Former Railway Station

INPA–SR–08

LOCATION

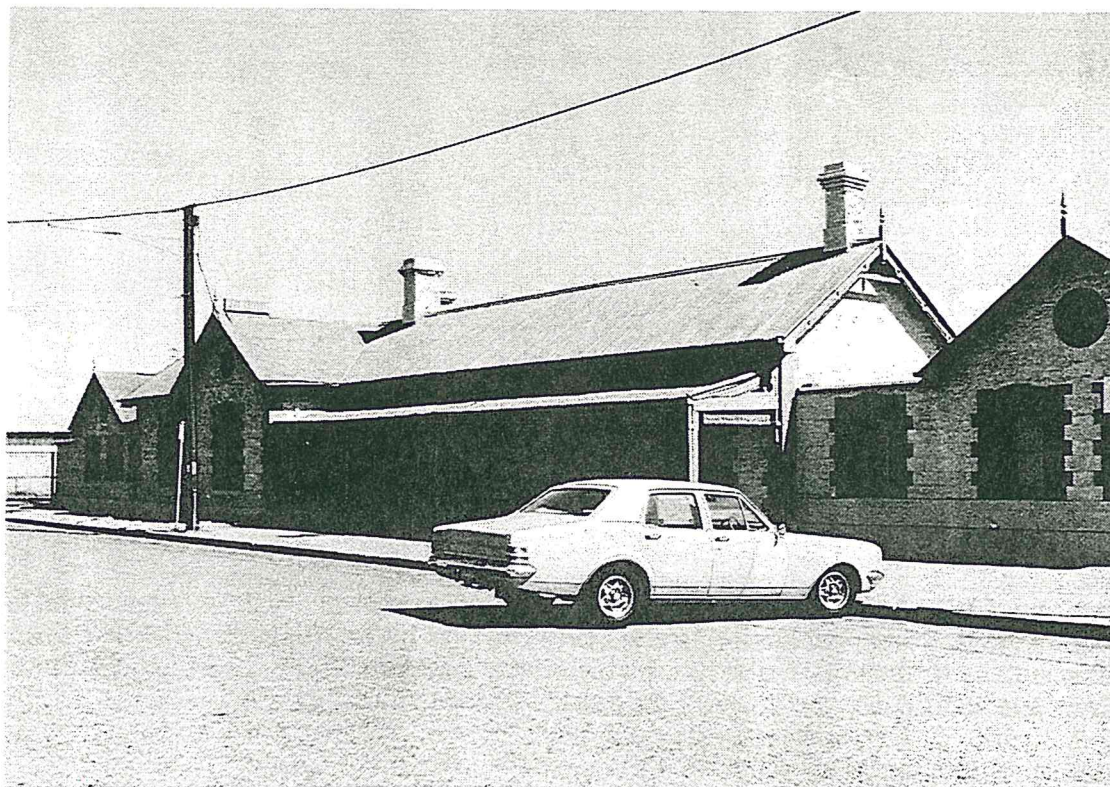|	
Address	Commercial Road, Port Augusta
Owner(s)	Australian National
CT Number	4366/721
Section	6
Hundred	Davenport
AMG Reference	1:50,000 Ser, 6433–II, Port Augusta, 759600 (E), 6401200 (N)
Local Government Area	Port Augusta

State Heritage Status	State Heritage Register — 14611 — 21 October 1993
Other Assessments	Railway Heritage Survey, 1992
	National Trust Recorded List — 2347

Film/Neg Number	2/36; 3/1, 2, 3
Photographer	B.G. Rowney

Former Railway Station

DESCRIPTION

A single storey building with gabled roof form and double hung sash windows. The walls are of pecked sandstone with red brick quoins and dressings. The roof is of corrugated galvanized iron and there is a concave timber framed verandah with timber finials to the gables. A large infill section of 'weatherboards' (metal?) is evident at the back.

The essential design elements of the building is common to other station buildings erected at the time, from Mitcham in the south, to Laura and Kadina, and to Hawker and Beltana in the north. All parts are interconnected. The one-time verandah has been enclosed by light-weight materials to form a single space for use as a craft room.

