

HERITAGE ASSESSMENT REPORT

NAME: Old Bulk Store, Islington Railway Workshops

PLACE: 26426

ADDRESS: Churchill Road, Kilburn, SA, 5084

HISTORY

History of Islington Workshops

The Islington Railway Workshops (IRW), which comprised an extensive complex of buildings built on a large site located north of Adelaide, played a significant role in the first railway boom of the 1880s, when many new rail lines were built into the wheat-growing areas of the South Australian interior, and the production of rolling stock grew considerably. IRW supported the state's mineral boom at that time, and also built a rail link to connect with the line from Broken Hill, situated across the border in western New South Wales, which was used to transport rich mineral yields to Port Pirie in South Australia. The great extent of rail development in this period has led it to being described as a 'rail-led boom'.

The South Australia Railway's workshops were originally located in the Adelaide railway yard located on North Terrace. The limitations of the Adelaide yard meant that engine and rolling-stock maintenance was 'extravagantly expensive'¹ and that insufficient space was available to upgrade the buildings and appliances required for maintenance activities. Consequently, the site at Islington was selected for a new railway workshop and the first buildings were completed and occupied in 1883. The initial development phase of IRW including the 1890s extensions to the Carriage and Wagon Shop was undertaken in-line with the site plan devised by South Australian Railways (SAR) Locomotive Engineer William Thow. William Thow was an English railway engineer who was appointed to the position of SAR Locomotive Engineer in 1876. During his twelve year tenure with the SAR, Thow attempted to modernise and rationalise the locomotive stock and was responsible for introducing the 4-6-0'R' class engine that formed the basis of continued locomotive development in South Australia until the 1920s. Thow also provided direction to the Engineer-in-Chief's department on the design of the buildings while T Roberts, Thow's replacement as Locomotive Engineer in 1888, designed the internal layouts and supervised the construction of the building extensions. During the 1890s the Islington site was recongised for its labour saving layout, modern equipment and elaborate buildings.

The IRW was redeveloped in the mid to late 1920s, under the guidance of the Chief Commissioner William Alfred Webb and Chief Mechanical Engineer Fred Shea, into a larger complex of modern, streamlined, electric-powered workshops, and it became a leading manufacturer of locomotives and other rolling stock. The IRW contributed greatly to the development of heavy industry in South Australia at that time. From the 1920s to the 1950s the South Australian Railways — with their largest and most important workshops at IRW — were closely integrated with the economic, industrial and social life of South Australia. Additionally, the IRW also played a significant role in the development of the labour movement, and in unemployment relief during the Great Depression.

The workshops fabricated heavy locomotives, both steam and later diesel, and a great variety of carriage, freight and wagon cars, as well as speciality cars such as the Infant Welfare car in the 1950s and deluxe passenger cars for The Overland Express. The IRW also built rolling stock commissioned by other states, including Victoria, as well as many non-rail vehicles. In addition to manufacture, the workshops were also involved in repairs

and maintenance. In 2017, IRW continue to be used for railway purposes, albeit with a large portion of the site to the North and South redeveloped as a retail precinct.

History of the 'Old Bulk Store'

The structure known as the Old Bulk Store is a remnant of a much larger building, constructed in stages between 1883 and 1899 as the Carriage and Wagon Shop. The section now known as the Old Bulk Store was completed in 1892. This phase saw the establishment of a major engineering complex for the manufacture and repair of locomotives and other rolling stock for South Australia, as part of the overall development of the railways in the state.

As a consequence of the 1920s redevelopment, a large portion of the Carriage and Wagon Shop including the central gable was demolished. However, the building continued to contribute to the manufacturing efforts of the IRW. It did so by providing storage for materials used in the fabrication of items for the railways in South Australia and for other states and for the manufacture of armoured vehicles and other products during World War 2. In this manner it supported the general development of heavy industry in South Australia throughout the twentieth century.

The Old Bulk Store is one of several large structures constructed in the establishment phase of the IRW in the late nineteenth century, and has superior architectural detailing to other early buildings.

