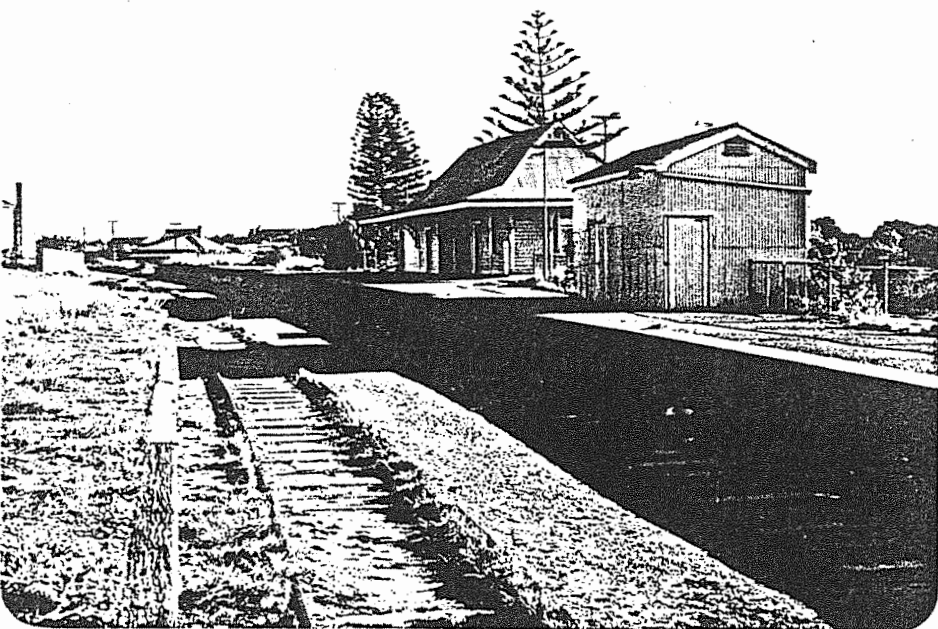


South Australian Heritage Act 1978-80	<h2 style="text-align: center;">HERITAGE SURVEY</h2> <h3 style="text-align: center;">ITEM IDENTIFICATION SHEET</h3> <div style="margin-top: 10px;"> <p>ITEM NAME: Port Elliot Railway Station</p> <p>Former or other</p> </div>	PROJECT HERITAGE SURVEY REGION 4 Item Ref. No. 101 Office Use ITEM No. DOCKET No.
<p>DESCRIPTION: This small railway station building is a timber framed construction clad in weatherboard and a corrugated iron roof. Of particular interest are the wrought iron verandah brackets and semi-circular arches.</p> <p>HISTORICAL SUMMARY: Construction work on extending the horse tramway from Port Elliot to Victor Harbour started in 1863, the contractor being Robert Redman. A stone station was built on the new station site and in 1867 a goods shed was erected (both since demolished). The final, existing development on the site was undertaken by contractor William Essery to plans by the South Australian Railways in 1911, when consideration for passenger facilities had superseded those for freight.</p> <p>HERITAGE SIGNIFICANCE: The railway station was the final development in the early and fascinating rail transport history of Port Elliot, and reflects the growing influence of tourism in the region.</p>		<p>LOCATION Address The Strand Town Port Elliot Postcode Section Hundred Goolwa County L.G.A. Pt.Elliot & Goolwa S.H.P. Region 4 A.M.G. Ref. 6626-IV</p> <p>SUBJECT 4.7</p> <p>USE</p> <p>PERIOD State</p> <p>Study Area 1881-1919</p>
<p>REFERENCES</p> <p>Noack et al., p.49 State Heritage Branch files</p> <p>Verbal Archival photographs</p>		<p>TYPE OF ITEM LAND Natural feature <input type="checkbox"/> Historical site <input type="checkbox"/> Historical Gdn. <input type="checkbox"/> BUILDING <input checked="" type="checkbox"/> STRUCTURE <input checked="" type="checkbox"/> PHYSICAL CONDITION </p>
<p>PHOTOGRAPH Film No. 1215 Negative No. 15</p> 		<p>STATUS Reg. of State Her. Items Reg. <input type="checkbox"/> Interim L <input checked="" type="checkbox"/> Nominated National Estate Reg. <input type="checkbox"/> Proposed L <input type="checkbox"/> National Trust CL <input type="checkbox"/> RL <input type="checkbox"/> File <input checked="" type="checkbox"/> Other <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>LAND TITLE L.G. 853/126</p> <p>RECOMMENDATION (A) State <input checked="" type="checkbox"/> (B) Local <input type="checkbox"/></p> <p>PREPARED BY HERITAGE INVESTIGATIONS AND HISTORICAL CONSULTANTS PTY LTD 1985</p>

RAILWAY HERITAGE of SOUTH AUSTRALIA

Site Name Port Elliot Railway Station

STATEMENT OF CULTURAL SIGNIFICANCE

This is not a building of particular architectural distinction but is a good example of a surviving timber clad railway station. The historical significance of the building lies in its history with the south coast railway, in particular with that part of the line from Port Elliot to Victor Harbor.