The interior features the original plan of the rooms, timber floors and skirtings and plaster mouldings about door and blind arches. There are mantles and surrounds about the fireplaces. The interior is in fair condition with the main rooms being used as showrooms.

The interior is largely original, very domestic in scale and style, though of little distinction.

HISTORY

Railway Heritage Survey, 1992: Peter Donovan

This station was built in 1881 as part of the first section of the Great Northern Railway which many South Australians hoped would form part of a transcontinental railway extending across the continent from south to north. The *Port Augusta and Overland Railway Act* was passed in 1862, though some time elapsed before construction began on a line north of Port Augusta. Construction of the line north of Port Augusta finally began during November 1877, though was not formerly commenced until 18 January 1878 when the Governor, Sir William Jervois, turned the first sod. The railway reached Hawker in 1880, Farina in 1882 and Marree in 1884. It was opened to Oodnadatta in 1891, and after a pause of several decades was extended north to Alice Springs in 1929.

The railway had a marked effect upon the economics of inland transport. Goods could be railed to Farina in one day, where previously they might take ten to twelve days by dray.

By June 1881 the station complex comprised an approach road, carriage shed, concrete tank, passenger station, six workers cottages by R. Honey for £1208, store for maintenance materials, a 45ft turntable, a new siding in Tassie Street and Gibson Street and additions to the house of the Superintendent of Traffic.

Ironically, although Port Augusta was the southern terminus of the Great Northern Railway, Quorn became the more important station once it was connected to Adelaide by the rail link via Peterborough, Terowie and Burra.

Former Railway Station

This station was superseded by the later station when the transcontinental line was completed in 1917.

The building is currently used as the Curdnatta Art & Craft Gallery.

STATEMENT OF HERITAGE VALUE

The station, the southern terminus of the railway built north from Port Augusta, is of major historical significance. It is identified with the South Australian endeavours to build a transcontinental railway to Port Darwin on the north coast across the continent which was begun at the time when South Australia controlled the vast Northern Territory. Moreover, it exemplifies the attitudes of colonists to the efficacy of railways in developing the land.

The station building was functional and utilitarian but shared the essential elements of its design with many other station buildings which were constructed at the time, including several on the Great Northern Railway. The small scale of the building and its location on the fringe of the railway yards mean that the item is not a major landscape feature.

The former railway station was entered in the State Heritage Register on 21 October 1993.

RELEVANT CRITERIA

(a) the former station demonstrates important aspects of the evolution or pattern of the State's history, principally the building of the railway north from Port Augusta to promote settlement in the far north of the colony and, at one stage to build a railway line to the north coast of the continent;

(g) the former station has a special association with the life or work of an organisation of historical importance, namely the early South Australian railways and the later Commonwealth Railways.

Former Railway Station

REFERENCES

Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 88–100.

Babbage, J. and Barrington, R., *The History of the Pichi Richi Railway*, Pichi Richi Railway Preservation Society, Quorn, 1984.

Barrington, R., 'Railways of the Great Northern Line,' in *Recorder*, November 1977.

Department of Environment and Natural Resources, State Heritage Branch — 14611.

Donovan & Associates for National Trust of South Australia, *Railway Heritage of South Australia*, National Trust of South Australia, Adelaide, 1992.

Donovan, P.F., 'A Railway from Adelaide to Darwin: A Microcosm of South Australia's Northern Territory Experience' in *Proceedings*, Royal Geographical Society of Australasia, South Australian Branch, Volume 74, 1973.

Donovan, P.F., 'Railways of South Australia,' Heritage Unit, Department of Environment and Natural Resources, 1979.

Port Augusta Dispatch, 18 August 1877.

National Trust File, 2347.

Recorder, Linking East and West, November 1977.

SAPP 25–1881; 47–1901.

| Site Surveyor | B.G. Rowney | Date(s) of Survey | 11.2.1994 |

RAILWAY HERITAGE of SOUTH AUSTRALIA

Site Name Early Port Augusta Railway Station

STATEMENT OF CULTURAL SIGNIFICANCE

This item is of major historical significance because of its identification with the South Australian endeavour to build a transcontinental railway from south to north across the continent. This was begun at the time when South Australia controlled the vast Northern Territory. The heritage significance of the item lies primarily in its historical associations, for its design is similar to that of many others built in South Australia at the time. Given the scale and location of the item it is not one of major landscape significance.