Chronology

- 1851: Plans to create a State-owned railway in South Australia.
- 1860s: Mining of copper ore in South Australia.
- 1878: 'Three tenders were opened on Tuesday at the office of the Engineer-in-Chief for the galvanized iron sheds to be erected at Islington for the new railway rolling-stock expected from New Zealand.
- 1878: New carriage shed and workshops to be built at Islington, including workmen's cottages.
- 1882: Architectural plan for 'Carriage and Wagon Works' at Islington, stamped Chief Engineers Office, South Australia.
- 1883: New railway workshops built at Islington. Layout designed by South Australian Railways (SAR) Locomotive Engineer William Thow.
- 1888: On-going debate regarding moving all manufacture of railway stock to be moved to Islington.
- 1890: The nation-wide Maritime Strike commences in Adelaide and involves transport workers.
- 1891: Completion of the transfer of all machinery and workers from the North Adelaide Locomotive Workshops to new workshops at Islington.
- 1892: Construction of carriage and wagon shops**
- 1920s: Building converted to bulk store**
- 1922: W A Webb is appointed Chief Commissioner of the South Australian Railways. Webb introduces radical new operating practices based on modernisation and efficiency and appoints Frederick Shea as Chief Mechanical Engineer.
- 1924: 1924: Demolition of old buildings and construction commences of the new workshops at Islington.
- 1927: 1927: Completion of the newly remodelled workshops at Islington.
- 1930: 1930: W A Webb resigns and returns to the United States.
- 1940-45: 1940-45: Islington Workshops are used as a munitions factory. One source claims that during this time, 'Islington railway workshops became possibly the finest industrial machine shop in Australia'.
- 1949: 1949: First diesel cars introduced by South Australian Railways.

- 1951: 1951: New diesel engine built at Islington is part of a parade in Adelaide to celebrate the jubilee of Federation.
- 1954: 1954: Centenary of the South Australian Railways.
- 1962-74: 1962-74: The 'SAR closed approximately ninety stations and sidings to goods traffic and reduced maintenance on several lines'.²

DESCRIPTION

The Old Bulk Store, formerly Carriage and Wagon Shop extension (1892), Store (No 220) located in the Islington Railway Workshops were constructed in 1892 as a part of the Thow layout for the Islington works. The Old Bulk Store, in addition to the Electrical Shop (No 200) (SHP10709) is all that remains of the Carriage and Wagon Shop and its extensions built during the 1890s. The central part of these buildings were demolished as part of Webb's redevelopment of the Islington Works during the 1920s.

The Old Bulk Store is composed of two parallel bays oriented approximately east-west. The building is constructed from coursed, squared bluestone, red brick quoins decorated with bluestone insets and corrugated iron gable roofs with rectilinear louvre timber ventilators on both ridge-lines.

The southern and northern elevations of the building feature ornamented red brick parapet walls and pilasters. The cornice under each parapet wall is decorated with ogee-shaped sandstone dentils and decorative red-brick work. The northern and southern elevations also contain six arched double-doorways that enabled rolling stock to access and pass through the building. Tracks are still extant on the northern side of the building, second door from the west. Each arch is constructed from red brick and features a sandstone keystone. The doors and door frames are timber, with cast iron hardware. Five-paned, painted, timber framed mullion windows were incorporated into the arched section of each door. At some point during the life of the building smaller doors enabling pedestrian access were inserted into some of the carriage doors. In addition, some of the windows and doors have been replaced or covered with sheets of corrugated galvanised iron.

The eastern and western elevations each incorporate two gables. The western elevation dates from the original construction of the building in 1892 and is highly decorated, while the eastern elevation was infilled due to the demolition of much of the building when the site was remodelled in the 1920s. The infill wall is a mix of steel and reinforced concrete in construction and has been rendered externally with a pebble-dash finish.

