

former Railway Station**CC:246****LOCATION**

Address John Terrace, Wallaroo SA 5556
Land Description Railway Reserve, Section 2229, Hundred of Wallaroo
Certificate of Title 5247/778

Owners District Council of the Copper Coast, PO Box 6, Kadina SA 5554

State Heritage Status Registered, 1 September 1983 **SHR File No** 12375
Other Assessments National Trust of SA, Recorded (File No. 374)

Photograph No



Wallaroo Railway Station

former Railway Station**CC:246****DESCRIPTION**

Designed in the Federation Arts and Craft style, this building is notable for the large arched head windows which are repeated to both the platform and road frontages. Walls are constructed of limestone with red brick quoins and detailing. The corrugated iron clad roof incorporates louvred dutch gables with eaves supported on paired brackets. The surrounding verandah is supported on flying brackets. Chimneys are ornately detailed and constructed of red brick.

STATEMENT OF HERITAGE VALUE

The railway station is significant because it reflects both the establishment of Wallaroo as a major railway/shipping point and the importance of the railway in transportation patterns and the development of the State. The station is an important example of the station design allocated to the large country centres of the State and is a delightful application of the Queen Anne style to a utilitarian structure.

HISTORY

The present Wallaroo railway station was built in 1913, replacing an earlier station which was demolished in 1926. Three towns, Wallaroo, Moonta and Kadina, grew rapidly in a growth pattern distinctive to most big mining towns.

A large smelter was established at Wallaroo in 1861 and docks were built to handle the exports of refined metal concentrates and imports of coke, coal, machinery, timber and building materials. Wallaroo also received the windjammers who came to transport wheat and barley produced after Yorke Peninsula was opened up to agriculture.

In 1862 a horse-drawn, broad gauge tramway was constructed between Wallaroo and Kadina, with an branch to Moonta Mines finished in 1866. There were two stations at Wallaroo by this time. Located at the junction of lines from Kadina and Moonta met was the 'top' station which handled passengers and parcels only. The other, or 'bottom' station was a larger complex containing goods sheds, horse stables and chaff rooms. As traffic on the line increased after the introduction of steam locomotives on the line in 1880, calls were made for a new station, which was built opposite the post office.

This railway station was built in 1913 to cater for the continued increase in passenger traffic to Wallaroo. The tender of Mr W Essery of Norwood for construction of the station was accepted by the Railways Commissioner in July 1913. The building had cost £2,000 and 'had four rooms on the ground floor - ladies' waiting room, general waiting, booking and parcels offices. Above these was a ladies' retiring room, connected by stairs from the waiting room.' (Wiltshire). A large goods shed was also built. The station opened on 29 April 1914 and the station served passengers to the town until 1969 when buses replaced the trains. The line between Wallaroo and Moonta was eventually closed in September 1979.

The station was used as an arts and crafts centre from 1970 until 1985 and then as a restaurant and conference centre after being restored.

References

State Heritage Branch Files, File No. 12375

Wiltshire, R. n.d. *Copper to Gold: A History of Wallaroo 1860-1923*, Corporation of the Town of Wallaroo

To: The South Australian Heritage Committee

From: Manager, Heritage Conservation Branch

Subject: REGISTER NOMINATION:
RAILWAY STATION - FORMER
JOHN TERRACE, WALLAROO

Date: 24 February 1983

SUMMARY

This report has been prepared as a by-product of a nomination for the Penola Railway Station. Three Stations are known to have been built to the same design (Penola, Moonta and Wallaroo) and the Branch feels all three are worthy of registration. To save time, the assessments were done together. The Wallaroo Station is under no known threat.

Historically, the Railway Station is significant because it reflects both the establishment of Wallaroo as a major railway/shipping point and the importance of the railway in transportation patterns and the development of the State. Built in 1913, it replaced an earlier station and its location in the centre of Wallaroo illustrates the important role played by the railway in the town's industrial development.

Architecturally, the Railway Station is an important example of the station design allocated to the large country centres of the State and is a delightful application of the Queen Anne style to a 'Utilitarian' structure.

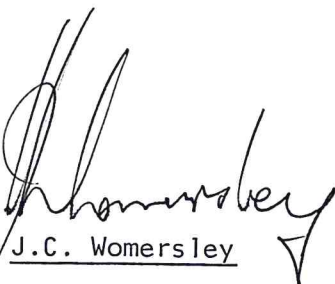
Environmentally, the Railway Station is a significant element in Wallaroo Town Centre which itself is a notable feature of the town. It is a local landmark of some importance.

The Integrity of the Railway Station is intact although it is in need of routine maintenance.

The building is listed on the National Trust Register as a Recorded Item, and has been identified as an important building in the 1980 Wallaroo Conservation Study.

