HERITAGE ASSESSMENT REPORT

NAME:	Traverser 1, Islington Railway Workshops	**PLACE:**	26427

ADDRESS: Churchill Road, Kilburn, 5084

HISTORY

History of Islington Railway Workshops (IRW)

The Islington Railway Workshops (IRW) comprises an extensive complex of buildings built on a large site located north of Adelaide. It played a significant role in the first railway boom of the 1880s, when many new rail lines were built into the wheat-growing areas of the South Australian interior, and the production of rolling stock grew considerably. The IRW supported the state's mineral boom at that time, and also built a rail link to connect with the line from Broken Hill, situated across the border in western New South Wales, which was used to transport rich mineral yields to Port Pirie in South Australia. The great extent of rail development in this period has led it to being described as a 'rail-led boom'.

The South Australia Railway's (SAR) workshops were originally located in the Adelaide railway yard located on North Terrace. The limitations of the Adelaide yard meant that engine and rolling-stock maintenance was 'extravagantly expensive' (Anon 1892) and that insufficient space was available to upgrade the buildings and appliances required for maintenance activites. Consequently, the site at Islingston was selected for new railway workshops, and the first buildings were completed and occupied in 1883. The initial development phase of IRW was undertaken in-line with the site plan devised by SAR Locomotive Engineer William Thow. William Thow was an English railway engineer who was appointed to the position of SAR Locomotive Engineer in 1876. During his twelve year tenure with the SAR, Thow attempted to modernise and rationalise the locomotive stock and was responsible for introducing the 4-6-0'R' class engine that formed the basis of continued locomotive development in South Australia until the 1920s. Thow also provided direction to the Engineer-in-Chief's department on the design of the buildings while T Roberts, Thows' replacement as Locomotive Engineer in 1888, designed the internal layouts and supervised the construction of the building extensions. During the 1890s the Islington site was recongised for its labour saving layout, modern equipment and elaborate buildings.

The IRW underwent a major redevelopment in the mid to late 1920s, under the guidance of Chief Commissioner, William Alfred Webb and his Chief Mechanical Engineer, Frederick James Shea. Webb, a North American railwayman with over thirty years experience, was appointed as Chief Commissioner in 1923. Shea, a Victorian railway engineer, was previously involved in modernising the Victorian Railways prior to accepting his appointment with SAR, also in 1923. Webb and Shea totally reorganised IRW into a larger complex of modern, streamlined, electric-powered workshops enabling SAR to became a leading manufacturer of locomotives and other rolling stock. Track layout and buildings were rationalised to create efficient north-south workflow and Traverser 1 and Traverser 2 were installed to facilitate the movement of vehicles and materials from one process to the next in a logical sequence. As a consequence, the IRW contributed greatly to the development of heavy industry in South Australia at that time.

From the 1920s to the 1950s SAR — with their largest and most important workshops at Islington — were closely integrated with the economic, industrial and social life of South Australia. Additionally, the IRW also played a significant role in the development of the labour movement, and in unemployment relief during the Great Depression. IRW fabricated heavy locomotives, both steam and later diesel, and a great variety of carriage, freight and wagon cars, as well as speciality cars such as the Infant Welfare car in the 1950s and deluxe passenger cars for The Overland Express. IRW also built rolling stock commissioned by other

states, including Victoria, as well as many non-rail vehicles. In addition to manufacture, the workshops were also involved in repairs and maintenance. In 2017, IRW continue to be used for railway purposes, albeit with a large portion of the site to the North and South redeveloped as a retail precinct.

History of Component

Traverser 1 was an electric powered traverser installed during the second major phase of development at IRW when Webb and Shea redeveloped the site to increase workflow efficiency. While the track layout provided movement along the site's north-south axis Traverser 1 enabled the easy and efficient east-west movement of locomotives and rolling stock. In particular, Traverser 1 enabled efficient lateral movement between the different work bays within the Paint Shop and Fabrication Shop SHP14686, and the main line. Electric-powered traverser technology was significantly more efficient than other alternatives including horse-drawn traversers and turntables. Traverser 1 was converted to diesel power in the 1960s and has undergone a number of upgrades during its life, the latest occurring around 2010.

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

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

1925-26: Construction of Traverser 1&2 at Islington Railway Workshops.

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, 1992, p.34).

DESCRIPTION

Traverser 1, located at IRW is a diesel-powered flat-bed machine and four pairs of rail-lines, oriented east-west, on which the flat-bed machine runs. It was built c.1925-26 as an electric-powered machine but was converted to diesel in the 1960s. When built, Traverser 1 incorporated a metal-framed, flat-bed with eight sets of rail-wheels and a shed on its western side. The floor of the flat-bed was made from timber. The shed was timber framed, clad with sheets of corrugated iron and had a skillion roof. Access was provided via an opening in the cladding, and windows wrapped around all facades providing the driver with 360° views. Electricity was supplied to Traverser 1 through a catenary (three cables) supported by two trussed metal pylons, one each located at the eastern and western extend of the run. A pantograph attached to the roof of the shed, connected the traverser to the catenary.

It is difficult to determine what, if any, of the components are original due to the numerous upgrades that have taken place. It is likely that the shed's timber frame is original. However, metal-mesh doors and supporting metal frame are a more recent addition. The windows appear to be sited at the same level but have been replaced. The pantograph has been removed. The wheels are now covered and the floor of the flat-bed was replaced with metal plates. While the trussed metal pylons remain at each end of the run, the catenary has been removed. The ground surface around Traverser 1's rail lines has also been replaced as needed; it is currently bitumen.

ASSESSMENT OF HERITAGE SIGNIFICANCE

Statement of Heritage Significance:

Traverser 1 was built as one of the vital improvements undertaken by SAR Chief Commissioner, William Alfred Webb and Chief Mechanical Engineer, Frederick Shea as a part of the second major phase of development at IRW. Traverser 1 demonstrates the redevelopment of IRW and South Australia's second undertaking to modernise and improve locomotive, carriage and wagon construction and maintenance. As a consequence of Webb's and Shea's activities, IRW were greatly enlarged, modernised and streamlined, enabling it to become a leading manufacturer of locomotives and other rolling stock for South Australia and other states. The redevelopment of IRW also contributed greatly to the growth of heavy industry in South Australia throughout the twentieth century and integrated SAR with the economic, industrial and social life of South Australia between mid-1920s and the 1950s.

