

## SUMMARY OF STATE HERITAGE PLACE

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### REGISTER ENTRY

Entry in the South Australian Heritage Register in accordance with the *Heritage Places Act 1993*

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**NAME:** Port Lincoln Locomotive Depot and Workshops      **PLACE NO.:** 26501

**ADDRESS:** Le Brun Street, Port Lincoln SA 5606  
CT 5802/507 A13 D54260 & CT 6105/739 A3 F37877 Hundred Lincoln

### STATEMENT OF HERITAGE SIGNIFICANCE

The Port Lincoln Locomotive Depot and Workshops demonstrate important aspects of the maintenance facilities constructed by South Australian Railways (SAR) in the 1920s and played a vital role in the expansion of grain production on the Eyre Peninsula and the agricultural and economic development of South Australia during the twentieth century. Built between 1927 and 1932, the depot and workshops have been responsible for maintaining and ensuring that the trains on the Peninsula remain operational and able to transport up to a quarter of the State's grain harvest to the ports at Port Lincoln and Thevenard.

The Port Lincoln Locomotive Depot and Workshops was active until late 2019, and its operational role in maintaining the Peninsula's locomotive fleet remains clearly evident in the surviving physical fabric that retains a high degree of integrity. The place includes a turntable, roundhouse and adjacent workshop, amenities building, and a number of other buildings that were used for a variety of purposes. The roundhouse, turntable and workshop combination is a rare example of this type of railway infrastructure, with the roundhouse being one of only two surviving examples in South Australia. While the internal equipment and machinery has been modernised to keep the facility operational, some still remains. The site provides a faithful representation of this significant aspect of South Australia's railway infrastructure.

## **RELEVANT CRITERIA (under section 16 of the Heritage Places Act 1993)**

**Include only the criteria the place meets (delete others and this instruction)**

### ***(a) it demonstrates important aspects of the evolution or pattern of the State's history***

The Port Lincoln Locomotive Depot and Workshops are closely associated with the agricultural expansion and economic development of South Australia in the twentieth century. In the decade between 1905 and 1915, the South Australian Railways (SAR) constructed an extensive railway network on the Eyre Peninsula specifically to enable the expansion of South Australia's agricultural production. SAR did so to provide cost effective transport for the farmers who subsequently purchased land close to the railway network.

The Eyre Peninsula railway network was devised, constructed and operated as a system isolated from the rest of the railways in South Australia. Consequently, routine and specialised maintenance of the locomotives and rolling stock had to be undertaken on the Peninsula. While the divisional headquarters was initially established at Cummins, it was relocated to Port Lincoln in the mid-1920s as a result of Chief Commissioner Webb's modernisation of SAR. Consequently, the Locomotive Depot and Workshops were constructed at Port Lincoln between 1927 and 1932.

Since the late 1920s, the Port Lincoln Locomotive Depot and Workshops have been responsible for maintaining and ensuring that the trains on the Peninsula remain operational and able to transport hundreds of thousands of tonnes of grain (up to a quarter of the State's grain harvest including wheat, barley, oats and later canola) to the ports at Port Lincoln and Thevenard. The Port Lincoln Depot was active until late 2019, and its operational role in maintaining the Peninsula's locomotive fleet remains clearly evident in the physical fabric of the depot and workshops, including a turntable, roundhouse and adjacent workshops, amenities building, and a number of other buildings that were used for a variety of purposes including storage.

There are very few examples of railway workshops remaining in South Australia, and even fewer that demonstrate the same high degree of intactness including buildings, structures and machinery as the Port Lincoln Locomotive Depot and Workshops. Several of the State-listed buildings at the Islington Railway Workshops represent the various aspects of locomotive and rolling stock construction and maintenance, while at the Steamtown heritage railway museum at Peterborough, only the roundhouse and turntable are State-listed. Railway complexes such as the Strathalbyn Railway complex (SHP 14088) and Balaklava Railway Station Complex (SHP12942) demonstrate passenger and grain or livestock transportation rather than maintenance facilities.

The Port Lincoln Locomotive Depot and Workshops is an outstanding example of the maintenance facilities constructed by SAR in the 1920s to facilitate the transportation of passengers, goods and, importantly, in the context of this assessment, the State's agricultural production. Given the importance of grain production to the State's economy in the early 20<sup>th</sup> century and the huge role played in this by the Eyre Peninsula and its railways, the depot has intrinsic associations with the pattern of the State's history. While the internal equipment and machinery has been modernised to keep the facility operational, the site remains a faithful representation of this significant aspect of South Australia's railway infrastructure and economic development.

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

The Port Lincoln Locomotive Depot and Workshops played a vital role in the expansion of primary production on the Eyre Peninsula and consequently to the agricultural and economic development of the State during the twentieth century and has rare and endangered qualities of cultural significance. The depot and workshops were built between 1927 and 1932 and contain one of the two remaining roundhouse and turntable combinations built in South Australia. While a number of turntables were constructed in the nineteenth and twentieth centuries, only eight roundhouse and turntable combinations were built. Six in the 1920s as a critical element of Webb's reorganisation and modernisation of SAR, including the roundhouse and turntable at Port Lincoln, and two in the 1950s for gauge conversion (narrow to broad) that took place at that time.

At some of the sites where roundhouse and turntable combinations were built, such as at Peterborough and Port Lincoln, a rectilinear saw-tooth-roofed maintenance workshop building was constructed adjacent and attached to the roundhouse creating a larger maintenance facility. It was in the roundhouse and adjoining workshops where firstly steam and then diesel locomotives were maintained enabling up to a quarter of the State's grain harvest to be transported to the ports at Port Lincoln and Thevenard. The only other combination of roundhouse, turntable and workshops is located at Steamtown heritage railway museum located at Peterborough, however, only the Peterborough Roundhouse and Turntable (SHP 12694) is State heritage listed.

When steam locomotives were phased out of service and replaced by diesel locomotives on the Eyre Peninsula from the 1950s, the equipment inside the roundhouse and workshops was upgraded, however, some items of historic machinery do still exist on site. Similarly, the turntable was completely overhauled in 1971 to ensure its continued operation. While the roundhouse and adjoining workshops at Port Lincoln continued to be used for locomotive maintenance, these types of facilities are no longer built and used in South Australia and instead large rectilinear structures that trains can run through, via a siding, fulfil that function. Consequently, not only is the roundhouse, workshop and turntable

combination at Port Lincoln rare, it also represents a significant type of facility that is in danger of being lost in South Australia.

