

South Australian Heritage Act 1978-80	Register of State Heritage Items ITEM EVALUATION SHEET Buildings and Structures Item GAWLER RAILWAY STATION, PARCEL OFFICE, SIGNAL BOX, 23RD STREET, GAWLER						
Age 1879-1900	Theme		Office 6628-10379				
Period 1852-1883 1884-1913	Subject TRANSPORTATION - LAND		Region 8 Lower North				
Building Type Railway Station	Style MID-VICTORIAN		Status N.E. N. Tr. (CL)				
<u>Qualitative Data</u>			<u>Grading</u>				
Component		Comment	E	VG	AG	FP	NA
<u>History</u>							
1. Context:		Gawler was the first stage of the spread of the railway station network north from Adelaide during 1850s and 60s. After Gawler industry and northern agricultural areas expanded, the station was rebuilt during the 1870s to cope with the increased traffic.	*				
2. Person/Group:		Associated with the Gawler Council and also James Martin & Co. foundry and works for parts of the construction.			*		
3. Event:		Not yet established.					*
<u>Architecture</u>							
4. Architect/ Builder: Engineer:		Engineer-in-Chief's Office South Australian Railways Station: Robin & Hack		*			
5. Design:		Single storeyed linear layout arranged along the railway line, strong roof form has a number of projecting gables, return verandah along line and to main entrance. Station-master's residence incorporated in overall design as a two storeyed section on the north. Nice ornamentation utilises a mixture of cast iron and timber work throughout.		*			
6. Construction:		Station - square and ashlar pointed stone construction with protruding moulded brickwork to opening surrounds and rusticated corners. Columns for station verandah of cast iron.		*			
7. Interior:		Relatively plain interior. Counter to Parcels Office is noteworthy.		*			
8. Representation:		The design is typical of the period and variations on the theme may be found elsewhere.			*		

Component

Comment

Grading
E VG AG FP NA

Environment

9. Continuity: Forms part of a group of railway buildings. The Station is of particular importance in establishing an attractive vista to an important streetscale in Gawler.
10. Local Character: Particularly significant in establishing the broader physical character of Gawler.
11. Landmark: The overall group is a well-known Gawler landmark, despite being located on the outskirts.

Integrity

12. Alterations: Basically intact.
13. Condition: The buildings are in very good condition.
14. Compatibility: Still used for original purpose. The overall group is still a major country railway station.

Supplementary Information

- Adaptation: Any future use should respect the external form and appearance of these buildings. Some internal fittings, particularly those in the Parcels Office should remain. Any major building infills between the nominated buildings should be avoided and the visual and functional relationship between them retained.
- Interpretation: Has excellent interpretation potential on a major transportation theme and Gawler's history.
- Current Situation: The complex is owned by National Railways and are under no threat.

Evaluated By Kate McDougall Lothar Brasse Date
Register Historian Consultant Architect

Reviewed By Mark A. Butcher Date
Register Supervisor

South Australian Heritage Committee Categorization Date

South Australian Heritage Act 1978-80	Register of State Heritage Items ITEM EVALUATION SHEET Buildings and Structures					
	Item GAWLER RAILWAY STATION, TRAIN SHED, 23RD STREET, GAWLER					
Age 1879	Theme	Office 6628-10379				
Period 1882-1883	Subject TRANSPORTATION: LAND	Region 8 Lower North				
Building Type Train Shed	Style MID VICTORIAN	Status N.E. N.Tr. (CL)				
<u>Qualitative Data</u>		<u>Grading</u>				
Component	Comment	E	VG	AG	FP	NA
<u>History</u>						
See previous History section for Main Station.						
<u>Architecture</u>						
4. Architect/ Builder: Engineer:	Engineer-in-Chief's Office, South Australia Robin and Hack Railway's Office	*				
5. Design:	Rectangular shaped shelter open on all sides, has a pleasant curved corrugated iron roof, nicely detailed, has some attractive cast iron.	*				
6. Construction:	Curved iron roof supported by fine steel trusses located on twelve cast iron posts. Curved ends enclosed by attractive ornamental timber work.	*				
7. Interior:	Not applicable.					*
8. Representation:	Attractive example of a Train Shed.			*		
<u>Environment</u>						
9. Continuity:	Forms part of a group of railway buildings. Important for supporting and reinforcing this group of buildings.	*				
10. Local Character:	Contributes to the broader physical character of Gawler.			*		
11. Landmark:	Forms part of a well-known group of buildings in Gawler.			*		
<u>Integrity</u>						
12. Alterations:	Generally intact. Partial removal of ornamental boarding to ends.	*				
13. Condition:	In very good condition.	*				
14. Compatibility:	Original use maintained.	*				

