



**HERITAGE  
COUNCIL**  
OF WESTERN AUSTRALIA

## REGISTER OF HERITAGE PLACES

### Removed Entry

*The Minister for Heritage Directed that this Permanent Entry in the State Register be removed on 26 August 2005. Notice of this decision under the Heritage of Western Australia Act 1990 appeared in the Government Gazette on 4 November 2005.*

1. **DATA BASE No.** 02503
2. **NAME** *Midland Inn* (1901; 1953; 1960s; 1970s; November 1999)  
**FORMER NAME** Railway Hotel
3. **LOCATION** 408 Great Eastern Highway, Midland
4. **DESCRIPTION OF PLACE INCLUDED IN THIS ENTRY**  
Lot 102 and part of Lot 104 on Plan 3052 (sheet 1), being part of the land comprised in Certificate of Title Volume 1559 Folio 844.
5. **LOCAL GOVERNMENT AREA** Shire of Swan
6. **OWNER** Strive Pty Ltd.
7. **HERITAGE LISTINGS**

• Register of Heritage Places:	Interim Entry	27/08/1999
	Permanent Entry	09/09/2003
• National Trust Classification:	Classified	14/12/1998
• Town Planning Scheme:		-----
• Municipal Inventory:	Adopted	10/07/1996
• Register of the National Estate:		-----
8. **CONSERVATION ORDER**  
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9. **HERITAGE AGREEMENT**  
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10. **STATEMENT OF SIGNIFICANCE**

*Midland Inn*, a fire damaged two-storey brick hotel in the Federation Free Classical style, has cultural heritage significance for the following reasons:

as the first two-storeyed structure on the western approach to the Midland town centre, the place makes a positive contribution to the streetscape. A key element of the first Midland Junction urban village, and the last building still existing, the place has retained its prominence since its construction and as such has significant landmark qualities;

the place is significant as one of the earliest hotels in the Midland area and is one of the few from that period still extant in this area;

the place is historically important as it reflects the optimism of businessmen and investors in the future of Midland during its period of development;

the value of the place to the local community was evidenced by the public sense of loss and concern expressed in Perth and local newspapers after the fire on 17 November 1999;

the place is also historically important for its association with Midland pioneer and councillor, Thomas Joseph Niland; and,

the place is representative of a distinctive way of life and custom of hotel owners, patrons and residents at the turn of the century.

## **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.

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

*Midland Inn* is significant for its landmark qualities as the only two-storeyed building on the western approach to the Midland town centre. The place makes a positive contribution to the streetscape. (Criterion 1.3)

### **11.2. HISTORIC VALUE**

*Midland Inn* was one of the earliest hotels to operate in Midland and is one of the few remaining hotels of that period of development still extant. (Criterion 2.2)

*Midland Inn* is important as it reflects the high level of optimism for the future of Midland held by business people and investors of the period. (Criterion 2.2)

*Midland Inn* is historically significant for its close association with Thomas Joseph Niland, who operated a small boarding and lodging house (also called the Railway Hotel) on the site from 1895 and constructed the two-storey building in 1901. He was known as a Midland pioneer and held three terms as a local Councillor. (Criterion 2.3)

### **11.3. SCIENTIFIC VALUE**

*Midland Inn* was a structural element of the nascent commercial strip which formed part of the first urban village in Midland Junction, focused on the first railway station. The Midland Junction example is one of the more complex and unique urban village structures associated with the development of the Perth suburban railway system. (Criterion 3.2)

### **11.4. SOCIAL VALUE**

*Midland Inn* has social value for the local community, as evidenced by their inclusion in the Shire of Swan's Municipal Heritage Inventory. The value of the place to the local community was again evidenced by the public sense of loss and concern expressed in Perth newspapers after the fire on 17 November 1999. (Criterion 4.1)

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

## **12. DEGREE OF SIGNIFICANCE**

### **12.1. RARITY**

*Midland Inn* is rare as one of the few remaining turn-of-the-century hotels in Midland. (Criterion 5.1)

*Midland Inn* is the last remaining recognised landmark structure at the western gateway to Midland and the original urban village structure. (Criterion 5.2)

### **12.2 REPRESENTATIVENESS**

*Midland Inn* is representative of the principal characteristics of the way of life and custom of publicans, hotel proprietors and hotel residents at the turn of the century. (Criterion 6.2)

### **12.3 CONDITION**

*Midland Inn* is in a very poor to unsafe condition as a result of the fire. Fire damage included: the collapse of the majority of the roof structure, the collapse of some ground and first floor internal walls; severe distortion of some steel beams at the first floor level; delamination of plaster from walls;; loss of lateral restraint of some external walls; loss of lateral support for chimneys; minor cracking and displacement of brickwork to external walls; cracking in render of external walls; possible damage to the south side of the awning; loss of timber work and interior detail; and, general fire and smoke damage. Some internal walls were made unstable.

Scaffolding has supported the external structure since 1999, but the place has gradually deteriorated. Cracking to the external walls has become increasingly apparent, in particular to the south and west façades. The east, south and west external walls are all bowed. The north external walls do not appear to have deteriorated. Interior walls show increasing evidence of cracking and movement.

Prior to the fire on 17 November 1999, *Midland Inn* was in poor condition, due to ingress of storm water, general wear and tear and lack of regular maintenance.

### **12.4 INTEGRITY**

*Midland Inn* has a moderate degree of integrity. Despite the impact of the fire, the substantial entry statement of the building provides some understanding of its function as one of the main hotels in Midland Junction. Its original room layouts are discernible and may be recoverable. Previous documentation also allows for reconstruction with information about room functions and physical details.

### **12.5 AUTHENTICITY**

*Midland Inn* has a low to moderate degree of authenticity as a result of the fire. The external and some of the internal walls still demonstrate the layout of the building.

Much of the original fabric of the first floor is believed to have been lost. As access to the interior is prohibited due to a Worksafe Notice, it is not known how much of the eastern side of the hotel remains undamaged and is in its original state. Some decorative features could still be extant in this portion of

the building. (This will have to be confirmed with a site inspection at a later date, once the building is deemed safe.)

