
CLAYTON RAILWAY STATION RESIDENCE

Location

CLAYTON ROAD CLAYTON, MONASH CITY

Municipality

MONASH CITY

Level of significance

Heritage Inventory Site

Heritage Inventory (HI) Number

H7922-0538

Heritage Listing

Victorian Heritage Inventory

Statement of Significance

Last updated on - September 10, 2024

What is significant?

The Clayton Railway Station Residence is located south of Clayton Railway Station. The archaeological deposits demonstrate that there is likely evidence of late 19th century occupation associated with the historic station.

How is it significant?

The Clayton Railway Station Residence is of local historical and archaeological significance.

Why is it significant?

The site is of historical significance for its association with the residential occupation of families who maintained and operated the gates and signals and ran the station. In particular, the site is significant for its association with a woman working in traditionally masculine job and the role of children in domestic labor in the 1890s. The site is of archaeological significance due to the likelihood of archaeological deposits remaining at the site. The stratigraphy of the slot trenches demonstrates the integrity of the archaeological deposits, as they have been capped and protected by early 20th century demolition. Additionally, archaeological investigation and artefact analysis has the potential to inform and potentially redefine women's gendered roles within masculinist job roles, such as station masters/gate keeper in the late 19th century.

Interpretation of Site	<p>Early 19th century: The Clayton area was predominately agropastoral Late 19th century: Clayton Station was constructed in 1879 and opened in 1880. 1885: Goods siding and shed was proposed. 1887: First evidence of family residing at station via birth notice. 1890: New station buildings constructed and telegraph office proposed. 1895: A woman was put in charge of managing the station, evidence that her husband and children resided with her at the station 1895-1931: Station master's residence or gate keepers cottage demolished (no presence on the 1931 aerial image) 2017-2018: Level crossing removal results in the demolition of the extant station buildings 2024: NDD works uncover evidence of a demolished brick structure and late 19th century occupation deposit immediately south and adjacent to the Clayton Railway Station and Clayton Road. The archaeological deposits and artefacts identified during NDD works demonstrate a stratigraphy that can be interpreted as a sequence of modern topsoil, 21st to 20th century ballast/gravel/degraded bitumen, late 19th century brick rubble, overlaying an artefact dense deposit. Based on the historical evidence, it is likely that a station master's residence or gate keeper's cottage was located at Clayton Railway Station. Given the artefact deposits proximity to the level crossing and the approximate dates of the artefacts present, it is theorised that a residential building related to the station was located in this area. Examples of a gate keeper's cottage and plans of a gate keeper's house that are contemporaneous with the Clayton Station have been included as comparative images (Figures 24-25).</p>
Hermes Number	212466
Property Number	

History

SiteCard data copied on 10/09/2024: European activity in the Clayton area began in the mid-19th century, with the land being used primarily for farming and agricultural purposes (Victorian Places 2015). The area could be characterised as an agricultural and pastoral community throughout the 19th century, which consisted of cattle farms, market and flower gardens, dairies, crop farms and abattoirs (Bashta 2021). The original township was located on Dandenong Road, where Clayton North is currently located (Victorian Places 2015). A second township, in the location of what is now Clayton was prompted by the construction of the railway line 1km south of the original township (Victorian Places 2015). The 1931 aerial image demonstrates the rural nature of the Clayton area (Figure 20). As is demonstrated in the 1945 aerial, the early development of the Clayton area was predominantly concentrated on the eastern side of Clayton Road, north east of the current site (Figure 21). Following World War II, residential development in Clayton grew rapidly and by 1956 little of the area's agricultural nature remained (Figure 22). In the late 19th century, there was no train connection through to Gippsland at the "Oakleigh end" (Clayton Railway Station VHD report). In 1878 a line connecting Melbourne to Gippsland was established along the Oakleigh route by parliament and the line was opened in 1879 (Clayton Railway Station VHD report). The railway station in Clayton was originally opened in 1880 and was called Clayton's Road Station (VicSig 2024). Members of the community petitioned the local council and railway commissioner for the construction of a siding at Clayton railway station in 1885 (The Age 1885, p. 6, Weekly Times 1885, p.6, and The Telegraph 1885, p. 6). The estimated cost of the siding was £300, and the community put forward £25; however, the proposition was met with mixed responses (The Telegraph 1885, p.6). The goods shed is evident in the 1930s aerial image on the western side of Clayton Road, it is unclear when the goods shed and siding was constructed; however, according to Infrastructure@Vicsig.com.au, the siding was demolished in 1967 (Figure 20) (VicSig 2024). No early plans of the station were available when writing this site card; however, it is likely that a gatekeepers cottage or station master residence was present at Clayton Railway Station. In 1887, the wife of C.J. Egan gave birth to a daughter and the address of the family was given as "Clayton's road railway station" (The Age 1887, p.1). In 1890, the establishment of a telephone or telegraph office at the station was considered (South Bourke and Mornington Journal 1890, p.2). Of note, the article discussing the possibility of establishing a telephone also mentions that it could not be considered until after the "completion of the buildings at the station" (South Bourke and Mornington Journal 1890, p.2). It is unclear which buildings were constructed at the station at this time. In 1895 a complaint to the newspaper demonstrated that a woman had taken over the former porter's role at the station and the local community raised concerns about the "portess"

abilities to carry out the following roles: light two semaphore lamps, light eleven station lamps, clean the station and outbuildings, issue tickets, attend to the goods traffic, operate signals, and attend telephone calls (The Herald 1895, p.1 and Mount Alexander Mail 1895, p.3). A third article expresses shock at the woman's wage, 2s 6d per day, and states that her husband was a line repairer, "residing with her" at the station (Ovens and Murry Advertisers 1895, p.9). A final article, later that month, detailed that the woman's work would have included opening and closing the gate at the station's level crossing to allow for travel throughout the night (The Argus 1895, p.3). The article further laments that she has multiple children who could help her with the task, but that there was no clarification if the children were infants, school aged, or "capable of earning their living by being sent to service or learning a trade" (The Argus 1895, p.3) (Figure 23). From the early 20th century, newspaper articles stop referencing anyone residing at the station. The 1931 aerial image demonstrates that by the early 20th century, no gate keeper's cottage or station master's residence was present at station (Map 4). It is further demonstrated in the 1931, 1945, and 1956 aerial images that the location of the archaeological deposit that was discovered on 03/09/24 was consistently used as a gravel or paved walkway (Map 4-6). This is also further demonstrated in the 1971 drainage plan (Map 7) In 2017-2018 the Clayton Road level crossing was removed, and a new elevated station was constructed (Map 8). The remaining original station building was relocated to the southern side of the rail line. The construction of the new elevated rail line and station will have eliminated any archaeological evidence of the original railway station within the rail corridor. However, despite these extensive works, the location of the archaeological deposit appears to have had limited ground disturbance due to the location being used as a laydown area and tree protection zone (Map 8).

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/>