GAWLER RAILWAY STATION COMPLEX

The railway line north from Adelaide reached Gawler in 1857 and the station was officially opened on 5th October of that year. The railway meant a much faster means of communication with Adelaide for people, goods and mail, and was therefore welcomed wholeheartedly by the general population. The siting of the station in Bassett Town, one mile west of Murray Street, "caused untold inconvenience and expense: and a horse-drawn omnibus service was set up to convey passengers between Gawler and the Railway Station. This service, known as Baker's bus, was augmented by a horse-drawn Tramway in 1879.

As well as the original station building a locomotive shed was built in 1869. This was demolished sometime after 1890. The train shed, close to the station building, was constructed in 1870 by James Martin and Company of Gawler. Martins had a number of contracts with the South Australian Railways for locomotive fabrication and other iron work.

With the increase in rail traffic and the expansion of Gawler during the 1870s the railway station facilities proved inadequate and steps were taken to upgrade them. A large stone goods shed (measuring 150 feet by 46 feet) was completed in 1878 by the contractors Jones and Mattinson. This building is still intact and in good repair. The crowding and inconvenience caused by the small station and platform was alleviated by replacement with a two storey building in 1879. A description of this appeared in George Loyau's Gawler Handbook of 1880.

"... a new and handsome structure, which, in the hands of Messrs. Robin & Hack, the contractors, and workmen employed by them, has been completed, and is now opened to the public. The cost of this building was four thousand two hundred pounds, and is, judging from its appearance, worth the expenditure The Station-masters residence joins the Station, and its fittings and conveniences correspond with the rest of the surroundings."

Loyau also noted that the fare on the Tramway was 3d.

This station building externally is much the same as when it was constructed but internal "improvements" and alterations have been carried out. Coombe (1908) gives some interesting statistics on the Gawler Railway Station. The average number of trains per day passing through Gawler was 40, and for the 1907-08 statistical year the total tonnage forwarded from Gawler was 62,513, of which sand and gravel made up 25,300 tons, chaff hay and straw 15,300 tons, wheat and flour 8,000 tons and mining timber 5,000 tons. It served the purpose of supplying other areas, both north and south with necessary primary products.

Other elements in the railway station complex are important. The timber

signal box was constructed after 1880 and contains equipment from mainly the 1920s. The iron tank stand was constructed about 1900 and replaced a stone stand with a rectangular iron tank (similar to the one at Riverton). This original tank stand was located where the Parcels Office now stands next to the station building. The railway service to Gawler has continued to be an important facet of the transportation network serving the town. The station buildings have proved sufficiently large enough to adapt to the increased traffic. One significant change in the complex has been the large asphalted forecourt area provided for commuter car parking.

Sources:

E.H. Coombe, History of Gawler (Gawler, 1908)

Institution of Engineers, S.A. Engineering Heritage Report

G.E. Loyau, The Gawler Handbook (Adel., 1880)

S. Woodburn and P. Hignett, Gawler Heritage Study (Dec., 1981).

Also: Australian National Railways, Plan Room.

