



**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)

- 3.4.3 Mining
- 3.8.6 Building and Maintaining Railways

HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)

- 202 Rail and Light Rail Transport
- 303 Mining
- 507 Water, Power, Major Transport Routes

11.1 AESTHETIC VALUE*

Railway Round House with Turntable, Collie has aesthetic value for its radial form, comprising a quarter circle plan and off-form concrete construction. (Criterion 1.2)

Railway Round House with Turntable, Collie has aesthetic value for being a simple but dominant and dramatic industrial building, which is situated along the western entry into Collie. (Criterion 1.3)

11.2. HISTORIC VALUE

Railway Round House with Turntable, Collie demonstrates the importance of Collie as the State's only commercial coal producing town. (Criterion 2.2)

Railway Round House with Turntable, Collie demonstrates the adoption of technology used to service steam locomotives when Collie's rapid development as the State's coal producing town increased the need to distribute larger quantities of coal for electricity generation. (Criterion 2.4)

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Canberra, 1991, with additional reference to Richards, O. *Theoretical Framework for Designed Landscapes in WA*, unpublished report, 1997.

11. 3. SCIENTIFIC VALUE

Railway Round House with Turntable, Collie has the potential to contain intact archaeological deposits that may, through archaeological investigation, reveal information relating to railways in the State during the late nineteenth and early twentieth century. (Criterion 3.1)

Railway Round House with Turntable, Collie is important in demonstrating railway technology in the State, particularly relating to the servicing of steam locomotives throughout the mid-twentieth century. (Criterion 3.3)

11. 4. SOCIAL VALUE

Railway Round House with Turntable, Collie is valued by the community for its importance in demonstrating the development of the railways and coal industry in the State and for its aesthetic value, being a dominant landmark building on the western entry into Collie. (Criterion 4.1)

12. DEGREE OF SIGNIFICANCE

12. 1. RARITY

Railway Round House with Turntable, Collie is rare for being the only extant in-situ example of a railway Round House, one of only two ever constructed, and for including the only electrically articulated 100 foot (30.48 metres) Turntable in the State and may be rare nationally as a railway round house constructed using off-form concrete. (Criterion 5.1)

12. 2 REPRESENTATIVENESS

12. 3 CONDITION

Railway Round House with Turntable, Collie is in fair condition. The place has remained vacant since its closure and little maintenance has occurred, resulting in the deterioration of fabric. However, the Round House building and Turntable are structurally sound. The place is currently (July 2018) being managed with the intention of restoration and reactivation.

12. 4 INTEGRITY

Railway Round House with Turntable, Collie has a moderate degree of integrity. The original function of the place is clearly visible but it is unlikely to function for this purpose again.

12. 5 AUTHENTICITY

Railway Round House with Turntable, Collie has a high degree of authenticity as most original fabric remains in situ. Some ancillary outbuildings associated with the place have been demolished.

13. SUPPORTING EVIDENCE

The documentation for this place is based on the evidence in the draft 'Conservation Management Plan for Collie Round House and Turntable' (May 2018) completed by Robyn Taylor and officers of the Department of Planning, Lands and Heritage (DPLH), in July 2018, with amendments and/or additional research by officers and the Register Committee.

13.1 DOCUMENTARY EVIDENCE

For a full discussion of the documentary evidence refer to draft 'Conservation Management Plan for Collie Round House and Turntable' by Robyn Taylor and officers of the Department of Planning, Lands and Heritage, May 2018. A summary of the information in this document is provided below, with some additional research by DPLH officers.

Railway Round House with Turntable, Collie, comprising a single storey quarter-circle concrete, timber and corrugate iron locomotive Round House workshop and separate timber and metal locomotive Turntable is located on the northern side of the Coalfields Highway at the entry to the town of Collie.