RECOMMENDATION

It is recommended that the Railway Station, John Terrace, Wallaroo, be placed on the Register of State Heritage Items, and that it be categorized H3, A1, A2, A3.


J.C. Womersley

South Australian Heritage Act 1978-80	Register of State Heritage Items ITEM EVALUATION SHEET Buildings and Structures						
	Item	RAILWAY STATION - FORMER WALLAROO.					
Age 1913	Theme		Office 6430-12375				
Period 1854-1913	Subject TRANSPORTATION - Land		Region Yorke Peninsula				
Building Type Railway	Style LATE VICTORIAN - 'QUEEN ANNE'		Status N.Tr. (RL)				
<u>Qualitative Data</u>			<u>Grading</u>				
Component		Comment	E	VG	AG	FP	NA
<u>History</u>							
1. Context:	The Railway Station, built in 1913, reflects the importance of Wallaroo as a shipping point for copper ore, superphosphate and smelting products. The Wallaroo Copper Belt, which gave rise to the Port of Wallaroo, Moonta and Kadina, was a world famous producer of copper ore and provided a base for settlement from the early 1860's until the closure of the Mines in 1923.		*				
2. Person/Group:	Associated with the South Australian Railways and growth thereof.		*				
3. Event:	No known event.						*
<u>Architecture</u>							
4. Architect: Engineer Builder:	Not readily available. Moncrieff, Chief Engineer William Essery		*				
5. Design:	Simple plan, single storey basically, stone walls with repeating brick arches on all elevations, wide overhanging roofs supported by heavy timber brackets, wide cantilevered awning around ground floor, quoins and bands accent dark stonework, asymmetrical, grand design for a country station.		*				
6. Construction:	Rough finished dressed stone walls laid in ashlar coursing, rendered quoins at corners and openings, corrugated iron hip and gabled roofs, timber detailing, iron brackets for cantilevered awning.			*			
7. Interior:	Timber and slate floors, plastered walls, some fittings still remaining.			*			
8. Representation:	One of 3 known to exist in the State; the other two are at Moonta and Penola. All are located at important terminals of the Railway.		*				

Register of State Heritage Items
ITEM EVALUATION SHEET
Buildings and Structures

Item RAILWAY STATION - FORMER
WALLAROO

Component	Comment	Grading				
		E	VG	AG	FP	NA
<u>Environment</u>						
9. Continuity:	Set on its own on one side of the street, yet forms part of an important group of older buildings.	*				
10. Local Character:	Part of the Wallaroo Town Centre of which the Railway Yards and the Station are central features. This area is well defined and was identified in the Wallaroo Conservation Study as an important precinct. The Station building was identified as important to that precinct.	*				
11. Landmark:	A feature in the Town Centre precinct and highly visible from the main shopping street, familiar local landmark.	*				
<u>Integrity</u>						
12. Alterations:	Brick quoins painted, interior not accessible.	*				
13. Condition:	No obvious defects, in need of routing maintenance particularly the roof.			*		
14. Conpatibility:	Used as an Art Centre but not on an active scale			*		

Supplementary Information

Adaptation: The external form and appearance of the building should be maintained as well as its relatively isolated position. Additional structures required should be separated from this one. Infill of the Waiting Room arch should be avoided but if required it should be done so as to retain the rhythm of the facade and disrupt the design as little as possible. Restrict-ions on the interior should be minimal.

Interpretation: As a semi-public building located in an open space, the Railway Station has a high interpretive potential. This need not be an active interpretive role but it could apply to themes of a general nature for the Town or region. The large spaces are ideal for displays.

Current Owner: The Station is owned by the District Council of Wallaroo.

Evaluated By Iris Iwanicki, Register Historian Reviewed By Mark A. Butcher
Ivar Nelsen, Register Architect Register Supervisor

HISTORICAL RESEARCH REPORT: WALLAROO RAILWAY STATION

The present Wallaroo railway station was built in 1913, replacing an earlier station. The earlier station, according to a photograph in the State Library Archives, was finally demolished in 1926. Wallaroo grew as a major port following the discovery of copper within a radius of 12 miles of the head of Wallaroo Bay.* The ore body was to prove one of the richest and most productive in the world during the latter half of the 19th century.

Three towns, namely Wallaroo, Moonta (10 miles south of the Wallaroo Mines) and Kadina (adjacent the Wallaroo mines) grew rapidly in a growth pattern distinctive to most big mining towns. In 1861 a large smelter was established at Wallaroo. Simultaneously, docks were built to handle the exports of refined metal and concentrates and the imports of coke, coal, machinery, timber and building materials. The concentrates produced were dispatched as return cargo in coal ships to Port Waratah where a second smelter operated in 1893.

