



**HERITAGE
COUNCIL**
OF WESTERN AUSTRALIA

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)

- 3.5.3 Developing agricultural industries
- 3.8.6 Building and maintaining railways

HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)

- 202 Rail & light transport
- 301 Grazing & pastoralism & dairying

11.1 AESTHETIC VALUE*

Kojonup Railway Station (fmr) Group has a distinctive semi-industrial aesthetic in general, while the Station Building is a small and elegant example of the Inter-War Queen Anne style, constructed of channelled timber boards with clay roof tiles. Distinctive features are the crested ridge tiles with gable scroll tile, deep eaves and barges supported on timber brackets, and louvred gable apex over half-timbered panelling. The tall double hung timber sash windows are characteristic of the more restrained Inter-War Georgian Revival style, but are placed asymmetrically. (Criterion 1.1)

Kojonup Railway Station (fmr) Group is a landmark in the townscape of Kojonup, containing the distinctive railway precinct forms of monolithic industrial sheds, elegant station building and other associated elements such as crane, loading ramps and tracks. The shady avenue of tall mature Spotted Gums is a particularly distinctive landmark element of the Kojonup streetscape. (Criterion 1.3)

Kojonup Railway Station (fmr) Group is an important component of the townscape of Kojonup, a small historic regional town in the agricultural interior of the Great Southern region of Western Australia. The individual components of the

* 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Canberra, 1991, with additional reference to Richards, O. *Theoretical Framework for Designed Landscapes in WA*, unpublished report, 1997.

precinct form a semi-industrial streetscape reflecting the variety of built forms found in small country towns. (Criterion 1.3)

11. 2. HISTORIC VALUE

Kojonup Railway Station (fmr) Group retains rail lines, key buildings and structures, illustrating the development of railways in the Great Southern, and reflecting the growth and importance of the rail system in agricultural development in the region, and the later demise of rail when road transport became dominant in the latter half of the twentieth century. (Criterion 2.1)

Katanning-Kojonup Railway was one of the first three so-called agricultural light railways built to facilitate opening up additional areas of the State for agriculture. *Kojonup Railway Station (fmr) Group* developed as an integral part of the Donnybrook-Katanning Railway, which operated between 1912 and 1982. It was an important cross-country rail link between the Great Southern and the Southwest Railways, particularly to the port facilities at Bunbury, which enabled further development of the region. The Goods Shed (1922) and Station Building (1925) were necessitated by increased agricultural development in the post-World War I period, when the Soldier Settlement Scheme brought an influx of new settlers to the district. (Criterion 2.2)

The Spotted Gums at *Kojonup Railway Station (fmr) Group*, known as the Robertson trees, are purported to have been planted by Duncan Robertson in the Interwar period, during which time he played a significant role in the local community. (Criterion 2.3)

The Station Building was the first of its type to be completed when new standard designs were introduced for station buildings in 1924-25. (Criterion 2.4)

11. 3. SCIENTIFIC VALUE

11. 4. SOCIAL VALUE

Kojonup Railway Station (fmr) Group is highly valued by the community of Kojonup and the surrounding region as a reminder of the role played by light railway in the development of the town and the region. (Criterion 4.1)

Kojonup Railway Station (fmr) Group contributes to the community's sense of place as a landmark in the town and as a focal place in the town from 1907 to 1982, when the railway line was in operation. (Criterion 4.2)

12. DEGREE OF SIGNIFICANCE

12. 1. RARITY

The collection of rolling stock at the place includes items with rarity value, in particular J4 MRWCo, a 2nd Class country sit up car, built by Oldbury Carriage & Wagon Co., Birmingham, England, which entered service with Western Australian Government Railways (WAGR) in 1899, and ADF495 ('Banksia'), built at Midland Workshops, one of six of its class built there, and the only extant example. (Criterion 5.1)

Kojonup Railway Station (fmr) Group demonstrates the introduction and construction of light railways by the State in the pre-World War I period, and the on-going development of railway facilities in the Great Southern in the Interwar period, including the first completed of one of the new designs for station buildings (1925), which, with the transition from rail to road transport in the late twentieth century and closure of many rail lines such as Donnybrook-Katanning, and many of the small rail centres on major rail lines, have become uncommon and increasingly rare. (Criterion 5.2)

12. 2 REPRESENTATIVENESS

Kojonup Railway Station (fmr) Group is a good representative example of a regional light railway precinct in an agricultural area dating from the early twentieth century. (Criterion 6.1)

Kojonup Railway Station (fmr) Group demonstrates the importance of rail travel and transportation to the agricultural areas of Western Australia's Great Southern Region. WAGR was an important employer in the region for around 60 years and was in itself a significant contributor to the local economy. (Criterion 6.2)

12. 3 CONDITION

Although a number of buildings and structures are no longer extant, *Kojonup Railway Station (fmr) Group* and its surviving elements are in good condition. It was well maintained while in use by WAGR until 1982. The Station Building was well maintained by the Kojonup Tourist Bureau from 1975-mid 1990s. There has been minor damage to the Station Building. The current (2006) users are mindful of the need to maintain the various elements and have the skills and resources to carry out limited maintenance work. Some elements of the precinct have been removed and stored off site until the resources to restore them can be procured.

12. 4 INTEGRITY

Kojonup Railway Station (fmr) Group is still used for its initial and intended use of railway precinct, albeit in the more limited use of Tourist Railway. While the loss of some elements has diminished the integrity, overall *Kojonup Railway Station (fmr) Group* demonstrates a moderate to high degree of integrity.

12. 5 AUTHENTICITY

While some buildings and structures are no longer extant, such as the Station Master's House, most of the remaining elements in *Kojonup Railway Station (fmr) Group* have had little alteration. There has been some minor internal alteration to the Station Building, including the removal of the fabric of the ticket office. These alterations are reversible. There has been introduction of some unrelated elements such as the skateboard track, while the new shed is an element related to the railway use.

Kojonup Railway Station (fmr) Group demonstrates a moderate to high degree of authenticity.

13. SUPPORTING EVIDENCE

The documentation for this place is based on the heritage assessment completed by Lynne Farrow of David Heaver and Associates Architects, and Robin Chinnery, Historian, in April 2006, with amendments and/or additions by HCWA staff and the Register Committee.

The present curtilage of the precinct containing *Kojonup Railway Station (fmr) Group* is bounded by Albany Highway, Gordon Street, Pensioner Road and Railway Parade. This curtilage appears to be appropriate.

13.1 DOCUMENTARY EVIDENCE

Kojonup Railway Station (fmr) Group comprises a loading platform with a 5-ton crane (c.1912), Goods Shed (1922), Station Building (1925), with original scales, Bus Shed (1943), site of Station Master's House (1924-c.1982) and other structures, a wool loading platform, a mature Kurrajong (*Brachychiton populneus*) and Spotted gums (*Eucalyptus maculata*), planted in the late 1920s, a c. 1960s toilet block, a garden shed (c. 1980), a skateboard track (c.1990), and a large steel shed (2002), in an area bounded by Albany Highway, Gordon Street, Pensioner Road and Railway Parade.