Significant Interest

• **Historical** This item, the southern terminus of the railway built north from Port Augusta, is of immense historical significance. It is identified with the South Australian endeavours to build a transcontinental railway to Port Darwin on the north coast and it exemplifies the attitudes of colonists to the efficacy of railways in developing the land.

• **Architectural** The station building was functional and utilitarian but shared the essential elements of its design with many other station buildings which were constructed at the time, including several on the Great Northern Railway.

• **Environmental** The small scale of the building and its location on the fringe of the railway yards mean that the item is not a major landscape feature.

RECOMMENDATION

This item should be included on the Register of State Heritage Items.

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

FLINDERS RANGES HERITAGE SURVEY

Former Primary School Building

Survey No PA/

LOCATION

Address	Flinders Terrace & Commercial Road, Port Augusta
Owner(s)	
CT Number	
Section	
Hundred	
AMG Reference	
Local Government Area	Port Augusta

State Heritage Status	Nil
Other Assessments	Nil

Film/Neg Number	3/4, 5, 6
Photographer	B.G. Rowney

Former Primary School Building

DESCRIPTION

A single storey building with hipped and gabled roof form. The walls are of tuck pointed stone (similar to ironstone), and the windows are usually three light awnings with $1/2$ round heads. The roof is of corrugated galvanised iron, there are tall chimneys, a large rendered wall on the southern side for future expansion? and a new timber pergola to the front entrance. There is a brick addition to the south-west which has timber framed windows. A bronze plaque notes:

Centenary Plaque
this plaque was laid on Saturday
11th November 1978
by
the Regional Director of Education
Mr G. Edwards
to commemorate a centenary
of Education at
Port Augusta Primary School
Donated by W.B. Mortlock & Sons

HISTORY

Approval for the erection of a school at Port Augusta was given in 1877 and the first government school and residence was completed by the end of 1878. The cost of construction was £2,577 15s 9d. Soon after opening, the school was enclosed by a paling fence and a shelter shed was erected.

However, as the population of the township of Port Augusta increased, so too did enrolments at the school. As a consequence extensive additions were undertaken in 1883 at a cost of £1,203-1-9. These extensions included a verandah to the teacher's residence, the construction of a large school room — 43ft. by 20ft. — and a classroom — 20ft. by 18ft. This meant that 120 extra children could be accommodated at the school. Also constructed was a new toilet, cloakroom and extra office accommodation. Water was laid on to the school in 1887.

Other additions have included the erection of a new infants' school between August 1919 and December 1920 at a cost of £4,160 3s 9d, and in 1925 the construction of an additional bedroom to the teacher's residence.

Currently the western section of the building is used by the School of the Air which opened in Port Augusta in 1958 in the grounds of the Royal Flying Doctor Service Base. With the closure of the Radio School at Ceduna in December 1967, Port Augusta became the sole base in South Australia.

STATEMENT OF HERITAGE VALUE

The item is of heritage significance for several reasons. Its primary significance lies in its identification with government education in Port Augusta. As such it was one of the most important institutions in the early town and a focal point for the local community. The local primary school was an institution which united people across other class and denominational differences. The item has taken on additional significance as the school

Former Primary School Building

of the air, an institution which is particularly Australian and reflects particular features of the historical development of the nation and the State.

RELEVANT CRITERIA

(f)   it has strong cultural or spiritual associations for the community or a group within it; or

(g)   it has a special association with the life or work of a person or organisation or an event of historical importance.

REFERENCES

Anderson, R.J., *Solid Town: The History of Port Augusta*, Port Augusta, 1988, p.124.

Ashton, J., *Out of the silence*, Adelaide, 1971, p.19.

GRG 38/16, Record Book of School Buildings 1876-1925, Vol. I, pp.330, 358; Vol. II, p.354 — State Records.

Hedger, P., 'Heritage Walk,' *Welcome to Port Augusta*, Port Augusta Tourist Association, Fifth Edition, 1993, p.8.

Mortlock Library photographic record, B.19258.

SAPP 29A-1880, p.78.

