

RELEVANT 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.

The Old Bulk Store, from its early life as part of the Carriage and Wagon Shop and later as a store, made a significant contribution to the ongoing development and operation of railways in South Australia. The Old Bulk Store together with the Electrical Shop (Bld 200) (SHP10709) represent the only surviving parts of the Carriage and Wagon Shop. The two buildings are located at the extremities of what was the Carriage and Wagon Shop and succinctly illustrate the larger building's original scale. The Carriage and Wagon Shop, built during the original phase of the Islington Railway Workshops' development, was essential in achieving the State's first effort to modernise and improve railway carriage and wagon maintenance and later construction in South Australia. This enabled the rail-led boom in the nineteenth century and enabled the Islington Railway Workshops to become a significant industrial site in South Australia in the twentieth century.

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

The Old Bulk Store is a rare example of an 1890s industrial building demonstrating a high degree of formal design quality. Despite substantial sections of the original building having been demolished, the surviving original elevations – northern, southern and western – retain a high level of integrity and display a high degree of design and construction quality.

The Old Bulk Store is a classically-derived building constructed from coursed squared bluestone with red-brick quoins inset with bluestone blocks. The southern and northern elevations are symmetrically divided with red-brick pilasters inset with bluestone blocks. Arched double doors are set between the pilasters, the arches are constructed from decorative red-bricks, with sandstone keystones. Timber-framed mullion windows form the top portion of each arched-door. The southern and northern elevations also feature red-brick parapet walls trimmed with decorative red-bricks and pilasters. The cornice is constructed from decorative-red brickwork and ogee-shaped sandstone dentils.

The western elevation is arranged symmetrically and has two gables, each gable inserted with an arched, mullion window. Each arch is formed from decorative red-bricks and a carved ogee-shaped sandstone keystone. The cornice is the same as the northern and southern elevations. A red-brick pilaster inset with bluestone blocks further visually divides the two bays. An arched double door is sited centrally in each bay and is flanked either side by a pair of arched timber framed mullion windows. The door and window arches are formed from

decorative red-bricks and sandstone key stones. A decorative red-brickwork string course is stepped above each door and is continued along the width of the wall. 'SAR' and '1892' are respectively carved into decorative sandstone blocks laid within the stone work above and to the sides of each set of doors. A sandstone sill is included under each paired window unit and is supported with four blocks of cavetto-shaped sandstone.

SITE PLAN

Old Bulk Store
Churchill Road, Kilburn, SA, 5084

PLACE NO: 26426



OLD BULK STORE, ISLINGTON RAILWAY WORKSHOPS
Churchill Road, Kilburn
Site plan generally indicating the boundary of the place.

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LEGEND

-  Existing State Heritage Places at Islington Railway Workshops
-  Old Bulk Store

COMMENTARY ON THE LISTING

Description and notes with respect to a place entered in the South Australian Heritage Register in accordance with the *Heritage Places Act 1993*

Physical Description

The Old Bulk Store is composed of two parallel bays oriented approximately east-west. The building is constructed from coursed, squared bluestone, red brick quoins decorated with bluestone insets and corrugated iron gable roofs with rectilinear louvered timber ventilators on both ridge-lines.

The southern and northern elevations of the building feature ornamented red brick parapet walls and pilasters. The cornice under each parapet wall is decorated with ogee-shaped sandstone dentils and decorative red-brick work. The northern and southern elevations also contain six arched double-doorways that enabled rolling stock to access and pass through the building. Tracks are still extant on the northern side of the building, second door from the west. Each arch is constructed from red brick and features a sandstone keystone. The doors and door frames are timber, with cast iron hardware. Five-paned, painted, timber framed mullion windows were incorporated into the arched section of each door. At some point during the life of the building smaller doors enabling pedestrian access were inserted into some of the carriage doors. In addition, some of the windows and doors have been replaced or covered with sheets of corrugated galvanised iron.

