



**HERITAGE
COUNCIL**
OF WESTERN AUSTRALIA

REGISTER OF HERITAGE PLACES

Assessment Documentation

11. ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE

Cultural heritage significance means aesthetic, historic, scientific, social or spiritual value for individuals or groups within Western Australia.

In determining cultural heritage significance, the Heritage Council has had regard to the factors in the *Heritage Act 2018* and the indicators adopted on 14 June 2019.

PRINCIPAL AUSTRALIAN HISTORIC THEME(S)

- 2.5 Promoting settlement
- 3.4.3 Mining
- 3.8.5 Moving goods and people on land
- 3.8.6 Building and maintaining railways
- 4.2 Supplying urban services (power)

HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)

- 107 Settlements
- 202 Rail and light rail transport
- 209 Technology and technological change
- 303 Mining
- 304 Timber Industry
- 310 Manufacturing and processing
- 404 Community services and utilities
- 507 Water, power, major transport routes

11(a) Importance in demonstrating the evolution or pattern of Western Australia's history

Railway Goods Shed & Footbridge, Collie is associated with the development of Collie as the only coal mining centre in Western Australia. The changes to the station layout and the expansion of the Goods Shed within 12 years demonstrate the rapid expansion of the town and the coal industry.

Railway Goods Shed & Footbridge, Collie was an important part of the railway system at Collie, which had been established by the West Australian government

specifically to exploit the coal deposits in the region, and also facilitated the development of the timber industry in the area.

Railway Goods Shed & Footbridge, Collie provides evidence of a significant period of industrial history in Western Australia associated with the coal mining industry.

The provision of a Class 1 Goods Shed at Collie is indicative of the importance of the district, both within the rail system and in Western Australia in general.

11(b) Importance in demonstrating rare, uncommon or endangered aspects of Western Australia's heritage

The Footbridge is a rare surviving railway footbridge in a rural area in Western Australia, other rural footbridges having been removed when they became unsafe, and represents a link with the original 1912 footbridge.

The Footbridge is of considerable length compared to other remaining footbridges, and is unusual in having had a central steel span in the 1912 construction.

11(d) Its importance in demonstrating the characteristics of a broader class of places;

Through its form and materiality the Goods Shed is a representative example of a Class 1 double-gabled railway goods shed.

11(e) Any strong or special meaning it may have for any group or community because of social, cultural or spiritual associations;

Railway Goods Shed & Footbridge, Collie is highly valued by the community for associations with the railway history of Collie as evidenced by the creation of the Collie Heritage Group, Inc and their continued efforts to restore the Goods Shed and also their voluntary help with restoration of the footbridge.

As a former focal point in the centre of the town, *Railway Goods Shed & Footbridge, Collie* provides a physical link between the two halves of the town and contributes to the Collie community's sense of place.

11(f)¹ Its importance in exhibiting particular aesthetic characteristics valued by any group or community;

Railway Goods Shed & Footbridge, Collie, is valued by the community for its importance in demonstrating the development of the railways and coal industry in the State.

The Goods Shed and the Footbridge with their industrial form are a visually cohesive and identifiable pair of associated railway structures. The footbridge is of particular importance as a thoroughfare between the two sides of the town separated by the railway line.

The timber frame structure to the interior of the Goods Shed is visually prominent due to the size of timber members, height of the space and robust joinery connections.

11(g) Any special association it may have with the life or work of a person, group or organisation of importance in Western Australia's history;

Railway Goods Shed & Footbridge, Collie is associated with the work of C. Y. O'Connor, who was Acting General Manager of the Railways Department at the time of its inception. In 1894 before construction began, he persuaded the Government that there was economic advantage to using locally produced coal instead of importing it. Through his engineering expertise he was then subsequently involved in the design of the original 1898 Goods Shed structure.

11(h) Its importance in demonstrating a high degree of creative or technical achievement;

The Footbridge demonstrates a notable piece of engineering with a significant structural span, which originally was of timber construction.

Together with the nearby state registered place P0541 *Railway Round House with Turntable, Collie*, the Railway Goods Shed is important in demonstrating railway technology in the State, including storage, manoeuvring and servicing of steam locomotives throughout the mid-twentieth century.

¹ For consistency, all references to architectural style are taken from Apperly, R., Irving, R., Reynolds, P. *A Pictorial Guide to Identifying Australian Architecture. Styles and Terms from 1788 to the Present*, Angus and Robertson, North Ryde, 1989.
For consistency, all references to garden and landscape types and styles are taken from Ramsay, J. *Parks, Gardens and Special Trees: A Classification and Assessment Method for the Register of the National Estate*, Australian Government Publishing Service, Canberra, 1991, with additional reference to Richards, O. *Theoretical Framework for Designed Landscapes in WA*, unpublished report, 1997.

