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REGISTER NOMINATION REPORT

Date: 29/10/84

Item Reference: 6626-11176

Goods Shed, GOOLWA

HERITAGE SIGNIFICANCE

Historically, this item represents the concurrent growth of river trade and tramway haulage occurring in the late 1870's. Its position adjacent to the wharf ensured that it would play a major part in the region's transport system until recent times.

Architecturally, the item is an austere industrial building, notable as a relatively early application of sheet iron on a large scale.

Environmentally, the item is the most imposing element of the Goolwa railway complex, in a conspicuous foreshore location.

The integrity of the item is fair. It has undergone relocation and modification, although both processes were well catered for in its modular prefabricated construction.

NOMINATION SOURCE/THREAT/OWNER

This report has been prepared in response to a request by the Committee that the entire Goolwa-Victor Harbor railway be assessed for the Register. Owned by Australia National, its future is in doubt.

HERITAGE CONSERVATION BRANCH RECOMMENDATION:

... *Brian Rooney* ...
Manager

It is recommended that this item be included on the Register of State Heritage Items, and that it be categorized A2, A3, H3.

SOUTH AUSTRALIAN HERITAGE COMMITTEE RECOMMENDATION:

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Chairman

South Australian Heritage Act 1978-82	Register of State Heritage Items ITEM EVALUATION SHEET Buildings and Structures	Ref. No. 6626-11176
	Item Goods Shed, Goolwa.	Status -
Age 1879 relocated 1913	Subject Present and original use codes : 1410 - Goods Shed	Style -

History	Context Constructed as a result of increasing Wharf utilization after extension of the lower Murray tramway system. Subsequently moved as part of a rationalisation of wharf/oil facilities.	E	VG	AG	FP	NA
	Person/Group -		*			*
	Event -					*
	Architect/Builder Designed by South Australian Railways. Contractor : John Wishart			*		
Architecture	Design A simple rectangular shed with openings at both ends for railway engines. Originally the openings were in the centre, but at some stage new openings have been formed to one side necessitating a change of layout to the loading platform inside.			*		
	Construction Timber framed, corrugated iron clad shed with a timber platform of heavy timbers. The original ridge vent has been removed.			*		
	Interior Largely original. Of interest are the original timber doors.		*			
	Representation Remaining iron goods sheds from this period are perhaps less common than sheds of stone construction, e.g. Victor Harbor.		*			
Environment	Continuity Continues the general character of the harbor/railway station area.			*		
	Local Character It fits in the general area.			*		
	Landmark Is a dominant element in the area.			*		
	Alterations Removal of the ridge vent. Alterations to the placement of the main doors.			*		
Integrity	Condition In relatively good condition.			*		
	Compatibility Still used as a storage shed.	*				

South Australian Heritage Act 1978-82	Register of State Heritage Items ITEM EVALUATION SHEET Buildings and Structures	Ref. No. 6626-11176
	Item GOODS SHED, GOOLWA	Prepared By: Parry Kostoglou Barry Rowney

History and Sources

The present Goolwa Railway Station complex dates in the main from the towns final rail alteration in 1913. However, the goods shed that dominates the surrounding environment, dates from 1879, and its subsequent history can best be highlighted by explaining the towns overall Rail history from its inception.

Throughout 1884, the entire tramline from Strathalbyn to Victor harbor was converted to accommodate steam locomotives. However, as the number and frequency of rail operations increased, it became apparent that modification of already existing facilities alone, could not successfully meet the needs of the day.

The town of Goolwa most notably exemplified this dilemma. Trains running to Adelaide via Goolwa were forced to back out of the Station for some distance, whilst others leaving Adelaide had to reverse into it. Complaints by public and staff increased, until the General Traffic Manager in 1905 brought the problem to the attention of the States Engineer in Chief, and an alternative proposal was drafted. This governmental proposal suggested the removal of the station from the town area to the main line on the wharf. When put to the Town Council this scheme met with vehement objection, and the community advocated a counter proposal, one where the rail line itself was moved to more directly service the Rail Station, and not visa versa as the Traffic Manager had proposed.

On the 17th November 1909, a Royal Commission was appointed by the Governor to investigate the merits of both proposals, and report their findings to Parliament. In July, 1910 a report was completed and subsequently tabled, which unabashedly denigrated the Goolwa community counter proposal and opted for the Railway's scheme instead.

