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)

- 3.8.6 Building and maintaining railways

HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)

- 202 Rail and light rail transport

11. 1 AESTHETIC VALUE*

Mullewa Railway Station Group sits on high ground on the southern side of the town and the individual buildings and group are a significant visual landmark. (Criterion 1.3)

The remaining buildings at *Mullewa Railway Station Group* provide evidence of a once substantial railway station complex and form a visually cohesive assembly of associated structures. (Criterion 1.4)

11. 2. HISTORIC VALUE

Mullewa Railway Station Group, although much diminished, retains key buildings and structures which illustrate the development of the Northern railway, reflecting its growth and that of Mullewa, and the important role of the railway system in the development of the region in the late nineteenth and early to mid-twentieth century. (Criterion 2.1)

Mullewa Railway Station Group was part of the development of the Northern Railway, constructed to serve the Murchison goldfields during the Western Australian gold boom period, which was extended and expanded in the early twentieth century, providing the essential transport system for pastoral and agricultural development in the district and the region. (Criterion 2.2)

The water tower, with its standard design 25,000 gallon water tank and the stand pipe, are typical of the water supply system that was developed by the WAGR to

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Canberra, 1991, with additional reference to Richards, O. *Theoretical Framework for Designed Landscapes in WA*, unpublished report, 1997.

ensure provision of sufficient supplies of good quality water essential to the operation of the rail system in the steam age. (Criterion 2.4)

11. 3. SCIENTIFIC VALUE

The site of the two former railway houses and the concrete foundations of a former tank stand may provide archaeological information relevant to an understanding of the railway history of the State. (Criterion 3.1)

11. 4. SOCIAL VALUE

Mullewa Railway Station Group is highly valued by the community of Mullewa as a reminder of the significant role played by the Northern Railway in the development of the town and the region, as evidenced also by its inclusion in the Municipal Inventory for the Shire of Mullewa. It is also valued for social and cultural reasons for its more recent use as an Arts and Crafts Centre. (Criterion 4.1)

The individual elements of *Mullewa Railway Station Group* are landmarks in the town of Mullewa contributing to the community's sense of place. (Criterion 4.2)

12. DEGREE OF SIGNIFICANCE

12. 1. RARITY

---

12. 2 REPRESENTATIVENESS

Mullewa Railway Station Group is a good representative example of an intact station complex from the late nineteenth century and early twentieth century. (Criterion 6.1)

Mullewa Railway Station Group is evidence of the once important rail head at Mullewa, a significant contributor to the prosperity of the district. (Criterion 6.2)

12. 3 CONDITION

Mullewa Railway Station Group has lost a number of buildings and structures, and those that remain have been altered for alternative uses or have been allowed to deteriorate, and to this extent the evidence they provide is diminished in value. The tank stand is in very poor condition. Overall the place is in fair to poor condition.

12. 4 INTEGRITY

Mullewa Railway Station Group is no longer used as a station. Currently the goods shed is used for storage, the station is used by an arts and craft group, and the water tank is not serviceable. The original use of the buildings remains readily apparent. The water tank is unlikely to be sustainable without intervention. Overall the place retains a moderate degree of integrity.

12. 5 AUTHENTICITY

Although the tank has not been altered and has simply been allowed to deteriorate, both buildings have been modified. The goods shed has undergone a small number of significant changes that could be reversed, but the station building has been changed internally to a fairly significant extent. Overall the place retains a moderate degree of authenticity.

13. SUPPORTING EVIDENCE

The documentation for this place is based on the heritage assessment of Robyn Chinnery, Historian and Phillip Griffiths, Architect in April 2004 with amendments and/or additions by HCWA staff and the Register Committee.

13. 1 DOCUMENTARY EVIDENCE

Mullewa Railway Station Group comprises an iron goods shed (1894), timber water tower and square 25,000 gallon tank (1903), associated stand pipe, foundations of former tank, site of two railway houses, and station building (1915, 1928, 1934), all located around a station platform.

