



REGISTER OF HERITAGE PLACES

Permanent Entry

1. **DATA BASE No.** 3097
2. **NAME** *Pinjarra Railway Yards* (1893+)
OTHER NAME Hotham Valley Tourist Railway
3. **LOCATION** Cnr Williams Rd & South Western Highway, Pinjarra
4. **DESCRIPTION OF PLACE INCLUDED IN THIS ENTRY**
Pinjarra Lots 361 to 363 inclusive, being Crown Reserve 45518 and being the whole of the land comprised in Crown Land Record Volume 3109 Folios 735 to 737 respectively, and that portion of Railway Reserve in the Townsite of Pinjarra, as together are defined in Heritage Council of Western Australia survey drawing No. 3097 prepared by Steffanoni Ewing and Cruickshank Pty. Ltd.
5. **LOCAL GOVERNMENT AREA** Shire of Murray
6. **OWNER** The Commissioner of Western Australian Government Railways (Railway Reserve)
Shire of Murray (Reserve 45518)
7. **HERITAGE LISTINGS**

• Register of Heritage Places:	Interim Entry	14/05/1999
	Permanent Entry	12/05/2000
• National Trust Classification:	Classified	03/05/1993
• Town Planning Scheme:		-----
• Municipal Inventory:	Adopted	25/09/1997
• Register of the National Estate:		-----
8. **CONSERVATION ORDER**

9. **HERITAGE AGREEMENT**

10. **STATEMENT OF SIGNIFICANCE**
Pinjarra Railway Yards, a group of buildings, tracks and spaces related to the former railway operations at Pinjarra, including goods shed, engine shed, carriage shed and trainmen's barracks, has cultural heritage significance for the following reasons:

the rail network marked a change in the prosperity of the small town of Pinjarra and the introduction of rail made a significant catalyst for development of the immediate region and the south-west of the State as the first of the junctions on the southbound main line;

the sustained function of the operating tourist railway centre of operations and as a site for the display of rolling stock is indicative of a further shift in historical importance and the sustained interest in historic railways;

the place has close associations with people prominent in the history of the State including, Sir John Forrest; William Paterson; Alpin Thomson, Under Secretary of Railways; George Temple Poole, Colonial Architect; C. Y. O'Connor, Engineer in Chief, who made the East Perth to Picton Junction line the first of the projects he completed; and, contractors, Neil McNeil & Co.;

the goods shed, engine shed, carriage shed and trainsmen's barracks provide tangible evidence of an historic continuum, retaining functions close to their original uses;

through interpretation of the remaining buildings, roads and archaeological sites, the site has a capacity to teach the community about the particular operations at Pinjarra Junction;

the combination of surviving rail yard layout, built elements, open landscape, tree canopy and rolling stock has aesthetic appeal;

due to its conspicuous location and the combined effect of its remaining elements, together with the rolling stock, the place has landmark value;

the railway yards have been a gathering place since 1893 and a focus of the town of Pinjarra, contributing to the community's sense of place;

the site as a whole, with its movable heritage, and the ongoing operations is rare in the State and national context;

the site as a whole is valued by those with an affection for rail and rail history and this association with rail history now extends over a sustained period since the Hotham Valley Railway made Pinjarra its headquarters;

the engine shed, believed to be the oldest remaining engine shed in Western Australia, and the carriage shed, believed to be the only surviving carriage shed in Western Australia, date from the original construction campaign and are also reputed to be the only railway buildings on the East Perth-Picton line remaining from the 1893 campaign; and,

the individual surviving elements exhibit an industrial aesthetic, despite their being in a somewhat dilapidated condition.