The removal of its verandahs continues to detract from the appearance of the building. Ironically, the demolition of the Sports and Piano Bars and the Bottle Shop has added to the authenticity and integrity of the place.

### 13. SUPPORTING EVIDENCE

The documentary evidence has been compiled by Barbara Dundas, Historian and the physical evidence has been compiled by Alice Steedman, Architect, October 1997. The documentation was reviewed and updated in October 1998 by Ian Hocking, Architect, Planner and Urban Designer. The documentation was further reviewed and updated in June 2000 by Kristy Bizzaca, Historian.

#### 13.1 DOCUMENTARY EVIDENCE

*Midland Inn*, a two-storey brick hotel, in the Federation Free Classical style, was constructed in 1901 for local business man and hotelier, Thomas James Niland.

The land in the vicinity of the Hotel was part of Stirling's 'Woodbridge' grant of Location 16.<sup>1</sup> A portion, being Swan Location 7 was subsequently granted to Alexander and Thomas Anderson in 1836 and became known as 'Anderson's Grant'.<sup>2</sup>

The location was further divided and sold during the formative years of the locality which in the 1840s was noted for little more than a few cottages and shops at the junction of main routes to the developing agricultural areas of York to the east, Northam and Newcastle (Toodyay) to the north-east, upper Swan Valley, Gingin and Greenough Flats to the north. Businesses and modest residences were gradually developed over the years and the area became known as 'Helena Vale'.<sup>3</sup>

By 1881, the Western Australian Government Railway line had been constructed as far as Guildford, and by 1883 the line extended through Helena Vale to Chidlow's Well and later to York.<sup>4</sup> In 1886 a syndicate of English investors backed a plan to construct a railway to link the government lines at Midland and Walkaway to service the growing mining and agricultural areas of the northern district. The Midland Railway Company was established in 1886 and in 1887 workshops and shunting yards were established near the junction of the roads at Helena Vale.<sup>5</sup> However, problems were encountered due to lack of capital and work ceased until 1890. The line eventually opened in 1894.<sup>6</sup>

The town grew quickly in the period of 1887 - 1894 and consisted of a large tent town for railway workers, small weatherboard cottages for other railway employees and a small proportion of more substantial brick houses.<sup>7</sup>

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<sup>1</sup> Watt, I. 'Midland - Hub of the Hills. A study of the Town of Midland, Western Australia, from its inception to present day' Thesis for Teachers Higher Certificate n.d; p. 20.

<sup>2</sup> Memorial of an index of conveyance Book 9 No 823.

<sup>3</sup> Watt, I. op. cit., pp. 1 - 2.

<sup>4</sup> Watson, L. *The Railway History of Midland Junction*; L & F Drafting 1995, pp.14 & 15.

<sup>5</sup> Ferguson, R.J & Associates 'Survey of Historic Buildings in the Shire of Swan Western Australia' 1975, p.11.

<sup>6</sup> Le Page, J.S., *Building a State.*, UWA Press, Nedlands, p.153.

<sup>7</sup> Ferguson, R.J. & Associates op. cit. p.11.

The town was laid out on the principles of urban villages of the day, with the railway station as the hub, and workplaces on one side of the railway line, shopping and other commercial activity facing the railway station on the other side, backed by residential areas and schools in walking distance of the railway station.<sup>8</sup> Midland West mirrors the comparable Guildford glebe precinct south of the Guildford railway station.

Land speculators divided and sold the larger lots surrounding the junction to create additional residential and commercial subdivisions. One of these speculators was William Byers Wood who purchased Swan Location 7 Section A in July 1891 and implemented a subdivision.<sup>9</sup> Lots 100 to 103, on which the *Midland Inn* is now situated, were purchased by George Thomas Simpson in August that same year.<sup>10</sup> Lots 100 and 102, facing Commercial Road (now Great Eastern Highway) were purchased by merchant and importer, Francis Richard Honey in 1894<sup>11</sup> for the establishment of a produce and supply store. The adjacent lot 104 to the east was purchased by Thomas Joseph Niland<sup>12</sup> in 1895 for the establishment of a boarding and lodging house which he called the 'Railway Hotel'.<sup>13</sup> The location of the 'Railway Hotel' was at the western end of the intended commercial strip, very close to the intersection of Boundary Road. The hotel's location and two storey scale made it a landmark at the western entry to Midland Junction by road or rail.<sup>14</sup>

Other hotels in the area at this time included the Freemasons, Helena Vale (later The Stockman) and Midland Junction (now The Junction).<sup>15</sup> The Spring Park, Victoria, Helena Vale and Freemasons hotels formed entry landmarks at the northern, eastern and southern gateways respectively to Midland Junction.<sup>16</sup>

Whilst 'Helena Vale' was declared a Municipality in 1895 (both Honey and Niland were amongst the first councillors, and Honey later became Mayor), the town was often called 'The Junction' or 'Midland Junction' reflecting its origins firstly as a road junction to the agricultural outposts of the young colony<sup>17</sup>, and later the influence of the Midland Railway Company.<sup>18</sup> The town was renamed 'Midland Junction' in 1901.<sup>19</sup> The lots to the north of the Hotel were progressively sold to a number of different people during the 1890s and 1900s. A number of small brick cottages were built on these lots during this time.<sup>20</sup>

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<sup>8</sup> Hocking Planning and Architecture, 'Midland Junction Conservation Plan', prepared for the Shire of Swan, 1998, Analysis, Physical Description.

<sup>9</sup> Certificate of Title Vol. 40 Fol 15.

<sup>10</sup> Certificate of Title Vol. 40 Fol 193.

<sup>11</sup> Certificate of Title Vol. 59 Fol. 198.

<sup>12</sup> Certificate of Title Vol. 70 Fol. 162

<sup>13</sup> Advertisements in *Swan Express* 1897 and 1898.

