



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 place.

11.1 AESTHETIC VALUE*

The perimeter to the yards, particularly the Rotary Park, perimeter regrowth to the east, together with tall mature trees, stand in sharp contrast to the open plain of the railway yards, with their sparse array of tracks and remaining buildings. The movable rolling stock adds visual interest and richness to the place. (Criterion 1.1)

The individual components of the place possess aesthetic interest as simple industrial structures with mellow textures and colours that give an overall impression of dishevelled charm and utility. (Criterion 1.1)

The site is very conspicuous because of its location and, notwithstanding that it is not a landscape of great visual beauty, it is a cultural environment that reflects its use with its remaining roads, open spaces, surviving buildings and archaeological sites. It contrasts with the pasture to the east, river environment to the north and the small scale town to the west. (Criterion 1.3)

The rail yards form an important cultural environment. (Criterion 1.4)

11.2. HISTORIC VALUE

Pinjarra Railway Yards represents the importance of the railway system in the development of regional Western Australia. The development of the individual elements within the group reflect the growth of the town of Pinjarra, as the first of the junctions on the southbound main line, and of the railway system in the South West. (Criterion 2.1)

The continued use of *Pinjarra Railway Yards* as an operating tourist railway, following the decline of rail use in the post-World War Two period, is indicative of a shift in the historical importance of railways and the sustained interest in them. (Criterion 2.1)

The extension of the railway to Pinjarra was a catalyst for the development of the town, the surrounding hills and Coolup region. The expansion of the rail network in the 1890s was an ambitious program which brought economic

* For consistency, all references to architectural style are taken from Apperly, Richard; Irving, Robert and Reynolds, Peter *A Pictorial Guide to Identifying Australian Architecture: Styles and Terms from 1788 to the Present*, Angus & Robertson, North Ryde, 1989.

benefit to the region and to the State, improving communications and transport for mail, imports and exports. The program was particularly ambitious in the light of the limited resources of the colony and required considerable borrowings to effect their construction. (Criterion 2.2)

The development and construction of the yards, in the initial phases at least, had close associations with the politicians Sir John Forrest and William Paterson, who played an important role in securing the extension of the network to Pinjarra and beyond. Civil servants who also played an important role included Alpin Fowler Thomson, Under Secretary of Railways; George Temple Poole, Colonial Architect and Assistant Engineer in Chief at the Public Works Department, who developed the design for many of the standard railway yards and station structures; C. Y. O'Connor, Engineer in Chief who made the East Perth to Picton Junction line the first of the many projects he completed. (Criterion 2.3)

The place is also associated with contractors Neil McNeil & Co. who built the Pinjarra to Picton Junction section of the South-West Railway and later the section from Jarrahdale Junction to Pinjarra. Finally, there is the association of all those who managed and worked in the yards and their families, all of whom had a role to play in the construction and subsequent functioning of the yards. (Criterion 2.3)

The first train from Bunbury to Pinjarra, before the official opening of the line, was notable because of the trial of Collie Coal in the locomotive. The cost of importing coal from New South Wales was very high and the ability of WAGR engines to use Collie Coal was a design consideration for engine construction. (Criterion 2.4)

11. 3. SCIENTIFIC VALUE

The PWD developed a range of transportable structures for use in a wide variety of situations in the 1890s, including schools, post offices, houses and railway barracks. While there is nothing particularly remarkable about the design, the fact that this group has survived in a large assembly and so intact is of value and assists in giving a clear picture of a way of life that no longer exists on the railway system and therefore has teaching and rarity value. (Criterion 3.1)

11. 4. SOCIAL VALUE

The site as a whole is valued by people 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. It is valued by those who have a strong interest to be involved in the running and maintenance of a working steam railway and those who simply have a curiosity of affection for it. The value lies in the combination of built and movable heritage and the absence of the latter would no doubt result in a diminished social value for the place in a State sense. (Criterion 4.1)