12. DEGREE OF SIGNIFICANCE

12. 1 CONDITION

Overall *Railway Goods Shed & Footbridge, Collie* is in fair to good condition. It has undergone minimal change to the details of its construction, retaining the original form, fabric and structural elements. The Goods Shed and associated extensions are structurally sound with no obvious evidence of damage or deterioration to the fabric. The Footbridge in particular is in good condition following the relatively recent refurbishment works.

12. 2 INTEGRITY

This section explains the extent to which the fabric is in its original state.

The Goods Shed has experienced ongoing intervention and alteration since it was re-built in 1911 in its current location. This has always been to support the ongoing operation of the place with later additions to the east and an awning roof constructed along most of the Forrest Street frontage. The roof of the Goods Shed has been replaced and also the floor with concrete.

The Footbridge was reconstructed in 1958 and has subsequently been refurbished.

Overall, *Railway Goods Shed & Footbridge, Collie* has moderate level of integrity.

12. 3 AUTHENTICITY

This section explains the extent to which the original intention is evident, and the compatibility of current use.

The Goods Shed no longer fulfils its original function and is utilised as a regular market venue with the extensions used as a museum. However it continues to clearly demonstrate the original design intention and provides clear interpretation of the original function, with the rolling stock in situ.

The Footbridge still serves its original function providing a means to traverse over the railway line connecting two main streets of the town.

Overall, *Railway Goods Shed & Footbridge, Collie* has a moderate to high degree of authenticity.

13. SUPPORTING EVIDENCE

The documentation for the place draws on the Heritage Assessment and Conservation Policy for the Former Railway Goods Shed, Collie prepared by Hocking Planning & Architecture, 1995/96 and also a heritage assessment completed by Irene Sauman, Historian and Laura Gray, Heritage and Conservation Consultant, in February 2007. Updated amendments by the Department of Planning, Lands and Heritage have been made in June 2020.

13.1 DOCUMENTARY EVIDENCE

Railway Goods Shed & Footbridge, Collie comprises the weatherboard and iron double-gable Goods Shed built in 1898 to a standard West Australian Government Railways (WAGR) plan and relocated and doubled in size in 1911, and the steel and timber Footbridge constructed in 1912 and rebuilt in 1958.

Prior to the development of the coalmines in the Collie district, WAGR steam engines ran on coal imported from the Eastern States. Although coal was discovered in the Collie River area in 1883, it wasn't until 1890 before the first substantial coal seam was located and a commercial coal mining company formed. In 1893, the quality of the coal was tested by the WAGR with favourable reports, but it was not until 1894 that government support for the coal mining industry was obtained when C. Y. O'Connor, at that time Acting General Manager of the Railways Department, persuaded the government that there was economic advantage to using locally produced coal instead of importing it.

In 1896, construction began on a 26-mile branch line from the South West railway at Brunswick Junction to the newly developing Collie fields coalmines. There had been attempts at establishing timber mills in the district and the construction of the railway line provided the necessary transport for that industry to also flourish, and a number of mills were established along the rail route. The town of Coalville (later Colliefields [1898], then Collie [1900]) was proclaimed on 13 December 1897 as the administration and residential centre for the district.²

The Brunswick Junction-Collie line was built by contractors Atkins and Law. William Atkins had been a mill manager with the Jarrahdale Timber Company and Robert Law had worked on various construction projects, including the second Rockingham jetty, railway culverts and bridges on the Eastern Railway, and the deep water jetty at Fremantle. The first contract for the partnership was for construction of the East Perth-Pinjarra section of the South Western Railway in 1891, and was followed by the construction of the Bunbury Railway Station.³

The work on the Brunswick Junction-Collie line was fraught with delays due to heavy rains in the winter of 1897. The track had arrived in Collie by 11 February 1898 and the first VIP train ran on 26 February. The official party for the opening of the line, comprising the Commissioner for Railways, F. H. Piesse, Acting General Manager, J. T. Short, Acting Chief Traffic Manager, James Livesey, engineer for existing lines, E. Dartnell, Locomotive Superintendent R. B. Campbell, engineer for

² For information on the early development of the Collie district see HCWA assessment documentation P00542 All Saints' Anglican Church, Collie; Wallace, Jan (ed), *Collie Dates*, Collie Shire, 1997; Coote, N.S., *Pioneers of the Collie District, 1880-1930*, Literary Mouse Press, Gosnells, 1991.

³ Gunzberg, A. & Austin, J., *Rails Through the Bush*, Light Railway Research Society of Australia, Melbourne, 1997, pp. 207, 223.

railway construction, James Thompson, engineer for surveys Mr Muir, PWD lands resumption officer Mr Stromach, and Bunbury District Superintendent Mr Snell, were joined by contractor William Atkins at Brunswick Junction station before proceeding to Collie. Collie at that time had a population of about 200, most of whom were occupying tents.⁴

It was reported that:

The contractors expect to complete the ballasting in a month from date, and to finish off the whole contract, which embraces the erection of station buildings, etc., within two months. The contract price was £49,000 odd, and the rails were supplied by the Government.⁵

The line was opened for freight traffic on 4 March and the Railways Department took over the line on 1 July 1898, by which time the station buildings, including the Goods Shed had been completed.