<sup>14</sup> Hocking Planning and Architecture, op. cit.

<sup>15</sup> Watt, I.. op. cit., p.30.

<sup>16</sup> Hocking Planning and Architecture, op. cit.

<sup>17</sup> ibid., Analysis, Historical Development, Appendix A - Historical research.

<sup>18</sup> Harris, B.G. 'Centenary of Midland 1886-1986' 1986.

<sup>19</sup> Watt, I. op. cit., p.1.

<sup>20</sup> Byers Road was located within 1/2 mile of the Post Office which was governed by Buildings By-laws issued in the 1890s requiring that all buildings in this radius be of brick construction; Certificates of Title (Vol/Fol) searched are as follows: lot 101 - 198/133 and 1115/979; lot2 - 1006/870, and 1077/720; lot 1 pt2 - 744/108; lot1 pt1 - 211/176 and 744/108.

In 1896 -97, the Council lobbied the government for funds to construct roads and footpaths in the district. Niland was the successful contractor.<sup>21</sup>

Growth of the town was further boosted by the gold rushes of the 1890s and by a government announcement in 1892 to relocate the government railway workshops from Fremantle to 'Helena Vale'. There was much debate over the relocation and work did not commence until 1897.<sup>22</sup> This created much optimism for the future of the locality reflected in record land prices being recorded in the district.<sup>23</sup>

Although work commenced in 1897, the workshops were not finally completed until 1905. By 1902, the initial enthusiasm of investors and builders had dwindled and local papers reported a general lull in building activity.<sup>24</sup>

Thomas Niland was not deterred by these delays and purchased part of Lot 102 from Honey in 1897 to expand his business.<sup>25</sup> Honey at this stage had three stores operating on Lots 100 and 102.<sup>26</sup> In c.1901 Niland started construction of a new two-storey brick and iron hotel on part Lots 102 and 104. Niland was born in County Mayo, Ireland in 1850 and migrated to NSW with his brother, James, in the 1880s where he met and married his wife, Rita, in 1891. He briefly moved to New Zealand and then to Western Australia, whereupon he settled in 'Helena Vale'. He took an active role in civic affairs and served as Councillor over three periods from 1895-1901, 1905-08 and 1922-28.<sup>27</sup>

In 1901, Niland applied for a provisional licence. The name 'Railway Hotel' was given to the new building. Niland thought the building well sited, being opposite the site of the old Midland Junction Railway Station where a new station had been promised by the Premier, and also opposite the Council sale yards.<sup>28</sup>

Despite the anticipated success, the Hotel did not fulfil Niland's expectations. Delays in the relocation of the Railway Workshops and construction of the new West Midland Station resulted in low patronage.<sup>29</sup> The new West Midland Station replaced the Midland Junction Station, removing the hub of the urban village. A new Midland Junction Station was also constructed at this time, south of the intersection of Margaret Street (now Railway Parade) and Viveash Street, to serve the new Midland Railway Workshops. The layout of the urban development was intended to mirror the development of Midland West. In large part it did so with a nascent commercial strip along Railway Parade, including the Helena Vale Hotel, Commercial Hotel and Wilkins Imperial Guest House and Coffee Palace; however, the two urban villages provided sufficient impetus for the Midland town centre to form between the urban villages along Helena Street and Great Northern

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21 Watt, I. op. cit., p.30.

22 Watson, L. op. cit., p. 73.

23 *Swan, Helena Vale and Guildford Gazette* 28 August 1897 p. 4.

24 *Swan Express* 1902.

25 Certificate of Title Vol. 132 Fol. 136 and telephone conversation with Verna Niland indicating that her grandfather was very optimistic about the future of Midland.

26 Dodds, F. 'Francis Richard Honey 1866-1950' unpub. n.d (held at the Midland Library).

27 *Swan Express* 27 January 1928, p.3.

28 Telephone conversation with V. Niland 15/8/97.

29 Watt, I. op.cit. pp. 41,42 and 53 notes that the population of Midland was 1800 in 1902 and 4,700 in 1906. Of the 1,100 employees at the Railway Workshops in 1910, 700 left Midland each day to residences either in cheaper Bayswater or Bassendean or their original homes in Fremantle.

Highway, around the triangle of the original junction. The triangle was subsequently developed as the civic heart of Midland Junction.<sup>30</sup> Niland even provided an all-hours bus service from the Hotel to the railway station in an attempt to attract clientele.<sup>31</sup> The financial pressures however do not appear to have been too crippling with Niland purchasing many lots in the district during this period.

A newspaper article of 1902 describes the Hotel as follows:

Amongst the new hotels recently built in Midland Junction, one of the most notable is the Railway Hotel in Commercial Road. Situated opposite the interlocking sheds it stands out with its solidly built two-stories elevation. There are a number of rooms on the ground floor, smoking, commercial, etc., including a large dining room. A billiard room is also in the course of erection. Upstairs there are a number of bedrooms, and in the front a wide roomy balcony, which runs the full length of the front and covers the footpath. A bus runs at all hours from the hotel to the railway station.<sup>32</sup>

This article makes it clear that the Railway Hotel was a landmark structure following its completion.

Niland did not; however, manage the hotel for very long, instead leasing it to a number of publicans.<sup>33</sup> On the same page as the above description, an advertisement notes the application by Lawrence Fitzgerald for a Publican's General Licence:

for the sale of liquor in the house and appurtenances thereunto belonging, situated at Commercial Road Midland Junction, containing six sitting rooms and fourteen bedrooms, exclusive of those required by my family, and rented from Thomas Joseph Niland, now occupied by me and licensed under the sign of the "Railway Hotel".<sup>34</sup>

In 1903, Niland built a substantial home for his family in Holmesdale Road in the Montreal Estate and named it 'Holmesdale'. In 1905, he moved to a farm he had acquired at Wokalup where he cultivated potatoes and trained Clydesdale horses that he sold to the Midland Junction Council.<sup>35</sup> He sold the Hotel in 1911 to Welbourne Keatley Lamzed, licensed victualler from Moora.<sup>36</sup> His obituary records him as a 'one of the pioneers of Midland' and a 'worthy and respected citizen for a time engaged in hotel keeping, farming and contracting.'<sup>37</sup> He was also influential in the acquisition of the clock tower for the Midland Town Hall and had a park and a street named after him. Two plaques located in the Town Hall recognise his role as a councillor.<sup>38</sup>

Lamzed, who purchased the Hotel from Niland, also purchased the adjacent lots 100 and part 102 from Honey in 1913.<sup>39</sup> Lamzed also leased the hotel to

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30 Hocking Planning and Architecture, op. cit.

