



**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)**

- 3.8.5 Moving goods and people on land
- 8.14 Living in the country and rural settlements

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

- 203 Road transport
- 209 Technology and technological change
- 604 Innovators

#### **11.1 AESTHETIC VALUE\***

The main garage at *Pindar Garage Buildings* is a striking building form and its collection of machinery, machinery parts, and objects have strong aesthetic appeal. (Criterion 1.1)

The frameless sprung roof to the garage building at *Pindar Garage Buildings* is an innovative, but not unique, use of corrugated iron, exploiting its properties in bending. (Criterion 1.2)

*Pindar Garage Buildings*, together with the Pindar Hotel, are the only substantial structures in Pindar that are visible from the Geraldton-Mount Magnet Road and as such is a local landmark. (Criterion 1.3)

#### **11.2. HISTORIC VALUE**

*Pindar Garage Buildings* is a substantially intact complex of buildings that illustrates the development of a sizable motor vehicle haulage business in rural

---

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Canberra, 1991, with additional reference to Richards, O. *Theoretical Framework for Designed Landscapes in WA*, unpublished report, 1997.

Western Australia, particularly in the Mid-West, and the associated residence illustrates the once common practice of relocating timber-framed dwellings. (Criterion 2.1)

*Pindar Garage Buildings* was one of the earliest substantial truck haulage businesses to commence business in the Mid-West and the Murchison in the Inter-War period, demonstrating the gradual decline of camel teams to transport stock and produce, and the rising significance of the use of motorised vehicles. The place continued to operate as a garage, and still operates on a reduced scale, illustrating the continuing role of this form of transport in regional Western Australia; (Criterion 2.2)

*Pindar Garage Buildings* was built for and by George Edward Stoner and Harold James 'Jim' Wright, in partnership as Stoner & Wright, Haulage Contractors and Motor Engineers from approximately 1924, and was owned by Wright from approximately 1939 to 1969, after the dissolution of the partnership. (Criterion 2.3)

The garage building at *Pindar Garage Buildings* is an example of technical innovation in its curved roof design as practised by an unknown builder in the Murchison in the Inter-War period, which was well suited to its intended use as a garage at Pindar and as shearing sheds in the region. (Criterion 2.4)

### **11. 3. SCIENTIFIC VALUE**

-----

### **11. 4. SOCIAL VALUE**

*Pindar Garage Buildings* is valued by the community of the Shire of Mullewa and the wider community of the Mid-West and the Murchison for social and cultural reasons as a visible reminder of the important part played by motorised road transport from the Inter-War period in the development of the region, and in particular, the part played by Stoner and Wright. (Criterion 4.1)

*Pindar Garage Buildings* contributes to the community's sense of place as a well-known landmark at Pindar. (Criterion 4.2)

## **12. DEGREE OF SIGNIFICANCE**

### **12. 1. RARITY**

*Pindar Garage Buildings* is rare for its combination of distinctive architecture, use, and accumulated objects. (Criterion 5.1)

### **12. 2 REPRESENTATIVENESS**

*Pindar Garage Buildings* is representative of the tradition of making do, the innovative use of common materials, and the ethos of hoarding. (Criterion 6.1)

*Pindar Garage Buildings* is representative of the growth in importance of motor transport, and its fall into declining use is representative of small country centres in decline. (Criterion 6.2)

### **12. 3 CONDITION**

Maintenance has been at a minimal level and most structures are in a state of slow and steady decline. All buildings are in fair condition and would benefit from conservation work.

#### **12. 4 INTEGRITY**

*Pindar Garage Buildings* still operates as a garage on a reduced scale, but no longer offers service station facilities or supplies fuel. It is used intermittently for mechanical repairs and machinery restoration. Its integrity remains high.

Other buildings in the group are used for storage and the residence is used for its intended purpose from time to time. Overall the place retains a high degree of integrity.

#### **12. 5 AUTHENTICITY**

*Pindar Garage Buildings* retains much of its original fabric and cumulative additions. The other structures on Lot 9 such as the shed and quarters and sleeper construction shed also retain most original fabric. The dwelling on Lot 10 has had its verandahs filled in to form sleep-outs and then these elements have been partly removed. Parts of the rear of the house have been removed including the back verandah and the passage door leading onto it. The dwelling retains a moderate to high degree of authenticity. Overall the place retains a moderate to high degree of authenticity.