Traverser 1 played a significant role in the maintenance and construction of rolling stock by facilitating the efficient movement, and consequently workflow at IRW. It did so by enabling rolling stock to be easily and quickly moved between lines as well as between work-bays. Improvements in efficiency were critical to IRW becoming a leading manufacturer and heavy industrial site. Traverser 1 is also an outstanding example of traverser technology. It represents a significant aspect of South Australian Railway process and land use that is in danger of being lost. The operation of traversers as a method to move locomotives and rolling

stock around railway complexes was uncommon in South Australia, as roundhouses and turntables were more frequently utilised. Traverser 1 is one of two known traversers associated with railways in South Australia to still be in existence. Further, Traverser 1 is still operational and therefore illustrates the function for which it was built.

Comparability / Rarity / Representation:

Traversers, roundhouses and turntables fulfil a similar function in that they facilitate the movement of locomotives and rolling stock around railway complexes. Traversers enable lateral movement, while roundhouses and turntables rotate on a fixed point. Traverser technology was in operation in South Australia in the late nineteenth century at IRW in association with the Carriage and Wagon Shop and at the Morgan Wharf and Railway complex. Traverser technology at that time was typically hydraulic or horse powered. Traversers were also in use from the early twentieth century, at the Port Adelaide Goods Yard, Port Adelaide Dock Station, BHAS Port Pirie Smelter and Hackney Tram Barn. The hydraulic traverser installed at the Morgan Wharf in 1882 was replaced with a larger traverser in 1912. Traverser 1 and Traverser 2 at IRW were installed in the mid-1920s, and a further large traverser was built at the northern end of IRW c.1942.

Traverser 1 and Traverser 2 at IRW are the only known traversers to still exist in South Australia. Further, they continue to operate fulfilling the function for which they were constructed.

Only four turntables or roundhouses have been State Heritage listed and include:

- **Balaklava Railway Station Complex SHP12942**
- **Peterborough Roundhouse and Turntable SHP12694**
- **Strathalbyn Railway Complex SHP14088**
- **Tailem Bend Turntable SHP17078**

Like Traverser 1 and Traverser 2 at IRW, both the Peterborough roundhouse and turntable and Tailem Bend turntable are associated with the work of Webb.

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.

In considering this criterion, I have had regard to the *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.*

Traverser 1 was built as a part of the second major phase of development at IRW. The important and substantial redevelopment of IRW began in the 1920s and was undertaken by Chief Commissioner, William Alfred Webb and Chief Mechanical Engineer, Frederick Shea. The redevelopment greatly enlarged, modernised and streamlined IRW, enabling it to become a leading manufacturer of locomotives and other rolling stock for South Australia and other states. As a consequence of the redevelopment, IRW made a substantial contribution to the manufacture of armoured vehicles and other products

during World War 2. IRW significantly contributed to the development of heavy industry in South Australia throughout the twentieth century.

Traverser 1 played a significant role in the maintenance and construction of rolling stock by facilitating the efficient movement, and consequently workflow at IRW. It did so by enabling rolling stock to be easily and quickly moved between lines as well as work-bays in the Paint Shop and Fabrication Shop SHP14686. Improvements in efficiency were critical to IRW becoming a leading manufacturer and heavy industrial site.

Extensive alterations to the flat-bed machine has impacted upon its ability to faithfully represent the 1920s technology. However, the significance of Traverser 1 is its function – the lateral movement of locomotives and rolling stock, which it does faithfully represent. Traverser 1 and Traverser 2 at IRW are the only known traversers still operating in South Australia.

This place **fulfils** this criterion.

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

In considering this criterion, I have had regard to the *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 future.*

Traverser 1 represents a significant aspect of South Austalian Railway process and land use that is in danger of being lost. Traverser 1 is associated with the second major phase of development at IRW that resulted in the redevelopment of the site to enlarge, modernise and streamline the workshops. As a consequence of the redevelopment, IRW became a leading manufacturer of locomotives and rolling stock for South Australia and other States and contributed to the development of heavy industry in South Australia throughout the twentieth century. Specifically, Traverser 1 contributed to the efficient lateral movement of locomotives and rolling stock between work bays in the Paint Shop and Fabrication Shop SHP14686, and the main line.

The operation of traversers as a method to move locomotives and rolling stock around railway complexes was uncommon in South Australia, as roundhouses and turntables were more frequently utilised. While all three were used to move locomotives and/or rolling stock a key difference between them is the type of movement they facilitate. Traversers enable lateral movement, while turntables and roundhouses facilitate rotational movement. Traversers were consturcted at both IRW and at the Morgan Wharf in the late nineteenth century. Traversers were also in use, from the early twentieth century, at the Port Adelaide Goods Yard, Port Adelaide Dock Station, BHAS Port Pirie Smelter and Hackney Tram Barn. The hydraulic traverser installed at the Morgan Wharf in 1882 was replaced with a larger traverser in 1912. Traverser 1 and Traverser 2 at IRW were installed in the mid-1920s, and a further large traverser was built at the northern end of IRW c.1942. Traverser 1 and Traverser 2, both at IRW, are the only known traversers associated with railways in South Australia to still be in existence. Further, they are still both operational and therefore illustrate the function for which they were built.

Traverser 1 was originally electric-powered but was converted to diesel-power in the 1960s. Further upgrades have occurred since its conversion - the latest c.2010. Maintenance to keep Traverser 1 operational also occurs as needed. As a result of its conversion, upgrades and ongoing maintenance, it is difficult to determine what, if any, of its built fabric is original. However, the significance of Traverser 1 is not its built fabric, but rather the 'uncommon' 'industrial process', which is faithfully represented by land use – the lateral east-west movement of locomotives and rolling stock across the extent of its run between the Paint Shop and Fabrication Shop SHP14686.

This place **fulfils** this criteria.