The western elevation is arranged symmetrically into two bays. Each bay consists of a gable, a central arched double door, and two pairs of arched windows. Each gable is detailed with decorative red-bricks and sandstone dentils and contains a central arched mullion window. The arch is constructed from decorative red-bricks and a carved ogee-shaped sandstone keystone. The cornice is the same as the northern and southern elevations. The door and paired window arches are constructed from red-brick and include sandstone keystones. A decorative red-brick string course is stepped above each door and is continued along the width of the wall. 'SAR' and '1882' are respectively carved into decorative sandstone blocks laid within the stonework above and to the sides of each set of doors. A sandstone sill is included under each paired window unit and is supported with four blocks of cavetto-shaped sandstone.

ASSESSMENT OF HERITAGE SIGNIFICANCE

Statement of Heritage Significance:

The structure known as the Old Bulk Store is a remnant of a much larger building, constructed in stages between 1883 and 1899 as the Carriage and Wagon Shop. The section now known as the Old Bulk Store was completed in 1892. It is only one of two surviving remnants of the much larger Carriage and Wagon Shop, used for the construction of rolling stock. The Old Bulk store is significant for a number of reasons. As part of the

building where rolling stock was constructed in the late nineteenth and early twentieth centuries, it has close associations with the operation and development of the railways at that time, and with the State's first effort to modernise and improve railway carriage and wagon maintenance.

The Old Bulk Store is an outstanding representative of a railway Goods Shed, being one of the largest and most elaborately detailed examples built in South Australia during the nineteenth century. Despite large sections of the building being demolished in the 1920s, three elevations demonstrate a high degree of formal aesthetic architectural accomplishment, with the detailing retaining a high degree of integrity. Further, the building is associated with the work of SAR Locomotive Engineer William Thow in the 1880s. The Old Bulk Store illustrates Thow's ambition to improve the construction and maintenance of rolling stock by streamlining and modernising manufacturing processes. This association enabled the rail-led boom in the nineteenth century and enabled Islington to become a significant industrial site in South Australia in the twentieth century.

Comparability / Rarity / Representation:

The Old Bulk Store was initially constructed as an extension to the Carriage and Wagon Shop at IRW. Consequently, it has had two main railway functions - manufacturing and storage.

There are a number of places at IRW that have been listed on the State Heritage Register that are representative of railway manufacturing in the late nineteenth century. They include:

- **Islington Railway Workshop Fabrication Shop SHP14686**
- **Islington Railway Workshop Electrical Shop SHP 10709**
- **Islington Railway Workshop Foundry SHP14688**
- **Islington Railway Workshop Fabrication Shop Annex SHP14687**

In addition, there are numerous late nineteenth century industrial buildings listed as State Heritage Places on the State Heritage Register. However, the Old Bulk Store is a rare example of an 1890s industrial building demonstrating a high degree of formal design quality. Of the State Heritage listed industrial buildings only seven have a similar quality of design and detailing as the Old Bulk Store. They include:

- **Islington Railways Workshop Electrical Shop SHP10709**
- **Former Elder Smith & Co Wool Store SHP10946**
- **Offices former Grenfell Street Mail Exchange former Warehouse SHP0958**
- **The Gallerie Shopping Centre (façade) former G&R Willis Warehouse SHP13365**
- **Brompton Gas Works SHP11823**
- **Former Megaw and Hoggs Auction Rooms former Warehouse SHP13591**
- **Office former Menz Biscuit Factory SHP10816**

The other function of the Old Bulk Store is as a railway storage or Goods Shed. Currently, there are at least 15 Goods Sheds that are of State significance and are listed either in conjunction with Railway Stations or Complexes or are listed individually. Typical examples include:

- **Balaklava Railway Station Complex SHP12942**
- **Gawler Railway Station Complex SHP10379**
- **Goolwa Railway Goods Shed SHP11176**
- **Hawker Railway Complex SHP10998**
- **Hoyleton Tramway Goods Shed SHP12692**
- **Manoora Railway Station and Yard SHP12377**
- **Merildin Railway Station and Yard SHP12376**
- **Museum (former Oodnadatta Railway Complex) SHP11527**
- **Riverton Railway Station and buildings SHP10097**

- **Strathalbyn Railway Complex SHP14088**
- **Tantanoola Railway Station and Goods Shed SHP14605**
- **Victor Harbor Railway Station Historic Site SHP11730**

The listed nineteenth century railway Goods Sheds are primarily gabled although some are barrel vaulted and are constructed from masonry with brick dressings or corrugated galvanised iron or timber. In keeping with their utilitarian function the Goods Sheds are unornamented or very simply ornamented buildings. In comparison architecturally, the Old Bulk Store is an outstanding representative of a Good Shed.

