

South Australian Heritage Act 1978-80	Register of State Heritage Items ITEM EVALUATION SHEET Historic Site	
	Item RAILWAY YARDS, QUORN (PART OF THE QUORN RAILWAY COMPLEX)	
Age 1879-1970	Theme	Office 6533-10196
Period Several Periods	Subject TRANSPORTATION: LAND	Region Flinders Ranges
Site Type Railway Complex	Boundaries REFER TO ATTACHED DIAGRAM	Status Refer to Cover Sheet

Qualitative Data

Component

Comment

Grading

E VG AG FP NA

History

1. Context: Associated with the construction of the Great Northern Railway Line, Quorn is the first stage of construction from Port Augusta completed in 1879. Because of the subsequent development of the rail system, Quorn has remained relatively untouched by modernisation and reflects the era when rail was the major transportation link to the seaboard.
2. Person/Group: Associated with the South Australian Railways
3. Event:
 - 1882: Orroroo to Quorn line opened.
 - 1917: Standard gauge line from Kalgoorlie to Pt. Augusta completed, and all east/west traffic passed through Quorn.
 - 1937: Direct line from Adelaide to Pt. Augusta via Port Pirie opened, bypassing line via Quorn as the main east-west railway.
 - 1957: Pt. Augusta/Maree line opened to provide heavier carrying capacity to the Leigh Creek Coal Fields. This effectively cut Quorn out of the Main North Line.

E	VG	AG	FP	NA
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Physical Fabric

4. Natural Components: Flat open ground with minor fall to the east, substantial planting around perimeter, formal landscaping in front of station itself, flat open nature of site reflects yards function.
5. Man-made Components: Numerous large and small buildings, structures and pieces of equipment spread over a large site, major buildings include: Station, Barracks, Carriage Shed, Goods Shed and Silos, Station Building is most visually pleasing while the others are functional. Silos, cattle pens and sheep pens reflect the handling of the region's economic base, the variety of railway buildings and equipment reflect that subject's development and operation, large open spaces with scattered buildings reflect the large scale rail operations.

South Australian Heritage Act 1978-80	Register of State Heritage Items ITEM EVALUATION SHEET Buildings and Structures	
	Item GOODS SHED, QUORN (PART OF THE QUORN RAILWAY COMPLEX)	

Age 1878	Theme	Office 6533-10196
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Period 1852-1883	Subject TRANSPORTATION: LAND	Region Flinders Ranges
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Building Type Warehouse	Style VICTORIAN	Status Refer to Cover Sheet
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<u>Qualitative Data</u>		Grading				
Component	Comment	E	VG	AG	FP	NA
<u>History</u>						
	Refer to Evaluation Sheet for the Railway Yards.					
<u>Architecture</u>						
4. Architect/ Builder: Engineer:	S.A.R., Individual not specifically mentioned. Not readily available. S.A.R., individual not specifically mentioned.			*		
5. Design:	Corrugated iron building with platform's crane, curved corrugated iron roof with ridge ventilator, austere but functional, sliding loading doors on one side, semi-circular louvred vents, modest barge board.			*		
6. Construction:	Corrugated iron on a timber frame, timber and iron truss roof.			*		
7. Interior:	Exposed structure.			*		
8. Representation:	Many others of its type and construction exist but most are badly neglected and will probably be demolished. In the context of the yards it is an important example.		*			
<u>Environment</u>						
9. Continuity:	Set opposite the newly renovated station building, somewhat isolated in the flat open railway yards.			*		
10. Local Character:	Utilitarian design is appropriate in its context and sympathetic in scale, materials and function to the other buildings.		*			
11. Landmark:	Centrally located in the whole group, opposite renovated station building, only building with the distinctive railway form of curved roofs.		*			
<u>Integrity</u>						
12. Alterations:	None		*			
13. Condition:	No obvious structural defects, lower portions of corrugated iron siding in need of replacement.		*			