In 1839, the Victoria District was named by Lieutenant George Grey, who, having been 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 around Mullewa. In 1850, the first European settlers arrived in the Victoria District.[1]

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.[2] Mullewa, on the route from the Murchison to the port at Geraldton, came to play 'a vital part in supplying the prospectors and the miners' on the newly discovered Murchison goldfield in the late 1880s.[3] However, road conditions across the sand plain were far from satisfactory, leading the settlers to petition for a railway to Mullewa, where there was "a goods shed nearly twice the size of Geraldton Masonic Hall".[4]

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 from Perth to Gingin was not opened until 1891, and the whole length of the line the Midland Railway to Walkaway was not finally opened until 1894.[5]

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. 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 would be approved in 1890-94, including the Northern Railway extending east from Geraldton.[6]

On 12 August 1891, the railway line from Walkaway to Mingenew was opened to traffic, and as an inducement to the pastoralists to patronise the line, the cost of freight on wool during the forthcoming season was reduced.[7] This enabled them

---

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 Keefe, A. op. cit., p. 44.

4 Quoted in ibid.

5 Crowley, F. K. op. cit., pp. 100-102.

6 Crowley, F. K. op. cit.

7 Keefe, A. op. cit., p. 46.

to bypass Mullewa. The large warehouse became redundant, and the town languished somewhat.[8]

In February 1892, Spalding and Co. established a coach service from the railhead at Mingenew to Annean via Mullewa.[9]

A preliminary survey for a railway line from Geraldton to Mullewa had been undertaken as far as Kojarina in 1891, but this was abandoned and the final survey was not completed until 1892. In spring 1892, the newly appointed Engineer, C. Y. O'Connor, inspected and approved the route. Following the passing of the Mullewa Railway Bill, tenders were called in December 1892: 'Mullewa contract, construct complete with permanent way and Stations (including the providing of all material except the rails and fasteners for the per way) length about 57 miles.'[10] Three tenders were received, and the contract was awarded to Neil McNeil, the lowest tenderer, at a cost of **£**98,902.[11]

In 1893, work on the Geraldton to Mullewa railway proceeded apace. Among those employed on it were a number of men who had worked on the Midland Railway, including John Gibson, who again took on a supervisory role.[12] It appears that some of the materials left over from that project were utilised in the new railway, as some of the rails used in the roof support at the goods shed at Mullewa are marked 'B. A. & Co. 1891 M. R. W. A.'[13]

By late March 1894, McNeil was transporting freight 'to the head of the line, east of the sandplain, where Richie and Robson and Co. were operating a depot to transfer these goods to wagons and drays.'[14] By this means, large quantities of machinery were transported to the Murchison goldfields prior to completion of the railway line.[15]

Mullewa grew rapidly through the remainder of 1894. By late August 1894, the railway line from Geraldton to Mullewa had reached its terminus. On 7 November 1894, the line was gazetted, and the official handover from the contractor to the Government took place on 12 November. On the same day, the first train departed Geraldton at 7.30 a.m. and arrived at Mullewa at 11.45 a.m., then departed on its return journey at 2.30 p.m.[16] On 21 November, a special athletics meeting at Mullewa to celebrate the opening of the railway line was attended by 340 people who availed themselves of the special Excursion Train laid on from Geraldton to "the little "City" beyond the sands."[17]

In 1894-96, as was general practice, railway buildings and structures at Mullewa were erected in the vicinity of the rail terminus. They included a station master's residence, of stone construction with an iron roof, which is shown in an early photograph (1896) with the first station master, F. A. Renner, and his family.[18] The other permanent staff necessary for the station and maintenance of the permanent way were also accommodated at Mullewa. Other structures included a goods shed and sidings (1894), and 'a temporary terminal station', whilst the terminal carriage and engine sheds that had been part of the original proposal