Katrina McDougall
Register Historian

KMcD:JD
22/4/82

South Australian Heritage Act 1978-82	Register of State Heritage Items ITEM EVALUATION SHEET Buildings and Structures	Ref. No. 6628-10379
	Item GAWLER RAILWAY STATION	Prepared By:

History and Sources

Sources:

- Ian Auhl, Gawler Sketchbook (Adelaide, 1973) pp. 24-25.
- D. W. Berry and S. H. Gilbert, Pioneer Building Techniques in South Australia (Adelaide, 1981) pp.74-5.
- E. H. Coombe, History of Gawler 1837-1908 (Adelaide, 1910)pp. 166-7.
- Gawler Heritage Study, Stage I (Adelaide, 1981) p. 108.
- Historic Public Buildings of Australia (,1971) pp.147-151.
- George E. Loyau, Gawler Handbook (Adelaide, 1880)pp.131-2.
- "Mrs Mahony's Scrapbook", Royal Geographical Society of Australasia (S.A. Branch), Proceedings 29(1927/28) pp. 41,44.
- National Trust, 1236, 2707.

South Australian Heritage Act 1978-82	Register of State Heritage Items ITEM EVALUATION SHEET Buildings and Structures	Ref. No. 6628-10379
	Item GAWLER RAILWAY STATION Twenty Third Street, Gawler.	Prepared By: HIGNETT & COMPANY MARGARET MAY