### 13. SUPPORTING EVIDENCE

The documentation for this place is based on the heritage assessment completed by Robin Chinnery, Historian and Philip Griffiths, Architect, in September 2004, with amendments and/or additions by HCWA staff and the Register Committee.

#### 13.1 DOCUMENTARY EVIDENCE

*Pindar Garage Buildings* comprises a collection of vernacular style buildings in an open landscape including a sprung corrugated iron and skillion roofed workshop completed in 1926, framed and corrugated iron clad shed, a corrugated iron roofed and clad workshop and quarters, a railway sleeper construction shed, and a corrugated iron clad dwelling in the Federation Bungalow style, with an outdoor privy.

The complex was developed initially by motor mechanics and haulage contractors George Edward Stoner and Harold James 'Jim' Wright from approximately 1924 to 1941, and by Wright from 1941 to 1969.

In 1839, the Victoria District was named by Lieutenant George Grey, who, having shipwrecked at Gantheume Bay, with his party trekked 400 miles south to reach the Swan River Settlement. In 1848, A. C. Gregory's expedition explored part of the district that would become known as Mullewa. In 1850, the first European settlers arrived in the Victoria District.<sup>1</sup> By the late 1880s, the pastoral industry was well established in the hinterland of Geraldton and in the North-West, and had become 'the main exporter of wool' from Western Australia.<sup>2</sup>

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, which opened to traffic in June 1889, and the Midland Railway from Midland to Walkaway, for which the agreement was signed in 1886. However, construction was delayed by financial problems, and the line to Gingin was not opened until 1891, and the line to Walkaway finally opened to traffic in 1894.<sup>3</sup>

The granting of Responsible Government (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. From 1890 to 1894, during 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 projects were approved in 1890-94, including the Northern Railway extending east from Geraldton.<sup>4</sup>

In the 1890s, a succession of droughts, in which more than 800,000 sheep died (around one third of the total of 2,520,000 sheep in 1890), and a significant slump in wool prices led to the abandonment of many runs. The pastoral industry did not recover until the early twentieth century.<sup>5</sup>

---

1 Keefe, *Eastward Ho to Mullewa and the Murchison* pp. x-xi.

2 Crowley, F. K. *Australia's Western Third: A History of Western Australia from the first settlements to modern times* Macmillan & Co. Ltd., London, 1960, p. 105.

3 *ibid*, pp. 100-102.

4 *ibid*.

5 *ibid*, pp. 105-106.

In 1894, the railway line from Geraldton to Mullewa was completed and opened to traffic.<sup>6</sup> In 1898, the railway line from Mullewa to Cue was completed and opened to traffic. The railway was extended through to Nannine in 1903.<sup>7</sup> The Northern Railway provided transport to the Murchison goldfields and would also serve an important role in the pastoral industry in the region over the next century.

In the late 1890s, the pastoral industry began to recover. By 1901, sheep numbers returned to the level of 1890, and increased to 2,850,000 in 1904.<sup>8</sup> In the Mid-West, wool and chaff was brought in by camel teams to rail heads and rail stations along the Northern Railway line, including Mullewa and Pindar, for onward transport. As elsewhere in Western Australia, the various townsites along the Northern Railway centred on the respective stations and associated rail facilities. On 22 February 1901, the townsite of Pindar was gazetted. The building lots, being Lots 1 to 32, were in proximity to the Pindar Station, and fronted Sharpe and Carlyon Streets which were intersected by Watson, Murchison and Adam streets. Lot 9, the future site of *Pindar Garage Buildings*, was at the corner of Adam and Sharpe Streets.<sup>9</sup>

In the Inter-War period, camel teams in the Murchison were gradually replaced by motor vehicles. Jim and Charlie Butcher, of *Meeberrie* station are reputed to have owned one of the first trucks to cart produce to Pindar. The first trucks used in the Murchison had solid tyres, and the introduction of pneumatic tyres was considered noteworthy.<sup>10</sup>

In approximately 1923, Harold James 'Jim' Wright, a British born fitter and turner, arrived in Western Australia, after a period in Canada. In early 1924, after delivering some motor vehicles to Port Hedland, he took up work at Tallering Station near Pindar.<sup>11</sup> He became acquainted with George Edward Stoner, who was operating the mail run at Yalgoo. They recognised the increasing use of motorized transport the opportunity to establish a contract haulage business based at Pindar to compete with the camel teams, and formed a partnership, trading as Stoner & Wright, Motor Engineers and Haulage Contractors. Their first truck was a Napier, and when that proved successful, they purchased some small Graham Brothers trucks.<sup>12</sup>