There is nothing on the line calling for special comment, the principal work being the terminal station (Coalville). Here all the arrangements for the anticipated traffic have been made, a station-house and platform having been provided, and a goods shed erected, together with carriage and engine sheds.⁶

The original goods shed was built to PWD Standard Drawing 2164 and was 50 feet long – almost square – making it half the size of the Goods Shed that exists currently (in 2007). It was located around 150 to 200 feet further east and 60 feet further back from Forrest Street than its current location.⁷

Collie was the terminus of the line and the population of the town rapidly increased as the mines and timber mills flourished and expanded. In 1901 there were five hotels in Collie and by 1903, the population reached 1,500. That year the railway line was extended south-east to service the Collie Cardiff coal mine.⁸ In 1904, the Collie-Narrogin Railway Act authorised construction of a line that connected Collie with the Great Southern Railway and provided a more direct route for the transport of coal to the major rail centres of Merredin and Kalgoorlie, as well as opening up the intervening land to agricultural settlement. The line opened in October 1907.⁹ In 1907 and 1909 the New South Wales coal miners went out on strike and the demand for Collie coal increased, with commensurate increase in price. There were six coalmines operating and the Government took an even amount of coal from each supplier for its own use. Timber was in high demand and was an important export commodity for the State. There were over a dozen timber mills operating in the Collie area in the early 1900s, as well as at least one brickworks. Collie was the commercial and administrative centre for the mining and timber settlements and the railway yard was increasingly busy.¹⁰

4 *The Western Mail*, 4 March 1898, p. 8.

5 *The Western Mail*, 4 March 1898, p. 8.

6 Public Works Department, *Annual Report*, 1898, p. 60.

7 WAGR Plan 11898, Collie Station, proposed removal & new extension of Goods Shed, 10 October 1910, SROWA, WAS 2238 CONS 1781 Item 11898.

8 Gunzberg, A. & Austin, J., op cit, p. 207.

9 Glynn, Sean, *Government Policy and Agricultural Development: A study of the role of government in the development of the Western Australian wheat belt, 1900-1930*, UWA Press, 1975, p. 63; *Collie Miner*, 5 October 1907, p. 3; *West Australian Government Gazette*, 4 October 1907, p. 3294.

10 Wallace, Jan (ed), op cit; Coote, N. S., op cit.

In 1911, the Goods Shed was relocated west and enlarged to twice its original size. The original 1898 building makes up the western half of the Goods Shed and the original east wall was relocated as the east end wall of the new 50 foot long extension. The timber-decked outside platform on the Forrest Street (north) side was constructed at this time, together with the fenced and metalled approach.¹¹ The relocation explains why the loading platform was some distance from the Goods Shed, as it remained in its original location adjacent to the 1898 site of the goods shed.¹²

The Collie station yard ran through the middle of the town, with the station building located on the south side of the yard and the Goods Shed on the north side. There were railway crossings at Lefroy Street, one block east and at Harvey Street, one block west, where only two sets of tracks had to be crossed, but in between these two points, and separating the station building and the Goods Shed, were no less than ten sets of tracks. On the south side of the railway line there were three hotels on Throssell Street directly opposite the railway station, and one hotel on the north side on Forrest Street. The south side of town also boasted more churches, but the sports ground and the primary school were on the north side. Shops and business premises lined both streets facing one another across the railway line with the Goods Shed and the station building in between.

In 1911, plans were drawn up for a Footbridge for the Collie station yard. Unlike most railway Footbridges that accessed a central island platform from either side of the yard, the Collie Footbridge was constructed to traverse the yard from street to street. The Footbridge had sixteen piers and was built in timber, with a central steel-framed span over the main line, similar to a navigation span across a watercourse. The steel span was built by contract with the rest of the Footbridge built by the PWD. Construction commenced in March 1912 and was due for completion in July. A set of steps led down to the station platform, while alterations completed in July 1913 provided another set of steps to the Goods Shed.¹³

There were 36 railwaymen employed at Collie in 1912-13. That year, 123,056 passenger journeys were booked at the station for ticket earnings of £6,792. By comparison, in the same period there were only 58,276 passenger journeys booked at Geraldton but they netted £16,416, indicating that many of the bookings at Collie were for short journeys to and from the timber and mine settlements by locals who came to Collie for shopping, business and recreation.¹⁴

There was an office located in the north-west corner of the Goods Shed, which had been enlarged in 1913 for the purpose of locking up spirits, tobacco and such, as well as providing extra office space. Because this office was located at the weather end of the building it was subject to rain beating in under the door. In 1924, a 14ft x 22ft 6in office addition was constructed at the east end of the Goods Shed. The work was done by contractor H. W. Doubikin in August-September 1924 at a cost

¹¹ WAGR Plan 11898 , op cit & Plan, Outside platform to goods shed.