31 *Swan Express* 15 February 1902.

32 *ibid.*

33 Police Gazettes 1985 - 1950 list various licencees. The Hotel was not often run by its owners.

34 *ibid.*

35 Telephone Conversation M Trutwin and *Swan Express* 23 February 1923.

36 Certificate of Title Vol. 488 Fol. 133.

37 *Swan Express* 27 January 1928, p.3.

38 *Swan Express* 23 February 1923 and telephone conversation with Verna Niland - the park is now the site of the new Midland Primary School and the road located near the old council offices has been re-named.

39 Certificate of Title Vol. 59 Fol. 198.

a number of different publicans, the longest being W G Tizley who operated it from 1924 to 1934.<sup>40</sup>

In 1923, an newspaper article detailing Licensing Court hearings reported:

that the chairman had explained the desire to improve the status of hotels - accommodation of the public was compulsory. Provision of hot baths should be made and special regard to sanitary facilities be given. Conveniences provided for residents of hotels should be kept separate from those used by the public and should be placed under lock and key. The Chairman also announced that the question of a reduction of hotels in Midland Junction would be considered in the future and the number of convictions recorded against the hotel would be recorded.<sup>41</sup>

It is not known if this event had any affect on the provision of facilities at the Railway Hotel as plans indicating changes to sanitary facilities have not been noted until 1953.<sup>42</sup>

Recollections of Verna Niland of the mid to late 1930s describe the hotel as having a timber verandah with timber fretwork and lattice and with upright timber balustrades. The Billiard Room was located at the rear of the Hotel where the current toilets are located and there was a small laneway to the west side which accessed a cellar few metres to the rear of the Hotel. The front bar was semi-circular. On the front pediment above where '1901' is written was the name 'H. J. Niland', the initials being those of Thomas's son.<sup>43</sup>

Lamzed sold the Hotel to William and Hannah Fornero in 1937.<sup>44</sup> The Forneros implemented alterations and additions in 1953 to plans prepared by architects W. G. Bennett and Associates. These included construction of a two-story wing at the rear of the building, containing toilets and a spirit store of the ground floor and bathrooms on the first floor, and the enclosure of a two-storey bull-nosed verandah on the west side of the building to provide a games room on the ground floor and two bedrooms and balcony on the first. A flywire enclosed sleep-out is shown at the east end of the first floor verandah. Modifications to the bars at the rear of the hotel include removal of walls and installation of a false ceiling. Drawings also indicate that walls in the front bar (now restaurant) had already been removed at this stage.<sup>45</sup>

The Forneros owned and operated the Hotel until 1968 when it was sold to Stefan and Sophia Gorczynski. The Forneros apparently implemented the addition of the Sportsman and Piano Bars on the western side of the Hotel in the early 1960s.<sup>46</sup> The Piano and Sportsman bars were single-storeyed of brick construction with a low pitched gabled corrugated asbestos cement sheet roof. A steel framed verandah with a metal deck roof ran along the northern elevation of the building. Windows on the south elevation were made to match those existing on the hotel. A small canvas hood was located over each window, other windows and doors were aluminium framed.

The Goczynskis, who had previously been chicken farmers in Kewdale, operated the Hotel as a family business until April 1997 when it was sold to

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40 Police Gazettes 1924 - 1934

41 *Swan Express* 14 December 1923 p.10.

42 Plans held by Ziggy Gorczynski, previous owner of hotel.

43 Review of plans with Verna Niland 17/8/97.

44 Certificate of Title Vol. 1055 Fol. 209.

45 Plans held by Ziggy Gorczynski, previous owner of hotel.

46 Telephone conversation with Ziggy Gorczynski.



Strive Pty Ltd.<sup>47</sup> The Gorczynskis added the drive-through bottle shop<sup>48</sup> to the west of the Sportsman and Piano bars in the early 1970s and developed the beer garden to the north of the Sportsman Bar in 1975. They also purchased lots 101, part 1 and 2 of lot 1 and part lot 2 to the north of the Hotel in 1968.<sup>49</sup>

After the construction of the Bottle Shop circa 1970, the area to the south of the Sportsman and Piano bars and Bottle Shop was landscaped. By 1998, this landscaping comprised a low rock wall containing a raised garden bed. Plantings included Cape Lilacs, conifers and New Zealand Box trees, a variety of native shrubs, monstera, ivy and some ground cover daisies. A white concrete statue of a woman was located in the garden bed. (This has all since been removed.)

During the years that the Gorczynskis owned the Hotel, the hotel industry and the town of Midland was going through a period of great change. The hotel industry was affected by changes in laws regarding blood-alcohol limits and changes to taxation laws with the implementation of the Fringe Benefits Tax which reduced the number of patrons partaking in long business lunches and encouraged more conservative consumption of alcohol. Alongside these changes was the effective drift of shopping and commercial activity to the east end of the town centre following the opening of Midland Gate shopping centre and the closure of the Midland Railway workshops in the 1980s. The Hotel could no longer viably operate to support the family business.<sup>50</sup>

In 1992 and 1994, development applications were lodged with the Shire of Swan to redevelop the site for retail outlets and a service station, involving the demolition of the hotel and adjoining bars and the houses to the north. Demolition of the early buildings was not seen as appropriate.<sup>51</sup> A revised proposal was lodged in 1995 proposing a fast food outlet and service station involving the retention of the original portion of the hotel. In this application it was found that the service station was not in sympathy with the Hotel and the demolition of the houses had not been addressed.<sup>52</sup>

The original portion of the Hotel and the house on Lot 1 part 2 were listed in the Shire of Swan Municipal Inventory in 1996.

