



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 & maintaining railways

HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)

- 202 Rail & light rail transport
- 106 Workers

11.1 AESTHETIC VALUE*

Railway Houses, Ganzer Street are an integral element in the environment of the residential railway area in the town of Wongan Hills. (Criterion 1.4)

11.2 HISTORIC VALUE

Railway Houses, Ganzer Street was constructed in 1921-22 as a result of the development of the railway line from Northam to Mullewa and the subsequent expansion of agriculture along the route. *Railway Houses, Ganzer Street* comprises two of twelve houses of similar design constructed at Wongan Hills between 1921 and 1930. (Criterion 2.1)

Railway Houses, Ganzer Street comprises two of an estimated eighty houses of the Bungalow design constructed by the West Australian Government Railways between 1920 and 1930, and represents the earliest standard railway housing for waged employees. (Criterion 2.2)

Railway Houses, Ganzer Street were constructed to a Bungalow plan, which was specifically designed to meet the diverse needs of West Australian Government Railway employees with regard to family size. The design allowed rooms to be efficiently and economically added using the existing roof lines. (Criterion 2.4)

11.3 SCIENTIFIC VALUE

* 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.

11.4 SOCIAL VALUE

Railway Houses, Ganzer Street, together with other remaining railway houses of various design in Ganzer and Stickland Streets, contribute to the local community's sense of place as a part of the railway history of the town and a reminder of a way of life no longer practiced. (Criterion 4.2)

12. DEGREE OF SIGNIFICANCE

12.1 RARITY

12.2 REPRESENTATIVENESS

Railway Houses, Ganzer Street represents a period when the Railways Department provided staff accommodation adjacent to the railway, and, together with similar houses nearby, is an example of the housing provided for the general railway workforce in the 1920s. (Criterion 6.2)

12.3 CONDITION

Railway Houses, Ganzer Street are in fair condition.

12.4 INTEGRITY

Railway Houses, Ganzer Street have operated continuously as dwellings, originally for railway employees. No. 7 has been continuously occupied by railway employees, including for the past 29 years by the same employee who is now retired. The place has retained a high degree of integrity. No. 11 has been occupied by non-railway employees for some years and has retained a moderate to high degree of integrity.

12.5 AUTHENTICITY

Railway Houses, Ganzer Street have had verandah enclosures added to increase accommodation, but this was consistent with the design purpose. The place displays a moderate to high 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.

13.1 DOCUMENTARY EVIDENCE

Railway Houses, Ganzer Street comprises two timber and iron residences constructed in Ganzer Street, Wongan Hills in 1921-22 as employee accommodation for the Western Australian Government Railways Commission (WAGR). Both have had verandah enclosures added to increase accommodation and No. 11 was upgraded for use as singlemen's quarters in the 1970s. *Railway Houses, Ganzer Street* is currently occupied as single-family residences. The places are recorded by WAGR as Departmental Property (DP) 731 (7 Ganzer Street) and DP 733 (11 Ganzer Street).

The town of Wongan Hills got its name from the nearby hills, which were named by Surveyor General Septimus Roe in 1836. Early European settlement in the area consisted of pastoral leases. When the Eastern Railway

was extended from Northam to Goomalling in 1902, settlers took up land east and north of the line.¹

In the 1890s, the *Homestead Act 1893*, and the *Agricultural Bank Act 1894*, had assisted people to establish themselves on the land. As production on the goldfields began to fall in the early 1900s, the government constructed rail lines into the farming areas to encourage people who were leaving the goldfields to take up land.² A route was surveyed for extension of the railway north and once the site of the terminus was known a settlement began to develop in the vicinity. This became the town of Wongan Hills. The 34-mile (54.7 km) Goomalling-Wongan Hills line was constructed by contractors Atkins & Finlayson and was opened on 22 August 1911.³

The opening of this section of line considerably reduced grain haulage times for the local farmers, who had previously carted to the railhead at Goomalling, a trip that sometimes took three days. In 1912, the Public Works Department began construction on the section of line between Wongan Hills and Mullewa. Work began at the Wongan Hills end on 22 May 1912 and from Mullewa on 12 June 1912. The line was completed by 20 December 1913, but was not handed to the Railways Commission until 1 March 1915. It was common practice for railway contractors to complete construction of a line as quickly as possible, in order to gain financial benefit by operating the line for a period before handing over to the Railways Department. Station buildings and line ballasting were completed after the line was operating. The PWD appears to have followed this arrangement on at least some occasions, this being one such occasion. The official opening of the line took place on 5 March 1915.⁴