# SITE PLAN

Port Lincoln Locomotive Depot and Workshops  
Le Brun Street, Port Lincoln

PLACE NO.: 26501



Port Lincoln Locomotive Depot and Workshops Le Brun St, Port Lincoln

CT 5802/507 A13 D54260 & CT 6105/739 A3 F37877

Key N 

-  Extent of State Heritage Place
-  Main structures (see below)

- 1 Turntable
- 2 Roundhouse
- 3 Locomotive workshop
- 4 Amenities
- 5 Running car shed
- 6 Divisional store
- 7 Motor Inspection Car (MIC) shed
- 8 Toilets
- 9 Small shed with timber floor, possibly bike shed
- \* Sheds

## COMMENTARY ON THE LISTING

Description and notes with respect to a place entered in the South Australian Heritage Register in accordance with the *Heritage Places Act 1993*

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### Physical Description

#### Turntable (1)



**Turntable 1927**

Source: DEW Files 24 October 2019

The turntable is 75ft. (approx. 23m) in diameter and comprises a pit with an earth floor and concrete-lined sides. A rail around the circumference of the pit supports a large metal-framed rail platform that rotates within the pit. A small shed is located at one end of the platform for the driver. There is also an A-frame metal gantry that sits across the rail platform and once supplied electricity to the turntable.

## Roundhouse (2) & Railcar Shed (5)



**5-Bay Roundhouse 1932 (right) and Railcar addition 1934 (left)**

Source: DEW Files 24 October 2019

Although initially proposed as a 13-bay roundhouse<sup>1</sup>, only a 5-bay roundhouse was constructed in 1932. A 2-bay addition was added to the eastern side of the roundhouse in 1934 and was known as the railcar shed. The railcar shed is slightly lower in height and smaller than the original roundhouse. The roundhouse and railcar shed form a wedge-shaped building with a skillion roof and south-facing lights in the roundhouse only. Both have concrete floors. The roundhouse and railcar shed are timber-framed structures, the roundhouse also has timber posts supporting the roof under the south-facing lights.

The walls are clad with sheets of corrugated iron. While the roof was originally clad with corrugated asbestos sheeting, this has since been replaced with corrugated iron and at regular intervals with opaque polycarbonate sheets to create skylights. Originally the front of the structure (facing the turntable) was open, however, modern roller doors have been fitted and enclose the space. The rear wall of the roundhouse once featured large-format multi-pane windows. However, the glass has been removed from the windows and the section of wall has since been reclad several times with opaque polycarbonate sheets.

A set of rails allows rolling stock to access each bay of the building and inspection pits have been excavated in the three inner bays of the roundhouse to provide access underneath the wagons and locomotives. Metal-framed gantries feature in the two outer bays, one is modern while the other is older and possibly dates from the 1930s. The railcar shed has been fitted out with modern storage furniture and is used as a store.

**Locomotive Workshop or Machine Shop (3) (also known as erecting shop or running shed)**



**Locomotive Workshop 1929-1930 (left) attached to the Roundhouse (rear right) & Railcar Shed (right)**

Source: DEW Files 24 October 1924

The locomotive workshop is a very large, metal-framed, corrugated-iron-clad, saw-tooth-roofed building, featuring 9 south-facing lights. It adjoins the roundhouse and access between the two structures is provided by large doors. The façade once featured large multi-paned windows, however, the glass has since been removed and the openings clad with opaque, polycarbonate sheets. Inside, a substantial metal-framed, crane gantry runs the length of the building and four sets of rails, running perpendicular to those in the roundhouse, enable locomotives to be driven into the shop for maintenance. Roller doors enclose the openings through which the locomotives are driven. Deep concrete-lined inspection pits enable access underneath the locomotives, while modern metal platforms and scaffolding is placed into position around the locomotive once inside the building and provides safe access to it. The floor is surfaced with brick.

### **Amenities Building (4)**



**Amenities Block, 1931-1932**

Source: Dew Files 24 October 2019

The amenities block is a T-shaped, rendered, masonry structure with a gable roof. The building includes an entry hall, bathroom, locker room and kitchen. The entry hall has a large timber-framed notice board. The kitchen features a stainless steel sink with white-tile splashback; wood-burning cast-iron oven and stove set in an alcove, a series of four timber-framed notice boards with glass doors, and some benches and shelves. The floor to the entry, kitchen and locker room is tiled, while in the bathroom there is a concrete slab. The bathroom has a number of cubicles containing either a shower with bench or a toilet.

### **Divisional Store (6)**



**Divisional Store**

Source: DEW Files 24 October 2019

The divisional store is a timber-framed, gable-roofed, corrugated-iron-clad shed with a concrete-slab floor. There is a series of small windows located just below the eaves on the northern and southern elevations. Inside the shed there is a timber platform at the eastern end of the building and a small modern 'office pod' located in the middle.

### **Motor Inspection Car (MIC) Shed (7)**



**Motor Inspection Car Shed (late 1927-1932)**

Source: DEW Files: 24 October 2019

The MIC shed is a small timber-framed, corrugated-iron-clad, gable-roofed shed, with a concrete-slab floor. Two sets of rails run into the building through either one of two sets of timber-framed, corrugated-iron-clad double doors. The shed originally housed vehicles used for railway inspections, however, it is now used as a fuel store. The northern and southern elevations feature a series of small windows that have since been boarded over internally.

### **Other Sheds & Structures**

There are a number of other timber-framed, corrugated-iron-clad sheds located at the workshops: some appear to date from the earlier history of the site, while some appear to be newer (see site plan). There are also a number of metal-framed structures adjacent to the track, and rainwater tanks adjacent to some of the buildings. A small toilet-block once associated with the now demolished carpenters' and painters' shops also survives on site.

