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.

The wording of this document has been adapted from 'Corrigin Railway Water Tower and Tank Conservation Plan' with amendments and/or additions by HCWA staff and the Register Committee.

PRINCIPAL AUSTRALIAN HISTORIC THEME(S)

- 3.5.3 Developing agricultural industries
- 3.8.6 Building and maintaining railways
- 3.9 Farming for commercial profit
- 3.11 Altering the environment

HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)

- 107 Settlements
- 202 Rail and light rail transport
- 209 Technology and technological change
- 301 Grazing, pastoralism and dairying
- 507 Water, power, major transport routes

11. 1 AESTHETIC VALUE*

The 12 metre high timber stand and 7 metre diameter round corrugated iron tank of *Railway Water Tank, Corrigin* demonstrates the aesthetic of a country railway water tower. (Criterion 1.1)

Railway Water Tank, Corrigin is dominant landmark and makes a significant contribution to the townscape and character of Corrigin. Located west of the line, *Railway Water Tank, Corrigin*, forms part of a railway precinct with a goods shed, loading ramp, and crane, and the 1966 railway station building erected on the east side of the line. (Criterion 1.3 & 1.4)

11. 2. HISTORIC VALUE

Railway Water Tank, Corrigin is a large historic element of a once busy railway line that operated with steam trains from 1913 to c1970. *Railway Water Tank, Corrigin* was constructed as part of the development of the depot junction station on the light agricultural railway spur line at Corrigin, strategically

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

located halfway between Merredin and Narrogin stations, both of which were major railway maintenance and administration centres. (Criterion 2.1)

Railway Water Tank, Corrigin, operational between 1913 and c1970, and as the only surviving structure from the original 1914 railway station, is an identifiable landmark synonymous with the development of Corrigin, and the growth and decline of railways in the Wheatbelt. (Criterion 2.2)

Railway Water Tank, Corrigin is a significant reminder of the infrastructure required to run and maintain a steam train service. The place facilitated the supply of water from the railway dam to steam trains until c1970, when diesel-electric trains phased them out. (Criterion 2.2)

11. 3. SCIENTIFIC VALUE

Railway Water Tank, Corrigin is associated with the utilisation and development of steam powered technology and transport. (Criterion 3.3)

11. 4. SOCIAL VALUE

Railway Water Tank, Corrigin is a substantial landmark and, with its strong historic associations, contributes to Corrigin people's sense of place. (Criterion 4.2)

12. DEGREE OF SIGNIFICANCE

12. 1. RARITY

Railway Water Tank, Corrigin illustrates the steam-powered era of rail transport in Western Australia, a way of life no longer practised. (Criterion 5.1)

Railway Water Tank, Corrigin is the last remaining water tower and tank along the Narrogin to Merredin line, and is the last remaining example of its height, construction and capacity anywhere on the agricultural spur railway lines in the eastern wheatbelt. *Railway Water Tank, Corrigin* is the best example of its type in the wheatbelt, and one of the very few remaining examples in the State. (Criterion 5.2)

12. 2 REPRESENTATIVENESS

Railway Water Tank, Corrigin is a representative example of a timber water tower with a round 113.6 kilolitres (25,000 gallons) corrugated iron round water tank. (Criterion 6.1)

Railway Water Tank, Corrigin presents identifiable characteristics of a country railway station associated with a different era of rail travel and transport in the wheatbelt. (Criterion 6.2)

12. 3 CONDITION

The present condition of *Railway Water Tank, Corrigin* for the most part is fair to good. Maintenance seems not to have happened since c1970, and there are some elements which through lack of maintenance and exposure to the elements, require urgent attention.

The supporting poles appear to be structurally adequate despite obvious damages to three of the eight posts. The pole on the north east corner has been burnt at the base, rendering it totally useless in terms of structural support. The north west corner pole has a broken bed log, and the bracing timber at that position and elsewhere throughout the structure shows signs

of severe weathering. The south west corner pole has disintegrated completely in the top section, possibly from termite damage. An iron railway line has been attached to that pole to render it a structural element.

The timber platform shows signs of significant deterioration of the decking, and in many places it has weathered away completely.

No close inspection was made of the water tank, but it has not held water since approximately c1970, which indicates that a roof is in place over the tank. The condition of the tank is unknown. The tank has had no maintenance since c1970, so possibly it is not in a condition to hold water. Given the condition of some of the structural posts of the tower, they would not support the tank with water in it.

12. 4 INTEGRITY

Although *Railway Water Tank, Corrigin* no longer functions as originally intended it has retained a moderate degree of integrity and the original function of the place is clear.

12. 5 AUTHENTICITY

The place is considerably intact with no substantial or irreversible interventions occurring to the original fabric, excepting the support post that has been partly burned away. The place has a high degree of authenticity.

13. SUPPORTING EVIDENCE

Supporting evidence has been taken from 'Corrigin Railway Water Tower and Tank Conservation Plan' prepared for the Corrigin Historical Society Inc. by Laura Gray in association with Philippa Rogers and McDowell Afflect Pty Ltd Engineers in April 1998.

Key sections are: 3.0 Documentary Evidence (pp6-20), 4.0 Physical Evidence (pp21-33), 5.0 Analysis of Evidence (pp34-36)

13. 1 DOCUMENTARY EVIDENCE

For a discussion of the Documentary Evidence refer to 'Corrigin Railway Water Tower and Tank Conservation Plan' prepared for the Corrigin Historical Society Inc. by Laura Gray in association with Philippa Rogers, Historian and McDowell Afflect Pty Ltd Engineers in April 1998.

13. 2 PHYSICAL EVIDENCE

For a discussion of the Physical Evidence refer to 'Corrigin Railway Water Tower and Tank Conservation Plan' prepared for the Corrigin Historical Society Inc. by Laura Gray in association with Philippa Rogers, Historian and McDowell Afflect Pty Ltd Engineers in April 1998.

13. 3 COMPARATIVE INFORMATION

For a comparative analysis refer to 'Corrigin Railway Water Tower and Tank Conservation Plan' prepared for the Corrigin Historical Society Inc. by Laura Gray in association with Philippa Rogers, Historian and McDowell Afflect Pty Ltd Engineers in April 1998.

13. 4 KEY REFERENCES

'Corrigin Railway Water Tower and Tank Conservation Plan' prepared for the Corrigin Historical Society Inc. by Laura Gray in association with Philippa Rogers, Historian and McDowell Afflect Pty Ltd Engineers in April 1998.

13. 5 FURTHER RESEARCH
