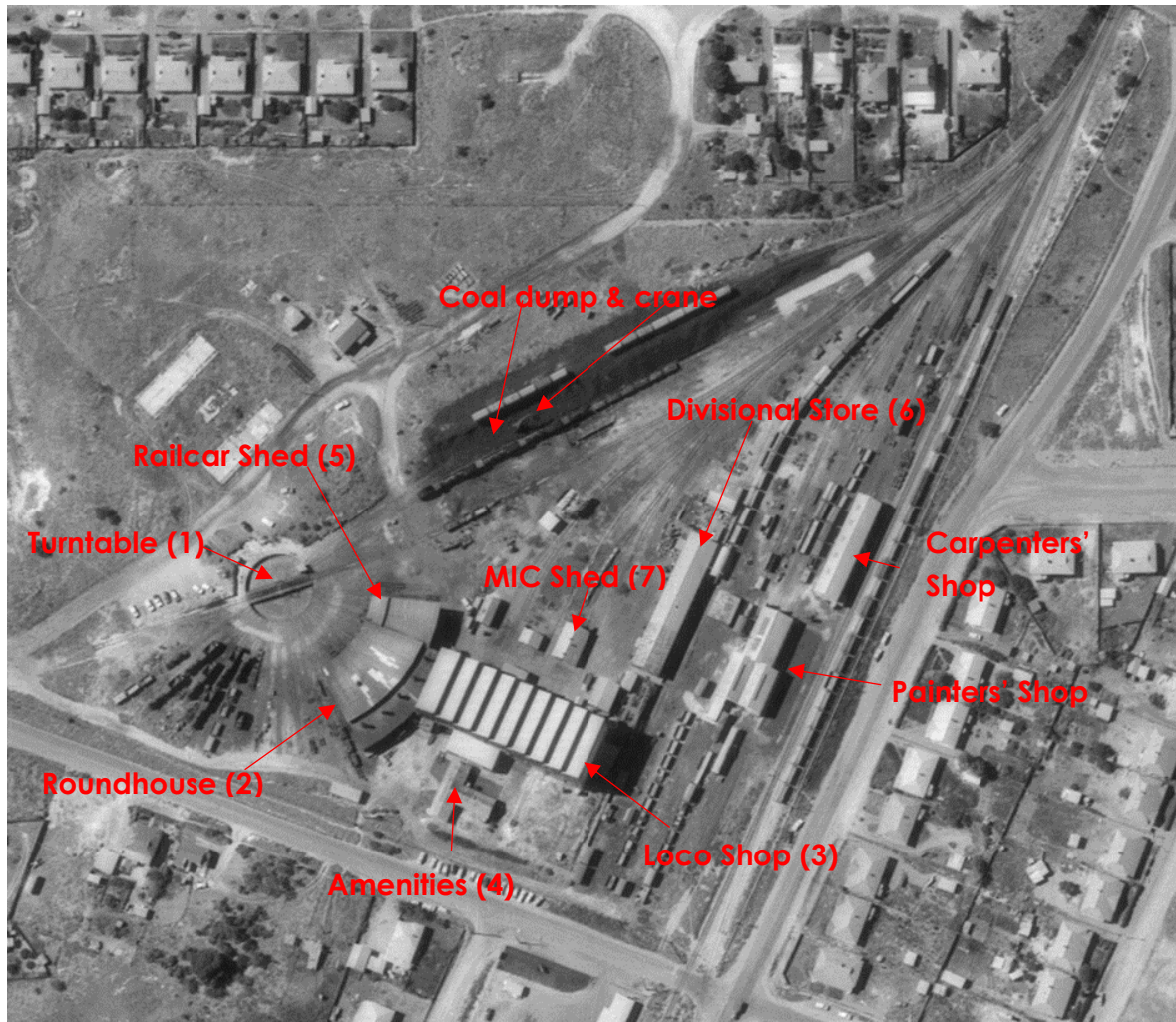


HERITAGE ASSESSMENT REPORT

NAME: Port Lincoln Locomotive Depot and Workshops **PLACE:** 26501

ADDRESS: Le Brun Street, Port Lincoln, 5606

DESCRIPTION



Aerial image of the Port Lincoln Locomotive Depot and Workshops as it was in 1967

Source: Map Land courtesy of the nominator

The Port Lincoln Locomotive Depot and Workshops is comprised of several buildings, sheds and structures and a network of railway tracks; including a turntable (1), roundhouse (2) and workshop (3), amenities building (4), divisional store (6) and motor inspection car shed (7).

Note: each (number) refers to the component identified in the Site Plan for the depot and workshops at the time of Assessment.

Turntable (1)



Turntable 1927

Source: DEW Files 24 October 2019

The turntable is 75ft. (approx. 23m) in diameter and comprises a pit with an earth floor and concrete-lined sides. A rail around the circumference of the pit supports a large metal-framed rail platform that rotates within the pit. A small shed is located at one end of the platform for the driver. There is also an A-frame metal gantry that sits across the rail platform and once supplied electricity to the turntable.

Roundhouse (2) & Railcar Shed (5)



5-Bay Roundhouse 1932 (right) and Railcar addition 1934 (left)

Source: DEW Files 24 October 2019

Although initially proposed as a 13-bay roundhouse¹, only a 5-bay roundhouse was constructed in 1932. A 2-bay addition was added to the eastern side of the

roundhouse in 1934 and was known as the railcar shed. The railcar shed is slightly lower in height and smaller than the original roundhouse. The roundhouse and railcar shed form a wedge-shaped building with a skillion roof and south-facing lights in the roundhouse only. Both have concrete floors. The roundhouse and railcar shed are timber-framed structures, the roundhouse also has timber posts supporting the roof under the south-facing lights.

The walls are clad with sheets of corrugated iron. While the roof was originally clad with corrugated asbestos sheeting, this has since been replaced with corrugated iron and at regular intervals with opaque polycarbonate sheets to create skylights. Originally the front of the structure (facing the turntable) was open, however, modern roller doors have been fitted and enclose the space. The rear wall of the roundhouse once featured large-format multi-pane windows. However, the glass has been removed from the windows and the section of wall has since been reclad several times with opaque polycarbonate sheets.

A set of rails allows rolling stock to access each bay of the building and inspection pits have been excavated in the three inner bays of the roundhouse to provide access underneath the wagons and locomotives. Metal-framed gantries feature in the two outer bays, one is modern while the other is older and possibly dates from the 1930s. The railcar shed has been fitted out with modern storage furniture and is used as a store.

Locomotive Workshop or Machine Shop (3) (also known as erecting shop or running shed)



Locomotive Workshop 1929-1930 (left) attached to the Roundhouse (rear right) & Railcar Shed (right)

Source: DEW Files 24 October 1924

The locomotive workshop is a very large, metal-framed, corrugated-iron-clad, saw-tooth-roofed building, featuring 9 south-facing lights. It adjoins the roundhouse and access between the two structures is provided by large doors. The façade once featured large multi-paned windows, however, the glass has since been removed and the openings clad with opaque, polycarbonate sheets. Inside, a substantial metal-framed, crane gantry runs the length of the building and four sets of rails,

running perpendicular to those in the roundhouse, enable locomotives to be driven into the shop for maintenance. Roller doors enclose the openings through which the locomotives are driven. Deep concrete-lined inspection pits enable access underneath the locomotives, while modern metal platforms and scaffolding is placed into position around the locomotive once inside the building and provides safe access to it. The floor is surfaced with brick.

Amenities Building (4)



Amenities Block, 1931-1932

Source: Dew Files 24 October 2019

The amenities block is a T-shaped, rendered, masonry structure with a gable roof. The building includes an entry hall, bathroom, locker room and kitchen. The entry hall has a large timber-framed notice board. The kitchen features a stainless steel sink with white-tile splashback; wood-burning cast-iron oven and stove set in an alcove, a series of four timber-framed notice boards with glass doors, and some benches and shelves. The floor to the entry, kitchen and locker room is tiled, while in the bathroom there is a concrete slab. The bathroom has a number of cubicles containing either a shower with bench or a toilet.

