

# FORMER CROSSOVER RAILWAY STATION



Former Crossroad Station

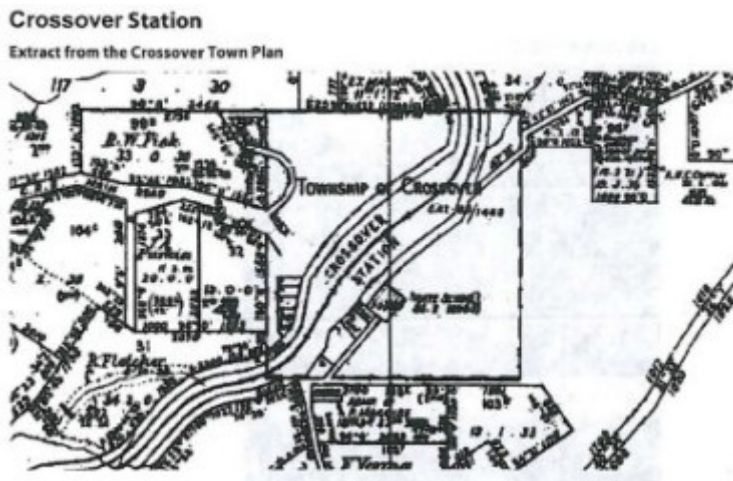


Looking north-east along track bed (platforms to either side)



The Crossover timber mill to the east of the station site, looking north-east.

The Crossover timber mill to the east of the station site, looking east.



Former Crossover Station, extract from Crossover Town Plan

## Location

GUNN ROAD CROSSOVER, BAW BAW SHIRE

## Municipality

BAW BAW SHIRE

## Level of significance

Heritage Inventory Site

## Heritage Inventory (HI) Number

H8021-0047

## Heritage Overlay Numbers

HO293

## Heritage Listing

Victorian Heritage Inventory

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Interpretation of Site	The site of Crossover Railway Station and accompanying timber sidings
Archaeological Significance	The station site may contain archaeological deposits relating to the railway and perhaps also to mining in the surrounding area.
Historical Significance	The site is significant for its association with the Warragul to Noojee branch line of the Gippsland Railway and the the local timber and mining industries.
Hermes Number	156474
Property Number	

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## History

The broad gauge line to Noojee was primarily built to service the timber industry in the upper Latrobe River area, transporting timber as well as providing a general goods and passenger service to townships in the area. The purpose of the Crossover station is well illustrated in the vicinity by the survival of the Crossover timber mill further east along Gunns Road, but the station site is also close to areas of bush which used to be populated by gold mines and their associated tramlines and other infrastructure.

Following the opening of the Gippsland mainline, townships along the upper reaches of the Latrobe River began to petition for a branch line to be built to service the area. By 1885 a route had been approved by Parliament, and the line from Warragul to Rokeby (then known as 'Jindivick') opened on 12 May 1890, and this had been extended as far north as Noojee by 1919.

By June 1930, Victorian Railways, faced with mounting losses, announced the closure of the daily passenger rail service, and from that time goods traffic was reduced to just three trains per week. The line beyond Nayook was finally closed on 27th March 1954, but that between Warragul and Nayook was kept open for a further four years in order to ship rock ballast for the duplication and electrification of the main line beyond Warragul, during which time it also provided special services, for example to Warragul on 3 March 1954 for the visit of Queen Elizabeth II. After closure, the tracks and station buildings along the line were dismantled and many sections of the right of way were sold off.

*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/>*