In March 1925, Wright, whose occupation was recorded as motor mechanic, was still resident at Tallering Station, whilst Stoner, whose occupation was given as contractor, was residing at Sharpe Street, Pindar.<sup>13</sup> This indicates that he was probably already residing at Lot 9, although it was not registered in his name until 1928. There are no primary source documents relating to the construction of any of the buildings on Pindar Lot 9. However, it is believed that most of the buildings were erected at the site in the mid to late 1920s.<sup>14</sup> Ray Field, owner of the place from 1969, believes that the first building erected at the Lot was the large iron roofed and clad shed and quarters building, in which the owners lived in the early

---

6        *ibid.*

7        *ibid.*, p. 129.

8        *ibid.*, p. 138.

9        Townsite of Pindar, reproduced in Thomas, Barbara *Pindar History*.

10       Thomas, Barbara *Pindar History* p. 20.

11       James 'Jim' Rodney Wright (b. 1927), telephone conversation with Robin Chinnery, 13 April 2004; and Electoral Roll Legislative Assembly Voters at Greenough, names added to the Roll, 16 February 1924.

12       James 'Jim' Rodney Wright *ibid.*

13       Electoral Roll Legislative Assembly Voters at Greenough, Prohibition Roll, 17 March 1925.

14       James 'Jim' Rodney Wright *op. cit.*; and Ray Field, conversation with Robin Chinnery, 5 April 2004.

period.<sup>15</sup> However, physical evidence indicates that the two-roomed quarters were a separate construction. The shed portion of the building is not visible in the earliest surviving photographs of *Pindar Garage Buildings*, and it is not possible to ascertain whether the other portion of the building was already in existence due to the angle at which the photographs were taken.

It is generally believed that the garage was erected circa 1926<sup>16</sup>, which is likely to have been around the period at which Stoner & Wright acquired the Graham Brothers trucks. The garage building, of corrugated iron construction, with a high curved roof to the central portion and gently sloping roofs at either side, was built by a man who built a number of similar style buildings for use as shearing sheds in the Murchison in the 1920s. The curved roof was made on the ground then jacked into position.<sup>17</sup>

The utilitarian design of the garage building was well suited to its purpose, and was set up to serve Stoner and Wright's business. Jim Wright was 'a jack-of-all trades, who could turn his hand to anything', and over the next 40 years he established a well fitted out workshop at the place, with a centrally located pit, a water cooled, two iron, hand blower, blacksmith's forge, various machinery and equipment, and a comprehensive range of parts which were stored on timber shelves. An excellent vice was obtained from a man named Richards, who had operated as a blacksmith at Pindar. One side of the building was partly partitioned off for use as an office.<sup>18</sup>

An early undated photograph shows the garage with the front doors standing open with the wool and chaff ready for carting on two small trucks with trailers. To the left of the garage, there is a post and rail fence.<sup>19</sup> No other buildings appear visible in this photograph.

On 20 September 1928, Pindar Lot 9 was registered in Stoner's name.<sup>20</sup> Stoner organized for a house that had originally served as the magistrate's residence at Coolgardie to be transported by rail to Pindar, where it was re-erected on Lot 9 to the left of the garage building.<sup>21</sup> Similarly, Wright organized for Pindar resident H. Jones to cart a dwelling from Yuin Reef to Pindar, where it was re-erected at the right side of the garage, on the adjoining Lot 10, fronting Sharpe Street.<sup>22</sup> The relocation of timber framed buildings was not an uncommon practice in Western Australia in the late nineteenth and early twentieth centuries.

The dwelling on Lot 10 served as the Wrights' family home for around 40 years. James 'Jim' Rodney Wright and his sister spent their early childhood there before going away for schooling at the age of about 10. So far as he recollects, there were no major changes made to the building by his parents.<sup>23</sup>

---

15 Ray Field *ibid*. Note: Jim Wright was unaware that the corrugated iron roofed and clad shed and quarters may have been the first building at the site, and he has no knowledge of the two rooms being used as living quarters. He is endeavouring to locate some photographs of *Pindar Garage* in the family collection, which may provide further information about the place.