## **Extent of Listing:**

The elements with heritage significance include:

- Turntable (1)
- Roundhouse (2) and connected railcar shed (5)
- Locomotive Workshop (3)
- Motor Inspection Car (MIC) shed (7)
- Divisional Store (6)
- Amenities building (4)
- Network of rail track
- Historical machinery

The elements excluded from the heritage listing include:

- Modern equipment and machinery

## **History of the Place**

Eyre Peninsula is South Australia's largest peninsula, encompassing approximately 70,000km<sup>2</sup>. It is the traditional lands of the Nauo, Wirangu, Barngarla and Gawler Rangers People and has been their home for tens of thousands of years. The coast was first seen by Europeans in 1627, when the Dutch glimpsed the far west coast. In 1802, the coast was faithfully charted by Matthew Flinders, while whalers and sealers plied its waters and created temporary settlements on its shores in the late eighteenth and early nineteenth centuries.<sup>2</sup>

In 1836, Port Lincoln was mooted as a possible Capital for the new colony of South Australia, however, the investigations carried out by Surveyor General Colonel William Light quickly identified the lack of water in the area and he vetoed the site.<sup>3</sup> While there may have been insufficient water at Port Lincoln to support the Capital, a settlement was established there from March 1839. During late 1839, Edward John Eyre explored the peninsula that was subsequently named after him, travelling from Port Lincoln to the west coast, then around to Streaky Bay before returning to the Head of the Spencer Gulf via the Gawler Ranges and Lake Torrens. During 1840 and 1841 he made a number of attempts to find an overland path to King George Sound in Western Australia, which he achieved with his third attempt in late-1841.<sup>4</sup>

While a small township was being established at Port Lincoln, the surrounding area was also settled by pastoralists and then cereal farmers. Substantial pastoral holdings were initially leased and then later purchased as 'hundreds' were designated, surveyed and sold. Pioneering pastoral families including the Tennant and Mortlock families both acquired land early in the development of the peninsula, respectively in 1846 and 1847, and went on to establish substantial land holdings there during the nineteenth century.<sup>5</sup>

The isolated nature of the peninsula and poor roads meant that transportation of goods was not only difficult but also costly. While sufficiently high prices could be achieved for wool to cover the cost of transporting bales of fleece from the interior of the peninsula to one of the many ports that were established along the coastline, the

same sales prices were not possible for wheat. As a result, wheat and grain farmers purchased land in a band around the coast and close to the many small ports from where their harvest could be easily transported by ship.<sup>6</sup>

Drought and depression during the late nineteenth century combined with falling crops yields, the discovery of gold in Western Australia and the opening of the Victorian Mallee lands to farmers, drew many South Australians away from the colony and towards new ventures. The resulting loss of people was of great concern to the South Australian government and it began to consider how to meet demands for new farmland to stem the flow of people leaving the State. The Eyre Peninsula and Murray Mallee were the two remaining locations in the State that could be developed for grain cropping, however, affordable transport would be essential if the farmers were to have any prospect of success. To support the opening of the interior of the Eyre Peninsula, the South Australia government invested in a new stand-alone railway network for the Peninsula.<sup>7</sup>

Initially, there was some debate about whether the railway should serve a port at Port Lincoln or slightly further north at Tumby Bay, however Port Lincoln with its existing township and sheltered harbour was ultimately chosen. In early 1905, preliminary survey work for the line between Port Lincoln and Cummins commenced and on 8 November 1905 the *Port Lincoln Railway Act 1905* was assented. The loan act to secure funding for the project followed a month later and allowed up to £101,000 to be borrowed.<sup>8</sup>

In the following decade the narrow-gauge rail network that connected the interior of the Eyre Peninsula with ports at Port Lincoln and Thevenard was constructed, with the line opening between Port Lincoln and Cummins on 18 November 1907; Cummins to Yeelanna on 1 April 1909; Cummins to Moody on 1 August 1912; Moody to Ungarra on 31 March 1913; Yeelanna to Minnipa Hill on 5 May 1913; Ungarra to Kimba on 11 July 1913; Minnipa to Nunjirkompita on 14 August 1914; Yeelanna to Mount Hope on 9 October 1914; and Nunjirkompita to Cape Thevenard on 8 February 1915. Later extensions to the line occurred in the 1920s and 1950, namely Wandana to Penong on 7 February 1924; Kimba to Buckleboo on 5 August 1926; and, a branch line to Kowulka on 11 April 1950.<sup>9</sup>

The proclamation of Hundreds closely followed the route of the railway network and opened up the interior of the peninsula for cereal cropping. In 1910, 367,000 acres of wheat were under cultivation on the Eyre Peninsula and many of the new farmers had come from the fringes of the Upper North.<sup>10</sup> In 1912, the Premier Archibald Peake told Parliament that the creation of 'land for profitable settlement' due to the development of railway infrastructure was 'a new chapter in the history of South Australia ... and they were glad to know that their country was being regarded as a bigger State than they had ever previously imagined it to be.'<sup>11</sup>

The South Australian Railways (SAR) Divisional Headquarters for the Eyre Peninsula was based at Cummins from 1914, however, it was relocated to Port Lincoln in the late 1920s as a part of Chief Commissioner William Alfred Webb's rejuvenation of SAR.<sup>12</sup> Webb was a North American railwayman who arrived in South Australia in November

1922 to take up the position of Chief Commissioner and was tasked with the ambitious undertaking of modernising the railways and making them pay their way. Soon after arriving in South Australia he realised that SAR could not be made profitable, however he did implement a huge State-wide program of works to upgrade SAR facilities, infrastructure and work practices with the aim of minimising losses.<sup>13</sup>

During this period, some of the improvements made to the Eyre Peninsula railway network and specifically infrastructure in Port Lincoln included the construction of the 420m Brennen's Jetty (1923), an upgrade of the weighbridge (1923-1924), construction of a new goods yard and goods shed (1925-1926) and a new station building (1927). One of the most significant improvements was the construction of the new locomotive depot and workshops (1927-1932) (subject of this assessment), to enable the Peninsula's fleet of locomotives, carriages and wagons to be maintained and kept operational.<sup>14</sup>

In 1975 SAR's country lines were transferred to the Commonwealth government, with the Commonwealth taking over operational responsibility in 1978. Country services were run by Australian National, while metropolitan lines remained under the ownership and control of the State and were run by the State Transport Authority. In keeping with Australian National's aim to operate and manage the rail system from a commercial perspective, it closed 35 percent of the State's narrow gauge and 23 percent of the broad gauge lines in the ten years between 1978 and 1988.<sup>15</sup> Unlike other parts of the State, such as the south-east, the narrow-gauge network on the Eyre Peninsula remained immune to closures for many years and the Australian Railway Group became responsible for railway operations in South Australia. However, the cost of maintaining lines that were only used for a short period of time each year during the grain harvest has resulted in no trains running between Yellanna and Kapinnie since 2002 and the section of the Buckleboo line beyond Kimba since 2005.<sup>16</sup>

In 2006, Genesee Wyoming Australia Pty Ltd (GWA) was created by North American-based parent company Genesee Wyoming to take over from Australian Railway Group and they have leased the track and facilities respectively from the Commonwealth and State governments until 2047.<sup>17</sup> Among other facilities on the peninsula and across the State, GWA's lease includes the Eyre Peninsula railway network and the locomotive depot and workshop in Port Lincoln.

