REGISTER OF HERITAGE PLACES - ASSESSMENT DOCUMENTATION

11. ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE

The criteria adopted by the Heritage Council in November, 1996 have been used to determine the cultural heritage significance of the historic precinct.

PRINCIPAL AUSTRALIAN HISTORIC THEME(S)

- 3.8.6 Building and maintaining railways
- 8.10.5 Advancing knowledge in science and technology

HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)

- 202 Rail & light rail transport
- 402 Education and science

11.1 AESTHETIC VALUE*

Donnybrook Railway Precinct is a good example of a visually cohesive collection of railway buildings forming part of a significant townscape. (Criterion 1.1)

Donnybrook Railway Precinct is a dominant feature of the Donnybrook townscape, centrally located between the commercial strips flanking the railway line, and historically and visually linked with other nineteenth century buildings including the Donnybrook Hotel and the Post Office

The c.1893 English Oak (*Quercus robur*) is a landmark, linking the station building and station master's house, with its natural beauty providing a contrast to the angular built features. (Criterion 1.3)

11.2 HISTORIC VALUE

Donnybrook Railway Precinct was established in 1893, developing as a major junction on the South Western line, and provides evidence of the importance of the railway system in the development of regional Western Australia and the eastern States. (Criteria 2.1)

The establishment of *Donnybrook Railway Precinct* was a catalyst for the development of the town and district, which became a major centre in the

* For consistency, all references to architectural style are taken from Apperly, R., Irving, R. and Reynolds, P. *A Pictorial Guide to Identifying Australian Architecture: Styles and terms from 1788 to the present*, Angus & Robertson, North Ryde, 1989.

apple industry in the South West, and enabled the quarrying and transport of Donnybrook sandstone, a feature of some major buildings in Western Australia. (Criterion 2.2)

Donnybrook Railway Precinct was a weather recording station for the Bureau of Meteorology from 1900-1986 operated by the railway staff in the town, a function more commonly associated with post offices. (Criterion 2.2)

11.3 SCIENTIFIC VALUE

11.4 SOCIAL VALUE

Donnybrook Railway Precinct is valued by the local and wider community for its associations with the important railway presence in the town, which was the reason the town was established and provided its financial viability into the 1980s, evidenced by the continued use of the buildings, the 1999 conservation plan and the recent restoration work undertaken on the station building. (Criterion 4.1)

Donnybrook Railway Precinct contributes significantly to the local community's sense of place as a reminder of the important railway history of the town and for its landmark and townscape qualities. (Criterion 4.2)

12. DEGREE OF SIGNIFICANCE

12.1 RARITY

The station master's house is a rare remaining example of an 1890s residence of the type. (Criterion 5.1)

The historic precinct is rare as a relatively intact railway precinct located in the centre of a rural settlement. (Criterion 5.1)

12.2 REPRESENTATIVENESS

The various elements of *Donnybrook Railway Precinct* are representative of the type of buildings and services considered appropriate for passenger and freight services at a major junction station in the South West in the first half of the twentieth century. (Criterion 6.1)

12.3 CONDITION

Donnybrook Railway Precinct is in good condition. The station building is in good condition having had recent conservation works undertaken to rectify termite and roof problems. The station master's house was restumped, painted and had general maintenance carried out in 2002.

12.4 INTEGRITY

Donnybrook Railway Precinct generally has a moderate to high level of integrity. The buildings are no longer used for their original function in

support of a railway service, but the community and retail functions in which they are currently engaged are compatible with the original purpose of the station building and the goods shed. The packing sheds adjacent to the crane (building four) have high integrity, as they continue to be used to package vegetables. The station master's house has only moderate integrity, as it is no longer in use as a residence, but could revert to its former function.

12.5 AUTHENTICITY

Much of the fabric of *Donnybrook Railway Precinct* is in its original state. The historic precinct has a moderate to high level of authenticity.

13. SUPPORTING EVIDENCE

The assessment has been authored by Irene Sauman, Historian, from a heritage assessment for *Donnybrook Station Master's House* prepared for WAGR by Irene Sauman & Laura Gray in 2001, and from *Donnybrook Railway Precinct Conservation Plan*, July 1999, prepared by David Kelsall and John Visca. The physical descriptions of the elements, except the station master's house and packing sheds, are based on inspections made by David Kelsall in August 1997. The condition of the various elements has been updated from information provided by John Thompson, President, Donnybrook Historical Society and Robert Quinn, Town Planner, Shire of Donnybrook, and Naomi Lawrance, Regional Heritage Adviser, Heritage Council WA.

13.1 DOCUMENTARY EVIDENCE

Donnybrook Railway Precinct comprises the goods shed (Shed 3) (c.1893), English Oak tree (*Quercus robur*, c.1893), station master's house (timber and iron, 1894), five-ton crane (in place by 1915), station building (timber and tile, 1929), packing sheds (Sheds 1, 2 and 4) (c.1940s), through-line track and shunting loops.

In November 1829, Lieutenant William Preston and Surgeon Andrew Collie explored the coast south of the Murray River where they discovered and explored the lower reaches of the Preston and Collie Rivers. Subsequently the Wellington District was further explored and surveyed. Before 1842, various grants were made in the area; European land use in these years was pastoral, as shepherds brought sheep and cattle to graze. The first attempt at European settlement was in 1842, when a group of five Irishmen with four servants arrived at Wellington Location 55 seeking better farming land than that which was found on the coastal plain.[1]

Early settlement of the Wellington district took place along the coastal strip, and was centred on Bunbury and Australind. Large land grants with the areas along the Wellesley, Brunswick and Collie Rivers were the first to be taken up. One of the largest grants in the area was held by Sir James Stirling. Early settlers grazed more cattle than sheep in the district, as the low-lying areas were prone to flooding and sheep tended to get foot rot. The town of Bunbury was surveyed in 1836 and developed as the port for the district. The South West Highway, linking Perth and Bunbury, was gazetted in 1863 and constructed by convicts.[2]