Supplementary Information

Adaptation: It is not likely that this item would be adopted for another use.

Interpretation: The item has good land base capability, good accessibility by the public and very good proximity to other such resources and its relative geographic condition is good also.

Current Owner: Australian National Railways.

History and Sources

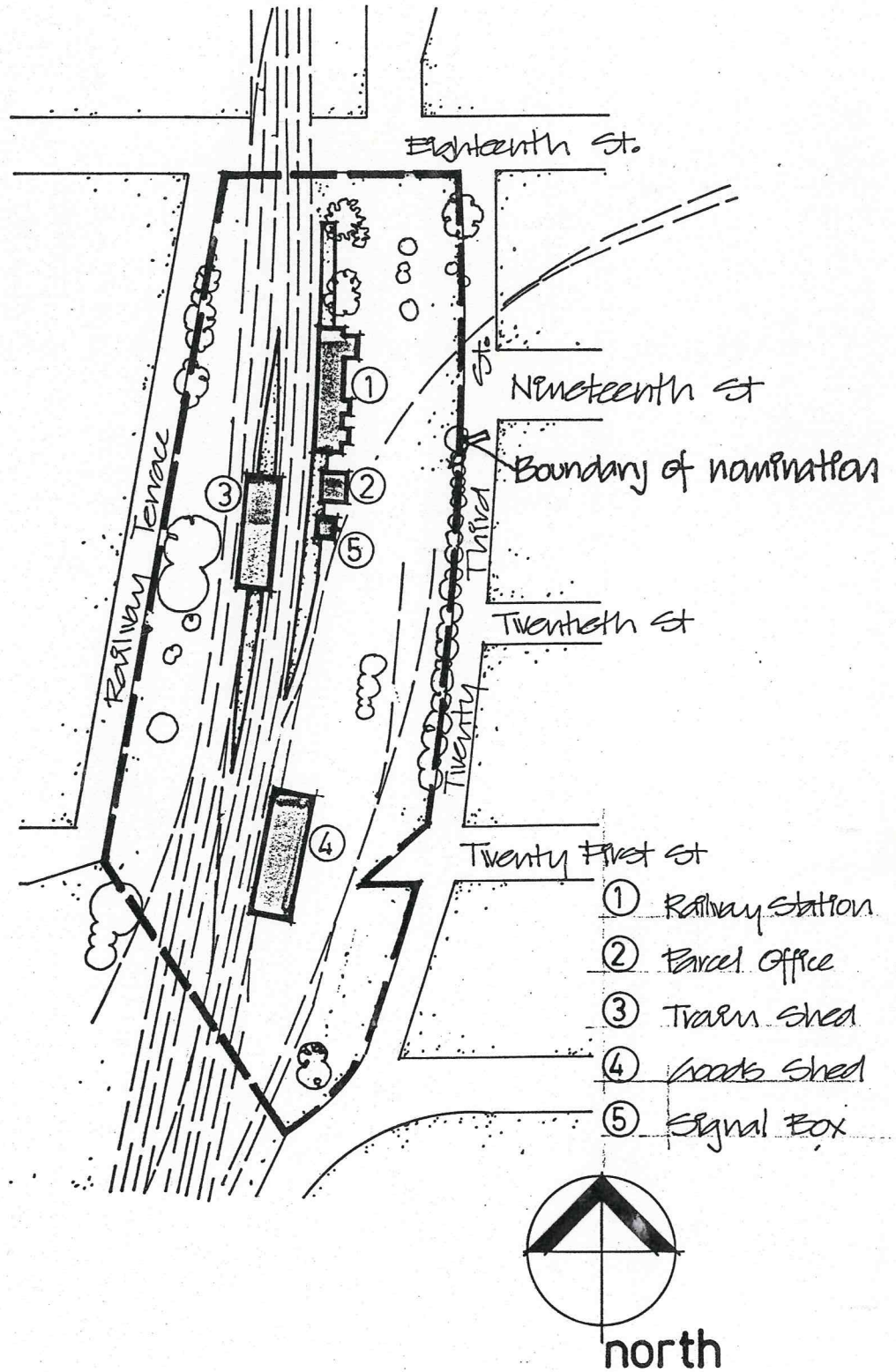
The Adelaide to Gawler railway line (the second in the state - the Adelaide to Port Adelaide line having been completed just one year before) was opened in October, 1857. It was originally intended that the line should cross the Gawler River and terminate at Willaston. Gawler residents preferred that it should come right into the town. However, with the intention of extending the line to the north and north east in mind, the present site of the station was chosen. The site, one mile from the town centre, was acquired from Walter Duffield M.P. and the station, a limestone building completed in 1857.

