

South
Australian
Heritage
Act
1978-80

HERITAGE SURVEY ITEM IDENTIFICATION SHEET

HERITAGE SURVEY REGION 5

Item Ref. No. 3

ITEM NAME: Currency Creek Railway Viaduct,
Embankment and Culverts
Former or other

Office Use
ITEM No.
DOCKET No.

HERITAGE SIGNIFICANCE

The Currency Creek Railway Viaduct was one of the major works associated with the extension of the railway line to Victor Harbour, following the shifting of port functions there from Port Elliot in 1864. Thus it was an integral part of the Murray trade.

This structure is also significant as it was the first of its kind in South Australia. The foundation stone was laid in December 1866 by Mrs. Higgins of Currency Creek. The viaduct consists of 6 piers and 2 abutments all built of limestone rubble quarried locally and finished with brick quoins.

It was designed by G.E. Hamilton. Masonry work was constructed by Sara and Sons; R. Nutt built the platform and deck and Martin and Loutit fabricated the girders.

Because of inferior masonry workmanship on the two central piers they had to be dismantled and rebuilt shortly after initial construction. The dressed stone bases of these two piers can still be seen, although in 1942 (the date is scratched on to the concrete by workmen) most of the columns were covered in concrete.

To the north and south of the viaduct are two bluestone and brick arched culverts which allow water to pass through the substantial embankment.

LOCATION

Address Railway Reserve
Town Currency Creek
Postcode
Section
Hundred Goolwa
County
L.G.A. Port Elliot and
S.H.P. Region 5 Goolwa
A.M.G. Ref. 6627-II ...
54 29640 607420

SUBJECT

4.7
4.10

PERIOD

State

Study Area

1853-1880

REFERENCES

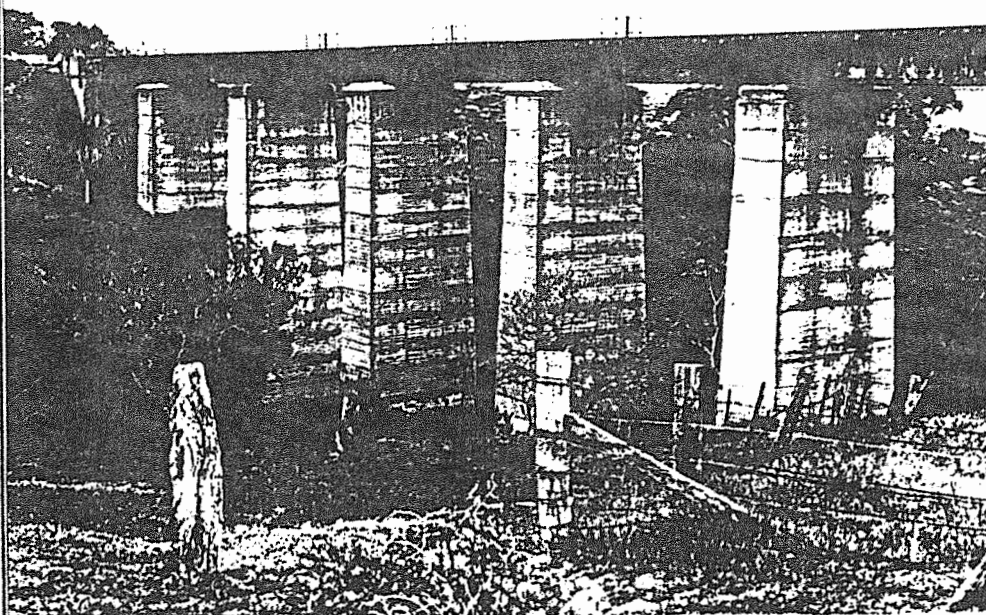
Port Elliot and Goolwa Heritage Study, pp. 75, 93
National Trust, 2411
Jensen, Colonial Architecture ... p.397

Verbal
Archival photographs

TYPE OF ITEM

LAND Natural feature ☐
Historical site ☐
Historical Gdn. ☐
BUILDING ☐
STRUCTURE ☒
PHYSICAL CONDITION