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

In considering this criterion, I have had regard to the *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 physical fabric of Traverser 1 and documentary evidence pertaining to it indicates that it is unlikely that there is physical evidence, currently not visible that will meaningfully contribute to the understanding of South Australia's industrial railway history. Documentary sources including period images and the operational state of Traverser 1 succinctly represent the role it played in the efficient lateral movement of locomotives and rolling stock around IRW and its contribution to railway manufacturing and maintanence in South Australia.

The place does **not** fulfil this criterion.

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

In considering this criterion, I have had regard to the *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.*

While Traverser 1 is a rare example of the class of places known as traversers, roundhouses and turntables it is not an outstanding representative of this class of place.

Traversers, roundhouses and turntables facilitate the movement of locomotives and rolling stock around railway complexes. However, unlike turntables and roundhouses, traversers enable lateral rather than rotational movement. Traverser technology was used in South Australia from the late nineteenth century. Sites with traversers in South Australia included:

- **Islington Railway Workshop (4 traversers)**
- **Morgan Wharf and Railway Complex SHP10173**
- **Port Adelaide Goods Yard**
- **Port Adelaide Dock Station**
- **BHAS Port Pirie Smelter**
- **Former Municipal Tramways Trust Hackney Tram Depot SHP12349**
- **Peterborough Railway Complex**

Traverser 1 and Traverser 2 at IRW, were some of the largest traversers to be constructed in South Australia. In addition, they are the only known traversers to still exist and are operational, fulfilling the function for which they were built. However, the integrity of Traverser 1 is low due to its conversion to disel in the 1960s and on-going up grades as required. Consequently, it is difficult to determine what, if any, of the components are original.

This place does **not** fulful this criteria.

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

In considering this criterion, I have had regard to the *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 time. 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 installation of electric-powered traversers at Islington in the mid-1920s contributed to IRW's reputation as a modern, streamlined and up-to-date industrial facility. At that time, Traverser 1 was the latest in traverser technology and improved upon the horse and hydraulic-powered traversers used in the past. However, Traverser 1 was extensively altered in the 1960s when it was converted to diesel power. Subsequently, it has been upgraded on a number of occassions, including a major overhaul c.2010. While some of the original fabric may still remain, for example the shed's timber frame, much of the original material has been replaced. As a result, Traverser 1 can not be considered to demonstrate a high degree of creative, aesthetic or technical accomplishment nor is it an outstanding representative of particular construction techniques or design characteristics.

This place does **not** fulful this criteria.

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

In considering this criterion, I have had regard to the *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 only 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.*

The IRW, as a site, is held in high regard by some groups and individuals within the community, especially those who either worked at IRW or who consider themselves to be 'train buffs'. Certainly, some members of the community appreciate the importance of Traverser 1 to the operation of IRW and have commented that 'it is one of the largest'[1] still existing in South Australia. However, as Traverser 1 is still operational there is no direct, regular contact made with it. Further, Traverser 1 is not the best representation of community and worker associations at IRW. There are a number of State Heritage Places at IRW that do readily represent community associations as those places were where the daily operations of the site and/or worklife of past SAR employees predominantly took place, they include:

- **Islington Railway Workshops Apprentice School (SHP10708)**
- **Islington Railway Workshops Chief Mechanical Engineer's Office (SHP1685)**
- **Islington Railway Workshops Fabrication Shop (SHP14686)**
- **Islington Railway Workshops Electrical Shop (SHP10709)**
- **Islington Railway Workshops Foundry (SHP14688)**
- **Islington Railway Workshops Fabrication Shop Annex (SHP14687)**

This place does **not** fulfil this criteria.

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

In considering this criterion, I have had regard to the *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 a 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.*

[1] Personal Communication with Bob Sampson National Railway Museum, 1 March 2017.

Traverser 1 was closely associated with the work of SAR Chief Commissioner William Alfred Webb and his Chief Mechanical Engineer Frederick James Shea. Webb and Shea totally reorganised IRW in the mid-1920s creating a large complex comprised of modern, streamlined, electric-powered workshops. This included the introduction of electric-powered traverser technology resulting in the construction of Traverser 1 and Traverser 2. In conjunction with the reprised track layout, Traverser 1 and its counterpart Traverser 2 facilitated the efficient movement of locomotives and rolling stock improving workflow. Traverser 1 did so by enabling the lateral movement of locomotives and rolling stock between the workbays between the Paint Shop and Fabrication Shop (SHP14686), and the main line.

Traverser 1 is one of a few remaining structures at IRW that was built as a result of Webb's and Shea's actions. However, they repurposed a number of the buildings constructed in the 1880s and 1890s, as well as, constructing new buildings to meet their modernisation aims. The remaining buildings at IRW built during the 1880s and 1890s include:

- **Front Fence, adjacent to Chief Mechanical Engineer's Office, Islington Railway Workshops (SHP26389)**
- **Islington Railway Workshops Apprentice School (SHP10708)**
- **Islington Railway Workshops Chief Mechanical Engineer's Office (SHP14685)**
- **Islington Railway Workshops Fabrication Shop (SHP14686)**
- **Islington Railway Workshops Electrical Shop (SHP10709)**
- **Time Office/Correspondence Room (Building 171), Islington Railway Workshops (SHP26402)**
- **Islington Railway Workshops Foundry (SHP14688)**
- **Islington Railway Workshops Fabrication Shop Annex (SHP14687)**
- **Old Bulk Store former Carriage and Wagon Shop extension nominated 2013**
- **Paint Shop nominated 2013**

Remaining buildings at IRW built in the 1920s include:

- **Electrical Substation**
- **Wood Car Machine Shop & General Store**
- **Traverser 1 nominated 2013**
- **Traverser 2 nomination 2013**
- **Tube Shop, Bolt Shop, Sheetmetal Shop nominated 2013**

In addition, there are four places on the State Heritage Register that are directly associated with the work of Chief Commissioner Webb, and his efforts to improve the efficiency of SAR. They include:

- **Balaklava Railway Station Complex SHP12942**
- **Tailem Bend Turntable SHP17078**
- **Murray Bridge Transport Precinct SHP26373**
- **Former Peterborough YMCA Hostel SHP14236**

Traverser 1 was one of the vital improvements undertaken by Webb and Shea at IRW and demonstrates South Australia's second undertaking to modernise and improve locomotive, carriage and wagon construction and maintenance. However, as there are already a number of places on the State Heritage Register associated with the work of William Alfred Webb that also illustrate his modernisation aims, Traverser 1 does not fulfill this criteria.

