

Department of Transport

HERITAGE SURVEY  
OF  
KADINA  
RAILWAY YARDS

DRT 2722/90

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# 1 INTRODUCTION

## 1.1 CURRENT SITUATION

The Department of Transport - Road Transport Agency is proposing to realign Frances Street, Kadina. The proposed route for this realignment runs through part of the railway yard, and will involve the relocation or complete removal of some of the existing items within the railway yard's site.

The State Heritage Branch of the Department of Environment and Natural Resources has indicated in a letter of the 12 December 1994, that the proposed realignment can be carried out, however it is desirable that appropriate heritage documentation should be undertaken for the buildings on the affected site.

### 1.1.1 The brief

The tasks for the heritage consultant are to carry out an historical assessment of the site and an assessment of each item or structure on the site. The specific tasks outlined in the Brief are:

- 1 Identify and document the history (inc. archival plans etc), historical value and significance of the areas defined on Plan 2 and particularly the following affected items/structures:
  - Galvanised-iron shed, built mid 1950s
  - Turntable
  - Five-tonne crane
  - Olive grove
  - Two railway houses
  - Other items including standpipe, station building and loading ramp
- 2 Make recommendations about the heritage significance and possible conservation requirements of the area defined in Plan 2 and of each item affected by the proposal.
- 3 Take appropriate photographs of each item to show its present location and general construction details, and present these as part of the report.

- 4 The Survey must be documented as per current State Heritage Branch guidelines and the consultant must liaise with the State Heritage Branch as necessary.

### **1.1.2 Strategy for preparation of heritage survey**

Heritage documentation of this kind is usually undertaken in three stages.

Firstly, an historical analysis of the site as a whole has been carried out. The history of the site, existing buildings, artefacts and landscape elements on the site have all been examined in their historical and landscape context. Any historical information gathered on the individual buildings or items on the site has been included in this report.

Secondly, a survey of the site and its buildings has been undertaken. This fieldwork identified which items are still located within the railway yards, and made a physical assessment of the items, based on the historical information already gathered. The physical description of the items was recorded, and each item was photographed.

Thirdly, the information gathered from the historical research and the site assessment has been documented, and an assessment of the overall and relative cultural significance of the items on the site has been defined. Suggestions for the future conservation of the significant items are included in this evaluation of the merits of the items on the site.

In summary, Danvers Architects has used all available primary and secondary sources, and has examined the site and each building/relevant item within the site, in order to ascertain what fabric remains which can be considered to be of cultural significance. This report aims to define those elements which are considered to be of significance, and to outline their future management.

All historic and architectural documentation has been undertaken in accordance with the principles of the Australia ICOMOS Burra Charter, and within the principles approved by the Australian Heritage Commission and the State Heritage Branch, Department of Environment and Natural Resources.

## **1.2 DEFINITION OF THE PROPERTY**

The property is located centrally in the town of Kadina, c.150km north-west of Adelaide. The property is bounded by four sealed roads - Port Road (Francis Terrace) to the north, Railway Terrace to the south, Moonta Road to the east and Russell Street to the west.

## **1.3 CURRENT HERITAGE LISTINGS**

### **1.3.1 Australian Heritage Commission**

The Kadina rail-yards are not included on the Register of the National Estate.

### **1.3.2 State Heritage Register**

The Kadina rail-yards have been identified to the State Heritage Branch, Department of Environment and Natural Resources as part of the above negotiations (1.1). However, none of the items on the site are included on the Register of State Heritage Items.

### **1.3.3 Local Government**

A Conservation Study of Kadina was carried out by Kinhill Engineers in 1980. This study identified some buildings as heritage items, and some of these are noted by the Northern Yorke Peninsula District Council as being local heritage items.

The Kinhill study marked the Kadina Railway Station on its map as a "major landmark". It also discussed the importance of the railway line and the position of the station to the development of Kadina. Other historical and heritage reports and publications have also identified the Kadina Railway Station Building as being a local landmark and local heritage or historical item. The building is not, however, recognised as a Local Heritage Item by the local council.