8 Keefe, A. op. cit., p. 46.
9 ibid.
10 *Government Gazette* December 1892 to March 1893.
11 Report for Railways and Tramways, 1893-94, in *Votes and Proceedings* 1894.
12 Keefe, A. op. cit., p. 47.
13 Site visit, Robin Chinnery and Philip Griffiths, 5 April 2004.
14 Keefe, A. op. cit., p. 48.
15 ibid, pp. 48-49.
16 ibid, p. 50; and Crowley, F. K. op. cit.
17 Reports in *Victoria Express* November 1894, quoted and cited in Keefe, A. op. cit., p. 51.
18 Reproduced in Keefe, A. op. cit., p. 51, courtesy Geraldton Historical Society.

were not built, after it was decided to extend the line from Mullewa to the Murchison.[19]

The opening of the Geraldton-Mullewa Railway removed 'the major barrier to inland development', providing a suitable transport system within reasonable reach of the goldfields and the pastoral stations.[20] Mullewa flourished and was at its peak in the period 1894-95, when the tracks and roads to Mullewa carried up to 400 teams in a good season.[21] On 3 April 1895, the townsite of Mullewa was gazetted a Municipality.[22]

In 1894-95, a cart weighbridge was erected at Mullewa as part of the additional works on the Northern Railway.[23]

In December 1895, the contract for construction of the railway from Mullewa through to Cue, to be constructed in three stages, was awarded to Baxter and Prince at a cost of £84,535 in total.[24] Worked commenced promptly, and the line to Pindar, 18 miles east of Mullewa, was opened on 23 March 1896. This had an immediate impact on Mullewa, as teamsters and their families relocated to the head of the line, to be followed in turn by shopkeepers and others, leaving Mullewa 'a shadow of its former self', as the railway extended farther into the Murchison through to Yalgoo.[25] In June 1898, the railway line from Mullewa to Cue was completed and opened to traffic.[26] The railway was extended through to Nannine in 1903. The Northern Railway provided transport to the Murchison goldfields and would serve an important role in the future in pastoral and agricultural industries.

In 1899, concrete-lined water tanks for water supply to locomotives on the Northern Railway were constructed at Mullewa, Yalgoo and Magnet by the Railways and Tramways Department at a total cost of about £28,000.[27] In the age of steam railways, a sufficient, good quality water supply was essential, and by 1905, the WAGR would establish a system of more than 100 dams and tanks along the length of its extensive railway network.[28]

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.[29] 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 around the respective stations and associated rail facilities.

In 1902-03, the position regarding water on the Northern Railways was 'most acute', and train services were maintained under 'great difficulty'.[30] Consequently, in 1903-04, considerable additions were made to the water supplies, including a 25,000 gallon water tank on a stand, with a large pumping

---

19 Report for Railways and Tramways in *Votes and Proceedings*, 1895 Vol. 2, p. 11.
20 Keefe, A. op. cit., p. 58.
21 ibid, pp. 58-65.
22 ibid, p. 96.
23 Report for Railways and Tramways in *Votes and Proceedings*, 1895, Vol. 2, p. 16.
24 *Government Gazette* 10 January 1896.
25 Keefe, A. op. cit., p. 67.
26 Crowley, F. K. op. cit., p. 129.
27 Report for Railways and Tramways, in *Votes and Proceedings*, 1899, Vol. 2, p. 29.
28 *Report on the Workings of the Government Railways and the Roebourne-Cossack Tramway* Government Printer, Perth, 1905/1906, p. 74.
29 Keefe, A. op. cit., p. 138.
30 Report for Railways and Tramways, in *Votes and Proceedings*, 1903-04, Vol. 2, p. 23.

plant and water column etc. erected at Mullewa.[31] The tank was built to a standard plan, as per PWDWA 3973, mounted on a substantial timber support structure.[32]

By 1912, Mullewa was recognised as 'The first township of note' on the Geraldton-Meekatharra railway line, the 'centre of an agricultural and grazing community'.[33] Mullewa was the first post and telegraph office on the overland stock route from the North-West stations. There were large quantities of sandalwood and salmon-gum in the vicinity, which was extensively used in mining, and the railway provided the necessary transport.[34]

