



## 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.

#### PRINCIPAL AUSTRALIAN HISTORIC THEME(S)

- 3.8.6 Building and maintaining railways
- 5.2 Organising workers and work places

#### HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)

- 202 Rail & light rail transport
- 106 Workers

#### 11.1 AESTHETIC VALUE\*

*District Superintendent's House (fmr)* is a fine example of an 1890s brick and iron Federation Bungalow residence demonstrating aesthetic qualities in the simple massing, broad roof planes, and surrounding verandahs. (Criterion 1.1)

*District Superintendent's House (fmr)* is an important element in the collection of buildings and structures that form the Kalgoorlie railway precinct which contributes to the community's sense of place, and contrasts with the modest stone cottages further west on Forrest Street. (Criteria 1.3 & 1.4)

#### 11.2 HISTORIC VALUE

*District Superintendent's House (fmr)* is a substantial, permanent structure built prior to the establishment of a permanent water supply in Kalgoorlie, which demonstrates the Government's early aspirations for the long term viability of the town. (Criterion 2.1)

*District Superintendent's House (fmr)* demonstrates Kalgoorlie's importance as a railhead established during the gold boom period of the 1890s and its development as a significant railway centre on the Eastern Goldfields and Transcontinental lines. (Criterion 2.1)

*District Superintendent's House (fmr)* was constructed as a residence for the District Superintendent of the Eastern District railway division headquartered at Kalgoorlie. The size and design of the place reflects the importance of the

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\* 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.

position, being the most substantial railway residence constructed in Kalgoorlie, and one of the more substantial in the State. (Criterion 2.2)

The changes of use of *District Superintendent's House (fmr)* reflect the evolving organizational and operational requirements of WAGR over the past century, as well as the changing housing and social needs of railway employees in general. (Criterion 2.2)

### **11.3 SCIENTIFIC VALUE**

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### **11.4 SOCIAL VALUE**

*District Superintendent's House (fmr)*, together with other remaining railway houses in the railway station reserve in Kalgoorlie, contributes to the local community's sense of place as a part of the railway history of the town. (Criteria 4.1 & 4.2)

## **12. DEGREE OF SIGNIFICANCE**

### **12.1 RARITY**

*District Superintendent's House (fmr)* is rare as one of a few remaining residences built for a senior railway officer, other than a stationmaster, on a railway station reserve. (Criterion 5.1)

### **12.2 REPRESENTATIVENESS**

*District Superintendent's House (fmr)* is a representative example of its type in Western Australia being constructed for the District Superintendent, whose importance is represented by the size and design of the place, and later recycled for other railway purposes when it no longer served its original purpose. (Criterion 6.1)

### **12.3 CONDITION**

*District Superintendent's House (fmr)* is in fair condition. The place is vacant, has been vandalised and subsequently boarded. Little maintenance has been undertaken for many years.

### **12.4 INTEGRITY**

*District Superintendent's House (fmr)* functioned as a dwelling for over fifty years for the District Superintendent/District Engineer, before being used for offices, and later as accommodation for single male railway employees. The place has retained a moderate to high degree of integrity.

### **12.5 AUTHENTICITY**

The place shows minimal evidence of changes to the fabric, except for the infill of both side verandahs, construction of ablution facilities at the rear and the replacement of various ceilings. *District Superintendent's House (fmr)* displays a moderate degree of authenticity.

## **13. SUPPORTING EVIDENCE**

The documentary evidence has been compiled by Irene Sauman, Historian. The physical evidence has been compiled by Laura Gray, Conservation Consultant.

This assessment is based on *Conservation Plan for Railway Superintendent's Residence (former)*, August 2002, prepared by Laura Gray & Irene Sauman.

### 13.1 DOCUMENTARY EVIDENCE

*District Superintendent's House (fmr)* is a brick and iron residence constructed c.1898 for the occupation of the District Superintendent of the Eastern District railway division, headquartered at Kalgoorlie. The place has been used as a residence for the District Engineer, as offices for the District Engineer and staff (1955-c.1970), and as a barracks for single railwaymen (1970s-1990s). The place is currently vacant.