The value placed on the Pinjarra Railway Yards by the community relate to the yards as a whole and the remaining fabric, combined with the rolling stock and activities that take place on the site. (Criterion 4.1)

For the local community, the railway yards have been a gathering place since 1893 and a focus for the town. The place's links with the past, as well as its present services and associated activities, remain of value to the community. The local people were moved to create the Hotham Valley Tourist Railway to

sustain the interest in rail, and there is wide spread community support for the Railway Yards and the continued operation of rail in them. (Criterion 4.2)

12. DEGREE OF SIGNIFICANCE

12.1. RARITY

As a collective of fabric, setting and with the activities of the operational steam railway, the place has rarity value. Operational steam railways are now rare in Australia and comprise: Zig Zag Railway in New South Wales, Puffing Billy in Victoria, Pichi Ritschi in South Australia, Steamtown Preservation Society in Queensland and Tasmanian Trains (the Don River Railway). (Criterion 5.1)

The engine shed and carriage shed are from the original construction campaign and are reputed to be the only buildings on the East Perth-Picton Junction line remaining from the 1893 campaign. The other two buildings, the goods shed (moved in 1901) and the Barracks (built in 1912) are also from early campaigns. It is only in Pinjarra that such a group of buildings still exist and in no other places in the State are there more than two of these four elements remaining. (Criterion 5.2)

The engine shed is believed to be the only WAGR engine shed of its size remaining in the State. Furthermore, it is the oldest of the few engine sheds still extant in Western Australia. (Criterion 5.2)

The carriage shed is believed to be the only surviving early carriage shed in Western Australia. Such sheds were unusual and were even more rarely found at stations which were not termini. (Criterion 5.2)

Whilst many goods sheds remain in Western Australia, the Pinjarra goods shed is probably only one of two of this type in the State. Many goods sheds in country towns were replaced during the twentieth century but Pinjarra, though relocated, varied little during this century. (Criterion 5.2)

Very few trainmen's barracks of the style of the Pinjarra trainmen's barracks remain, as most have become redundant and subsequently demolished when changing technology meant that steam gave way to diesel. (Criterion 5.2)

12.2 REPRESENTATIVENESS

The engine shed with its ash pits provides an excellent demonstration of locomotive maintenance and repair operations. It retains its original use and does provide good interpretation of the steam era. (Criterion 6.1)

The carriage shed is representative of such storage sheds even though it no longer has the tracks to permit it to be used in this way. Its representative value is diminished by the fabric losses. (Criterion 6.1)

The goods shed with its internal platform, and adjacent loading platform and crane, is typical of the layout and use of any goods shed. Though the main doors are missing it remains a good demonstration of its type. (Criterion 6.1)

The trainmen's barracks, which include several standard barrack sleeping quarters, with its ancillary accommodation, is an excellent representation of the barracks accommodation for trainmen. (Criterion 6.1)

Though without a proper station building, *Pinjarra Railway Yards* in part represents the day to day operations of running a railway. It covers the mechanical branch and the traffic branch as well as having links with the civil

engineering branch of the WAGR. Its most important feature is the extent of the remaining roads, structures and archaeological sites, together with the rolling stock and operations. It remains capable of providing a valuable interpretative experience. (Criterion 6.2)

12.3 CONDITION

The goods shed has been repaired in a number of locations and the finishes are only in fair condition. The overall condition of the structure and fabric seems fair. The condition of the fabric of the loading platform to the south is poor. The retaining walls are breaking away and require urgent attention. Overall, the shed is in fair condition and reflects its origins.

The roof to the engine shed is fibro cement which is nearing the end of its life. The roof timbers are deflecting and require a structural assessment to ascertain whether or not remedial works are required. Generally, wall cladding is deteriorating and in due course will require progressive replacement. The roof vents are in very poor condition and casement windows introduced into the western wall are in very poor condition. The small shed located to the west of the engine shed is in fair condition. Timbers in contact with the ground are deteriorating and need to be monitored. Overall, the shed is in fair condition and reflects its origins.