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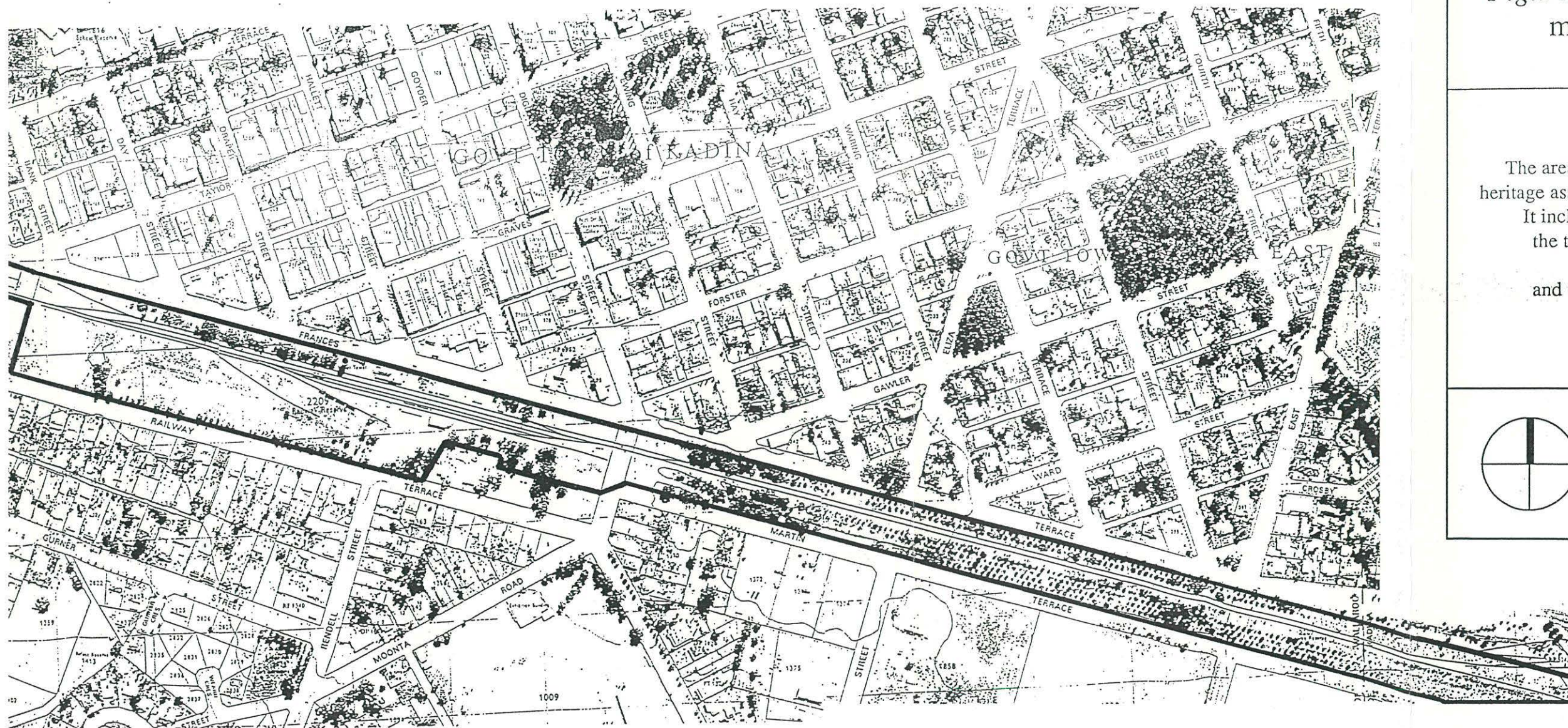
*Figure 1.1* Kadina rail-yards  
map of survey area

The area which was surveyed for this  
heritage assessment is outlined on this map.  
It includes the Kadina rail-yards,  
the two railway cottages to the  
west of the rail-yards,  
and the olive grove to the east.