In 1914, 5,705 tons of wheat was hauled by rail from the Wongan Hills siding. Wongan Hills opened as a booking station on 1 August 1913, and the buildings were added in various stages and improved as required. The trainmen's barracks was completed in 1914, and the sidings, coal stage and stationmaster's house were added in 1915. In 1920, the station building from Trafalgar, on the Golden Mile Loopline, was re-erected at Wongan Hills.⁵

WAGR provided accommodation of varying types for its employees beginning with the construction of the first Government railway from Geraldton to Northampton in 1879. There were approximately 290 railway employee houses existing by 1912 with numbering of properties, introduced by 1910, providing a useful indicator of style and date of construction for later years.⁶ As more railway lines were built in country districts and staff numbers increased, reaching 7,032 by 1919, the provision of suitable housing

¹ Ackland, R. R. B., *Wongan-Ballidu Pioneering Days*, Wongan-Ballidu Shire Council, 1965, pp. 1-5.

² *The Homesteads Act & The Agricultural Bank Act*, Statutes of Western Australian, No. 18 of 1893 & No. 21 of 1894; 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, Chapter 1.

³ Hancey, Fred, *West of Wongan Katta*, Wongan Ballidu Museum, n.d., pp. 14-16.

⁴ Hancey, Fred, op cit, pp. 14-16; Gunzberg, A. & Austin, J., *Rails Through the Bush*, Light Railway Research Society of Australia, Melbourne, 1997, p. 207; WAGR file, Wongan Hills improvements, 1964-1974, SRO, WAS 1208 CONS 4792, Item R5294.

⁵ WAGR file, Wongan Hills improvements, Item R5294, op cit; 1966 plan of Wongan Hills showing railway houses, WAGR file Wongan Hills departmental housing, 1964-1977, SRO, WAS 1208 CONS 4792 Item R4622; WAGR, Alphabetical index to contracts, 1901-1966, SRO, AN 260 ACC 2581.

⁶ WAGR, *Annual Report*, 1910-11, pp. 67 & 69; later Annual Reports and various other files.

for railway employees came under closer consideration.⁷ In the 1920 WAGR *Annual Report* it was stated that:

The question of housing accommodation for the staff, particularly at out-stations, has come into prominence during the past year. The cost of building is such in itself that private enterprise does not appear anxious to make this form of investment. On the other hand, new railways have been built but no housing accommodation has been provided; and the standards of comfort of the present day are averse to the acceptance of conditions regarding accommodation which ruled some years ago. The problem is extremely difficult, as the cost of building and rates of interest are not only very high now but show no signs of growing less.

During the year, very careful consideration has been given to the production of a standard design of a house which would give sufficient accommodation for a small family, which would be reasonably comfortable and commodious, which would be reasonably cheap in construction, and also capable of being fitted with additional rooms on standard lines to meet the requirements of the larger families. One of these has been built at Hovea, the cost amounting to £576. It is hoped that if a large order can be given, so that scantling may be cut in sets at the Department's mill and the material may be supplied in standard sets, it may be possible to slightly reduce this cost, though any reduction in this way will, I am afraid, be counter-balanced by increase in wages. At all events, it is strongly recommended that the sum of at least £20,000 be provided on the Loan Estimates to provide for building accommodation for the staff.⁸

The standard plan referred to was the Bungalow, a three-room timber and iron house that had doors opening onto wide verandahs to allow for the addition of extra rooms under the verandah roof as required.⁹