In the report's final paragraph, the committee made their feelings only too plain in relation to the Goolwa Townspeople, and their proposal when they stated "we therefore recommend that the Railway's Commission construct a station on the main siding down Partridge Street (the Wharf) as proposed. Should the town council refuse to grant the use of Partridge Street for that purpose, we recommend that Parliament be asked to pass a bill authorising the Rail Commission to use the street for that purpose."

Needless to say, the town lost its subsequent appeal, and the new Station complex was constructed in 1913, the most intriguing component of it being the goods shed built 35 years previously.

In 1878, a new goods shed had been proposed to better accommodate increasing freight tonnages from Victor Harbor and the Lakeside Wharf. By June, 1879 the superintendent of the line could report that "increased accommodation has been provided at Goolwa, a new goods shed having been built." The cost for the shed was allegedly 274 pounds and the contractor was Mr. John Wishart.

The Goods Shed had been situated by the Wharf when it was built, however, in 1913 with the new project implementation, it was decided to best re-utilize the goods shed by moving it further south, to its present location.

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History and Sources

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Some modification of the shed's architecture was also carried out. In the plans appended to this report it can be plainly seen that the original shed design utilized a doorway in the central axis of the building. However, in 1913, the door alignment was changed to the extreme left of the building, when looking North - (ref. attached photos), so as to facilitate direct access to locos from a side spur. To date no substantial modification, excepting materials replacement, has been carried out.

Sources:

Noack, Marsden, Dallwitz - Port Elliot & Goolwa Heritage Study
South Australia Rail plans drawer 243 nos. 2675, 2676
drawer 222 no. 2216.

GOOLWA STATE HERITAGE AREA
(HU. 6626-13934)

Background

Goolwa is a town of very great historical importance, not only within South Australia, but at the national level. It was intended in the mid-nineteenth century to become the "New Orleans of Australia", that is, the port at the mouth of the continent's one inland system of navigable rivers.

This of course never came to pass. Goolwa functioned as a river port from 1854, sending river goods at first by horse tram to Port Elliot, then by steam train to Port Victor. But after the Morgan railway opened in 1878, the river trade in the lower reaches dwindled. Goolwa never became more than a small regional town with an economy based on transport and light industry.

Nevertheless, the centre of Goolwa contains a remarkably representative group of buildings and other relics of the river trade and the tramway, as well a central core of public and commercial buildings and cottages dating from its decades as a bustling port from the 1850s to the 1880s.

The historic core of Goolwa was recommended as a State Heritage Area by both the Port Elliot and Goolwa Heritage Study of 1981, and the Heritage of the River Murray Survey in 1984. A similar area is on the Register of the National Estate as the Goolwa Conservation Area.

Goolwa has recently become the focus of debate arising from the proposal to establish the Signal Point tourist interpretation facility at the heart of the wharf/tramway historic precinct. The State Heritage Branch has done its own survey of the town in light of the earlier recommendations, and considers that a State Heritage Area, although of a smaller extent than previously recommended, should be declared.

History

The most significant aspect of Goolwa's history was its role as one of Australia's most important river ports from the early 1850s. It was during this 30 year period that Goolwa monopolized the South Australian river trade with Victoria and New South Wales. This was largely attributable to the railway which, ironically, brought about both its dramatic prominence and subsequent demise.

The geographical location of Goolwa near the mouth of the River Murray and its rail link with nearby harbors, firstly at Port Elliot and later Port Victor (Victor Harbor), made it the nexus in a cargo transport system between the river and the sea. This period has been identified as the second phase in a thematic interpretation of Goolwa's history following exploration, contact with Aborigines and pastoral development prior to 1840. The third much later phase, which spans the late nineteenth century to the present day, focuses on Goolwa's development as a resort and the role of the River Murray as part of an important irrigation system. To this end, a series of barrages were constructed along the lower Murray to maintain freshwater in the river. This included the Goolwa Barrage constructed in 1938 as part of an extensive public works project.

The first systematic exploration of the area was by T.B. Strangways and Y.B. Hutchinson in December 1837 to see whether Sturt's channel (past the present site of Goolwa) was the only outlet to the sea, and ascertain the

suitability of Encounter Bay as a port which Governor Hindmarsh had favoured as the site of the new capital. Their positive report on the area recommended that the River Murray mouth might be navigable for steamships of shallow draught but that a canal might be the most satisfactory communication between the Goolwa channel and Encounter Bay. Hutchinson later became directly involved with the subdivision of Goolwa Extension in 1856. It was occupied by a number of Scottish rivermen and became known locally as "Little Scotland".

