

BELAIR RAILWAY STATION

RAILWAY RESERVE
BELAIR

HERITAGE SIGNIFICANCE

Historically, the Belair Railway Station is significant because of its association with the construction of the Adelaide-Nairne Railway in 1879-83. The line was an ambitious engineering feat undertaken to link Adelaide ultimately with Melbourne and the Eastern States. Built during a time of rapid railway expansion, the Station later served as an access point to SA's first National Park.

Architecturally, the station buildings are a good example of 19th Century timber, iron and steel design utilised for secondary stops along railway routes. As a coherent complex, the station provides a scarce example still relatively intact.

Environmentally, the station is isolated from the surrounding urban landscape, and because of its position by a deep cutting and adjacent Belair Recreation Park does not provide a landmark. In its immediate context however, the station is remarkable.

The Integrity of the Station is intact, with brick toilet block set unobtrusively back between signal box and waiting shed.

NOMINATION SOURCE/THREAT/OWNER

This report has been prepared as a result of 3 public nominations, including one that has nominated the entire Adelaide to Mt. Lofty line as an historic item. Following a survey of the major stations along the line, the Branch has prepared this report on the basis of Belair Railway Station's fidelity to original design and form and absence of intrusive environmental elements. Controlled by S.T.A., the station is on S. 1201 as a railway reserve and is not under immediate threat.

HERITAGE CONSERVATION BRANCH RECOMMENDATION:

..... *Damus C. Rowne*
Manager

It is recommended that this item be included/~~not be included~~ on the Register of State Heritage Items, and that it be categorized H3, H2, A2.

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. 6628-11524
	Item BELAIR RAILWAY STATION RAILWAY RESERVE BELAIR	Status
Age	Subject TRANSPORTATION RECREATION	Style

	E	VG	AG	FP	NA
Context Associated with the major transportation rail link between Adelaide and Melbourne, and hence Eastern Australia, the station complex reflects the era when it was built.		X			
Person/Group S.A. Government Commissioner of Public Works - The Hon. J.G. Ramsay	X				
Event No known event					X
Architect/Builder Engineer-in-Chief : Mr. Mais Contractor : Messrs. Walker and Swan		X			
Design Ticket office - a rectangular building, adjoining signal station, comprising cellar and signal room with exterior timber staircase entrance on western side. Waiting shed on southern platform is of large rectangular partly enclosed design.			X		
Construction Ticket office - cement render walls, galvanized iron roof Signal Box - weatherboard on brick plinth South Waiting Shed - exposed stud frame weatherboard North Waiting Shed - steel frame, stud frame and matchboard		X			
Interior Functional - typical office fittings; Ticket Signal Station - Switching devices in position Office: Waiting Sheds - Spartan - seating along perimeter wall		X			
Representation A scarce example of a station complex of timber construction of the 1880-1900 era - very few of similar condition exist in a comparable setting.		X			
Continuity Contributes to the park and surrounding landscape - Dominates the immediate environment.		X			
Local Character While providing a contrast to the area of trees and shrubs in the vicinity, establishes its immediate character.		X			
Landmark Not visually notable from surrounding streets, as the station is set in a cutting - and adjacent to a ridge leading down into Belair National Park (now Recreation)					X
Alterations Minor alterations not out of sympathy with the original		X			
Condition Good		X			
Compatibility Still used as railway station	X				

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Supplementary Information

Adaption - In the unlikely event of the station's closure, could be adapted to providing shelter or recreation for Park users.

Interpretation - Would be suitable for interpretative sign outlining general history of Hills Railway Line - currently has information regarding the dates of construction of main waiting shed, original section of fencing and exhibits appropriate lettering on signs.

History and Sources

Belair Station is one of a number of stops along the 22 mile railway between Adelaide and Mt. Lofty completed in 1883. Built in 2 sections by separate contractors, the Adelaide to Nairne railway was hailed as opening a "new era in South Australian history" by the Editor of the Register (March 14 1883). Its construction was the most difficult and ambitious undertaken by the State at the time. Problems of a suitable route were overcome in a general agreement with Mr. Ward's motion before the legislative Council on July 17th, 1878;

"that in the opinion of this House immediate action be taken to connect Adelaide by railway with the Colonies of N.S.W., Victoria and Queensland by the most direct and reasonably practicable route via Murray Bridge and the S.E. border with Victoria"
(Register, Mar 14, 1883)

Construction of the 1st section to Mount Lofty was started in May 1879 by Messrs. Walker and Swan. Another firm, Messrs Bailey, Davis and Wishart successfully tendered £120,000 for the second section from Mount Lofty to Nairne. Parliamentary estimates costed the average expense of the line's construction at £20,500 per mile.