Wallaroo also received the windjammers who came to transport wheat and barley produced after Yorke Peninsula was opened up to agriculture. Two fertilizer works were established, the first erected in 1889 north of the railway beside the smelters to utilize the sulphuric acid produced from the copper refining process. The second, and smaller of the fertilizer works began operations in 1925. It was located adjacent to wheat stacks west of the town. Phosphates were imported from Nauru, Christmas and Ocean Islands. Other industries included a foundry and clothing factory. The foundry was established in 1881 to serve the mining industry and to produce bulk castings for the railways.

When the copper mines closed in 1923, it marked the end of a long period of stability and the steady improvement of urban facilities in the 3 towns. According to Thomson, this period extended from 1876, when the population reached a peak of 16,692 people, faltered during the 1890's depression, and recovered to continue well into the 20th century. The advent of World War 1 boosted the world price of copper ore, from which the area benefited. A clothing factory established at Wallaroo during World War 2 to produce military uniforms continued to operate after 1949, further diversifying the town's economic base.

Today, Wallaroo's economic activity is related to agriculture and fishing. The railway station, located in the "core" of the township bisected by the railway line, reflects the importance of the railway as a major transportation link between the hinterland and the Port. Wallaroo has a diverse and varied history. Now a quiet town, it represents an era when sailing ship and train dominated the transportation links of the State and patterns of industry.

At a local and State level, the railway station at Wallaroo reflects a main pattern of transportation in the State and contributes to an appreciation of the development of the copper field around Wallaroo Bay, one of the world's major copper fields during the 20th century.

* Copper was discovered in December, 1859, and later in May, 1861 on W.W. Hughes' pastoral property.

Sources:

P. Donovan: Railways in S.A., Research Paper D.E.P. 1982

K.W. Thomson: "The changes in function in former copper mining settlements in the Wallaroo copper belt." R.G.S.S.A. Procs., vol. 56

M. Williams: The making of the South Australian Landscape, Acad. Press, Lond., 1974.

S.A.A. 1324/36

Wallaroo Centenary Committee: Wallaroo Celebrations, Wallaroo, 1936.

S.A.A. Views of Wallaroo.

Iris Iwanicki
Register Historian

II:JD
27/1/83

THE SPORTING CAR CLUB'S
SOUTH AUSTRALIAN
MOTORING HISTORY BOOK No. 5
COMMERCIAL VEHICLES, 1905 - 1931



Compiled by
THE SPORTING CAR CLUB OF SOUTH AUSTRALIA INCORPORATED

Bentley Park



1980

01. Item Identification Number 6430-12375
02. Item Name RAILWAY STATION - FORMER
03. Item Type ☒ Building or Structure ☐ Historical Garden ☐ Historical Site
04. Item Source ☐ National Estate ☐ Public Nomination ☒ Heritage Branch
☐ Urgent Item ☐ Survey ☐ Funding Application ☐ S.A.H.C.
05. Street & No:..... 06. Town WALLAROO
07. Post Code 5556 08. Local Government Area KADINA
09. State Heritage Area
10. State Historic Preservation Region YORKS PENINSULA
- Australian Map Grid Reference 11. E 742650
12. N 6242130 13. Zone S4
- State Register Status/Date
14. Identified to H.C.B. 190183 19. Interim List Gazetted 070483
15. Nomination Received ☐ 20. Objection Received ☐
16. Recommended to S.A.H.C. ☐ 21. Rejected after Objection ☐
17. Deferred by S.A.H.C. ☐ 22. Registration Gazetted 010983
18. Rejected by S.A.H.C. ☐ 23. Removed from Register ☐
24. Other Heritage Status : National Trust: ☐ Classified ☒ Recorded ☐ File
: National Estate: ☐
: Other ☐ None
25. State Historic Preservation Period ☐ 1800-1836 ☐ 1837-1851 ☐ 1852-1883
☒ 1884-1913 ☐ 1914-1927 ☐ 1928-1948
☐ 1949- ☐ Currently Unknown
26. Subject/Component
27. S.A.H.C. Categories
28. Item Type
29. Documentation Level ☐ Inadequate ☐ Pre-1981 Format ☒ Current Format
30. Cadastral Description
-
-
-
- (CT. Volume. Folio. Allotment (or part thereof). Section (or part thereof). Hundred.
31. Owner's Name
-
32. Owner's Address
-
33. Mortgagee's Name
-
34. Mortgagee's Address
-
35. Letter Type.....36. Interim List No.....37. Other Dockets



FILE NO.

6430-12375
RAILWAY STATION
WALLAROO

JAN 83

Film No.

6430-12375
RAILWAY STATION
WALLAROO

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