This map is based on a map  
produced by the  
Department of Transport

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## 2 HISTORICAL ANALYSIS

### 2.1 THE HISTORY AND DEVELOPMENT OF KADINA

The discovery of large deposits of copper ore in the northern part of the Yorke Peninsula led to the establishment of one of Australia's most successful group of copper mines. The success of these mines gave rise to the three towns of the so called Copper Triangle; Kadina, Wallaroo and Moonta.

Copper was first discovered in December 1859, on land belonging to Walter Watson Hughes. This land became known as the Wallaroo mines because of its nearness to Hughes' Wallaroo station. As the mines became more profitable and employed more people, a service town was required, and a site to the east of the mines was chosen. The town was laid out toward the end of 1860, and became known as Kadina, derived from the native aboriginal *kaddy-yeena* or lizard plain.

From its 1860 foundation, Kadina continued to prosper and to be recognised by the Government as an important South Australian town. This was underlined by the swift development of buildings in the town. The main early building type was of course the miner's cottage, yet by the end of 1863 the Government had already built a post office and telegraph station, and a courthouse and police station. There were also many chapels, hotels, shops and churches built to serve the town's rapidly growing population. The major impetus behind the early growth of Kadina was the prosperity brought to South Australia by the rich Wallaroo copper mines.

Whilst the position of the town was determined by the site of the nearby Wallaroo copper mines, the layout of the town centre was influenced by the position of the railway station.<sup>1</sup> The location of the railway station on Francis Terrace provided easy access to the town's two main shopping streets (Graves and Taylor) as well as to the Wallaroo Mines to the west.

In 1861 copper was also discovered at Moonta, and a town was established there near the mine sites. In the early 1870s, record numbers of men and boys were employed at the Wallaroo and Moonta mines, and the copper industry was thriving. In 1863, the Wallaroo

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<sup>1</sup> Kinhill 1980, *Kadina Conservation Study*

Mine erected the first Cornish beam engine in the district, used for pumping water from the shafts. In the mid 1870s, there were a total of five Cornish engines operating in the Wallaroo Mines, the largest number to operate at any one time in Australia. In 1890 the Wallaroo and Moonta mining companies amalgamated, becoming the largest industrial operation in South Australia. Overall, the mines and smelting operations at Wallaroo and Moonta proved to be one of the most significant industries in South Australian history.

It wasn't until 1923 that the Wallaroo and Moonta mines and smelting company were finally closed down, and by that time other activities had become established which would keep the towns alive. Around Kadina a strong pastoral tradition had grown up, and the trains and trams were needed to transport the grains and produce to Port Wallaroo and Adelaide.

Kadina is now the major commercial and retail centre for the Northern Yorke Peninsula, and is the gateway to the Copper Triangle, one of South Australia's key tourist destinations. Kadina's position as a prime shopping and business area, and service town to the nearby mines and agricultural area, has been secured by its own development, and by its position at the head of the Yorke Peninsula rail system.

## 2.2 THE SOUTH AUSTRALIAN RAILWAYS

The development of the railways in South Australia was considered to be a crucial tool for the successful settlement of the colony. As early as 1839 the South Australian Railway Company was formed to help with establishment of railways in the new colony. It was not until 1849 that materials for the building of railways arrived from England, and it then took several years of parliamentary and committee discussion before the first steam train service was inaugurated in 1856 (Adelaide to Port Adelaide). Meanwhile, a horse-drawn tram between Goolwa and Port Elliot operated from 1854, thus beginning the Age of the Rail in South Australia.

The decisions about which towns and settlements should have priority for rail services must have been very difficult to make, as only a few new lines could be built at a time. The plans for railway development were often discussed and agreed years in advance, thus establishing a list of priorities which would take years to implement. Therefore, despite the unprecedented growth and richness the northern Yorke Peninsula achieved after the finding of copper in 1860, the area could not expect to receive the assistance of a rail service for some years.

The need for rail transport between Kadina, Wallaroo and the mines was recognised by Mr A. H. Gouge, who, in 1861, obtained permission to build the first private railway in South Australia (Kadina to Port Wallaroo). He also built a jetty at Port Wallaroo to facilitate the movement of goods between the port, mines and towns. Gouge's horse-drawn tramway was opened in 1862 and provided a much needed service to the highly populated mining area. It also relieved a lot of the pressure on the Government to provide the northern Yorke Peninsula with a state-owned rail system. Thus, the highly significant and populated Yorke Peninsula area did not receive a rail-link to the rest of the State until 1878, years later than would have been necessary if the private rail-service was not operating within the Copper Triangle.