PHOTOGRAPH Film No. 800 Negative No. 10
Direction of view to NE



STATUS

Reg. of State Her. Items
Reg. ☐ Interim L. ☐
Nominated ☐
National Estate
Reg. ☐ Proposed L. ☐
National Trust
CL ☐ RL ☒ File ☐
Other

RECOMMENDATION

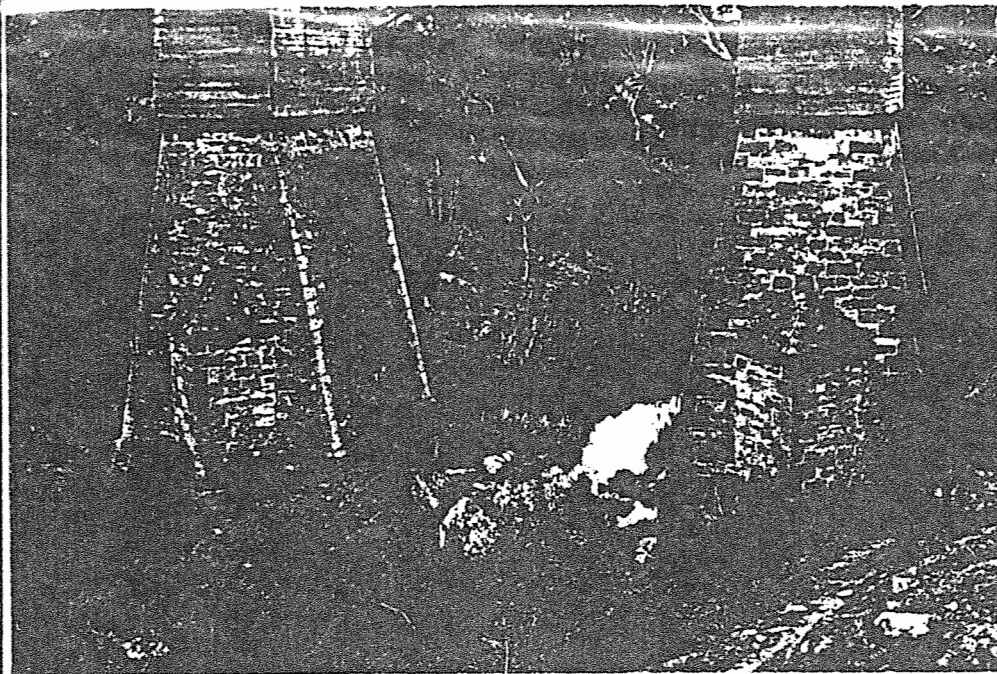
(A) State ☒ (B) Local ☐

PREPARED BY

HERITAGE INVESTIGATIONS

Date. 1983

IIS/D4/25.11.81

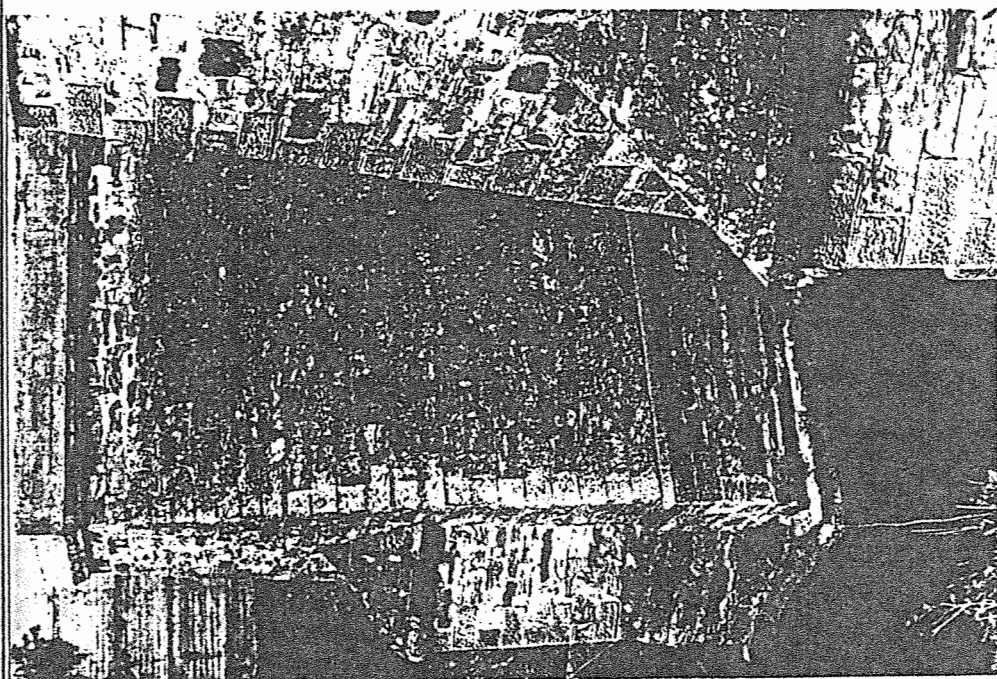


PROJECT
HERITAGE SURVEY REGION 5

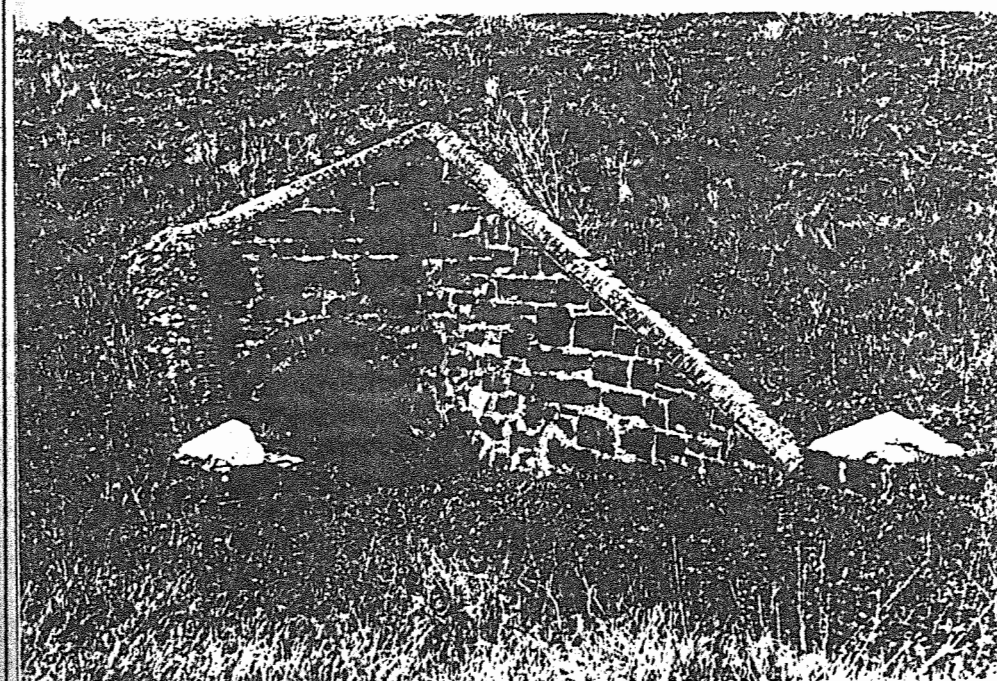
Item Ref. No. 3a

L.G.A.
Port Elliot and Goolwa

Film No. 800
Negative No. 11
Direction of view to E



Film No. 800
Negative No. 12
Direction of view to N



Film No. 800
Negative No. 9
Direction of view to E

RAILWAY HERITAGE of SOUTH AUSTRALIA

Site Name Currency Creek Railway Bridge

STATEMENT OF CULTURAL SIGNIFICANCE

This is a major engineering work which is of major heritage significance because of its identification with the history of the railway between Strathalbyn and Victor Harbor. This structure was the first of its kind in South Australia. Of six bluestone bases and tapered concrete piers with two abutments it is well constructed. The structure dominates the surrounding environment, and serves most adequately as a monument to the railway history of the region.