As the gradient was not to exceed 1 in 30, it was necessary for the contractors to extensively excavate and embank to overcome the steep ascent up the Adelaide Hills escarpment. The project also involved the provision of 8 tunnels and 2 viaducts and employed a maximum of 700 - 800 men at the rate of 7/- per day. In 1881, the year the viaducts were completed, the workers struck for high wages succeeded in winning an increase of 4½d per week. Walker and Swan's original tender for the first section of the line was for £182,159, the work to be completed in two years. Owing to delays and strikes, the work took longer than the specified time. The two viaducts alone cost £14,441. The longer viaduct, measuring 360' stood 100 feet above an Eden Hills gully and linked two tunnels. The second viaduct measured 260 feet in length and rose 78' above a second gully. So flimsy did they appear that the contractor refused to test their strength with his construction engine but insisted the Commissioner of Public Works have the honour of crossing the viaduct for the first time in his engine. The viaducts were successfully tested by a loaded engine weighing 200 tons on the 18th August, 1882, and were used for nearly 40 years before being by-passed by a line deviation and longer tunnel.

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History and Sources

Accounts of the line's opening ceremony held on Wednesday 14th March, 1883, reveal a comedy of errors. The engine failed to climb the steep gradient without mishap, and subsequently the vice-regal carriage and engine were accidentally uncoupled at Blackwood Railway Station, leaving 200 invited guests stranded at the Station for 4 hours. At Mt. Lofty station, an address of welcome by local residents was read to His Excellency, Sir William Robinson by Mr. Gall on behalf of the absent Mr. Cooke, who was a member of the stranded party at Blackwood.

The official opening of the line took place at Aldgate, and was joined by the remainder of the party by 4 p.m. in time for the official banquet. Substantially built stations along the line were established at Mitcham, Blackwood, Belair, Mt. Lofty and Aldgate. Aldgate served as a terminus for the suburban line until 1884, when it was transferred to Bridgewater.

Belair Station differs from the other stations in its use of timber and its location on what was originally Government Farm. Following the opening of the line, moves were made to subdivide and sell Government Farm before public outcry prompted the State to preserve the area as a National Park in 1891. One of the many reasons cited for the retention of Government Farm in public ownership was the revenue to be gained from excursionists visiting the Park by rail. An entrance to the park near the railway station brought the delights of the Hills environment within the grasp of urban dwellers for the mere price of a train ticket, and proved a popular outing for Adelaide's less affluent population.

In 1893, a passenger waiting shed was constructed west of the signal box and station master's office. Railway cottages on the ridge north of the Station were built at various times to accommodate workers. One of these buildings has been claimed to date from the 1840's, possibly used as a workmen's quarters for Government Farm. This has not been substantiated.

Currently controlled by the State Transport Authority, Belair Railway Station is historically significant at a State level in its representation of part of a major development in South Australia's transportation history, and as a good example of a railway station built in the late 19th Century. At a regional level, it contributes to an understanding of social recreational patterns when public transport was the only mode of travel available to many people.

Sources: SAPP 47 of 1879-1883
 "The Register" March 14, 1883: March 15, 1883.
 Mr. Barker Courier, Oct. 8, 1880
 "Observer", March 17, 1883: May 8, 1886: (38a): Jan 22 1887 (29b)
 "Observer", March 21, 1883
 Dene C. Cordes The Park at Belair Island Press 1983
 Tom Dyster Pump in the Roadway Investigator P. 1981
 W.A. Norman The History of the City of Mitcham Mitcham 1953
 G. Sutherland Our Inheritance in the Hills Adel 1889

Petitions: 95 of 1878
 83 of 1878

Belair Railway Station and Signal Box

BEL:011**LOCATION**

Address Sheoak Road
Suburb BELAIR 5052
Owners Trans Adelaide, GPO Box 1825, Adelaide SA 5001
Allotment No -
Section 1201
CT 4401/502
Hundred Adelaide

State Heritage Status Registered, 14 February 1985
Other Assessments

SHR No 6628-11524**Film/Neg No**

Belair Railway Station and Signal Box

DESCRIPTION

Group of railway structures including ticket office, signal box and waiting sheds. Ticket office adjoins signal box which comprises cellar and signal room with exterior timber staircase entrance on western side. Waiting shed on southern platform is of large rectangular, partly enclosed design.