In 1837, local Aboriginal people told surveyor Alfred Hillman, who was surveying the Perth-Albany road, that the area was known as Kojonup, derived from 'kodja', a stone axe.¹ In the 1840s, a small settlement was established there as a staging post on the Perth-Albany Road.² In 1871, the first Road Board was elected.³

In the 1880s, numerous schemes were proposed for the private development of railways in Western Australia. Most were based on a land-grants scheme, whereby the company would receive land along the route in return for building the railway. Two came to fruition: the Great Southern Railway connecting Beverley and Albany; and the Midland Railway from Midland to Walkaway, for which the agreement was signed in 1886, but financial problems delayed its construction. The line from Perth to Gingin was not opened until 1891, and the whole length of the line to Walkaway finally opened in 1894.⁴ In June 1889, the Great Southern Railway officially opened to traffic, but its route bypassed Kojonup, which languished through the 1890s.⁵ Meanwhile, towns on the rail route prospered, and Katanning and Broomehill enjoyed a 'meteoric rise'.⁶

The granting of Responsible Government, in 1890, opened the way for the more rapid development of Western Australia, as the new Government was able to embark on a full-scale borrowing programme to fund public works. In 1890-94, the early period of the Western Australian gold boom, public debt trebled. The Forrest Government's policy on railways sought to achieve 'a balance between railways for the Goldfields and those for the agricultural districts', and eight major

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- 1 Bignell, Merle *First the Spring: A History of the Shire of Kojonup*, W. A. University of Western Australia Press, Nedlands, 1971, caption, frontis.
 - 2 Battye, J. S. *Cyclopedia of Western Australia* The Cyclopedia Company, Perth, 1912-13, Vol. 2, p. 733.
 - 3 Bignell, Merle (Ed.) *Tell their Worth: Tales of the Shire of Kojonup*, Western Australia Kojonup Historical Society, 1997, p. 2.
 - 4 Crowley, F. K. *Australia's Western Third: A History of Western Australia from the first settlements to modern times* Macmillan & Co. Ltd., London, 1960, pp. 100-102.
 - 5 Battye, J. S. op. cit.
 - 6 Bignell, Merle *First the Spring*, op. cit., p. 149.

railway projects were approved in 1890-94.⁷ In 1896, the extension of the South-Western Railway from Bunbury to Bridgetown ushered in a new period of development in the Southwest.⁸

In the early 1900s, Kojonup residents and farmers were increasingly concerned about their lack of a railway line and railway facilities. In February 1903, a Road Board meeting agreed to the formation of a progress league and to lobby for construction of a railway line from Katanning, on the Great Southern Railway, to Kojonup and a line thence to the South-Western Railway. On 21 March, sixty people attended the first so-called 'railway meeting' at Kojonup Agricultural Hall, and a petition urging construction of a railway line from Katanning 'as soon as possible' was drawn up for circulation in the district.⁹ A meeting at Katanning, organised by the Kojonup and Katanning Progress Leagues, sponsored by the Katanning Road Board, was attended by one hundred people, including Henry Ranford, who played a prominent role lobbying for the line through 1903-04.¹⁰ In November 1904, after a deputation to the Premier sought approval for the proposed line, J.M. Drew MLC, Minister for Lands, visited Kojonup, with Ranford and others. At a banquet in his honour, the Minister praised the district and opined 'there was a great future for Kojonup', and more than one hundred people present were 'convinced... the line from Katanning would soon be under way.'¹¹

In October 1905, P.W. Brunton spoke at Katanning, Carrolup and Kojonup 'on the Question of Agricultural railways and the Political Situation.'¹² In early November, on a visit to Wagin, the Colonial Secretary, Mr. Kingsmill, stated the Government 'realised it must follow the example set by private companies and private individuals in Western Australia, who had built light railways of a fairly satisfactory speed at a cost of £800 or £1,200 per mile'; was intending 'to try the experiment'; and 'was anxious to initiate its spur-line policy in this district', rather than constructing lines of the same standard as the main line, as had been Government practice in the preceding period.¹³ This conclusion followed a visit by the Engineer of Railway Construction, PWD, to the Eastern States to inspect light railway construction in 1904.¹⁴

In November 1905, J.F. Wilson commenced a survey for the proposed 28 mile railway line, but later that month concluded it would have to be extended 'if the desired grade, viz. one in 80' was adopted.¹⁵ In early February 1906, the opening of a branch of the National Bank at Kojonup was hailed as 'a sign of the progress of the district.'¹⁶ Having surveyed 15 miles north of the Katanning Road, Wilson was informed of the decision to reroute the line south of this road.¹⁷ In April, the resurvey for the proposed railway line was completed. On May 2, it was reported

7 Crowley, F. K. op. cit.

8 Evans, H. D. *The Story behind the Manjimup-Northcliffe Railway Line* Times Offset, Manjimup, Western Australia, 198-, p. 3.

9 Bignell, Merle *First the Spring ...* op. cit., p. 202.

10 ibid.

11 ibid, pp. 202-204.

12 *Great Southern Herald* 5 October 1905, p. 2.

13 *Great Southern Herald* 11 November 1905, p. 3.

14 Jeff Austin, handwritten notes, 31 December 1992, courtesy Kojonup Tourist Railway Committee

15 *Great Southern Herald* 29 November 1905, p. 3.

16 *Great Southern Herald* 3 February 1906, p. 3.

17 Bignell, Merle *First the Spring ...* op. cit., p. 204.

'The present terminus is at the corner of the police paddock, at the junction of the Perth-Albany and Blackwood-Broomehill roads.'¹⁸

In early May 1906, tenders were called for construction of the first three agricultural railways: Katanning-Kojonup, 32 miles in length, Wagin-Dumbleyung line, 25 miles, and Goomalling-Dowerin, about 14.5 miles, with the rails and fastenings for each to be supplied by the Government, 'but the contractor has to fix same.'¹⁹ In June, it was decided the Public Works Department (PWD) would undertake the work, its prices for the three railway lines being lower than those of any private firm.²⁰ Subsequently, into the Interwar period, the PWD would be responsible for most railway construction, in contrast with the earlier period in which private contractors constructed most railway lines in Western Australia.

By mid-July 1906, 'some hundreds of tons of rails for the construction of the Katanning-Kojonup railway' had arrived at Katanning station, and tenders had been called for sleepers for the line. It was anticipated work would be 'in full swing' by late August, 'when from 100 to 150 men will be employed', and completion was expected 'within eight months.'²¹ The railway line was laid with 45lbs per yard rails, on half round timber sleepers, and earth packing was utilised instead of ballast.²²

In March 1907, the Katanning-Kojonup railway line, with sidings, but no buildings, at Punchmirup, Carlecatup and the terminus at Kojonup, was completed at a cost of £17,197/5s.²³ On 6 April, it was handed over to the Western Australian Government Railway (WAGR).²⁴ A Kojonup committee organised celebrations to mark the opening of the line on 10 April, when there was a half-day holiday in Katanning for the festivities, with a free train travelling from Katanning to Kojonup, followed by a banquet at the Agricultural Hall for one hundred guests, including F.H. and C.A. Piesse, 'the traditional champions of the railways.'²⁵ However, passengers on the inaugural journey discovered at Kojonup there was not 'a modest station or even a make-shift platform to alight upon... not so much as an old soap-box'.²⁶ An early plan of 'Katanning-Kojonup Railway' shows Kojonup Siding, the siding centre being 32 miles 7 chains local mileage and 268 miles 20 chains 16 links through mileage; the level crossing at the Perth-Albany Road; the road diversion (later Railway Parade), and the terminus of the Kojonup contract at 32 miles 20 chains, near Pensioner Road.²⁷

In March 1908, plans were drawn for alternative sites for a triangle at Kojonup, which was later constructed in the area between the Perth-Albany Road and the road from Broomehill²⁸, outside the area included in the heritage assessment of

18 *Great Southern Herald* 21 March 1906, p. 2, and *ibid*, 2 May 1906, p. 3.