The original station soon proved inadequate and in 1879 was demolished. Messrs Robin and Hack were the successful contractors for the new building completed the same year at a cost of 4,200. The new two storey building included booking office, waiting rooms, ladies' apartment, station master's department, luggage department, and refreshment room, with an adjoining residence of the station master.

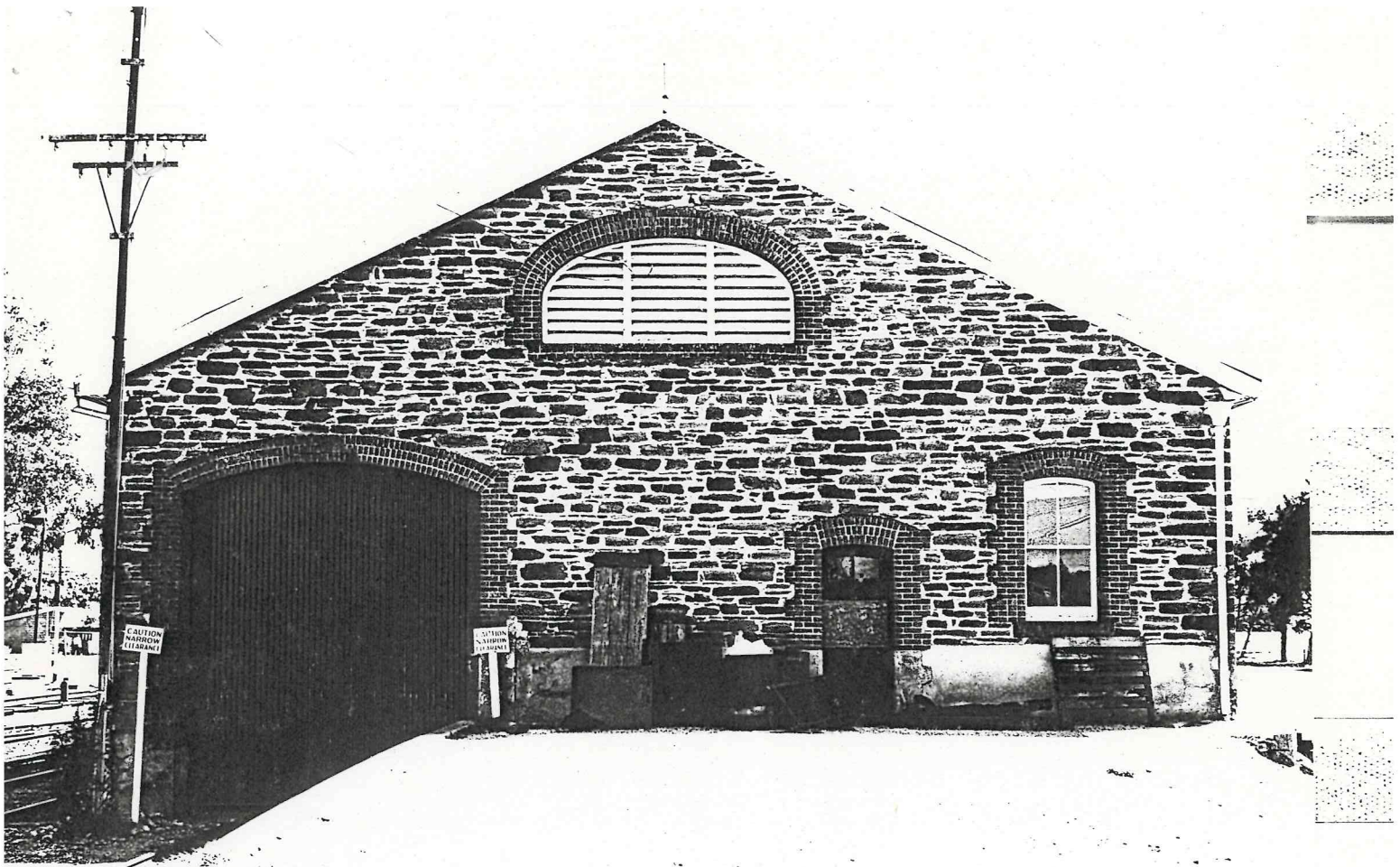
The railway brought prosperity for Gawler as it became the centre for traffic to and from the northern mining and agricultural districts. But most important to Gawler itself was the production of railway rolling stock at James Martin's foundry. In 1888 James Martin and Co. won a contract to produce 47 locomotives for the South Australian Government. Two years later the first locomotive manufactured in this state was delivered to the S.A. Govt. from James Martin and Co. of Gawler.

Other buildings which form part of the station complex include a goods-shed and platform built in 1877/78 by Jones and Mathinson; a train-shed built by James Martin and Co., Builder, in 1870, which may now be the last of its kind in South Australia; and an unusually tall cast iron water tower.

The arrival of the railway did much to ensure the continued prosperity of Gawler as a commercial and industrial centre; many of the handsome public buildings in Gawler, including the Railway Station, are a reflection of this prosperity.