Significant Interest

- **Historical** The item is an early example of major railway engineering works during the extension of branch lines to South Australian rural areas. It is particularly significant because of its identification with the history of the railway to Victor Harbor.
- **Architectural** This structure is significant as the reputed first of its kind in South Australia. The structure of six bluestone bases and tapered concrete piers with two abutments is well constructed and in good condition.
- **Environmental** The structure is a grand and striking landmark in the area and easily accessible to the public for viewing.

RECOMMENDATION

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

Site Name Currency Creek Railway Bridge

ANALYSIS OF SIGNIFICANT INTEREST

HISTORICAL

Date 1867

This was one of the major works associated with the extension of the railway line to Victor Harbor, following the shifting of port functions there from Port Elliot in 1864. Thus it became an integral part of the Murray trade.

The foundation stone was laid in December 1866 by Mrs Higgins, wife of the Colonel of the local Cavalry Unit, of Currency Creek. The bridge was designed by G.E. Hamilton. Masonry work was undertaken by Sara & Sons, while R. Nutt built the platform and deck and Martin and Loutitt of Gawler fabricated the girders from imported plate. Because of inferior masonry workmanship on two central piers they had to be dismantled by the contractor and rebuilt shortly after initial construction. The completed section of the line was opened in December 1868 and at that time the bridge was the highest in the colony. Shortly afterwards, on 23 April 1869, the length of track from Currency Creek to Strathalbyn was opened by the Governor, Sir James Fergusson.

The Strathalbyn to Middleton tramway continued in service for 15 years and in December 1884 the new steam powered rail link from Strathalbyn to Goolwa was opened. The bridge has been strengthened in 1889 and in 1926, with the introduction of new heavier locomotives, the bridge was strengthened once more, this time by encasing the masonry piers in concrete. Steel spans and steel web girders were installed.

The dressed stone bases of these two piers can still be seen, although in 1942 (the date is scratched on to the concrete by workmen) most of the columns were covered in concrete. To the north and south of the viaduct are two bluestone and brick arched culverts which allow water to pass through the substantial embankment.

ENGINEERING

Designer Public Works Department Architect in Chief

Builder G. Sara & Sons

Size Viaduct consists of six piers with two abutments. The central piers are 23m high with the base c 5.7m x 5.2m, tapering to the top of 4.3m x 1.5m.

Materials The six piers have random bluestone bases with tooled sandstone quoins, topped with tapering piers of concrete. The two abutments are heavily rendered and appear to be limestone rubble with brick quoins. Four iron girders span the length of 85m. Each girder was tested to carry a weight of 35 tonnes.

Other details Generally in original condition. It is not known when the abutments were rendered. Two central piers were constructed of inferior masonry and had to be dismantled and rebuilt shortly after initial construction.

Site Name Currency Creek Railway Bridge

REFERENCES

Heritage Investigations, 'Heritage Survey Region 5', 1983, Item 3
National Trust File 2411 (1880, 1926)
Noack, Dallwitz, Marsden, 'Port Elliot and Goolwa Heritage Study', 1981 pp. 75, 93
SAPP, 75-1866; 15-1867, p.18; 29b-1889
State Heritage Branch File, 6627-11184, 1985
Strempell, A.A., 'The first public railway in South Australia', 1954, Mortlock Library
of South Australiana, PRG 494

SUPPLEMENTARY INFORMATION

CIRCUMSTANCES

The railway line continues to be used by Steamranger.

INTEGRITY

The integrity of the item is very high.

ENVIRONMENT / PLANNING IMPLICATIONS

The line is some distance from the main road and is part of the railway reserve.

Site Name Currency Creek Railway Bridge

Address Railway Reserve, Currency Creek

Section 394

Hundred Nangkita

A.M.G. Reference Z 54 E 299500 N 6078800

Local Government Area Port Elliot & Goolwa

Owner(s) Government of South Australia

State Heritage Status Registered on 14 August 1986

Other Assessments National Trust Classified List

Current Use Part of tourist railway

Condition Good

Known Threats None

Conservation action identified None

Associated item(s) Other items associated with the railway.

Comments The current use of the tourist railway is an admirable way of ensuring the continued use of this item.