19 *W. A. Mining, Building and Engineering Journal* 5 May 1906, p. 19; and *Great Southern Herald* 12 May 1906, p. 3.

20 *Great Southern Herald* 2 and 9 June 1906, p. 2 and p. 3 respectively.

21 *Great Southern Herald* 18 July 1906, p. 2.

22 Jeff Austin, handwritten notes, *op. cit.* Note: The cheap form of construction proved unsatisfactory, particularly on the Katanning-Kojonup line, and led to introduction of a more substantial form. (*ibid.*)

23 Bignell, Merle *First the Spring ...* *op. cit.*, p. 204.

24 Jeff Austin, handwritten notes, *op. cit.*

25 *Great Southern Herald* 3, 10 and 13 April 1907, p. 4 and p. 2 respectively.

26 *Great Southern Herald* 13 April 1907, p. 2.

27 Katanning-Kojonup Railway, held at TRANSWA. Note: No date appears on this plan, which is likely to be from A. G. Lunt's survey of 1 April 1909, as it pre-dates the railway line between Kojonup and Boyup Brook (opened to traffic in May 1912).

28 E.E.L. Plan No. 9708, 1908, in GSR (Kojonup) Donnybrook-Katanning - Development of Station Yard,

Kojonup Railway Station (fmr) Group. In 1908, plans were also prepared for a proposed sheep and cattle yard, to hold 740 sheep or 150 cattle, which was erected at the Gordon Street side of the railway line.²⁹

The Katanning-Kojonup railway line provided a ready means of transport for agricultural produce from the Kojonup district and stimulated further settlement, whilst the prospect of a railway station in the town encouraged development.³⁰ Settlers at Muradup, west of Kojonup, sought an extension of the railway line westward to Boyup Brook, and there was continued lobbying for this line to connect the Great Southern Railway to the South-Western Railway, which would provide the region with access to the port at Bunbury. On completion of this line, the Katanning-Kojonup railway line became part of the Donnybrook-Katanning Railway. The other sections were Donnybrook-Preston Valley (renamed Noggerupp, December 1908, and Noggerup, August 1915), opened to traffic on 26 March 1908; Noggerupp-Boyup Brook, opened to traffic on 10 March 1909; and the longest section, Boyup Brook-Kojonup, opened to traffic on 21 May 1912.³¹ For this final section, the Government had decided to revert to private contractors, and Vincent Bros. was awarded the contract at a cost of £60,500.³²

By June 1912, 775 miles of main line railways constructed on the principle of light railway construction were in operation. Commissioner of Railways, John T. Short, observed the policy of cheap railway construction meant steep grades, insufficient ballast, light rails and sleepers, defective drainage and omission of water supply, which involved working small loads, limited speeds, excessive maintenance costs and haulage of water, and concluded that under these conditions 'economic and efficient transport is an impossibility'.³³

In 1912, the survey of GSR Kojonup was brought up to date to show the line to Boyup Brook. The plan shows level crossings at Pensioner Road and the Perth-Albany Road, with a loading platform (18 ft x 45 ft) including a ramp at one end, and three small buildings of timber construction, comprising an instrument room, a shelter shed, and a parcels building, all of which were to be relocated from the Gordon Street side of the railway line to the Railway Parade side of the line.³⁴ To date, it has not been possible to ascertain at what date these structures were completed. After relocation of the out-of-shed, completed 6 April 1912, and the 12 ft x 10 ft cabin, completed 14 September 1912, the plan was updated.³⁵

Meanwhile, on 2 September 1912, the first Station Master was appointed to Kojonup.³⁶ By this date, there were a number of stores and other buildings in the

SROWA Acc. 1781 Item 13416A (1908-68). Refer to Donnybrook-Katanning Sec. Kojonup, C.C.E. Plan No. 30245, TRANSWA 60B, for location of the triangle. Note: Re-alignment of the triangle was completed in June 1956. (Kojonup-Proposed Re-Alignment of Triangle, Plan No. 44765, 1955-56, in Kojonup Improvements, op. cit.)

29 Katanning-Kojonup Railway, Proposed Sheep and Cattle Yard, and GSR Kojonup Proposed Crossing Loop, in GSR (Kojonup) Donnybrook-Katanning - Development of Station Yard, *ibid*.

30 Bignell, Merle *First the Spring ...* op. cit., p. 205; and *Great Southern Herald* 2 June 1906, p. 2.

31 Annual Reports for Railways and Tramways, 1908 to 1912, in *Votes and Proceedings* 1908 to 1913.

32 Jeff Austin, handwritten notes, op. cit.

33 Annual Report for Railways and Tramways for year ended 30 June 1912, in *Votes and Proceedings* 1912, Vol. 2, p. 9. Note: As the cheap form of construction proved unsatisfactory, particularly on the Katanning-Kojonup line, a more substantial form of construction was later introduced. (Jeff Austin, handwritten notes, op. cit.)

34 GSR Kojonup Proposed Crossing Loop, E.E.L. File 3965/11, in GSR (Kojonup) Donnybrook-Katanning - Development of Station Yard, op. cit.

35 G.S.R. Kojonup, copy of E.E.L. Plan No. 12851, held by TRANSWA.

36 Jeff Austin, handwritten notes, op. cit.

town and the population of the district had increased to about 800.³⁷ From 1912, the Donnybrook-Katanning Railway was an important link across country from the Great Southern region. With a ruling grade of 1 in 40, the maximum speed on the line was 15mph, and the journey took 12.5 hours. The service operated six days per week, with passenger coaches attached to specific goods services.³⁸

In 1913, local farmers W.T. Ross and C.K. Ross lobbied for an enlarged platform at Kojonup to facilitate unloading of machinery arriving in the district and for the establishment of a sheep race and yards at Kojonup Station. A goods shed was also needed at the other side of the railway line, and a light for trains arriving after dark.³⁹ In 1913-14, improvements made to the railway facilities at Kojonup included improvements to the loading platform; a portable sheep race; erection of the Permanent Way Camp, completed 7 March 1914, and a portable Ladies' Waiting Room, completed 16 May 1914, as shown on the updated plan.⁴⁰ An undated photograph shows the Ladies' Waiting Room, a timber framed and clad building with a curved roof, and the two other small buildings.⁴¹ Subsequently, Kojonup Railway Station was established⁴², a standard type station building of timber construction with an iron roof as shown in a photograph.⁴³

In 1916-17, consequent to the aforementioned adverse report on light railway construction, the Katanning-Kojonup line was re-ballasted and re-sleepered.⁴⁴

In 1916-18, improvements were made to the water supply on the Great Southern and Donnybrook-Katanning railways, including Farrar (opened as 224 m. 41 c. Siding, February 1914, recorded as Farrer, March 1914), where land was resumed in December 1916, for a dam, 3,880,000 gallons in capacity, to feed water to an overhead tank at the siding. After this work was completed in November 1918, it provided the water supply for trains en route to Kojonup for many more years until the water became too salty in the 1950s, when steam locomotives ceased taking on water at Farrar⁴⁵, the destination for the proposed Kojonup Tourist Railway.⁴⁶

Following World War I, a soldier settlement scheme was established to assist Australian and Imperial ex-servicemen to settle on the land. The Discharged Soldiers' Land Settlement Board, in association with the Industries Assistance Board and Agricultural Bank, provided special concessions including low interest rates, fees and land prices, and sustenance allowances. In the 1920s, soldier settlers contributed substantially to the increase in primary production in Western Australia.⁴⁷ Under the scheme, around 60 returned servicemen took up land in

37 Batty, J. S. op. cit.

38 Jeff Austin, handwritten notes, op. cit.

39 Bignell, Merle *First the Spring* ... op. cit., pp. 198-199. Note: For biographical details of Jones and Ross, refer to Batty, J. S. op. cit., Vol. 2, pp. 768-771 and p. 775 respectively.