The discovery of gold at Southern Cross and the subsequent declaration of the area as the Yilgarn goldfield in 1888, brought prospectors to the area in large numbers. In order to exploit the finds and the possible revenue, the State Government commenced construction of a railway to serve the area. The line began at the head of the Eastern Railway at Northam. Before the line reached Southern Cross, the Coolgardie, and then Kalgoorlie gold-finds were made. This brought an even greater rush to the fields, with thousands of men arriving from the eastern states and overseas and making their way to the area by whatever means possible. When the line reached Southern Cross on 1 July 1894, construction continued immediately to extend the line to Coolgardie.<sup>1</sup> At that point, there was no intention to extend the line to Kalgoorlie, but the *Kalgoorlie Miner*, and local mine owners and businessmen campaigned to have the line taken the extra 24 miles (38 kms). Development of the deep reef mines on the Golden Mile depended on the use of heavy machinery, which were more easily and economically transported by rail. Plans were already underway to construct a branch line to Menzies, and both Coolgardie and Kalgoorlie were vying to be the junction for this line and thus become the centre of the eastern goldfields.<sup>2</sup> In September 1895, a bill was passed to extend the railway line to Kalgoorlie. The line reached the town on 8 September 1896, and was taken over by the Railways Department on 1 January 1897.<sup>3</sup>

*District Superintendent's House (fmr)* was constructed for the occupation of the District Traffic Superintendent, most likely in 1898. The position, generally referred to as District Superintendent, was created in March 1897, when the executive work of the railway department at Perth had increased to the point of making decentralisation necessary. Four districts were created at this time: Central (headquartered at Perth), Northern (Geraldton), Southern (either Narrogin or Bunbury), and Eastern. The office of the Eastern District was originally situated at Coolgardie, and was not transferred to Kalgoorlie until May 1898. A contract for the railway line from Kalgoorlie to Menzies was let

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<sup>1</sup> Gunzberg, A. & Austin, J., *Rails Through the Bush*, Light Railway Research Society of Australia, Melbourne, 1997, p. 206; Le Page, J. S. H., *Building a State: The story of the Public Works Department of WA, 1829-1985*, UWA Press, Perth, 1985, pp. 221-225; Webb, M. & A., *Golden Destiny: The Centenary History of Kalgoorlie-Boulder and the Eastern Goldfields of WA*, Hocking & Co and St George Books, Perth, 1995, pp. 208-211.

<sup>2</sup> Wilson, H. H., *The Golden Miles*, Rigby, 1977, pp. 173; Webb, M. & A., op cit, pp. 208-211, 288-293.

<sup>3</sup> Webb, M. & A., op cit, p. 303; Gunzberg, A. & Austin, J., op cit, p. 238; *A Brief History of the Western Australian Government Railways*, Western Australian Government Railways (WAGR), Perth, 1975.

on 20 August 1897, and the first section of the Golden Mile loopline, which ran from Kalgoorlie station through Boulder and the large mining tenements, was opened on 8 November 1897, carrying 9,000 passengers in its first week of operation. Kalgoorlie, as the activity centre of railway operation was, clearly, where the District Superintendent needed to be headquartered.<sup>4</sup>

The first residence for the District Superintendent had been built at Coolgardie, and *District Superintendent's House (fmr)* was constructed to the same floor plan and design, presumably in 1898, when the District headquarters were transferred.<sup>5</sup> No tenders or any other record regarding construction of *District Superintendent's House (fmr)* has been located. Although newspaper reports of progress on the construction of the station master's house and the two platelayer's cottages have been located, no mention has been found to date of the District Superintendent's house.<sup>6</sup> The place is marked on a plan dated 21 March 1900, which is the earliest record uncovered of its existence.<sup>7</sup>

*District Superintendent's House (fmr)* was built as a brick and iron residence with drawing room, dining room, three bedrooms, breakfast room, kitchen and bathroom. The four main rooms at the front were separated from the rear section of the house by a wide passage. Verandahs extended around three sides.<sup>8</sup> The place was the largest single residence constructed for a railway officer in Kalgoorlie.<sup>9</sup> The size and style of housing provided for railway employees reflected the importance of the position of the occupant. A platelayer's cottage had two main rooms while the standard stationmaster's residence had four or five rooms. The stationmaster was the lowest of the salaried officers. An inspector would expect a slightly better house than that provided for a stationmaster, but not as grand as the house of a District Engineer, District Locomotive Superintendent or District Traffic Superintendent, who were his immediate superiors. These three officers were of equal standing and were responsible only to the chief of their department, stationed in Perth.<sup>10</sup>