This place does **not** fulfil this criteria.

Extent of Listing / Significant Fabric / Curtilage:

The extent of listing includes:

- the land associated with conducting the function of the lateral movement of railway locomotives and rolling stock with traverser technology.

The extent of listing excludes:

- the built fabric of Traverser 1.

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.

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.

'Visit to South Australian Railway Workshops Islington', 3 November 1956.

'Railway Workshop Islington', January 1929.

'Railway Van in Traverser Pit', *The Advertiser* 21 January 1926, p.11

'MTT Staff at the Hackney Depot', State Library of South Australia B70935/20

'South End Traverser Port Pirie Smelter', State Library of South Australia PRG1062/9/1A

NAME: Traverser 1, Islington Railway Workshops **PLACE NO.: 26427**

SITE RECORD:

FORMER NAME:	Traverser 1, Islington Railway Workshops	
DESCRIPTION OF PLACE:	Flat-bed machine with shed and four pairs of rail lines.	
DATE OF COMPLETION:	Mid-1920s	
REGISTER STATUS:	**Description:** **Date:**	Nominated 25 June 2013
CURRENT USE:	**Description:** **Dates:**	Still used as a traverser. On-going
ARCHITECT/BUILDER:	**Name:** **Dates:**	South Australian Railways Mid-1920s
SUBJECT INDEXING:	**Group:** **Category:**	Transport (Rail) Traverser
LOCAL GOVERNMENT AREA:	**Description:**	Port Adelaide Enfield
LOCATION:	**Street Name:** **Town/Suburb:** **Post Code:**	Churchill Road Kilburn 5084
LAND DESCRIPTION:	**Title Type:** **Volume:** **Folio:** **Lot No.:** **Section:** **Hundred:**	CT 6179 405 D95846 A144 Part Section 379, 380, 381 Yatala
OWNER:	[redacted]	

SITE PLAN

NAME:	Traverser 1, Islington Railway Workshops	PLACE:	26427

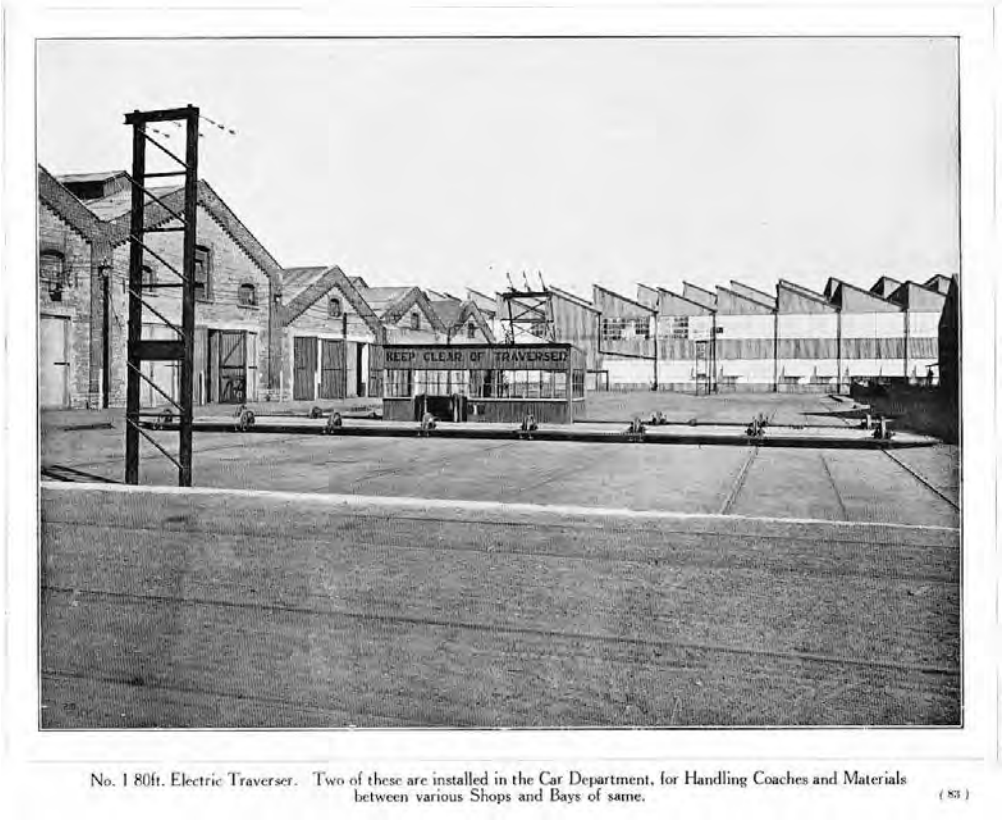
Traverser 1, Islington Railway Workshops, Churchill Road, Kilburn, 5084

Legend

Extent of nominated place
State Heritage Places at Islington Railway Workshops
Parcel Boundaries

N ↑

NAME: **Traverser 1, Islington Railway Workshops** **PLACE:** **26427**



No. 1 80ft. Electric Traverser. Two of these are installed in the Car Department, for Handling Coaches and Materials between various Shops and Bays of same. (83)

Traverser 2, Islington Railway Workshops, view to the west, 1929. Indicative appearance of Traverser 1.

Source: *Railway Workshops, Islington*, 1929, p83.

Traverser, Islington Railway Workshops, 1951.

Source: State Library of South Australia, B58891/281

Traverser 1, Islington Railway Workshops, extent of run, looking east, 2017.

Traverser 1, Islington Railway Workshop, flat-bed machine, 2017.

Traverser 1, Islington Railway Workshop, flat-bed machine view to north-west, 2017.

Traverser 1, Islington Railway Workshop, flat-bed machine, view to south, 2017.