HISTORY

Belair Station is one of a number of stops along the 22 mile railway between Adelaide and Mount Lofty completed in 1883. Built in two sections by separate contractors, the Adelaide to Nairne Railway was hailed as opening a 'new era in South Australian history' by the Editor of the *Register* (14 March 1883). Its construction was the most difficult and ambitious undertaken by the State at the time.

Construction of the last section to Mount Lofty was started in May 1879 by Messrs Walker and Swan. Another firm, Messrs Bailey, Davis and Wishart successfully tendered £120 000 for the second section from Mount Lofty to Nairne. Parliamentary estimates costed the average expense of the line's construction at £20 500 per mile. As the gradient was not to exceed 1 in 30, it was necessary for the contractors to extensively excavate and embank to overcome the steep ascent up the Adelaide Hills escarpment. The project also involved the provision of eight tunnels and two viaducts and employed a maximum of 700 to 800 men at the rate of 7/- per day. In 1881, the year the viaducts were completed, the workers struck for high wages and succeeded in winning an increase of 4½d per week. Walker and Swan's original tender for the first section of the line was for £182 159, the work to be completed in two years. Owing to delays and strikes the work took longer than the specified time.

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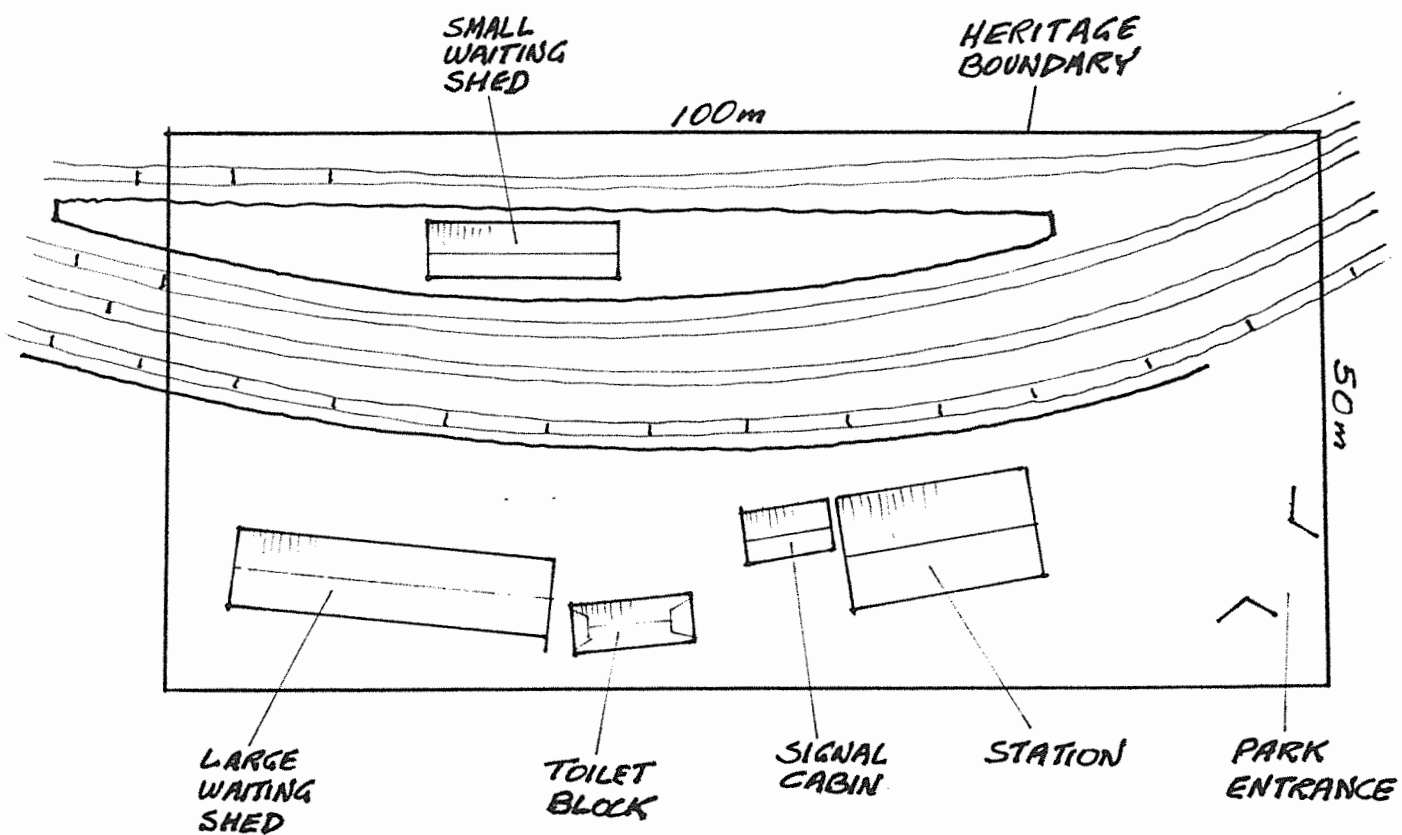
STATEMENT OF HERITAGE VALUE