Assessment against Criteria (Under Section 16 of the *Heritage Places Act 1993*):

(a) it demonstrates important aspects of the evolution or pattern of the state's history.

In considering this criterion, I have had regard to the *Guidelines for State Heritage Places*, that note:

The place should be closely associated with events, developments or cultural phases which have played a significant part in South Australian history. Ideally it should demonstrate those associations in its fabric.

Places will not normally be considered under this criterion if they are of a class of things that are commonplace, or frequently replicated across the State, places associated with events of interest only to a small number of people, places associated with developments of little significance, or places only reputed to have been the scene of an event which has left no trace or which lacks substantial evidence.

Constructed in 1892, the Old Bulk Store is a significant remnant of a much larger nineteenth century building, which initially operated as the Carriage and Wagon Shop for constructing rolling stock. The Old Bulk Store demonstrates the fundamental role that the Islington Workshop played in the development of the railways in the late nineteenth and early twentieth centuries because it reveals the State's first effort to modernise and improve railway carriage and wagon maintenance (and later construction) in South Australia. It does so through both the scale of the building and the organisation of maintenance and construction facilities specifically for rolling stock. This enabled the rail-led boom in the nineteenth century and contributed towards Islington becoming a significant industrial site in South Australia in the twentieth century.

Other parts of the Islington Railway Workshop that are State-heritage listed are:

- **Front Fence, adjacent to Chief Mechanical Engineer's Office, Islington Railway Workshops SHP26389**
- **Islington Railway Workshops Apprentice School SHP10708**
- **Islington Railway Workshops Chief Mechanical Engineer's Office SHP14685**
- **Islington Railway Workshops Fabrication Shop SHP14686**
- **Islington Railway Workshops Electrical Shop SHP10709**
- **Time Office/Correspondence Room (Building 171), Islington Railway Workshops SHP26402**
- **Islington Railway Workshops Foundry SHP14688**
- **Islington Railway Workshops Fabrication Shop Annex SHP14687**

The majority of places listed at Islington include the same Statement of significance (SAHR) taken from the Donovan & Associates (1992) *Railway Heritage of South Australia* survey:

The South Australian railways were fundamental to the history and development of South Australia. After their establishment in 1891, these workshops played a fundamental role in the operation and development of the railways. Also, at the time of its establishment in 1891 and after its rejuvenation in 1925-27, this complex was amongst the most significant industrial complexes in South Australia and responsible for the production of large and complicated machinery. The workshops played a particularly important role in producing war materials during World War II. The alterations to the complex from time to time reflected those affecting the railways generally.

The Old Bulk Store, from its early life as a part of the Carriage and Wagon Shop and later as a store, made a significant contribution to the ongoing development and operation of railways in South Australia. The Old Bulk Store together with the Electrical Shop (Bld 200) (SHP10709) represent the only surviving parts of the Carriage and Wagon Shop. The two buildings are located at the extremities of what was the Carriage and Wagon Shop and succinctly illustrate the larger building's original scale. The Carriage and Wagon Shop was built during the site's original phase of development and was essential in achieving the State's first effort to modernise and improve railway carriage and wagon maintenance and later construction in South Australia.

This place **fulfills** this criterion.

(b) it has rare, uncommon or endangered qualities that are of cultural significance.

In considering this criterion, I have had regard to the *Guidelines for State Heritage Places*, that note:

The place should demonstrate a way of life, social custom, industrial process or land use which is no longer practised, is in danger of being lost, or is of exceptional interest. This encompasses both places which were always rare, and places which have become scarce through subsequent loss or destruction.

Places will not normally be considered under this criterion if their rarity is merely local, or if they appear rare only because research has not been done elsewhere, or if their distinguishing characteristics have been degraded or compromised, or if they are at present common and simply believed to be in danger of becoming rare in future.