Divisional Store (6)



Divisional Store

Source: DEW Files 24 October 2019

The divisional store is a timber-framed, gable-roofed, corrugated-iron-clad shed with a concrete-slab floor. There is a series of small windows located just below the eaves on the northern and southern elevations. Inside the shed there is a timber platform at the eastern end of the building and a small modern 'office pod' located in the middle.

Motor Inspection Car (MIC) Shed (7)



Motor Inspection Car Shed (late 1927-1932)

Source: DEW Files: 24 October 2019

The MIC shed is a small timber-framed, corrugated-iron-clad, gable-roofed shed, with a concrete-slab floor. Two sets of rails run into the building through either one of two sets of timber-framed, corrugated-iron-clad double doors. The shed originally housed vehicles used for railway inspections, however, it is now used as a fuel store. The northern and southern elevations feature a series of small windows that have since been boarded over internally.

Other Sheds & Structures

There are a number of other timber-framed, corrugated-iron-clad sheds located at the workshops: some appear to date from the earlier history of the site, while some appear to be newer (see site plan). There are also a number of metal-framed structures adjacent to the track, and rainwater tanks adjacent to some of the buildings. A small toilet-block once associated with the now demolished carpenters' and painters' shops also survives on site.

Extent of Listing / Significant Fabric / Curtilage:

The elements with heritage significance include:

- Turntable (1)
- Roundhouse (2) and connected railcar shed (5)
- Locomotive Workshop (3)
- Motor Inspection Car (MIC) shed (7)
- Divisional Store (6)
- Amenities building (4)
- Network of rail track
- Historical machinery

The elements excluded from the heritage listing include:

- Modern equipment and machinery

HISTORY

Eyre Peninsula is South Australia's largest peninsula, encompassing approximately 70,000km². It is the traditional lands of the Nauo, Wirangu, Barningarla and Gawler Rangers People and has been their home for tens of thousands of years. The coast was first seen by Europeans in 1627, when the Dutch glimpsed the far west coast. In 1802, the coast was faithfully charted by Matthew Flinders, while whalers and sealers plied its waters and created temporary settlements on its shores in the late eighteenth and early nineteenth centuries.²

In 1836, Port Lincoln was mooted as a possible Capital for the new colony of South Australia, however, the investigations carried out by Surveyor General Colonel William Light quickly identified the lack of water in the area and he vetoed the site.³ While there may have been insufficient water at Port Lincoln to support the Capital, a settlement was established there from March 1839. During late 1839, Edward John Eyre explored the peninsula that was subsequently named after him, travelling from Port Lincoln to the west coast, then around to Streaky Bay before returning to the Head of

the Spencer Gulf via the Gawler Ranges and Lake Torrens. During 1840 and 1841 he made a number of attempts to find an overland path to King George Sound in Western Australia, which he achieved with his third attempt in late-1841.⁴

While a small township was being established at Port Lincoln, the surrounding area was also settled by pastoralists and then cereal farmers. Substantial pastoral holdings were initially leased and then later purchased as 'hundreds' were designated, surveyed and sold. Pioneering pastoral families including the Tennant and Mortlock families both acquired land early in the development of the peninsula, respectively in 1846 and 1847, and went on to establish substantial land holdings there during the nineteenth century.⁵

The isolated nature of the peninsula and poor roads meant that transportation of goods was not only difficult but also costly. While sufficiently high prices could be achieved for wool to cover the cost of transporting bales of fleece from the interior of the peninsula to one of the many ports that were established along the coastline, the same sales prices were not possible for wheat. As a result, wheat and grain farmers purchased land in a band around the coast and close to the many small ports from where their harvest could be easily transported by ship.⁶

Drought and depression during the late nineteenth century combined with falling crops yields, the discovery of gold in Western Australia and the opening of the Victorian Mallee lands to farmers, drew many South Australians away from the colony and towards new ventures. The resulting loss of people was of great concern to the South Australian government and it began to consider how to meet demands for new farmland to stem the flow of people leaving the State. The Eyre Peninsula and Murray Mallee were the two remaining locations in the State that could be developed for grain cropping, however, affordable transport would be essential if the farmers were to have any prospect of success. To support the opening of the interior of the Eyre Peninsula, the South Australia government invested in a new stand-alone railway network for the Peninsula.⁷

Initially, there was some debate about whether the railway should serve a port at Port Lincoln or slightly further north at Tumby Bay, however Port Lincoln with its existing township and sheltered harbour was ultimately chosen. In early 1905, preliminary survey work for the line between Port Lincoln and Cummins commenced and on 8 November 1905 the *Port Lincoln Railway Act 1905* was assented. The loan act to secure funding for the project followed a month later and allowed up to £101,000 to be borrowed.⁸

In the following decade the narrow-gauge rail network that connected the interior of the Eyre Peninsula with ports at Port Lincoln and Thevenard was constructed, with the line opening between Port Lincoln and Cummins on 18 November 1907; Cummins to Yeelanna on 1 April 1909; Cummins to Moody on 1 August 1912; Moody to Ungarra on 31 March 1913; Yeelanna to Minnipa Hill on 5 May 1913; Ungarra to Kimba on 11 July 1913; Minnipa to Nunjirkompita on 14 August 1914; Yeelanna to Mount Hope on 9 October 1914; and Nunjirkompita to Cape Thevenard on 8 February 1915. Later

extensions to the line occurred in the 1920s and 1950, namely Wandana to Penong on 7 February 1924; Kimba to Buckleboo on 5 August 1926; and, a branch line to Kowulka on 11 April 1950.⁹

The proclamation of Hundreds closely followed the route of the railway network and opened up the interior of the peninsula for cereal cropping. In 1910, 367,000 acres of wheat were under cultivation on the Eyre Peninsula and many of the new farmers had come from the fringes of the Upper North.¹⁰ In 1912, the Premier Archibald Peake told Parliament that the creation of 'land for profitable settlement' due to the development of railway infrastructure was 'a new chapter in the history of South Australia ... and they were glad to know that their country was being regarded as a bigger State than they had ever previously imagined it to be.'¹¹

The South Australian Railways (SAR) Divisional Headquarters for the Eyre Peninsula was based at Cummins from 1914, however, it was relocated to Port Lincoln in the late 1920s as a part of Chief Commissioner William Alfred Webb's rejuvenation of SAR.¹² Webb was a North American railwayman who arrived in South Australia in November 1922 to take up the position of Chief Commissioner and was tasked with the ambitious undertaking of modernising the railways and making them pay their way. Soon after arriving in South Australia he realised that SAR could not be made profitable, however he did implement a huge State-wide program of works to upgrade SAR facilities, infrastructure and work practices with the aim of minimising losses.¹³

During this period, some of the improvements made to the Eyre Peninsula railway network and specifically infrastructure in Port Lincoln included the construction of the 420m Brennen's Jetty (1923), an upgrade of the weighbridge (1923-1924), construction of a new goods yard and goods shed (1925-1926) and a new station building (1927). One of the most significant improvements was the construction of the new locomotive depot and workshops (1927-1932) (subject of this assessment), to enable the Peninsula's fleet of locomotives, carriages and wagons to be maintained and kept operational.¹⁴

In 1975 SAR's country lines were transferred to the Commonwealth government, with the Commonwealth taking over operational responsibility in 1978. Country services were run by Australian National, while metropolitan lines remained under the ownership and control of the State and were run by the State Transport Authority. In keeping with Australian National's aim to operate and manage the rail system from a commercial perspective, it closed 35 percent of the State's narrow gauge and 23 percent of the broad gauge lines in the ten years between 1978 and 1988.¹⁵ Unlike other parts of the State, such as the south-east, the narrow-gauge network on the Eyre Peninsula remained immune to closures for many years and the Australian Railway Group became responsible for railway operations in South Australia. However, the cost of maintaining lines that were only used for a short period of time each year during the grain harvest has resulted in no trains running between Yellanna and Kapinnie since 2002 and the section of the Buckleboo line beyond Kimba since 2005.¹⁶

In 2006, Genesee Wyoming Australia Pty Ltd (GWA) was created by North American-based parent company Genesee Wyoming to take over from Australian Railway Group and they have leased the track and facilities respectively from the Commonwealth and State governments until 2047.¹⁷ Among other facilities on the peninsula and across the State, GWA's lease includes the Eyre Peninsula railway network and the locomotive depot and workshop in Port Lincoln.

