

RAILWAY STRUCTURE AND DWELLING - OODNADATTA RAILWAY STATION
OODNADATTA

HERITAGE SIGNIFICANCE

Historically, the Railway Station is significant in establishing the reason for the development of the town and in revealing the importance of the centre as a major railhead servicing the mid-north areas during the late 19th and 20th centuries.

Architecturally, the building is a simple structure constructed from stone with a corrugated iron roof and surrounding verandah. It is not particularly rare or unique when considered with other railway stations on the Register.

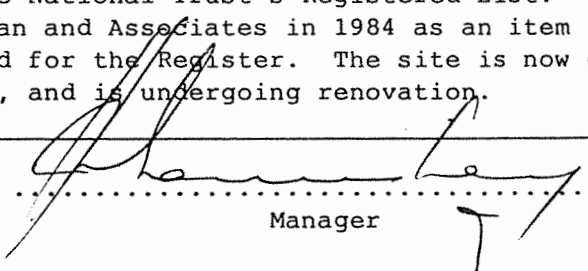
Environmentally, the building is located on the main street but set well back and surrounded by a community park. It is a prominent building within Oodnadatta, and the largest and plays a significant role in establishing the character of Oodnadatta.

The integrity of the complex is high with only minor alterations.

NOMINATION SOURCE/THREAT/OWNER

This report has been prepared as a result of a site visit by Branch members in July 1985. The building appears on the National Trust's Registered List. The railway station was nominated by Donovan and Associates in 1984 as an item in the Mound Springs Study and recommended for the Register. The site is now owned by the Aboriginal Housing Society Inc., and is undergoing renovation.

STATE HERITAGE BRANCH RECOMMENDATION:


Manager

It is recommended that this item be included on the Register of State Heritage Items and that it be categorized A3, H1.

South Australian Heritage Act 1978-82	Register of State Heritage Items ITEM EVALUATION SHEET Buildings and Structures	Ref. No. 5942-11527
	Item RAILWAY STRUCTURE & DWELLING - OODNADATTA	Status N.T.R.L.
Age C. 1890	Subject Original Use: 1403 Railway Station	Style

History	Context	Illustrative of the important role played by the Great Northern Railway in South Australia's settlement and development.	E	VG	AG	FP	NA
	Person/Group	No known person or group.	X				
	Event	No specific event.					X
	Architect/Builder	No information available.					X
Architecture	Design	Large stone building involving residence and station. Simple plan and design with projecting gable end to facade. Small amount of decoration.			X		
	Construction	Walls constructed entirely of stone. Gable roof clad with corrugated iron. Surrounding verandah with simple timber posts.		X			
	Interior	Not accessible.					X
	Representation	An imposing station complex involving goods shed and mechanical equipment. The last of the major railway stations within South Australia.		X			
Environment	Continuity	By far the most significant building within Oodnadatta. Set well back from the main street, the building has a community park located in front. Of a different age and scale to most of the surrounding development.					
	Local Character	Significant contribution to the local character of the area in revealing the past importance of the town as a major railhead.		X			
	Landmark	Important landmark qualities. A major feature of the town.		X			
	Alterations	Minor alterations including the removal of some sheds linked to the station. Removal of timber picket fence, brackets to verandah and sign.		X			
Integrity	Condition	In fair condition and essentially sound. Maintenance and repair works are necessary.				X	
	Compatibility	The complex is presently unused.					X

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Supplementary Information

Adaptation: The original fence, signs and timber work to the verandah should be reinstated.

Interpretation: The item is ideally situated and would provide an ideal area to express a number of important themes central to the development and settlement of the north of South Australia.

History and Sources

The township of Oodnadatta was first surveyed in October of 1890 and proclaimed on the 30 October in that year. The town was established as a result of the extension of the Great Northern Railway from Warrina. By June of 1890 construction had begun on railway buildings within the new town and the opening of the line in January 1891 heralded the awakening of the town. The initial reason for the creation of Oodnadatta and focus throughout its history has been the railway. Oodnadatta acted as the major railhead for the north of the State for a lengthy period and legends developed concerning this oddly named, remote centre.