In 1998, two small painted corrugated iron clad, timber framed sheds were located at the rear of the Hotel, on the eastern side. (The northern most shed being more recent of the two.) At the time, it was thought that the sheds were related to the plant room function of the adjacent hotel kitchen. A brick store, with corrugated iron roof, was located to the west of these sheds. The centre of the east elevation of the shed was indented and has a timber panelled door and double hung sash window similar to those in the hotel. The room within had a timber boarded ceiling and was wallpapered. The function of this room was not clear at the time of the 1998 site inspection.

At some stage, the two small sheds and a large store were removed from the site. Photographs of the hotel in the *West Australian* on 18 November 1999

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- <sup>47</sup> Certificate of Title Vol. 1559 Fol. 844; Jerbam was the Goczynski family Company. Land holdings were transferred to Jerbam in 1984.
- <sup>48</sup> In 1998, the Drive-Through Bottle Shop had a low pitched metal deck roof behind a painted brick parapet wall similar to that of the Piano and Sportsman bars, with large steel roller-type doors on the west and north elevations.
- <sup>49</sup> Certificates of Title (Vol./Fol.) - 1115/979, 1077/720, and 744/108.
- <sup>50</sup> Telephone conversation with Ziggy Goczynski.
- <sup>51</sup> Shire of Swan Heritage Advisory Committee agenda and minutes, 20 December 1994.
- <sup>52</sup> Shire of Swan Heritage Advisory Committee agenda and minutes, 23 March 1995.

show that the two sheds and large store had been demolished by this time. The date of this demolition is not known, however the large shed was extant in June 1999.<sup>53</sup>

Similarly, the Sportsman and Piano bars and Bottle Shop were shown to be still existing in June 1999. At around this same time, the original recommended curtilage was reduced to exclude Lot 100, which was the location of these buildings. Demolition of these structures must have occurred soon after, as by 9 November 1999 Heritage Council records state that they had been removed.<sup>54</sup>

*Midland Inn* was interim listed in the *Register of Heritage Places* on 27 August 1999.<sup>55</sup>

In the early morning of 17 November 1999, the Fire & Rescue Service were alerted to a fire at Midland Inn. The next day newspapers reported that by the time crews arrived at the site the building had been gutted. The arson squad removed evidence from the property for investigation purposes and, on 18 November 1999, it was made public that the fire had been deliberately lit.<sup>56</sup>

A number of engineering reports were commissioned after the fire, including three by the Shire of Swan and one by M. G. Hevron, of Strive Pty Ltd. In general, all reports found that parts of the remaining structure and building fabric were unsafe.<sup>57</sup> The Shire of Swan implemented safety measures. The façade, the south elevation, was boarded up and supported with three level scaffolding, and all ground floor openings were bricked up. One chimney was temporarily propped at this time due to instability as a result of loss of lateral support. A cyclone fence was installed around the whole of hotel site.<sup>58</sup> (Great Eastern Highway was closed to traffic while the place was made safe and reopened on 22 November 1999.<sup>59</sup>)

Prior to the fire on 17 November 1999, *Midland Inn* had a hipped corrugated iron roof set behind the brick parapet. The majority of the roof structure collapsed as a result of the fire. Other fire damage included: the collapse of some ground and first floor internal walls; severe distortion of some steel beams at the first floor level; delamination of plaster from walls; loss of lateral restraint of some external walls; loss of lateral support for chimneys; minor cracking and displacement of brickwork to external walls; cracking in render of external walls; possible damage to the south side of the awning; loss of

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<sup>53</sup> *West Australian*, 18 November 1999; HCWA File: P2503 V1. It should be noted that in the registration documentation the ancillary structures at the rear of the hotel were considered to be of little significance.

<sup>54</sup> HCWA File : P2503 V1. It should be noted that in the registration documentation the Bars and Bottle Shop were considered to be intrusive.

<sup>55</sup> HCWA Database.

<sup>56</sup> HCWA File: P2503 V2; *West Australian*, 18 November 1999.

<sup>57</sup> It should be noted that two of the five structural engineers' reports recommended that the building be demolished. Of the other three, one report stated that the building was 'salvageable', and the other two that it should be retained and reconstructed. (HCWA File: P2503 V4.)

<sup>58</sup> Ibid; Photographs dated December 1999 as reproduced in 'Impact of the Fire on the Cultural Heritage Significance of the Midland Inn' prepared by Ian Hocking, Ian Maitland and Errol Tovey for the Heritage Council of WA, December 1999. On 27 November 1999, *The Echo* reported that the Shire of Swan had expended \$70, 000 making the building safe. Works which included the removal of all roofing material, bricking up of entrances, and securing the façade. *The Echo*, 27 November 1999.

<sup>59</sup> *The Reporter*, 30 November – 6 December 1999.

timber work and interior detail; and, general fire and smoke damage. Some internal walls were made unstable <sup>60</sup>

An application for demolition of the building was made to the Heritage Council shortly after the fire of 17 November 1999, pursuant to the *Heritage of Western Australia Act 1990*. Although this was not approved at this time, there remained some question regarding the demolition of *Midland Inn*.<sup>61</sup>

The Heritage Council resolved at its meeting of 14 July 2000 to recommend the place for entry in the Register on a permanent basis. However, this recommendation was not carried out at that time. In March 2001, The City of Swan advised that they did not intend to continue funding supportive scaffolding, and were likely to approve a development for the site that included demolition of the Inn. In response, the Heritage Council gave the Director approval to ask the Minister for a Conservation Order, in the event that development approval was given. Applications for demolition were submitted to the Heritage Council and were not approved.<sup>62</sup>