Traverser 1, Islington Railway Workshop, view inside shed of the flat-bed machine, 2017.

HERITAGE ASSESSMENT REPORT

NAME: Traverser 2, Islington Railway Workshops **PLACE:** 26428

ADDRESS: Churchill Road, Kilburn, 5084

HISTORY

History of Islington Railway Workshops (IRW)

The Islington Railway Workshops (IRW) comprises an extensive complex of buildings built on a large site located north of Adelaide. It played a significant role in the first railway boom of the 1880s, when many new rail lines were built into the wheat-growing areas of the South Australian interior, and the production of rolling stock grew considerably. IRW supported the state's mineral boom at that time, and also built a rail link to connect with the line from Broken Hill, situated across the border in western New South Wales, which was used to transport rich mineral yields to Port Pirie in South Australia. The great extent of rail development in this period has led it to being described as a 'rail-led boom'.

The South Australia Railway's (SAR) workshops were originally located in the Adelaide railway yard located on North Terrace. The limitations of the Adelaide yard meant that engine and rolling-stock maintenance was 'extravagantly expensive' (Anon 1892) and that insufficient space was available to upgrade the buildings and appliances required for maintenance activites. Consequently, the site at Islingston was selected for new railway workshops, and the first buildings were completed and occupied in 1883. The initial development phase of the IRW was undertaken in-line with the site plan devised by SAR Locomotive Engineer William Thow. William Thow was an English railway engineer who was appointed to the position of SAR Locomotive Engineer in 1876. During his twelve year tenure with the SAR, Thow attempted to modernise and rationalise the locomotive stock and was responsible for introducing the 4-6-0'R' class engine that formed the basis of continued locomotive development in South Australia until the 1920s. Thow also provided direction to the Engineer-in-Chief's department on the design of the buildings while T Roberts, Thows' replacement as Locomotive Engineer in 1888, designed the internal layouts and supervised the construction of the building extensions. During the 1890s the Islington site was recongised for its labour saving layout, modern equipment and elaborate buildings.

The IRW underwent a major redevelopment in the mid to late 1920s, under the guidance of Chief Commissioner, William Alfred Webb and his Chief Mechanical Engineer, Frederick James Shea. Webb, a North American railwayman with over thirty years experience, was appointed as Chief Commissioner in 1923. Shea, a Victorian railway engineer, was previously involved in modernising the Victorian Railways prior to accepting his appointment with SAR, also in 1923. Webb and Shea totally reorganised IRW into a larger complex of modern, streamlined, electric-powered workshops enabling SAR to became a leading manufacturer of locomotives and other rolling stock. Track layout and buildings were rationalised to create efficient north-south workflow and Traverser 1 and Traverser 2 were installed to facilitate the movement of vehicles and materials from one process to the next in a logical sequence. As a consequence, the IRW contributed greatly to the development of heavy industry in South Australia at that time.

From the 1920s to the 1950s SAR — with their largest and most important workshops at Islington — were closely integrated with the economic, industrial and social life of South Australia. Additionally, IRW also played a significant role in the development of the labour movement, and in unemployment relief during the Great Depression. IRW fabricated heavy locomotives, both steam and later diesel, and a great variety of carriage, freight and wagon cars, as well as speciality cars such as the Infant Welfare car in the 1950s and deluxe passenger cars for The Overland Express. IRW also built rolling stock commissioned by other

states, including Victoria, as well as many non-rail vehicles. In addition to manufacture, the workshops were also involved in repairs and maintenance. In 2017, the IRW continue to be used for railway purposes, albeit with a large portion of the site to the North and South redeveloped as a retail precinct.

History of Component

Traverser 2 was an electric powered traverser installed during the second major phase of development at IRW when Webb and Shea redeveloped the site to increase workflow efficiency. While the track layout provided movement along the site's north-south axis Traverser 2 enabled the easy and efficient east-west movement of locomotives and rolling stock. In particular, Traverser 2 enabled efficient lateral movement between the different work bays within the Fabrication Shop SHP14686 and Fabrication Shop Annex SHP14687, and the main line. Electric-powered traverser technology was significantly more efficient that other alternatives including horse-drawn traversers and turntables. Traverser 2 was converted to diesel power in the 1960s and has undergone a number of upgrades during its life, the latest occurring around 2010.

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

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

1925-26: Construction of Traverser 1&2 at Islington Railway Workshops.

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, 1992, p.34).

DESCRIPTION

Traverser 2, located at IRW is a diesel-powered flat-bed machine and four pairs of rail-lines, oriented east-west that the flat-bed machine runs along. It was built c.1925-26 as an electric-powered machine but was converted to diesel in the 1960s. When built, Traverser 2 incorporated a metal-framed, flat-bed with eight sets of rail-wheels and a shed on its western side. The floor of the flat-bed was made from timber. The shed was timber framed, clad with sheets of corrugated iron and had a skillion roof. Access was provided via an opening in the cladding, and windows wrapped around all facades providing the driver with 360° views. Electricity was supplied to Traverser 2 through a catenary (three cables) supported by two trussed metal pylons, one each located at the eastern and western extend of the run. A pantograph attached to the roof of the shed, connected the traverser to the catenary.

Traverser 2 has been significantly altered as a consequence of the upgrades making it difficult to determine what, if any, of the components are original. Both the shed and pantograph have been removed. The wheels are now covered and the floor of the flat-bed was replaced with metal plates. While the trussed metal pylons remain at each end of the run, the catenary has been removed. The ground surface around Traverser 2's rail lines has also been replaced as needed; it is currently bitumen.

ASSESSMENT OF HERITAGE SIGNIFICANCE

Statement of Heritage Significance:

Traverser 2 was built as one of the vital improvements undertaken by SAR Chief Commissioner, William Alfred Webb and Chief Mechanical Engineer, Frederick Shea as a part of the second major phase of development at IRW. Traverser 2 demonstrates the redevelopment of IRW and South Australia's second undertaking to modernise and improve locomotive, carriage and wagon construction and maintenance. As a consequence of Webb's and Shea's activities, the IRW were greatly enlarged, modernised and streamlined, enabling it to become a leading manufacturer of locomotives and other rolling stock for South Australia and other states. The redevelopment of IRW also contributed greatly to the growth of heavy industry in South Australia throughout the twentieth century and integrated SAR with the economic, industrial and social life of South Australia between mid-1920 and the 1950s.