One of the most substantial buildings within the town is a reminder of these times. The railway station and residence is a substantial stone structure located well back from the main street. It is at present unused and secured and has been since the closure of the Ghan Railway to Alice Springs in 1980. The building is now owned by the Aboriginal Housing Society Incorporated and is under no direct threat.

The North-South Railway was an aspect of a comprehensive railway scheme for the colony formulated during the railway age of the 1870's and 1880's. The first few kilometres were laid in the colony during the 1850's and by 1870 310 km of line had been constructed. The increase of the railway network was fourteen - fold during the next twenty years extending to the Victorian border, Broken Hill, into the northern regions and to the southern coasts.

The history of the proposal to construct the northern railway is long and contorted. The first offer to build the north-south line was made in 1858 to the South Australian Government by J.W. Robertson of Melbourne, on behalf of a London syndicate. Although Parliament debated the proposal they did not act upon it. In 1861 a petition was presented to Parliament from the Great Northern Copper Mining Company which sought a railway from Pt. Augusta to service the copper mines of the northern Flinders Ranges. Treasurer Reynolds supported the idea and as a result the Overland Railway Act was instituted in 1862. A significant feature of the proposal was the scheme to offer the contractors two square miles of land for every mile of track constructed. The offer however proved untempting. The Act of 1864 doubled the land offer but the drought from 1864 onwards further lessened the appeal of the land and although discussion continued, action was not forthcoming. By 1872 conditions

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History and Sources

had radically altered with a period of high and consistent rainfall breaking the drought. Agriculturalists were pressuring to expand further north. The Northern Territory was booming and gold had been discovered. Another proposal was suggested to a pressured Government early in 1872. The Pt. Augusta and Pt. Darwin Mining Company laid before the Government a plan to construct a railway across Australia. The company sought a grant of 200 million acres of land (more than half the total area of the Northern Territory). Debate on this and an 1873 proposal lapsed.

As a result of the pressure exerted by the agriculturalists a new Act was passed in 1874 removing the restrictions placed on the land concerning use. Farmers were heading far beyond Goyder's line and demanding a means of access to markets further south. In 1874 a Commission was set up to establish priorities for the construction programme. Top priority was to extend the line north from Pt. Augusta deep into the pastoral, newly agricultural and copper mining districts of the Northern Flinders Ranges. The authority was granted in 1876 to construct the line to Government Gums (later named Farina) with a deviation to the east of Pt. Augusta to benefit the pastoral region near Hawker. In July of 1877 tenders were called and by November work was underway. Construction was relatively swift. The route was to follow through the Pitchi Richi Pass to the eastern side of the Flinders Ranges to Quorn. It would continue along this route to Hawker and there it opened for traffic on the 15 December 1879, to Hawker on the 28 June 1880, and to Beltana on the 1 July, 1881. Finally, on the 22 May 1882, the railway was opened to Government Gums on Leigh Creek.

The authority to extend the line northwards from Farina was granted in 1881 under the provisions of Act 227 and a 52 km extension was permitted to Hergott Springs (Marree) that was completed on 7 February, 1884. Act 97 of 1884 authorized the construction of the railway from Hergott Springs to Strangways Springs and in 1885 the line was extended to the Peake. By 1888 the line had reached Oodnadatta under a labour day scheme for the relief of the unemployed and in 1929 reached Alice Springs.

During the period of 1891-1928 the essential role of the town was that of a major railway terminus. All supplies to the northern pastoral stations were unloaded from the train and reloaded onto camel trains operated by the Afghans out of Oodnadatta. During the 1890's the majority of the buildings within the town were constructed (including the railway station) and this building remains a relic from more prosperous days. With the opening of the line to Rumbalara in 1928, Oodnadatta lost some of its importance as a railhead but continued as an important service centre and communication depot for the northern pastoral stations. However, the decision to close the narrow gauge railway and construct a new line from Tarcoola to Alice Springs appeared to sound the death knell for Oodnadatta. As the last train pulled out of Oodnadatta late in 1980, many people wondered as to the future of the town. Enthusiasm existed in Oodnadatta on the part of the Aboriginal community to reinforce the town as their main centre. The Oodnadatta Aboriginal Housing Society was formed and has bought the railway station, Transcontinental Hotel and other buildings and structures.