Between December 1839 and January 1840, part of Goolwa was selected for special survey as a result of the favourable attention the area had attracted. An elaborate town was laid out at Currency Creek and a small town was drawn up as a river port, called Town on the Goolwa, which is now the northern part of Goolwa. At that time this section of the Murray was called the "Goolwa".

A new government town known as Goolwa was surveyed in 1853 south of the 1840 survey with an interesting layout focused entirely on the river. The quarter acre blocks were auctioned in that year and by 1857 all were taken up. Port Goolwa was proclaimed in 1857 and made a customs point for colonial trade and a ships' survey centre. It was gazetted a municipality in 1872.

An immediate stimulus for the development of the river trade was the construction of the single track horsepowered tramway between Goolwa and Port Elliot, opened in 1854, as an alternative to navigating the treacherous Murray mouth. It is now acclaimed as Australia's first public iron-tracked railway. In 1864 the tramway was extended four miles to Port Victor as Port Elliot proved to be unsafe following a series of shipwrecks.

During this period the volume of trade increased enormously. The original Goolwa wharf, built in 1852, was extended in 1866 and rebuilt in 1874. Like other important country towns, Goolwa's industries included breweries, a saw mill and a flour mill, as well as an industry which was virtually unique, that of shipbuilding and repairs. Goolwa was the first Australian river port where vessels were built and became the second most productive after Echuca in Victoria. Between 1853 and 1912, 37 paddle steamers and 23 barges were built at Goolwa. This was out of a total of more than 350 vessels built for the River Murray trade as a whole between 1852 and 1923. The main shipbuilding and repair workshops at Goolwa were the Goolwa Iron Works established in 1864 which employed 30 to 40 tradesmen almost continuously by the 1870s. The Beam engine and the small stone chart room are the only surviving remains of this industry.

One of the outcomes of James Boucaut's government's policy of regional transport improvement was the opening of the railway line between Kapunda and Morgan in 1878 to enable South Australia to compete on favourable terms for the Riverina trade. Morgan soon eclipsed Goolwa as the busiest river port in South Australia. And although the period between 1878 to 1897 was the high point of activity in the South Australian river trade, Goolwa's identity as a river port was more or less over.

Description

The proposed Goolwa State Heritage Area takes in three precincts of the town. First is the wharf/tramway area, the original economic nexus around which the town grew. Second is the town's commercial core, with a relatively intact group of buildings dating from the town's early decades. Third is the residential precinct to the south, the Goolwa Extension, once known as "Little Scotland", characterized by small allotment size and densely spaced cottages.

The integrity of this precinct is compromised by recent development, and this presents the greatest difficulty in defining a boundary for the area.

Individually significant buildings and places within the area include:

- . the tramway cutting, excavated in 1852, and the oldest surviving railway artefact in Australia;
- . the tramway superintendent's house of 1853;
- . the Goolwa Hotel, the early part of which dates from 1853, and which is adorned with the figurehead of the wrecked "Mozambique";
- . the Post Office, which is reputed to incorporate the 1854 tramway passenger station, although now altered beyond recognition;
- . the Corio Hotel and the former Australian Hotel, both built in 1857;
- . the 1859 Customs House;
- . the Court House and Police Station, built in stages from 1859 to 1874, which is a splendid building almost identical to that in Strathalbyn;
- . the cottages of "Little Scotland", some of which date from the 1860s;
- . the horse stables of 1868², now the R.S.L. clubrooms;
- . the railway goods shed of 1877⁹, now on its third site, and;
- . the wharf shed of 1878.

The boundary which has been drawn around the area encompasses some intrusive recent developments. There is a gap containing few heritage elements between the commercial core and "Little Scotland". The most intrusive modern building in the area is the Charcoal Chickens shop at the eastern end of Cadell Street, fronting the town square. However, it is essential to the future integrity of the area that these places be included.

Statement of Significance

Goolwa's significance lies in the surviving buildings and other elements which represent the town's role as a link between inland and maritime commerce in the nineteenth century. The wharf and tramway precinct is of unique, national significance, and is complemented by a well-preserved and cohesive town centre, with many buildings dating from the era of the river trade.