The carriage shed is in poor condition at the southern end in particular. The partitions within the space at the southern end of the shed are in an advanced state of decay. Windows throughout have sustained damage and putty in most of the remaining frames has completely dried out. Termites have destroyed many components including timber sills. The place is in a poor condition and is a fair reflection of its origins.

The roof to the trainmen's barracks is nearing the end of its life. Posts have been repaired and concrete plinths with railway line posts have been introduced to replace the deteriorated bottom section of these posts. The linen store to the south of the cabins has suffered a good deal of damage from rot. Termite damage to the exterior and interior of the cabins is fairly widespread. The fireplace to the lounge area has structural damage. The barracks are in fair to good condition overall and reflect their origins very closely.

12.4 INTEGRITY

The surviving buildings at Pinjarra Railway Yards, serve as a reminder of the past and of the importance of railway to the State. Their survival has allowed them to be re-used for their intended purpose or uses very close to them, maintaining an historic continuum. Overall, the place has a moderate degree of integrity.

12.5 AUTHENTICITY

The layout of the yards as a whole have changed incrementally in many ways through time, retaining only the original patterns of movement and the constraints of the site boundary. These are sections of track that are marked with dates as early as 1913 and from the progress plan of 1935, it can be seen that there are several roads that remain in their original position and these therefore retain some authenticity.

The movements into the site from the north-west corner for pedestrians and vehicles remain on a similar alignment to the original and these parts are authentic.

The basic layout of the residential lots to the south of the entry along Williams Road remain intact and therefore retain their authenticity. The trainmen's barracks now has a road through the southern end of its site, reducing the authenticity of the site configuration.

Relative to the period of the steam era, the location of the goods shed, carriage shed, engine shed, engine shed pits, trainmen's barracks are all in their original or near original locations. For example, the goods shed was moved a short distance to the east in 1901. This arrangement of elements and the remaining archaeological sites could be said to retain a high degree of authenticity.

The goods shed was built in 1893 and moved and enlarged in 1901. Various repairs, modifications and reinstatement of the south-east corner have impacted on the authenticity of the fabric. Alterations to some of the treatments noted above have also impacted such that the concept of the fabric of the place retains a moderate degree of authenticity.

Built in 1893, the engine shed has been the subject mainly of fabric loss and alterations to the roof finishes. Doors have been removed and windows relocated and moved. The general arrangement and intent remain as they were planned and so the place retains a moderate to high degree of authenticity.

Built in 1893, the carriage shed was much altered both internally and externally with major elements being altered such as the roof structure. The function has also changed and the legibility of the place is much reduced by the change in function and the physical changes that have accompanied it. The place retains a low to moderate degree of authenticity.

The main section of the barracks were constructed in 1912 and they have been changed on a number of occasions. The fundamental fabric and intent remain in place and the place is legible in terms of its original intent. The place therefore has a high degree of authenticity.

13. SUPPORTING EVIDENCE

Attached are key sections of the supporting evidence prepared by Considine and Griffiths Architects Pty Ltd and Erickson & Taylor, 'Pinjarra Railway Yards: Conservation Plan', for the Peel Development Commission, July 1998.

13.1 DOCUMENTARY EVIDENCE

For a discussion of the documentary evidence, refer to Considine and Griffiths Architects Pty Ltd and Erickson & Taylor, 'Pinjarra Railway Yards: Conservation Plan', prepared for the Peel Development Commission, July 1998.

13.2 PHYSICAL EVIDENCE

For a discussion of the physical evidence, refer to Considine and Griffiths Architects Pty Ltd and Erickson & Taylor, 'Pinjarra Railway Yards: Conservation Plan', prepared for the Peel Development Commission, July 1998.

13.3 REFERENCES

Considine and Griffiths Architects Pty Ltd and Erickson & Taylor, 'Pinjarra Railway Yards: Conservation Plan', prepared for the Peel Development Commission, July 1998.

13.4 FURTHER RESEARCH