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History and Sources

It appears that the railway station was built in the early 1890's and remains mostly unchanged. Some minor alterations to signs, some sheds near the building and the removal of the timber picket fence and "y" shaped timber brackets to the verandah have occurred. The interior of the building was not accessible as it was securely locked and time was limited. The building however appears to be in sound condition although in need of basic maintenance.

The building is significant in Oodnadatta in being the most substantial structure in the town and representative of an era when the town was considerably less sleepy than it presently is. The railway station is located on the main street opposite the hotel with a community park located in front as is a site ripe for development, preferably to some type of community use. It is located opposite the town's outdoor cinema, a curious structure. The railway station and residence do not appear to be under any direct threat although maintenance is necessary to prevent further decay. It is surrounded by good sheds and facilities for loading and unloading carriages.

The Oodnadatta Railway Station is a complex of buildings and structures that play a significant role within the town. Not only is it the town's most substantial building but also remarkably intact. It is an unchanged representative from Oodnadatta's halcyon days and significant in illustrating, mainly as a result of its size, the importance of the railway to pastoral development and settlement in the north of the State.

Sources

1. Ed. Noack and Associates, "Proposals for Future Use of the Former Railway Station and Railway Reserve, Oodnadatta", April 1983.
2. Ed. by Graeme Roberston, "Oodnadatta Pictorial History", Oodnadatta School.
3. Kinhill Stearns and Donovan Associates, "Assessment of Exploration and Post European Settlement Significance of the Mound Springs of South Australia", Department of Environment and Planning, December 1984.
4. SAPP, 29a-1890.
5. Fuller, The Ghan.
6. South Australian Archives. Views of Oodnadatta.
7. Donovan, Peter "Railways in South Australia". Paper Resulting from Register Sub-Committee request on 8 August 1979, for report on development of Railway of South Australia.

Site/Item: Oodnadatta Railway Station

Theme: Transport - Railway Date: 1890

LOCATION:

Address: Railway Reserve, Oodnadatta

Pastoral Station:

Pastoral Lease No.:

Grid Reference: Oodnadatta 1:250,000 series 340582 (metric 543953)

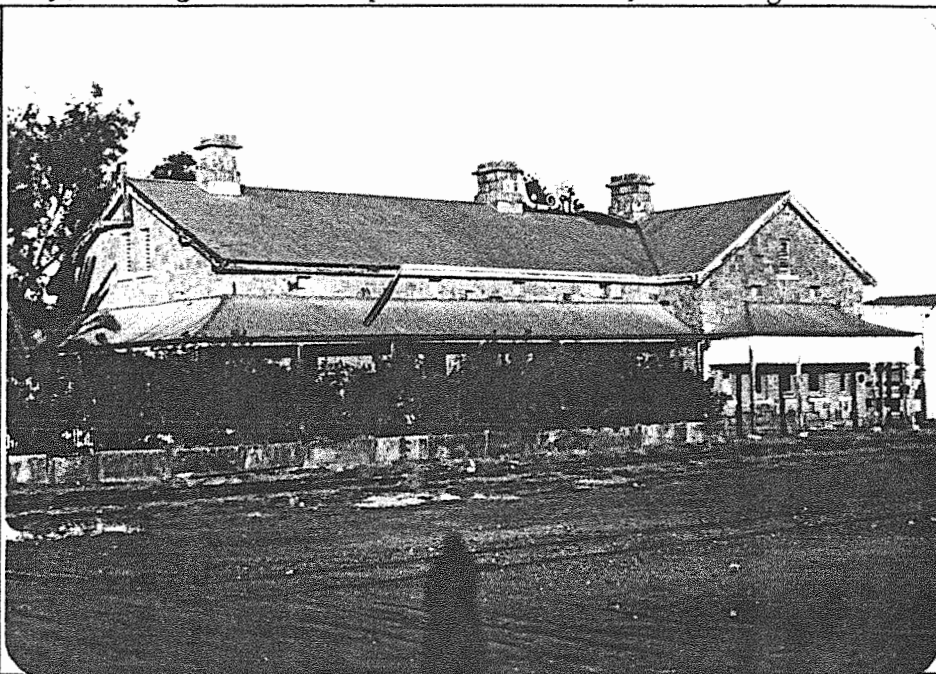
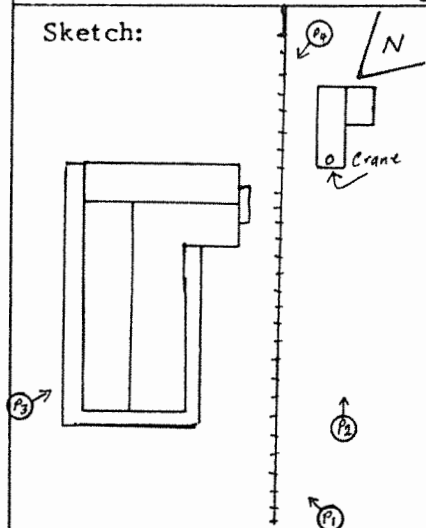
Aerial Photograph: 2753/032