In early 2019, Viterra announced that the contract they held with GWA to transport the Eyre Peninsula's wheat harvest from across the Peninsula to bulk handling facilities at Port Lincoln and Thevenard would not be renewed, as the harvest would instead be transported solely by road. On 31 May 2019, the last train to transport wheat on the Eyre Peninsula travelled from Cummins to Port Lincoln. GWA is still considering the future use of the locomotive depot and workshop at Port Lincoln.<sup>18</sup>

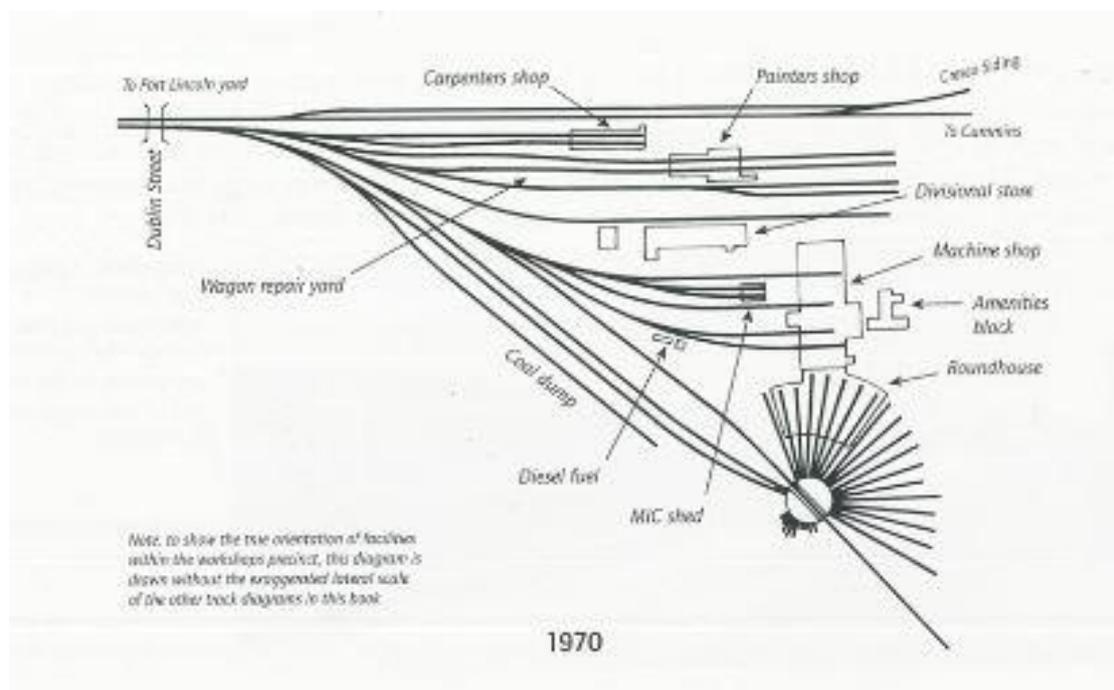
### **Port Lincoln Depot and Workshops**

The locomotive depot and workshops were constructed between 1927 and 1932. The first works to be completed were the installation of a 75ft. diameter turntable in 1927, followed by installation of a long coaling deck with narrow track and a Cowan & Sheldon steam coaling crane with a 1 ton capacity in 1928-1929 (now removed). In

1929-1930, a locomotive workshop, offices, racks and water closets were completed, and the drop pits for the roundhouse and the construction of a bridge over Dublin Street were commenced. Between 1930 and 1931, a Whiting hoist crane was installed in the locomotive workshop, and in 1931-1932, the roundhouse, locker and wash rooms were built. Two railcar sheds were added between 1932 and 1934, Knife notes that the second of these buildings was an extension to the roundhouse. A further workshop for 'maintenance artisans' was added in 1935-1936.<sup>19</sup>

The locomotive workshop was upgraded in 1965-1966 to enable the servicing of diesel locomotives. The first two diesel locomotives had been registered on the peninsula in 1962. The turntable was subject to a major overhaul in 1971, while a new bridge was built over Dublin Street and the old bridge removed in 1978.<sup>20</sup>

A site plan of the locomotive depot and workshops as they were in 1970 indicates that the site consisted of the roundhouse and turntable and associated locomotive workshop, a divisional store, diesel fuel store, motor inspection car shed, painters shop, carpenters shop, amenities block and two small unidentified buildings, while wagons were repaired in the yard.<sup>21</sup> Since then, the painters' and carpenters' shops have been demolished, although a small c1950s toilet block associated with these shops remains.