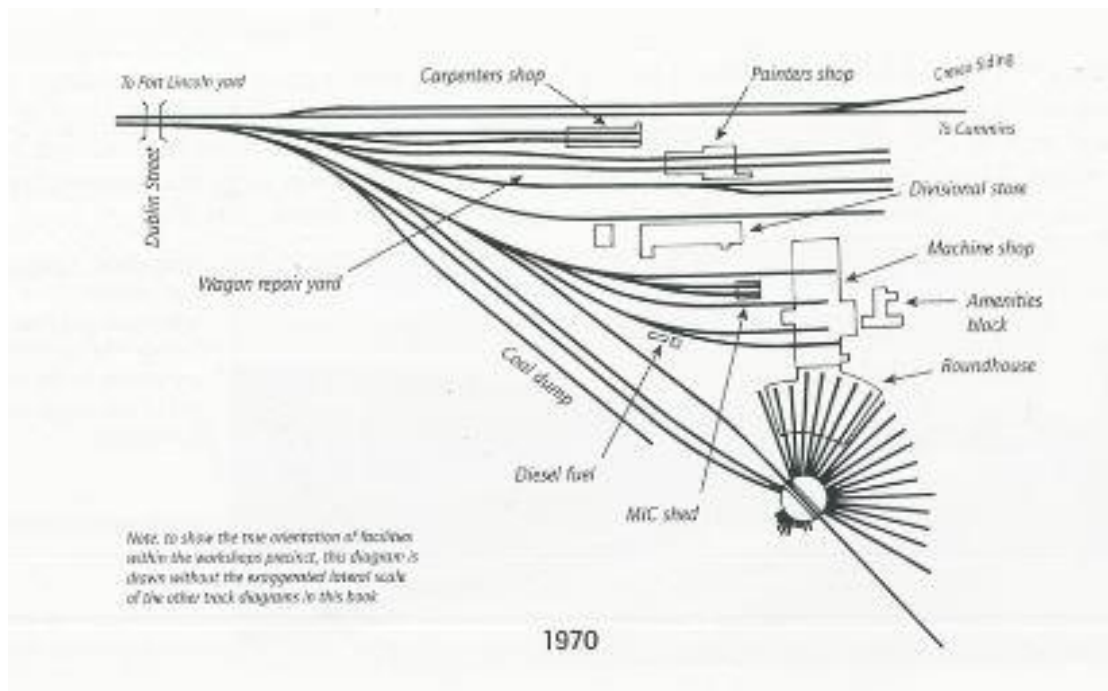
In early 2019, Viterria announced that the contract they held with GWA to transport the Eyre Peninsula's wheat harvest from across the Peninsula to bulk handling facilities at Port Lincoln and Thevenard would not be renewed, as the harvest would instead be transported solely by road. On 31 May 2019, the last train to transport wheat on the Eyre Peninsula travelled from Cummins to Port Lincoln. GWA is still considering the future use of the locomotive depot and workshop at Port Lincoln.¹⁸

Port Lincoln Depot and Workshops

The locomotive depot and workshops were constructed between 1927 and 1932. The first works to be completed were the installation of a 75ft. diameter turntable in 1927, followed by installation of a long coaling deck with narrow track and a Cowan & Sheldon steam coaling crane with a 1 ton capacity in 1928-1929 (now removed). In 1929-1930, a locomotive workshop, offices, racks and water closets were completed, and the drop pits for the roundhouse and the construction of a bridge over Dublin Street were commenced. Between 1930 and 1931, a Whiting hoist crane was installed in the locomotive workshop, and in 1931-1932, the roundhouse, locker and wash rooms were built. Two railcar sheds were added between 1932 and 1934, Knife notes that the second of these buildings was an extension to the roundhouse. A further workshop for 'maintenance artisans' was added in 1935-1936.¹⁹

The locomotive workshop was upgraded in 1965-1966 to enable the servicing of diesel locomotives. The first two diesel locomotives had been registered on the peninsula in 1962. The turntable was subject to a major overhaul in 1971, while a new bridge was built over Dublin Street and the old bridge removed in 1978.²⁰

A site plan of the locomotive depot and workshops as they were in 1970 indicates that the site consisted of the roundhouse and turntable and associated locomotive workshop, a divisional store, diesel fuel store, motor inspection car shed, painters shop, carpenters shop, amenities block and two small unidentified buildings, while wagons were repaired in the yard.²¹ Since then, the painters' and carpenters' shops have been demolished, although a small c1950s toilet block associated with these shops remains.



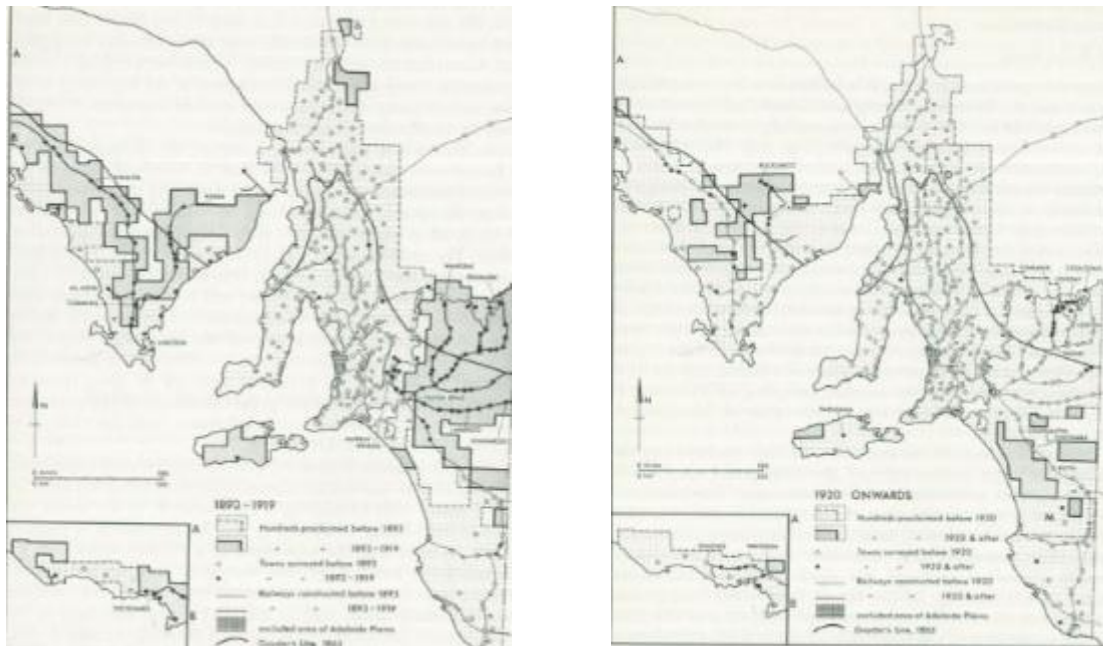
Site Plan of the Port Lincoln Locomotive Depot and Workshops as they were in 1970

Source: Knife, p.175.

Wheat, Barley & Oats

The rationale for the establishment of the railway on the Eyre Peninsula was to provide a reliable means of affordable transportation for cereal farmers and to open up the remaining undeveloped land on the peninsula for farming. To achieve that end, Williams notes that the South Australian government had a policy that no wheat farm would be located more than 15 miles (24km) from a railway station, siding, or coastal port. To fulfil that aim, a number of grain sidings (often spaced every 5 miles (8 km) apart) were established along the Eyre Peninsula railway line in addition to the numerous stations.²²

While wheat is the major cereal crop harvested on the Eyre Peninsula, barley, oats and canola are also grown. Prior to the introduction of bulk handling on the Eyre Peninsula at Port Lincoln in 1959 and Thevenard in 1961, farmers bagged their grain for sale then transported it to one of the many sidings located along the line. Here they would be met by either the grain merchant or their agent and the bags weighed and stamped with the weight and agent's brand. The bags were then lumped to the stacking blocks that had been previously laid out by a SAR engineer and then stacked to await transportation to Port Lincoln or Thevenard. The non-perishable nature of wheat meant that it could spend some months stacked at the siding to avoid double handling and when a ship was ready for loading was only then transported by train to port.²³



Areas shaded in grey indicate the spread of settlement 1893-1919 (map on left) and after 1920 (map on right). The black lines with dots indicate new railways.