The Belair Railway Station is significant because of its association with the construction of the Adelaide-Nairne Railway in 1879-83. The line was an ambitious engineering feat undertaken to link Adelaide ultimately with Melbourne and the eastern states. The station buildings are a good, intact example of 19th century timber, iron and steel design utilised for secondary stops along railway routes.

References

State Heritage Branch Files, File No. 11524

BELAIR RAILWAY STATION





BELAIR R.S.



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 Hoggood, Minister for Environment and Planning and Minister for the time being administering the said Act, hereby give notice that I propose to enter on the Register of State Heritage Items 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.

12TH REGISTER LISTING

<i>Name</i>	<i>Address</i>
Corporation of the City of Adelaide	
Adelaide and Gay's Arcades	Adelaide 5000. CT.'s volume 4026, folio 604, volume 4050, folio 726 and volume 4056, folio 782. PTA's 84 and 85; PTA 103; PTA's 102 and 103, hundred of Adelaide.
Church—Uniting	193 Brougham Place, North Adelaide 5006. CT. volume 4072, folio 426. PTA 1026, hundred of Adelaide.
MTT No. 1 Converter Station—Former	East Terrace, Adelaide 5000. CT. volume 3630, folio 177. PTA. 156, hundred of Adelaide.
Church—Pilgrim Uniting (former Stow Memorial Church)	12 Flinders Street, Adelaide 5000. CT. volume 1313, folio 164. PTA 235, hundred of Adelaide.
Executor Trustee Building	22 Grenfell Street, Adelaide 5000. CT. volume 3199, folio 34. PTA 107, hundred of Adelaide.
Shops	197-201 Rundle Street, Adelaide 5000. CT.'s volume 3655, folios 144-147 inclusive. PTA's 88 and 89, hundred of Adelaide.
Corporation of the City of Burnside	
Magill Stone Mines Historic Site	CT. volume 420, folio 631. Allotment 112 of portion of section 1083, hundred of Adelaide.
District Council of Burra Burra	
Rotunda	Market Square, Burra 5417. G.P. 200 of 1870, section 1, hundred of Koorunga, R2-301-1.
War Memorial	Market Square, Burra 5417. G.P. 200 of 1870, section 1, hundred of Koorunga, R2-301-1.
District Council of East Torrens	
Bigg's Cottage	Main Lobethal Road, Forest Range 5139. CT. volume 3786, folio 60, portion of section 84, hundred of Onkaparinga.
District Council of Gladstone	
Gladstone Gaol	Gladstone 5473. CL. volume 1564, folio 23, sections 412-413 inclusive, hundred of Booyoolie.
District Council of Lincoln	
Lake Hamilton Eating House	Flinders Highway, Lake Hamilton via Port Lincoln 5607. CL. volume 878, folio 22, sections 1, 3, 5 and 58, hundred of Kiana.
C. W. Schuermans Mission Site	Lincoln Highway, near Port Lincoln 5606. CT. volume 4059, folio 281, part section 102, hundred of Lincoln.
Mount Dutton Bay Jetty and Woolshed	via Wangary 5607. CT. volume 4038, folio 264, part section 231; Harbors Board Reserve, hundred of Lake Wangary.
Corporation of the City of Mitcham	
Dwelling—'Sturtbrae'	7 Bellevue Drive, Bellevue Heights 5050. CT. volume 3866, folio 67, allotment 40 in D.P. 7734, hundred of Adelaide.
Belair Railway Station and Signal Box	Sheoak Road, Belair 5052. CT. volume 4196, folio 459, section 750, hundred of Adelaide.
District Council of Mount Pleasant	
Tree—Herbig Family	Mount Pleasant Road, Springton 5235. CT. volume 3680, folio 177, part section 604, hundred of Jutland.
Corporation of the City of Port Adelaide	
Semaphore Post Office	15 Semaphore Road, Semaphore 5019. CT. volume 2614, folio 191, section 447, hundred of Port Adelaide.
Corporation of the City of Port Pirie	
Church—Catholic Convent	Gertrude Street, Port Pirie 5540. CT. volume 541, folio 166, section 113, hundred of Pirie.
District Council of Ridley	
Bridge	Keyneton-Sedan Road, Highways Department Plan 151, section 540, hundred of Jellicoe, 1211000540.
District Council of Robe	
Richmond Park	Robe 5276. CT. volume 4070, folio 263, portion of part section 12, hundred of Waterhouse.