From November 1829, Lt Surgeon Alexander Collie and Lt Preston discovered and explored the Collie and Preston Rivers. In March 1830 the area was explored by Surveyor J. S. Roe and his report of the agricultural potential of the area was favourable. However, the area experienced limited occupation until c.1880s with the arrival of the first major wave of pastoralists.¹

Prior to the construction of the first government administered railway in c1879, railways in the State had been privately built and operated to service various private enterprises, such as the timber industry. The construction of the first government railway line (Geraldton to Northampton) experienced many challenges, with final costs equalling triple the original estimate. These challenges were a catalyst for the emergence of the Public Works Department. In October 1890 a dedicated railway department, the Western Australian Government Railways (WAGR), was established.²

During the c1880s the government offered a reward to locate a coal source in the State within 60 miles of a port. It is unclear who first discovered the coal. George Marsh, a shepherd employed by Arthur Perren, may have been the person who discovered the coal in Collie. However, the reward from the government was paid to Arthur Perren, the farmer who owned the land where the coal was first discovered, and a Bunbury businessman, David Hay. It was likely that Perren as landowner was entitled to all rights associated with the discovery of the coal. By 1894, a favourable report from the government's geologist led to an exploratory mine being established.³

¹ Williams, H. S. One Day in Collie Shire of Collie, 1979, p.6.

² J.S.H. Le Page, *Building a State, The Story of the Public Works Department of Western Australia 1829-1985*, Water Authority of WA, 1986, p.113; as cited in draft 'Conservation Management Plan for Collie Roundhouse and Turntable, May 2018.

³ Birth of Collie Field, Sunday Times, 9 August 1936, p. 37

Although other sources of coal are found in the in the Perth, Canning, and Carnarvon Basins, currently (2018) the largest and most economically viable known source in the State is the coal found within the Collie Basin.⁴

The gold boom of the 1890s resulted in unprecedented economic growth in the State. This growth enabled the development of a vast network of major rail lines to service growing industries, including railway lines established between Busselton, Collie and Bridgetown to Bunbury and Perth.⁵ This in turn led to a significant growth in population and industry which increased the need for coal fuel, such as for steam powered trains and ships.⁶

On 1 November 1898, 'Coalville' (later renamed 'Colliefields', then Collie) train station depot was officially opened. The South-Western, Great Southern and Eastern railways were also completed during this period, further establishing major transport routes across the State.⁷

By 1896, the Collie coalfield had been declared by the government and the quality of the coal and its extent established. By 1898, a tender for the mine had been offered and it was sold out of government ownership and named Westralian Wallsend.⁸

By 1898, a railway line and depot, and a goods shed designed by the government engineer C Y O'Connor, had been established (P540 *Railway Goods Shed & Footbridge, Collie*). A manually operated turntable was also located in Collie during this time when it was reported that

'the carriage sheds, engine sheds and turntable are now assuming a finished appearance, and the railway contractors are to be congratulated on successfully getting the heavy ironwork of the turntable into position without accident to either men or material'.⁹

It is likely that this turntable was located near the intersection of Forrest Street and Prinsep Street North.¹⁰

The manoeuvring of steam locomotives required a mechanical turntable due to their design and absence of dual cabins. However, by the 1970s, the introduction of diesel locomotives (and the dual cabin) meant turntables were not essential and 'triangles' became common. Triangles comprise lengths of railway track arranged, as the name implies, in a triangle shape to allow the manipulation of locomotives.

Throughout the twentieth century, Collie and its coalfields thrived as the demand for coal increased in the State. In 1901, the area produced over 100,000 tons of

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- 4 Hutton, A. C., Geological setting of Australasian coal deposits, In Kinininmonth & Baafi (Eds.), Australian Coal Mining Practice, 2009, p. 40
- 5 *Historical Encyclopaedia of Western Australia*, [HEWA] J Gregory and J Gothard (eds), UWA Press, 2009, p.828; as cited in draft 'Conservation Management Plan for Collie Roundhouse and Turntable, May 2018.
- 6 *Historical Encyclopaedia of Western Australia*, [HEWA] J Gregory and J Gothard (eds), UWA Press, 2009, p.828; as cited in draft 'Conservation Management Plan for Collie Roundhouse and Turntable, May 2018.
- 7 Williams, H. S. One Day in Collie Shire of Collie, 1979, p.24
- 8 Birth of Collie Field, Sunday Times, 9 August 1936, p. 37
- 9 Bunbury Herald 16 July 1898, p3; as cited in draft 'Conservation Management Plan for Collie Roundhouse and Turntable, May 2018.
- 10 Draft Shire of Collie Local Government Heritage Inventory 2010 p958; as cited in draft 'Conservation Management Plan for Collie Roundhouse and Turntable, May 2018.

coal. Several collieries were established in the region, including Westralian Wallsend, Collie Coalfields Proprietary, and West Australian Collieries.¹¹

By the early twentieth century, additional infrastructure at the railway depot included a loop siding (1908), locomotive washout plant and engine drop pit (1910), machine shed (1916), a goods shed (1923),*trainman's barracks (1929), a wagon repair shop and mechanical coaling plant (1938).¹²

In 1929, the first railway roundhouse in the state was constructed in Bunbury at a cost of between £30,000 and £40,000.¹³ This was the only other roundhouse constructed in the State but has since been demolished and replaced with a shopping complex.