References

L. McLeay and N. Cato, River's End: The Story of Goolwa and the Murray Mouth, 1985.

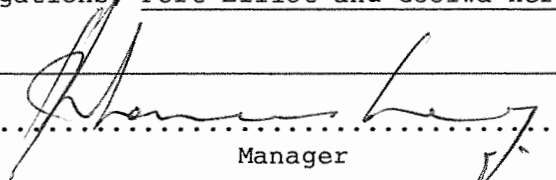
J.B. Hirst, Adelaide and the Country 1870-1917, 1973.

T. Griffin and M. McCaskill, Atlas of South Australia, 1986.

Heritage Investigations, Heritage of the River Murray, 1984.

Ed Noack and Assoc. and Heritage Investigations, Port Elliot and Goolwa Heritage Study, 1981.

STATE HERITAGE BRANCH RECOMMENDATION:


Manager

It is recommended that the area bounded by the heavy line on the attached plan be declared the Goolwa State Heritage Area.

(VS-1[DG]:R11/5.GOO)

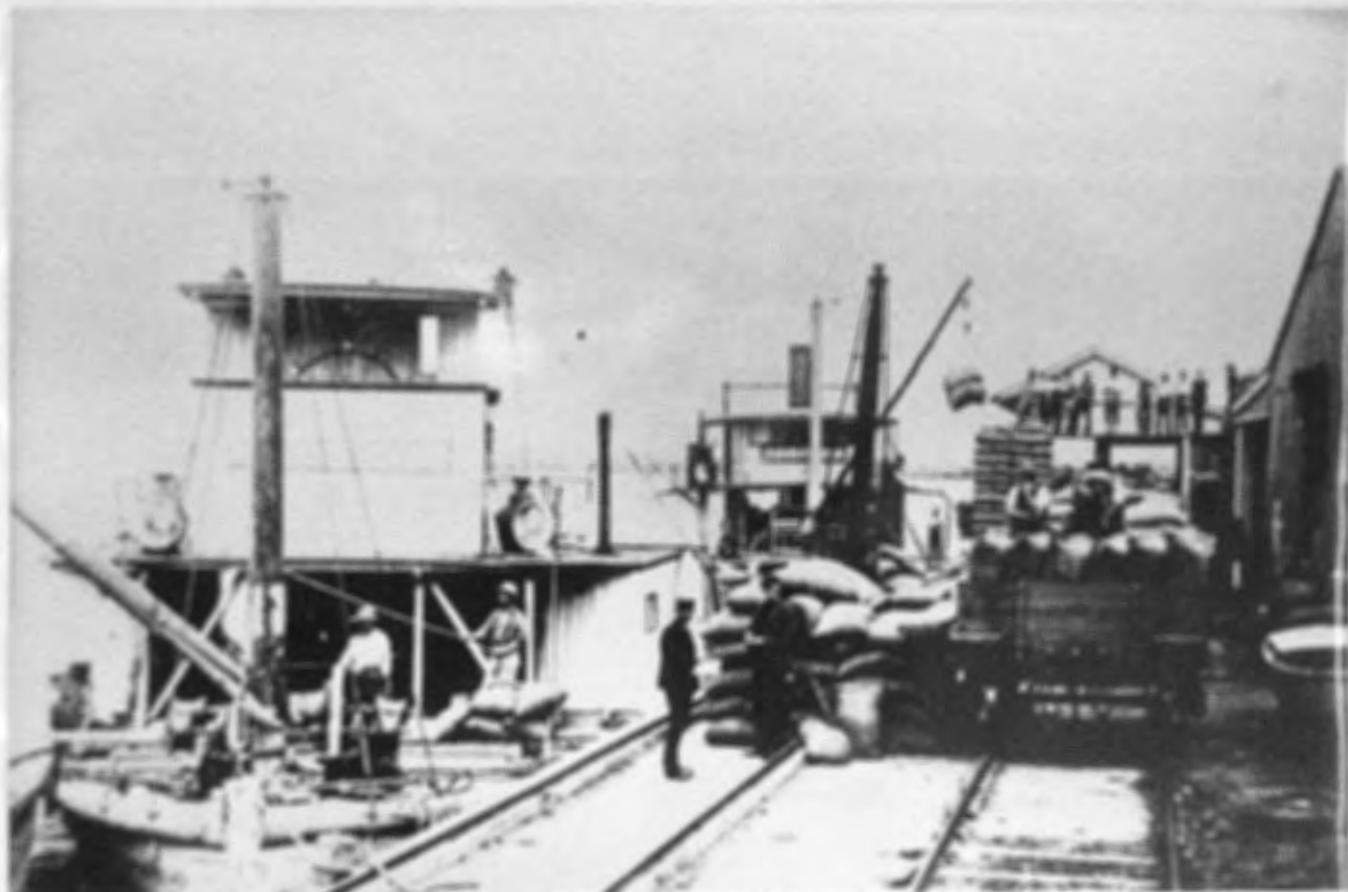


McLeay Collection "Waiting for a rise in the upper rivers" - Croolwa.