The remnant of the the Carriage and Wagon Shop that is now known as the Old Bulk Store, is a representative of the manufacturing capabilities undertaken at the Islington Railway Workshop. However, there are several buildings already listed as State Heritage Places at the Islington Railway Workshop that also illustrate that use. They include:

- **Islington Railway Workshop Fabrication Shop SHP14686**
- **Islington Railway Workshop Electrical Shop SHP 10709**
- **Islington Railway Workshop Foundry SHP14688**
- **Islington Railway Workshop Fabrication Shop Annex SHP14687**

As a storage shed the Old Bulk Store does not demonstrate a way of life, social custom, industrial process or land use that is rare, uncommon or endangered. The South Australian Heritage Register includes at least 15 Goods Sheds that are of State significance and are listed either in conjunction with Railway Stations or Complexes or are listed individually. The Old Bulk Store is firmly categorised against criterion (d) as containing much of its original material and is therefore an outstanding representation

of its class. Its rarity lies in its original architectural detail and its high level of design as outlined under criterion (d) and (e).

The place does **not** fulfil this criterion.

(c) it may yield information that will contribute to an understanding of the state's history, including its natural history.

In considering this criterion, I have had regard to the *Guidelines for State Heritage Places*, that note:

The place should provide, or demonstrate a likelihood of providing, information that will contribute significantly to our knowledge of the past. The information should be inherent in the fabric of the place. The place may be a standing structure, an archaeological deposit or a geological site.

Places will not normally be considered under this criterion simply because they are believed to contain archaeological or palaeontological deposits. There must be good reasons to suppose the site is of value for research, and that useful information will emerge. A place that will yield the same information as many other places, or information that could be obtained as readily from documentary sources, may not be eligible.

There is no evidence to suggest that the Old Bulk Store could yield information that contributes to the history of the State, that is not currently visible or available through documentary evidence available at State Records of South Australia, the State Library of South Australia and the National Library of Australia.

The place does not **fulfil** this criterion.

(d) it is an outstanding representative of a particular class of places of cultural significance.

In considering this criterion, I have had regard to the *Guidelines for State Heritage Places*, that note:

The place should be capable of providing understanding of the category of places which it represents. It should be typical of a wider range of such places, and in a good state of integrity, that is, still faithfully presenting its historical message.

Places will not be considered simply because they are members of a class, they must be both notable examples and well-preserved. Places will be excluded if their characteristics do not clearly typify the class, or if they were very like many other places, or if their representative qualities had been degraded or lost. However, places will not be excluded from the Register merely because other similar places are included.

The Old Bulk Store is an outstanding representative of a Goods Shed in comparison with similar railway buildings constructed in the late nineteenth century. Goods Sheds are significant for the storage of goods associated with the railway and were generally based upon a standard design that was replicated at each new station. The South Australian Heritage Register includes at least 15 Goods Sheds that are of State significance and are listed either in conjunction with Railway Stations, Complexes or listed individually. The listed nineteenth century railway Goods Sheds are primarily gabled although some are barrel vaulted and are constructed from masonry with brick dressings or corrugated galvanised iron or timber. The sheds also generally include a

large round-arch or circular ventilator in the gable. In keeping with their utilitarian function the Goods Sheds are unornamented or very simply ornamented buildings.

Typical examples of nineteenth century State-Heritage listed Railway Goods Sheds include:

- **Balaklava Railway Station Complex SHP12942**
- **Gawler Railway Station Complex SHP10379**
- **Goolwa Railway Goods Shed SHP11176**
- **Hawker Railway Complex SHP10998**
- **Hoyleton Tramway Goods Shed SHP12692**
- **Manoora Railway Station and Yard SHP12377**
- **Merildin Railway Station and Yard SHP12376**
- **Museum (former Oodnadatta Railway Complex) SHP11527**
- **Riverton Railway Station and buildings SHP10097**
- **Strathalbyn Railway Complex SHP14088**
- **Tantanoola Railway Station and Goods Shed SHP14605**
- **Victor Harbor Railway Station Historic Site SHP11730**

In comparison with the other State-Heritage listed railway Goods Sheds, the Old Bulk Store is an outstanding representative of its class as it is one of the largest and is notable in architectural detail. It boasts squared masonry construction, extensive classically-derived brick and sandstone dressings, and large round-arch mullion windows in the façade over the doorways.