Source: Williams, pp.52, 58.

The introduction of bulk handling facilities resulted in the construction of new grain terminals at Port Lincoln (1959) and Thevenard (1961) and infrastructure along the rail network, including silos. The grain stacks and the sheds that often covered them were replaced with silos and the 'lumpers' or men who stacked the bags were replaced by mechanised loading.²⁴ Between the mid-1920s and mid-1970s, the combined wheat, oat and barley grain harvest on the Eyre Peninsula ranged from approximately 10% to 25% of the State's harvest.²⁵ By the 1990s, grain yields on the Peninsula had increased, averaging around 2 million tonnes per annum. These figures continue to be obtained on the peninsula, with record years such as the 2016-2017 harvest achieving in excess of 3 million tonnes or approximately a third of the wheat, barley, oats and canola harvested in South Australia that year.²⁶

Chronology

Year	Event
1836	Port Lincoln is suggested as a possible capital for the new colony of South Australia but is vetoed due to lack of water.
1839	Township of Port Lincoln established.
1840s-present	A number of pastoral holdings are established on the Peninsula.
1859	Construction of the 'Town Jetty' at Port Lincoln is completed. The town's central business district forms around it.

- 1905 Preliminary survey work for the rail network begins early in the year. Port Lincoln Railway Act is assented on 8 November.**
- 1906 Construction on the Eyre Peninsula railway network begins starting at Port Lincoln.
- 1907 Port Lincoln to Cummins line opens on 18 November.
- 1909 Cummins to Yeelanna line opens 1 April.
- 1912 Cummins to Moody line opens 1 August.
- 1913 Moody to Ungarra line opens 31 March.
- 1913 Yeelanna to Minnipa Hill line opens 5 May.
- 1913 Ungarra to Kimba line opens 11 July.
- 1914 Minnipa Hill to Nunjirkompita lines opens 14 August.
- 1914 Yeelanna to Mount Hope lines opens 9 October.
- 1915 Nunjirkompita to Vape Thevenard line opens 8 February.
- 1914-1915 Locomotive Workshops established at Cummins (now demolished).
- 1922 WA Webb is appointed Chief Commissioner of SAR.**
- 1923 Brennen's Jetty is constructed in Port Lincoln as part of Webb's improvements to SAR.
- 1924 Extension of the network between Wandana and Penong opens 7 February 1924.
- 1925-1926 New goods yard and good shed constructed at Port Lincoln.
- 1926 Extension of the railway network between Kimba and Buckleboo 5 August.
- 1927 New Railway Station constructed at Port Lincoln.**
- Work begins on the construction of the Port Lincoln Locomotive Depot and Workshops with the installation of the 75ft. turntable.**
- 1929-1930 Locomotive workshop, office, racks and water closet completed at the depot and workshops. Construction begins on the drop pits for the roundhouse and a bridge over Dublin Street.**
- 1931 Whiting hoist crane installed in the locomotive workshop.**
- 1931-1932 Roundhouse, washroom, locker room, completed.**
- 1932-1934 Railcar sheds are constructed, the 1934 shed is an addition to the roundhouse.**
- 1935-1936 Workshop for 'maintenance artisans' is completed.**
- 1950 Kowulka branch line opens 11 April.
- 1959 Bulk-handling grain facilities open at Port Lincoln.**

- 1961** Bulk-handing grain and gypsum facilities are opened at Thevenard.
- 1962** First diesel locomotive is registered on Eyre Peninsula.
- 1965-1966** Locomotive workshop upgraded to enable maintenance of diesel engines.
- 1969 The last steam locomotive is registered on the Eyre Peninsula.
- 1971** The Port Lincoln turntable undergoes a major overhaul.
- 1975 The country railways are transferred from SAR to the Commonwealth Government.
- 1978 A new bridge replaces the earlier bridge over Dublin Street.
- 1978-1988 35% of the State's narrow gauge lines are closed, the Eyre Peninsula network is not effected by closures at this time.
- 1990s Combined grain yields on the Eyre Peninsula regularly achieve approximately 2 million tonnes.
- 1994** Implementation of new maintenance schedules to ensure major locomotive repairs do not need to occur during seasonal peaks. Upgrade to the workshop and new service pit created.
- 1998** Clyde Engineering takes over operation of the workshops from Australian National Rail.
- 2002 Trains cease running between Yellanna and Kapinnie.
- 2005 Trains cease running between Buckleboo and Kimba.
- 2006** Genesee Wyoming Australia (GWA) is created by North-American-based parent company Genesee Wyoming and takes over from Australian Railway Group. GWA leases track and infrastructure including the Port Lincoln Locomotive Depot and Workshops until 2047.
- 2016-2017 Record grain yields achieved in South Australia: over 3 million tonnes harvested on the Eyre Peninsula or approximately 30% of the harvest for that season.
- Early 2019 Viterra announces it will be shipping Eyre Peninsula's grain harvest by road only.
- 31 May 2019** The last train runs between Cummins and Port Lincoln, ending the era of rail on the Eyre Peninsula.
- Late 2019-early 2020** GWA considering future of the Port Lincoln Locomotive Depot and Workshops.

ASSESSMENT OF HERITAGE SIGNIFICANCE

Statement of Heritage Significance:

The Port Lincoln Locomotive Depot and Workshops is an outstanding example of the maintenance facilities constructed by SAR in the 1920s and played a vital role in the expansion of grain production on the Eyre Peninsula and the agricultural and economic development of South Australia during the twentieth century. Built between 1927 and 1932, the depot and workshops have been responsible for maintaining and ensuring that the trains on the Peninsula remain operational and able to transport up to a quarter of the State's grain harvest to the ports at Port Lincoln and Thevenard.

The Port Lincoln Locomotive Depot and Workshops was active until late 2019, and its operational role in maintaining the Peninsula's locomotive fleet remains clearly evident in the surviving physical fabric that retains a high degree of integrity. The place includes a turntable, roundhouse and adjacent workshop, amenities building, and a number of other buildings that were used for a variety of purposes. The roundhouse, turntable and workshop combination is a rare example of this type of railway infrastructure, with the roundhouse being one of only two surviving examples in South Australia. While the internal equipment and machinery has been modernised to keep the facility operational, some still remains. The site provides a faithful representation of this significant aspect of South Australia's railway infrastructure.

Comparability / Rarity / Representation:

Railway Heritage

South Australian Railways (SAR) and the railway network it created throughout the State has made a vital and ongoing contribution to the economic development of South Australia during the nineteenth and twentieth centuries. Across the State there are 91 State Heritage Places that represent the various aspects of railway development in South Australia from its first establishment in the 1850s until today. Some examples include bridges, dam, stations, goods sheds, workshops, residences, a bore, water tanks, trees, level crossings, signal cabins, weirs, hostels, platforms, platform shelters, cranes, a roundhouse and turntables. Similarly, there are 83 Local Heritage Places that represent the development of the railways in South Australia. Importantly, Donovan in his thematic survey of the *Railway Heritage of South Australia* notes that 'there are many items that are peculiar to the railways and will not be found in other forms of transport ... Locomotives also come into this category as do the purpose-built railway stations, turntables and roundhouses.'²⁷

Of the 91, there are 68 from the nineteenth century and 23 State Heritage Places that are associated with the development of the railway network in the twentieth century. All of the twentieth century places were built in either the first two decades of the century or during WA Webb's rejuvenation of SAR in the 1920s, including the Port Lincoln Railway Station SHP 14608 that opened in 1927.