Timber production from the extensive jarrah forests in the region was also being undertaken. In 1887, the Government constructed a 25-kilometre

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1 This paragraph has been lifted from the Documentary Evidence of the Register Documentation for P0727 *Donnybrook Post Office*, completed by Robin Chinnery for the Heritage Council in 1997, and is sourced to:
Frost, A. C. *Green Gold: A History of Donnybrook W. A. 1842 to 1974* A. C. Frost and the Donnybrook Balingup Shire Council, 1976, pp.1-2. (quote from p.2)

2 Barker, Anthony & Laurie, Maxine, *Excellent Connections: A History of Bunbury Western Australia 1836-1990*, City of Bunbury, 1992, Chapter 1.

railway line from Bunbury to Boyanup to assist the development of the timber industry and boost exports. Locomotives for the line were not made available however, and wagons pulled by horses were used for several years. Locomotives were eventually provided for the line and it was officially opened on 2 March 1891.[3]

In November 1891, following the passing of the South West Railway Act, a contract was let for the construction of the railway line from Perth to Bunbury. The contractors of the first section to Jarrahdale Junction were Atkins and Law, while Neil McNeil & Co built the section from Jarrahdale to Picton Junction where it joined the Bunbury-Boyanup line. In 1892, tenders were called for extension of the Bunbury-Boyanup line to Minninup, a distance of 11 miles (17.6kms). The contract was awarded to Byfield and Risely, with a quote of £12,470. Minninup was considered too wet for the site of a town, so another site was selected a little further south and a new siding, named Donnybrook, was established. The South West Railway was officially opened on 8 September 1893 and the Boyanup-Donnybrook line was opened on 16 November 1893.[4]

Facilities provided at *Donnybrook Railway Precinct* included a 25,000-gallon water tank and stand, goods shed, small engine shed and traffic office.[5] The goods shed was a standard Class 2, or Class 1 country, shed.[6] The first station master at Donnybrook, J. Weaver, was appointed on 3 January 1894.[7] Tenders for the station master's house were called on 2 February 1894. The successful tenderer was R. Donald & Co, with a price of £437.9.0.[8] The design was for a standard four room residence with passage down the centre and verandah front and rear. The chimneys were positioned on the outside walls as was usual for station masters' houses built prior to 1900.[9]

The English Oak, or common oak (*Quercus robur*), situated between the station master's house and the station buildings, is reputed to have been planted by settlers in 1890. The tree is more likely to have been planted at least a few years later, after the railway line was constructed, as there was no settlement at Donnybrook until the line went in.[10] The English oak in *Donnybrook Railway Precinct* was one of a number of trees planted at the

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3 Gunzberg, A., *Railway Development in the Bunbury District*, Australian Railway Historical Society, 5 pages; Woods, P., Gunzberg, A. & Goss, P., *Bunbury-Boyanup Railway: 100 Years 1891-1991*, Leschenault Railway Preservation Society Inc, 1991, pp. 4-7.

4 Gunzberg, A., *Railway Development in the Bunbury District*, op cit; Woods, P., Gunzberg, A. & Goss, P., op cit; Barker, Anthony & Laurie, Maxine, op cit, pp. 140-141; Frost, A. C., op cit.

5 Frost, A. C., op cit, pp. 74-75; Photograph of Donnybrook station, 1898, showing engine shed, from Kelsall, David & Viska, John, *Donnybrook Railway Precinct Conservation Plan*, prepared for Shire of Donnybrook-Balingup, July 1999.

6 Uhe (Rogers), Phillipa, *Survey of Railway Heritage in Western Australia*, National Trust of Australia (WA), March 1994, Typology, [p. 15].

7 Kelsall, David & Viska, John, op cit, Appendix 2.

8 *West Australian Government Gazette,* 13 April 1894, p. 355.

9 WAGR, Various station master's house plans; Uhe (Rogers), Phillipa, op cit, Typology, [pp. 9-10].

10 Plaque erected under the tree in 1991, by the local Country Women's Association, from Kelsall, David & Viska, John, op cit, p. 11.

time along both sides of the main street of Donnybrook (South Western Highway).[11]

In 1896-98, the Donnybrook railway line was extended forty-two miles (67kms) south to Bridgetown. Timber company tramlines further extended the mileage of line in the district, as Millars Timber Co, Bunning Brothers, Kauri Timber Co, Sussex Timber Co and Swan Sawmills Co were all active in the area around 1900.[12]

Gold was discovered in the area in 1898, spurring an influx of settlers to Donnybrook. For a number of years the town developed rapidly as a prosperous mining town, but by 1903 the gold deposits were petering out, and in 1904 the mines were closed.[13]

Donnybrook was designated an official weather station in 1900 and weather records held for the place at the Bureau of Meteorology date from 1902. A Stevenson screen was most likely installed at *Donnybrook Railway Precinct* around this time. The Stevenson screen was a device introduced in the late nineteenth century to provide a 'standard housing for meteorological thermometers'.[14] The screen was designed in England in 1866, by Thomas Stevenson, father of Robert Louis Stevenson. The Stevenson screen was generally introduced to meteorological stations in Australia around the turn of the twentieth century, and was more commonly located at post offices.[15] The reporting function and attendance to the instruments in the Stevenson screen were a duty of the railway staff at Donnybrook.[16]

Donnybrook sandstone was quarried in the district from c.1900, and railed to Perth for use in such buildings as the Perth Police Court, Post Office, Supreme Court, Parliament House, the Chapel at Guildford Grammar School and the Commonwealth Bank in Forrest Place. A Royal Commission in 1902 designated Donnybrook sandstone (then known as freestone) as a suitable material for the construction of government buildings, including Parliament House, following which four new quarries were opened in the area.[17] Donnybrook sandstone is also believed to have been transported to the eastern States. The sandstone was transported by rail from *Donnybrook Railway Precinct* and the five-ton crane was used in loading.[18]

Additions were made to the station master's house in 1906, and may have entailed the construction of the kitchen enclosure on the back verandah.[19]

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11 Kelsall, David & Viska, John, op cit, pp. 30, 59.