The place **fulfils** this criterion.

(e) it demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

In considering this criterion, I have had regard to the *Guidelines for State Heritage Places*, that note:

The place should show qualities of innovation or departure, beauty or formal design, or represent a new achievement of its time. Breakthroughs in technology or new developments in design would qualify, if the place clearly shows them. A high standard of design skill and originality is expected.

Places would not normally be considered under this criterion if their degree of achievement could not be demonstrated, or where their integrity was diminished so that the achievement, while documented, was no longer apparent in the place, or simply because they were the work of a designer who demonstrated innovation elsewhere.

The Old Bulk Store is a rare example of an 1890s industrial building demonstrating a high degree of formal design quality. Despite substantial sections of the original building having been demolished, the surviving original elevations of the Old Bulk Store retain a high level of integrity and display a high degree of design and construction quality. At the time of its construction the building was recognised in the popular media for its elaborate, notable design qualities. Of the many types of nineteenth century industrial buildings currently listed on the State Heritage Register, only seven have a quality of design and detailing that compare with the Old Bulk Store. They include:

- **Islington Railways Workshop Electrical Shop SHP10709**

- **Former Elder Smith & Co Wool Store SHP10946**
- **Offices former Grenfell Street Mail Exchange former Warehouse SHP0958**
- **The Gallerie Shopping Centre (façade) former G&R Willis Warehouse SHP13365**
- **Brompton Gas Works SHP11823**
- **Former Megaw and Hoggs Auction Rooms former Warehouse SHP13591**
- **Office former Menz Biscuit Factory SHP10816**

The Old Bulk Store is a classically-derived building constructed from coursed squared bluestone with red-brick quoins inset with bluestone blocks. Three of the four elevations - northern, southern and western date back to the time of original construction. The southern and northern elevations are symmetrically divided with red-brick pilasters inset with bluestone blocks. Arched double doors are set between the pilasters, the arches are constructed from decorative red-bricks, with sandstone keystones. Timber-framed mullion windows form the top portion of each arched-door. The southern and northern elevations also feature red-brick parapet walls trimmed with decorative red-bricks and pilasters. The cornice is constructed from decorative-red brickwork and ogee-shaped sandstone dentils.

The western elevation is arranged symmetrically and has two gables, each gable inserted with an arched, mullion window. Each arch is formed from decorative red-bricks and a carved ogee-shaped sandstone keystone. The cornice is the same as the northern and southern elevations. A red-brick pilaster inset with bluestone blocks further visually divides the two bays. An arched double door is sited centrally in each bay and is flanked either side by a pair of arched timber framed mullion windows. The door and window arches are formed from decorative red-bricks and sandstone keystones. A decorative red-brickwork string course is stepped above each door and is continued along the width of the wall. 'SAR' and '1882' are respectively carved into decorative sandstone blocks laid within the stone work above and to the sides of each set of doors. A sandstone sill is included under each paired window unit and is supported with four blocks of cavetto-shaped sandstone.

The Old Bulk Store is the only building at the Islington Workshops featuring this level of extant architectural detailing. The Electrical Store (Bld 200) SHP10709 features the same detailing on its western and eastern elevations as the Old Bulk Store's northern and southern elevations. However, modifications to the Electrical Store have resulted in the loss of architectural details of a similar quality to those of the Old Bulk Store's elaborate western elevation.

The place **fulfils** this criterion.

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

In considering this criterion, I have had regard to the *Guidelines for State Heritage Places*, that note:

The place should be one which the community or a significant cultural group have held in high regard for an extended period. This must be much stronger than people's normal attachment to their surroundings. The association may in some instances be in folklore rather than in reality.