A sample of State Heritage Places with a turntable and/or built 1900-1920 include:

- Balaklava **Railway Station Complex** 1880 (goods shed, station, **turntable**, silos (1956), crane) (SHP 12942)
- Strathalbyn **Railway Station Complex** 1884 (station, goods shed, water tank, **turntable**) (SHP 14088)
- Merildrin Railway Station and Yards 1900 (station, platform, goods shed and some other associated equipment) (SHP 12376)
- Port Pirie Railway Station 1902 (SHP 10229)
- Hindmarsh River Railway Bridge 1907 (SHP 11186)
- Watsons Gap Railway Bridge 1907 (SHP 11183)
- Angaston Railway Station & Good Shed 1909-1911 (SHP 14606)
- Riverton **Railway Station Complex** nineteenth century and 1910-1920s, (station, signal cabin, water tower, goods shed) (SHP 10097)
- Taillem Bend Railway Station 1914 (SHP 10437)
- Bordertown Railway Station 1915 (SHP 13721)
- Western yard Entrance (Wye) Signal Cabin 1915 (SHP 13659)
- Salt Creek Railway Bridge 1918 (SHP 14602)
- Reedy Creek Railway Bridge 1919 (SHP 14603)

A sample of State Heritage Places that represent the Webb era rejuvenation of SAR include:

- Murray Bridge Railway Bridge 1925 (SHP 13826)
- Victor Harbor Railway Station Historic Site 1925 SHP (11730)
- Taillem Bend **Turntable** 1925 (SHP 17078)
- **Port Lincoln Railway Station 1927 (SHP 14608)**
- Abminga Railway Station Complex 1928 (only the foundations and locomotive inspection pit remains) (SHP 19146)
- Adelaide Railway Station 1928 (SHP 10844)
- Peterborough, 22-bay **roundhouse**, 1920s, (4 bays removed 1970s, leaving 3 bays isolated, **turntable** remains, **SHP 12694**)
- Former Peterborough YMCA, 1920s (SHP14236)

Roundhouses and Turntables

The main functions of a roundhouse are maintenance activities and to 'stable' locomotives. There is only one railway roundhouse on the South Australian Heritage Register, the 1920s Roundhouse at Peterborough. There is another place on the Register that is called a 'Round House' (former Murray Bridge Works Superintendent's Home – SHP 13577), however this was built to house people rather than railway locomotives.

Eight roundhouses and turntables were built in South Australia by SAR; six during the rejuvenation of SAR during the 1920s and two in the early 1950s during the gauge conversion (narrow to broad) of the South East network. Of the six constructed in the

1920s, all but two have been demolished and only one is listed. The roundhouses and turntables built during the 1920s are:

- Mile End freight terminal and marshalling yard, 43-bay roundhouse, 1926 (demolished 1970s, turntable since removed)
- Taillem Bend, 14-bay roundhouse, (was still in use in the 1990s, roundhouse since demolished **turntable only SHP 17078**)
- **Peterborough**, 22-bay roundhouse, 1920s, (4 bays removed 1970s, leaving 3 bays isolated, turntable remains, **SHP 12694**)
- Port Augusta, 5-bay roundhouse, 1920s, (ownership transferred to Commonwealth soon after the roundhouse and turntable were built, roundhouse still in use in the 1990s, since demolished. Google maps 2010 show visible track form and turntable, status 2018 unclear).
- **Port Lincoln (subject of this assessment)**, 5-bay roundhouse, late 1920s-early 1930s.
- Wallaroo, 2-bay roundhouse and turntable (roundhouse demolished prior to 1991).



Mile End Roundhouse in use c1960s (since demolished)

Source: Jennings, WA Webb, facing p.66.

Of particular note is the roundhouse and turntable at Peterborough (SHP 12694). Peterborough became one of South Australia's most important railway junctions in the 1880s – a role it continued to play well into the twentieth century. The Peterborough Roundhouse and Turntable, the second largest in the State, were built in the 1920s as a part of major upgrades to the railway facilities located in the town and reflect the modernisation and efficiency philosophies implemented at that time by Chief Commissioner Webb.

The Peterborough Roundhouse and Turntable were State-heritage listed in 2002 and at that time retained a high degree of integrity, although it appears the structure had been re-clad prior to listing and while the structure had termite damage, its condition was fair.²⁸ The Peterborough roundhouse has been damaged badly twice since it was State heritage listed including c2006 by strong winds and again in c2009 when winds tore off parts of the roof. Repairs to fix the damage are still ongoing (see images below).



Peterborough Roundhouse under construction mid-1920s

Source: SLSA B15763



Peterborough Roundhouse and Turntable as it appeared in 1984 prior to State heritage listing.

Source: Heritage South Australia image file 12694



Peterborough Roundhouse and Turntable as it appeared c1984, showing recladding prior to State heritage listing.

Source: Heritage South Australia image file 12694



Peterborough Roundhouse and Turntable as it appeared in 2005 after State heritage listing.

Source: Heritage South Australia image file 12694



Peterborough Roundhouse as it appeared in 2005 after State heritage listing.

Source: Heritage South Australia image file 12694



Peterborough Roundhouse as it appeared in 2018, ongoing repairs include replacement of the damaged and lost panes of glass due to wind damage.

Source: Flickr (Fiveprime), c2018

Railway Workshops

In addition to roundhouses, maintenance also occurs in other types of railway buildings/sheds/workshops. Some like those at the Islington Railway Workshops at Kilburn in Adelaide are substantial stone buildings built in the late nineteenth century. However, many are large rectilinear, saw-tooth-roofed, corrugated-galvanised-iron-clad structures (see for example Dry Creek, 1920s workshops at Islington Railway Workshops and Port Augusta railway yards, of which none are heritage listed; and the Peterborough Locomotive Workshops of which only the roundhouse and turntable are State heritage listed) that are similar in appearance to numerous other twentieth century industrial buildings. The only State-listed places from the twentieth century that may have associations with locomotive maintenance are the Abminga Railway Station Complex, 1928 (SHP 19146) and Riverton Railway Station Complex, nineteenth century and 1910-1920s (SHP 10097).

State Heritage Places in Port Lincoln

There are six State Heritage Places and no local heritage places in Port Lincoln (a Local Heritage Register has not been created). Of the six State Heritage Places, only one is associated with the railway, namely the Port Lincoln Railway Station (SHP 14608). The other State Heritage Places in Port Lincoln are dwellings, a windmill base, a grave marker and a combined police station and courthouse.

Assessment against Criteria (Under Section 16 of the Heritage Places Act 1993):

(a) it demonstrates important aspects of the evolution or pattern of the State's history.

With regard to this criterion, consideration has been given to *Guidelines for State Heritage Places*, that note:

The place should be closely associated with events, developments or cultural phases which have played a significant part in South Australian history. Ideally it should demonstrate those associations in its fabric.

Places will not normally be considered under this criterion if they are of a class of things that are commonplace, or frequently replicated across the State, places associated with events of interest only to a small number of people, places associated with developments of little significance, or places only reputed to have been the scene of an event which has left no trace or which lacks substantial evidence.

The Port Lincoln Locomotive Depot and Workshops are closely associated with the agricultural expansion and economic development of South Australia in the twentieth century. In the decade between 1905 and 1915, the South Australian Railways (SAR) constructed an extensive railway network on the Eyre Peninsula specifically to enable the expansion of South Australia's agricultural production. SAR did so to provide cost effective transport for the farmers who subsequently purchased land close to the railway network.

The Eyre Peninsula railway network was devised, constructed and operated as a system isolated from the rest of the railways in South Australia. Consequently, routine and specialised maintenance of the locomotives and rolling stock had to be undertaken on the Peninsula. While the divisional headquarters was initially established at Cummins, it was relocated to Port Lincoln in the mid-1920s as a result of Chief Commissioner Webb's modernisation of SAR. Consequently, the Locomotive Depot and Workshops were constructed at Port Lincoln between 1927 and 1932.

Since the late 1920s, the Port Lincoln Locomotive Depot and Workshops have been responsible for maintaining and ensuring that the trains on the Peninsula remain operational and able to transport hundreds of thousands of tonnes of grain (up to a quarter of the State's grain harvest including wheat, barley, oats

and later canola) to the ports at Port Lincoln and Thevenard. The Port Lincoln Depot was active until late 2019, and its operational role in maintaining the Peninsula's locomotive fleet remains clearly evident in the physical fabric of the depot and workshops, including a turntable, roundhouse and adjacent workshops, amenities building, and a number of other buildings that were used for a variety of purposes including storage.