626-11176 Railway Station - Croolwa

August 84



D.L. McLeay Collection "Goolura Wharf" S.E.V. Bowley.



6626-11176 Wharf + Goods Shed from North



FILM NO.
413

GOOLWA -
RAILWAY GOODS SHED

DEC 81

GOOLWA RAILWAY GOODS SHED
GOOLWA STREET OFF
GOOLWA STATE HERITAGE AREA

SH/11176

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6626-11176

Goods shed.

SOUTH AUSTRALIAN HERITAGE ACT, 1978

Entry of Items on the Register of State Heritage Items

There has been an increased community awareness of the need to protect those buildings and features of our State which reflect our cultural heritage. The South Australian Government has recognised that awareness by passing the South Australian Heritage Act, 1978, for which the Minister for Environment and Planning is responsible. In accordance with the provisions of the Act, the Register of State Heritage Items is being compiled.

Where the Minister considers that an item (defined as any land, building or structure) that is not on the Register is part of the physical, social or cultural heritage of the State and that the item is of significant aesthetic, architectural, historical or cultural interest, then the Minister may enter that item on the Register.

Pursuant to the provisions of the South Australian Heritage Act, 1978, I, Don Hopgood, Minister for Environment and Planning and Minister for the time being administering the said Act, hereby give notice that I have entered on the Register of State Heritage Items and the items described in The Schedule hereunder.

Items listed in The Schedule were previously placed on an Interim List in accordance with the provisions of section 15 of the South Australian Heritage Act, 1978. Excepting items owned by the Crown and those within the area of the corporation of the city of Adelaide, the remaining items listed in The Schedule are subject to Part V of the Planning Act, 1982. That Act requires that no development, including demolition, conversion, alteration of, or addition to any item, is permitted without the written consent of the relevant Planning Authority. Items within the area of the corporation of the city of Adelaide are subject to the provisions of the City of Adelaide Development Control Act, 1976.

THE SCHEDULE

<i>Name</i>	<i>Address</i>
District Council of Clare	
Dwelling, Outbuildings and Stone Wall	Corner Burra Street and Hill Street, Mintaro 5415. CT volume 816, folio 75. Part of allotments 35 and 36 of section 187. Hundred of Clare.
District Council of Hawker	
Hawker Railway Group—Hawker	Leigh Creek Road, Hawker 5434. Railway Reserve. Hundred of Wonoka. Hawker OL 16771.
Corporation of the City of Mitcham	
Dwelling—'Carrick Hill'	590 Fullarton Road, Springfield 5062. CT volume 1718, folio 159. Portion of allotment 292. Portion of section 891. Hundred of Adelaide.
Anglican Church, Cemetery and Gates, St Marys	1167 South Road, St Marys 5042. CT volume 4104, folio 228. Portion of sections 36 and 2084. Hundred of Adelaide.
District Council of Mount Pleasant	
Herbig Homestead	Mount Pleasant Road, Springton 5235. CT volume 3680, folio 180. Portion of sections 604 and 615. Hundred of Jutland.
Ruins—Engine House, North Rhine Mine Site	Pine Hut Road, via Sedan 5353. CT volume 4197, folio 411, sections 550, 562, 563 and 569 and portion of sections 150, 570, 801 and 812. Hundred of Jellicoe.
District Council of Mount Barker	
Dwelling—Schach House	1 Main Street, Hahndorf 5245. CT volume 699, folio 62, part section 3812. Hundred of Kuitpo.
St Paul's Lutheran Church	10 Main Street, Hahndorf 5245. CT volume 2440, folio 144. part allotments 235 and 236 of section 4002. Hundred of Onkaparinga.
Dwelling—Jaensch Junior House and Shop	47 Main Street, Hahndorf 5245. CT volume 4127, folio 601, lot 1. part section 4234. Hundred of Kuitpo.
Dwelling—Habisch Cottage	55 Main Street, Hahndorf 5245. CT volume 2201, folio 181. Portion of allotment 18 of section 4233. Hundred of Kuitpo.
Dwelling—Jaensch Senior House	84 Main Street, Hahndorf 5245. CT volume 2016, folio 70. Portion of allotment 25 of section 4002. Hundred of Onkaparinga.
Dwelling—Wotzke House	90 Main Street, Hahndorf 5245. CT volume 3742, folio 169, allotments 24 and 34, section 4002. Hundred of Onkaparinga.
District Council of Munno Para	
Lady Alice Mine	Via Williamstown 5115. CL volume 1589, folio 73, Miscellaneous No. 17787, sections 277, 278, 279, 280 and 396. Hundred of Para Wirra.
District Council of Northern Yorke Peninsula	
Yelta Smelter	Moonta 5558. Section 2037. Hundred of Wallaroo. Annual Licence 15713.
District Council of Port Elliot and Goolwa	
R.S.L. Club Rooms	Goolwa 5214. CT volume 1914, folio 197, portion of section 271. Hundred of Goolwa.
Goods Shed	Goolwa 5214. CT volume 4175, folio 39, allotment 1, portion of section 271. Hundred of Goolwa.
Railway Viaduct	Railway Reserve, Currency Creek 5214, Railway Reserve, section 394. Hundred of Nangkita.
Railway Station	The Strand, Port Elliot 5212. CT volume 4243, folio 835. Hundred of Goolwa.
Corporation of the City of Tea Tree Gully	
Golden Grove House	Crouch Street, Golden Grove 5125. CT volume 4154, folio 138, part sections 2166, 2167 and 5116. Hundred of Yatala.
Unincorporated	
Andamooka Historic Reserve	Andamooka 5722, allotment 582, town of Andamooka. O.L. Number 17160.
Uttra House	Near Main Road, Wentworth-Cooltong-Renmark, Chowilla, Section 17 (Chowilla District). Out of Hundreds.