¹² WAGR Plan 32555, Collie railway station yard layout, 1937, WAS 2238 CONS 1781 Item 20168 Book 1.

¹³ WAGR File & Plans 12533, 1912, Collie Footbridge, WAS 2238 CONS 1781 Item 12533; Plan 11255, WAS 2238 CONS 1781 Item 11255; WAGR, *Annual Report* 1912-13, p. 69.

¹⁴ WAGR, *Annual Report* 1912-13, p. 70.

of £231. The internal office partitioning at the west end of the Shed was removed, and the existing office door and window were replaced with a 'delivery' door.¹⁵

In 1946, there was a staff of six working at the Goods Shed and the office was overcrowded. Business was expected to increase as the State recovered from the privations of the war years and the office was enlarged in May 1949 with the addition of the 8-foot wide lean-to section on the east side.¹⁶ In February 1951, the existing hoists in the Goods Shed were replaced with 2-ton triple gear blocks.

Collie received 33 goods wagons per month carrying flour, cement, lime and produce that required covered unloading facilities. A cantilevered verandah cover for the outside platform was requested by the Collie Chamber of Commerce in September 1957, and £4,000 was allocated in the 1958-59 budget for extensions to the Goods Shed, but these works were put on hold because train working was to be moved to the West Collie yard sometime in the future to relieve congestion at the central station yard and no improvements were being undertaken until the effect of the changes had been seen. The gradual replacement of steam locomotives with diesel at this time was also going to impact on operations at the station as the railway system ceased to use coal.¹⁷

A contract was let, however, for the reconstruction of the Footbridge and was programmed for completion at the end of July 1958. The Footbridge was rebuilt with steel pylons with concrete abutments, steel framing and a timber deck.¹⁸

Provision of the proposed improvements to the Goods Shed was again deferred in 1961. In mid 1962, the Collie Shire was complaining that the Goods Shed and the railway station yard were an eyesore and out of keeping with the rest of town. The Shire wanted the buildings removed and the services relocated to the West Collie yard with the rest of the railway facilities. WAGR considered there was only some justification for the complaint and that the Goods Shed was old but in fair condition and painted.¹⁹

In November 1968, the Goods Shed office was enlarged with the addition of an 8 ft by 10 ft gable roofed extension on the south-east corner of the existing lean-to. It was provided at a cost of \$326 to house the goods checker and the receiving and delivering goods porter. The work brought calls from the Collie Shire for relocation of the Goods Shed as the area was needed for parking for the town, but the relocation was not a pressing issue for Westrail, who considered that other needs were more urgent.²⁰

Upgrading of the Brunswick to Western Collieries section of the line and progressive conversion of the existing coal operations to block train operations was undertaken in the second half of the 1970s, resulting in the long awaited rationalisation of the Collie central railway yard with relocation of all services to West Collie. The work was to include simplification of the tracks at the central yard,

15 WAGR, Collie railway station, ACC 1642 Progress Plan 221; WAGR Plan 14021, Collie, proposed additions to Goods Shed office, WAS 1213 CONS 4801, CE19155.

16 WAGR file, Collie railway station, Progress Plan 221, op cit.

17 WAGR, *Annual Report* 1957-58, Civil Engineering branch report, p. 7.

18 WAGR, *Annual Report* 1957-58, op cit.

19 WAGR, *Annual Report* 1957-58, op cit.

20 WAGR, Collie railway station, Progress Plan 221, op cit.

and removal of the station building, Goods Shed and Footbridge. A pedestrian crossing maze was put in at Harvey Street and a new road crossing at Princep Street.²¹

In October 1982, the Goods Shed ceased to operate, and a new goods section was established at 'Palmer's' siding (the branch line that ran along Palmer street east of the town centre). The central goods yard had been able to hold a maximum of seventeen single wagons and in the three months of July to September 1982 there had been an average of fourteen wagons a day in the Goods Shed yard. Palmer's siding had room for thirty wagons. The Goods Shed was given a reprieve, however, because it was leased to Total Western Transport and could not be removed until the lease expired in 1990. The Footbridge was to be retained until the Goods Shed was removed. The tracks through the Goods Shed were taken up on 11 June 1985.²²

In 1988, *Railway Goods Shed & Footbridge, Collie* was classified by the National Trust and in February 1992, the place was interim listed on the State Register of Heritage Places. In 1994, the Goods Shed was recorded in the National Trust Survey of Railway Heritage in Western Australia.²³