I.E.S./D3/211081

South
Australian
Heritage
Act
1978-80

Register of State Heritage Items
ITEM EVALUATION SHEET
Buildings and Structures

Item RAILWAY YARDS, QUORN
PART OF THE QUORN RAILWAY COMPLEX)

Component	Comment	Grading				
		E	VG	AG	FP	NA
6. Representation:	One of several large rail yards in the State but significant in a regional context, also significant in that it has not suffered great modernization as others have.		*			
<u>Environment</u>						
7. Continuity:	The site of the yards dominates the area, the terrain and sparse occupation reflects and is sympathetic to this area of Quorn.			*		
8. Local Character:	Refer to above, Yards are the focus of the town.			*		
9. Landmark:	Railway Yards are the focus of the town of Quorn. Railway Terrace is the main commercial street and faces the site, familiar local and State landmark.	*				
<u>Integrity</u>						
10. Alterations:	Some buildings are not original and some have been removed, major elements still intact and changes reflect growth and development of the yards.		*			
11. Condition:	Refer to individual evaluations of particular items, basically the elements are sound but some maintenance is necessary.		*			
12. Compatibility:	Although officially by-passed and closed down, the Quorn Yards are the centre for the Pichi Richi Steam Railway Preservation Society.	*				

Supplementary Information

Adaptation: In accommodating the Society's efforts at Quorn the basic character of the yards should be maintained while allowing for some technical advancements. The yards should be looked at as a whole and an attempt should be made to utilise it all rather than allow one portion to develop and the other deteriorate. The Society appears sympathetic and its nature as a steam-based organization should ensure an understanding approach to the sites adaptation.

Interpretation: The site should be the subject of an interpretative plan in order to ensure a uniform approach and its full utilization as an interpretative device itself and not just a venue for presenting steam locomotives. The very reason the site as a whole is being looked at is that it has a larger story to tell.

Current Situation: Refer to the 'Summary' portion of the cover sheet.

Evaluated By	Ivar Nelsen Consultant Architect	Iris Iwanicki Register Historian	Date
Reviewed By	Mark A. Butcher Register Supervisor		Date
South Australian Heritage Committee Categorization			Date

I.E.S./D3/211081

South Australian Heritage Act 1978-80	Register of State Heritage Items ITEM EVALUATION SHEET Buildings and Structures	
	Item GOODS SHED, QUORN (PART OF THE QUORN RAILWAY COMPLEX)	

Component	Comment	Grading				
		E	VG	AG	FP	NA
14. Compatibility:	Minor storage facility at present.		*			

Supplementary Information

Adaptation: The building's form and structure should be retained but new interior fittings could be installed. It would be most suitable if its original function was maintained but it could tolerate a change as long as this does not affect its appearance in the yards.

Interpretation: As a functional building within a complete railway yard this building has a high potential for interpretation in respect to railway technology and development. It is important to view this building in light of an overall interpretation plan for railway yards and not as an isolated item.

Current Situation: Refer to the 'Summary' portion of the Cover Sheet.

Evaluated By	Ivar Nelsen Consultant Architect	Iris Iwanicki Register Historian	Date
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Reviewed By	Mark A. Butcher Register Supervisor	Date
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South Australian Heritage Committee Categorization	Date
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I.E.S./D3/211081

South Australian Heritage Act 1978-80	Register of State Heritage Items ITEM EVALUATION SHEET Buildings and Structures	
	Item CARRIAGE SHED (ENGINE RUNNING SHED) (PART OF THE QUORN RAILWAY COMPLEX)	
Age 1878	Theme	Office 6533-10196
Period 1852-1883	Subject TRANSPORTATION: LAND	Region Flinders Ranges
Building Type Utilitarian	Style VICTORIAN/FUNCTIONAL	Status Refer to Cover Sheet

Qualitative Data

Component

Comment

Grading

E VG AG FP NA

History

Refer to Evaluation Sheet for the Railway Yards.