In the pre-World War One period, the stock routes from the De Grey terminated at Mingenew, which thrived. In 1909, a continuation of the railway line from Wongan Hills to Mullewa had been suggested. The Bill for the line was put to Parliament in 1911, further aiding the move towards the establishment of the Mullewa Road Board, which was declared in that year. In mid-1912, track laying from Mullewa commenced. The new line required an additional area of land at Mullewa, and various reserves and vacant lots on the south side were resumed for railway purposes. The works included construction a new public siding and relocation of the railway station 'from its Gray Street location to the opposite side of the railway yard'.[35] Further houses to accommodate railway workers were also erected in this period. The platform at the goods shed was increased 70 feet by 30 feet. In March 1915, Wongan Hills-Mullewa railway line was opened to traffic.[36] In this year, a pipeline was laid to supply water from the well to the station, and work commenced on a new five million gallon water reservoir. In December 1915, acetylene gas lighting was connected to the station.[37]

The Northern Railway Progress Plan for Mullewa shows the development of *Mullewa Railway Station Group* to 30 March 1916, through into the late 1940s. The layout of the station building was similar to the standard plans that were common in this period, and comprised the station master's office, refreshment rooms, ladies' hall, booking office and parcels' room. The station master's cottage, the only stone building, and the other living accommodation, of timber and iron construction, were all located on the town side of the railway line at this period. Other buildings and structures shown on the plan at this period include the goods shed (1894), loading platforms, and water tanks, along with fettlers' and gangers' cottages, and various minor buildings associated with the operation of the station and the permanent way.[38]

In April 1916, work commenced on a new approach road to the railway station at Mullewa. In common with many other public works, work was delayed due to the war and it was not completed until the post-World War One period.[39] On numerous occasions Mullewa Road Board requested an overhead bridge be built to provide safer pedestrian access to the station, but to no avail. The new railway

---

31 ibid, p. 29 and p. 31.

32 Mullewa-Murchison Railway Cue Contract Standard Drawing Engine Water Tank, 1895.

33 Battye, J. S. *The Cyclopedia of Western Australia* The Cyclopedia Company, Perth, 1912-13, Facsimile Edition Hesperian Press, Victoria Park, Western Australia, 1985, Vol. 2, p. 1008.

34 ibid.

35 Keefe, A. pp. 76-77, pp. 132-134 and p. 152; Report for Railways and Tramways, in *Votes and Proceedings*, 1915, Vol. 1, Appendix L, p. 70.

36 Report for Railways and Tramways, in *Votes and Proceedings*, 1915, Vol. 1, p. 2 and p. 78.

37 Report for Railways and Tramways, *Votes and Proceedings*, 1916, Vol. 1, p. 70.

38 N. R. Main Mullewa Progress Plan 32917, E. E. L. 16783, 30 March 1916.

39 Reports for Railways and Tramways, *Votes and Proceedings*, 1916 to 1920.

line significantly reduced the droving distance, and Mullewa 'became the selling and railing centre for the northern stock'.[40]

In June 1916, work began on additional stockyards and another siding, but completion was delayed until February 1919.[41] The new stockyards, together with the new railway facilities, enabled Dalgety & Co. to hold regular stock sales at Mullewa.[42]

From 1915, Mullewa became an important centre in the regional rail network through into the post-World War Two period, and consequently many railway employees were based there. In the inter-war period, Mullewa continued to develop in conjunction with the continued development of the pastoral and agricultural industries in the region. As the operations at the rail centre expanded, further railway buildings were erected to accommodate various purposes and to provide residential accommodation to railway workers as was the practice in this period. In 1922-23, works carried out at Mullewa included an approach road, a loading siding, a cart dock, and the addition of two cabins to the railway men's barracks.[43] In 1924, work began on a mechanical coaling facility, additional residential accommodation was erected, and additions were made to some of the existing cottages.[44]