12 Gunzberg, A., *Railway Development in the Bunbury District*, op cit.

13 Frost, A.C. op cit., pp.55-67.

14 Kelsall, David & Viska, John, op cit, p. 16 & Appendix 8.

15 Information provided by John Thompson, president Donnybrook Historical Society, in a telephone conversation 23 May 2003.

16 Kelsall, David & Viska, John, op cit, Appendix 8.

17 Frost, A. C. op cit. pp.93-94.

18 Kelsall, David & Viska, John, op cit, pp. 9 & 16.

19 WAGR, *Annual Report*, 1906, betterments.

Similar work was undertaken on the station master's house at Kalgoorlie around this time.[20]

In 1907, work began on a line from Donnybrook east to the Great Southern line at Katanning. The link was completed in 1912, and was one of several lines joining the Great Southern and South West lines through the agricultural regions in between. The construction of the Donnybrook-Katanning line made Donnybrook a junction station. The Donnybrook south line was extended from Bridgetown to Jardee in 1911 and to Pemberton in 1914.[21]

Wool, hay, firewood, timber, potatoes and fruit were the major produce handled at *Donnybrook Railway Precinct* prior to World War One.[22] Staff increased from six in 1904 to 12 in 1914, but the peak passenger use was in 1912, when 23,633 passenger journeys were booked at the station.[23]

The early locomotives on the Donnybrook line were small engines, which had to carry a sand box to dribble sand onto the line for traction on the steep grades in wet weather. When the larger steam locomotives were put into service on the line, a turntable was installed at Donnybrook for turning the engines.[24]

The 1905-1915 Progress Plan of *Donnybrook Railway Precinct* shows the various structures in the station yard at this time. On the passenger platform is a parcels office, booking office, ladies waiting room and latrine. There is a coal stage, engine shed (52 ft x 36 ft), sand drying shed and bin, 50-foot diameter turntable, 25,000-gallon water tank and two water columns on the east side of the main line with the goods shed (approx 40ft x 40ft) and loading platform with five-ton crane on sidings on the west side of the line. The goods shed had been relocated further from the station building when the station yard was enlarged to take the Katanning line traffic. The station master's house and various other employee cottages are also shown on the plan, and a pump house is shown between the station yard and the Preston River, where water was pumped up to various points in the yard. No date for installation of the crane has been located but it was in place by 1915.[25]

A 20-ton weighbridge was installed in April 1921, and a fruit shed was built in December 1922.[26] Agriculture went through a boom period in the 1920s, and Group Settlements and Soldier Settlements were established, bringing more settlers and opening up more land. In 1929, a new station building was constructed at Donnybrook. The building was constructed to a Type 2 plan, one of two new designs developed in 1925 for country centres. Type 1

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20 HCWA assessment documentation, *Kalgoorlie Station Master's House,* Place 3791.

21 Gunzberg, Adrian & Austin, Jeff, *Rails Through the Bush*, Light Railway Research Society of Australia, Melbourne, 1997, pp. 206-207.

22 WAGR, *Annual Report*, 1904-1914, from Kelsall, David & Viska, John, op cit, Appendix 4.

23 WAGR, *Annual Report*, 1900-1952, from Kelsall, David & Viska, John, op cit, Appendix 4.

24 Woods, P., Gunzberg, A. & Goss, P., op cit..

25 Kelsall, David & Viska, John, op cit, pp. 11-12; WAGR, Progress Plan 1905-1915.

26 Kelsall, David & Viska, John, op cit, p. 13.

was for small country stations while the larger Type 2 station building was for junction stations.[27]

The new station building comprised a covered way in the centre and a building at either end. The structure was 14.5 feet (4.4 metres) wide, with the northern section comprising Station Master's office, instrument room, traffic office and guard's room, measuring 57 feet (about 17 metres) in length, and the southern building, comprising a waiting room, ladies waiting room and lavatory, being 31 feet (9.5 metres) long. Donnybrook Station Building was constructed by the Railway Construction Branch of the Public Works Department. The building was completed in May 1929. The previous station building was demolished, and other buildings on the platform including the shed cabin, fruit shed and out-of-shed, were relocated.[28] A trainmen's barracks and kitchen was added to *Donnybrook Railway Precinct* and completed in November 1929.[29]

In 1933, another 23 miles (37 kms) of line was completed to extend the railway to the Group Settlement town of Northcliffe.[30] There were 25 sidings and stations on the line between Donnybrook and Northcliffe and 22 between Donnybrook and Katanning.[31] The apple industry was flourishing by the end of the 1930s, with new packing sheds opening in the region. In 1939, 9,334 tons of fruit was railed from *Donnybrook Railway Precinct*.[32]

As a result of World War Two, a dehydration plant, one of four established in the south west, was located on the railway reserve in Donnybrook in the early 1940s. It was sited on the east side of the line at the far south end of the railway yard. In 1944, the dehydration plant was taken over by Paterson & Company, who also established a cool store adjacent on the railway reserve.[33] Paterson & Co were a major export agent for the apple industry and operated packing sheds at a number of places including Bridgetown, Greenbushes, Balingup, Dinninup and Capel River.[34] At least two packing sheds were later established on the west side of the line, adjacent to the loading ramp and crane, among a total of five sheds established in Donnybrook. In 1967, Australian Consolidated Industries (ACI) established

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27 Uhe (Rogers), Phillipa, op cit, Typology, [pp. 4-6]; WAGR Plan, 25562, 18 July 1928.

28 WAGR, *Annual Report*, 1929, p. 17; WAGR Plan, 25562, and site plan showing existing buildings which were demolished or moved, 11 May 1929.