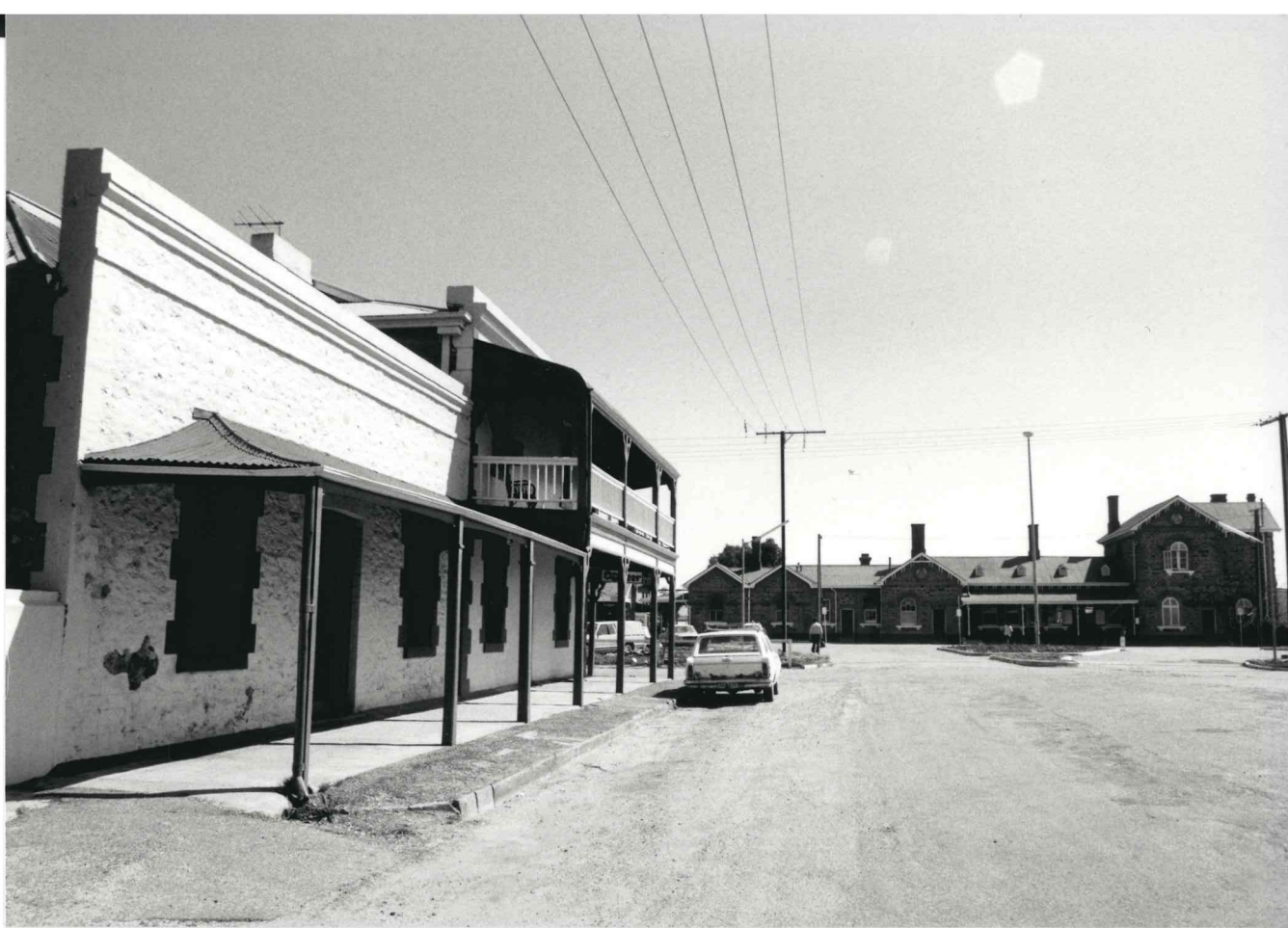
gawler railway historic site



FILM 1430
NO 3

CAVLER RAILWAY STATION
GOOD

FEB '82
LORWAN







FILM 430
NO 19

SAWLER RAILWAY STATION
MAIN STATION

FEB '82
lothar



FILM 430
NO. 16

GAWLER RAILWAY STATION
MAIN PLATFORM

FEB '82
Lorhan



FILM 430
NO 10

GAWLER RAILWAY STATION
FROM TRAINSHED

FEB. '82
lotman



FILM 356
NO 7

GAWLER RAILWAY STATION 188-
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GAWLER
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GAWLER RAILWAY STATION
WOOD

FEB '82
LORNAV