The eastern and western elevations each incorporate two gables. The western elevation dates from the original construction of the building in 1892 and is highly decorated, while the eastern elevation was infilled due to the demolition of much of the building when the site was remodelled in the 1920s. The infill wall is a mix of steel and reinforced concrete in construction and has been rendered externally with a pebble-dash finish.

The western elevation is arranged symmetrically into two bays. Each bay consists of a gable, a central arched double door, and two pairs of arched windows. Each gable is detailed with decorative red-bricks and sandstone dentils and contains a central arched mullion window. The arch is constructed from decorative red-bricks and a carved ogee-shaped sandstone keystone. The cornice is the same as the northern and southern elevations. The door and paired window arches are constructed from red-brick and include sandstone keystones. A decorative red-brick string course is stepped above each door and is continued along the width of the wall. 'SAR' and '1882' are respectively carved into decorative sandstone blocks laid within the stonework above and to the sides of each set of doors. A sandstone sill is

included under each paired window unit and is supported with four blocks of cavetto-shaped sandstone.

Extent of Listing

The components identified as being intrinsic to the heritage significance of the Old Bulk Store (formerly Carriage and Wagon Shop, Islington Railway Workshop) **include**:

- Northern, southern and western facades, including original fabric and detailing and timber framed doors and windows
- Rectilinear louvre timber ventilators on both ridge-lines

Components **excluded** from the listing are:

- Internal fixtures and fittings including metal trusses, metal web truss and internal columns
- Non-original fabric, including eastern façade and corrugated iron doors

History of the Place

The structure known as the Old Bulk Store is a remnant of a much larger building, constructed in stages between 1883 and 1899 as the Carriage and Wagon Shop. The section now known as the Old Bulk Store was completed in 1892 as a part of the initial phase of the development of the Islington Railway Workshops (IRW), begun in the 1880s, by South Australian Railway (SAR) Locomotive Engineer William Thow. This phase of development resulted in the establishment of a major engineering complex for the manufacture and repair of locomotives and other rolling stock for South Australia, as part of the overall development of the railways in the state. The maintenance and construction of rolling stock was undertaken in the building at that time.

The central part of the Carriage and Wagon Shop was demolished as part of an overall redevelopment of IRW by SAR Chief Commissioner William Alfred Webb during the 1920s. As a result of the redevelopment the western most portion of the Carriage and Wagon Shop became the Old Bulk Store. The Old Bulk Store, in addition to the Electrical Shop (No 200) (SHP10709) is all that remains of the Carriage and Wagon Shop and its extensions built during the 1890s. Both buildings were adapted at that time to serve other purposes in the new scheme.

As a store the building continued to contribute to the manufacturing efforts of IRW. It did so by providing storage for materials used in the fabrication of items for the railways in South Australia and for other states and for the manufacture of armoured vehicles and other products during World War 2. In this manner it supported the general development of heavy industry in South Australia throughout the twentieth century.

The Old Bulk Store is one of several large structures constructed in the establishment phase of IRW in the late nineteenth century, and has superior architectural detailing to other early buildings.

Chronology

1851: Plans to create a State-owned railway in South Australia.

1860s: Mining of copper ore in South Australia.

1878: 'Three tenders were opened on Tuesday at the office of the Engineer-in-Chief for the galvanized iron sheds to be erected at Islington for the new railway rolling-stock expected from New Zealand.

1878: New carriage shed and workshops to be built at Islington, including workmen's cottages.

1882: Architectural plan for 'Carriage and Wagon Works' at Islington, stamped Chief Engineers Office, South Australia.

1883: New railway workshops built at Islington. Layout designed by South Australian Railways (SAR) Locomotive Engineer William Thow.

1888: On-going debate regarding moving all manufacture of railway stock to be moved to Islington.

1890: The nation-wide Maritime Strike commences in Adelaide and involves transport workers.

1891: Completion of the transfer of all machinery and workers from the North Adelaide Locomotive Workshops to new workshops at Islington.