40 G.S.R. Kojonup, copy of E.E.L. Plan No. 12851, held by TRANSWA.

41 'The First Railway Station, Kojonup', Batty Library Pictorial Collection, 7666B.

42 Bignell, Merle (Ed.) *Tell their Worth* ... op. cit., p. 74;

43 Annual Report for Railways and Tramways for year ending 30 June 1926, in *Votes and Proceedings* 1926 Vol. 1 Appendix P.

44 Annual Reports for Railways and Tramways, 1916 to 1918, in *Votes and Proceedings* 1916 to 1918.

45 Annual Reports for Railways and Tramways, 1916 to 1919, in *Votes and Proceedings* 1916 to 1919; and Jeff Austin, handwritten notes, op. cit.

46 Don Hair, Kojonup Tourist Railway Committee, conversation with Robin Chinnery, 28 February 2006.

47 Crowley, F. K. op. cit., pp. 204-205.

the Kojonup district, increasing production, and stimulating growth in the town,⁴⁸ which led to further development of rail facilities at Kojonup.

In October 1920, a plan for proposed improvements at Kojonup shows extension of the approach road and the site for a proposed goods shed some distance east of the existing loading platform.⁴⁹ In June 1921, work commenced on improvements to the railway facilities at Kojonup, comprising a Goods Shed, approach road, and sidings etc., which were completed in February 1922.⁵⁰ The Goods Shed was a standard plan, being a skillion roofed goods shed, of timber and iron construction, with a through track.⁵¹ *Large Timber Structures in Western Australia* notes the Goods Shed at Kojonup was not classed as a large timber structure, and was 'only of significance if considered as part of station precinct'.⁵²

In 1923, the dead-end was extended and alterations made to the stockyards.⁵³ In late January 1924, the official opening of the newly completed National Bank in Kojonup's main street was hailed as 'tangible evidence of its faith in the district', which 'had only commenced to take its proper place amongst the Great Southern districts as being unequalled for stock-raising'.⁵⁴ The mid-1920s proved to be a notable period in the development of Kojonup and, with the further development of agriculture and stock raising in the district, the railway facilities were expanded. A site plan, dated 27 June 1924, for Kojonup Employee's House Contract shows the proposed Station Master's house at the corner of the Perth-Albany Road and Gordon Street, to be enclosed by an open picket fence, with two wicket gates, one to open to the aforesaid corner, and the other, at the diagonally opposite corner of the site, to open the station yard. The plan shows the Goods Shed, loading platform and stockyard at the Gordon Street side of the line, and a latrine and urinal, and the Station Buildings at the Railway Parade side of the line.⁵⁵ In August 1924, tenders were called for erection only of a three-room timber weatherboard house at Kojonup for the WAGR.⁵⁶ In October 1924, when the foundation stone of the new hospital at Kojonup was laid, it was reported 'Building in the town is going on apace', and noted: 'Toward the south end of town, the Station Master's new residence takes the eye'.⁵⁷ Station Masters at Kojonup occupied the Station Master's residence from 1924 to mid-1982.⁵⁸

In 1924, new standard plans for Railway Station Buildings were prepared and signed by the Chief Engineer, Way & Works, for new stations and for replacement of older Station Buildings. The plan for New Station Buildings (Kojonup & Gnowangerup) shows the proposed timber framed building, with

48 Bignell, Merle *First the Spring...* op. cit., p. 211.

49 Kojonup Proposed Improvements, E.E.L. Plan No. 19369, in GSR (Kojonup) Donnybrook-Katanning - Development of Station Yard, op. cit.

50 Annual Report for Railways ... in *Votes and Proceedings* 1921-22, Vol. 2, Appendix F, p. 57 and 1922-23, Vol. 2, Appendix F, p. 61.

51 Engineering Heritage Panel, Western Australian Division, The Institution of Engineers, Australia, Western Australia Division *Large Timber Structures in Western Australia* Perth, 1998, Vol. 4, Entry 7623.

52 *ibid.*

53 S.W.R. Kojonup, W. & W. Plan No. 22302, in GSR (Kojonup) Donnybrook-Katanning - Development of Station Yard, op. cit.

54 *Great Southern Herald* 4 February 1925, p. 5.

55 S.W.R. Kojonup Employee's House Contract Site Plan, copy of W. & W. Plan No. 22944, signed Chief Engineer, Way & Works, 27 June 1924, in GSR (Kojonup) Donnybrook-Katanning - Development of Station Yard op. cit.

56 *Builder and Engineering Register* 1 August 1924, p. 17.

57 *Great Southern Herald* 15 October 1924, p. 5.

58 Don Hair, conversation with Robin Chinnery, 28 February 2006.

timber weather-boards to the exterior and asbestos sheeting to the interior, with a roof of Marseilles pattern tiles, with ornamental ridge capping. The Station Building comprises an instrument room (9' x 14' 6") opening to the traffic office (26' x 14' 6") in which there is a parcel counter and a ticket counter to the public area, and a back-to-back fireplace to the waiting room (13' x 14' 6"), which has seating along three walls. At this end of the building, there are two 1,000-gallon tanks on stands. The tiled roof of the veranda extends across the low level platform towards the line.⁵⁹ In November 1924, construction of the Railway Station Building at Kojonup commenced, and was completed in June 1925.⁶⁰ It was among the first of the new standard plan station buildings built in the 1920s, and the first of its particular type. A photograph of Kojonup appeared in the Annual Report for Railways (1926), to illustrate the type of new station building 'erected at Kojonup, Lake Grace, and Gnowangerup'.⁶¹

In 1928, the Roads Board formed and gravelled Railway Parade, and twenty-five ornamental trees were planted in the vicinity of the Station Building, thirteen to the west of the building and twelve to the east along the fence line.⁶² The trees were Spotted Gums (*Eucalyptus maculata*), most of which survive in 2006. Late twentieth century signage at the place refers to them as the Robertson Trees, and notes they were planted by Duncan Robertson, also responsible for plantings in Spring Street, and assisting in the formation of the Kojonup Fire Control Organisation in 1940.⁶³ The mature Kurrajong (*Brachychiton populneus*) was probably planted around the same period as the avenue of gums.⁶⁴

In late 1934, plans were drawn for a 60ft extension to the siding to the stockyards and for a new stockyard. Alterations were made to the stockyards and the sidings were extended in the late 1930s.⁶⁵