The increase in population and growth associated with soldier settlement and immigration schemes in the post WWII period meant the demand for energy rapidly increased. The State government introduced a program to transmit electrical energy across the settled south-west corner of the State and the coal mined at Collie was converted to electrical energy in nearby power stations and used across the State.¹⁴

In 1946 the State Electrical Commission acquired the Collie Power Co power station, which was opened in 1931 to power operations of Amalgamated Collieries WA, and expanded the infrastructure to enable the plant to contribute to the program of delivering electricity across the south-west of the State. The Collie Power Co station was the first station to make up the south-west grid and was the first to use pulverized coal.¹⁵

In 1947, WAGR conducted a haulage test using one of its Garratt (triple articulated) trains at the Collie station. It was also reported that 'a new turntable 80ft long' was used to manoeuvre the train,¹⁶ suggesting a new turntable had replaced the original around this time.

In 1949, with the introduction of open-cut mining, Western Collieries was established to mine coal in the east and south of Collie,¹⁷ which led to record figures for coal production.¹⁸

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- 11 *HEWA*, p.828; as cited in draft 'Conservation Management Plan for Collie Roundhouse and Turntable, May 2018.
- 12 Historical development of the railway depot in Greg Rowe & Associates, Collie Landuse Plan for Non-Operational Railway Reserve, prepared for Westrail, c.1997 p.14. All these structures apart from the goods shed have since been demolished.* The 1898 Goods Shed is still in situ. The report may have incorrectly dated this building; as cited in draft 'Conservation Management Plan for Collie Roundhouse and Turntable, May 2018.
- 13 Bunbury Herald & Blackwood Express 11 October 1927 p2; Western Mail 30 May 1929, p4; as cited in draft 'Conservation Management Plan for Collie Roundhouse and Turntable, May 2018.
- 14 *HEWA*, p.886; as cited in draft 'Conservation Management Plan for Collie Roundhouse and Turntable, May 2018.
- 15 De Burgh, J., The Development of a State Government Electricity and Gas Supply in Western Australia, Part One, p.117. Un published manuscript in possession of R. Taylor as cited in draft 'Conservation Management Plan for Collie Roundhouse and Turntable, May 2018.
- 16 West Australian 4 June 1947, p8; as cited in draft 'Conservation Management Plan for Collie Roundhouse and Turntable, May 2018.
- 17 *HEWA*, pp.208, 587; as cited in draft 'Conservation Management Plan for Collie Roundhouse and Turntable, May 2018.
- 18 *HEWA*, p.587; as cited in draft 'Conservation Management Plan for Collie Roundhouse and Turntable, May 2018.

In 1950, the WAGR wanted to obtain four electrically operated articulated turntables for Collie, Donnybrook and Bridgetown, with one spare. Initially they were to be 85 feet in diameter designed for standard gauge and narrow-gauge lines. Tenders were called, but it was decided that the larger capacity Garratt articulated locomotives were essential and the tender was revised to 100 feet x 20 ton turntables. The contract was awarded to Maschinenfabrik Augsburg-Nurnberg in Germany at a 'Cost to Railway £64,000; Cost to Australia £40,000'.¹⁹ The electrical components turntables were supplied by Siemens Articulation. The incorporation of an electric motor meant the turntable did not require the locomotive to be balanced before turning.²⁰

By 1952, mention of the Round House is made in correspondence between Chief Civil Engineer and Secretary of WAGR noting that 'following the discussions on the Loan Estimates on Tuesday 29th [July 1952], funds allocated to Collie have been tentatively reduced to £60,000, which amount will not provide for construction of the roundhouse, and it does not appear likely that this table will be required before the end of 1953.'²¹

In June 1954, the first two turntables arrived at Fremantle, with one being dispatched to the construction site at Collie. Of the four turntables ordered by WAGR, only one was assembled and installed. The other three turntables were placed in storage upon arrival and eventually disposed of in the early 1970s.²²