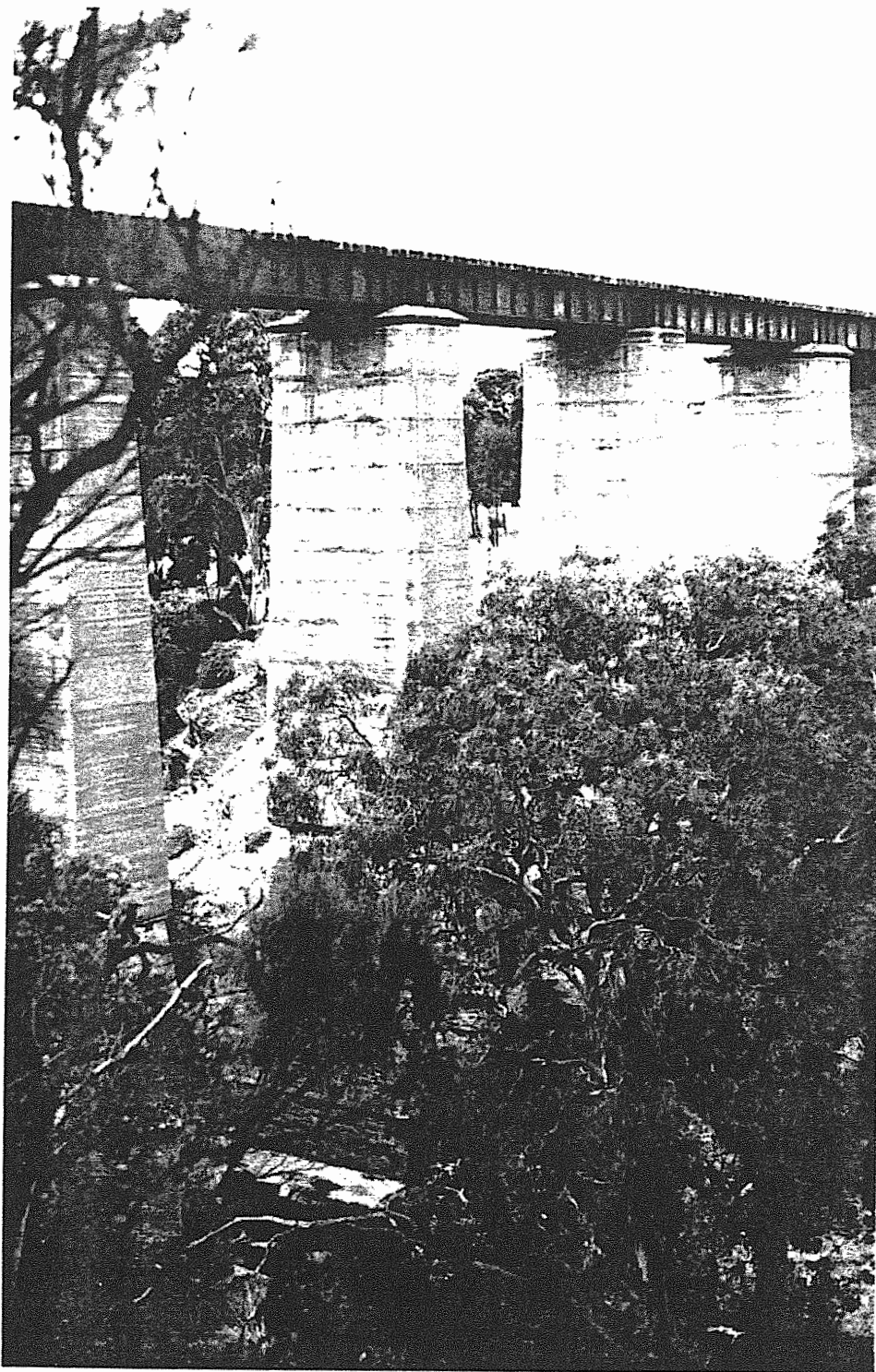
Site Surveyor Peter Donovan **Date(s) of Survey** 3 December 1991

Site Name Currency Creek Railway Bridge

Film/Neg Number 14/35

Photographer Peter Donovan

Subject Name View of the bridge



Site Name Currency Creek Railway Bridge

Film/Neg Number 14/36

Photographer Peter Donovan

Subject Name Detail of the piers



RAILWAY VIADUCT
CURRENCY CREEK

HERITAGE SIGNIFICANCE

Historically, the item is an early example of major railway engineering works during the extension of branch lines to South Australian rural areas.