The first District Traffic Superintendent appointed to the Eastern District was Neil Douglas, who took up his position at Coolgardie in March 1897.<sup>11</sup> Neil Douglas remained in the position until mid 1901 when he was replaced by William George Stead. Douglas returned to the position in 1903 and remained until 1907. George Stead went on to become the Commissioner to the Royal Commission of Inquiry into the System of State Railways, held in 1922. District Superintendents after Douglas and Stead were: William Lord,

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4 Gunzberg, A. & Austin, J. op cit, pp. 206-7; Webb, M. & A. op cit, pp. 532-533; Western Australian Government Railways, annual report to 30 June 1898, in *Votes & Proceedings of the Parliament of WA*, 1898, Paper No. 41, p. 40.

5 *Blue Book*, Perth, 1900, p. 28; WAGR, *Annual Report*, 1905, p. 103; *The Railways Institute Magazine*, 1 March 1959, p. 17.

6 *Kalgoorlie Miner*, 1 January 1897, pp. 2-3; 9 January 1897, p. 2; 13 February 1897, p. 4.

7 WAGR Plan EEL 3532, Maritana Street Overbridge, 21 March 1900, and EEL Plan 5933, dated 21 August 1902, SROWA ACC 1781, CCE 3532.

8 WAGR, Eastern Goldfield District Plan 2049, 11 June 1940.

9 WAGR, residential property files for various railway houses at Kalgoorlie, including 1 Wittenoom Street (Locomotive Inspector), 5 Wittenoom (Inspector Per Way), 12-14 Forrest (Station Master's House), Properties section, WAGR headquarters, East Perth.

10 WAGR, Houses for employees, Vols. 1-7, 1962-1975, WAS 1208 CONS 4780, Item R4027/1-7, various comments and statements throughout these files; WAGR, *Annual Report*, 1905, Appendix O: Return of Staff.

11 *Blue Book*, Perth, 1900, p. 28.

1907-1913; James Wakeling, 1914-1922; Henry Edward Camper 1922-1930; J. Haig, 1930-1931; and, O. Sheldon, 1931-1933. From 1933, the position of District Superintendent, and *District Superintendent's House (fmr)*, were occupied by the District Engineer who acted as Superintendent under the title of District Supervisor. Early District Engineers were George W. Fruin, 1933-1935; C. R. Stewart, 1935-1939; and Ern W. Morris, 1940-1949.<sup>12</sup>

The combining of the positions of District Engineer and District Supervisor at Kalgoorlie at this time was probably a cost cutting measure as much as a result of the reduced importance of the district due to the decline in gold production. Railway activity was still high, as Kalgoorlie was the meeting place of the standard gauge Transcontinental line and the narrow gauge West Australian line. All freight was transferred manually from one railway system to the other at Parkeston, East Kalgoorlie while passengers changed trains at the central Kalgoorlie station.<sup>13</sup> In 1938, there was an increase in rail traffic through Kalgoorlie, credited to the introduction of separate passenger and goods trains in place of the mixed service previously in operation, and to a new interstate schedule.<sup>14</sup>

Some refurbishment of *District Superintendent's House (fmr)* was carried out over the years. The ceilings were redone in the 1930s, the date indicated by the style of the finish. This work was possibly undertaken to bring the house up to a better standard following the construction of a new house for the Inspector Permanent Way in 1938.<sup>15</sup> In 1951, a new laundry and toilet were added, but *District Superintendent's House (fmr)* was in need of more work to bring it up to a suitable standard of accommodation.<sup>16</sup> Its aging condition and facilities were more noticeable following the construction at this time of new timber railway houses, which were being occupied by employees junior to the District Engineer. Railway staff were quick to raise the matter with their superiors if they felt they were occupying accommodation below the level of their position, and the District Engineer would have been aware of the modern facilities available in the new residences. Another accommodation problem at this time involved office space in the Kalgoorlie station building. Both the District Engineer and the Station Master occupied the building with their individual staffs, and the space was cramped. To solve both office and housing problems, a more modern residence was purchased for the District Engineer in 1955, located at 26 Ward Street, and *District Superintendent's House (fmr)* became offices for himself and his staff.<sup>17</sup>

Alterations were made to *District Superintendent's House (fmr)* to fit it for its new function. Two extra rooms were created in the wide passage area between the front and rear sections of the residence, and drawing tables were

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<sup>12</sup> *Wise's Post Office Directory*, 1910-1949; *A Brief History of the Western Australian Government Railways*, op cit, pp. 7; WAGR, Australian Railway Officers' Union, Classification awards 1948, SROWA, AN 260/2 ACC 1239, Box 7; *The Railways Institute Magazine*, 1 March 1959, p. 17; WAGR Plan 40149, May 1951, showing alterations to District Engineer's residence at 2 Forrest Street, SROWA, ACC 1781 Item 19388A.