29 WAGR, *Annual Report*, 1929 & 1930, betterments, from Kelsall, David & Viska, John, op cit, Appendix 4.

30 Gunzberg, Adrian & Austin, Jeff, *Rails Through the Bush*, op cit, pp. 206-207.

31 Gunzberg, Adrian & Austin, Jeff, *Rails Through the Bush*, op cit, pp. 206-207; Railway map from *WAGR, Annual Report*, 1952.

32 WAGR, *Annual Report*, 1939, from Kelsall, David & Viska, John, op cit, Appendix 4.

33 Power, H. R., 'The Fruit Industry', in Burvill, G. H., *Agriculture in Western Australia: 150 years of development and achievement, 1829-1979*, UWA Press, Perth, 1979, pp. 280-295; WAGR File, Proposed siding for Paterson & Co, Donnybrook, 1944, SROWA, ACC 1781 CCE 35104. The dehydration plant is entered on the HCWA database as *Dehydration and Canning Factory* (Place 05000) .

34 Battye J. S. *Cyclopedia of Western Australia*, Hussey & Gillingham, Adelaide, 1912-13, Vol. 1, pp. 690-691; *Blackwood Times*, 26 February 1937, p. 5; Telephone conversation on 28 April 2003 with Ernie Guest, packer and foreman at *P & Co Fruit Packing Shed* Bridgetown (Place 3220) in the 1930s & early 1940s.

a factory for the manufacture of cardboard packing cartons on land acquired from the Railway Department. Cartons were made for apples and other fruits, butter and meat.[35]

Before and after World War Two, many migrant Italians were attracted to Donnybrook where they established themselves as orchardists. For the most part, the Italian population participated in the wider Donnybrook community, but during World War Two there was a local call for the internment of all Italians, and many were subsequently interned.[36] There was a general expansion in the planting of apple orchards. Donnybrook became the centre of the apple industry in the south west and apples were a major product transported by rail from Donnybrook. In 1973, the projected yield of apples in Western Australia was: Donnybrook 37,783 cubic metres; Manjimup 25,480; Bridgetown 16,526; Great Southern district 4,768 and the Perth Hills districts 23,369.[37] Other fruits grown included pears, nectarines, plums, peaches, oranges and apricots, while vegetable growing and the raising of beef cattle developed as important economic activities after the war.[38]

Passenger numbers continued to drop with some temporary increases caused by outside influences such as the Depression and the War. By 1952, road transport had made a huge impact on the number of rail passengers, and there were only 1,145 passenger journeys booked from *Donnybrook Railway Precinct* in that year.[39] By 1966, passenger rail services had been replaced by a bus service.[40]

The introduction of diesel locomotives in the 1960s changed railway operations on the lines. A number of services provided at *Donnybrook Railway Precinct* were no longer required. The locomotive shed was removed, followed by the water tower and the turntable. The railway population was reduced to a small office staff and a permanent way maintenance gang.[41] The appearance of the station yard and entrance were upgraded following a landscape plan prepared for the Shire by John Oldham in 1963. The area was planted with lawn, shrubs and gardens.[42]

In 1977, the main through-line on the Boyanup-Donnybrook-Bridgetown route was raised, leaving the shunting loops at a lower level. WAGR

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35 Frost, A. C., *Green Gold: A history of Donnybrook, 1842-1974*, Shire of Donnybrook-Balingup, 1976, pp. 110-111. Location of the packing sheds are shown on the site plan from Kelsall, David & Viska, John, op cit, p. 8. The shed on the east side may be the dehydration plant.

36 Bosworth, Michal 'Internment' in Gregory, Jenny(ed.) *On the Homefront: Western Australia and World War Two*, University of Western Australia Press, Nedlands WA, 1996, p.195.

37 Frost, A. C., op cit, pp. 110-111.

38 Sparkes, Helena (comp), *Donnybrook Community Profile*, funded by the South West Development Commission, October 1994.

39 WAGR, *Annual Report*, 1912-1952, from Kelsall, David & Viska, John, op cit, Appendix 4.

40 WAGR file, Donnybrook train & bus services, SROWA, WAS 1208 CONS 4771 Item R5960.

41 Frost, A. C., op cit, pp. 74-75.

42 WAGR file, Donnybrook station buildings and improvements, SROWA, WAS 1213 CONS 4810 Item CE37134.

continued to operate a goods service on the line.[43] In 1982, the Donnybrook-Katanning line ceased operation and some of the line was removed. The Donnybrook station was designated as 'unattended' in 1986.[44]

Following the closure of the station, the station master's house was leased to a non-employee and the station building was leased by the Shire for community use. At the northern end of the station building, one room was used as a kitchen, one as a meeting room for a Pensioner group and the remainder housed the Donnybrook-Balingup Tourism Centre.[45]

In 1994, social scientist Peter Kenyon dubbed Donnybrook the ugliest town in Australia. The comment was publicised Australia-wide. Donnybrook residents responded, firstly, by producing and wearing T-shirts stating that they came from the ugliest town in Australia and, secondly, planning a revitalisation of the town centre.[46]

In 1995, *Donnybrook Railway Precinct* was entered on the Shire of Donnybrook-Balingup Municipal Heritage Inventory, with no recommended management category.[47] Later in the 1990s, the Tourism Centre temporarily occupied the station master's house, due to the deteriorating condition of the station building.[48] In 1997, a conservation plan of *Donnybrook Railway Precinct* was commissioned by the Shire to direct restoration and conservation work. This was part of the planned revitalisation of the town centre. *Donnybrook Railway Precinct* was classified by the National Trust in 1999.

On 15 December 2000, the completed redevelopment of the Donnybrook town centre was offically opened by Transport Minister Murray Criddle. The $2.9 million project, which had been jointly funded by the Donnybrook-Balingup Shire and Main Roads WA, included realignment of South Western Highway, widened footpaths, landscaped median strips, new bus terminal and shelters, public toilets and a rotunda. Underground power was funded by Western Power. The apple-shaped street lights, which were removed during reconstruction work, were replaced in Ayres Gardens, adjoining the railway station yard.[49] Another $230,000 was provided by the Lotteries Commission, Westrail and the South West Development Commission for restoration of the station building. This money covered work to repair

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43 Kelsall, D. & Viska, J., op cit, pp. 3 & 16; Woods, P., Gunzberg, A. & Goss, P., op cit, pp. 12-14.