Architecture

4. Architect/
Builder:
Engineer:

Specific Architect unknown.

Not readily available.

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5. Design:

Large simple rectangular building with gable roof, entirely clad in corrugated iron, projecting ventilators along ridge, large semi-circular ventilator in each end, modest bargeboard.

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6. Construction:

Timber framed walls and roof trusses, steel brackets/knee joints, corrugated iron cladding.

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7. Interior:

Exposed structure and external cladding, earth floor with timber planks loose forming floor in areas, timber work benches fixed to long walls.

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8. Representation:

A once common building type by the nature of its construction, it is being replaced and becoming scarce. In the context of the yards it is an important example.

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Environment

9. Continuity:

Set at one end of the yards, somewhat isolated buildings is a typical siting arrangement in the railway yards.

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10. Local Character:

Utilitarian design is appropriate in the yards and sympathetic to the other buildings in scale, materials and function.

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11. Landmark:

Isolated at one end of yards, substantial size and distinctive roof with ventilations are features identifiable from a distance.

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Item CARRIAGE SHED (ENGINE RUNNING SHED)
(PART OF THE QUORN RAILWAY COMPLEX)

Component	Comment	Grading				
		E	VG	AG	FP	NA
<u>Integrity</u>						
12. Alterations:	One end opened up to allow for greater access, not disruptive to form, skillion added to north.			*		
13. Condition:	Some downpipes missing, timber windows and detailing rotting, bottom plates on timber frame rotting, lower areas of cladding rusting, windows broken, no obvious structural defects.			*		
14. Compatibility:	In use for its original function.	*				

Supplementary Information

Adaptation: As the building is being used for its original purpose, little alteration should be necessary. It is a 'minimal' building from the design sense and should be maintained as such while incorporating necessary upgradings within its frame work. Alterations should be viewed in light of its interpretative role.

Interpretation: As a functional building within a complete railway yard, this building has a high potential for interpretation in respect to railway technology and rolling stock maintenance and display. It is important to view this building in light of an overall interpretative plan for the railway yards and not as an isolated building.

Current Situation: Refer to the 'Summary' portion of the Cover Sheet.

Evaluated By	Ivar Nelsen Consultant Architect	Iris Iwanicki Register Historian	Date
Reviewed By	Mark A. Butcher Register Supervisor		Date
South Australian Heritage Committee Categorization			Date

I.E.S./D3/211081

South Australian Heritage Act 1978-80	Register of State Heritage Items ITEM EVALUATION SHEET Buildings and Structures	
	Item BARRACKS AND KITCHEN (PART OF THE QUORN RAILWAY COMPLEX)	
Age Amenities - 1882 Barracks - 1940	Theme	Office 6533-10196
Period 1852-1883 1928-1945	Subject TRANSPORTATION: LAND	Region Flinders Ranges
Building Type Dwelling	Style UTILITARIAN	Status Refer to Cover Sheet

Qualitative Data

Component

Comment

History

Refer to Evaluation Sheet for the Railway Yards.

Architecture

4. Architect:
Engineer:
Builder:

S.A.R., specific architect unknown.
" " " "
Not readily available.

5. Design:

Two buildings joined lengthwise:
- Accommodation Block, long hip roof over narrow building, main roof forms verandah on four sides, only one room wide, just a series of bedrooms.
- Kitchen building, earlier gable roofed building of more traditional construction, attached verandah on simple rectangular building.

6. Construction:

- Accommodation block, early application of hollow concrete blocks, simple form of block except at door and window openings where they have a rusticated finish. Concrete slab floor, corrugated iron hip roof with rails as supports.
- Kitchen building, strong rubble walls with brick quoins at corners and openings, corrugated iron gable roof, timber berandah.

7. Interior:

- Accommodation Block, spartan, painted block walls and fibro ceiling, concrete floor.
- Kitchen building, plastered walls, modern kitchen cupboards installed, fibro ceiling.