Lessee/Owner: Oodnadatta Aboriginal Housing Society, Oodnadatta, SA 5734

Manager: G. Tongerie

Contact: C. Legrady, Aboriginal Development Commission, Port Augusta

Sketch:



Film/Neg. No: 4/36

Direction of View: to E

DESCRIPTION:

Style: Vernacular
 Size: Single storey
 Roof Form: Gabled
 Eaves: Close
 Verandah: Return

Wall Materials: Stone
 Roof Materials: Galvanised iron
 Window Type: Sash
 Other: -

Current Use: Vacant

Associated Items: Station yard, goods shed, crane

Known Threats: None

Condition: Very good

Recommended Conservation Action: Maintenance in its present state; security against weather and unauthorised entry. A new use should be found for the building. A community use would be appropriate.

Comments:

The railway line is preserved in front of the building. This, together with the two railway trucks, should remain in situ.

MOUND SPRINGS HERITAGE SURVEY				2/3	No: 66
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HISTORY:

Oodnadatta was surveyed in July 1890 and proclaimed a town on 30 October 1890. The railway was opened there on 7 January 1891. It was reported in June 1890 that various buildings were 'in hand'. Oodnadatta remained the northern railway terminus until the line was opened to Alice Springs in 1929. In 1911 this item, along with the railway north of Port Augusta, became the property of the Commonwealth, when the Northern Territory was transferred to the Federal Government.

Sources

- Written: SAPP, 29a - 1890; Fuller, The Ghan.
- Oral:

EX	VG	G	P	NA
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ARCHITECTURE

The station building is well built of stone with a return concave verandah. It is simple and vernacular in style with few decorative features. It was evidently designed by departmental architects.

EX	VG	G	P	NA
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ENVIRONMENT

The railway station is on the eastern side of the railway reserve. The railway line has been retained together with a goods shed and platform and a loading crane. The several items reinforce one another and highlight the essential function of the site. The building is complemented and reinforced by other railway buildings on the former reserve.

EX	VG	G	P	NA
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INTEGRITY

The item - together with its immediate domestic surroundings on the east side, and associated railway items on the west - has been preserved in very good condition, except for some broken windows. The integrity of the building is high.

EX	VG	G	P	NA
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HERITAGE SIGNIFICANCE

The Oodnadatta Railway Station is of great heritage significance because of its identification with the dream of a great transcontinental railway and, indirectly, with South Australia's administration of the Northern Territory. This is the most substantial building in the town - indeed, it underscores the fact that Oodnadatta was founded essentially as a railway town. It was part of the first railway owned by the Commonwealth, and was part of the transfer deal worked out. It is the central piece of a significant complex. The significance of the main station building is enhanced by the existence of the goods shed and crane.

EX	VG	G	P	NA
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<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="flex-grow: 1;"> <p style="margin: 0;">The Oodnadatta Railway Station is of great heritage significance because of its identification with the dream of a great transcontinental railway and, indirectly, with South Australia's administration of the Northern Territory. This is the most substantial building in the town - indeed, it underscores the fact that Oodnadatta was founded essentially as a railway town. It was part of the first railway owned by the Commonwealth, and was part of the transfer deal worked out. It is the central piece of a significant complex. The significance of the main station building is enhanced by the existence of the goods shed and crane.</p> </div> <div style="border: 1px solid black; padding: 5px; text-align: center; width: 150px;"> <p style="margin: 0;">Recommended Grading</p> <p style="margin: 0; font-size: 1.2em;"> X S L </p> </div> </div>				
Heritage Listing Status	National Trust	State Heritage List	National Estate List	Other
	Classified List	Nominated		