44 Johnstone, Peter, *Railway Branchlines Study: Narrogin-Wagin-Boyup Brook Branchlines,* October 1987, Dept. of Transport, WA, pp. 1-7, 11-14; Kelsall, D. & Viska, J. op cit, p. 16.

45 Kelsall, D. & Viska, J., op cit, p. 16.

46 *South Western Times,* 21 December 2000, p. 12.

47 O'Brien Planning Consultants, *Shire of Donnybrook-Balingup Municipal Heritage Inventory*, 1995, Entry no. 40.

48 Kelsall, D. & Viska, J., op cit, p. 16.

49 *South Western Times,* 21 December 2000, p. 12.

termite damage, replace the roof structure, restump the building and repair the floor, and replace internal walls that had been removed.[50]

In 2001-2002, the station master's house was restumped, and had general maintenance and repair work carried out, including external and internal painting. In 2002-2003, the Stevenson screen was removed from the railway reserve by the Shire. The two packing sheds adjacent to the crane on the railway reserve (Shed 4) are occupied by the Wesfi company for packing locally grown vegetables, such as carrot and cauliflower, for export. The company is a major employer in the district. The crane may need to be relocated in the future, as it is in the area used by the forklifts for moving the vegetable packing cases.[51]

Of interest is the disparate nature of the fittings in the station master's house, such as the windows, suggesting a shortage of materials and a consideration that the place either was not important or would be replaced with something more substantial at a later date.[52] Plans for the proposed development of *Donnybrook Railway Precinct* in 1929 included an island platform and a footbridge, neither of which eventuated.[53]

In 2003, wood-chip trains continue to use the railway line from Manjimup to Bunbury, with about eight trains a week passing through Donnybrook. The loop lines have been disconnected from the main through line. The northern end of the station building is again occupied by the Donnybrook Tourist Bureau and the Donnybrook Telecentre occupies the station master's house. The goods shed is occupied by a second-hand retail business.[54]

13.2 PHYSICAL EVIDENCE

Donnybrook Railway Precinct comprises the goods shed (Shed 3) (c.1893), English oak tree (*Quercus robur*, c.1893), station master's house (timber and iron, 1894), five-ton crane (in place by 1915), station building (timber and tile, 1929), packing sheds (Sheds 1, 2 and 4) (c.1940s), through-line track and shunting loops.

The railway line runs north-south through the town of Donnybrook with the station, station master's house and oak tree on the eastern side and the loop lines, goods shed and Stevenson screen on the western side. *Donnybrook Railway Precinct* is visually contained on the east by the Post Office, the two hotels, the former Commercial Bank and a row of shops along the eastern side of the South Western Highway. To the east of this visual barrier, the ground drops steeply to the Preston River. To the west, *Donnybrook Railway Precinct* is open to the intermittent development on the east side of Collins Street. There are clear views of the precinct across

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50 Information provided by Robert Quinn, town planner, Shire of Donnybrook-Balingup, 8 May 2003 & John Thompson, op cit.

51 Information provided by John Thompson, op cit.. A photograph in Kelsall, D. & Viska, J., op cit, shows packing cases stacked around the crane.

52 Physical evidence.

53 Kelsall, D. & Viska, J., op cit, p. 14.

54 Information provided by Robert Quinn, op cit & John Thompson, op cit..

South West Highway, from the town's main street. At the southern end of the historic precinct there are several packing sheds encroaching up to the loop lines where the crane is located (Shed 4), and a further two sheds (1 and 2) are located at the northwest corner of the historic precinct.

Within *Donnybrook Railway Precinct* to the south, in the area formerly used as the locomotive yard where the engine shed and associated structures were situated, is a bituminised public car park with a cream brick toilet building and screen planting on the South Western Highway alignment and a raised garden bed planted with native shrubs on the western perimeter. There are several large specimens of Kurrajong and Oak on the Highway (east) edge of the car park, which are part of the c.1893 street planting in Donnybrook. The carpark area contains the base of the standpipe riser.

In the area parallel to the South Western Highway between the railway line and the road is a flat expanse of ground that encompasses the lawns and the semi circular entrance drive on the east side of the station building. Planted within this area is a mixture of deciduous and evergreen trees, specifically liquidambars, ashes and a magnolia. Also vernacular contained in this section are playground equipment, rotunda, park benches, picnic tables, a drinking fountain, light pole standards, flowerbeds, model apples on metal stands and several examples of Donnybrook sandstone.[55]

The station building and station master's house are situated adjacent to the town centre and beside the South Western Highway, which is Donnybrook's main commercial street. The goods shed is located on a siding on the west side of the track, immediately opposite the station building. To the south, on an adjoining siding where there was room for carts and wagons, and later motor vehicles to park, was the loading ramp and crane. The locomotive yard, with engine shed and turntable, was added on the east side of the track opposite the loading ramp when Donnybrook became a junction station. The locomotive yard was situated between the station building and the junction of the track further south. At this location, the movement of locomotives would presumably cause the least disruption to operations at the station or goods shed. The apple packing sheds, which were added much later, are located in the loading area near the crane.

Railway track

The main through-line runs north-south through the historic precinct. It is raised above the level of the shunting loops, which are disconnected from it. The shunting lines are of lighter section than the main line, and most of the points to the shunting yard remain. The main line is operational.

Packing Sheds[56]

Building 1: Simple rectangular corrugated iron clad structure with low pitched gable roof. The west (front) facade is most intact with replacement cladding and infill to the north and east. The shed has been converted for storage purposes with the installation of modern steel roller doors. The

55 Kelsall, D. & Viska, J., op cit, pp. 2-3, 30-31. This area, known as Ayres Gardens, was remodelled during the redevelopment of the Donnybrook town centre.