The Collie Shire Council leased the Goods Shed with the intention of restoring it as part of a town centre design where rural and industrial areas met, and in 1996 commissioned Hocking Planning & Architecture to prepare a conservation plan for the place. There was local controversy as to whether the place should be restored or removed and a poll of residents at that time showed an even division of opinion on the issue, but there was general consensus that something should be done, sooner rather than later, as the matter had dragged on for a number of years and the building was deteriorating and had been subject to vandalism.²⁴

In January 1997, the Collie Heritage Group, Inc was formed by local residents with the intention of restoring the Goods Shed. The Group held three busy bees in that year, during which the interior of the building was cleaned up, asbestos and debris removed, and the building secured against vandals.²⁵

In 1998, the two elements of *Railway Goods Shed & Footbridge, Collie* were entered on the Large Timber Structures survey: the Goods Shed was listed as one of four railway properties with a 'priority heritage status' and the Footbridge as having heritage significance.²⁶ That year, the Footbridge was closed to pedestrians for safety reasons due to extensive corrosion to the steelwork and deterioration of the timber decking and bearers with splitting and rotten timbers.

21 WAGR, Collie station and yard reorganisation, WAS 1208 CONS 5704 Item 00815, Vol. 1.

22 WAGR, Collie station and yard reorganisation, Item 00815, op cit, Vol. 2.

23 HCWA database & interim Register documentation for P00540; Uhe (Rogers), Philipa, *Survey of Railway Heritage in Western Australia*, National Trust of Australia (WA), March 1994, D3-1 Goods shed, Collie. The National Estate entry for Railway Goods Shed (former), Collie, actually refers to the post-war Diesel Locomotive Shed located 2kms west on the railway reserve (refer to the extra information provided for this assessment).

24 Westrail Lease 5685; *Valley Views*, Collie Shire Council newsletter, Vol. 9, September 1999, pp. 1 & 3; *Collie Mail*, 6 March & 12 June 1997.

25 *Collie Mail*, 6 March & 12 June 1997.

26 *Large timber structures in Western Australia*, Institution of Engineers, WA Division, Perth, 1998, Part 1, pp. 15 & 25-27.

Collie Heritage Group, Inc undertook conservation works on the Goods Shed through the Heritage Grants Programme of 1998-99 and 1999-2000, which provided \$10,000. Volunteer labour was supplied by the Group and much of the material was donated. Hocking Planning & Architecture supervised the works, which included repair of roofing and guttering, rebuilding of parts of the loading docks, replacement of some wall sheeting, reconstruction of a sliding door, repair of ceiling in office, repair of window frames and sashes, and painting.²⁷

In 2002, a new two-bay goods shed was built immediately to the east of the Footbridge, and enlarged to four bays the following year. This building is located on the site occupied by the Goods Shed in 1898, before it was relocated to its current site in 1911.²⁸

In 2004, a replica of the exterior of the Collie railway station building was constructed by volunteers on the site of the original station building and opened on 24 April.²⁹

The sale of the WAGR freight division to private enterprise in 2000, with an associated rail corridor extending only 20 metres each side of the track, meant that a considerable amount of land in the railway reserves was no longer required for railway purposes. Westrail had commissioned a report on the Collie railway reserve in preparation for subdividing the excess land. The subdivision, finalised in 2004, created Reserve 47296 (Lot 2888) for the purpose of a bridge, as the ground footprint of the Footbridge, and Reserve 47297 (Lot 2890) for municipal, tourist and community purposes occupied by the Goods Shed and a landscaped parking area. Both reserves were vested in the Shire of Collie.³⁰

In 2013, following a significant period of closure of over ten years, the footbridge reopened after a campaign of restoration works funded through Lotterywest. The works involved dismantling the structure to strip paintwork from the steelwork and regalanise. The existing decking was replaced with new hardwood timber with this component of the works undertaken by community volunteers.³¹ The reopening of the bridge was a significant community event as the bridge had been closed for 15 years.

The Goods Shed and Footbridge are elements of the Collie Historical Rail Precinct and forms part of the South West 'Working Life' trail. The Trail was established by the South West Development Commission in 1999 and features twenty sites across the South West, demonstrating the region's industrial and cultural heritage.

In 2020 the Goods Shed houses restored vintage rolling stock and associated artefacts and photographs. A Market is held at the Shed on every alternating Sunday.

²⁷ Correspondence & funding application, Collie Heritage Group, Inc., HCWA place file 00540; Hocking Planning & Architecture, *Heritage Assessment and Conservation Policy for the Former Railway Goods Shed, Collie*, 1995-96 & *Collie Goods Shed: conservation works*, December 2000.

²⁸ Site visit (see photos) and Landgate aerial photos 2001-200.

²⁹ *Sunday Times*, 25 April 2004, edition 2 - Country, HCWA place file 00540.

³⁰ Greg Rowe and Associates, *Collie Landuse Plan for Non-operational Railway Reserve* prepared for Westrail, February 1998; Landgate, Reserves Index entries for Reserves 42796 & 47297; aerial photographs, Collie 2006.