Film/Neg No: 4/37

Direction of View: to SE

Comments:

Platform and goods
shed and crane



Film/Neg. No: 5/4

Direction of View: to S

Comments:

Rear of station
building



Film/Neg. No: 5/5

Direction of View: to N

Comments:

Southern end of
station building





FILM 1623 5942-11527
RAILWAY STATION OODNADATTA

19/5/90



FILM 1623 5942-11527
RAILWAY STATION OODNADATTA

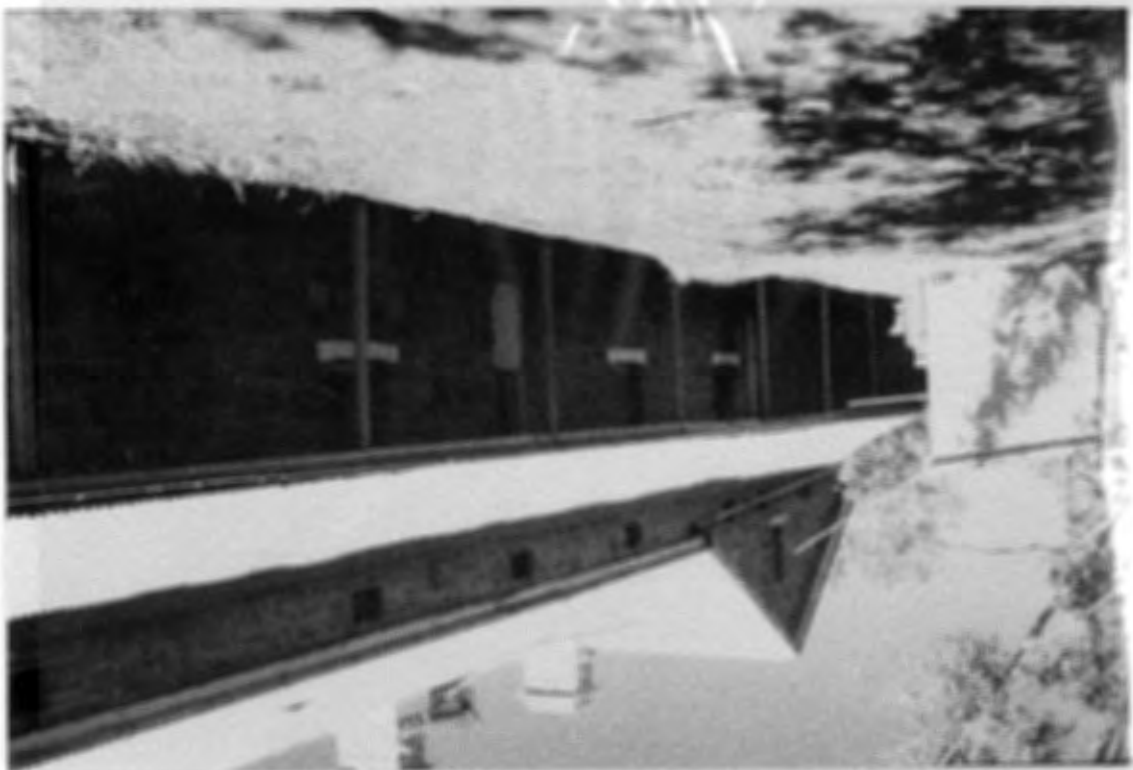
19/5/90



FILM: 1623 COONADATTA RAILWAY COMPLEX 5942-11527 19/5/90



Film 1146 COONADATTA RAILWAY STATION JULY '84
 No 2 KATHAR



Oodnadatta Railway Station
Oodnadatta 5942-11527



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 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>
Corporation of the City of Adelaide South African War Memorial	North Terrace, Adelaide, 5000. Crown Land.
District Council of Blyth Hoyleton Railway Goods Shed	Hoyleton 5463. Railway Reserve, Hoyleton. Hundred of Hall. D.P. No. 267.
Corporation of the City of Brighton Dwelling—'Townsend House'	King George Avenue, Hove 5048. CT volume 3932, folio 7. Portion of allotments 12 and 13 of section 237. Hundred of Noarlunga.
Corporation of the City of Burnside Dwelling—'Woodley House'	13 Blyth Street, Glen Osmond 5064. CT volume 4153, folio 681. Portion of allotment 5A of portion of section 295. Hundred of Adelaide.
Winery—'Woodley Wines'	Corner Blyth and Bagot Streets, Glen Osmond 5064. CT volume 4279, folio 979, CT volume 1323, folio 122 and CT volume 2553, folio 133. Hundred of Adelaide.
Dwelling—'Attunga'	Corner Kensington Road and Giles Street, Toorak Gardens 5065. CT volume 1828, folio 116. Portion of section 275. Hundred of Adelaide.
Kiosk	Waterfall Gully 5066. Section 920. Hundred of Adelaide.
District Council of East Torrens Winery—Morialta Winery	Norton Summit 5136. CT volume 3600, folio 113. Portion of section 856. Hundred of Adelaide.
