 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.

10. Suggested Protection

- [x] Heritage Inventory
- [ ] Victorian Heritage Register
- [ ] Heritage Overlay

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.

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

13. Attachments

Please attach the following to this form:

- [x] 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)
- [x] A plan showing all archaeological features, and any built cultural heritage. (The plan must be labelled, and scale noted – eg 1:100,000)
- [x] Photographs of the site (you may include historical photogaphs, historical plans, and historic maps)
- [x] Any other documents or notes produced as a result of the survey.

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