Significant Interest

- **Historical** This is a later addition to the south coast railway line but its historical significance lies in its identification with the history of this line.
- **Architectural** Though not an item of great architectural distinction, this item is a good example of very few surviving timber-framed railway stations.
- **Environmental** This is not a dominant or landmark item in the town.

RECOMMENDATION

We recommend that the item should be included on the Register of the National Estate.

Site Name Port Elliot Railway Station

ANALYSIS OF SIGNIFICANT INTEREST

HISTORICAL

Date 1911

This building represents part of the final chapter in the railway development along the south coast of Fleurieu Peninsula, when the prime function of freight haulage to Victor Harbor had given way to that of holiday makers travelling from Adelaide.

The railway station was the final development in the early and fascinating rail transport history of Port Elliot, and reflects the growing influence of tourism in the region. '...it would appear that the original passenger station building was retained, and incorporated into the final 1911 development, and was not demolished until June 1960 as a structural hazard' (State Heritage Branch Files)

Construction work to extend the horse tramway from Port Elliot to Victor Harbor started in 1863: the contractor was Robert Redman. At the time, a stone station was built on the new station site and in 1867 a goods shed was erected (both have since been demolished). A shelter shed was added in 1887. The final, existing development on the site was undertaken in 1911 by contractor William Essery to plans drawn by the South Australian Railways, when consideration for passenger facilities had superseded those for freight.

On 28 August 1913, the *Advertiser* reported that the siding had been extended by c.69m and that the platform was to be lengthened 9m, with the width being increased by 3.6m. A new station office in the centre of the platform replaced the older one. There was also an addition of a cream and fish shed. Even by the time of this article, the train passing through the station had acquired the reputation as the 'cockle train'.

Australian National closed the line on 14 January 1986, though it has been re-opened as a tourist railway under the control of Steamranger.

ARCHITECTURAL

Size Single storey

Wall Materials Timber framed and weatherboard clad

Roof Form Hipped/Gablet

Roof Material Corrugated Galvanised Iron

Window type Timber-framed, double-hung sash

Other features Wide eave to form verandah supported by wrought iron brackets and semi-circular arches

Few timber framed railway stations have been identified as being of particular significance.

Site Name Port Elliot Railway Station

REFERENCES

Advertiser, 28 August 1913
Heritage Branch Files 6626-11178
Heritage Investigations, 'Heritage Survey Region 4', 1985, Item 101
Noack et al., p.48
SAPP, Colonial Architect, 1857-66; Railway Commissioner's Report for June 1885,
1888, 1897
SAPP 29-1888
SAR Plan No 25524/222

SUPPLEMENTARY INFORMATION

CIRCUMSTANCES

The item is currently leased by the local branch of the National Trust as a Heritage Centre and forms a vital part of the tourist railway between Goolwa and Victor Harbor.

INTEGRITY

The integrity of the item is very high

ENVIRONMENT / PLANNING IMPLICATIONS

This item is not a prominent item, it is some way from the main road connecting Victor Harbor and Goolwa and is located off the Strand.

RAILWAY STATION

PORT ELLIOT

HERITAGE SIGNIFICANCE

Historically, the item represents the final chapter in the area's rail development, when the priority of freight haulage to the busy port of Victor Harbor had been supplanted by the movement of holiday makers to and from the State capital so characteristic of the 20th Century.

Architecturally, the building is a better-than-usual timber framed railway station, with interest being added by the use of wrought iron brackets and "arches". The station platform is of standard construction.

Environmentally, the item is not a strong landmark but is clearly discernible as the station.

The integrity of the item is quite good, showing few alterations and being adequately maintained.

NOMINATION SOURCE/THREAT/OWNER

This report has been prepared in response to a request from the Heritage Committee that the entire Goolwa-Victor Harbor Railway be assessed for the Register. The item is owned by Australia National, but services have ceased on the line and its future is in doubt.