56 Information from Naomi Lawrance, HCWA South West regional adviser, July 2003.

interior was not inspected. On the basis of the exterior of the place, the shed appear to be of little significance. However, if the interior is found to be predominantly intact, the shed would have greater significance to the precinct.

Building 2: Simple rectangular corrugated iron clad structure with skillion roof. The shed has been converted for storage purposes with the installation of modern steel roller doors to the west (front) facade and the east and south. On the basis of the exterior of the place, the shed appear to be of little significance.

Building 4: A long, rectangular form timber frame and corrugated iron clad structure, with lean to skillion roof enclosure along the western length. The roof has been replaced in sections but where original fabric remains it is in poor condition; there is also evidence the ridge beam is quite bowed. Cladding to the north and east is largely replacement fabric in sound condition, but original fabric to the west facade requires maintenance. This building has been added to at its southern end with a series of modern steel framed and clad structures. The interior was not inspected. The shed is of some significance as a remnant of fruit packing activities on the site.

An c.1950s ammonia condenser formerly used in the cooling system of the packing sheds has been removed from the roof is situated in the rail reserve near to shed 4.

Goods Shed (Shed Three)

The goods shed lies to the west of the station buildings and is accessible from the western side of *Donnybrook Railway Precinct*. It straddles a loop line with the tracks running through the building.

The goods shed is approximately 12m x12m (40ft x 40ft) with a gable roof. It is timber framed and clad with unpainted galvanised iron on the walls and roof. The former openings for railway trucks have been sheeted over with corrugated iron partway up and translucent sheeting of a matching profile at the head of the opening. This helps to accent the former use of the opening.

The internal floor is a raised stage accessible from ramps around the perimeter. The staging extends outside the building to the north. The walls are of timber studwork, at the top of which are steel brackets supporting corbels, which support trusses with the addition of timberwork above the stud walling to increase the height.

A lean-to roof on the north side of the goods shed appears to have been a later addition.

The goods shed has more recently been used as retail premises and is intact and in fair to good condition.[57]

English Oak Tree

A large specimen of English Oak (*Quercus robur*) is located to the north of the station near the station master's house. It is a single trunk specimen showing the characteristic growth of a mature oak with a large rounded

57 Kelsall, D. & Viska, J., op cit, p. 36. No change in 2003.

crown. The lowest branches curve downwards to create a shady canopy and the uppermost branches extend upwards. The bark of the trunk and main branches is grey and deeply furrowed in roughly vertical lines.

The ground beneath the tree has not been paved, cultivated or been subject to heavy pedestrian traffic, contributing to the general good health of the tree as evidenced by the vigour of the canopy.[58]

Station Master's House

The Station Master's House is located within the railway reserve to the north side of the station building. Typically, the stationmaster's house faces the railway station, with the sides of the dwelling parallel with the street and the railway line. The site is flat and unbounded by any fences, although there is a small stone step along the footpath boundary, stepping up to the site. The area is grassed and there are several plantings in the vicinity.

The station master's house is purpose designed and built for the Station Master and does not display any particular style characteristics.

The place is a single storey timber framed weatherboard-clad construction on timber stumps that have recently been renewed. The main gable roof is clad with corrugated iron. The roof continues over the front and rear verandahs at break pitch. Three chimneys dominate the eastern street side of the place. The two brick chimneys are corbelled and have been painted. The third chimney is a flat metal construction on a brick foundation. The original weatherboard walls are painted. The front (south) verandah is enclosed on the street side by timber framed weatherboard cladding with louvred windows. The west end wall of the front verandah has been enclosed with asbestos sheeting. The open verandah floor is concrete, and the enclosed section has the original timber floor. The verandah is supported by round steel posts, except for the infilled section where the original chamfered square timber posts are still evident.

The windows vary from room to room, with several double hung sash windows in varying sizes and pane configurations. Each of the brick fireplaces is flanked by a set of windows. In the front room, these are small double hung sashes, while the second chimney is flanked by small square four-paned 'colonial' windows, although one has been replaced with two panes. The rear verandah has a set of timber framed windows and a set of louvres. The gutters (possibly original) were in place at the time of the inspection, although there was minimal evidence of downpipes to provide adequate discharge from the roof, or any ground level drainage at the time of inspection.[59]

The floor plan is simple with a central front door opening into a wide entry corridor with two rooms each side, a central wall separating the corridor, and a doorway and fanlight at the end opening onto the rear verandah. The rear verandah is enclosed, and there is a bathroom and storeroom on the left and kitchen on the right.

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58 Kelsall, D. & Viska, J., op cit, pp. 30-31. No change in 2003.

59 It has not been ascertained if any improvement to the roof drainage was undertaken during the recent work on the place.

The interior fabric is mostly intact. The ceilings in the two main rooms on the street side are coved around the external two walls of each room. All the ceilings are lined with battened plasterboard. The walls are lined with battened asbestos sheets configured to form a dado line around each room, except for the main back wall against the kitchen and rear verandah, which is the same weatherboard as the exterior of the place. Similarly, the hallway partition is a weatherboard wall. The floorboards are 0.135 metre jarrah boards. The skirtings, architraves and original four-panel doors are in place. The two brick fireplaces are each boarded over. They have concrete hearths and have retained the simple bracketed timber mantelpieces, each with different details. The kitchen stove has been removed, but a simple bracketed timber mantel remains. The fireplace is next to the simple three-cupboard kitchen fitout. The bathroom has been upgraded around the original boxed bath, and the floor remains as concrete.

At the rear door there is a small shelter structure. It is skillion roofed and timber framed and clad with asbestos. The detached toilet building is located on the northwest corner of the house. It has a gable-roof and is clad with weatherboards, and is a standard railway structure.