<sup>13</sup> WAGR file, Provision of houses for employees, Kalgoorlie, 1938, SROWA, AN262/7 ACC 1389 Item 1769 Part 1.

<sup>14</sup> *WAGR Annual Report*, 1938, pp. 7 & 24.

<sup>15</sup> Physical evidence; WAGR Plan CCE31559, SRO ACC 1781.

<sup>16</sup> Plan 40149, May 1951, new laundry & toilet to DE's residence, WAGR File, District Engineer's house, SROWA, ACC 1781 Item 19388A.

<sup>17</sup> WAGR, residential property file for DP1609, 26 Ward Street, Kalgoorlie, Properties section, WAGR headquarters, East Perth.

fitted into the bay window recesses in the two front rooms.<sup>18</sup> More alterations were planned in 1959, but the proposed removal of walls and other changes to the fabric of the place were not carried out.<sup>19</sup> In 1965, it was proposed to install tie-rods at a number of points in the building to stabilise the structure.<sup>20</sup>

In 1966, during construction of the standard gauge line, the headquarters of the Eastern District was relocated to Merredin and changes were made to staffing at Kalgoorlie. A District Engineer was still stationed in the town, but his staff was reduced to an assistant engineer and two clerks, as most of the drafting and administrative work was now done at Merredin. By the 1970s, the District Engineer's office had been moved to the guards and driver's barracks, sited on the station reserve near the stationmaster's house, further southwest along Forrest Street.<sup>21</sup> *District Superintendent's House (fmr)* was renovated for use as single-men's quarters. As part of the renovation, a large opening between the drawing room and dining room was closed in to create two separate rooms. Folding doors are shown as dividing these rooms, on the 1955 WAGR Plan 44806. This opening was most likely part of the original design, an indication of this being the position of the fireplaces at different points in the two rooms, while the fireplaces in the two bedrooms opposite are back-to-back in the dividing wall.<sup>22</sup> Kitchen facilities were reinstated in the original kitchen area as part of the conversion to singlemen's quarters, and a portion of the verandah on the north side was extended out to create another room.<sup>23</sup>

During the review of employee housing carried out by the WAGR in 1972, it was revealed that railway housing was generally of a lower standard than that provided by other government departments for its employees, and a general program of improvements was instigated.<sup>24</sup> *District Superintendent's House (fmr)*, then over seventy years old, required considerable work to bring it up to an acceptable level of accommodation and it was considered unsuitable for continued use as a barracks because of the size of the rooms, which were larger than needed for a single occupant. The place continued to be occupied as quarters for some years until greatly reduced staff numbers in the 1980s rendered it surplus to requirements. The former stationmaster's house at 12-14 Forrest Street was remodelled for single accommodation with the use of transportable structures, this being a more practical and cost effective measure.<sup>25</sup>

The position of *District Superintendent's House (fmr)* on the railway station reserve makes its sale and continued use as a residence problematic. In 2002, the place is vacant and boarded up against vandalism.

## 13.2 PHYSICAL EVIDENCE

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18 WAGR Plan 44806, February 1955, Item 19388A, op cit; WAGR, Eastern Goldfield District Plan 2049, 11 June 1940.

19 WAGR Plan 49174, June 1959, Item 19388A, op cit.

20 WAGR Plan 56196, February 1965, Item 19388A, op cit.

21 ibid; WAGR EGR Plan 10/56D, SROWA, ACC 1781 CCE1926.

22 WAGR Plan 44806, February 1955, Item 19388A, op cit; WAGR, Eastern Goldfield District Plan 2049, 11 June 1940.

23 Physical evidence. No plans for these alterations have been located.

24 WAGR, *1972 Housing Review: Report of future housing requirements*, Perth, 1972, Appendix 5.

25 WAGR, residential property file for DP 401, 12-14 Forrest Street, Kalgoorlie, Properties section, WAGR headquarters, East Perth.