There are very few examples of railway workshops remaining in South Australia, and even fewer that demonstrate the same high degree of intactness including buildings, structures and machinery as the Port Lincoln Locomotive Depot and Workshops. Several of the State-listed buildings at the Islington Railway Workshops represent the various aspects of locomotive and rolling stock construction and maintenance, while at the Steamtown heritage railway museum at Peterborough, only the roundhouse and turntable are State-listed. Railway complexes such as the Strathalbyn Railway complex (SHP 14088) and Balaklava Railway Station Complex (SHP12942) demonstrate passenger and grain or livestock transportation rather than maintenance facilities.

The Port Lincoln Locomotive Depot and Workshops is an outstanding example of the maintenance facilities constructed by SAR in the 1920s to facilitate the transportation of passengers, goods and, importantly, in the context of this assessment, the State's agricultural production. Given the importance of grain production to the State's economy in the early 20th century and the huge role played in this by the Eyre Peninsula and its railways, the depot has intrinsic associations with the pattern of the State's history. While the internal equipment and machinery has been modernised to keep the facility operational, the site remains a faithful representation of this significant aspect of South Australia's railway infrastructure and economic development.

It is recommended that the nominated place **does** fulfil criterion (a).

(b) it has rare, uncommon or endangered qualities that are of cultural significance.

With regard to this criterion, consideration has been given to *Guidelines for State Heritage Places*, that note:

The place should demonstrate a way of life, social custom, industrial process or land use which is no longer practised, is in danger of being lost, or is of exceptional interest. This encompasses both places which were always rare, and places which have become scarce through subsequent loss or destruction.

Places will not normally be considered under this criterion if their rarity is merely local, or if they appear rare only because research has not been done elsewhere, or if their distinguishing characteristics have been degraded or compromised, or if they are at present common and simply believed to be in danger of becoming rare in the future.

The Port Lincoln Locomotive Depot and Workshops played a vital role in the expansion of primary production on the Eyre Peninsula and consequently to the agricultural and economic development of the State during the twentieth century and has rare and endangered qualities of cultural significance. The depot and workshops were built between 1927 and 1932 and contain one of the two remaining roundhouse and turntable combinations built in South Australia. While a number of turntables were constructed in the nineteenth and twentieth centuries, only eight roundhouse and turntable combinations were built. Six in the 1920s as a critical element of Webb's reorganisation and modernisation of SAR, including the roundhouse and turntable at Port Lincoln, and two in the 1950s for gauge conversion (narrow to broad) that took place at that time.

At some of the sites where roundhouse and turntable combinations were built, such as at Peterborough and Port Lincoln, a rectilinear saw-tooth-roofed maintenance workshop building was constructed adjacent and attached to the roundhouse creating a larger maintenance facility. It was in the roundhouse and adjoining workshops where firstly steam and then diesel locomotives were maintained enabling up to a quarter of the State's grain harvest to be transported to the ports at Port Lincoln and Thevenard. The only other combination of roundhouse, turntable and workshops is located at Steamtown heritage railway museum located at Peterborough, however, only the Peterborough Roundhouse and Turntable (SHP 12694) is State heritage listed.

When steam locomotives were phased out of service and replaced by diesel locomotives on the Eyre Peninsula from the 1950s, the equipment inside the roundhouse and workshops was upgraded, however, some items of historic machinery do still exist on site. Similarly, the turntable was completely overhauled in 1971 to ensure its continued operation. While the roundhouse and adjoining workshops at Port Lincoln continued to be used for locomotive maintenance, these types of facilities are no longer built and used in South Australia and instead large rectilinear structures that trains can run through, via a siding, fulfil that function. Consequently, not only is the roundhouse, workshop and turntable combination at Port Lincoln rare, it also represents a significant type of facility that is in danger of being lost in South Australia.

It is recommended that the nominated place **does** fulfil criterion (b).

(c) it may yield information that will contribute to an understanding of the State's history, including its natural history.

With regard to this criterion, consideration has been given to *Guidelines for State Heritage Places*, that note:

The place should provide, or demonstrate a likelihood of providing, information that will contribute significantly to our knowledge of the past. The information should be inherent in the fabric of the place. The

place may be a standing structure, an archaeological deposit or a geological site.

Places will not normally be considered under this criterion simply because they are believed to contain archaeological or palaeontological deposits. There must be good reasons to suppose the site is of value for research, and that useful information will emerge. A place that will yield the same information as many other places, or information that could be obtained as readily from documentary sources, may not be eligible.

The Port Lincoln Locomotive Depot and Workshops were constructed between 1927 and 1932 as a part of Chief Commissioner Webb's modernisation of SAR. The depot and workshops were located on the rail corridor to the southwest of the railway reserve that housed the station and other railway facilities such as a goods shed. While both the carpenters' and painters' shops have been demolished the rest of the site, including the roundhouse and turntable and a number of other structures remain. There is nothing in the physical fabric, documentary or oral history evidence relating to the depot and workshops to indicate that the place is likely to contain physical evidence not currently visible or available through documentary sources that will contribute meaningfully to the understanding of South Australia's history. The depot and workshops are documented in a number of sources, including, but not limited to, photographs and newspaper articles. Consequently, the likelihood of physical evidence with sufficient integrity or condition to yield information about the site not already known through other sources is highly unlikely.

It is recommended that the nominated place **does not** fulfil criterion (c).

(d) it is an outstanding representative of a particular class of places of cultural significance.

With regard to this criterion, consideration has been given to *Guidelines for State Heritage Places*, that note:

The place should be capable of providing understanding of the category of places which it represents. It should be typical of a wider range of such places, and in a good state of integrity, that is, still faithfully presenting its historical message.

Places will not be considered simply because they are members of a class, they must be both notable examples and well-preserved. Places will be excluded if their characteristics do not clearly typify the class, or if they were very like many other places, or if their representative qualities had been degraded or lost. However, places will not be excluded from the Register merely because other similar places are included.

The Port Lincoln Locomotive Depot and Workshops are a part of a class of places of cultural significance in South Australia known as railway complexes. It was via the railways that passengers, goods and in the case of the Eyre Peninsula that primary products such as grain could be economically transported to ports for export.

Due to the isolated nature of the Eyre Peninsula, the Port Lincoln Locomotive Depot and Workshops were essential in ensuring that the peninsula's fleet of steam and then diesel locomotives were kept operational. As such the site features a number of buildings and structures that were built specifically to achieve that aim including a roundhouse and associated workshop and turntable, amenities building, and a number of other buildings that were used for storage. However, the painters' and carpenters' workshops, and coal handling area including crane have since been demolished and a number of items of the machinery used to undertake maintenance have been removed reducing the integrity of the site as an outstanding example of a railway complex. While some of the components of the workshops are rare, such as the roundhouse, this does not make them an outstanding example of a railway complex and this aspect of their significance is better represented through criterion (b).

It is recommended that the nominated place **does not** fulfil criterion (d).

(e) it demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

With regard to this criterion, consideration has been given to *Guidelines for State Heritage Places*, that note:

The place should show qualities of innovation or departure, beauty or formal design, or represent a new achievement of its times. Breakthroughs in technology or new developments in design would qualify, if the place clearly shows them. A high standard of design skill and originality is expected.

Places would not normally be considered under this criterion if their degree of achievement could not be demonstrated, or where their integrity was diminished so that the achievement, while documented, was no longer apparent in the place, or simply because they were the work of a designer who demonstrated innovation elsewhere.

The Port Lincoln Locomotive Depot and Workshops is a site that is comprised of a number of structures, in essence very large sheds, which were built using common construction techniques. All buildings apart from the amenities building are either timber or metal-framed and feature a mixture of gable, skillion or saw-tooth roofs. They are clad with sheets of corrugated iron and featured multi-paned windows, many of which have since been clad with corrugated poly-

carbonate sheets. The amenities building is a rendered masonry building with a gable roof, clad with corrugated asbestos sheets.

Similarly, the turntable constructed in 1927 featured technology that was typical for the period including the overhead catenary to supply electricity to the motor that turned the table. Consequently, the Port Lincoln Locomotive Depot and Workshops cannot be considered to demonstrate a high degree of creative, aesthetic or technical accomplishment, nor is the site an outstanding representative of particular construction techniques or design characteristics.

It is recommended that the nominated place **does not** fulfil criterion (e).

(f) it has strong cultural or spiritual association for the community or a group within it.