In the WAGR *Annual Report* of 1921 it was reported that forty-seven Bungalows were to be constructed during the current building programme: one each at Swan View, Darlington, Clackline, Spencer's Brook, Meckering, Cunderdin, Tammin, Kellerberrin, Hine's Hill, Jennacubine, Dowerin, Dalwallinu, Kunanoppin, Wyalkatchem, Manjimup, and Kondinin; two at Ballidu; three each at Caron and Yalgoo; four at Brunswick Junction; nine at Mullewa, and ten at Wongan Hills.¹⁰ In total, between 1920 and 1930, eighty Bungalows were constructed at various locations.¹¹ The Bungalow design was superseded in the early 1930s by the Improved Mill type house. Timber for both these designs was provided from WAGR's own sawmill at Banksiadale, which it operated until 30 June 1961.¹²

Wongan Hills Town Lots 102-104, bounded by Ganzer, Patterson and Stickland streets were gazetted Reserve 17801 for railway purposes on 26 August 1921.¹³ The three lots, with an area of 1.1129 ha, were subdivided

⁷ WAGR, *Annual Report*, 1919, p. 5.

⁸ WAGR, *Annual Report*, 1920, p. 12.

⁹ Plan of No. 7 Ganzer Street from WAGR, Property file for Departmental Property (DP) 731, Properties section, WAGR headquarters, East Perth; WAGR file, Provision of houses for employees, Part 1, pre-1946, SRO, AN262/7 ACC 1389 Item 1769; various WAGR property files.

¹⁰ WAGR, *Annual Report*, 1921, p. 16.

¹¹ WAGR, *Annual Report*, 1930, p. 17.

¹² Higham, G. J., *One Hundred Years of Railways in Western Australia, 1871-1971*, Australian Railways Historical Society, WA Division, 1971, p. 22; WAGR, *Annual Report*, 1948, pp. 17-19.

¹³ DOLA Reserves Index Enquiry, Reserve 17801.

into twelve residential size lots. Of the ten Bungalows built at Wongan Hills in 1921 and 1922, four were sited on the railway yard reserve (DP 685-688) and six on Ganzer Street (DP 730-735). Wongan Hills railway contract's no. 144 (described as 'employees house contract'), and no. 173 and 177 ('employees cottage contract') most likely refer to these places, although only contract no. 144 is dated, being for 15 June 1921. In 1930, another two Bungalows were constructed on Stickland Street, back-to-back with the Ganzer Street places. These were built on the undated contract no. 239, which is described as 'two three-room standard houses'.¹⁴

No information has been found relating to the place since its construction in 1921-22 up to 1950, as existing files only cover the period from 1950 to the present. In 1943, there were seventeen railway houses at Wongan Hills, and twelve railway employees on the waiting list for departmental housing.¹⁵ Twelve new residences, to later designs, were built in the town in the 1948-1953 post-war housing programme.¹⁶

In the 1960s, passenger trains between Perth and Mullewa ran a six-day-a-week return service. The goods trains ran two return services, six days a week, and one return service on the seventh day. Grain haulage added at least one extra train a day during the harvest. Wongan Hills station yard was upgraded in 1965, with a new station building, loading ramp and six-ton column crane. A new CBH grain storage installation provided for 400,000 bushels, replacing the existing structures, which held half that amount. The new facilities were designed to meet the increasing development of the district, and to provide safer and more efficient handling of grain and superphosphate traffic.¹⁷

The 1972 WAGR housing review listed 27 departmental properties at Wongan Hills.¹⁸ Two of the railway houses were vacant at this time, and seven were occupied by non-employees. *Railway Houses, Ganzer Street* were not among this group. Railwaymen at Wongan Hills included the station master, assistant and night station masters, four guards, one driver, two firemen, the barracks caretaker, and at least six employees of the civil engineering branch. It was considered at that time that only 24 of the 27 existing houses were required. In 1973, three vacant three-room imported pre-cut Simms-Cooke houses were sold by tender, and two years later, another two were sold to the Public Works Department.¹⁹

No. 7 Ganzer Street²⁰

No. 7 had an extra two bedrooms added in December 1954. They were created by enclosing the 'weather side' of the side verandah between dado

¹⁴ WAGR *Annual report*, 1930, p. 17; 1966 plan of Wongan Hills showing railway houses, op cit; WAGR, *Alphabetical index to contracts, 1901-1966*, op cit.

¹⁵ Letter from Accounts & Audits Branch to Deputy Commissioner, 22 May 1943, in WAGR file, *Provision of Houses for Employees, Part 1*, op cit.