Corporation of the Town of Gawler Gawler Railway Station	Twenty Third Street, Gawler 5118. Lot G/22 part section 8. Hundred of Mudla Wirra and lot G/45 part lot 3. Hundred of Munno-Para.
Corporation of the City of Hindmarsh Retort Buildings and Chimney Stack—Brompton Gas Works	East Street, Brompton 5007. Allotments 50, 51 closed road (First Street), 58, 59, 63 and 70 within G.R.O. plan 459 of 1854, section 355. Hundred of Yatala.
District Council of Kapunda Mine Site	Kapunda 5373. CT volume 210, folio 65, block 9, section 1429. CT volume 512, folio 197, block 11, part section 1271. CT volume 494, folio 90, block 13, part section 1271. CT volume 4068, folio 17, lot 14, part section 1271. CT volume 4068, folio 18, lot 15, part section 1271. CT volume 326, folio 145, lot 17, part section 1271. CT volume 326, folio 46, lot 18, part section 1271. CT volume 4142, folio 835, lot 19, part section 1271. CT volume 2067, folio 192, part block 22, part section 1271 (excluding chaff plant). CT volume 2067, folio 193, part block 22, part section 1271. CT volume 1345, folio 4, lot 23, part section 1271. CT volume 3139, folio 71, block 25, part section 1271. CT volume 4142, folio 836, lot 27, part section 1271. CT volume 3882, folio 101, part block 28, part section 1271. CT volume 3139, folio 70, part block 29, part section 1271. CT volume 4142, folio 837, lot 30, part section 1271. Hundred of Kapunda.
District Council of Murray Bridge Dwelling—'Round House'	Murray Bridge 5253. CT volume 2235, folio 87, section 74. Hundred of Mobilong.
District Council of Northern Yorke Peninsula Shop—Humphries Barber	Corner Taylor and Goyder Street, Kadina 5554. CT volume 4259, folio 282. Portion of Lot 111. Hundred of Wallaroo.