In 2000/2001, the Heritage Council provided a grant of \$24 000 to the Shire of Swan for the ongoing provision of scaffolding at the site, which remains in place in August 2003.<sup>63</sup>

The place was inspected two years after the fire, in December 2001, by the structural engineer responsible for the initial stabilisation works of November 1999. It was noted that some deterioration of the fabric had occurred, including cracking to the front façade and render on the western side becoming more prominent.<sup>64</sup> Further checks in June 2003 indicated that the temporary scaffolding was no longer sufficient, the front awning required support, and the building envelope needed some enclosure to protect internal walls from accelerating deterioration due to exposure.<sup>65</sup>

In October 2002, the Shire of Swan changed the management category of the place in its Municipal Heritage Inventory to 'Significant but not essential' on account of the fire damage. At the same time, the Shire requested that the place be removed from the State Register of Heritage Places. However, the Register Committee determined that the cultural heritage values identified in this assessment had not been affected by either the fire or subsequent deterioration, and the place was not removed from the Register.<sup>66</sup>

In December 2002, planning control of *Midland Inn* was taken over by the Midland Redevelopment Authority, with initial indications being that the place was to be incorporated into redevelopment plans for the area rather than demolished.<sup>67</sup>

To date, no development applications for the site submitted to the Heritage Council since the fire have been approved. A structural report of 15 July

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<sup>60</sup> From Maitland, I., *Midland Inn Structural Report*, pp. 9 – 10, in 'Impact of the Fire on the Cultural Heritage Significance of the Midland Inn', op. cit.

<sup>61</sup> HCWA File: P2503 V2; P2503 V3; P2503 V4.

<sup>62</sup> Minutes of the meetings of the Heritage Council WA, 2000-2003

<sup>63</sup> HCWA File: I95/385

<sup>64</sup> Heritage and Conservation Professionals, 'Midland Inn City of Swan Purchase of Scaffolding: Report to the Heritage Council of Western Australia, January 2002.

<sup>65</sup> Letter to HCWA from City of Swan, 1 July 2003, on HCWA file P2503 Vol.5.

<sup>66</sup> Minutes of the 116<sup>th</sup> meeting of the Register Committee of the Heritage Council WA, November 2002, item 9(a)

<sup>67</sup> Kalamunda Reporter, 17-23 December 2002, p.3

2003, completed by Sinclair Knight Merz, has been used to update the physical evidence in this assessment.<sup>68</sup>

In August 2003, *Midland Inn* remains vacant.

## 13.2 PHYSICAL EVIDENCE

### Site and Setting

The site of the *Midland Inn* is bounded by Great Eastern Highway, Morrison Road and Byers Road and includes Lot 102 and part Lot 104 of Swan Location 7 Section A. Site features include: the former Railway Hotel built in 1901, with ablutions wing (1953).

The former Railway Hotel still stands out in this section of Great Eastern Highway, as the first substantial building east of the intersection with Morrison Road, as the remaining landmark building of this western gateway to Midland Junction, as the only two storey building until the Connolly Buildings at the junction of Great Eastern and Northern Highways, and as the remaining turn of the century building which still retains its basic Federation Free Classical style and much of its original external character.

The former Railway Hotel sits over part Lots 102 and 104 at the southern and eastern boundaries of the site. The attached Bars and Bottle Shop are set back from the southern boundary and extend over lots 102 and 100 almost to the western boundary. The ablutions block abuts the western side of the northern elevation of the old hotel.

### Hotel - exterior

The former Railway Hotel was originally constructed as a two-storey L Shaped structure. Its main facade to the former Commercial Road, faced south. The facade was capped with twin gabled pediments above a two storey verandah. The verandah would have given a regularity to the facade not currently apparent due to the irregular facade openings. The original parts of the east and west facades shows these to have been straight forward and well proportioned, of secondary importance to the main facade.

The former Railway Hotel is a two-storey, Federation Free Classical styled, painted brick building with a brick parapet. The parapet has two pediments each with '1901' in the apex and the former name of the place 'Railway Hotel' in the entablature below. A heavy cornice defines the base of the entablature.

Below, doorways, which once opened onto a first floor verandah, are set in segmental arched openings. Prior to the fire in November 1999, there were three sets of French doors with fanlights and a standard door with a fan light and sidelights. Steel pipe railing and balustrades which once supported very narrow timber decks outside each door are still evident; for example, on the first floor of the west elevation.

Steel tension rods fixed into the brickwork of the upper floor support an awning, which extends across the southern face of the old hotel. A steel strap has been attached to the western most corner of the building above door sill height indicating some structural instability in this location. The gutters and roof sheeting of the awning are badly corroded. It is possible that the tie rods supporting the south side of the awning may have lost strength at their connection at the wall, due to the fire. This requires further investigation.

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<sup>68</sup> Sinclair Knight Merz, 'Midland Inn Hotel – Condition Assessment', 15 July 2003, HCWA file P2503 vol.5.

On the ground floor, the building is tiled to dado height with fully vitrified green tiles with a brown bead tile trim. A frieze of sunflower motif tiles are located under each of the two windows. Although heavily painted, it is still possible to discern tuck-pointed English bond brickwork above the tiling. (It is not known how much fire damage was caused to this tiling.)

Windows and doors were set in segmental arched openings similar to the first floor. In 1998, it was reported that the joinery in all of the openings except for the eastern most window had been replaced. Only some evidence, which included multi-paned doors and windows below a clear glazed highlight, remains of the modern joinery as a result of the fire. The eastern most window had a large fixed pane of glass below a highlight in 1998. It is not known if this is still extant.

The eastern portion of the exterior of the building is the most intact, with comparatively little fire damage. Regularly spaced windows line the eastern wall on the ground and first floor. Timber framed double hung sashes are still evident. All sills at first floor level are roughly dressed with a galvanised iron flashing. Most of the window frames are weathered and some show evidence of rot. The large 'S' brackets of steel braces which have been installed through the building are visible at regular intervals along this wall. Movement of the east wall is evident, however visually the wall appears to have been stabilised. Whether the movement is due to the construction of the hotel or below ground conditions is not clear and requires further investigation. The wall bows outwards at its ends.