**Site Plan of the Port Lincoln Locomotive Depot and Workshops as they were in 1970**

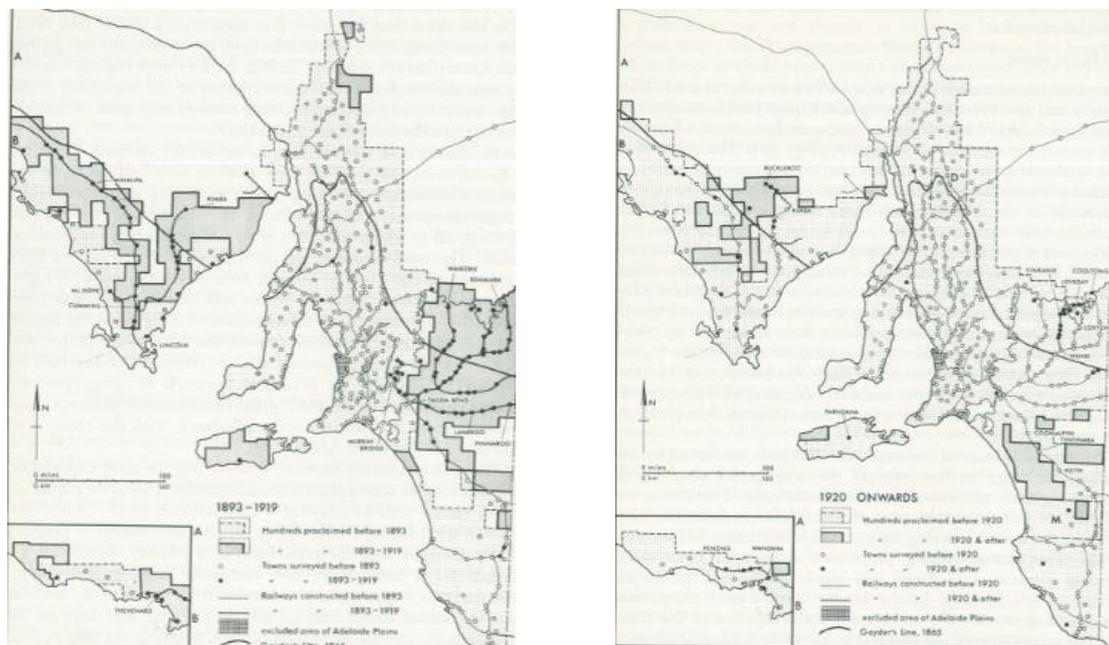
Source: Knife, p.175.

### **Wheat, Barley & Oats**

The rationale for the establishment of the railway on the Eyre Peninsula was to provide a reliable means of affordable transportation for cereal farmers and to open up the remaining undeveloped land on the peninsula for farming. To achieve that end, Williams notes that the South Australian government had a policy that no wheat farm would be located more than 15 miles (24km) from a railway station, siding, or coastal

port. To fulfil that aim, a number of grain sidings (often spaced every 5 miles (8 km) apart) were established along the Eyre Peninsula railway line in addition to the numerous stations.<sup>22</sup>

While wheat is the major cereal crop harvested on the Eyre Peninsula, barley, oats and canola are also grown. Prior to the introduction of bulk handling on the Eyre Peninsula at Port Lincoln in 1959 and Thevenard in 1961, farmers bagged their grain for sale then transported it to one of the many sidings located along the line. Here they would be met by either the grain merchant or their agent and the bags weighed and stamped with the weight and agent's brand. The bags were then lumped to the stacking blocks that had been previously laid out by a SAR engineer and then stacked to await transportation to Port Lincoln or Thevenard. The non-perishable nature of wheat meant that it could spend some months stacked at the siding to avoid double handling and when a ship was ready for loading was only then transported by train to port.<sup>23</sup>



**Areas shaded in grey indicate the spread of settlement 1893-1919 (map on left) and after 1920 (map on right). The black lines with dots indicate new railways.**

Source: Williams, pp.52, 58.

The introduction of bulk handling facilities resulted in the construction of new grain terminals at Port Lincoln (1959) and Thevenard (1961) and infrastructure along the rail network, including silos. The grain stacks and the sheds that often covered them were replaced with silos and the 'lumpers' or men who stacked the bags were replaced by mechanised loading.<sup>24</sup> Between the mid-1920s and mid-1970s, the combined wheat, oat and barley grain harvest on the Eyre Peninsula ranged from approximately 10% to 25% of the State's harvest.<sup>25</sup> By the 1990s, grain yields on the Peninsula had increased, averaging around 2 million tonnes per annum. These figures continue to be obtained

on the peninsula, with record years such as the 2016-2017 harvest achieving in excess of 3 million tonnes or approximately a third of the wheat, barley, oats and canola harvested in South Australia that year.<sup>26</sup>

## Chronology

Year	Event
1836	Port Lincoln is suggested as a possible capital for the new colony of South Australia but is vetoed due to lack of water.
1839	Township of Port Lincoln established.
1840s-present	A number of pastoral holdings are established on the Peninsula.
1859	Construction of the 'Town Jetty' at Port Lincoln is completed. The town's central business district forms around it.
<b>1905</b>	<b>Preliminary survey work for the rail network begins early in the year. <i>Port Lincoln Railway Act</i> is assented on 8 November.</b>
1906	Construction on the Eyre Peninsula railway network begins starting at Port Lincoln.
1907	Port Lincoln to Cummins line opens on 18 November.
1909	Cummins to Yeelanna line opens 1 April.
1912	Cummins to Moody line opens 1 August.
1913	Moody to Ungarra line opens 31 March.
1913	Yeelanna to Minnipa Hill line opens 5 May.
1913	Ungarra to Kimba line opens 11 July.
1914	Minnipa Hill to Nunjirkompita lines opens 14 August.
1914	Yeelanna to Mount Hope lines opens 9 October.
1915	Nunjirkompita to Vape Thevenard line opens 8 February.
1914-1915	Locomotive Workshops established at Cummins (now demolished).
<b>1922</b>	<b>WA Webb is appointed Chief Commissioner of SAR.</b>
1923	Brennen's Jetty is constructed in Port Lincoln as part of Webb's improvements to SAR.
1924	Extension of the network between Wandana and Penong opens 7 February 1924.
1925-1926	New goods yard and good shed constructed at Port Lincoln.
1926	Extension of the railway network between Kimba and Buckleboo 5 August.
<b>1927</b>	<b>New Railway Station constructed at Port Lincoln. Work begins on the construction of the Port Lincoln Locomotive Depot and Workshops with the installation of the 75ft. turntable.</b>