Name	Address
District Council of Onkaparinga	
Woodside Institute	Corner Main Street and Nairne Road, Woodside 5244. CT volume 2132, folio 79. Portion of section 5022. Hundred of Onkaparinga.
Dwelling—Former House and Shop	Elizabeth Street, Woodside 5244. CT volume 22, folio 245. Allotment 33, section 5030. Hundred of Onkaparinga.
Factory—Former Glengyle Jam Factory	Grasby Road, Oakbank 5243. CT volume 4070, folio 289. Portion of section 4049. Hundred of Onkaparinga.
Onkaparinga Cheese, Butter and Produce Factory	Henry Street, Woodside 5244. CT volume 4215, folio 472. Portion of section 5047. Hundred of Onkaparinga.
Balhannah Railway Station and Station Masters Residence	Junction Road, Balhannah 5242. CT volume 4287, folios 269 and 270. Section 4029. Hundred of Onkaparinga.
Dwelling—Kumnick Road	Kumnick Road, Onkaparinga. CT volume 589, folio 112 and 113. Portion of section 24. Hundred of Onkaparinga.
Willow Springs	Mattners Road, Bonneys Flat. CT volume 4279, folios 238 and 239. Lots 5 and 6 part section 1775. Hundred of Onkaparinga.
Terrace Housing	11 Moffett Street, Woodside 5244. CT volume 4138, folio 583. Allotment 2 of portion of section 5030. Hundred of Onkaparinga.
Former Inverbrackie Church and Manse and Cemetery	Nairne Road, Inverbrackie. CT volume 1202, folios 57 and 58. Portion of section 5312. Hundred of Onkaparinga.
Oakbank Brewery	Oakbank to Lenswood Road, Oakbank 5243. CT volume 3897, folio 49. Section 4033 and portion of section 4018. Hundred of Onkaparinga.
Barn	Onkaparinga Valley Road, Oakbank 5243. CT volume 4081, folio 725. Portion of section 4017. Hundred of Onkaparinga.
Hotel—Stanley Bridge	Onkaparinga Valley Road, Verdun 5245. CT volume 4094, folio 49. Portion of section 1922. Hundred of Onkaparinga.
Mine Chimney—Lone Hand Gold Mine	Pfeiffer Road, Inverbrackie. CT volume 2822, folio 70. Sections 5256, 5258, portion of section 5246, portion of section 5257 and closed road. Hundred of Onkaparinga.
Mount Farm	Swamp Road, Lenswood 5240. CT volume 3738, folio 111. Part sections 4074 and 5153. Hundred of Onkaparinga.
Brauns Farm	Tiers Road, Woodside 5244. CT volume 735, folio 69. Sections 5131 and 5132. Hundred of Onkaparinga.
Dwelling—Former Elmsdale Cider Factory	Wicks Road, Balhannah 5242. CT volume 4195, folio 632. Allotment 6 of portions of section 4039 and other land. Hundred of Onkaparinga.
District Council of Riverton	
Riverton Railway Station	Riverton 5412. CT volume 4283, folio 854. Part section 461. Hundred of Gilbert.
District Council of Stirling	
Dwelling—'The Chestnuts'	Foxhill Road, Bridgewater 5155. CT volume 4014, folio 128. Part section 1135. Hundred of Onkaparinga.
District Council of Truro	
Blacksmith Shop	Dutton 5356. CT volume 2048, folio 164. Part lot 1 of portion of section 236. Hundred of Dutton.
St John's Lutheran Manse—former	Dutton 5356. CT volume 253, folio 148. Lot 4 of portion of section 236. Hundred of Dutton.
Unincorporated	
Railway Structure—Oodnadatta Railway Station ..	Oodnadatta 5734. CT volume 4210, folio 565. Section 623. Out of Hundreds (Oodnadatta) and allotment 1 of section 622. Out of Hundreds.
The Peake Historic Site—Ruins of Overland Telegraph Station, Police Station, Homestead, Smelter and Cemetery	Via Oodnadatta 5734. Commencing at a point 800 m due north from the old Peake Homestead; thence due east for a distance of 400 m; due south for a distance of 1600 m; due west for a distance of 800 m; due north for a distance of 1600 m; thence due east for a distance of 400 m to the point of commencement. Portion of pastoral block 791, 'The Peake', north Out of Hundreds, via Oodnadatta. CL volume 1332, folio 1. PL 2432.

Dated at Adelaide, 11 May 1987.

D. J. HORGWOOD, Minister for Environment and Planning

MINING ACT, 1971, AS AMENDED

Department of Mines and Energy, 28 May 1987

NOTICE is hereby given that I propose to grant mining leases over the undermentioned areas. Any objections to this proposal must be lodged in writing marked 'Objection to Granting of Mining Lease' and addressed to the Director-General, Department of Mines and Energy, 191 Greenhill Road, Parkside, on or before 25 June 1987.

R. G. PAYNE, Minister of Mines and Energy

Applicant	Location	Term	Area in ha	Ref. D.M.E.
<i>Mineral Lease</i>				
Commercial Minerals Limited	In pastoral block 1112, out of hundreds (Parachilna) Willow Springs Station	7 years	11.37	T861
<i>Extractive Minerals Lease</i>				
Gordon Haigh Campbell	In section 603, hundred of Wirrega	7 years	0.33	T983
Special conditions are proposed for the above tenements, details of which are available from the Mining Registrar.				