Architecturally, this structure is significant as the reputed first of its kind in South Australia. The structure of six bluestone bases and tapered concrete piers with two abutments is well constructed and in good condition.

Environmentally, the structure is a grand and striking landmark in the area, and easily accessible to the public for viewing.

The integrity of the structure is very good, and seemingly in original condition.

NOMINATION SOURCE/THREAT/OWNER

This report has been prepared in response to a recommendation by the South Australian Heritage Committee on 30 May, 1984 that the entire Victor Harbor-Goolwa Railway be assessed for the Register. The Branch has included the Currency Creek line in the assessment. The item is owned by Australian National Railways. The future of services on the line is in doubt, but the bridge is not known to be under any threat.

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 A1, A2, H3.

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. 6627-11184
	Item RAILWAY VIADUCT CURRENCY CREEK	Status NTR
Age 1867	Subject RAILWAYS - TRANSPORT	Style -

History

Architecture

Environment

Integrity

Context	Constructed during the extension of railway services from Strathalbyn to Middleton in 1867.	E	VG	AG	FP	NA
Person/Group	. South Australian Government . Strathalbyn Community			X		
Event	Opened 23 April, 1869			X		
Architect/Builder	Public Works Department Architect in Chief G. Sara & Sons.			X		
Design	The viaduct consists of six piers with two abutments. The central piers are 76 feet high with the base 18 feet 10 inches x 17 feet 6 inches tapering to the top of 14 feet x 5 feet.		X			
Construction	The six piers have random bluestone bases with tooled sandstone quoins, topped with tapering piers of concrete (?). The two abutments are heavily rendered, and appear to be limestone rubble with brick quoins. Four iron girders span the length of 280 feet. Each girder was tested to carry a weight of 35 tons.		X			
Interior	N/A					X
Representation	Said to be the first of its kind in South Australia.		X			
Continuity	N/A					X
Local Character	N/A					X
Landmark	Forms a considerable landmark in the area.		X			
Alterations	Generally in original condition. It is not known when the abutments were rendered. Apparently the two central piers were constructed of inferior masonry and had to be dismantled and rebuilt shortly after initial construction.		X			
Condition	Generally in a very good condition.		X			
Compatibility	Still used as a viaduct.	X				

South Australian Heritage Act 1978-82	Register of State Heritage Items ITEM EVALUATION SHEET Buildings and Structures	Ref. No. 6627-11184
	Item RAILWAY VIADUCT CURRENCY CREEK	Prepared By: Parry Kostoglou Barry Rowney

Supplementary Information

Adaptation: No potential for adaptation.

Interpretation: Interpretive measures should be part of an overall strategy for the Victor Harbor Railway, depending on whether or not it remains in service.

History and Sources

The completion and successful operation of the Goolwa to Port Elliot Tramway in the 1850's drew approving comment from many surrounding communities, notably Strathalbyn. As well as providing a source of great community pride, many of the regions shrewder citizens saw the lucrative financial gains to be made in handling goods and traffic from the wharves on the coast, and Strathalbyn's citizenry began to agitate for a rail link to the sea. A collective petition was tabled in the House of Assembly on behalf of the town in September 1858. In 1859 State Parliament was given the findings of a select committee, who acting on the best advice of consulting engineers recommended that Strathalbyn be the recipient of a rail link from Goolwa.

However, in its wisdom Parliament chose to ignore the committee's well-intentioned advice, and chose Middleton instead as the destination of any future rail link emanating from Strathalbyn to the seaboard. That Parliament's eventual decision was an unbiased one, is somewhat open to debate if one takes into account a parliamentary report which examines the costings and engineering dilemmas related to a tramway from Strathalbyn to Middleton dated 1857, a full two years before the debate even officially or publicly commenced.