- 1929-1930** Locomotive workshop, office, racks and water closet completed at the depot and workshops. Construction begins on the drop pits for the roundhouse and a bridge over Dublin Street.
- 1931** Whiting hoist crane installed in the locomotive workshop.
- 1931-1932** Roundhouse, washroom, locker room, completed.
- 1932-1934** Railcar sheds are constructed, the 1934 shed is an addition to the roundhouse.
- 1935-1936** Workshop for 'maintenance artisans' is completed.
- 1950 Kowulka branch line opens 11 April.
- 1959** Bulk-handling grain facilities open at Port Lincoln.
- 1961** Bulk-handling grain and gypsum facilities are opened at Thevenard.
- 1962** First diesel locomotive is registered on Eyre Peninsula.
- 1965-1966** Locomotive workshop upgraded to enable maintenance of diesel engines.
- 1969 The last steam locomotive is registered on the Eyre Peninsula.
- 1971** The Port Lincoln turntable undergoes a major overhaul.
- 1975 The country railways are transferred from SAR to the Commonwealth Government.
- 1978 A new bridge replaces the earlier bridge over Dublin Street.
- 1978-1988 35% of the State's narrow gauge lines are closed, the Eyre Peninsula network is not effected by closures at this time.
- 1990s Combined grain yields on the Eyre Peninsula regularly achieve approximately 2 million tonnes.
- 1994** Implementation of new maintenance schedules to ensure major locomotive repairs do not need to occur during seasonal peaks. Upgrade to the workshop and new service pit created.
- 1998** Clyde Engineering takes over operation of the workshops from Australian National Rail.
- 2002 Trains cease running between Yellanna and Kapinnie.
- 2005 Trains cease running between Buckleboo and Kimba.
- 2006** Genesee Wyoming Australia (GWA) is created by North-American-based parent company Genesee Wyoming and takes over from Australian Railway Group. GWA leases track and infrastructure including the Port Lincoln Locomotive Depot and Workshops until 2047.
- 2016-2017 Record grain yields achieved in South Australia: over 3 million tonnes harvested on the Eyre Peninsula or approximately 30% of the harvest for that season.

- Early 2019 Viterra announces it will be shipping Eyre Peninsula's grain harvest by road only.
- 31 May 2019** **The last train runs between Cummins and Port Lincoln, ending the era of rail on the Eyre Peninsula.**
- Late 2019-early 2020** **GWA considering future of the Port Lincoln Locomotive Depot and Workshops.**

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## SITE DETAILS

Port Lincoln Locomotive Depot and Workshops

PLACE NO.: 26501

Le Brun Street, Port Lincoln

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<b>DESCRIPTION OF PLACE:</b>	A large site comprised of a roundhouse, turntable, locomotive workshop and a number of buildings and structures associated with locomotive and rolling stock maintenance.
<b>DATE OF COMPLETION:</b>	1932
<b>REGISTER STATUS:</b>	Nominated 14 March 2019 Provisional Entry 12 December 2019 Confirmed 11 June 2020
<b>LOCAL HERITAGE STATUS:</b>	Not listed
<b>CURRENT USE:</b>	Locomotive maintenance 1927-2019
<b>ARCHITECT:</b>	South Australian Railways (1927-1932), additions 1930s.
<b>BUILDER:</b>	WF Threthaway (Roundhouse 1931-1932), Clarkson Ltd (asbestos roofing Roundhouse 1931-1932)
<b>LOCAL GOVERNMENT AREA:</b>	City of Port Lincoln
<b>LOCATION:</b>	<b>Street Name:</b> Le Brun Street <b>Town/Suburb:</b> Port Lincoln <b>Post Code:</b> 5606
<b>LAND DESCRIPTION:</b>	<b>Title Ref.:</b> CT 5802/507 A13 D54260 & CT 6105/739 A3 F37877 <b>Hundred:</b> Lincoln

## PHOTOS

Port Lincoln Locomotive Depot and Workshops  
Le Brun Street, Port Lincoln

PLACE NO.:26501



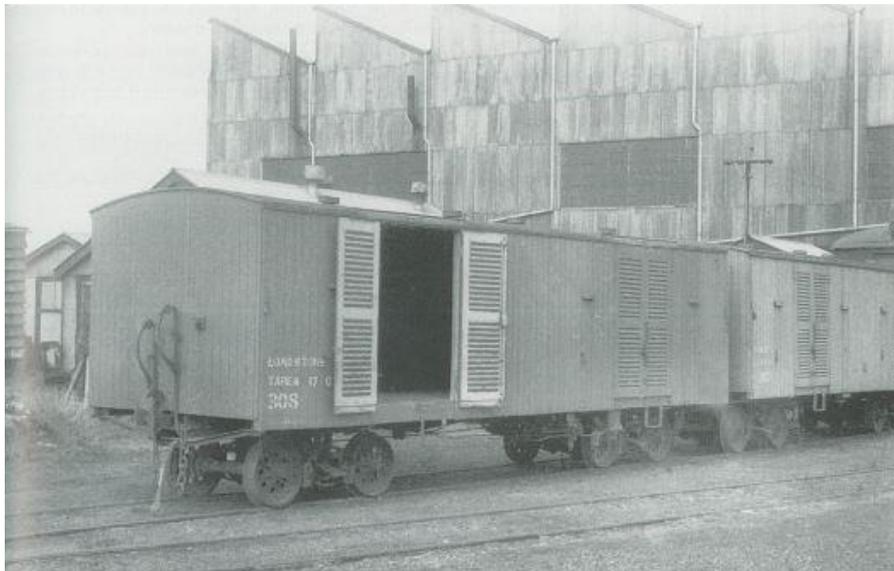
**Image of a Fageol rail car, note the Locomotive Workshop (behind) and Divisional Store (left), image taken in 1959**

Source: Knife, p.255.



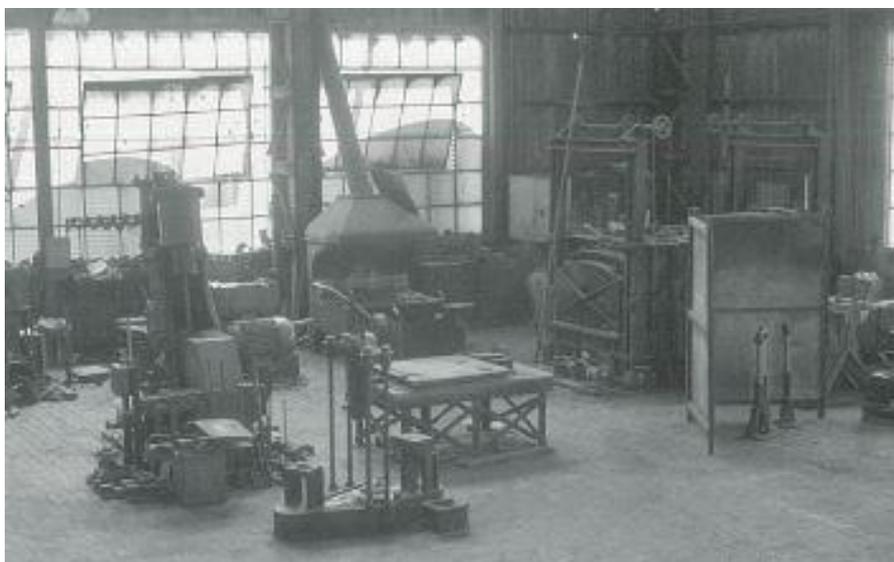
**Roundhouse at Port Lincoln Locomotive Depot and Workshops, images taken in 1959, note the multi-pane windows and open front.**

Source: Knife, p. 168.