In December 1935, the up-dated Progress Plan of Kojonup shows the northern (Gordon Street) side of the railway line, towards Pensioner Road, the Permanent Way Barracks and six Signalmen's Cabins, and associated outbuildings. Near the intersection of Gordon Street and the Perth-Albany Road, enclosed by an open picket fence, is the Station Master's House and associated outbuildings, comprising an earth closet and washhouse building, and a garage in the rear yard. In proximity to the rail lines are the wool loading platform; the loading platform, with a ramp at the western end and a 5-ton crane at the eastern end; and the Goods Shed, shown as galvanised corrugated iron construction, with a platform at the northern side. There is a standard dropper fence along Gordon Street, with two 12ft gates at the entry to the gravelled approach. At the southern (Railway Parade) side of the line, there is also a standard dropper fence to the western portion of the rail reserve and a plain and netting fence at the eastern portion. Planted in alignment with the railway line are the 25 ornamental gums. Five are to the west of the earth closet, to the east of which is the water crane and the next gum tree, then there are three trees to the 5000-gallon water tank and stand, of which only the stumps remain in 2006. There is a low level landing,

⁵⁹ New Station Buildings (Kojonup and Gnowangerup), copy of W. & W. Plan No. 23185, TRANSWA 60B.

⁶⁰ Annual Report for Railways, in *Votes and Proceedings* 1925, Vol. 1, Appendix H, p. 57.

⁶¹ Annual Report for Railways, year ending 30 June 1926, *Votes and Proceedings* 1926 Vol 1 Appendix P.

⁶² Kojonup-Approach to Station, W. & W. Plan No. 2212/21, in GSR (Kojonup) Donnybrook-Katanning – Development of Station Yard, op. cit.

⁶³ Signage, site visit, Robin Chinnery and Lynne Farrow, 28 February 2006.

⁶⁴ Site visit, Robin Chinnery and Lynne Farrow, 28 February 2006.

⁶⁵ S.W.D. Plan No. 980, C.C.E. Plan No. 29665, and S.W.D. Kojonup, Proposed Stock Yard Alteration and Extension of Sidings in C.C.E. Plan No. 32561, in Kojonup Improvements, op. cit.

with the Station Building (1925) and, a short distance east, the Ladies' Waiting Room. Both buildings have a verandah at the north side towards the railway line. The next 13 trees are east of the Ladies' Waiting Room, and the remaining three trees angle away from the line alignment to the meet the fence line at Railway Parade. Two 13' x 9' cabins of timber construction (toilets) are located just south of the boundaries as per CCE Plans 10738 and 15591.⁶⁶

On 24 November 1941, the first WAGR road bus service to Kojonup commenced.⁶⁷ In 1943, a motorbus shed of corrugated iron construction was erected some distance to the northeast of the Goods Shed.⁶⁸

In 1944, plans were drawn for proposed stockyards and sidings at the Railway Parade side of the line, across the road from Elder Smith & Co.'s sale yards, and for removal of the old stockyards. The works were completed in December 1945, and shown as constructed on the annotated progress plan in February 1946. Subsequent to removal of the Permanent Way Barracks (1914) in April 1945, new barracks were completed in June 1948.⁶⁹

In June 1952, plans show the proposed bituminising of an area of 2050 square yards in the vicinity of the Bus Shed, for work to be carried out under the Federal Aid Roads Programme, and the work was duly carried out.⁷⁰

In 1953, a plan prepared for the connection of water supply for the Station Building and the Barracks from the town water supply (completed September 1953) appears to show the Ladies' Waiting Room building as the Cream Room, but the date of the change in use was not noted on the Progress Plan.⁷¹ It has continued to be known as the Cream Room or Cream Shed.⁷²

In the 1950s, additional rail facilities were established at Kojonup. When bulk grain handling facilities were first established in the mid-1950s, Lysaght bins were erected temporarily in the area between the Permanent Way barracks and the loading platform. Later, new bulk wheat bins were constructed at a permanent site west of Pensioner Road, following construction of an additional siding to serve the facility.⁷³ In 1959, a new siding was constructed for stacking sleepers.⁷⁴ The Progress Plan shows the locations of these sidings, the bulk grain facilities, and the weighbridge, all to the west of Pensioner Road.⁷⁵ Various alterations and additions were made to these and other facilities in their vicinity in the 1960s.⁷⁶

⁶⁶ Progress Plan Kojonup, CCE Plan No. 30245, TRANSWA 60B, 2 December 1935.

⁶⁷ Jeff Austin, handwritten notes, op. cit.

⁶⁸ Kojonup-Site of Bus Shed, WAGR Civil Engineering Branch, Plan No. 34459, and Kojonup-Proposed Stock Yards & Sidings, Plan No. 34957B, in GSR (Kojonup) Donnybrook-Katanning – Development of Station Yard, op. cit.

⁶⁹ Kojonup-Proposed Stock Yards & Sidings, Plan Nos. 34597A, B & C, and Kojonup-New Stock yard & Siding as constructed, Plan No. 35760, in Kojonup Improvements, op. cit.; and annotations on Progress Plan Kojonup, CCE Plan No. 30245, TRANSWA 60B, op. cit.

⁷⁰ Area to be bitumenised, copy of Plan 41185, 12 June 1952, in GSR (Kojonup) Donnybrook-Katanning - Development of Station Yard op. cit.

⁷¹ Donnybrook-Katanning Sec. Kojonup, C.C.E. Plan No. 30245, TRANSWA 60B; and Kojonup-Proposed Water Supply for Station & Barracks from Town Main, Plan No. 42198, in Kojonup Improvements, op. cit.

⁷² Don Hair, conversation with Robin Chinnery, 28 February 2006.

⁷³ Kojonup-Proposed Bulk Handling Facilities, Plan No. 44962, Proposed Additional Sidings, copy of Plan No. 48103, and Proposed Improvements, Plan No. 48909, in GSR (Kojonup) Donnybrook-Katanning - Development of Station Yard, op. cit.

⁷⁴ Kojonup-Proposed Siding for Stacking Sleepers, Plan No. 48883, in *ibid.*

⁷⁵ Donnybrook-Katanning Sec. Kojonup, C.C.E. Plan No. 30245, TRANSWA 60B.

⁷⁶ Plans (1959 to 1968) in Kojonup Improvements & requirements (1963-74) SROWA WAS 1213 Cons.