*District Superintendent's House (fmr)*, a one storey brick and iron dwelling, is located on the north side of Forrest Street, adjacent to the railway line (north) and immediately adjacent to the Maritana Street Bridge on the east. The dwelling faces the east and the Forrest Street frontage is the south side of the dwelling. Views of the place are obscured by the east orientation and build up to the bridge. The east and south boundaries are delineated by 0.900 metre high timber-framed cyclone mesh fences while the north and west boundaries have supersix fences. The vehicular entry is on the west side of the Forrest Street frontage, into the rear yard. The flat site is mostly loam and gravel, with some evidence of grass in front of the dwelling and plantings, which include two palm trees, and a *Bougainvillea* at the entry.

The dwelling displays some characteristics of Federation Bungalow style. Elements of the style include: simple massing, broad roof planes, verandahs supported by sturdy timber posts, and face brick wall materials. Primarily the place is functional and purpose designed for a specific railway employee, the District Superintendent and his family.

*District Superintendent's House (fmr)* is a single storey double brick construction with a hipped roof clad with corrugated iron. The dark brown face brick is laid in a Flemish bond and tuckpointed on the front (east) elevation and in English bond on the rest of the exterior walls. The main roof covers the verandahs at break pitch across the front and both sides. The chimneys are painted face brick on a rendered base with rendered corbelled details.

The original two room frontage is symmetrical about a central front door flanked by decorative rendered bays each side. The verandahs have been enclosed along both sides. The front verandah is supported by chamfered square timber posts in steel stirrups and has a concrete floor. The verandah enclosures are clad with asbestos with aluminium-framed windows on the south side. On the front northeast corner, the verandah has been extended at right angles with a skillion roofed, asbestos-clad addition with aluminium framed windows. The remainder of the enclosures on the north verandah are clad with asbestos sheeting over the original vertical tongue and groove boards. The verandah enclosures have been extensively vandalised and the walls and windows have been boarded over with sheets of ply board or corrugated iron.

The central front door is the original panelled door with sidelights and fanlight, all of which have been boarded over. The original windows are double hung sashes in timber frames on concrete sills, with two course brick header arches. The two front bay windows feature a central window and a narrower double hung sash window on each side truncation. The bay windows are set on a continuous rendered sill above moulded details. Each window surround has a moulded detail and flat arched header moulding. The entire bay detail is rendered and painted. Each central window has a steel air conditioner bracket fitted into the surround. Most window glazing in the dwelling has been broken and the windows are boarded over with plyboard. Some original colonial profile gutters and round downpipes are in place, as well as replacement square profile gutters. There are insufficient downpipes to provide adequate discharge from the roof and no evidence of any ground level drainage.

The floor plan is simple, with a central front door opening into a corridor leading through to the back door, with four rooms on the right (north) side and five on the left (south) side, and verandahs along each side off those rooms.

The interior fabric is mostly intact throughout. There are tie rods evident in most rooms. Most of the main rooms have the original 0.135 metre (5 inch) timber floorboards, although the corridor has 0.100 metre pine replacement boards. The walls are hard plaster. There are two partition walls in place central along the corridor. Each of those partition walls is timber framed with an asbestos dado and louvred windows to door head height. The space above the windows is open on the north side wall, while the south side wall is enclosed above the windows with asbestos sheets to the ceiling.

Most of the ceilings are replacement plasterboard, with the front rooms featuring art deco centrepieces. A plaster-moulded archway is in place in the front section of the corridor and further along the corridor a later timber-framed opening has been inserted, which leads into the section that has been divided by the timber partition walls. The original skirtings, architraves and interior four-panel doors and hardware are in place. All the interior and exterior doors have fanlights. The exterior doors at the front and rear and the two single doors in the centre of each side wall each have sidelight panels, although there is no original glazing in place. The front and side doors have two timber panels below two glazed panels, although the front door is detailed differently with moulded panels. The second room on each side of the corridor has two sets of double French doors opening onto the enclosed verandahs. Except for the broken glazing, the French doors are intact, each comprising a moulded panel section below the vertical glazing. All the main rooms have a fireplace; some are back to back, most are boarded and most mantelpieces are intact.