³¹ Conversation with Keith Robinson, Member of Collie Heritage Group, 20 May 2020.

13.2 PHYSICAL EVIDENCE

Railway Goods Shed & Footbridge, Collie comprises a typical timber framed and corrugated iron clad double gable Class 1 Goods Shed, with office additions to the eastern end, and a steel framed timber decked Footbridge spanning over the operational railway line connecting Forrest and Throssell Street.

Siting

Centrally located in the town of Collie, the Goods Shed is aligned on an east to west axis running parallel to Forrest Street along its northern frontage, with the main railway line to the south. The Footbridge is located to the east of the Goods Shed that runs parallel to this edge before turning a right angle to run parallel with Forrest Street. There is a deep setback to the north facing Forrest Street that is bituminised with formal car parking and vehicular entry located to the north-west corner. This entry leads to a driveway running alongside the west of the Goods Shed providing access to an area of covered parking adjacent to the southern boundary of the place. There is a combination of hard and soft landscaping surrounding the base of the Footbridge which has been integrated into the design of the adjacent pedestrianised streetscape. The area immediately to the south of the Goods Shed is gravelled and incorporates a section of the disused railway line accommodating some wagons interpreting the place's former use.

The Goods Shed is a significant element in the streetscape along Forrest Street with a combination of single and double storey commercial and retail buildings on the opposite side of the street and a playground to the west. There is a 2002-03 development of a new Goods Shed to the east with its overall built form and landscaping very much of the same character as the *Railway Goods Shed & Footbridge, Collie*.

External

The Goods Shed is a substantial timber frame structure with perimeter and internal timber posts and a series of timber frame trusses forming the double gable roof profile. The structure creates one open space of approximately two stories in height. Walls are externally clad with corrugated iron sheeting in a painted finish which is also evident on the inside due to no internal wall lining. The roof is clad with corrugated galvanised steel sheeting with associated cappings and flashings. The gable ends have painted timber bargeboards and the eaves have painted timber fascia.

The later extensions to the eastern end of the Goods Shed are all of single storey timber frame construction, and are readily identified as separate structures due to their different roof profiles, orientation and heights. Built for use as an office in 1924, the extension abutting the main shed is the largest and has a gable roof orientated in a north to south direction that is in contrast to the shed. Adjacent to this structure is a skillion extension built in 1949 as an office extension that falls eastwards. The smallest of the extensions is the one furthest to the east which was built in 1968 as a storeroom with a gable roof orientated in an east to west direction. Although built at different times, the extensions are all of the same architectural detail with painted weatherboard timber cladding, corrugated iron roof sheeting and painted timber bargeboards and fascia. Windows are all painted timber in double hung sashes with six panes to each sash.

Along the northern elevation of the Goods Shed, there is a raised timber platform deck, referred to as the dock, with a cantilevered steel framed skillion roof canopy above. The dock is made up of horizontal railway sleepers supported by vertical structural uprights. There is a galvanised steel balustrade along a section of the dock, and stepped access at the western end. There are two ledge and brace loading doors with vertical tongue and groove boards to this elevation that slide open on a set of cast iron rollers on the interior. All the original hardware remains in situ. Above the doors the original timber gantries protrude through the external wall and canopy. There is a double hung timber sash window to the gable end of the larger of the weatherboard extensions. Some interpretation has been incorporated into this façade with black silhouette figures and the outline of a steam train made with thin cabling.

The double gables to the east and west elevations retain evidence of the railway access with expansive sliding doors to both elevations. In addition, each gable apex features a rectangular louvre opening. The east elevation of the weatherboard extensions have two double hung timber sash windows and a single timber boarded door with a concrete ramp that provides the main entrance into the building.

The south elevation of the Goods Shed is a blank façade of corrugated sheeting with no openings or features. There are two double hung timber sash windows to the south elevation of the weatherboard extensions.

Internal

The interior of the Goods Shed is unlined revealing the timber stud framework of the walls and the corrugated wall and roof sheeting. A line of timber posts to the centre of the building provide support for the valley gutter between the two gable roof sections. The timber posts rest on concrete pads with steel stirrups that have been cast into a concrete floor slab covering the whole floor area of the shed. This was undertaken as part of the 1997-2000 campaign of conservation works due to the timber floor construction suffering from rot and decay with severe termite infestation. Simple curved steel angle brackets form the junction between the top of the timber posts and roof beams.

The roof is a simple timber truss structure, with two timber struts to each gable. A series of timber purlins span between the trusses that also provide fixing for the roof sheeting. Spanning between some of the roof trusses are timber gantry structures and winch machinery. To the external perimeter walls there is timber frame studwork spanning between the timber posts that provide fixing for the wall cladding. Across some of the roof and wall timber members there is angled timber bracing to the structural bays providing lateral support to the overall structure.