16 Ray Field *ibid*; James 'Jim' Rodney Wright *op. cit.*; and Thomas, Barbara *op. cit.*, p. 20.

17 Ray Field *ibid*; James 'Jim' Rodney Wright *ibid*. Note: John Taylor, Architect, recollects a number of such buildings in the Murchison, telephone conversation with Robin Chinnery, 30 March 2004.

18 James 'Jim' Rodney Wright *ibid*; and Ray Field *op. cit.*

19 Photograph Stoner & Wright's garage, reproduced in Thomas, Barbara *op. cit.*, p. 20.

20 Certificate of Title Vol. 1004 Fol. 116.

21 Thomas, Barbara *Pindar History* p. 20.

22 Thomas, Barbara *Pindar History* p. 20.

23 James 'Jim' Rodney Wright *op. cit.*

In 1928-29, a new road was made to Pindar<sup>24</sup>, which undoubtedly benefited Stoner & Wright's enterprise. A photograph, c. 1930, shows the garage, with a portion of Stoner's house visible to the left of the garage, and a portion of a petrol bowser visible at the far right beyond and to the fore of drums and timber poles to the right. Signage on the rounded portion at the front of the garage, above the entry reads 'STONER & WRIGHT', 'MOTOR ENGINEERS', 'HAULAGE CONTRACTORS', and on the walls at either of the side sections of the building 'SHELL SPIRIT' and 'SHELL OILS', and on the doors 'DODGE BROS. CARS & TRUCKS. AUSTIN CARS'.<sup>25</sup>

In the early 1930s, Stoner & Wright's expanded their haulage business with the acquisition of two big International trucks, which were used to cart large loads of sheep from the Murchison area during the harsh long drought of 1932-36.<sup>26</sup> Fitted with pneumatic tyres, Stoner and Wright's vehicles were considered 'a very modern rig' in this period, when many trucks still had solid tyres.<sup>27</sup> These triple deck International trucks were the first of their kind to be employed in the Murchison, as noted along with a photograph on an interpretive sign located near *Pindar Garage Buildings*.<sup>28</sup>

In the early 1930s, the two roomed portion of the corrugated iron roofed and clad shed was utilised for storage of oil etc. At a later period in the 1930s, a small shed was built of railway sleepers with an iron roof to provide storage for oil and other flammable materials.<sup>29</sup>

Around 1939, the partnership between Stoner and Wright was dissolved. George Stoner and his family went to live in Mullewa, once again re-locating their house. He commenced a cartage business in Mullewa, and later built a store and established a machinery business.<sup>30</sup>

On 24 October 1941, the transfer of Pindar Lot 9 to Harold James Wright was registered, and the place continued in his ownership through to 1969.<sup>31</sup>

During World War Two, various machinery etc. was requisitioned, including Wright's lathe. In the post World War Two period, his original lathe was not returned, but a substitute lathe was returned to him, which has continued in use at the place through to the present day. Its earlier provenance is unknown. In the late 1940s, some further changes and additions to the machinery and equipment were made after Wright put in a McDonald generator in approximately 1948, assisted by the father of the future owners of the place, Ray and Allen Field.<sup>32</sup> At this period, there was a windmill between the house and the corrugated iron roofed and clad shed and quarters building. It was 'pulled down' at some date prior to 1968.<sup>33</sup>

Around 1955, a timber framed fibro clad building was brought to the site to serve as single men's quarters for a man employed by Wright.<sup>34</sup> Note that this is not on

---

24 Mullewa Road Board Minute Book, Minutes of Meeting, 20 April 1929.

25 Reproduced in Thomas, Barbara p. 20.

26 James 'Jim' Rodney Wright op. cit.

27 Thomas, Barbara op. cit.

28 Site visit, Robin Chinnery and Philip Griffiths, 5 April 2004. Note: Photograph is BL 000895, Battye Library Pictorial Collection.

29 James 'Jim' Rodney Wright op. cit.

30 Thomas, Barbara op. cit., p. 20.

31 Certificate of Title Vol. 1004 Fol. 116.

32 Ray Field op. cit.

33 *ibid.*

34 *ibid.*

lot 9, but rather north of the right of way that extended along the northern boundary.