In the period 1921 to 1948, the various alterations and additions to the railway station precinct at Mullewa are shown on the aforementioned Northern Railway Progress Plan for Mullewa. In addition to those documented above, changes shown on the plan relating to the station building, goods shed and water supply include a new 20,000 gallon water tank in proximity to the earlier tank (1903); re-erection at the loading platform near the goods shed of a five ton crane from Nannine (1921) a canopy roof erected over the outer area of the station building (1929); a new I. P. W. office added at one end of the station building (1934); and alterations and additions to the station master's office (1935). Additional buildings and structures in the railway precinct include seven standard houses; tram-men's barracks (1921) and additions to the barracks (1926); a stowing siding for coaches (1928); an additional siding (1931); a detached guard's room (1934); an ambulance room (1939), and two five-roomed houses (1948).[45]

Another plan shows the Railway's departmental housing to the north of the station precinct in the period 1933 to 1947. The numbering of the 25 houses indicates the sequence of erection at Mullewa and in the development of railway housing in Western Australia. This plan also shows the No. 2 Railway Dam and the supply lines from this dam and from No. 1 Dam.[46]

In June 1957, Reserve 24735 was designated for railway purposes.[47]

In 1961, a photograph of Mullewa taken from Railway Station Hill shows the station precinct at this period, including the station building and the goods shed. At this date, most of the buildings shown on the aforementioned Progress Plan were extant.[48]

---

40 Keefe, A. ibid., pp. 76-77.

41 Reports for Railways and Tramways, *Votes and Proceedings*, 1916 to 1919.

42 Keefe, A. op. cit., p. 81.

43 Reports for Railways and Tramways, *Votes and Proceedings*, 1922 and 1923.

44 ibid, 1924, Vol. 1, pp. 55-56.

45 N. R. Main Mullewa Progress Plan 32917, E. E. L. 16783.

46 Mullewa Plan Showing Departmental Houses, C. C. E. File 7087/33.

47 *Government Gazette* 21 June 1957.

48 Barden, W. D. (Compiler) *Mullewa through the years, 1861-1961* Issued by Mullewa Road Board, 1961.

In 1973, the areas of Reserves 24544 and 24735, which were designated for railway purposes, were reduced by the resumption of a strip of land, 20.12 metres wide for road purposes.[49]

Operating costs for the WAGR had always been high due to the lack of high quality coal and general shortage of water. In the post-World War Two period, there were major changes to the State's transport system as diesel replaced coal and as road transport gradually became predominant. With this transition, dams and tanks such as those at Mullewa were no longer an integral part of the railway system, and fell into disuse. Many rail lines were closed, including the Mullewa-Meekatharra line in 1978. Others, such as some of those in the Mid-West, including that to Pindar, continued to operate only on a seasonal basis for grain carrying. Passenger services ceased to operate and station facilities became obsolete or were no longer considered essential. In the wake of such changes, at many towns, including Mullewa, numerous buildings were removed or demolished, and others ceased to be used for their intended purposes. By the late twentieth century, little remained of the once considerable complex of railway buildings at Mullewa.

In July 1996, *Mullewa Railway Station Group* was included in the Municipal Inventory for the Shire of Mullewa, with the recommendation that the water tank (1903) be Registered, which was also the subject of a Section 9 referral Category 2 in August 1998.[50]

On 17 August 1999, Mullewa Town Lots 270 and 208, part of Reserve 24735, for the purpose of railway purposes, was registered.[51]

In 2004, the station building and the goods shed, with their respective platforms, the water tank (1903) to the south, and the stand-pipe to the west remain at Mullewa. The railway station building and the surrounding land are leased by the Shire of Mullewa. This building accommodates an Arts and Crafts Centre. The goods shed is unused, as are the water tower, tank and stand pipe.[52]

13. 2 PHYSICAL EVIDENCE

Mullewa Railway Station Group comprises a timber construction iron roofed station house and platform (1915, 1928 and 1934), and corrugated iron goods shed (1894) and platforms set out along the alignment of the railway, together with a cast iron water tank on a timber and concrete construction stand (1903) located a short distance to the south of the station structures in a lightly treed landscape.