Places will not be considered if their associations are commonplace by nature, or of recent origin, or recognised only by a small number of people,

or not held very strongly, or held by a group not widely recognised, or cannot be demonstrated satisfactorily to others.

The Islington Railway Workshop, as a site, is held in high regard by some groups and individuals within the community, especially those who either worked at Islington or who consider themselves to be 'train buffs'. However, the Old Bulk Store is not the best representation of community and worker associations at the Islington Railway Workshop. Conversely, there are a number of State Heritage Places at Islington that do readily represent community associations as those places were where the daily operations of the site and/or worklife of past SAR employees took place and include:

- **Islington Railway Workshops Apprentice School SHP10708**
- **Islington Railway Workshops Chief Mechanical Engineer's Office SHP1685**
- **Islington Railway Workshops Fabrication Shop SHP14686**
- **Islington Railway Workshops Electrical Shop SHP10709**
- **Islington Railway Workshops Foundry SHP14688**
- **Islington Railway Workshops Fabrication Shop Annex SHP14687**

There is no evidence to suggest that the Old Bulk Store has strong cultural or spiritual associations with a community or a group within it.

The place does **not** fulfil this criterion.

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

In considering this criterion, I have had regard to the *Guidelines for State Heritage Places*, that note:

The place must have a close association with a person or group which played a significant part in past events, and that association should be demonstrated in the fabric of the place. The product of a creative person, or the workplace of a person whose contribution was in industry, would be more closely associated with the person's work than would his or her home. Most people are associated with many places in their lifetime, and it must be demonstrated why one place is more significant than others.

Places will not generally be considered under this criterion if they have only a brief, incidental or distant association, or if they are associated with persons or groups of little significance, or if they are associated with an event which has left no trace, or if a similar association could be claimed for many places, or if the association cannot be demonstrated. Generally the home or the grave of a notable person will not be entered in the Register unless it has some distinctive attribute, or there is no other physical evidence of the person's life or career in existence.

The remnant of the Carriage and Wagon Shop, now known as the Old Bulk Store, was closely associated with the work of South Australian Railways (SAR) Locomotive Engineer William Thow. Thow was an English railway engineer who migrated to South Australia in 1876 to undertake the position of Locomotive Engineer with the SAR. He was responsible for identifying and bringing the need for a larger and more modern railway workshop facility to the attention of the Colonial Government. The Islington Railway Workshop is a direct consequence of Thow's actions. Thow was responsible for devising the initial layout of the site including the extensions that occurred in the

early 1890s comprising the Old Bulk Store or Wagon and Carriage Shop as it was at that time. The layout was praised publicly, at the time, for its labour efficiencies. Thow's work for the SAR laid the foundation for 'continuing locomotive development in South Australia until the 1920s.'³ More widely, Thow is acknowledged as having an 'enormous influence' on locomotive development in Australia.

A number of State-heritage listed buildings at Islington can also claim this association, including:

- **Islington Railway Workshops Apprentice School SHP10708**
- **Islington Railway Workshops Chief Mechanical Engineer's Office SHP1685**
- **Islington Railway Workshops Fabrication Shop SHP14686**
- **Islington Railway Workshops Electrical Shop SHP10709**
- **Islington Railway Workshops Foundry SHP14688**
- **Islington Railway Workshops Fabrication Shop Annex SHP14687**

The Old Bulk Store is significant because it illustrates Thow's ambition to improve the construction and fitting of rolling stock in South Australia by streamlining and modernising manufacturing processes in the late nineteenth century. While the State Heritage Places listed above also demonstrate Thow's improvement ambitions, each provides a different understanding of how Thow intended to achieve his aims. Specifically, the Old Bulk Store exemplifies Thow's intentions for wagon and carriage maintenance and construction. Only the Electrical Shop (SHP10709) has a similar claim as it too was once a part of the larger building that formed the Carriage and Wagon Shop. However, subsequent modifications to the Electrical Shop, during the twentieth century, has reduced the building's ability to readily illustrate the Carriage and Wagon Shop's functionality. In comparison, the remaining built fabric of the Old Bulk Store does readily illustrate that function. The Foundry (SHP14688) was located adjacent to the Old Bulk Store as the building was built to Thow's plans as the Carriage Paint Shop. The Apprentice School (SHP10708) and Chief Mechanical Engineer's Office (SHP1685) respectively provide understanding of Thow's intention for the administrative and educational functions at Islington. While both the Fabrication Shop (SHP14686) and Fabrication Shop Annex (SHP14687) specialised in the manufacturing and fitting of locomotives.