Through the 1950s, the number of passengers carried by the Donnybrook-Katanning Railway decreased as road transport became more popular, and the regular passenger service ceased operation in the late 1960s. Subsequently, some special hired trains ran the through journey, the last of which was an Australian Railway Historical Society passenger train in 1974.⁷⁷

In the 1960s, as road vehicle transport became dominant, the town of Kojonup extended more along Albany Highway as road travellers provided a growing source of trade. In 1975, a local Tourist Bureau was established in the Railway Station Building, a use that continued through into the mid-1990s.⁷⁸ During this period, kitchen facilities were fitted in the Instrument Room, a doorway was made between the Office and the Waiting Room and a door fitted.⁷⁹

In the 1970s, the freight service on the Donnybrook-Katanning Railway continued to operate. However, Westrail's establishment of the Total West road service to carry all parcel traffic had a considerable impact on this and other branch lines in the State, and the railway through Kojonup became largely dependent upon seasonal traffic for superphosphate and grain. The decision to re-direct Bunbury grain traffic to Albany and Avon led to direct road haulage from Kojonup to Albany replacing rail traffic. On 13 July 1981, the railway line between Boyup Brook and Katanning was closed for 'seasonal purposes', and then re-opened on 1 October. After extensive flood damage to the line at Muradup in early 1982, it was decided that its continued operation was not feasible. On 1 June 1982, the railway to Kojonup ceased operation, and the Station Master was withdrawn on 2 June.⁸⁰ Many rail lines in the State were closed in the late 1970s and 1980s, and at Kojonup, as elsewhere, most of the structures and buildings were removed, and often the rails were taken up and sold for scrap. At Kojonup, the rails were left in situ, together with the Station Building and associated buildings, Goods Shed, Bus Shed, and more recent toilet block, after the Station Master's House was purchased and removed by a local resident, who reused materials such as the jarrah timber dados.⁸¹

Subsequent to the closure of the railway, Kojonup Railway Station was vested in the Shire of Kojonup.⁸²

In 1991, the Kojonup Tourist Railway Committee was formed with the goal of conserving *Kojonup Railway Station (fmr) Group* and establishing a tourist railway to operate a proposed round trip from Kojonup and Farrar on the Boyup Brook-Kojonup line.⁸³ In the early 1990s, to ensure survival of the small timber framed buildings, including the Cream Shed and the toilet buildings, the Committee relocated them to the Show Grounds, where they continue in use in 2006. The small, curved roof building (shown in the earliest photographs of *Kojonup Railway Station (fmr) Group*) was not in sufficiently good repair to be relocated and has been stored in pieces so it may be re-erected at the place at some future date if possible. The Committee maintains *Kojonup Railway Station*

4810 Item CE 37295.

77 Jeff Austin, handwritten notes, op. cit.

78 Bignell, Merle (Ed.) *Tell their Worth* op. cit., p. 74.

79 Don Hair op. cit.

80 Jeff Austin, handwritten notes, op. cit.

81 Don Hair, conversation with Robin Chinnery, March 2006.

82 Gwenda Kinniburgh, Secretary, Kojonup Tourist Railway Committee, email to Lynne Farrow and Robin Chinnery, 27 February 2006.

83 Don Hair, conversation with Robin Chinnery, March 2006.

(*fmr*) Group, and has carried out work to renew the rail line where necessary in the area of the precinct and to the west of Pensioner Road towards the goal of establishing the proposed tourist railway. Existing plantings in the vicinity of the Station Building have been retained. In the 1990s, a number of *Kunzea* were planted at the north of the platform, to make it more attractive whilst the line is out of operation; and a skateboard track was built at the southern side of the precinct, near Railway Parade, some distance west of the Station Building towards Pensioner Road.⁸⁴

In March 1994, *Kojonup Railway Station (fmr) Group* was included in the 'Survey of Railway Heritage in Western Australia', which reported most of the Station Yard was intact, and recommended the place for entry in the Register of Heritage Places.⁸⁵

Kojonup Tourist Railway Committee has accumulated a considerable collection of railway materials for future use on the tourist railway, including rails, points and signals. Historic rail cars acquired for the project include J4 MRWCo, a 2nd Class country sit up car, built by Oldbury Carriage & Wagon Co., Birmingham, England, which entered service with WAGR in 1899. In 1901, it was transferred to Midland Railway Co., whose existing coaches had been declared unsuitable as they lacked toilets, and continued in this service to 1964, when the company was taken over by WAGR. In 1969, it was converted to a workers' van, its current configuration. The other rolling stock is as follows: AW5047, a 1st class suburban side door car, built (1905) at Westralia Iron Works, North Fremantle, converted to a workers' van (1970s); ARS349, a sit up side corridor (AR) 2nd class country car, built (1917) at State Implements, Rocky Bay, converted to a 4 berth per compartment sleeping car and reclassified to ARS (c.1922), serving on the State's long distance lines before conversion to a workers' van (1980); AZ438, built (1929) at Midland Junction Workshops, initially used on the Kalgoorlie Express, up-graded (1947) for service on the new Westland Express through to 1970, when it was replaced by the Trans-Australian and Prospector, after which the AZs were utilised to replace platform cars on various other lines, before AZ438 was converted to a workers' van (1980); ADF495, named 'Banksia', built (1950) at Midland Workshops, last of six built of this class (all named for Western Australian wildflowers) and the only one extant, it was refurbished (1964) and fitted for multi coupling for a rapid daylight service Bunbury-Perth return; and Z529, built (1962) at Midland Workshops, one of a large number of Z vans built (1957-64), which served as brake vans on freight trains throughout the State, it was also converted to a workers' van (1980s).⁸⁶ In 2002, a large steel shed was erected for storage purposes.⁸⁷

In the 1990s, the Tourist Railway could operate only on specific days and required permission to be granted annually. In 2002, under an Executive Order, known as the Kojonup-Farrar Order, responsibility for the Kojonup-Farrar railway (including *Kojonup Railway Station (fmr) Group*) was passed to the Shire of

84 *ibid.*

85 Uhe, Philippa (Compiler) 'Survey of Railway Heritage in Western Australia' for National Trust of Australia (WA), March 1994.

86 'Rail Car Profile', courtesy Don Hair, Kojonup Tourist Railway Committee. Note: The rolling stock is stored at the place, as are some other items for use on the proposed tourist railway. Railway lines, signals and points etc. are stored at private premises, as is the Cream Shed.

87 Don Hair op. cit.

Kojonup, which enables the continuing operation of the Kojonup Tourist Railway.⁸⁸

In 2006, the Kojonup Tourist Railway Committee continues to work to conserve the *Kojonup Railway Station (fmr) Group* and towards establishing a tourist railway to run on about 15km of light railway from the Station Building to Farrar. The Committee has a small display of memorabilia on show in the Station Building, and the Goods Shed and Bus Shed are utilised for storage. Level sites indicate the former locations of buildings and structures that have been removed, including the Station Master's House and the Permanent Way Barracks.⁸⁹

13.2 PHYSICAL EVIDENCE

Kojonup Railway Station (fmr) Group comprises a loading platform with a 5-ton crane (c. 1912), Goods Shed (1922), Station Building and platform (1925), with original scales, Bus Shed (1943), site of Station Master's House (1924-c.1982) and other structures, a wool loading platform, a mature Kurrajong (*Brachychiton populneus*) and Spotted Gums (*Eucalyptus maculata*), planted in the late 1920s, a c.1960s-70s toilet block, a garden shed (c.1980), a skateboard track (c.1990), and a large steel shed (2002), in an area bounded by Albany Highway, Gordon Street, Pensioner Road and Railway Parade.

Siting and relationship of buildings

Kojonup Railway Station (fmr) Group is located in the town of Kojonup, a regional town 260km southeast of Perth and 150km north of Albany in the Great Southern Region of Western Australia. The town has a population of approximately 1200, and is the administrative centre of a prosperous agricultural district.

Located in a valley at the foot of the historic centre of Kojonup, *Kojonup Railway Station (fmr) Group* occupies a reserve of 2.6 hectares, which runs in an east-west orientation. The site is bounded by Albany Highway to the east, Railway Parade (on some maps Benn Parade) to the south, Gordon Street to the north and Pensioner Road to the west.

