
FORMER LONGWARRY STATION RAIL RESERVE

Location

MACKEY STREET LONGWARRY, BAW BAW SHIRE

Municipality

BAW BAW SHIRE

Level of significance

Heritage Inventory Site

Heritage Inventory (HI) Number

H8021-0055

Heritage Listing

Victorian Heritage Inventory

Statement of Significance

Last updated on - July 29, 2019

The Longwarry railway station site is of archaeological significance as the potential remains at this site could provide information about the buildings that were located adjacent to the Stationmaster's House, and confirm if the buildings are related to the Gippsland railway line. Any archaeological remains in this location may yield information about the people who lived in the houses and if their occupation was associated with the railway line, or timber industry in the area.

Under the terms of the Heritage Act 2017 there is protection for all historical archaeology sites and objects in the state.

Please visit the Heritage Victoria website to find out more about the Heritage Inventory

Historical Significance	The site is of local historical significance as it relates to the history of the Gippsland railway line and its association with the expansion of the railway network in Victoria. The site is of significance as the potential remains of the former Stationmaster's house and any remnants of the former tramways, such as sawn hardwood rails, notched sleepers and cranes have potential to contribute to the local history of the timber industry in this region.
Archaeological Significance	Longwarry was first known by the name Level Crossing, when there was a camp at the location for the sleeper cutters for the Gippsland railway line construction. The name changed to Fraser's Siding in the 1880s after a siding was installed for the first sawmiller in the area, who was named Mr Fraser. Other sawmills quickly followed and were in the hills to the north of Longwarry. While there is no evidence of surface artefacts or structures, the historical documentary evidence including photographs and general site plans, indicates the previous existence of two buildings on land to the east of the Stationmasters House, as well as extensive tramways related to the transport of timber and goods to the railway. The areas relating to the previous buildings do not appear to be highly disturbed. This site has the potential to contain historical archaeological features, deposits and artefacts.
Hermes Number	203714
Property Number	

History

Longwarry was first known by the name Level Crossing, when there was a camp at the location for the sleeper cutters for the Gippsland railway line construction. The name changed to Fraser's Siding in the 1880s after a siding was installed for the first sawmiller in the area, who was named Mr Fraser. Other sawmills quickly followed and were located in the hills to the north of Longwarry. Timber was transported to the siding via tramways from the sawmills (Victorian Places 2015). The tramways were rudimentary and mostly wooden railed. The rails were of sawn hardwood that were attached to notched sleepers spaced at three foot intervals overlaid onto natural soil ballast (McCarthy 1993: 36). The railway station opened at Longwarry in 1886 to facilitate the large amount of timber passing through. At this time the name was changed to Longwarry, after the Longwarre pastoral run, located to the south of Longwarry. The pastoral run had a loading yard at the station. Timber, palings, shingles, firewood, posts and rails, and bricks were transported through the railway station (Victorian Places 2015). The Great Southern Advocate newspaper (23 May 1890) reported in 1890 that a six-ton crane had been erected at the Longwarry timber siding, and that it was the only station on the Gippsland line that had two cranes. By 1945, most of the mills had closed after bushfires in 1926 and 1939 destroyed many of them. In 1921 a dairy cooperative was formed in Longwarry, as an outcome of landscape clearing. The timber industry was replaced gradually with dairying and milk was transported to Melbourne by rail (Victorian Places 2015).

A photograph from 1905 clearly shows both the passenger platform and the goods platform located to the south of the railway line (Figure 1). The passenger platform was located to the west of the level crossing and the goods platform to the east. A plan of the timber sidings and tramways indicates that both the cranes and siding were located on the north side of the railway line, opposite the goods platform (Figure 2). It appears that there is at least one of these cranes in the 1905 photograph in the centre background of the photograph (Figure 1). There was a weatherboard building on the passenger platform which was still extant in 1980 (Figure 3); however, this building has since been removed. The 1905 photograph (Figure 1) indicates that to the north of the railway line, east of the level crossing, a building and timber fence were located near the northeast corner of the level crossing. The building has a different appearance to the HO listed Stationmasters House (former) (HO288) which is currently standing at the corner of the intersection. However, the building in the photograph may have been located immediately east of the Stationmasters House. Also visible in the photograph are small timber buildings located on what are now vacant lots. This land was originally located within the railway reserve. A review of historical aerial imagery indicates there were two buildings (larger than those within the photograph) within this area in 1948; however, both are no longer present.

This place/object may be included in the Victorian Heritage Register pursuant to the Heritage Act 2017. Check the Victorian Heritage Database, selecting 'Heritage Victoria' as the place source.

For further details about Heritage Overlay places, contact the relevant local council or go to Planning Schemes Online <http://planningschemes.dpcd.vic.gov.au/>