Mullewa Railway Station Group is located on the south side of Mullewa, outside the town's built up centre and the Geraldton-Mount Magnet Road, and north of Maley Street on a site that is slightly above the general town topography. The land rises away from Maley Street to the south and the water tank is located on the high ground.

The road surfaces around the buildings are Pindan soil and gravel, with plantings of Eucalypts around the buildings and on the station. There are other plantings immediately around the station buildings including Daisies and Bougainvillea. The tracks have been taken up other than a single track for the wheat carrying trains, but track alignments remain discernible.

---

49 *Government Gazette* 18 May 1973, p. 1271.

50 Shire of Mullewa Municipal Inventory, 25 July 1996; and HCWA Place No. 6105, Backlog Review Form.

51 Crown Land Title Vol. LR3110 Fol. 399.

52 Site visit, Robin Chinnery and Philip Griffiths, 5 April 2004.

Goods Shed (1894)

The goods shed is a standard pattern timber framed and corrugated iron clad, twin gabled roof goods shed. The exterior comprises gabled roofs to the east and to the west, with the track alignment passing through the southern section. There are timber barges, fascias, ogee gutters and scotia moulds under gutters. Both gables are vented and the lay-lights that were once located in the roof have been removed and replaced with plastic sheeting. There is part of a ramped platform to the west of the building aligned to the same track. Door openings at the rail entrances remain in place, as do the door tracks to the top and bottom of the opening, but the doors have been removed. There are two loading doors on the northern side of the shed, with the remains of a timber gantry rail system extending through the wall and beyond each pair of timber framed and clad doors. The raised storage floor that was once constructed in timber has been replaced with concrete and the lower section of the shed now comprises a concrete retaining wall.

The interior is divided into two parts, the track area and the platform. The whole of the shed is framed up in the standard pattern of major square structural posts, with studwork filling in between them, and diagonal wind bracing. At each structural post line, there is a timber compression and iron rod tension member truss, and the junction between post and truss is formed with bent rail brackets of at least two different profiles. Although the platform has been retained and the rail level remains a graveled surface, the platform level is now formed in concrete, and each post has been set over a concrete haunch with a steel bracket to locate the post. Similarly the south wall has had its timber construction floor plate removed and the entire length of the shed now has a concrete sleeper wall to which the posts and studs are now attached.

The western end of the storage are of the shed is screened off with chainlink fencing and gates supported on timber studwork and galvanized steel tubing. The gantry timber remains in place at the western end of the shed and has been removed from the eastern end. The eastern end of the shed has been partly lined out and divided off as office space with galvanized iron sheet and asbestos cement sheeting. There is a enameled cast iron basin in the northwest corner and the remains of labeling boards on the western wall, however the labels are no long discernible. The western loading door retains its tracks and locks but is in poor condition and in need of repair.

The shed is in fair to poor condition and has undergone extensive change to the details of its construction, while retaining the original geometry and basic construction elements.

Tanks Stand (1903)

The tank stand is located a short distance away from the station group on the south side of Maley Street on a gentle rise. This is a square plan sectional cast iron water storage tank, supported on 1 foot 3 inch (400 millimetre) diameter bush poles, with 8 inch x 3 inch (200 x 75 millimetre) bracing, with the poles housed into a 1 foot 3 inch x 8 inch base plate. The tank is supported on 15 (formerly 16) poles set over four sleeper walls and base plates are secured to these walls. At the top of the posts there are bush pole bearers connecting the poles in the east-west direction and then sawn joists in the north-south direction, so that there are four bearers and five joists on top of the bearers. Each of the joists is carved with a Roman numeral reference; XXII in the horizontal direction and XX in the vertical. There is a galanvized iron inlet pipe over the northern side of the tank and a valved outlet valve under the tank, the valved having lost its gate operation. One post is missing, the remaining timbers somewhat reduced in load capacity by termite activity and the tank itself has been holed in a number of locations.