Name	Address
Corporation of the Town of St Peters Maid and Magpie Hotel	Corner Payneham and Magill Roads, Stepney 5069. CT's volume 2620, folio 11, volume 4122, folio 864, volume 4122, folio 865, section 259, hundred of Adelaide.
Unincorporated The Ostrich Farm	Emeroo via Stirling North 5710. CT. volume 3189, folio 31, section 7, hundred of Crozier: sections 813 and 814, hundred of Davenport.
Mine Group—Hut and Shaft	Flinders Ranges National Park, part section 1137, out of hundreds (Parachilna) 8347001137.
District Council of Victor Harbor Bridge—Crossmans	Mount Alma Road. Highways Department Plan 314, section 259, hundred of Encounter Bay. 1503000259.

Dated at Adelaide 14 February 1985.

D. J. HOPGOOD, Minister for Environment and Planning

PROOF OF SUNRISE AND SUNSET ACT, 1923—ALMANAC FOR APRIL, MAY AND JUNE 1985

PURSUANT to the requirements of the Proof of Sunrise and Sunset Act, 1923, I, Michael John Knight, Commissioner of Highways, at the direction of the Honourable the Minister of Transport, publish in the schedule hereto an almanac setting out the times of sunrise and sunset on every day for the three calendar months of April, May and June, 1985.

Dated at Adelaide, 7 March, 1985.

Highways, 2973/1980

M. J. KNIGHT, Commissioner of Highways

THE SCHEDULE

Times of sunrise and sunset during the months of April, May and June 1985.

Date April	Sunrise a.m.	Sunset p.m.	Date May	Sunrise a.m.	Sunset p.m.	Date June	Sunrise a.m.	Sunset p.m.
1	6.28	6.11	1	6.52	5.33	1	7.15	5.12
2	6.29	6.09	2	6.52	5.32	2	7.15	5.12
3	6.30	6.08	3	6.53	5.31	3	7.16	5.11
4	6.30	6.07	4	6.54	5.30	4	7.16	5.11
5	6.31	6.05	5	6.55	5.29	5	7.17	5.11
6	6.32	6.04	6	6.56	5.29	6	7.17	5.11
7	6.33	6.03	7	6.56	5.28	7	7.18	5.11
8	6.33	6.01	8	6.57	5.27	8	7.18	5.11
9	6.34	6.00	9	6.58	5.26	9	7.19	5.10
10	6.35	5.59	10	6.59	5.25	10	7.19	5.10
11	6.36	5.57	11	7.00	5.24	11	7.20	5.10
12	6.37	5.56	12	7.00	5.23	12	7.20	5.10
13	6.37	5.55	13	7.01	5.22	13	7.21	5.10
14	6.38	5.53	14	7.02	5.22	14	7.21	5.10
15	6.39	5.52	15	7.03	5.21	15	7.21	5.10
16	6.40	5.51	16	7.03	5.20	16	7.22	5.10
17	6.41	5.50	17	7.04	5.20	17	7.22	5.11
18	6.41	5.48	18	7.05	5.19	18	7.22	5.11
19	6.42	5.47	19	7.06	5.18	19	7.23	5.11
20	6.43	5.46	20	7.06	5.18	20	7.23	5.11
21	6.44	5.45	21	7.07	5.17	21	7.23	5.11
22	6.45	5.44	22	7.08	5.16	22	7.24	5.11
23	6.45	5.42	23	7.09	5.16	23	7.24	5.12
24	6.46	5.41	24	7.09	5.15	24	7.24	5.12
25	6.47	5.40	25	7.10	5.15	25	7.24	5.12
26	6.48	5.39	26	7.11	5.14	26	7.24	5.13
27	6.48	5.38	27	7.11	5.14	27	7.24	5.13
28	6.49	5.37	28	7.12	5.13	28	7.24	5.13
29	6.50	5.36	29	7.13	5.13	29	7.24	5.14
30	6.51	5.35	30	7.13	5.13	30	7.24	5.14
			31	7.14	5.12			