Thow's association with the Islington Railway Workshop and specifically the ability to maintain and construct rolling stock onsite at the Old Bulk Store, supported the rail-led boom in the nineteenth century and laid the foundations for Islington to become a significant industrial site in South Australia throughout the twentieth century.

This place **does** fulfil this criterion.

Extent of Listing / Significant Fabric / Curtilage:

The extent of listing includes:

- Northern, southern and western facades, including original fabric and detailing and timber framed doors and windows.
- Rectilinear louvre timber ventilators on both ridge-lines.
- Metal trusses, metal web truss and internal columns.

The extent of listing excludes:

- Internal fixtures and fittings not listed in the extent of listing.
- Non-original fabric, including eastern façade and corrugated iron doors.

REFERENCES:

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NAME: Old Bulk Store, Islington Railway Workshops

PLACE NO.: 26426

SITE RECORD:

FORMER NAME: Carriage and Wagon Shop

DESCRIPTION OF PLACE: The Old Bulk Store has two parallel bays and is constructed of bluestone with red brick quoins and sandstone detailing, corrugated-iron gable roofs. The building dates from 1892.

DATE OF COMPLETION: 1892, 1920s

REGISTER STATUS: **Description:** Nominated
Date: 25 June 2013

CURRENT USE: **Description:** Unused
Dates:

PREVIOUS USE(S): **Description:** Carriage and Wagon Shop/
Bulk Store
Dates: 1892/1920s

ARCHITECT/BUILDER **Name:** South Australian Railways
Dates: 1892/1920s

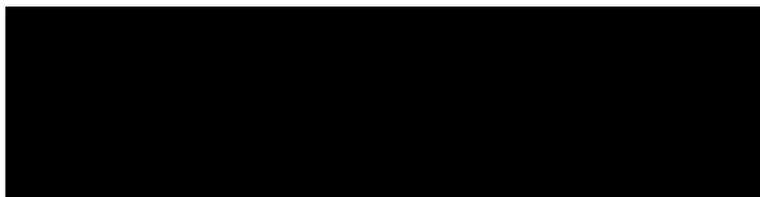
SUBJECT INDEXING: **Group:** Transport (Rail)
Category: Railway Workshop

LOCAL GOVERNMENT AREA: **Description:** City of Port Adelaide Enfield

LOCATION: **Street Name:** Churchill Road
Town/Suburb: Kilburn
Post Code: 5084

LAND DESCRIPTION: **Title Type:** CT
Volume: 6179
Folio: 405
Lot No.: D95846 A144
Section: Part Section 379, 380, 381
Hundred: Yatala

OWNER:



PHOTOS

NAME: Old Bulk Store, Islington Railway Workshops

PLACE: 26426



Old Bulk Store – View from south-west corner



Old Bulk Store – View from south

PHOTOS

NAME: Old Bulk Store
Islington Railway Workshop

PLACE NO.: 26426



Old Bulk Store – View from north



Old Bulk Store – Detail showing decorative elements of the building – note parapet



Old Bulk Store – Detail showing window sill

PHOTOS

NAME: Old Bulk Store
Islington Railway Workshop

PLACE NO.: 26426



Old Bulk Store – Interior – note original central metal web truss and support columns



Old Bulk Store – Interior – note later steel/reinforced concrete infill wall

¹ 'The Locomotive Workshops at Islington', *The Register*, 25 February 1892, p.6.

² Donovan and O'Neil, *The Long Haul*, p. 34.

³ JD Walker (1990), 'Thow, William (1842-1926)', Australian Dictionary of Biography, ANU, <http://adb.anu.edu/biography/thow-william-8801/text1535>, accessed 12 December 2016.