On 22 August 1969, the transfer of *Pindar Garage Buildings* to Ray and Allen Field, farmers of Pindar, as tenants in common in equal shares, was registered.<sup>35</sup> The place was taken over as it stood, with all the machinery, equipment and parts etc. left in situ. Other than the kitchen, the interior walls and ceilings of the house had remained unpainted throughout the period of the Wrights' occupancy. The Fields painted the house throughout, and it continued to serve its intended purpose as a residence until the late twentieth century. The brothers operated a contracting business and continued to make use of *Pindar Garage Buildings* for servicing and maintaining their vehicles. In the 1970s, the blacksmith's forge was removed to make way for a Lister engine, which remains in situ in 2004. Around 1975, a large metal shed was erected on the area to the rear of Lots 9 and 10, for farm machinery and storage areas. The Fields continued to own and work their farm, and also acquired other property at Pindar including the hotel, which was later sold.<sup>36</sup>

On 29 April 1978, the railway from Pindar to Cue was closed.<sup>37</sup>

On 27 June 1980, it was noted on the Certificate of Title that the correct name of the first proprietor of the place was Raymond Field.<sup>38</sup>

In September 1982, a photograph taken by Frank Sharr shows *Pindar Garage Buildings* had changed little from earlier photographs, other than the exterior walls having been painted, obscuring the early signage on the front.<sup>39</sup>

In 1990, the Fields sold the farm. Various items and parts previously stored in the 1975 shed were brought over to *Pindar Garage Buildings* for storage. This influx left no room in the garage for vehicles to be brought in and worked on and the vehicle pit ceased to be used other than for storage. The house on Lot 10 ceased to be used as a permanent residence, but has continued to serve as short-term accommodation when the Fields are at Pindar.<sup>40</sup>

In 1996, the Shire of Mullewa included *Pindar Garage Buildings* on its Municipal Inventory with a recommendation that it should be considered for inclusion in the Register of Heritage Places.

In 1997, the railway to Pindar remained in service, being used for carrying grain on a seasonal basis.<sup>41</sup> Through the late twentieth century and into early 2004, Allen and Ray Field continued to own *Pindar Garage Buildings*.<sup>42</sup> The garage and most other buildings have continued in use. The stock of machinery, equipment and parts accumulated by the prior owners has remained in situ. In the past 35 years, there has been a further accumulation, including items acquired by the Fields as interesting artefacts of earlier periods.

## 13.2 PHYSICAL EVIDENCE

---

35 Certificate of Title Vol. 1004 Fol. 116.

36 Ray Field op. cit.

37 'Conservation Plan for the Yalgoo Railway Station (former) Yalgoo Western Australia' Prepared by John Taylor, Architect, for the Shire of Yalgoo, March 1997, p. 6.

38 Certificate of Title Vol. 1004 Fol. 116.

39 Photograph by Frank Sharr, Mullewa: Pindar: Sharpe & Adam Streets, 24 September 1982, in HCWA Place File 01668.

40 Ray Field op. cit.

41 'Conservation Plan for the Yalgoo Railway Station (former) Yalgoo Western Australia' op. cit.

42 Certificate of Title Vol. 1004 Fol. 116.



*Pindar Garage Buildings* comprises a collection of vernacular style buildings in an open landscape including a sprung corrugated iron and skillion roofed workshop completed in 1926, framed and corrugated iron clad shed, a corrugated iron roofed and clad workshop and quarters, a railway sleeper construction shed, and a corrugated iron clad dwelling in the Federation Bungalow style, with an outdoor privy. There are vehicles, machinery and machinery parts scattered around the site, and the workshop contains a large collection of machinery and machinery parts on located on shelves and in piles on the floor.

Pindar is located 30 kilometres east of Mullewa on the Mullewa to Mount Magnet Road. There is little remaining evidence of the town, with the other structures comprising the hotel, a brick bungalow and some farm buildings. All of this evidence lies to the north of the road and the main structures are arranged along an east west axis of Sharpe Street.

*Pindar Garage Buildings* is located at the west end of the remains of the town site in an open setting of Eucalypts, regrowth vegetation and Tamarisks that have been established as wind screen planting. The landform slopes gently from the south to the north and the ground is red Pindan soil.