8. Representation:

The Kitchen Building is not unusual but the accommodation block is notable for its simple functional design utilizing an interesting construction technique.

Grading

E VG AG FP NA

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Register of State Heritage Items
ITEM EVALUATION SHEET
Buildings and Structures

Item BARRACKS AND KITCHEN
(PART OF THE QUORN RAILWAY COMPLEX)

Component

Comment

Grading
E VG AG FP NA

Environment

9. Continuity: Located near to utilitarian sheds on the site, somewhat isolated by an earth depression and heavy planting, located in corner of site.
10. Local Character: Compatible with other buildings in the railway yard and the town by its scale, materials and design.
11. Landmark: Despite its relative isolation and simple design the Accommodation Block is a visual feature on the main approach into Quorn from Hawker.

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Integrity

12. Alterations: No alterations to the Accommodation Block, Kitchen building has minor upgradings and has been painted externally.
13. Condition: No obvious defects, the Accommodation Block has been well maintained.
14. Compatibility: Vacant at present but by their nature as occasional accommodation facilities this is expected.

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Supplementary Information

- Adaptation: Any use or change of use should maintain the buildings externally as existing. The interiors should allow for upgrading of finishes and fittings but the form of the rooms should be maintained. It is not necessary to restore the Kitchen Building back to original as its present state is compatible with the newer Accommodation Block. The accommodation function could be maintained and utilised by the Pichi Richi Railway Society.
- Interpretation: The interpretative role of these buildings specifically is limited to a passive one but it is important to see them in the context of the site as a whole through an interpretative plan.
- Current Situation: The buildings are still owned by the A.N.R. but not used.

Evaluated By Ivar Nelsen Consultant Architect Iris Iwanicki Register Historian Date

Reviewed By Mark A. Butcher Register Supervisor Date

South Australian Heritage Committee Categorization Date

HISTORICAL RESEARCH: QUORN RAILWAY GROUP

Quorn, first surveyed in 1878, was intended to be the focus of a network of railway lines extending across the continent. Governor Jervois named the township after the Leicestershire birth place of his private secretary, Mr. J.H.B. Warner. It came into being on the crest of a wave of enthusiasm regarding the productive ability of the land for agricultural settlement and as a result of an Act of Parliament (No. 26 of 1876) providing for the construction of the Great Northern Line from Port Augusta to Government Gums. On the 18th January, 1878, Sir William Jervois turned the first sod of soil of the railway's earth works with a silver spade at Port Augusta, marking the first stage of the railway line's construction. The 3'6" line from Port Augusta to Government Gums proceeded steadily. On the 15th December 1879, the line to Quorn was officially opened, although the first shipment of 300 bags of flour had occurred 6 months earlier.

During 1880 the extension to Hawker was built, followed by the extension to Beltana in 1881 and Farina in 1882. When the line reached Oodnadatta in 1891 further work on the Adelaide-Alice Springs line ceased until 1927-29 when the Commonwealth Railways completed the link from Oodnadatta to Alice Springs. In 1917 the standard gauge line to Kalgoorlie from Port Augusta was completed, thus making Quorn a point through which all east-west traffic passed. Passengers travelling the route went by broad gauge to Terowie. From Terowie through Peterborough, and Quorn to Port Augusta the train travelled by narrow gauge. The trans-continental link between Port Augusta to Kalgoorlie was of standard gauge, later linked directly via Port Pirie in 1937.

Quorn became an important railway centre which during the Second World War saw the transfer of Australian troops to the north of Australia and beyond. After Japan entered the war, a steady stream of refugees from the north of Australia passed through Quorn. The local Country Women's Association catered for the war-time travellers, serving a total of a million meals in the Quorn Railway Station Yards. Their efforts were appreciated in the following lines by Max Fatchen:

"Women of Quorn"

The past is a ghost but I'll give you a toast
For mem'ry a pathway has worn
As we went to the war in the trains of yore
A toast to the women of Quorn.