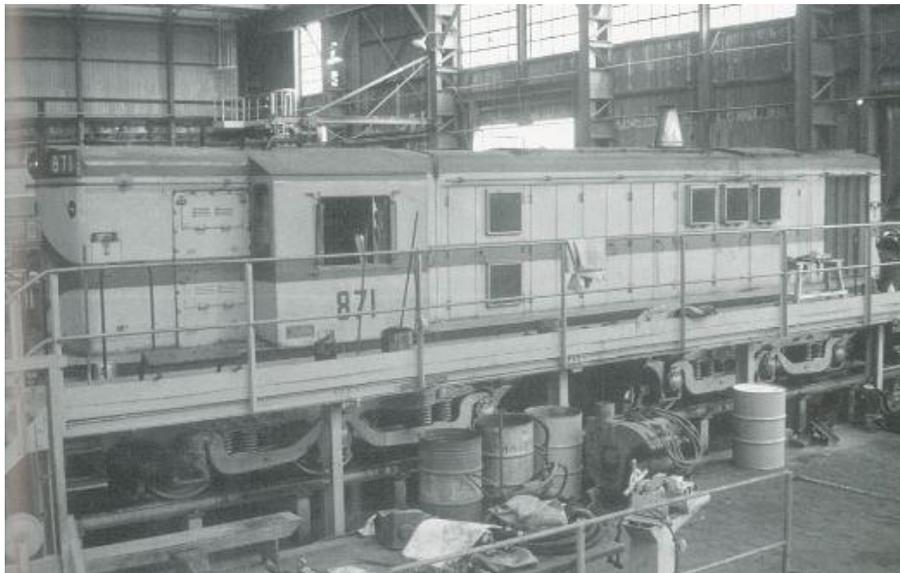
**Image of the locomotive workshop taken in 1961, note the condition of the cladding (since replaced) and the multi-pane windows.**

Source: Knife, p.247.



**Heavy fabrication area inside the locomotive workshop, image taken in 1976**

Source: Knife, p.167.



**Diesel locomotive undergoing a major overhaul inside the locomotive workshop, image taken in 1983**

Source: Knife,p.167.



**Cowan & Sheldon coaling crane in the coal dump at the Port Lincoln Locomotive Depot and Workshops, image taken in 1965.**

Source: Knife, p.169.



**View of the Port Lincoln Locomotive Depot and Workshops looking towards the locomotive workshop, note the variety of sheds in the yard, image taken in 1967.**

Source: Peter and Margaret Knife, p.137.



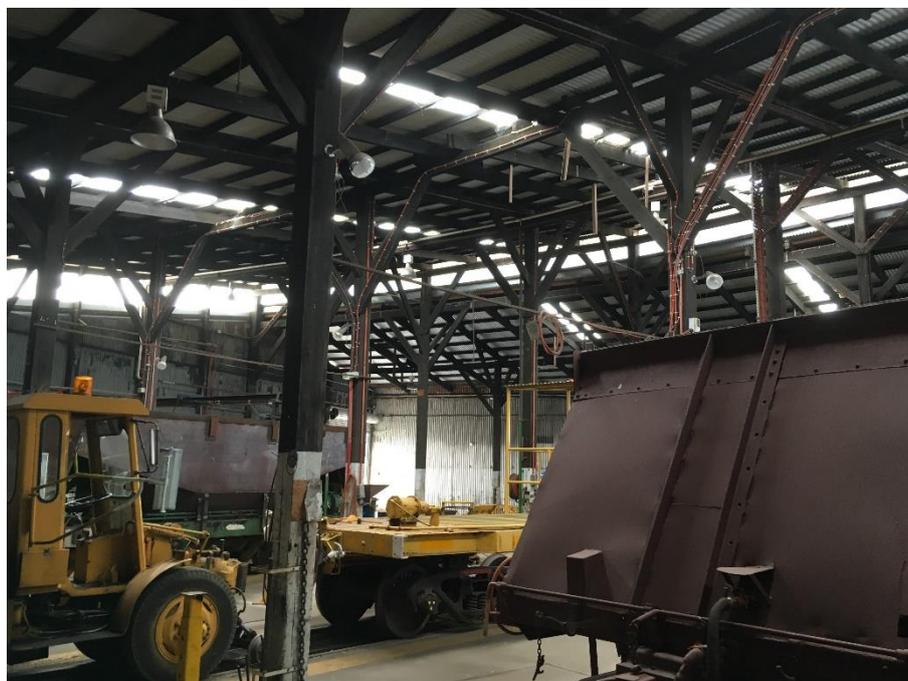
**Painters' (left) and Carpenters' (right) workshops (now demolished).**