Traverser 2 played a significant role in the maintenance and construction of rolling stock by facilitating the efficient movement, and consequently workflow at IRW. It did so by enabling rolling stock to be easily and quickly moved between lines as well as between work-bays. Improvements in efficiency were critical to IRW becoming a leading manufacturer and heavy industrial site. Traverser 2 is also an outstanding example of traverser technology. It represents a significant aspect of South Australian Railway process and land use that is in danger of being lost. The operation of traversers as a method to move locomotives and rolling

stock around railway complexes was uncommon in South Australia, as roundhouses and turntables were more frequently utilised. Traverser 2 is one of two known traversers associated with railways in South Australia to still be in existence. Further, Traverser 2 is still operational and therefore illustrates the function for which it was built.

Comparability / Rarity / Representation:

Traversers, roundhouses and turntables fulfil a similar function in that they facilitate the movement of locomotives and rolling stock around railway complexes. Traversers enable lateral movement, while roundhouses and turntables rotate on a fixed point. Traverser technology was in operation in South Australia in the late nineteenth century at IRW in association with the Carriage and Wagon Shop and at the Morgan Wharf and Railway complex. Traverser technology at that time was typically hydraulic or horse powered. Traversers were also in use from the early twentieth century, at the Port Adelaide Goods Yard, Port Adelaide Dock Station, BHAS Port Pirie Smelter and Hackney Tram Barn. The hydraulic traverser installed at the Morgan Wharf in 1882 was replaced with a larger traverser in 1912. Traverser 1 and Traverser 2 at IRW were installed in the mid-1920s, and a further large traverser was built at the northern end of IRW c.1942.

Traverser 1 and Traverser 2 at IRW are the only known traversers to still exist in South Australia. Further, they continue to operate fulfilling the function for which they were constructed.

Only four turntables or roundhouses have been State Heritage listed and include:

- **Balaklava Railway Station Complex SHP12942**
- **Peterborough Roundhouse and Turntable SHP12694**
- **Strathalbyn Railway Complex SHP14088**
- **Tailem Bend Turntable SHP17078**

Like Traverser 1 and Traverser 2 at IRW, both the Peterborough roundhouse and turntable and Tailem Bend turntable are associated with the work of Webb.

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.

In considering this criterion, I have had regard to the *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.*

Traverser 2 was built as a part of the second major phase of development at IRW. The important and substantial redevelopment of IRW began in the 1920s and was undertaken by Chief Commissioner, William Alfred Webb and Chief Mechanical Engineer, Frederick Shea. The redevelopment greatly enlarged, modernised and streamlined IRW, enabling it to become a leading manufacturer of locomotives and other rolling stock for South Australia and other states. As a consequence of the redevelopment, IRW made a substantial contribution to the manufacture of armoured vehicles and other products

during World War 2. IRW contributed greatly to the development of heavy industry in South Australia throughout the twentieth century.

Traverser 2 played a significant role in the maintenance and construction of rolling stock by facilitating the efficient movement, and consequently workflow at IRW. It did so by enabling rolling stock to be easily and quickly moved between lines as well as work-bays in the Fabrication Shop SHP14686 and Fabrication Shop Annex SHP14687. Improvements in efficiency were critical to IRW becoming a leading manufacturer and heavy industrial site.

Extensive alterations to the flat-bed machine has impacted upon its ability to faithfully represent the 1920s technology. However, the significance of Traverser 2 is its function – the lateral movement of locomotives and rolling stock, which it does faithfully represent. Traverser 1 and Traverser 2 at IRW are the only known traversers still operating in South Australia.

This place **fulfils** this criterion.

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

In considering this criterion, I have had regard to the *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 future.*

Traverser 2 represents a significant aspect of South Austalian Railway process and land use that is in danger of being lost. Traverser 2 is associated with the second major phase of development at IRW that resulted in the redevelopment of the site to enlarge, modernise and streamline the workshops. As a consequence of the redevelopment, IRW became a leading manufacturer of locomotives and rolling stock for South Australia and other States and contributed to the development of heavy industry in South Australia throughout the twentieth century. Specifically, Traverser 2 contributed to the efficient lateral movement of locomotives and rolling stock between work bays in the Fabrication Shop SHP14686 and Fabrication Shop Annex SHP14687, and the main line.

The operation of traversers as a method to move locomotives and rolling stock around railway complexes was uncommon in South Australia, as roundhouses and turntables were more frequently utilised. While all three were used to move locomotives and/or rolling stock a key difference between them is the type of movement they facilitate. Traversers enable lateral movement, while turntables and roundhouses facilitate rotational movement. Traversers were consturcted at both IRW and at the Morgan Wharf in the late nineteenth century. Traversers were also in use, from the early twentieth century, at the Port Adelaide Goods Yard, Port Adelaide Dock Station, BHAS Port Pirie Smelter and Hackney Tram Barn. The hydraulic traverser installed at the Morgan Wharf in 1882 was replaced with a larger traverser in 1912. Traverser 1 and Traverser 2 at IRW were installed in the mid-1920s, and a further large traverser was built at the northern end of IRW c.1942. Traverser 1 and Traverser 2, both at IRW, are the only known traversers associated with railways in South Australia to still be in existence. Further, they are still both operational and therefore illustrate the function for which they were built.

Traverser 2 was originally electric-powered but was converted to diesel-power in the 1960s. Further upgrades have occurred since its conversion - the latest c.2010. Maintenance to keep Traverser 2 operational also occurs as needed. As a result of its conversion, upgrades and ongoing maintenance, it is difficult to determine what, if any, of its built fabric is original. However, the significance of Traverser 2 is not its built fabric, but rather the 'uncommon' 'industrial process', which is faithfully represented by land use – the lateral east-west movement of locomotives and rolling stock across the extent of its run between the Fabrication Shop SHP14686 and Fabrication Shop Annex SHP14687.