A short distance to the northeast of the tank are four concrete pads with holding down bolts built into them.

Station House (1915, 1928 and 1934)

The station house is a timber framed and clad building with a corrugated iron roof. It is located on a double sided platform that extends some 30 metres or so either end of the station house and is 12 foot 0 inch (3.3 metres) wide. The platform is formed up with light rail track driven into the ground and jarrah planks as a retaining wall, then a lap jointed platform edge and bitumenised platform, ramped down at each end. A lightly framed steel and wire fence has been fixed around the station house and a set of steel steps lead up from the south side of the station from ground level up to the platform.

The station house is a long rectangular gable roofed building, with walls formed up with timber framing and clad with painted jarrah weatherboards, with the exception of the toilet block which is constructed in brick. The roof is clad with corrugated galvanized iron painted red, with ogee gutters fixed to timber fascias. A cantilevered awning provides shelter along the north side of the platform, with a further awing protecting the western elevation and a small awning over the eastern end of the couther elevation. The spandrels to these awnings are filled with vertical timber boards. Most of the windows are two-pane, double-hung sashes, and doors are either steel sheet clad, or flush doors. There is a concrete stand at the eastern end of the shed that accommodated two rainwater tanks that have since been removed. The eastern gable has been repaired with 'Shadowline' profile asbestos sheeting.

The plan is dictated by the track alignment and island platform geometry. The internal plan comprises six principal spaces, with external access to most spaces and interconnected spaces for some.

Room 1 has a carpeted concrete floor; canite lined walls and ceiling; two-pane, double-hung sash windows to the north, west and south; and a part glazed door in the western wall. A flush door separates this room from the adjoining space. There are comparatively recently constructed cupboards, bench and sink in the room.

Room 2 has a carpeted timber floor and chamfered skirting, converted timber sash windows with aluminium insert sashes, as well as two-pane, double-hung sash windows and an eight-pane fixed internal light leading into Room 3 adjacent. The door between the latter two spaces has been removed. The walls appear to be lined with plasterboard, with a plasterboard ceiling, and a cove cornice, together with a sweep fan.

Room 3 is part concrete and part timber floor, with vinyl and carpet coverings and a quad at skirting level. The walls are part clad with timber boards, mainly at the southern and eastern sections, with the remaining walls covered with asbestos cement linings and cover batterns. The windows follow the same pattern as the remainder of the building, and the two double doors at the western end of the room have been replaced with steel construction sliding and hinged doors to the south and north respectively. There is a split stable door that leads into the adjacent Room 4. There are loose fittings, benches and tables around the room. Curtains and blinds have been added to the room.

Room 4 has a partly vinyl covered timber floor; timber board lined walls and ceilings; two-pane, double-hung sash windows; a blocked in door to the north platform, with benches, shelves, a sink and pottery kilns loosely fitted around the room.

Room 5 is divided into a lobby and toilet. This is the only section of the building constructed in brick. The toilet has a concrete floor and coved skirting, plastered walls and louvred windows, with a flush door, while the lobby has partly timbered walls, absestos cement wall linings and an open fireplace and mantle, with plasterboard ceilings.

Room 6 at the eastern end of the platform has carpeted timber floors, plasterboard ceiling, asbestos cement lined walls, with a plasterboard ceiling, two and six pane double-hung sash windows, and a flush door. It has no special features.

The building is in fair condition and the exterior retains much of its original fabric, though some windows have been modified and doors have been replaced.