### **Sprung corrugated iron and skillion roofed, framed and corrugated iron clad workshop**

This building is the most striking visual element in the group and, as far as can be ascertained, is the first building to be erected. It comprises three elements with the central element being the dominant visual feature. The central element comprises a sprung corrugated iron roof in the shape of a vault, with corrugated iron spandrels filling in the ends of the vault, and pairs of ledge and braced doors at both ends. The vaulted section is flanked by a low skillion roofed section of workshop to the west, and shorter skillion roofed office and workshop to the east. The pitching lines for the two flanking sections of building differ, and it would appear that the western section was constructed in two stages. In addition to the double doors in the front wall, there are two small paned timber windows and a ledge, braced and boarded door into the office, all to the east of the garage doors. Along the western elevation of the building there are several panels that indicate that openings have been sheeted over and on the east elevation there are small pane windows and blanked off panels that indicate that some windows have been blanked off. On the southern side of the buildings the main opening is treated the same as the front with corrugated iron clad double doors. In addition, there is a door into the western side of the workshop's skillion roof section, and an awning flap. A corrugated iron rainwater tank flanks the eastern side of the main set of doors. Some of the cladding on this side of the building has been replaced with ripple iron. There is no readily detectable trace of previously painted signs outside the building and much of the cladding has been painted over with a green painted finish. Stumps to the floors of the skillion roofed sections can be seen along both eastern and western elevations and these are a mixture of sawn timbers and bush timbers.

The workshop is planned around a drive through central garage section, with two long spaces running the full length of the garage workshop are to the west, and an office ion the south-east, with a further section of workshop storage to the north-east.

The central section (Room 1) is partially screened from the flanking accommodation and comprises a concrete floor and inspection pit, unlined stud framed walls, and a sprung corrugated iron roof soffit, without any supplementary supporting structure. The infilling spandrels at the northern and southern ends are stud framed and unlined. The door interiors are framed and cross braced,

with corrugated iron cladding. There is a simple timber post and timber beam traveling gantry arrangement over the inspection pit. Parts are stacked in heaps on the floor in this section of the building and the inspection pit is obscured from view.

The western section divides into two parts, with the eastern side (Room 2) of the two having a timber boarded floor, unlined walls and an unlined soffit. There is a door to the north and a window to the south, with timber shelving filled with machinery parts extending along most of the length of the western wall. In the spaces between shelving, there is an indication that this was once an external wall with window openings in it. At the southern end of this wall there is a French manufacture drill press and vice combination, which is driven by an overhead drive shaft and belt and this appears to be in working order. Still further to the south, on the same wall, there is a compressor whose manufacture could not be determined. On the south wall under the external window there is a lathe, without manufacturer's identification plates or cast markings, and alongside it a compressed air cylinder. On the east wall there is a base for a generator, at present removed for repair, and then a McDonald Imperial engine and gear wheels to operate the drive shaft that services both lathe and drill. The heavily laden shelves have aesthetic and curiosity appeal.

The western section (Room 3) of the shed also has a timber floor and has no fixed equipment and is used for storage. Part of the floor has collapsed under the load of the material stored and a rafter has broken in the same area.

The office (Room 4) in the south-east corner has a timber floor, ledge and boarded external and internal door, shelving along the eastern and western walls and a timber construction writing slope under the window. All shelves are heavily laden with machinery parts and there is a large stack of parts on the floor.

The remaining section of the workshop in the north-east corner has a timber bench running along the eastern wall with a large sprung blacksmith's vice attached to it and machinery parts spread over and under the bench. Against the north wall there is a Lister engine that is in working order with shelving over it.

The building would appear to have developed in more than one stage, though it is not clear whether there were more than two stages. The 1930s photograph shows the central garage section flanked by the present eastern section, and half the western section. Various alterations have taken place with changes to signage and painting, alterations to windows and replacement of sections of cladding.

The building needs a good deal of routine maintenance and some structural repair, but remains in fair condition. The amount of material, shelving, equipment, machinery and parts in the place give a very good indication of its use through time and the tendency has been to simply accumulate more and more items. Though untidy in a conventional sense, the interior is visually rich and intensely stimulating.

### **Railway sleeper construction shed**

This is a very simple structure comprising part buried sleepers driven vertically into the ground, a door, and a gable form corrugated iron roof. It has an earth floor and iron brackets with timber shelves internally. There is no indication of a previous use other than storage, however documentary evidence suggests that it was built to provide storage for oil and other flammable materials.