This place **fulfils** this criteria.

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

In considering this criterion, I have had regard to the *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 physical fabric of Traverser 2 and documentary evidence pertaining to it indicates that it is unlikely that there is physical evidence, currently not visible that will meaningfully contribute to the understanding of South Australia's industrial railway history. Documentary sources including period images and the operational state of Traverser 2 succinctly represent the role it played in the efficient lateral movement of locomotives and rolling stock around IRW and its contribution to railway manufacturing and maintanence in South Australia.

The place does **not** fulfil this criterion.

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

In considering this criterion, I have had regard to the *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.*

While Traverser 2 is a rare example of the class of places known as traversers, roundhouses and turntables it is not an outstanding representative of this class of place. Traversers, roundhouses and turntables facilitate the movement of locomotives and rolling stock around railway complexes. However, unlike turntables and roundhouses, traversers enable lateral rather than rotational movement. Traverser technology was used in South Australia from the late nineteenth century. Sites with traversers in South Australia included:

- **Islington Railway Workshop (4 traversers)**
- **Morgan Wharf and Railway Complex SHP10173**
- **Port Adelaide Goods Yard**
- **Port Adelaide Dock Station**
- **BHAS Port Pirie Smelter**
- **Former Municipal Tramways Trust Hackney Tram Depot SHP12349**
- **Peterborough Railway Complex**

Traverser 1 and Traverser 2 at IRW, were some of the largest traversers to be constructed in South Australia. In addition, they are the only known traversers to still exist and are operational, fulfilling the function for which they were built. However, the integrity of Traverser 2 is very low due to its conversion to disel in the 1960s and on-going up grades as required, including the removal of much of its built fabric.

This place does **not** fulful this criteria.

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

In considering this criterion, I have had regard to the *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 time. 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 installation of electric-powered traversers at Islington in the mid-1920s contributed to IRW's reputation as a modern, streamlined and up-to-date industrial facility. At that time, Traverser 2 was the latest in traverser technology and improved upon the horse and hydraulic-powered traversers used in the past. However, Traverser 2 was extensively altered in the 1960s when it was converted to diesel power. Subsequently, it has been upgraded on a number of occassions, including a major overhaul c.2010. While some of the original fabric may still remain much of the original material has been removed. As a result, Traverser 2 can not be considered to demonstrate a high degree of creative, aesthetic or technical accomplishment nor is it an outstanding representative of particular construction techniques or design characteristics.

This place does **not** fulful this criteria.

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

In considering this criterion, I have had regard to the *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 only 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.*

IRW, as a site, is held in high regard by some groups and individuals within the community, especially those who either worked at IRW or who consider themselves to be 'train buffs'. Certainly, some members of the community appreciate the importance of Traverser 2 to the operation of IRW and have commented that 'it is one of the largest'[1] still existing in South Australia. However, as Traverser 2 is still operational there is no direct, regular contact made with it. Further, Traverser 2 is not the best representation of community and worker associations at IRW. There are a number of State Heritage Places at IRW that do readily represent community associations as those places were where the daily operations of the site and/or worklife of past SAR employees predominantly took place, they include:

- **Islington Railway Workshops Apprentice School (SHP10708)**
- **Islington Railway Workshops Chief Mechanical Engineer's Office (SHP1685)**
- **Islington Railway Workshops Fabrication Shop (SHP14686)**
- **Islington Railway Workshops Electrical Shop (SHP10709)**
- **Islington Railway Workshops Foundry (SHP14688)**
- **Islington Railway Workshops Fabrication Shop Annex (SHP14687)**

This place does **not** fulfil this criteria.

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

In considering this criterion, I have had regard to the *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 a 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*

[1] Personal Communication with Bob Sampson National Railway Museum, 1 March 2017.

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.

Traverser 2 was closely associated with the work of SAR Chief Commissioner William Alfred Webb and his Chief Mechanical Engineer Frederick James Shea. Webb and Shea totally reorganised IRW in the mid-1920s creating a large complex comprised of modern, streamlined, electric-powered workshops. This included the introduction of electric-powered traverser technology resulting in the construction of Traverser 1 and Traverser 2. In conjunction with the reprised track layout, Traverser 1 and its counterpart Traverser 2 facilitated the efficient movement of locomotives and rolling stock improving workflow. Traverser 2 did so by enabling the lateral movement of locomotives and rolling stock between the workbays between the Fabrication Shop SHP14686 and Fabrication Shop Annex SHP14687, and the main line.

Traverser 2 is one of a few remaining structures at IRW that was built as a result of Webb's and Shea's actions. However, they repurposed a number of the buildings constructed in the 1880s and 1890s, as well as, constructing new buildings to meet their modernisation aims. The remaining buildings at IRW built during the 1880s and 1890s include:

- **Front Fence, adjacent to Chief Mechanical Engineer's Office, Islington Railway Workshops (SHP26389)**
- **Islington Railway Workshops Apprentice School (SHP10708)**
- **Islington Railway Workshops Chief Mechanical Engineer's Office (SHP14685)**
- **Islington Railway Workshops Fabrication Shop (SHP14686)**
- **Islington Railway Workshops Electrical Shop (SHP10709)**
- **Time Office/Correspondence Room (Building 171), Islington Railway Workshops (SHP26402)**
- **Islington Railway Workshops Foundry (SHP14688)**
- **Islington Railway Workshops Fabrication Shop Annex (SHP14687)**
- **Old Bulk Store former Carriage and Wagon Shop extension nominated 2013**
- **Paint Shop nominated 2013**

Remaining buildings at IRW built in the 1920s include:

- **Electrical Substation**
- **Wood Car Machine Shop & General Store**
- **Traverser 1 nominated 2013**
- **Traverser 2 nomination 2013**
- **Tube Shop, Bolt Shop, Sheetmetal Shop nominated 2013**

In addition, there are four places on the State Heritage Register that are directly associated with the work of Chief Commissioner Webb, and his efforts to improve the efficiency of SAR, none of them include a traverser. They include:

- **Balaklava Railway Station Complex SHP12942**
- **Tailem Bend Turntable SHP17078**
- **Murray Bridge Transport Precinct SHP26373**
- **Former Peterborough YMCA Hostel SHP14236**

Traverser 2 was one of the vital improvements undertaken by Webb and Shea at IRW and demonstrates South Australia's second undertaking to modernise and improve locomotive, carriage and wagon construction and maintenance. However, as there are already a number of places on the State Heritage Register associated with the work of

William Alfred Webb that also illustrate his modernisation aims, Traverser 2 does not fulfill this criteria.