Generally, the place is in good condition. There is evidence of painting and general maintenance having been carried out recently.[60]

Five-Ton Crane

The five-ton crane is located on the west side of the railway line, well to the south of the other remaining structures in *Donnybrook Railway Precinct*, and adjacent to the packing sheds.

The crane is mounted on a concrete block orientated north-south. The lifting tackle has been removed although all of the mechanism remains. The crane has a swivelling base and cast cogs. The steel superstructure has been painted with a dark grey metallic based paint.

The crane is in fair condition. The steel and iron comprising the structure is in need of protection from rust, particularly the meeting surfaces, now that it is no longer in use. The base block is in good condition.[61]

Station Building

The station building is set about 55 metres to the west and parallel to the South Western Highway. The building comprises two enclosed sections separated by three open bays, the sections being linked by a tiled gambrel roof. The roof cantilevers over the platform to the west and by an equal amount to the east. The buildings have been constructed against a retained, raised section, which forms the platform. The timber floors of the buildings are at platform level.

The main dressed timber structure comprises a grid of paired square section stop-chamfered posts set on fully strutted bases, each pair of posts supporting a timber principal rafter at mid point. The end bays are

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60 Gray, Laura, *Heritage assessment, Station Master's House, Donnybrook, DP121*, WAGR, 2001.

61 Kelsall, D. & Viska, J., op cit, p. 36. No change in 2003.

supported on timber beams spanning the posts beyond the building. The roof is gambrel type with timbre louvre ventilator panels at each end.

The walls are clad with horizontal, painted rusticated jarrah weatherboards. The eaves are battened. The underfloor area is enclosed by painted spaced battens.

All the dressed timberwork in the station building is painted. The roof is clad with Marseilles pattern terra-cotta roof tiles. A red brick chimney extends above the roofline at the northern end of the building. The roof structure has been rebuilt as part of the recent conservation works.[62]

The original joinery is painted timber conforming to standard profiles for the period. The original windows are clear-glazed double hung sashes, the top sashes being divided with sash bars into nine lights. There are changes to the former ticket windows and other special openings. Some doors are timber-panelled type and others are of ledged and braced construction, in varying conditions. Most of the original door and window furniture has been replaced.

A ramp structure with tubular steel hand railing and timber decking provides access to the south eastern corner of the northern building and is of more recent origin. This ramp also provides access to the platform.

The platform is bitumen paved over a compacted base laid between retaining formers with a solid timber platform kerb. Recoating of the bitumen surface has resulted in the level being slightly above the interior floor level of the buildings. Some painted tubular steel handrails have been installed along the ramps at each end of the platform.

A pair of metal and plastic telephone cabinets set on granolithic topped concrete bases have been installed at ground level on the east side, under the roof overhang at the south end of the building.

The north building, formerly the ticket office wing, is divided into three rooms, each lined with painted flat sheeting above painted jarrah dados. Electrical services run in surface mounted conduit. Some of the original window furniture remains but is inoperable due to successive coats of paint, and has been replaced with later fittings. The timber floor is new, having been replaced in the recent conservation works.[63]

The former station master's office has a door in the southwest corner leading onto the platform and a face brick fireplace on the dividing wall. The shallow fireplace has unpainted, nosed red brick chimneybreasts and a painted timber over-mantle. Timber shelving has been fitted to the side of the fireplace. The instrument room now serves as a kitchenette, although the base panel for the instruments and switchgear remain on the south wall. There are some changes to the wall linings due to the kitchen plumbing installation. The partition forming the Guard's Room at the south end of the Traffic Office has been replaced during the recent conservation works. External wall joinery is generally intact, but more recent timber

62 Information provided by Robert Quinn, op cit & John Thompson, op cit..

63 Information provided by John Thompson, op cit..

framed glazed doors have been installed in the south western corner providing access to the ramp on that side of the building.

The southern building is divided into three main spaces each finished in similar fashion to the northern building.

Changes to the men's toilet and waiting room include the installation of concrete backed stainless steel urinal stalls and a partitioned water closet, relocation of the main partition wall, removal of original wall seating and addition of toilet partitioning. A storeroom occupies part of the former ladies waiting room. Beyond this is an annexe to the ladies toilet with an intact section of timber seating, enamel painted. The annexe leads into the ladies toilet at the end of the building. Some of the fittings and fixtures, such as the pedestal and basin, are consistent with items contemporary with the original structure, while others such as the cisterns and flaps have probably been replaced. The facility is in serviceable order.

The circular steel stanchion base of the riser for the locomotive water supply is situated south of the platform, roughly in line with the crane. There is evidence of the Stevenson crane, where the metal pipe supports have been cut off at ground level. There is no evidence remaining of other railway elements, which have been removed, such as the water tower, coal stage, locomotive shed, out-of shed and signalling gear.

The station building is in very good condition following the conservation works.

13.3 COMPARATIVE INFORMATION

As a railway precinct, Donnybrook is one of a number that comprise various remaining structures and elements. On the former Bunbury-Northcliffe line, there are remaining structures at Boyanup, Boyup Brook, Kojonup, Greenbushes, Bridgetown and Pemberton as well as at Donnybrook.

Bridgetown Railway Station (1898), comprising weatherboard and iron station building, goods shed (Class 1), loading platform and crane, asbestos clad office building and associated plantings is entered on the State Register.[64] Boyanup comprises a water tower and a fettler's cottage that has been considerably modified; Boyup Brook has a brick station building (c.1912) with timber additions, which is used as a museum, and a goods shed (1912); Kojonup has a 1925 Type 1 timber and tile station building and a goods shed; Greenbushes has what is believed to be the original 1898 weatherboard railway station; and Pemberton comprises a small weatherboard station building, staff cabin, toilets, 3-ton crane, platform and goods shed and length runner's 'camp', which are in good condition and leased by the Pemberton Tramway Co.[65]

There are a number of railway precincts remaining on other lines in the south west. *Pinjarra Railway Yards* includes the timber and iron goods shed, engine shed, carriage shed and trainmen's barracks, and is currently

64 Heritage assessment documentation, Place 00256.

65 Uhe (Rogers), Phillipa, op cit, Section D2.

used by the Pinjarra Steam and Hills Railway Preservation Society as headquarters for the Hotham Valley Tourist Railway. *Pinjarra Railway Yards* (Place 3097) is entered on the State Register and classified by the National Trust. *Wickepin Railway Precinct* comprises a Type 3 station building constructed in 1912-13, a goods shed (1911), five-ton crane and associated loading ramp (1913), and brick station master's house (1913). *Dumbleyung Railway Precinct* includes a Type 3 station building (1912-13), goods shed, goods platform and crane, and wheat bin.