In 1955 a contract was let for the new Round House, and foundations for the Turntable. The 1955 WAGR Annual Report states: 'The round-house will consist of 14 radial bays, each 82'6" deep, six bays being set aside for a workshop area and 8 for steam cleaning and hot and cold water washout.'²³

By 1956, the Round House was completed. The 1956 WAGR Annual Report stated 'Each bay has an engine pit, 78' long and with special provision for conversion to 4' 8½" gauge...A 100 foot (30.48 metres) power articulated turntable will be provided during the coming year with workshops, offices, amenities block, permanent way and coaling and watering facilities. The laying of 1,400 feet of 3 foot reinforced concrete pipes to drain the roundhouse and west Collie yard is in progress.'²⁴

19 WAGR, S1247 Cons 1389 1939/06621, Pt 1, Correspondence from WAGR Civil Engineering Board to Secretary of WAGR Commission dated 11 November 1950, p.217; as cited in draft 'Conservation Management Plan for Collie Roundhouse and Turntable, May 2018.

20 Email from Jeff Austin, Rail Heritage WA, 23 January 2018; as cited in draft 'Conservation Management Plan for Collie Roundhouse and Turntable, May 2018.

21 Correspondence from Chief Civil Engineer to Secretary of WAGRC, 8 August 1952. (Part 2). Unfortunately, no WAGRC files on the construction of the round house could be found, and little reference is made to the round house in the WAGRC files dedicated to the 100 foot (30.48 metres) turntables. An undated memo [1988] to the National Trust from a researcher working with Westrail indicates a file relating to the building of the structures in the Collie railway precinct had been destroyed many years before. National Trust, Collie File 6; as cited in draft 'Conservation Management Plan for Collie Roundhouse and Turntable, May 2018.

22 Memo dated 14 June 1972. Internal correspondence about this matter of disposal had been going on since 1963. Cons 3273, 1978/2935 – 100ft turntables, p.60; as cited in draft 'Conservation Management Plan for Collie Roundhouse and Turntable, May 2018.

23 WAGRC Annual Report, 1955, p.24, Batty Library; as cited in draft 'Conservation Management Plan for Collie Roundhouse and Turntable, May 2018.

24 WAGRC Annual Report, 1956, pp.19, 23; as cited in draft 'Conservation Management Plan for Collie Roundhouse and Turntable, May 2018.

By June 1957, the Turntable had been installed. The new locomotive depot was finally completed and in use by April 1959.²⁵ Other structures on the site included a diesel locomotive shed and diesel locomotive and wagon inspection pits, both dated 1954-1958, that have since been demolished.

During the 1940s and 1950s, industrial unrest on the coalfields had led to some classes of engines being temporarily fitted with oil burners. By 1961, oil completely replaced coal as a preferred locomotive fuel.²⁶

On 24 December 1971, the last steam locomotive, the “S549”, left Collie.²⁷

By March 1972, Westrail (formerly WAGR) had fully converted to diesel locomotives and the Round House was decommissioned.²⁸

In 1988 the National Trust of Australia (WA) undertook heritage assessments of buildings and structures in Collie, which included the assessment and classification of *Railway Round House with Turntable, Collie*.²⁹

The last time the Turntable was used for turning a steam locomotive was a Hotham Valley Railway locomotive in 1992.³⁰

By the 1990s, much of the structures had been demolished at the rail depot and station, with the Round House, Turntable and *Railway Goods Shed & Footbridge* being the only substantial structures remaining.³¹

In 1997 the buildings at the former rail depot, which included the Round House and Turntable, and a fuel depot, chromatic water tank, and wastewater treatment tank, were in a state of disrepair.³²

At the time of this assessment, the place is held under Management Order by the National Trust WA. The discussion about its future use is ongoing.

13.2 PHYSICAL EVIDENCE

The physical evidence for this place is based on the draft ‘Conservation Management Plan for Collie Round House and Turntable’ (May 2018) completed

25 WAGRC Annual Report, 1959, p.18; as cited in draft ‘Conservation Management Plan for Collie Roundhouse and Turntable, May 2018.

26 Stedman, Catherine (ed.), 100 Years of Collie Coal, Curtin University of Technology, WA, 1988, p.292; as cited in draft ‘Conservation Management Plan for Collie Roundhouse and Turntable, May 2018.

