
FORMER FLYNN STATION

Location

CNR PRINCES HIGHWAY AND FLYNNS CREEK ROAD FLYNN, LATROBE CITY

Municipality

LATROBE CITY

Level of significance

Heritage Inventory Site

Heritage Inventory (HI) Number

H8221-0021

Heritage Listing

Victorian Heritage Inventory

Statement of Significance

Last updated on - July 29, 2019

The Former Flynn Railway Station comprises the late 19th to early 20th century features of the former railway station building, located 160 metres to the west an identified artefact scatter. The station is of archaeological significance as the potential remains at the site could provide information on the nature of, and activities that took place, at the railway station. The station is of historical significance as this site relates to the history of the Gippsland railway line and its association with the expansion of the railway network in Victoria.

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.

Archaeological Significance	Documentary evidence suggest that Flynn railway station was extant from the 1880s, when it was known as Flynn's Creek railway station; the station name was changed to Flynn railway station during the 1910s. The features of the former Flynn Railway Station comprise the late 19th to early 20th century artefact scatter located in the northeast corner of the railway crossing at Flynn. There is also potential for features to be associated with the former railway station building, located 160 metres to the west of the artefact scatter. The station is of significance as the potential to contain historical archaeological features, deposits and further artefacts, thus providing information on the nature of, and activities that took place, at the railway station.
Historical Significance	The station is of local historical significance as this site relates to the history of the Gippsland railway line and its association with the expansion of the railway network in Victoria. The potential remains at this site are likely to provide further information about the people who worked at, or travelled via, the railway station, and other activities at the railway station.
Hermes Number	203713
Property Number	

History

The former Flynn railway station was located within rail reserve to the west of the intersection of the railway line and Flynn's Creek Road, situated between Loy Yang and Rosedale railway stations. The site is located within the Loy Yang squatters run, which was originally taken up by settler James Rintoul in 1845. In the same year, Rintoul sold the Loy Yang run to John Fowler Turnbull. Turnbull, in turn, sold it to Henry Miller and John Matheson in 1864, but Turnbull continued to own land in the area until his death in the 1870s (Power 2016; Spreadborough and Anderson 1983; Turnbull Clan Association 2019).

The Morwell to Sale section of the Eastern Railway (present-day Bairnsdale line) was built by the Victorian Government and opened on Friday 1 June 1877 (Context Pty Ltd 2010). The first railway stations were established at stopping points along the route, typically comprising temporary buildings that were opened immediately after completion. These buildings were upgraded as demand increased. The only substantial railway station within this section comprised Traralgon railway station. Flynn railway station was extant from the 1880s, when it was known as Flynn's Creek railway station; the station name was changed to Flynn railway station during the 1910s (Waugh 1999a; 1999b).

Station plans and newspaper articles at the time indicate that there was a passenger platform, located on the north side of the railway station. Despite the wishes of locals, it would appear that a goods platform and/or shed was not built at Flynn station. A newspaper article from November 1884 noted that a telegraph office was established in connection with the railway station (Traralgon Record and Morwell, Mirboo, Toongabbie, Heyfield, Tyers and Callignee Advertiser, Friday 21 November 1884). The Traralgon Record (Friday 26 October 1888) reported that a new timber siding was built at Flynn station in October 1888.

The Gippsland Farmers' Journal (Tuesday 8 May 1894) reported in 1894 that a public meeting was held in Flynn to protest against the proposal of the department to place a woman in charge of the Flynn's Creek railway station. At the meeting it was noted that a letter was to be forwarded to the Commissioners 'explaining that the station could not be worked by a lady', as she 'would not be able to load hides, truck cattle and timber', 'but in any case they were entitled to a station master'. According to the Traralgon Record (Friday 24 September 1926), Flynn station was closed as an attended station in September 1926, as there was not enough business to keep an officer in charge. Instead, it continued as a flag station; the report noted that any passengers wanting to catch the train had to wave a red flag or light and purchase their ticket from the guard. Later, the Gippsland Times (Thursday 27 October 1938) reported that, despite requests from Flynn residents and the Traralgon Shire Council, the Railway Commissioners decided that there was not enough volume of business to warrant an extension.

of electric current to the railway station and trucking yards at Flynn. However, it wasn't until the 1970s when Flynn railway station appears to have been permanently closed (Waugh 1999c). Recent aerial imagery from Google Earth Pro shows that the railway reserve of the former Flynn railway station comprises flat, grassed land dotted with trees where the station complex used to be.

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/>