The rail line is located along the south of the shed, with the remainder of the concrete floor raised to match the dock level. There is a passenger lounge carriage in situ on the railway alongside the dock but separated from it by a barrier of galvanised pipe railing. A small kitchenette has been installed against the western wall of the Goods Shed.

The later additions to the east of the Goods Shed were originally built for office use and storage, and now form a combination of connected spaces used for storing artefacts and interpretation boards as a homage to the place's former use. The

larger of the extensions provides external access into the building and also leads to the Goods Shed with the rise of three steps to address the change in level. The interior walls and flat ceiling is lined with painted tongue and groove boards, and the floor with polished timber floor boards. The adjacent lean-to extension and storeroom are lined with flat fibrecement (possibly asbestos) sheeting and also lined with fibre cement (possibly asbestos) on the ceiling rake. The flooring is polished timber floor boards.

Footbridge

The Footbridge structure comprises a series of steel trestles supporting a steel frame and timber hardwood decking that ramps up and over the railway yards and operational railway line connecting Throssell and Forrest Streets. The plan is a linear form ramping up from the Throssell Street heading northwards over the railway line to terminate at Forrest Street. Still in an elevated position, the bridge turns eastwards to ramp down at a right angle. The gradients of the bridge ramps change several times in both access directions to the central section of the Footbridge that has a level floor, across the operational railway line.

The braced steel trestles supporting the Footbridge have splayed supports on concrete plinths. The ramped accesses from ground level at both street entries are bitumen with concrete edges. The Footbridge balustrade is galvanised pipe framework with vertical rail infill, with the central section over the operational railway line having an additional substantial steel structure to either side. The steel plate structure features rivet connections and diagonal plate bracing.

The Footbridge underwent extensive refurbishment works in 2013 with new timber decking, re-galvanising of all steelwork and new concrete footings. It retains the 1958 form, fabric and structural elements.

13. 3 COMPARATIVE INFORMATION

Places Associated with the Development of Coal Mining in Western Australia

The historic database includes 54 places associated with the development of coal mining in Western Australia, of which 8 have been entered in the State Register of Heritage Places. These are listed below but it is considered that none of these are appropriately comparable with *Railway Goods Shed & Footbridge, Collie* due to their different building typology and use:

- P0541 *Railway Round House with Turntable, Collie (RHP)*: The place was built to manoeuvre and maintain large steam locomotives.
- P0550 *Collie Post Office (fmr) (RHP)*: A post office building for the community.
- P01553 *Menzies Railway Station Group (RHP)*: A group of stone and iron roofed railway buildings comprising the Station Building, Platelayer's Cottages and Station Master's House.
- P01677 *No.1 Pumping Station Museum (RHP)*: A red brick industrial building to house a large steam powered stationary pumping engine and boilers.

- P03455 *Geraldine Lead Mine Site* (RHP): An archaeological and geological site with ruins and machinery remnants.
- P04562 *Caron Coal Stage* (RHP): A concrete mechanical coaling plant.
- P09842 *Briggs Kiln (1), Carine* (RHP): A ruinous circular lime kiln.
- P15263 *Cole's Shaft (fmr)* (RHP): A vertical mineshaft.

It is important to note that three of the above places are associated with Collie, which reaffirms the strong association the town has with the coal mining history.

Goods Sheds

Goods sheds varied according to location and perceived requirements. Collie Goods Shed is a Class 1 shed, the largest standard shed built by the railways department. The Class 1 Goods Shed had a double gabled roof, with the track running through the length of the building on one side. The Class 2 shed, also known as the Class 1 country shed, was a single gable-roofed building with the same track arrangement through one long side of the building. The Class 3 and Class 4 sheds were skillion-roofed buildings with the Class 4 the smaller of the two and without the track running through. All classes of goods shed were typically timber-framed buildings clad in corrugated iron or asbestos sheeting. While there were standard lengths for each style, the standard varied over the years, and there were other variations to suit individual station requirements, including double units.³²

All attended stations throughout the railway system had goods sheds, including those in the metropolitan area. Major towns and junctions had a Class 1 shed, while most of the larger towns, and many of the metropolitan stations, had a Class 2 shed.³³

The historic database includes 317 places that include reference to Goods Sheds, of which 43 have been entered in the State Register of Heritage Places. Of these places, the following are most comparable to *Railway Goods Shed & Footbridge, Collie*:

- P0256 *Bridgetown Railway Station (fmr)* (RHP): Built in 1898, the place comprises a platform and weatherboard and corrugated iron station building, a corrugated iron clad goods shed, a loading platform and crane, an asbestos clad, skillion roofed office, ablutions and storeroom and associated plantings. The place is a fine example of a complex of substantially intact timber railway station buildings dating from the late 1800s.
- P0486 *Claremont Railway Station* (RHP): Built between 1886 and 1905, the place comprises a two storey former Station and Station Master's Quarters, two railway platforms linked by a passenger overbridge, Signal Cabin, and Goods Shed.
- P0581 *Coolgardie Railway Station & Goods Shed* (RHP): Built in 1896, the place comprises a stone and brick quoin walled and corrugated iron roofed railway station, the timber framed corrugated iron clad good shed, the timber

³² Uhe (Rogers), Philipa, op cit, Typology Section [p.15].