The precinct is unusual as a railway precinct in the centre of a country town. The only other known example in the South West is at Collie, where the station building has been demolished. In the Great Southern region, Katanning has an intact, functioning railway station in the centre of town.

Goods shed

Goods sheds varied according to location and perceived requirements, with a variety of standard patterns applied. The Class 1 goods shed had a double-gable roof, with the track running through the length of the building on one side. Examples remain at Claremont (Registered as part of P0486), Guildford, Bridgetown (Registered as part of P0256), Coolgardie (Registered as part of P0581) and Mullewa. The Class 2 shed, also known as the Class 1 country shed, had a single-gable roof with the same track arrangement through one long side of the building. Another remaining example of the Class 2 shed is at Pinjarra (Registered as part of P3097). The Class 3 and 4 goods sheds were skillion roofed. All classes of goods shed were typically timber-framed buildings clad in corrugated iron.[66]

Station master's house

Donnybrook station master's house is unusual as a remaining timber station master's house of the period. A timber residence, understood to be of similar style and to be the former station master's house at Mullyalup, is in private ownership. Mullalyup was the watering point between Donnybrook and Bridgetown and this section of line was opened in November 1898. No other railway structures remain at Mullyalup.[67] Donnybrook station master's house is similar in design to the stone station master's house built in 1897 at Kalgoorlie, which also has the chimneys on the external wall. *Kalgoorlie Station Master's House* (Place 3791) has been considerably modified in recent years for use as part of the singlemen's barracks. It is currently undergoing assessment and is classified by the National Trust and entered on the Register of the National Estate as part of the Kalgoorlie railway precinct.

There are few examples of the 1890s type of station master's house, while there are a number of examples in the south west of the later 1900 design with chimneys on the internal walls, almost all being of brick construction.

Station building

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66 Uhe (Rogers), Phillipa, op cit, Typology Section [p.15], and entries for the various stations.

67 Information provided by John Thompson, op cit; Railway map of Western Australia, WAGR, *Annual Report*, 1952; WAGR File, Mullyalup Progress Plan, EEL 8425, 1905-1924 shows a timber station master's house in situ on west side of station yard.

Type 2 station buildings, such as that constructed at Donnybrook, were built at country junction stations in the 1920s and 1930s and were typically weatherboard with a tiled roof. Other Type 2 station buildings were provided at Brookton, Tambellup and Wyalkatchem.[68] *Tambellup Railway Station and Station Master's Residence* is Place 3547. Tambellup station building is in good condition, and has high integrity and authenticity. The non-standard brick and iron station master's house (1924-5) has been occupied as the Wool Foundation Headquarters since 1991. *Brookton Railway Station* (Place 8833) is in good condition, with few modifications. It is the last remaining structure in the railway reserve at Brookton. Wyalkatchem railway reserve includes the trainmen's barracks, goods shed and crane, station building, and non-standard station master's house. The station building is understood to be in good condition. None of these three station buildings has been assessed.

English Oak tree

Another English oak tree in the Donnybrook district is on the 'Brookhampton' property.[69] There is an English oak tree on the railway platform at Boyanup, planted in 1904 by the local carriage examiner, T. E. Reilly to mark the birth of his fourth son. It is associated with the remaining water tower and fettler's cottage. In 1919, a row of oak trees was planted along the main street of Boyanup to commemorate fallen soldiers from the district. Seven of these trees remained in 1997.[70] There are two English oak trees on the North Road, Bassendean street verge (places 4348 & 4349). They are not entered on the local Municipal Inventory and their condition is not known. There are several oak trees at Tranby House (4387), which are classified by the National Trust. An English oak tree (c. 1870) is located on Mundaring Weir Road in association with Fred Jacoby Park (Place 4373). It is in good condition.

Crane

Many railway stations were supplied with cranes of 3, 5 or 10-ton capacity for loading and unloading goods. Examples of five-ton cranes are located at *Wickepin Railway Precinct* (Place 7340), *Darkan Railway Station Precinct* (Place 2703, assessed as below threshold for the State Register), *Dumbleyung Railway Precinct* (Place 12244, classified by the National Trust), and *Cue Railway Station (fmr)* (Place 3640, entered on the State Register). The tonnage of the crane at *Bridgetown Railway Station* (Place 256, entered on the State Register) has not been ascertained.

Stevenson Screen

The place is not rare in terms of long period of use as a weather recording station, as it is one of hundreds of official and volunteer recording stations that continue to operate in the State and still use the Stevenson Screen.[71]

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68 Uhe (Rogers), Phillipa, op cit, Typology Section [p.4], and entries for the various stations.

69 Information provided by John Thompson, op cit.

70 Uhe (Rogers), Phillipa, op cit, entry for Boyanup D2-2.

71 see attached article from the *West Australian*, 21 June 2003, p. 3).

Stevenson Screens were introduced to Western Australian weather recording stations in 1897. Ten instruments were introduced at the time, and improved training was given to all operators in the State, 'usually the local postmaster'.[72]

13.4 REFERENCES

13.5 FURTHER RESEARCH

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[72] The 1897 *Annual Report* of the Perth Observatory, printed in Votes & Proceedings, provides information on the introduction that year of the