SAPP 29-1883, p.112.

| Site Surveyor | B.G. Rowney | Date(s) of Visit | 11.2.1994 |

Site Name Early Port Augusta Railway Station

ANALYSIS OF SIGNIFICANT INTEREST

HISTORICAL

Date 1881

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ARCHITECTURAL

Size Single storey
Wall Materials Sandstone with brick quoins and dressings
Roof Form Hipped and gabled
Roof Material Painted corrugated galvanised corrugated iron
Window type Timber-framed, double-hung sash
Other features Carved barge boards and finials

The essential design elements of the buildings are common to other station buildings erected at the time; from Mitcham in the south, to Laura and Kadina, and to Hawker and Beltana in the north. All parts are interconnected. The one-time verandah has been enclosed by lightweight materials to form a single space for use as a craft room.

The interior features the original plan of the rooms, timber floors and skirtings and plaster mouldings about door and blind arches. There are mantles and surrounds about the fireplaces. The interior is in fair condition with the main rooms being used as showrooms.

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Babbage, Jack and Barrington, Rodney, *The History of Pichi Richi Railway*, Pichi Richi Railway Preservation Society, Quorn, 1984,

Barrington, R., 'Railways of the Great Northern Line' in *Recorder*, November 1977.

Donovan, Peter, 'A Railway from Adelaide to Darwin: A Microcosm of South Australia's Northern Territory Experience' in *Proceedings*, Royal Geographical Society of Australasia, South Australian Branch, Volume 74, 1973

Donovan, P.F. 'Railways in South Australia' (Heritage Unit, 1979)

National Trust File, 2347

Recorder, Linking East and West, November 1977

SAPP 25-1881; 47-1901

SAPP, Railway Commissioner's Report for June, 1883, 1898

SUPPLEMENTARY INFORMATION

CIRCUMSTANCES

Though owned by Australian National, the item is used by the Curdnatta Art Group as an art and craft gallery.

INTEGRITY

The integrity of the item is high. Any work to house the art group is reversible.

ENVIRONMENT / PLANNING IMPLICATIONS

The building is domestic in scale and style, located at the end of a short street, very close to the railway yards.

Site Name Early Port Augusta Railway Station

Address Port Augusta
Section 6
Hundred Davenport
AMG Reference 1:50,000 Ser, 6433-II, Port Augusta, 759600 (E), 6401200 (N)
CT No 4366/721
Local Government Area Port Augusta
Owner(s) Australian National
State Heritage Status Nil
Other Assessments Nil

Current Use Arts group showrooms
Condition Fair   **Interior** Fair   **Exterior** Good
Known Threats Lack of maintenance
Conservation action identified None
Associated item(s) None

Comments This is a very significant item because of its historical associations. Because it was built as the terminus, it is inherently more significant than others built on the Great Northern Railway.
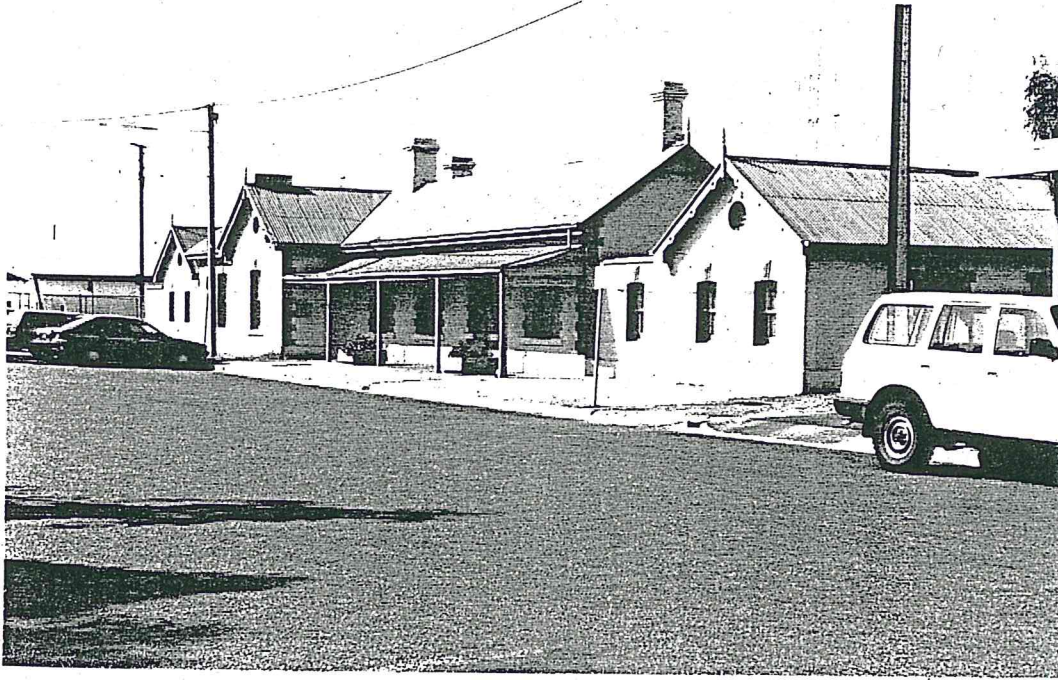
Site Surveyor Peter Donovan   **Date(s) of Survey** 27 September 1991