The kitchen has a c.1980s cupboard fitout and splash tiled walls. The rear verandahs have been enclosed with timber framed and asbestos clad walls with aluminium framed sliding glass windows. The verandah on the north wall of the kitchen has what could be original fabric in the interior lining that is vertical tongue and groove boards to dado height, and in the exterior that is full height tongue and groove boards. The rear ablution area has concrete floors and c.1970s fitouts. The copper has been removed.

There are several detached outbuildings along the north fence in the rear yard. They include a brick ablution block, corrugated iron skillion roofed garage with a three bay frontage, and a small skillion roofed shed.

Overall, most of the place is in fair condition, although the exterior walls have been extensively vandalised, and no maintenance has taken place in recent years other than to board up the vandalised walls and windows. The interior fabric is fair, although the tie rods evidence the close proximity to the railway line and subsequent settlement of the place, and there is some evidence of moisture ingress.

### 13.3 COMPARATIVE INFORMATION

The residence at *District Superintendent's House (fmr)* is one of only a few remaining residences built for a senior railway officer, other than a stationmaster, on a railway station reserve. The Coolgardie District Superintendent's House (fmr) (1897), built to the same design, remains intact. It is similarly positioned in relation to the railway station and railway line, and faces a street that crosses the railway line. It has been occupied as the Youth Hostel Association centre for a number of years and is in good condition.<sup>26</sup>

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<sup>26</sup> Gray, Laura & Sauman, Irene, *Railway Superintendents Residence (fmr) Conservation Plan*, August 2002; Webb, M. & A., op cit, p. 633.



A more modest brick dwelling for the District Locomotive Inspector (1 Wittenoom Street), constructed about the same time as *District Superintendent's House (fmr)*, remains on the north side of the railway line also facing Maritana Street in the railway reserve in Kalgoorlie.

Three other railway houses of Federation Bungalow style, similarly substantial and stately but constructed to a different design to *District Superintendent's House (fmr)*, were built at Narrogin in 1913, on a residential street near the railway line. Their association with the railway operation is possibly not as clear as that of *District Superintendent's House (fmr)*. These three brick and iron houses were constructed at Nos. 2, 4 & 6 Hale Street for the District Traffic Superintendent, District Locomotive Superintendent and District Engineer. They are extant and in generally good condition. In 2000, two had been purchased by private owners and one was still owned by WAGR. This latter house, at 6 Hale Street, is entered on the State Register.<sup>27</sup>

A number of other railway residences were sited on railway station reserves, but most have been removed, particularly the timber houses built for waged employees. A number of brick station master's houses built on the station reserves are extant, often leased by the local Shire and rented out as a residence or used for community purposes. Examples of these are at Brunswick Junction, Darkan, Bowelling and Cranbrook.<sup>28</sup>

Some examples of later accommodation for railway officers include 26 Ward Street, Kalgoorlie, a c.1920s timber and iron residence acquired for the District Engineer in 1955; 20 May Street, Northam, a 1928 brick residence purchased in 1951 for the District Locomotive Superintendent; 92 Chidlow Street, Northam, a timber house built in 1937 for the District Engineer; and, 39 Queensbury Street, Bunbury, a 1930s brick veneer residence purchased in 1959 for the District Traffic Inspector.<sup>29</sup>

*District Superintendent's House (fmr)* is rare as one of a few remaining residences built for a senior railway officer, other than a stationmaster, on a railway station reserve. It is a representative example of its type in Western Australia with the importance of its occupant represented by the size and design of the place.

#### 13.4 REFERENCES

Gray, Laura & Sauman, Irene, *Railway Superintendents Residence (fmr) Conservation Plan*, August 2002.

#### 13.5 FURTHER RESEARCH

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<sup>27</sup> HCWA assessment documentation, *Railway House Narrogin (fmr)*, Place 14869.

<sup>28</sup> Gray, Laura & Sauman, Irene, *Darkan Railway Precinct Conservation Plan*, May 2002 and *Bowelling Railway Station Conservation Plan*, May 2002; HCWA assessment documentation, *Station Master's House, Brunswick Junction*, Place 15862; Gray, Laura & Sauman, Irene, Heritage Assessment of Cranbrook Station Master's House for WAGR.

<sup>29</sup> Gray, Laura & Sauman, Irene, Heritage assessments of 26 Ward Street, Kalgoorlie, 20 May Street & 92 Chidlow Street, Northam and 39 Queensbury Street, Bunbury for WAGR.