We were many or few in the trains rolling through
We were homesick and sometimes forlorn
But they served us in style with a quip and a smile
The wonderful women of Quorn.

And often there'd steal the thought of that meal
In the mind of a jungle war torn
And we'd silently say to that band faraway
God bless all the women of Quorn.

"The Hut" used in the Station yards for providing the meals was purchased by the C.W.A. and relocated in Seventh Street after the war ended. The station building, which is already on the Register of State Heritage Items, was built in 1914-16. It replaced the original building, a wooden structure erected by J. Wishart in 1879. Other buildings in the station yard include the barracks building, a combination of an 1882 kitchen and barracks section added in 1940, the carriage shed built in 1878 as an engine running shed, goods shed (1878) and wheat silos erected in 1962. The water tank, weighbridge, trolley shed, and stone building, were also built in 1878. Early plans of the railway yards show a number of temporary structures that have since disappeared, due to changing transportation techniques.

The railway yard and station at Quorn form an integral and focal "core" of the township, illustrating the vital link between the town and railway line. A number of imposing main buildings face the railway line, notably the mill, post office, institute, police station and four large hotels. Associated with early settlement, the Quorn railway group is important as a reminder of the dominant role played by the Great Northern line in opening up South Australia's hinterland during the late 1870's and 1880's. Today, the Quorn station serves also as a focal point for the Pichi Richi Railway Society, whose members enthusiastically maintain and continue the tradition of steam travel. As such, the Quorn railway group acts as the terminus of the Pichi Richi rail.

Sources:

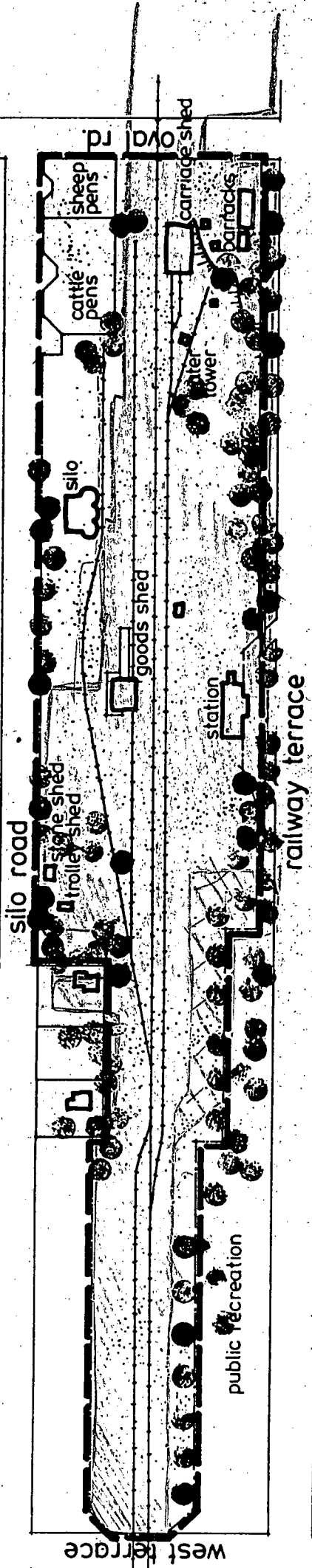
Quorn Centenary Book Committee: Quorn & District Centenary 1878-1978, Adel, Lynton 1978

Jack Babbage: The Story of the Pichi Richi Railway, Adel., Kitchener Prs. 1977

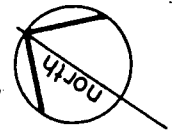
Peter Donovan: Railways in South Australia. Department of Environment Internal Paper.




Peter Drabsch: A.N.R., Port Augusta:

Iris Iwanicki



quorn railway historic site



-  buildings or structures
-  significant vegetation
-  boundary of nomination - basically follows SAR property boundary