Two each of original window and door spaces are visible on the western elevation at first floor level. These are similar in form and condition to those located on the other elevations. Entries to what were in 1998/1999 the single-storeyed Piano and Sportsman bars have been bricked up since their demolition. Former interior paintwork is now evident, however dado height tiling that would probably have extended from that extant along the southern facade has been removed.

In June 2000, only one of the two brick chimneys is visible on the west wall; a portion of the other has collapsed as a result of the fire. The remaining one is very simple with brick corbelling and terracotta chimney pots. The west wall of the building at the first floor level and the lower portion of the chimney have been rendered. The eastern brick chimney has not been rendered. (One chimney is temporarily propped up due to its instability, and the other is in a precarious state. Photographs taken in November and December 1999 appear to show the remnants of other collapsed chimneys and fireplaces.<sup>69</sup>)

The majority of the former hipped corrugated iron roof structure collapsed as a result of the fire. Little evidence remains of the perimeter gutters on top of the walls and of the downpipes.

A two-storey brick ablution wing abuts the western end of the northern face of the building. It has evidence of small timber framed windows on the west and north face. A two-storey timber-framed verandah runs along its western side and along the northern face of the hotel. The bathrooms were entered from the verandah through timber panelled doors; some remnants of these timber fittings are extant. The verandah has substantial remains of a timber handrail and asbestos cement sheet balustrade. The stairs are timber framed with steel treads and abut the western wall of the east wing of the hotel.

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<sup>69</sup> See 'Impact of the Fire on the Cultural Heritage Significance of the Midland Inn', op. cit.

The rear, east wing of the hotel has brick buttresses at its northern corners which extend for about two thirds of the wall height. Patching and replacement of brickwork is evident on the north wall. A single window, now bricked up, is visible at ground floor level on the north elevation, as well as two windows at both ground and first floor level on the west elevation. A door entry is also located at ground floor level. All doors and windows were similar to those still extant at other elevations.

### **Hotel interior - generally**

At the time of December 1999 report of the 'Impact of the Fire on the Cultural Heritage Significance of the Midland Inn' prepared by Ian Hocking, Ian Maitland and Errol Tovey, access to the interior was restricted due to a Worksafe western Australia Prohibition Notice. This meant that Midland Inn could only be inspected externally, from ground level, from the three level scaffold, and from aerial photographs taken from a cherry picker. This has remained the situation with regards to access for all subsequent site inspections.

As a result, detailed information about the interior of the hotel and in particular of the eastern portion of the hotel (the section which appears to be comparatively undamaged) is not known.

In general, fire damage to the interior of the hotel included: the collapse of some ground and first floor internal walls; severe distortion of some steel beams at the first floor level; delamination of plaster from walls; collapse of chimneys; loss of timber work and interior detail; and, general fire and smoke damage. Some internal walls were made unstable.

Aerial and internal photographs of the building show that the brick walls are primarily what remains of the fire gutted building. The collapse of the roof structure, first floor level, some internal brick walls, and loss of details such as timber and plaster work can be clearly seen in these photographs.<sup>70</sup>

### **Hotel interior - ground floor**

At ground floor, a corridor rans from north to south through the centre of the hotel, and widens to form a vestibule inside the front doors at the southern end. On entering from the south a large room (parlour) is located to the east. It has a fireplace centrally located on the east wall and there are large areas of falling and rising damp on the wall to either side of the bricked-in fireplace. A two-flight jarrah stair is located immediately to the north of this room and beyond that a further large room (dining) and the kitchen. A corbelled archway is located in the corridor adjacent to the dining room. Decorative plaster ceiling roses are located in the corridor and main rooms. The cornices in this area of the building are a simply detailed deep cove type and the floors are carpeted timber floorboards. A fireplace with a carved timber mantle and cast iron grate is located on the north wall of the dining room. Large diagonal cracks radiate from either side of the fireplace.

Prior to the fire, the kitchen had a battened masonite ceiling and ceramic wall tiling to door head height. The floors were sheet vinyl covered concrete. It is not known how much of this remains.

To the west of the corridor is the restaurant area and cocktail bar. A number of walls and fireplaces had been removed in the past from the restaurant area. A steel column provides a mid-point support for a beam running north-

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<sup>70</sup> Ian Hocking, Ian Maitland and Errol Tovey, 'Impact of the Fire on the Cultural Heritage Significance of the Midland Inn', prepared for the Heritage Council of WA, December 1999.

south through the centre of the space. Remnant walls exist above. Cornices in this area are coved but slightly more decorative than those on the eastern side of the building and original skirtings appear to have been replaced with a period reproduction.

The cocktail bar to the north of the restaurant area has a low level suspended ceiling. An earlier ceiling in art-deco style is extant above.

A door in the northern wall of the cocktail bar led through to the Sportsman Bar (demolished) and ladies toilets and a fireplace with a recent brick mantle is located on the eastern wall. Prior to the fire, the floors to the restaurant and cocktail areas were carpeted timber. The condition of this area is not known.

An arched opening in the western wall of the restaurant area led through to the now demolished Piano Bar.

### **Hotel interior - first floor**

The jarrah staircase on the eastern side of the corridor connects the two levels of the former hotel. The treads have been covered in carpet and have non-slip nosings. The stair has simple square profile balustrades and carved handrails. The newel posts are square and plain to just above handrail height but have a tall octagonal top piece with simple carvings on the shaft and an octagonal capital.

At the top of the stair a wide lobby area which extends to the front (south) of the building is divided by a timber and glass panelled screen. Two corbelled archways lead off this lobby area to the west and one to the south. The southern most archway to the west leads along a short corridor to a large lounge at the south-western corner of the building. There are large areas of falling damp visible on the west wall. A fireplace is located in the north-western corner of the room. It has a timber mantle and face brick surround and hearth dating from the 1930s or 40s. A pair of French doors open to the south and a recent timber flush-panelled door to the west. An opening in the east wall leads through to a small dining or sitting room.