HERITAGE CONSERVATION BRANCH RECOMMENDATION:

Peter Bell
for Manager

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

SOUTH AUSTRALIAN HERITAGE COMMITTEE RECOMMENDATION:

.....
Chairman

South Australian Heritage Act 1978-82	Register of State Heritage Items ITEM EVALUATION SHEET Buildings and Structures	Ref. No. 6626-11178
	Item Railway Station <u>PORT ELLIOT</u>	Status -
Age 1911	Subject Present Use Code: 1415 Passenger Shelter Original Use Code: 1415 Passenger Shelter	Style -

History	Context	Constructed to better service a popular holiday area, replacing an earlier passenger shelter dating from 1865.					E	VG	AG	FP	NA
	Person/Group								X		
	Event										X
	Architect/Builder	Plans by South Australian Railways. Contractor William Essery.							X		
Architecture	Design	A simple timber building with a steeply pitched corrugated iron roof with vented gables. A central, passenger waiting space, open on the platform side, flanked by enclosed offices at each end.							X		
	Construction	Exposed timber frame with weatherboards. Corrugated iron roof, and verandah with wrought iron brackets. Wrought iron semi-circular "arches" add a touch of flair to the waiting room entrance. Brick walls to toilets with small fluted corrugated iron						X			
	Interior	to timber framed walls. Basic exposed timber frame and weatherboards.							X		
	Representation	A good example of timber framed railway stations in South Australia.						X			
Environment	Continuity	A remote item from the built-up streets of Port Elliot.							X		
	Local Character	Fits well with the local character.							X		
	Landmark	Not a strong landmark, but clearly discerned as the railway station.							X		
	Alterations	Few alterations appear to have been made.						X			
Integrity	Condition	Generally in original condition and adequately maintained.						X			
	Compatibility	Can still adequately fulfil its role as a railway station.						X			

South Australian Heritage Act 1978-82	Register of State Heritage Items ITEM EVALUATION SHEET Buildings and Structures	Ref. No. 6626-11178
	Item Railway Station <u>PORT ELLIOT</u>	Prepared By: Parry Kostoglou Barry Rowney

Supplementary Information

History and Sources

For a community of its size, Port Elliot has enjoyed a rather complex and extensive tram/rail history, which can be divided into three major developmental phases, culminating in the construction of the complex seen today.

The first project involved the original 1853 tramway where the line extended directly onto the jetty at Horseshoe Bay, thus facilitating the promptest possible movement of goods from boat to railway and visa versa. However, for three years materials awaiting transit from the foreshore suffered at the hands of the elements until the Public Works Department authorized the construction of a shelter shed for the storage of goods, that also doubled as a passenger terminus in 1857.

With the completion of the Victor Harbor extension in 1863, the Horseshoe Bay complex was abandoned, as the new line ran directly through the township, and disastrous shipping losses had effectively destroyed whatever credibility the port had enjoyed under its champion Governor Young.

At the new location a stone passenger station was begun in 1864 and completed early in 1865. Once again the damage wrought by nature on unprotected goods necessitated the prompt construction of a goods shed. In his report to Adelaide of 1864, the Superintendent of the line stated: "At Port Elliot a goods shed is very much required for there is no protection whatever for goods left on the roadside". By the end of 1865 the new shed was nearing completion, and by June 1866, the entire complex had been finished, although at somewhat greater expense than the original projection of 500 pounds.

Although sources remain unclear on this point, it would appear that the original passenger station building was retained, and unincorporated into the final 1911 development, and was not demolished until June 1960 as a structural hazard.

The final, and present development occurred on the same site as the previous one. Plans for the present passenger station building were passed by the Chief Engineer of Railways (all responsibility for railway development and maintenance was taken from

contd.

South Australian Heritage Act 1978-82	Register of State Heritage Items ITEM EVALUATION SHEET Buildings and Structures	Ref. No. 6626-11178
	Item Railway Station <u>PORT ELLIOT</u>	Prepared By: Parry Kostoglou Barry Rowney

History and Sources

the Public Works Department in the late 1870's and given to the fledgling S.A.R.) on the 15 May, 1911, and work was completed a year later. Details as to the costings of the project remain obscure, and the most likely source of information, the South Australian Parliamentary Papers, remain cryptic about this.

The use of light timber framed construction for a railway station was unusual, and it must be presumed that by 1911 Port Elliot had become insignificant as a freight station, and had taken on its modern role as a tourist stop. The S.A.R. thus went to a minimum of expense in providing passenger facilities which were to see only seasonal use by weekend recreational passengers.

Sources

Noack, Marsden, Dallwitz - Port Elliot and Goolwa Heritage Study
SAPP Public Works Reports 1857-1866
S.A. Railway Planning Office Drawing No. 25524/222



6626-11178 Port Elliot Railway Station Facing West.

August 69



6626-11178 Port Elliot Railway Station Building

August 89

THE OCEAN TERMINAL OF THE
FIRST RAILWAY IN AUSTRALASIA
FORT ELLIOT TO COOLWA
COMPLETED 12 MAY 1854
DUE TO SHIPPING LOSSES HERE
THE LINE WAS EXTENDED TO
VICTOR HARBOUR IN 1864
THIS PLAQUE WAS PLACED HERE BY THE
ELLIOTTON AND EDRESHORE COMMITTEE
18 MAY 1966

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.
Littra 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