13. 3 COMPARATIVE INFORMATION

In the late nineteenth century and first half of the twentieth century, the development of an extensive government railway system in Western Australia enabled the development of many regions of the State, including the Mid-West. Groups of railway buildings were established as part of the railway network. At towns which became important rail centres, such as Mullewa, a considerable variety, number and extent of buildings and structures were associated with the railway. In the post-World War Two 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. At many town centers a small number of buildings and structures remain as visible reminders of a bygone age in which rail transport played a vital role. By the late twentieth century, few relatively complete and authentic groups of railway buildings remain.

There are eight places noted as railway station 'precincts' or 'groups' on the State Register. These are:

P0486 *Claremont Railway Station* (1896 to 1905) including station building, station master's house, two railway platforms with linking footbridge, goods shed and signal cabin.

P1279 *Kalgoorlie Railway Station* (1896 to 1923) including station building, parcels office and war memorial. Two separate groups of railway housing associated with this railway precinct have also been Registered.

P1553 Menzies Railway Station Precinct (1900), including station building, three platelayers cottages and station master's house,

P1577 *Merredin Railway Station Group* (constructed from 1893) including water tower, platform, office, waiting rooms and signal cabin.

P2133 *Perth Railway Precinct* (1881) including station building, bridge and the signal box.

P2318 *Mt Barker Railway Station Group* (1923), including fruit packing sheds and cold stores, and loading ramp.

P2778 *Yalgoo Railway Station Group* (1898), including station, station master's house, barracks, and water tank.

P3097 *Pinjarra Railway Yards* (1893 on), including goods shed, carriage shed, engine shed, trainsmens barracks, and associated track. Former station buildings burnt down and have been removed.

P5012 *Donnybrook Railway Precinct* (1894) including station building, platform, goods shed, station masters house, Stevenson screen (for weather forecasting) and crane.

Railway station precincts/groups in the database being considered for assessment at the time of report include Northampton Railway Station Precinct (P1911), constructed 1912; Boyup Brook Railway Station Precinct, (P3159), constructed 1909; and Dumbleyung Railway Station Precinct (P12244), constructed 1913.

Mullewa Railway Station Group is a good representative example of an intact station complex from the late nineteenth century to early twentieth century.

Goods sheds were erected as part of the development of various railways centres in the late nineteenth and early twentieth century, including Mullewa. Most erected in the early to mid-1890s have not survived into the twenty-first century. Those which have, such as those at Mullewa (1894) and Claremont, have often been subject to some adaptation and change through time and changing patterns of use. The goods shed at *Mullewa Railway Station Group* is a notable example of a once common but now comparatively rare structure.

In the late nineteenth century, as the work of the Public Works Department increased hugely 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 required for the rapidly expanding government railways. The 25,000 gallon water tank at Mullewa was built to such a standard plan, as was that at Yalgoo. Readily available stone was used for the water tower at Yalgoo, whilst at Mullewa the tower is of timber construction, as at *Merredin Railway Station Group* (1893, restored 1997, HCWA 1577), which is also a square tank but larger with a capacity at 40,000 gallons. Whilst many railway water tanks have gone, there are a number remaining, but often in failing condition, as at Mullewa, as a consequence of neglect since they were de-commissioned in the post-World War Two period. *Railway Water Tank, Corrigin* has also been recommended for the State Register. The water tank (1903), and the associated tower and stand pipe, at *Mullewa Railway Station Group* are representative examples of the system of water provision in the late nineteenth and early twentieth century, and are among a small number of such structures which survive in 2005.

The station building at *Mullewa Railway Station Group* comprises similar elements to those incorporated in the standard plans which were widely used in the WAGR railway network in the first half of the twentieth century, and is representative of its type. As elsewhere, at various periods alterations and additions were made to meet changing needs.

13. 4 KEY REFERENCES

No key references.

13. 5 FURTHER RESEARCH

The Progress Plan for the place dates from 1916, and does not include the dates of construction of the earlier buildings and structures. To date, no plans have been located for the goods shed (1894), nor for the station building, part of which may date from a similar period, as it has been noted that the station was relocated. Further research may reveal additional information about these buildings and the early development of the place.