With regard to this criterion, consideration has been given to *Guidelines for State Heritage Places*, that note:

The place should be one which the community or a significant cultural group have held in high regard for an extended period. This must be much stronger than people's normal attachment to their surroundings. The association may in some instances be in folklore rather than in reality.

Places will not be considered if their associations are commonplace by nature, or of recent origin, or recognised by a small number of people, or not held very strongly, or held by a group not widely recognised, or cannot be demonstrated satisfactorily to others.

While the Eyre Peninsula railway network has a strong and direct association with many of the residents of the Eyre Peninsula, what, if any, association the wider South Australian community has with the Port Lincoln Locomotive Depot and Workshops is less clear. Until late 2019, the depot and workshops were an active industrial site and as such access was only possible for the people employed there and maybe, on limited occasions their friends and family. While certainly the depot and workshops are possibly viewed with fondness by the people who worked there, it is unlikely that their attachment as a group could be considered beyond that normally held for a place of work. In addition, the group itself would not be recognised as a group of the community with significance at the State level.

It is recommended that the nominated place **does not** fulfil criterion (f).

(g) it has a special association with the life or work of a person or organisation or an event of historical importance.

With regard to this criterion, consideration has been given to *Guidelines for State Heritage Places*, that note:

The place must have a close association with a person or group which played a significant part in past events, and that association should be demonstrated in the fabric of the place. The product of a creative person, or the workplace of a person whose contribution was in industry, would be more closely associated with the person's work than would his or her home. Most people are associated with many places in their lifetime, and it must be demonstrated why one place is more significant than others.

Places will not generally be considered under this criterion if they have only brief, incidental or distant association, or if they are associated with persons or groups of little significance, or if they are associated with an event which has left no trace, or if a similar association could be claimed for many places, or if the association cannot be demonstrated. Generally the home or the grave of a notable person will not be entered in the Register unless it has some distinctive attribute, or there is no other physical evidence of the person's life or career in existence.

The Port Lincoln Locomotive Depot and Workshops is associated with the South Australian Railways and, in particular, Chief Commissioner WA Webb. The Eyre Peninsula railway network was constructed by SAR between 1905 and 1915 with the specific aim of increasing the agricultural production of the Peninsula by providing farmers with a reliable and affordable means of transporting their grain to port at either Port Lincoln or Thevenard. During the 1920s Chief Commissioner Webb headed the complete modernisation of SAR with the aim of making it more efficient and to minimise financial losses. It was as a part of Webb's modernisation agenda that SAR divisional headquarters for the Eyre Peninsula was relocated from Cummins to Port Lincoln and necessitated the construction of the depot and workshops there.

However, there are a range of State Heritage Places that reflect Webb's modernisation of SAR during the 1920s, including the redesign of the Islington Railway Workshops (of which a number of the buildings are State Heritage Places), the Peterborough Roundhouse and Turntable (SHP 12694), Adelaide Railway Station (SHP 10844), and the former Peterborough YMCA (SHP 14236) (see Comparability / Rarity / Representation). These places represent a variety of railway activities undertaken as a part of Webb's modernisation aims for SAR. A number of modifications to the site including the demolition of the Carpenters' and Painters' Workshops, and removal of the coal handling area including crane and some of the machinery have reduced the ability of the place to represent the work of Chief Commissioner WA Webb.

It is recommended that the nominated place **does not** fulfil criterion (g).

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Books & Reports

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- 'A Chapter of Great Development', *The Advertiser* 13 December 1912, p.14.
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- <http://sahistoryhub.com.au/places/eyre-peninsula> [accessed 8 November 2019].
- <http://adb.anu.edu.au/biography/eyre-edward-john-2032> [accessed 8 November 2019].
- <https://www.railwaygazette.com/knowledge-hub/genesee-and-wyoming-australia-pty-ltd/51900>.

SITE RECORD

NAME: Port Lincoln Locomotive Depot and Workshops **PLACE:** 26501

DESCRIPTION OF PLACE: A large site comprised of a roundhouse, turntable, locomotive workshop and a number of buildings and structures associated with locomotive and rolling stock maintenance.

DATE OF COMPLETION: 1932

REGISTER STATUS: Nominated 14 March 2019
Provisionally listed 12 December 2019

CURRENT USE: Locomotive maintenance
1927-2019

ARCHITECT: South Australian Railways (1927-1932), additions 1930s.

BUILDER: WF Threthaway (Roundhouse 1931-1932), Clarkson Ltd (asbestos roofing Roundhouse 1931-1932)

SUBJECT INDEXING: **Group:** Transport (Rail)
Category: Railway Workshop, Roundhouse, Turntable

LGA: City of Port Lincoln

LOCATION: **Street Name:** Le Brun Street
Town/Suburb: Port Lincoln
Post Code: 5606

LAND DESCRIPTION: **Title Reference:** CT 5802/507 A13 D54260 &
CT 6105/739 A3 F37877

Hundred: Lincoln

MAP REFERENCE: **MGA Zone** 52
Easting (X) 1128539.8120
Northing (Y) 6135589.3113

SITE PLAN

NAME: Port Lincoln Locomotive Depot and Workshops

PLACE: 26501



**Port Lincoln Locomotive Depot and Workshops Le Brun St, Port Lincoln
CT 5802/507 A13 D54260 & CT 6105/739 A3 F37877**

Key N 



Land parcel boundaries



Main structures (see below)

- 1 Turntable
- 2 Roundhouse
- 3 Locomotive workshop
- 4 Amenities
- 5 Running car shed
- 6 Divisional store
- 7 Motor Inspection Car (MIC) shed
- 8 Toilets
- 9 Small shed with timber floor, possibly bike shed
- * Sheds

PHOTOS

NAME: Port Lincoln Locomotive Depot and Workshops

PLACE: 26501



Image of a motor inspection car, note the Locomotive Workshop (behind) and Divisional Store (left), image taken in 1959

Source: Knife, p.255.



Roundhouse at Port Lincoln Locomotive Depot and Workshops, images taken in 1959, note the multi-pane windows and open front.

Source: Knife, p. 168.

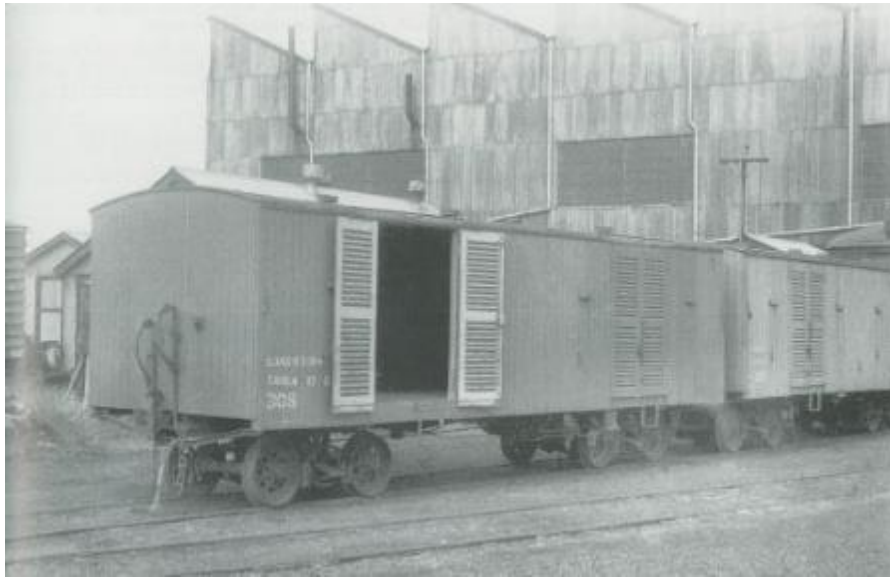
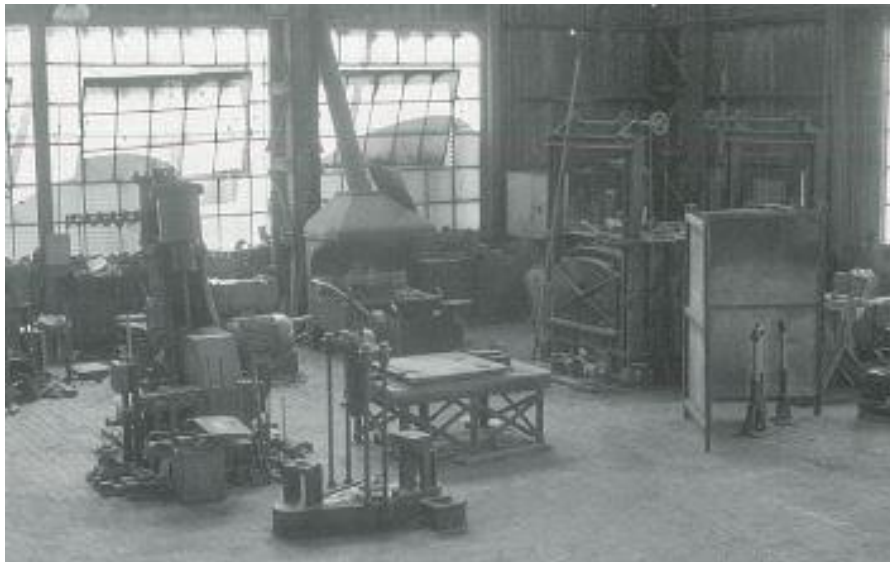