The sitting room also has a pair of French doors opening to the south. A large portion of the lathe and plaster ceiling has fallen in due to storm water leaking from the failed box gutter above. A door in the east wall of this room leads back into the lobby.

To the east of the lobby are further two rooms. The large room to the south has a fireplace in the north-eastern corner. It has a carved timber mantle and cast iron grate. A pair of French doors open to the south. The small room has a timber framed double hung sash window in its east wall. Three steel tie rods are visible on the north wall of this room. Remnants of early linoleum flooring are extant on the floorboards.

A small internal room (ironing room) at the top of the stairs has an earlier wallpaper up to door head height and a timber boarded roof light. The light has been covered over with corrugated iron.

Corridors extend to the north and to the west behind this room. The corridor to the west leads to four small bedroom and the northern corridor leads past a large bedroom to the back verandah and dog-legs east to a further four small bedrooms. Fireplaces are located in the large bedroom and a small bedroom on the southern side of the westward corridor. They both have carved timber mantles but the hearths are concealed by plywood panels. A door at the end of the northward corridor is rotted and falling apart as are the windows in the adjacent rooms of the west elevation. Damp and spalling plaster are evident on the exterior walls to the east and west. Large gaps

have developed between the floors and the base of the skirtings in the rooms of the east side of the building however cracking to walls is surprisingly limited. Steel ties are visible on the walls in a number of the eastern rooms. Most windows frames are rotten or otherwise in a poor condition.

Prior to the fire, all first floor rooms had timber floorboards, decorative timber skirting and architraves and four panel timber doors. All rooms had lathe and plaster ceiling without cornices or other decorative plasterwork except for the lounge, sitting room which had small coved cornices and the front lobby which had a cornice similar to that extant in the ground floor corridor. All internal walls were plastered brickwork except for the wall that divides the northern most wing of bedrooms from the corridor which is lathe and plaster. Much of this plaster and timber detail appears to have been lost, however it is not known how much is still extant in the eastern portion of the building.

The back verandah is timber framed and leads to the ablution block to the north-west corner of the hotel containing both male and female bathrooms and a linen cupboard. The bathrooms have terrazzo flooring and plastered walls and fittings appear to date from the 1950s. Again, the extent of fabric remaining after the fire is not known.

### 13.3 COMPARATIVE ANALYSIS

Some hotels developed during the period 1895 to 1905 in the Midland area are still extant or recently extant. The Junction (former Freemasons c. 1897) and The Stockman (former Helena Vale c. 1900?). Both are two-storey brick buildings, now without verandahs. The Junction has a tile roof and is in good condition internally although modified. The Stockman has been badly damaged in a fire and is not currently in use (the Shire of Swan has asked that the facade be retained in any new development). Both The Stockman and The Junction are corner hotels. The Stockman has a corner turret. The Junction had a belvedere that was apparently damaged during the Meckering earthquake and was demolished.<sup>71</sup>

The Commercial Hotel (c. 1910) is a 'street hotel' as opposed to a corner hotel. It is also a two-storey brick hotel but has a gable tiled roof. It has apparently been substantially modified and is in poor condition. Its original verandahs have been removed.

The former Wilkins Guest House and Imperial Coffee House is the most comparable structure to the former Railway Hotel. It is of Federation Free Classical style of similar proportions, scale and character to the former Railway Hotel. It too was sited opposite a railway station and formed a landmark structure within a commercial strip. The relocation of the Railway Station caused Railway Parade to become a less conspicuous location than Great Eastern Highway. Nonetheless, it is the most comparable place to the former Railway Hotel.

In a wider context, (southern region of Western Australia), hotels of this era were numerous, reflecting the growth and prosperity of Western Australia from the gold rushes, coal mining and forestry. Hotels of this period were more opulent than those previously built and early hotels were often re-built; for example, the Railway (*Midland Inn*) and Freemasons (The Junction). Hotels were often two-storey, brick buildings with corrugated iron roofs and

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<sup>71</sup> 'State Wide Survey of Hotels 1829-1939 Southern Region, Western Australia', vols. 1 & 2 (draft), National Trust of Australia (WA), 1997.



two-storey verandahs over footpaths. The plan form followed from licensing regulations that necessitated separate entrances to accommodation and bars. This was usually achieved by locating bars and toilets downstairs and bedrooms and bathrooms upstairs. Design influences common during the period were Art Nouveau designs, particularly in leadlight, pressed metal ceilings and richly carved timber staircases with dark stained balustrades.<sup>72</sup>

Midland Inn can not be considered a rare building type in Western Australia and other more intact examples may exist in the country centres throughout the South-west; however, it is one of only four hotels of the period remaining in Midland. Each of the remaining hotels is of considerable importance in the evolving story and structure of Midland. Considering the relatively few original hotels (of many originally built) remaining intact in Midland, the landmark qualities and historic significance of *Midland Inn* make it worthy of retention.

#### 13.4 REFERENCES

Ian Hocking, Ian Maitland and Errol Tovey, 'Impact of the Fire on the Cultural Heritage Significance of the Midland Inn', prepared for the Heritage Council of WA, December 1999.

#### 13.5 FURTHER RESEARCH

At the time of December 1999 report of the 'Impact of the Fire on the Cultural Heritage Significance of the Midland Inn' prepared by Ian Hocking, Ian Maitland and Errol Tovey, access to the interior was restricted due to a Worksafe Western Australia Prohibition Notice. This meant that *Midland Inn* could only be inspected externally, from ground level, from the three level scaffold, and from aerial photographs taken from a cherry picker.

At such time as the place is made safe, it is recommended that an assessment be made of the authenticity and structural integrity of the interior of *Midland Inn*.

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<sup>72</sup>        *ibid.*