1892: Construction of carriage and wagon shops

1920s: Building converted to bulk store

1922: W A Webb is appointed Chief Commissioner of the South Australian Railways. Webb introduces radical new operating practices based on modernisation and efficiency and appoints Frederick Shea as Chief Mechanical Engineer.

1924: Demolition of old buildings and construction commences of the new workshops at Islington.

1927: Completion of the newly remodelled workshops at Islington.

1930: W A Webb resigns and returns to the United States.

1940-45: Islington Workshops are used as a munitions factory. One source claims that during this time, 'Islington railway workshops became possibly the finest industrial machine shop in Australia'.

1949: First diesel cars introduced by South Australian Railways.

1951: New diesel engine built at Islington is part of a parade in Adelaide to celebrate the jubilee of Federation.

1954: Centenary of the South Australian Railways.

1962-74: The 'SAR closed approximately ninety stations and sidings to goods traffic and reduced maintenance on several lines'. (Donovan and O'Neil, pp. 34)

References

Donovan, P and O'Neil, B (1992), *The Long Haul: Australian National 1978-1988*, (Adelaide, Focus Books).

Marshall, D, Brassil, T, Doyle, H (2012), *Heritage Assessment Of The Former Islington Railway Workshops, Front Fence & Building 171*, Report for the Heritage Policy Unit, SA Department of Environment, Water and Natural Resources.

Donovan and Associates (1992), *Railway Heritage of South Australia* vols 1&2, National Trust of South Australia.

'The Locomotive Workshops at Islington', *The Register*, 25 February 1892, p.6.
Morgan, D, 'Research Notes IRW Central Buildings' (Adelaide: State Heritage Unit).

Walker, JD, (1990), 'Thow, William (1842-1926)', Australian Dictionary of Biography, ANU, <http://adb.anu.edu/biography/thow-william-8801/text1535>, accessed 12 December 2016.

SITE DETAILS

Old Bulk Store, Islington Railway Workshop
Churchill Road, Kilburn, 5084

PLACE NO: 26426

FORMER NAME:	Carriage and Wagon Shop
DESCRIPTION OF PLACE:	The Old Bulk Store has two parallel bays and is constructed of bluestone with red brick quoins and sandstone detailing, corrugated-iron gable roofs. The building dates from 1892.
DATE OF COMPLETION:	1892, 1920s
SA HERITAGE REGISTER STATUS:	Description: Provisionally entered Date: 17 May 2017 Description: Confirmed Date: 21 February 2018
LOCAL HERITAGE STATUS	N/A
CURRENT USE:	Description: Unused
CURRENT USE:	Dates:
PREVIOUS USE(S):	Description: Carriage and wagon workshop/ Bulk store
PREVIOUS USE(S):	Dates: 1892/1920s Name: South Australian Railways
ARCHITECT:	
ARCHITECT:	Dates: 1892/1920s
BUILDER:	Name: South Australian Railways
BUILDER:	Dates: 1892/1920s Description: City of Port Adelaide Enfield
LOCAL GOVERNMENT AREA:	
LOCATION:	Street No.:
LAND DESCRIPTION:	Street Name: Churchill Road Town/Suburb: Kilburn Post Code: 5084 CT: CT 6179/405
LAND DESCRIPTION:	Lot No.: A144 Plan No.: D95846 Hundred: Yatala

PHOTOS

Old Bulk Store, Islington Railway Workshop
Churchill Road, Kilburn, 5084

PLACE NO: 26426



Old Bulk Store – View from south-west corner



Old Bulk Store – View from south

PHOTOS

Old Bulk Store, Islington Railway Workshop
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Old Bulk Store – View from north



Old Bulk Store – Detail showing decorative elements of the building – note parapet



Old Bulk Store – Detail showing window sill

PHOTOS

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Old Bulk Store – Interior – note original central metal web truss and support columns



Old Bulk Store – Interior – note later steel/reinforced concrete infill wall