### **Corrugated iron roofed and clad shed and quarters**

This building is located near the rear of the site. The building divides into two parts comprising a gabled roof pair of quarters to the west and gabled roof workshop shop to the east. Both structures are framed up with standard jarrah stud wall framing. The quarters are entered from the south and from a door within the workshop. The south face of the workshop is open. The walls are clad with galvanized corrugated iron as is the roof.

The workshop interior has an earth floor, the inside face of the stud walling (unlined) and a common rafter, collar tie and corrugated iron clad roof soffit. There are timber columns at each of the collar tie locations and at the front and rear of the structure.

The quarters are constructed in much the same manner as the workshop, but have timber floors, ledge braced and boarded doors, and no soffit lining. There are no windows. The two structures differ substantially in construction and it would appear that the pair of accommodation rooms in the western section is an earlier construction, with the shed added at a later time.

### **Corrugated iron clad dwelling**

The dwelling is a Federation Bungalow style<sup>43</sup> house with a gambrel roof constructed in timber framing and clad with corrugated iron and asbestos cement sheeting. The core house is asymmetrically composed, with a centrally located front door flanked by a single double hung sash window to the west and a pair of them to the east of it. There is a timber framed verandah with an asbestos cement clad balustrade that extends across the front of the house and an enclosed sleep-out along the eastern side and part way along the western side, although much of the latter has been removed. The roof is covered with painted corrugated galvanized iron and gutters have been removed. The verandah has been modified to allow a eucalypt to grow at the south-east corner of the building. The rear of the house has been altered and much of the rear elevation simply comprises asbestos cement sheets.

The interior of the house is planned around a central corridor (Room 1) with a living room (Room 2) and kitchen (Room 3) to the east and two bedrooms (Rooms 4 and 5) and a bathroom (Room 6) to the west. There are timber floors throughout, asbestos cement and cover batten lined walls, asbestos cement lined ceilings, four panel doors, and a fireplace in Room 2, with a wood stove in Room 3. Floors are covered with carpet or are timber, and the fittings such as cabinets and benches, would appear to date from the 1940s or 1950s.

### **Outdoor privy**

The privy is located near the rear boundary of the house lot and is a simple gabled roof framed construction corrugated iron clad structure.

## **13.3 COMPARATIVE INFORMATION**

There are no other places directly comparable to *Pindar Garage Buildings* on the HCWA Database (April 2004). As noted in the Documentary Evidence, the curved roof form of the garage building was utilised by an unknown builder in the Murchison in the Inter-War period, often for shearing sheds. It has not been possible to ascertain how many, if any, of these buildings survive in 2004. The use of the form for *Pindar Garage Buildings* appears to be rare. It proved well adapted to its intended use over more than 70 years.

---

<sup>43</sup> 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. pp. 144-147.

The survival of a complex of buildings such as *Pindar Garage Buildings* may be uncommon, and the place provides an illustration of the evolution of a substantial motorised road transport business from the infancy of the use of such transport in the State in the Inter-War period through to the late twentieth century. The accumulation of artefacts in the garage over about 80 years is also of interest and significance in the development of road transport.

Wake's Garage (1938) in Katanning has a similar richness of history and materials and a vast accumulation of machinery and parts, together with inventions made by the Wake brothers. However, Wake's Garage is a conventional series of linked shed structures, with a lower degree of architectural interest than *Pindar Garage Buildings*. The combination of architecture, use and accumulated objects at *Pindar Garage Buildings* makes it a rare and unusual place.

#### **13.4 KEY REFERENCES**

No key references.

#### **13.5 FURTHER RESEARCH**

There are no surviving early Rate Book records or early building records for the Shire of Mullewa. In their absence, oral evidence provides much of the information relating to the history of the place. More extensive research in other sources such as newspapers, correspondence and diaries of those who lived in the Mid-West and the Murchison in the Inter-War period may yield additional information about the place.

#### **13.6 INVENTORY**

In 2005, the owners provided the Heritage Council with an inventory of the significant contents within the buildings, to be included as part of the assessment. The items were:

- McDonald engine, 24 volt
- Generator
- Compressor and tank
- Grinder
- Lathe
- Drilling machine
- Valve refacing machine
- Bench grinder
- Numerous parts, shelves and pigeon holes made of boxes
- Homemade press, tables and benches.