³³ Uhe (Rogers), Philipa, op cit; *Large timber structures in Western Australia*, op cit.

framed corrugated iron motor shed and the timber framed corrugated iron electrical engineer's office. The place has historic value as it was one of the two earliest government-built railway complexes in Western Australia.

- P6105 *Mullewa Railway Station Group* (RHP): The place comprises an iron goods shed (1894), timber water tower and square 25,000 gallon tank (1903), associated stand pipe, foundations of former tank, site of two railway houses, station building (1915, 1928, 1934), all located around a station platform. The place is a good representative example of an intact station complex from the late nineteenth and early twentieth centuries.

All the Class 1 goods sheds have undergone some alterations over their 100-year-plus existence but all still bear the scale and form of their original construction and are associated, in varying degree, with other remaining railway buildings.

Footbridge

The historic database does not include a searchable category for 'footbridge'. There are however three places on the State Register of Heritage Places that are associated with footbridges:

- P2133 *Perth Railway Precinct* (RHP): Includes the 1897 Western Footbridge, constructed to provide access from the Horseshoe Bridge to platforms on both sides of the line, in association with the expansion of the station in 1897.³⁴ Until its removal c.2012 during redevelopment of the station, it was the oldest extant railway footbridge in the State.
- P3290 *West Leederville Railway Footbridge* (RHP): Originally built in 1897, this footbridge was a painted timber structure with concrete footings and iron fixings. It was rebuilt in 1968 along with most other metropolitan railway footbridges. It was registered in 1998, but the span has since been removed making it unserviceable. At the time of its registration it was noted as the last remaining early timber footbridge on the Eastern Railway Line.
- P3549 *Poole Street Footbridge* (RHP): Built in 1917 the footbridge is of timber construction spanning the Avon River at Northam and is the only major river crossing bridge built for the Goldfields Water Supply Scheme. The place is closely associated with the growth of Northam as a major rural centre during the period from 1894 to the 1920s.

The majority of railway footbridges at both metropolitan and country stations have been removed and replaced where necessary with a pedestrian maze crossing or a modern bridge. The survival of Collie Footbridge is substantially due to the use of steel when the replacement of footbridges in the Metropolitan area in the 1960s was being carried out in timber. Many of those have since been removed or steel has been added, and some rebuilt (e.g. Claisebrook) with a different configuration with long curving ramps and all steel and concrete construction.

Places Associated with the work of C. Y. O'Connor

A search of the Historic Heritage database for places that are associated with the work of C. Y. O'Connor returned 10 entries, 8 of which are on the State Register of

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Cox, Howlett & Bailey Architects & Planning, 'Perth Railway Station Precinct: Conservation Plan', 1997.

Heritage Places. Of these places, the following are most comparable to the Engineer's involvement with *Railway Goods Shed & Footbridge, Collie*:

- P03273 *Midland Railway Workshops* (RHP): Built in 1904, the place comprises buildings, plant and equipment, roads, railway tracks, open spaces and landscape elements. The place is an intact example of a major early 20th century railway workshop of which C. Y. O'Connor, who was General Manager of the Railways at the time, had a significant role in the design and planning of.
- P0583 *Old Pumping Station* (RHP) located in Dedari, P00649 *No 3 Pumping Station* (RHP) located in Cunderdin and P01677 *No 1 Pumping Station Museum* (RHP) located in Mundaring: All were industrial buildings built in 1901/02 to accommodate steam powered stationary pumping engine and boilers. The places were an integral part of one of the great engineering enterprises of the late nineteenth, early twentieth centuries. The places symbolises the bold initiative undertaken by C. Y. O'Connor and the Public Works Department in addressing the critical issue of water supply to the Eastern Goldfields.

Conclusion

The provision of a Class 1 Goods Shed at Collie is indicative of the importance of the district within the rail system and the State in general. Although there are many examples of Goods Sheds throughout the State, *Railway Goods Shed & Footbridge, Collie* is considered to be a unique example of its type due to being instrumental in the development of coal mining in Western Australia and also the development of a rural town.

The Footbridge is of considerable length, and is unusual in having had a central steel span in the original 1912 construction. It is a rare surviving footbridge in a rural area; other rural footbridges have been removed when they became unsafe.

13. 4 KEY REFERENCES

Railway Department archives held at the State Records Office as referenced.

13. 5 FURTHER RESEARCH