This place does **not** fulfil this criteria.

Extent of Listing / Significant Fabric / Curtilage:

The extent of listing includes:

- the land associated with conducting the function of the lateral movement of railway locomotives and rolling stock with traverser technology.

The extent of listing excludes:

- the built fabric of Traverser 2.

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.

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.

'Visit to South Australian Railway Workshops Islington', 3 November 1956.

'Railway Workshop Islington', January 1929.

'Railway Van in Traverser Pit', *The Advertiser* 21 January 1926, p.11

'MTT Staff at the Hackney Depot', State Library of South Australia B70935/20

'South End Traverser Port Pirie Smelter', State Library of South Australia PRG1062/9/1A

NAME: Traverser 2, Islington Railway Workshops **PLACE NO.: 26428**

SITE RECORD:

FORMER NAME:	Traverser 2, Islington Railway Workshops	
DESCRIPTION OF PLACE:	Flat-bed machine and four pairs of rail lines.	
DATE OF COMPLETION:	Mid-1920s	
REGISTER STATUS:	**Description:**	Nominated
	Date:	25 June 2013
CURRENT USE:	**Description:**	Still used as a traverser.
	Dates:	On-going
ARCHITECT/BUILDER:	**Name:**	South Australian Railways
	Dates:	Mid-1920s
SUBJECT INDEXING:	**Group:**	Transport (Rail)
	Category:	Traverser
LOCAL GOVERNMENT AREA:	**Description:**	Port Adelaide Enfield
LOCATION:	**Street Name:**	Churchill Road
	Town/Suburb:	Kilburn
	Post Code:	5084
LAND DESCRIPTION:	**Title Type:**	CT
	Volume:	6179
	Folio:	405
	Lot No.:	D95846 A144
	Section:	Part Section 379, 380, 381
	Hundred:	Yatala
OWNER:	[redacted]	

SITE PLAN

NAME:	Traverser 2, Islington Railway Workshops	PLACE:	26428

Traverser 2, Islington Railway Workshops, Churchill Road, Kilburn, 5084

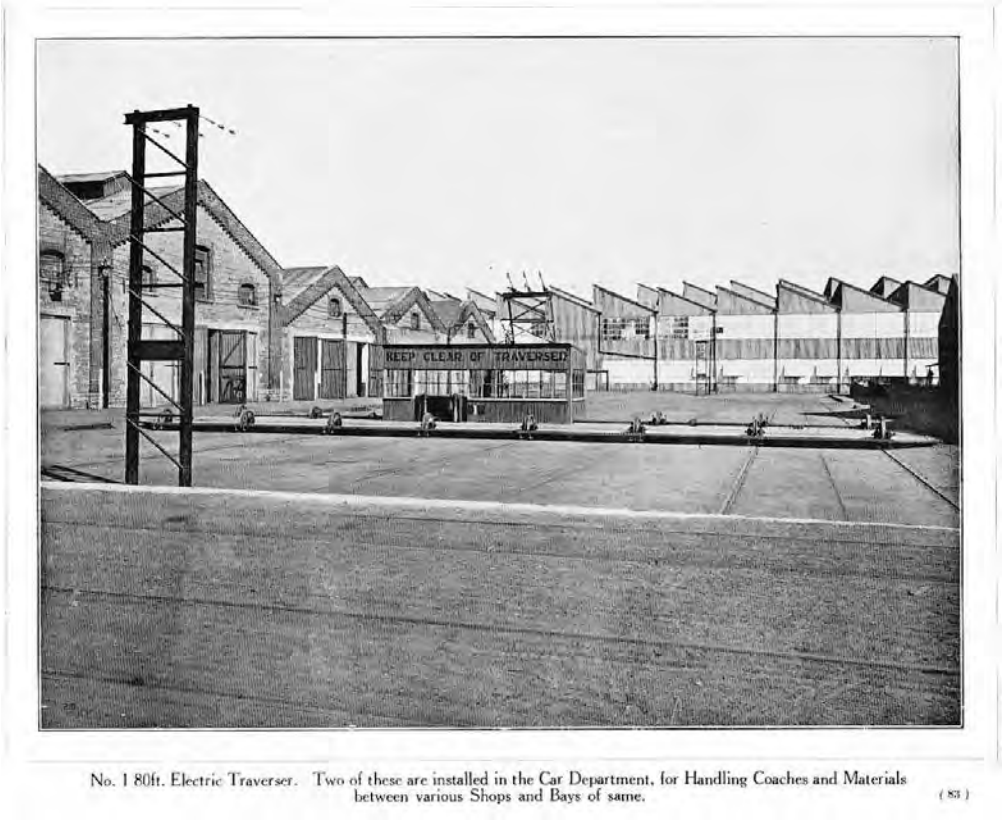
Legend

Extent of nominated place
State Heritage Places at Islington Railway Workshops
Parcel Boundaries

N ↑

PHOTOS

NAME:	Traverser 2, Islington Railway Workshops	PLACE:	26428



No. 1 80ft. Electric Traverser. Two of these are installed in the Car Department, for Handling Coaches and Materials between various Shops and Bays of same. (83)

Traverser 2, Islington Railway Workshops, view to the west, 1929.

Source: *Railway Workshops, Islington*, 1929, p83.

Traverser, Islington Railway Workshops, 1951.

Source: State Library of South Australia, B58891/281

Traverser 2, Islington Railway Workshops, extent of run, looking east, 2017.

Traverser 2, Islington Railway Workshop, flat-bed machine, 2016.

Traverser 2, Islington Railway Workshop, flat-bed machine view to south, 2016.