In this report three major engineering problems were highlighted, all involving stretches of water. These were the Black Swamp, Finnis River and Currency Creek. Plans were duly drawn up and by the latter half of 1866, the project entered the practical stage. On the 1 August, the first spade of earth was turned for the project by the Governor, Sir Dominick Daly.

On the 30 October the contract for the Currency Creek Viaduct was signed and undertaken by Mr. G. Sara and Sons, and in December the foundation stone was laid with suitable ceremony by a certain Mrs. Higgins, wife of the Colonel of the local Cavalry Unit.

The viaduct was completed in 1867, not however without mishap as the report by the Engineer in Chief for 1867 bears out - "The contractors were instructed to pull down and rebuild the two middle piers of this viaduct, in consequence of their failure through insufficient bond and inferior workmanship".

contd.

South Australian Heritage Act 1978-82	Register of State Heritage Items ITEM EVALUATION SHEET Buildings and Structures	Ref. No. 6627-11184
	Item RAILWAY VIADUCT CURRENCY CREEK	Prepared By: Parry Kostoglou Barry Rowney

History and Sources

Because of the extremely large size of the cast girders, plates had to be imported and the girders made and sheared from these by Messrs. Martin and Loutitt of Gawler.

In December 1868 the completed section of line from Middleton to Currency Creek was opened to traffic, and the viaduct, at that time the highest bridge in the State, became operational.

Two months later the track length from Currency Creek to Strathalbyn was finished and the entire line was opened by the Governor, Sir James Fergusson on 23 April, 1869.

The Strathalbyn to Middleton tramway continued service for only 15 years, and then in December 1884, the new steam powered rail link from Strathalbyn to Goolwa was opened, and the Strathalbyn community accordingly saw their wish granted, although it was 20 years overdue.

The viaduct was incorporated into the new steam line, but could not continue service sustaining the weights of increasingly heavier and more powerful locomotives without some structural modification. With the introduction in 1926 of the line's new locomotives, the Railway Commissioner duly authorized the project to strengthen the bridge. The masonry piers were encased in concrete, and work was begun on the metal sections of the culvert proper. Seven new steel spans were installed as were steel web girders, the line once again being deemed fit for service. To date, no further major work has been carried out on the viaduct, but even in its present state of disuse the structure dominates the surrounding environment, and serves most adequately as a monument to the railway history of the region.

Sources

National Trust of S.A. (Record No. 2411)
Public Works Report for 1865. S.A. Parliamentary Paper No. 75, 1866.
Public Works Report for 1866. S.A. Parliamentary Papers 1867.
Noack, Dallwitz, Marsden. Port Elliot and Goolwa Heritage Study 1981.
A.A. Strempel. The first public Railway in Australia. Proceedings of the Royal Geographical Society of S.A. 1954.

Chronology

April 1857	- Report on Feasibility of Railway connecting Strathalbyn and Middleton tabled before Parliament.
September 1859	- Petition for Rail link to Goolwa tabled in Parliament on behalf of Strathalbyn community.
November? 1859	- Select committees' findings tabled before Parliament.
1 August 1866	- Line officially begun.
30 October 1866	- Contract for viaduct construction signed.
December 1866	- Foundation stone laid.
1867	- Viaduct completed.
1867	- Middleton/Strathalbyn Railway Bill passed.
December 1868	- Middleton/Currency Creek section opened to traffic.
February 1869	- First shipment of wheat forwarded along new line.
23 April 1869	- Entire line opened by Governor.
1884	- Amendment of Strathalbyn/Middleton Act of 1866.
17 December 1884	- Strathalbyn/Goolwa steam line opened by Governor.
1926	- Strengthening of viaduct for new locomotive introduction.



6627-11194 Viaduct-Rail length-looking North.

August 84



6627-11194

Currency Creek Railway Viaduct

August 84



6627-11184

Viaduct Southern Section

August 84



6627-11184

Currency Creek Railway Viaduct

August 84



McLeay Collection Viaduct, Currency Creek Print 1



McLeay collection. Detail of Viaduct from print 1

Print 2

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