¹⁶ WAGR file, *Departmental houses Wongan Hills, 1946-1977*, SRO, WAS 1208 CONS 4792 Item R4622; WAGR *Annual report*, 1948, pp. 17-19; 1966 plan of Wongan Hills showing railway houses, op cit; *Alphabetical index to contracts, 1901-1966*, op cit, contract nos. 520 (Feb 1952), 580 (August 1953) & 620 (September 1953); WAGR, *1972 Housing Review: Report of future housing requirements*, Appendix 5.

¹⁷ WAGR file, *Wongan Hills improvements*, Item R5294, op cit.

¹⁸ WAGR file, *1972 Housing Review*, Appendix 5, op cit.

¹⁹ WAGR file, *Departmental houses Wongan Hills, 1946-1974*, Item R4622, op cit, 24 August 1973 & 26 June 1975.

²⁰ WAGR, *property files for DP 731*, op cit.

and verandah plate at a cost of £11. In 1961, a leading repairer, with a family of eight, asked for another two bedrooms to be added. Funds for this were not available and the family was moved to a more modern Mill house instead. The Night Station Master, who had been occupying a three-room Simms-Cooke house, took over No. 7, which, although thirty years older, was considered superior to the Simms-Cooke. In 1963, a new tenant required another bedroom, and this was added 'crudely'. In 1967, the side sleepout was upgraded with louvres and wall-lining.

In 1974, a cabin of the type used in trainmen's and singlemen's barracks and constructed specifically as transportable accommodation, was added at the rear of No. 7. This was standard practice when a house already had three bedrooms, which was considered large enough for the average family. Cabins varied in size, the standard being 10 feet (3m) x 8 feet (2.4m), but 10 feet (3m) x 10 feet (3m) and 10 feet (3m) x 12 feet (3.6m) sizes were also available.²¹ The tenant at this time was guard, H. E. Harris, who had been in residence since 1973. In 1985, Harris accepted redundancy under Westrails' Selective Voluntary Severance Scheme, and expressed an interest in purchasing the place. After a valuation was obtained he decided not to go ahead with the purchase but continued to occupy the place as a private tenant on an 'as is' basis, which meant that only the most basic maintenance would be undertaken.

No. 11 Ganzer Street²²

No. 11 was occupied by a railway guard Meakins and his family in 1954. He requested a bath water heater which was installed and the rent increased by one shilling a week as a result. In 1961, Guard T. Czoloszynski had to pay an extra one shilling and sixpence a week for a kitchen sink, followed by one shilling for septic sewerage and another shilling for a handbasin in the bathroom. Barracks caretaker, R. E. Breen, occupied the place in September 1967. Breen was still in residence in 1973 when the annual rent review raised the rent to \$8.20 a week. In October that year, an accommodation cabin was relocated to No. 11 from Dowerin for Breen's 22 year old son, who had found employment at Wongan Hills and moved back to the town to live with his family. The Breens had three younger children still at home so needed the extra accommodation. Provision of the cabin resulted in a rent increase of fifty cents a week.

In 1978, No. 11 was refurbished to bring it up to Government Employees' Housing Authority (GEHA) standard. The place was fitted with an oil-fired hot water system, gas stove and Holland blinds and was occupied as single quarters for four men to supplement the sixteen-bed singlemen's barracks. It was used in this capacity until 1982, and has been rented privately since that date.

By 1988, rationalisations, and changes in technology and services had resulted in a decrease in WAGR staff by almost 50%, to 5,567. More and more railway houses were being leased to private tenants as railway staff numbers were reduced.²³ In 1987, departmental accommodation needs in Wongan Hills were assessed at only one house, to be occupied by the Operations Officer. The remaining railway houses were made available for sale, for either

²¹ WAGR, Property files for DP 291, 57 Todd Street, Merredin, Properties section, WAGR headquarters, East Perth.

²² WAGR, Property files for DP 733, Properties section, WAGR headquarters, East Perth.