THE SCHEDULE

Name	Address
District Council of Victor Harbor Dwelling—'Mount Breckan'	Renown Avenue, Victor Harbor 5211. CT volume 4145, folio 402, lot 56, part section 17. Hundred of Encounter Bay.
Corporation of the Town of Wallaroo Methodist Church	Stirling Road, Wallaroo 5556. CT volume 4003, folio 886, portion of allotment 80. Hundred of Wallaroo.
District Council of Warooka Inneston Gypsum Complex	Inneston 5577, portion of sections 125, 101 and 131, Innes National Park. Hundred of Warrenben.
Dated at Adelaide, 14 August 1986.	
D. J. HOPGOOD, Minister for Environment and Planning	

MINING ACT, 1971, AS AMENDED

Department of Mines and Energy, 14 August 1986

NOTICE is hereby given that I propose to grant a mining lease over the undermentioned area. Any objections to this proposal must be lodged in writing at the office of the Department of Mines and Energy, 191 Greenhill Road, Parkside, on or before 11 September 1986.

R. G. PAYNE, Minister of Mines and Energy

Applicant	Location	Term	Area in ha	Ref. D.M.E.
<i>Mineral lease</i>				
Robert Malcolm Patterson	In section 154, hundred of Haines	7 years	12.00	T851
Special conditions are proposed for the above tenement details of which are available from the Mining Registrar.				

MINING ACT, 1971, AS AMENDED

Department of Mines and Energy, 14 August 1986

NOTICE is hereby given that I propose to grant an exploration licence over the undermentioned area. Any objections to this proposal must be lodged in writing at the office of the Department of Mines and Energy, 191 Greenhill Road, Parkside, on or before 11 September 1986.

R. G. PAYNE, Minister of Mines and Energy

Applicant	Location	Term	Area in km ²	Ref. D.M.E.
Stockdale Prospecting Limited	Mount Bosanquet area—approximately 25 km south of Kimba, bounded as follows: commencing at a point being the intersection of latitude 33°20'S and longitude 136°15'E, thence east to longitude 136°29'E, south to latitude 33°25'S, west to the eastern boundary of Carapsee Hill Conservation Park, thence generally northwesterly and southerly along the boundaries of the said park to longitude 136°15'S and north to the point of commencement. All the within latitudes and longitudes are geodetic and expressed in terms of the Australian Geodetic Datum as defined on p. 4984 of <i>Commonwealth Gazette</i> number 84 dated 6 October 1966.	1 year	195	134/1986