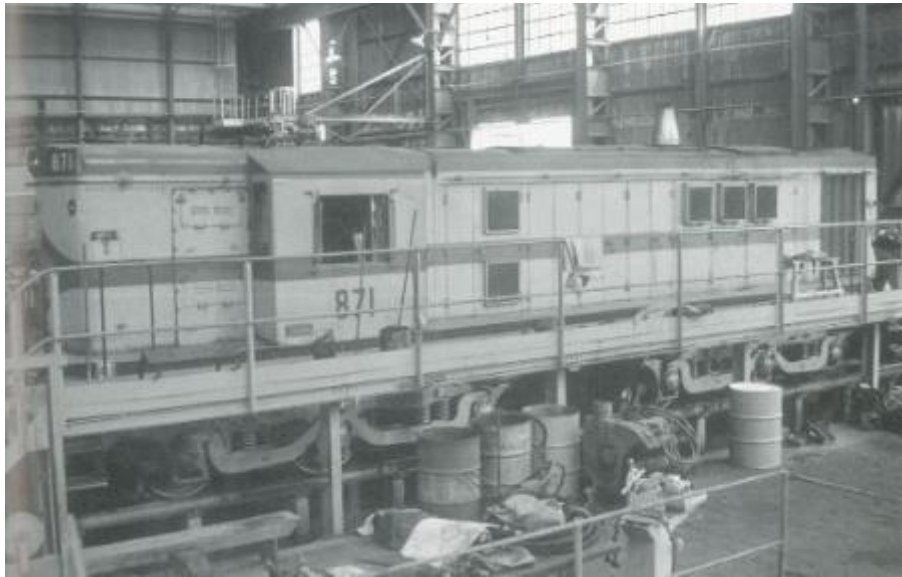
Image of the locomotive workshop taken in 1961, note the condition of the cladding (since replaced) and the multi-pane windows.

Source: Knife, p.247.



Heavy fabrication area inside the locomotive workshop, image taken in 1976

Source: Knife, p.167.



Diesel locomotive undergoing a major overhaul inside the locomotive workshop, image taken in 1983

Source: Knife, p.167.



Cowan & Sheldon coaling crane in the coal dump at the Port Lincoln Locomotive Depot and Workshops, image taken in 1965.

Source: Knife, p.169.



View of the Port Lincoln Locomotive Depot and Workshops looking towards the locomotive workshop, note the variety of sheds in the yard, image taken in 1967.

Source: Peter and Margaret Knife, p.137.



Painters' (left) and Carpenters' (right) workshops (now demolished).

Source: GoogleMaps, 2010



Inside the roundhouse showing the original and modern gantries.

Source: DEW Files 24October 2019



View inside the roundhouse

Source: DEW Files 24 October 2019



Locomotive workshop showing the crane gantry and newer crane addition.

Source: DEW Files 24 October 2019



Locomotive workshop showing an example of the older equipment still inside the building.

Source: DEW Files 24 October 2019



Inspection pit inside the locomotive workshop.

Source: DEW Files 24 October 2019



Locomotive workshop showing the current method for working on the diesel locomotives.

Source: DEW Files 24 October 2019



Heavy fabrication area in the locomotive workshop.

Source: DEW Files 24 October 2019



Turntable, showing the cabin and gantry.

Source: DEW Files 24 October 2019



Shed with timber sleeper floor, possibly a bike shed.

Source: DEW Files 24 October 2019



Oven and stove in the amenities building.

Source: DEW Files 24October 2019



Notice board in the kitchen in the amenities building.

Source: DEW Files 24 October 2019



Notice board in the entry of the amenities building

Source: DEW Files 24 October 2019



View of the exterior of the roundhouse, note the replacement of the windows with polycarbonate sheeting.

Source: DEW Files 24 October 2019



View of the interior of the running car shed.

Source: DEW Files 24 October 2019



Example of one of the sheds in the yard.

Source: DEW Files 24 October 2019



Example of machinery inside shed in the yard.

Source: DEW Files 24 October 2019



Shed adjacent to the locomotive workshop.

Source: DEW Files 24 October 2019



View of shed in the yard.

Source: DEW Files 24 October 2019



View of the workshops showing the relationship between the locomotive workshop and the roundhouse and running car shed, and the range of structures on site.

Source: DEW Files 24 October 2019



View of the divisional store and adjacent siding.

Source: DEW Files 24 October 2019

¹ 'Railway Progress Erection of Running Sheds Cottages for Workmen', *Port Lincoln Times* 18 January 1929, p.11.

² <http://sahistoryhub.com.au/places/eyre-peninsula> [accessed 8 November 2019].

³ Ray Bunker (2007), 'The Early Years' in Alan Hutchings ed. *With Conscious Purpose* (Adelaide: Planning Institute of Australia SA Division), pp.10-11.

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⁶ Michael Williams (1974), *The Making of the South Australian Landscape*, (London: Academic Press), p.46. & Knife, pp.82-87.

⁷ Williams, pp.50-52.

⁸ Peter Knife (2006), *Peninsula Pioneer A history of the railways of Eyre Peninsula and their role in the settlement and development of the region*, (Wahroonga: Peter Knife), pp.4-32.

⁹ SAR (1951), *Annual Report*, p.47.

¹⁰ Williams, p.53.

¹¹ 'A Chapter of Great Development', *The Advertiser* 13 December 1912, p.14.

¹² Knife, p.173.

¹³ Donovan & Associates (1992), 'Railway Heritage of South Australia', (Adelaide: National Trust of South Australia), pp.29-31.

¹⁴ Knife, p.173.

¹⁵ Donovan, pp.36-38.

¹⁶ Knife, p.102.

¹⁷ <https://www.railwaygazette.com/knowledge-hub/genesee-and-wyoming-australia-pty-ltd/51900.article> Genesee Wyoming (2014), *Annual Report*, p.29.

¹⁸ 'Eyre Peninsula rail to close as agreement ends', *Port Lincoln Times* <https://www.portlincolntimes.com.au/story/5925690/eyre-peninsula-rail-to-close-on-may-31/> [accessed 15 November 2019]. 'A sad day for the Eyre Peninsula as locals say goodbye to rail

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¹⁹ See SAR Annual reports for years 1923-1924 to 1935-1936. Knife, p.167.

²⁰ Knife, p.173.

²¹ Knife, p.175.

²² Williams, p.54.

²³ Knife, pp.84-85.

²⁴ Knife, pp. 90-100.

²⁵ Knife, p.98. Australian Bureau of Statistics, 'Produce Yields 1861-2012'.

²⁶ Knife, p.100. Jarrad Delaney, 'Record harvest for South Australia', *Eyre Peninsula Tribune* 4 April 2017, <https://www.eyretribune.com.au/story/4574517/sa-record-harvest/> [accessed 15 November 2019].

²⁷ Donovan, p.8.

²⁸ Transport SA (2004), 'Steamtown Peterborough Roundhouse Structural Assessment', (Walkerville: Transport SA Structures Group). See also Heritage South Australia Image Collection Peterborough Roundhouse and Turntable SHP 12694.