²³ WAGR, *Annual Report*, 1988, p. 22; WAGR, property file for DP 302, 12 Kitchener Street Merredin, Properties section, WAGR headquarters, East Perth.

occupation or removal.²⁴ In 1991, in preparation for the disposal of the properties, the Lots in Reserve 17801 were renumbered. No. 7 is now situated on Wongan Hills Town Lot 736 and No. 11 on Lot 734.²⁵

In 2002, No. 7 has been occupied by former Westrail employee A. Harris since 1973, and No. 11 by private tenants M. J. Godfrey and C. Taylor since 1987.

13.2 PHYSICAL EVIDENCE

The two residences, No. 7 and No. 11, that comprise *Railway Houses, Ganzer Street* are located on the north east side of Ganzer Street, between Johnson and Patterson streets, and are separated by a vacant block. The rest of the street block is empty of houses except for the two identical dwellings at No. 13 and No. 15, located on the northwest side of No 11, near the corner of Patterson Street. The place faces southwest.

The street view of No. 7 is clear, while No. 11 is partially obstructed by a tree in the front yard. The street boundary is delineated by a 0.900 metre high chainlink fence, supported by 'posts' cut from railway track. The remaining boundaries are delineated by open timber picket fences. The site slopes from the rear boundary down to the road frontage. There is dirt driveway up along the northwest side of both properties. The driveway of No. 11 ends in a freestanding steel framed carport, which is typical to WAGR properties. There is a mature tree at the rear of both dwellings, and while much of the yard around and in the front of No. 11 has been established as a garden in recent years, the yard of No. 7 is completely undeveloped. There are no lawns.

Railway Houses, Ganzer Street do not display characteristics of any particular style. They are built to a Bungalow design, which was developed specifically by WAGR for railway employees. Both residences are constructed to the same plan, although the verandah enclosures show a different configuration.

Railway Houses, Ganzer Street are single storey timber framed, weatherboard and asbestos clad constructions on timber stumps. The main gambrel hipped roof is clad with terracotta clay tiles. The main walls of the dwellings are clad with the original painted shadowline weatherboards. The verandah around the front and part of both sides is enclosed by a timber framed asbestos clad dado-height wall and supported by square timber posts. Part of the verandah on the northwest side of No. 7 has been enclosed and is clad with asbestos. The verandah along the northwest side of No. 11 has been fully enclosed and the front corner clad with vertical 0.075 metre timber boards while the remainder of the verandah infill is clad with horizontal boards. The verandah floor of both residences still has the original timber boards that protrude under the dado wall, around the edges.

The original timber framed windows remain in place in the main part of the dwellings. They are in configurations of two and three sliding windows. Each window has six panes under timber framed flywire panels. The northwest verandah window is a set of four louvres. The original doors are still in place throughout. They have two horizontal panels at the top of three vertical panels. The living room door has opaque glazed panels in the top sections. The kitchen and back doors are ledge and brace and still have the original flywire doors. The original profile gutters are in place, although

²⁴ WAGR, property file for DP 733, op cit, 25 September 1987.

²⁵ DOLA Reserves Index Enquiry & DOLA online title search. No CT information is currently available for 7 & 11 Ganzer Street.

there is minimal evidence of downpipes to provide adequate discharge from the roof, or any ground level drainage.

The floor plan is a simple square under the main roof. Within the square are the verandahs that covered almost three sides of the dwelling. There is no front entry although there is a set of steps halfway down the southeast side of the dwellings. From the verandah, there are a number of doors. The two immediately ahead of the steps both open into bedrooms. Further around the verandah there is another door, which is a second opening into the front bedroom, and another door opens into the verandah enclosure on the front northwest corner.

The main entry into the dwellings is at the rear. The back door opens into the back verandah area with the kitchen on the left, living room ahead and bathroom and side verandah on the right. Through the living room is the main bedroom ahead and small bedroom on the left.

The original interior fabric is in place for the most part. The walls and ceilings throughout the main rooms are lined with painted tongue and groove timber. There is a back-to-back brick fireplace truncated across the corner of the living room and kitchen. Both fireplaces still have the mantelpieces. The kitchen stove remains in place in No. 7, but has been removed from No. 11. The kitchen chimneybreasts have been painted. The floors throughout are 0.100 metre (4 inch) timber boards. The skirtings, architraves and original doors are in place.