27 Stedman, *ibid*; as cited in draft ‘Conservation Management Plan for Collie Roundhouse and Turntable, May 2018.

28 *The Westland*, The Journal of Rail Heritage WA, Issue 283, 2016/17, pp.16, 19; as cited in draft ‘Conservation Management Plan for Collie Roundhouse and Turntable, May 2018.

29 National Trust Collie File 6; as cited in draft ‘Conservation Management Plan for Collie Roundhouse and Turntable, May 2018.

30 Email and attachment from Jeff Austin, Rail Heritage WA, 23 January 2018; as cited in draft ‘Conservation Management Plan for Collie Roundhouse and Turntable, May 2018.

31 Conservation Plan, Fmr Railway Good Shed, Collie. Prepared by Hocking Planning & Architecture, May 1996, p.15; as cited in draft ‘Conservation Management Plan for Collie Roundhouse and Turntable, May 2018.

32 Collie Landuse Plan for Non-Operational Railway Reserve, Prepared for Westrail by Greg Rowe and Associates, c.1997, pp.14, 15. Section 6.0 (pp.11-31) deals with Preliminary Site Assessment for Potential Environmental Contamination; as cited in draft ‘Conservation Management Plan for Collie Roundhouse and Turntable, May 2018.

by officers of the Department of Planning, Lands and Heritage, in July 2018, with amendments and/or additions by officers and the Register Committee.

Railway Round House with Turntable, Collie, comprising a single storey quarter-circle concrete locomotive Round House workshop and separate locomotive Turntable is located on the northern side of the Coalfields Highway at the entry to the town of Collie.

The landscape is largely flat and cleared in the vicinity of the Round House and railway, with bush to the north. On the south side of the highway there is bushland, with the township of Collie beginning at this point.

The building presents concrete walls to the street, but is open internally to allow the ingress and egress of locomotives and carriages, with the Turntable located in the centre of the circle implied by the floor plan.

There are some remnant outbuildings associated with the function of the Round House, including a former toilet block and sheds, however these are not located within the curtilage and are not included in this assessment.

Round House

The Round House is quarter-circular in plan, with the Turntable in the centre. The building is constructed of concrete, with a precast roof, and off form walls.

The building is divided into 14 bays, each originally connected to the Turntable by rail line, creating a radial floor plan. The six northern bays were for repairs, and the remaining eight bays for cleaning and wash down of the locomotives and carriages. Bays 1-7 have numbers painted on the wall over the entry to the bay.

Each bay has a low pitched precast concrete roof, with down stand beams along the lower edges of each slope, each supported on three off form concrete pillars. Each roof bay has a bank of skylights glazed with wired glass on either side at the lower edge of the slope (much of which is missing) and is divided into five bays by concrete beams. A box gutter, discharging to downpipes on the external wall extends along each valley. The easternmost slope of the roof is timber-framed, clad with a corrugated panel, possibly asbestos.

The building is enclosed on three sides, with the centre being open, with concrete columns delineating each bay. The rear wall is composed of off form concrete, with fourteen straight sections suggesting a circle. The northern side wall is also constructed of off form concrete whilst the eastern side wall is timber framed and clad with asbestos, most of which is broken. Drawings describe this as a temporary wall, suggesting that if the place was to be altered, it would be from this end.

There are four banks of multi-paned steel framed fixed windows in the northern end wall, with some remnant glazing. The eastern end wall also has steel framed windows, none of which has any glazing remaining.

The rear wall of each bay has an opening large enough to accommodate a locomotive. These are enclosed by a variety of means, including a metal roller door, cyclone mesh gates and pairs of timber framed gates and fixed panels with cladding, including corrugated metal and plastic sheeting. All are fixed shut.

The ceiling and interior walls of bays 1-6 are painted white, whilst the remaining ceilings and walls are bare concrete.

All bays originally had pits for working under the trains but the pits to bays 13 and 14 have been infilled, and there is a large concrete plinth towards the front of bay 13, the purpose of which is currently unknown. All bays, except 14, still have railway tracks, although bays 2-13 only exist from the pit to the edge of the concrete floor, the portion leading to the Turntable having been removed.

Bays 1-6 have timber flooring over the concrete floor, whilst the remaining bays have bare concrete floors.

Light fittings and services reticulated across the rear wall remain in-situ.

The place appears to be in reasonable condition, although it is quite dirty, and there is rubbish, including broken glazing and spalled concrete, littered across the floor.

A timber railway carriage is currently parked in bay 1.