Railway Parade contains other structures of a civic nature including a swimming pool. Gordon Street to the north contains mainly residential buildings. The area to the west of the precinct, beyond Pensioner Road, contains the town's wheat silos, which have been constructed across the railway line. The track has been realigned by the Kojonup Tourist Railway at the western end of the precinct, to curve northwards to its new position.

The precinct is approximately 450m long and 60m wide. The site is relatively flat. It is oriented around the Station Building, which is set about a third of a way along Railway Parade from Albany Highway. An avenue of Spotted Gums lines the north side of Railway Parade on either side of the station, creating a shaded entrance approach, and a distinctive landscape element in the town. A 1960s toilet block has been constructed approximately 20m to the east of the Station Building, and a small garden shed constructed close to the west facade.

The Goods Shed is located approximately 15m to the northeast of the Station Building across the railway line. The Bus Shed is located approximately 10m to the northeast of the Goods Shed. The Loading Platform and 5-ton Crane are located approximately 15m to the northwest of the Station Building.

⁸⁸ Information from Gwenda Kinniburgh, email to Robin Chinnery, 26 April 2006.

⁸⁹ Site visit, Robin Chinnery and Lynne Farrow, 28 February 2006.

A large new corrugated iron storage shed has been constructed approximately 50m west of the Spotted Gums.

A skateboard track has also been introduced to the west of this new shed.

The Wool Loading Platform is located to the north of the skateboard track.

The Station Master's Residence (1924, demolished c.1982) was located on the northeast corner of the site, close to Albany Highway. Some archaeological remains may be extant. A large hay cart has been placed in this location.

Station Building

The Station Building is a small rectangular single storey timber weatherboard building with a tiled gable roof in the Inter-War Queen Anne style. The weatherboard is dressed horizontal timber with channelled joints. The roof has a crest of decorative ridge tiles with a gable scroll tile at each end.

The gable ends are the shorter walls, which face east and west. They do not contain any openings. The gable is asymmetrical with wide eaves on the south side of the building supported on generous timber brackets. A verandah to the north side over the station platform is supported by a series of five chamfered timber columns, 170mm square, located approximately 2m from the north wall. Timber brackets spanning from these columns support a further eaves projection of 2m.

The spandrel at each end of the veranda is clad with 150mm vertical timber boards. The bottom of each of the boards is semicircular, which gives a decorative scalloped effect to the spandrel.

The bargeboards project approximately 300mm and are supported on curved timber brackets projecting from the corners of the building, and on the 200mm x 72mm veranda beam which projects through to the barge.

The barge soffits are lined with battens. The apex of the gable is lined with a louvred vent. A half-timbered panel runs across the base of the gable between the vent and the wall plate.

The north wall of the building, which faces onto the platform, contains three single doors, one double door and two windows, placed asymmetrically according to the requirements of the internal layout. Doors are timber panelled, with two horizontal panels in the lower section and three vertical panels in the upper section. The single doors have six-light glazed highlights over, and the double doors have a nine-light highlight over. Doorsills are timber. Windows and door heads are at the same height.

Windows are double hung timber sash, with a single light to the lower pane and nine lights to the upper pane. Sills are timber with a scotia under. External architraves are 125mm splayed timber. The windows are protected with steel bars, which are rusting and require treatment and repainting. Vandals have broken some of the windowpanes and mesh has been installed over the bars to prevent further vandalism.

The south facade contains four windows spaced asymmetrically. The level of the ground at the south side of the building is higher than the floor level. A concrete retaining wall has been recently installed approximately 600mm from the south face of the building to prevent soil from encroaching on the fabric of the building.

The station platform is at the same level as the adjacent track and is paved with bitumen. This has brought the level of the platform slightly higher than the internal floor level and has contributed to the termite infestation visible in some of the elements. There is no indication of current termite activity. Members of the Tourist Railway Committee are vigilant for any signs of activity and treat promptly.

A set of Avery scales is located next to the building on the veranda to the left of the double door. The scales are approximately one metre square and are surrounded by a border of flat chamfered jarrah. The scales need easing.

The internal layout of the building is very simple and consists of three rooms, which are now all connected by internal doors. All the rooms have the same depth, 4.4m. The largest room, the original office, is located in the centre and is just less than 8m long. The room on the east end, which now contains kitchen facilities, and was the original instrument room, is 2.8m wide, and the room at the west end, the original waiting room, is 3.6m wide.

Internal finishes are similar throughout the building. Floors are 100mm jarrah boards. Skirtings are moulded jarrah approximately 200mm high. Walls have a dado lining of varnished jarrah boards to approximately 1.2m high with a dado sill at the top edge. Above the dado the walls are lined with asbestos cement with cover battens at the joints.

Ceilings are 4.1m high and appear to be lined with asbestos cement with battened joints, apart from the kitchen ceiling, which appears to be lined with fibrous plaster, as per the 1924 plans. There is some cracking in the plaster and the battens are thinner than the two other ceilings. Sills and architraves are timber. Vents are high-level cast iron.

The Kitchen (Instrument Room fmr) is room has one external door opening out onto the platform on the north wall and a double hung timber sash window in the centre of the south wall. A sink and cabinetwork has been introduced to the east wall of the kitchen. A flush panel internal door in the west wall has been used to replace the original door and leads into the larger central room. In some areas battening is missing, which appears to correspond to the original placement of cabinets or shelves when the room was the Instrument Room.

The large central room is the original office. There is a single door, a double door and a window on the north wall. There are two windows on the south wall. A fireplace is located in the centre of the west wall. The chimneybreast is painted face brickwork. There is no fire surround, just the painted brickwork of the round arch and base of the fireplace itself. A painted timber mantle shelf, a little wider than the chimneybreast, is extant. A door has been introduced to the south of the chimneybreast to connect into the west (waiting) room. The architraves of this doorway differ from the original architraves. There is no evidence of the ticket office that extended along the east wall of the room, as shown on the 1924 plan.

The Waiting Room has one external door and a window on the north wall, and a window in the centre of the south wall. The fireplace on the east wall is back-to-back with that in the Office and is identical in detailing. The internal door to the south of the fireplace is flush panel and the opening appears to have been introduced, as noted above. The battened seating shown on the original drawing has been removed.

Goods Shed

The Goods Shed measures approximately 10m by 17m (30' x 50' – 30ft was a standard width for such buildings; the length varied according to requirements) and is clad in vertical sheets of corrugated iron painted on the exterior. The roof is skillion with the apex on the south wall. A large sliding door on both the east and west (gable) walls spans half the width of the building and has recently been re clad in single lengths of corrugated sheeting. The western sliding door (closest to the Station Building) contains a smaller personnel door within it. The northern half of the building sits on a jarrah railway sleeper plinth. A set of stairs and a small landing in the centre of the north wall leads up to a 820mm entrance door. The 1935 Progress Plan shows this landing stretching across the whole north face.

Internally the structure is timber framed, with large sections of timber forming the portal and brackets providing additional cross bracing at the junction of wall and roof. The building is unlined and both red and blue *Lysaght* labels are visible on the internal surface of the sheeting.

The north half of the floor has been raised as a platform and is covered with wide jarrah boards. The railway track runs into the southern portion of the building, which is lower, enabling the train to be loaded from the platform.

Bus Shed

The Bus Shed is an approximately 10m x 5m-gable shed clad in short lengths of vertical corrugated iron. The structure is timber framed and internally the Shed is unlined. The double doors on the east end are made of link mesh fencing wire.