At the rear of each dwelling, on the northwest side, is a detached cabin. It is a standard WAGR accommodation cabin: timber framed and weatherboard clad with a gable roof clad with corrugated iron. The interior is fully lined with tongue and groove timber. Next to the cabin is the standard WAGR skillion roofed laundry clad with corrugated iron, with the original concrete troughs and bricked in copper still in place. Immediately next to the laundry is the gable roofed corrugated iron clad toilet.

Although the roof tiles appear to be in a fair condition, the structure seems to be sagging at the rear of the building. The gutters are rusted and full of debris, rendering them relatively ineffective. The exterior of the place is in very poor condition. The paint on the weatherboards and other timber elements has weathered off in many places revealing bare timber. There are many split and rotted boards. The asbestos verandah dado is similarly weathered, with paint chipping and flaking to reveal the bare material. The verandah floorboards are rotted and weathered around the external edges. The timber stumps appear to be stable, although there is some evidence of differential settlement, particularly on the external corners. There was no obvious evidence of termite activity. Internally, the place is in fair to good condition due to continuous use. At No. 11, the paint has peeled off most of the brick chimneybreast in the kitchen, possibly due to moisture ingress. Overall, *Railway Houses, Ganzer Street* are in fair condition.

13.3 COMPARATIVE INFORMATION²⁶

There was little standardisation in the early period of provision of railway houses, except that the quality of housing reflected the position of the

²⁶ 1966 plan of Wongan Hills showing railway houses, op cit; Alphabetical index to contracts, 1901-1966, op cit; WAGR, 1972 *Housing Review: Report of future housing requirements*, Appendix 5; WAGR, various annual reports; WAGR file, Departmental houses Wongan Hills, 1946-1977, SRO, WAS 1208 CONS 4792 Item R4622.

employee. Station master's were accommodated in a separate residence near the station or in accommodation attached to the station building while other employees occupied cabins, camps, two-room cottages or similar. In the 1880s and 1890s, there were a number of designs in use.

Quality of housing according to position of employee continued to be upheld throughout the 20th century, with senior officers provided with superior purchased or constructed houses of one-off design. Standardisation for waged employees began in 1920 with the Bungalow design. This was followed by the four-room Improved Mill house, a five-room Mill house, Henry Martin type (similar to the Improved Mill) and the three-room imported pre-cut Simms-Cooke houses. Other railway houses were re-erected Group Settlement houses or purchased houses, generally former State Housing Commission homes. Most of the housing provided by WAGR for its employees was built post World War Two.

Of the twelve Bungalows built in Wongan Hills between 1921 and 1930, only six remain. The four Bungalows in the station yard were removed in the 1970s, No. 9 was destroyed by fire in 1968 and No. 5 sold for removal. No. 13 and 15 Ganzer Street have been sold for private occupation.²⁷ The two Bungalows on the Strickland Street frontage of Reserve 17801 are part of a group, which includes six Improved Mill type houses (c.1948). Of the eighty Bungalows built by WAGR, only *Railway Houses, Ganzer Street* are still in WAGR ownership.

It is not known how many Bungalow residences still exist throughout the State, but it is estimated that more than half at least have been removed, including all those built on railway station reserves. Some of these may have been purchased for relocation but property records were not retained once the buildings were removed, and relocation has removed them from their cultural context in any case. The list of the original 47 Bungalows constructed indicate that Wongan Hills and Mullewa most likely had the highest concentration of this design. Five Bungalows were built at Merredin in 1927, one in Kitchener Road and four in Ellis Street. At least three are understood to be extant and have been in private ownership since 1996.²⁸

In 1937, there were 159 station master's houses, 108 houses in Perth, 555 houses in the country, 47 bush huts, and numerous camps, cabins and barracks for gangs and crews away from their home station.²⁹

13.4 REFERENCES

WAGR, property files for DP 731 & 733, Properties section, WAGR headquarters, East Perth.

13.5 FURTHER RESEARCH

A precinctual heritage assessment of the whole Strickland & Ganzer Street group would be useful in the future.

²⁷ WAGR, various property files for Wongan Hills.

²⁸ Photos of three Bungalows at Merredin in WAGR Northam District photo album, Properties section, WAGR headquarters, East Perth.

²⁹ WAGR file, Provision of houses for employees, Part 1, op cit, 26 April 1937.