Turntable

The Turntable is 30.48 metres in diameter (100 feet) and comprises a sunken circle approximately 1 metre deep with a concrete retaining wall, and a timber framed rail bridge across the centre. This bridge rotates to allow locomotives to be moved from the railway line into the bays of the Round House. There are metal handrails along both sides of the Turntable.

A small metal framed and clad shed is located at one end of the Turntable and moves with it.

13.3 COMPARATIVE INFORMATION

Round Houses

Railway Round House with Turntable, Collie includes the only extant example of a locomotive round house in the State. The only other such building was erected at Bunbury in 1929, but was demolished in c.1970 and a shopping centre built on the site.

Nationally, there are at least ten extant notable, most being adaptively used to house museums or other places of cultural interest and/or entered in a relevant state heritage list, locomotive round houses, including:

- Railway Museum, Peterborough, South Australia (1927) comprises a timber and metal and glass clad 14 bay railway round house with corrugated iron roof and 85' turntable.
- Goulbourn Rail Heritage Centre, NSW (1918) includes a brick railway round house with corrugated iron roof and 90' electrically operated turntable.
- Broadmeadow Locomotive Depot, Newcastle, NSW (1948) includes a 21 bay brick, glass, and corrugated iron 21 bay railway round house with 105' turntable.
- Valley Heights Locomotive Depot Heritage Museum, NSW (1914) includes a timber and corrugated iron 10 bay railway round house with 60' turntable.
- Lachlan Valley Railway, Cowra, NSW (c.1923) includes a timber and corrugated iron 8 bay railway round house with 60' turntable.
- Casino Railway Precinct, NSW (1928) includes a timber, steel, and corrugated iron railway roundhouse and 75' turntable.

- Junee Roundhouse Museum, NSW (1947) comprises a fully circular 48 bay timber and corrugated iron round house with 100 foot (30.48 metres) turntable.
- Traralgon Engine Shed and Turntable, Latrobe City, VIC (1910) includes a timber and corrugated iron railway round house and 70' turntable.
- Ararat Railway Station Complex, VIC (1929) includes a timber and corrugated iron three bay railway round house and 85' turntable.

Turntables

Railway turntables are a common feature of many railways, particularly where there is a former association with steam locomotives and/or limited space that prevents the use of a 'triangle'. Railway turntables can be manually or electrically operated with a range of diameters, including 50', 60', 75', 85', 90', 100 foot (30.48 metres), and 105'. The Turntable at Collie is operated using an electric motor.

A search of the Historic Heritage database using the keyword 'turntable' retrieves 29 places, of which 11 are entered in the State Register. None of these places are comparable to P541 *Round House with Railway Turntable, Collie* for scale or type, but several are comparable for having a railway turntable used to manoeuvre steam locomotives. Places where turntables were extant at the time the places were assessed include P3521 *Narrogin Railway Station* (1907) (RHP), P1911 *Northampton Railway Precinct* (1912) (RHP), P23971 *Railway Precinct, Denmark* (1929) (RHP- Does not warrant assessment), P13985 *Ravensthorpe Railway Station*, P23956 *Hotham Valley Tourist Railway*, P1191 *Brunswick Railway Precinct, Harvey*, and P25868 *Whiteman Park* (relocated from Midland).

There are also likely to be other turntables located across the State, either operational or non-operational, however their exact locations were unable to be identified. It is possible that there may be extant turntables located in Forrestfield, Merredin, Kalgoorlie, Pinjarra, Pithara, Denmark, Kirup, Mullewa, York, and Pemberton.³³ The above examples are unlikely to be comparable as the Turntable at *Railway Round House with Turntable, Collie* was the only electrically operated 100 foot (30.48 metres) turntable constructed to cater for the larger Garratt articulated steam locomotives.

The above suggests that *Railway Round House with Turntable, Collie* is rare and notable for including the only extant locomotive Round House erected in the State and for including the only railway Turntable of its type and scale in the State. Nationally, the Round House also appears to be notable for the use of off-form concrete and the Turntable may be a rare example of a 100 foot (30.48 metres) electrically operated turntable.

13. 4 KEY REFERENCES

13. 5 FURTHER RESEARCH

³³ http://www.railheritagewa.org.au/archive_scans/index.php

Research into national and international examples of railway round houses, with the aim of identifying round houses using concrete construction, could further clarify the place's rarity.