Loading Platform

The Loading Platform is raised approximately one metre above the adjacent ground level. The structure is retained with jarrah railway sleepers and is paved with gravel. The edge is bordered by cantilevering jarrah railway sleepers. The platform has a wide ramp on both the north and south sides.

The condition of the platform is fair. Some of the jarrah sleepers that retain the platform are deteriorating and some of the edging has broken away. Weeds are growing in the gravel paving.

Crane

The 5-ton crane is a winch crane set on its own platform, which is slightly lower than the loading platform directly adjacent to the west. It has a metal bottom plate bolted into the platform.

Wool Loading Platform

The Platform behind the skateboard track is marked on the Progress Plan as the Wool Loading Platform. This is a similar structure to the crane platform. It is likely it dates from the period after the removal (1946) of Stock Yards north of line.

Landscaping

The dominant landscape element in the precinct is the avenue of mature Spotted Gum trees, which line the north side of the railway line at Railway Parade on either side of the Station Building for approximately 100m to the east (the main approach) and 50m to the west. Some native planting introduced to the front and rear of the Station Building when it accommodated the Kojonup Tourist Bureau

has grown to obscure the south facade, which faces Railway Parade. More recent planting was introduced to the north of the track adjacent to the platform.

A small tree to the west of the Station is a Kurrajong (*Brachychiton Populneus*).

Railway Tracks

There are three railway tracks crossing the precinct, one adjacent to the Station Building, one running through the Goods Shed and another running to the south of the Goods Shed, which are all in their original locations. As previously noted, approximately 50m of track at the western end of the precinct has been realigned.

Other Structures and elements

Other structures on the site are the garden shed (c.1980s) to the west of the Station Building; the Toilet block (c.1960s) to the east of the Station Building; a skateboard track (c.1990s) at the west end of the site; and a large steel storage shed (2002) erected by the Kojonup Tourist Railway.

A hay cart has been placed in the northeast corner of the site in the location of the demolished Station Master's residence.

Two small gable sheds with skillion additions, and two lavatory buildings were removed from the site and were relocated in the Kojonup Show Grounds, where they continue in use.

The 'Cream Shed', which was one of the three early small curved roof structures, was among the early buildings forming the first railway station. It has been dismantled and stored in Kojonup, awaiting restoration.

An area of the site between the crane and Bus Shed has been paved with bitumen, which is extant in patches.

Three carriages can be viewed on the site. Two are located on Railway Tracks to the east of the Goods Shed, both are clad with galvanised iron and have rounded roofs. The one nearest the station is painted red and has no window openings. There is a sliding door on the north side. The eastern carriage is painted yellow and has small high-level window openings. Another similar yellow carriage is sited inside the Goods Shed. Other railway apparatus is stored in the 2002 shed.

13.3 COMPARATIVE INFORMATION

In the late nineteenth century and first half of the twentieth century, the construction of an extensive government railway system in Western Australia facilitated the development of many regions of the State, including the Great Southern. In the 1890s, as the work of the Public Works Department increased considerably following the granting of Responsible Government and in the wake of the Western Australian gold boom, standard plans were drawn for various buildings and structures, including some for the rapidly expanding government railways. Preparation and use of standard plans continued to be the general policy for railway buildings and structures in the first half of the twentieth century.

Groups of railway buildings were established as part of the State's railway network, and at large rail centres, such as Merredin (P01577) and Mullewa (P06105), a considerable variety, number and extent of buildings and structures were associated with the railway. Whilst railway precincts at smaller centres, such as Kojonup, were less extensive, there was still a diverse range of buildings and structures, including the Station Building, Goods Shed(s), Permanent Way

Barracks, Station Master's House and loading platforms, as evidenced by progress plans for Kojonup. In the post-World War II period, with the evolution of the State's transport system the need for such complexes came to an end. Most railway groups were severely depleted or entirely razed, leaving only a few, if any, of the individual elements at many centres. By the late twentieth century, few relatively complete and authentic groups of railway buildings remained, of which Merredin is a notable example. At *Kojonup Railway Station (fmr) Group*, as at many other centres, a small number of buildings and structures remain as visible reminders of a bygone age in which rail transport played a vital role.

Goods sheds were erected as part of the development of various railway centres, most being built to standard plans, including Kojonup. Typically, as at Kojonup, they were timber framed buildings clad in corrugated iron, with the floor of the shed raised to provide a platform level with the bed of the rail trucks, and with a through line to provide weather protection during loading and unloading. Many of the goods sheds that survive into the twenty-first century have been subject to some adaptation and change through time and changing patterns of use. Whilst the original timber flooring was later replaced with concrete in many instances, the Goods Shed (1922) at *Kojonup Railway Station (fmr) Group* retains its timber floor, and has undergone little change other than replacement of doors to the line and some corrugated iron sheeting. *Large Timber Structures in Western Australia* noted the Goods Shed at Kojonup was not classed as a large timber structure, and was 'only of significance if considered as part of station precinct.'⁹⁰ It is an integral part of *Kojonup Railway Station (fmr) Group*, and a good example of a once common but now comparatively uncommon structure.

The Station Building was the first of its type to be built when new standard plans for station buildings were introduced in the mid-1920s, and was used as an illustration of this type. It has been subject to relatively little change and remains representative of its type. The station building at Lake Grace is also extant, of the group constructed with clay tiles. Gnowangerup Station Building has been relocated. Pemberton Station Building has a corrugated iron roof. As the first such station building, the one at Kojonup is highly significant in its own right as well as being the major element in *Kojonup Railway Station (fmr) Group*.

Other comparable places include *Kalamunda Railway Station* (now part of P10517, *History Village, Kalamunda*), which has a 1903 and a 1927 building from a light railway, restored and preserved by Kalamunda and Districts Historical Society; and *Pemberton-Northcliffe Railway and Railway Station* (P04637), another light rail precinct with a standard pattern timber and iron station house with a single sided awning, a skillion roofed corrugated iron clad goods shed, located on a picturesque levelled area, surrounded by shrubs and trees, with open grassed areas around the former yards. *Pemberton Railway Station* is maintained and operated by The Pemberton Tramway Company Pty Ltd.

Kojonup Railway Station (fmr) Group is differentiated from other places by the establishment of the local Kojonup Tourist Railway Committee, working actively to conserve and maintain the place, and implement necessary works towards achieving the goal of operating a tourist railway between Kojonup and Farrar, and their collection of rolling stock for this purpose includes some rare items.

In conclusion, *Kojonup Railway Station (fmr) Group* is a good example of a group of railway structures, further enhanced by its 1920s landscape elements, namely

⁹⁰ ibid.

the Kurrajong and the Spotted gums. No other rail precinct included in the HCWA Database appears to have a significant number of mature trees from late 1920s plantings such as these Spotted Gums, or a 1940s bus shed, albeit the latter is a minor element in this Group. These elements distinguish *Kojonup Railway Station (fmr) Group*, and the Station Building is the prime example of its type as noted above.

13. 4 KEY REFERENCES

No key references.

13. 5 FURTHER RESEARCH

Further research may reveal dates of construction of the first loading platform, and the earliest buildings at the place, namely the instrument room, shelter shed, and parcels building, re-located in 1912, and later removed; the wool loading platform, and the c.1960-70s toilet block at Railway Parade.