Site Name Early Port Augusta Railway Station

Film/Neg Number 7/34
Photographer Peter Donovan
Subject Name The rear of the early railway station

Film/Neg Number 7/35
Photographer Peter Donovan
Subject Name View of the railway station from what was once the yard

Site Name Early Port Augusta Railway Station

Film/Neg Number 8/10
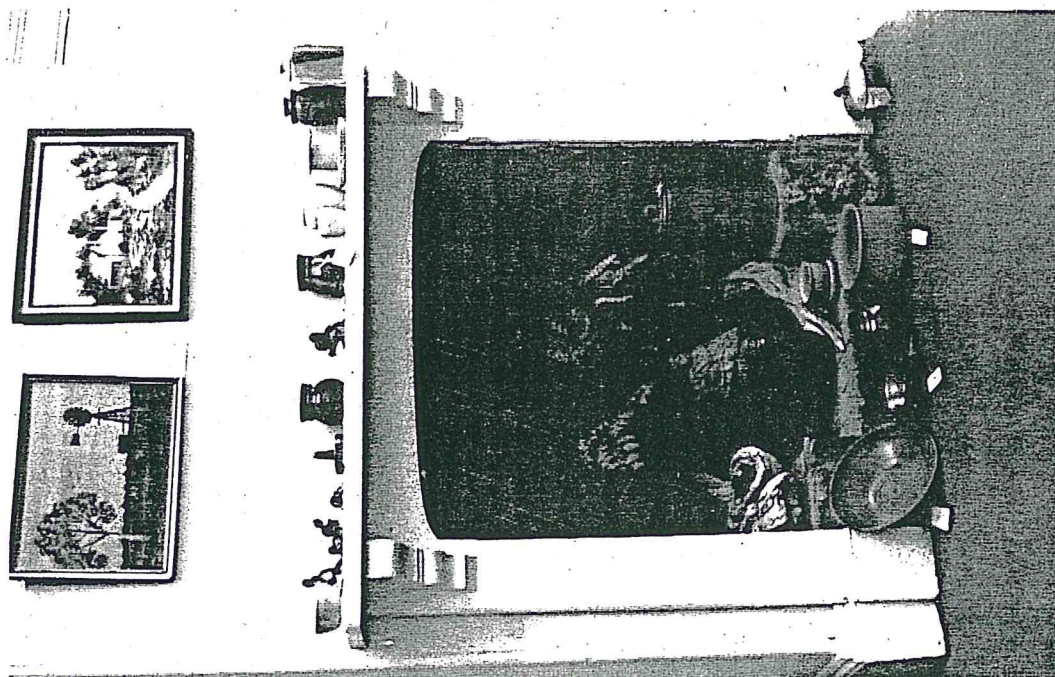**Photographer** Peter Donovan
Subject Name Interior view of the early railway station

Fiim/Neg Number 8/11
Photographer Peter Donovan
Subject Name Interior view of the early railway station showing fireplace and surround

Site Name Early Port Augusta Railway Station

Film/Neg Number 8/12
Photographer Peter Donovan
Subject Name Interior view of the early railway station

Site Name Early Port Augusta Railway Station