Source: GoogleMaps, 2010



**Inside the roundhouse showing the original and modern gantries.**

Source: DEW Files 24October 2019



**View inside the roundhouse**

Source: DEW Files 24 October 2019



**Locomotive workshop showing the crane gantry and newer crane addition.**

Source: DEW Files 24 October 2019



**Locomotive workshop showing an example of the older equipment still inside the building.**

Source: DEW Files 24 October 2019

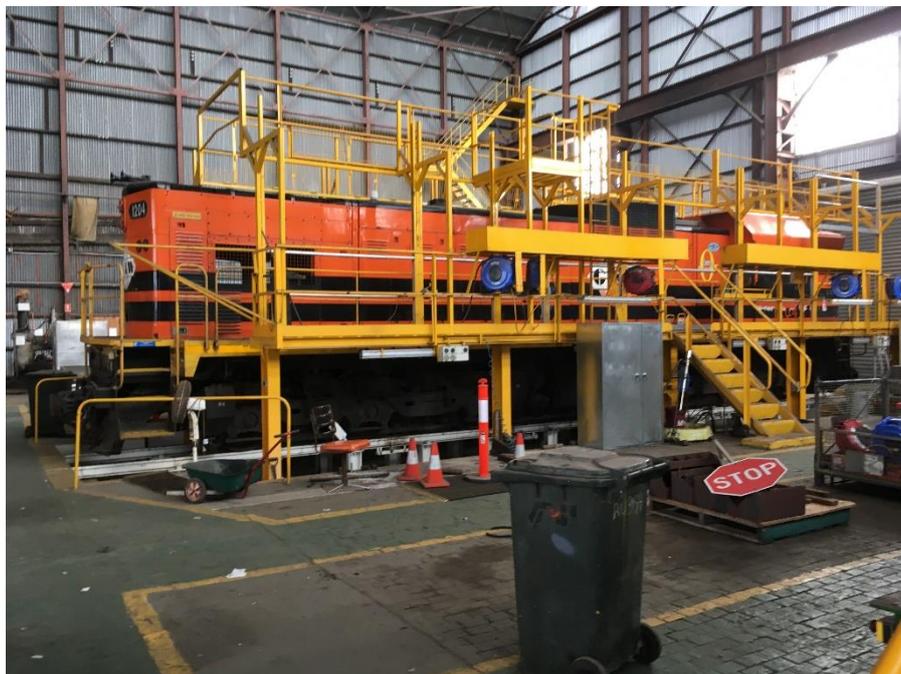


**Inspection pit inside the locomotive workshop.**

Source: DEW Files 24 October 2019

Summary of State Heritage Place: Place No. 26501

Confirmed by the South Australian Heritage Council on 11 June 2020



**Locomotive workshop showing the current method for working on the diesel locomotives.**

Source: DEW Files 24 October 2019



**Heavy fabrication area in the locomotive workshop.**

Source: DEW Files 24 October 2019



**Turntable, showing the cabin and gantry.**

Source: DEW Files 24 October 2019



**Shed with timber sleeper floor, possibly a bike shed.**

Source: DEW Files 24 October 2019



**Oven and stove in the amenities building.**

Source: DEW Files 24October 2019



**Notice board in the kitchen in the amenities building.**

Source: DEW Files 24 October 2019



**Notice board in the entry of the amenities building**

Source: DEW Files 24 October 2019



**View of the exterior of the roundhouse, note the replacement of the windows with polycarbonate sheeting.**

Source: DEW Files 24 October 2019



**View of the interior of the running car shed.**

Source: DEW Files 24 October 2019



**Example of one of the sheds in the yard.**

Source: DEW Files 24 October 2019



**Example of machinery inside shed in the yard.**

Source: DEW Files 24 October 2019



**Shed adjacent to the locomotive workshop.**

Source: DEW Files 24 October 2019



**View of shed in the yard.**

Source: DEW Files 24 October 2019



**View of the workshops showing the relationship between the locomotive workshop and the roundhouse and running car shed, and the range of structures on site.**

Source: DEW Files 24 October 2019



**View of the divisional store and adjacent siding.**

Source: DEW Files 24 October 2019

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<sup>1</sup> 'Railway Progress Erection of Running Sheds Cottages for Workmen', *Port Lincoln Times* 18 January 1929, p.11.

<sup>2</sup> <http://sahistoryhub.com.au/places/eyre-peninsula> [accessed 8 November 2019].

<sup>3</sup> Ray Bunker (2007), 'The Early Years' in Alan Hutchings ed. *With Conscious Purpose* (Adelaide: Planning Institute of Australia SA Division), pp.10-11.

<sup>4</sup> <http://adb.anu.edu.au/biography/eyre-edward-john-2032> [accessed 8 November 2019].

<sup>5</sup> PJ Baillie (1978), *Port Lincoln and District A Pictorial History*, (Blackwood: Lynton Publications).

<sup>6</sup> Michael Williams (1974), *The Making of the South Australian Landscape*, (London: Academic Press), p.46. & Knife, pp.82-87.

<sup>7</sup> Williams, pp.50-52.

<sup>8</sup> Peter Knife (2006), *Peninsula Pioneer A history of the railways of Eyre Peninsula and their role in the settlement and development of the region*, (Wahroonga: Peter Knife), pp.4-32.

<sup>9</sup> SAR (1951), *Annual Report*, p.47.

<sup>10</sup> Williams, p.53.

<sup>11</sup> 'A Chapter of Great Development', *The Advertiser* 13 December 1912, p.14.

<sup>12</sup> Knife, p.173.

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<sup>13</sup> Donovan & Associates (1992), 'Railway Heritage of South Australia', (Adelaide: National Trust of South Australia), pp.29-31.

<sup>14</sup> Knife, p.173.

<sup>15</sup> Donovan, pp.36-38.

<sup>16</sup> Knife, p.102.

<sup>17</sup> <https://www.railwaygazette.com/knowledge-hub/genesee-and-wyoming-australia-pty-ltd/51900.article> Genesee Wyoming (2014), *Annual Report*, p.29.

<sup>18</sup> 'Eyre Peninsula rail to close as agreement ends', *Port Lincoln Times* <https://www.portlincolntimes.com.au/story/5925690/eyre-peninsula-rail-to-close-on-may-31/> [accessed 15 November 2019]. 'A sad day for the Eyre Peninsula as locals say goodbye to rail transport', <https://www.abc.net.au/news/rural/2019-05-31/eyre-peninsula-farewells-grain-train/11159354> [accessed 15 November 2019].

<sup>19</sup> See SAR Annual reports for years 1923-1924 to 1935-1936. Knife, p.167.

<sup>20</sup> Knife, p.173.

<sup>21</sup> Knife, p.175.

<sup>22</sup> Williams, p.54.

<sup>23</sup> Knife, pp.84-85.

<sup>24</sup> Knife, pp. 90-100.

<sup>25</sup> Knife, p.98. Australian Bureau of Statistics, 'Produce Yields 1861-2012'.

<sup>26</sup> Knife, p.100. Jarrad Delaney, 'Record harvest for South Australia', *Eyre Peninsula Tribune* 4 April 2017, <https://www.eyretribune.com.au/story/4574517/sa-record-harvest/> [accessed 15 November 2019].