The rail-route through Kadina to the Yorke Peninsula is not one of the routes which figures most prominently in South Australian or Australian rail history, as it is not on route to any interstate destination. However, the development, huge growth and massive production of the Yorke Peninsula have made a significant contribution to the State's history, and the railway was an integral part of that growth.

### 2.3 RAIL TRANSPORT IN KADINA

Transport was a vital part of the success of Kadina. The discovery of copper at Wallaroo and Moonta in 1860 and 1861 sparked off a huge population influx to the area. So much so that the northern Yorke Peninsula soon attained the highest population outside Adelaide. Thus there was an immediate need for transport between the mines, the settlements and the ports.

In 1861, a Mr Gouge acquired official permission to build the Wallaroo to Kadina line. This was the first private railway line in South Australia. This horse-drawn tramway was opened in April 1862, and the line was extended to the Wallaroo Mines later that year. Also in the latter part of 1862, the operation of the tramway was taken over by the Kadina and Wallaroo Railway and Pier Company.<sup>2</sup>

The advent of the tram line through the Wallaroo mine-site and through the Kadina station to the end of a jetty at Port Wallaroo made a significant contribution to the efficient workings of the mines. Before the tramline was built, the carting of ore from the Wallaroo Mines to

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<sup>2</sup> Donovan & Assoc. 1992, *Railway Heritage of South Australia*, p.1-50

Port Wallaroo was difficult due to poor roads. "It was common for men to be tipped out of their buggies and drays."<sup>3</sup>

Later in 1862, the line was extended to the Moonta Mines area, and was mostly used for the movement of ores to the smelters or to the port. Later in the 1860s, the tramway also accommodated passengers. In 1873, the Kadina and Wallaroo Railway and Pier Co. was advertising in the *Yorke's Peninsula Advertiser* that their passenger tram service from Kadina to Wallaroo goes back and forth four times daily, and that from Wallaroo to Moonta three times daily.<sup>4</sup>

However, local inhabitants were still dependant on coaches and poor roads to get to Port Wakefield.

*A coach service between Adelaide and Kadina was opened in July 1864 by William Rounsevell. Coaches left on Monday, Wednesday and Friday, and returned on alternate days. The fare was £2.*

*In the next year a daily service was started, and in 1867 this was taken over by Cobb and Co. They provided well-built, comfortable coaches, speedy horses, and drivers who had to measure up to a high standard of proficiency.<sup>5</sup>*

Despite these claims, the trip from Kadina to Adelaide would have been long, uncomfortable and expensive. The state railway system was slowly spreading throughout South Australia, and Kadina was eager to be linked up to it.

In August of 1873, the *Yorke's Peninsula Advertiser* quoted the Commissioner of Public Works as saying:

*It is the intention of the Government to introduce at an early date a Bill to provide for the construction of tramways or railways from the sea-board to the northern areas, which will also include a line from Port Wakefield, the plans and estimates of which are already prepared.<sup>6</sup>*

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<sup>3</sup> Hand, M. 1974, *Moonta, Wallaroo, Kadina Sketchbook*, p.26

<sup>4</sup> *Yorke's Peninsula Advertiser* 1 August 1873, p.2

<sup>5</sup> Hand, p.26

<sup>6</sup> *Yorke's Peninsula Advertiser* 19 August 1873, p.2

In 1873, the House of Assembly passed a Bill for the construction of a Railway from Kadina to Port Wakefield. However, the job was considered to be a momentous undertaking, and bureaucratic and contractual procrastination delayed operations for many years.<sup>7</sup>

On 31 May 1878, the *Yorke's Peninsula Advertiser* looked into the current Kadina and Port Wakefield Railway situation:

*As we have been informed over and over again, firstly that this line would be opened and ready for through traffic in May; and secondly, that the May referred to is that which will occur in the year of grace, 1879, we have taken an opportunity of personally examining the line to the extent possible, with a view to report progress. The result of our investigation produces the conviction that it would have been a perfectly easy matter, had the Government and the contractor been so minded, to have had the line opened a month ago; although (paradoxical as it may appear) at the present moment the line is in a state very far removed from completion.*

*A large portion of the earthwork was finished something like two years ago; the stone ballast has been lying until in places it has begun to look as though it were in its permanent location; and the culvert-walling's have been waiting in many instances a very long time for their wooden platforms. But if we wanted a perfect illustration of "slow lingering length," we do not think we could do better than quote the "progress" of the work as it is now being carried on...*

*The first ten miles of the line from Kadina have - thanks to the energy and "push" of a private firm - been made available for passenger traffic. A cheaply constructed "bus" mounted on wheels rather higher and considerable lighter than [sic] those ordinarily used on railways is drawn by one horse at a canter...offering the most marked contrast to that experienced on the mail coach, and furnishes a very welcome relief to passenger's.<sup>8</sup>*

This example of ingenuity shows how eagerly the railway was awaited, and gives an indication of how much it was appreciated when it arrived.

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<sup>7</sup> *Wallaroo Times* 9 October 1878, p.2

<sup>8</sup> *Yorke's Peninsula Advertiser* 31 May 1878, p.2

It was not until October 1878, after years of campaigning, that the railway line between Kadina and Port Wakefield was finally completed, and Kadina was connected to Adelaide by train.

The *Yorke's Peninsula Advertiser* reported the following:

*OPENING OF THE KADINA AND PORT WAKEFIELD RAILWAY LINE.*

*Oft-deferred expectation had almost led the residents of Kadina to be sceptical as to whether the above line would be completed in time for the coming harvest, and their misgivings had the effect of causing them to bring the matter directly under the notice of the Commissioner of Public Works; and by dint of repeated agitation they have at last succeeded in accomplishing their purpose, for the line is nearly completed, after a lapse of nearly four years after its commencement.<sup>9</sup>*

The opening of the Kadina to Port Wakefield railway line was a long-remembered and well-reported event. It occurred on 9 October 1878, and coincided with the opening of the annual Kadina Show. Sir William Jervois, then Governor of South Australia travelled by train to the new Kadina railway platform to officiate at the two ceremonies.

According to the report in the *Kadina and Wallaroo Times* on Saturday 12 October 1878, the rain fell in torrents on the chosen day.

*Judging, however from the number of persons present the disagreeables [weather] exerted but very little influence on those who had looked forward with interest to the ceremony that was about to take place...The triumphal arches and banners as well as the pine trees which had been planted on both sides of the street through which the procession was to pass, gave the town a singularly pretty appearance, and long before the time at which it was stated the Governor would arrive, great numbers of persons were assembled, representing not only the town itself but other places both near and distant. Shortly before 2 o'clock the platform erected for the reception of His Excellency on leaving the train from Port Wakefield; was thronged by the members of the Corporation of Kadina and Wallaroo, and those who were immediately interested in the event, and as the time for his arrival drew near the crowd became denser and the carriages on the line were literally crammed with eager sight seers.<sup>10</sup>*

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<sup>9</sup> *Yorke's Peninsula Advertiser* 11 October 1878, p.2

<sup>10</sup> *Wallaroo Times* 12 October, 1878, p.2

The crowd became very excited upon the arrival of His Excellency and his accompanying train. He was formally welcomed by the Town Clerk who gave a long speech, including references to the vicissitudes of the Wallaroo Mines which had recently almost ceased operation. Despite this, he noted that:

*the rapid advance of agriculture and industries dependant thereon, together with the increased facilities afforded by the railway communication with outlying districts this day opened and other works in progress, have in a great measure compensated for the stoppage of the mine...<sup>11</sup>*

The Governor responded to his speech, noting that he was very pleased to be welcomed to Yorke's Peninsula

*a district remarkable not only for its mining industry but also for its agricultural resources...I congratulate on the bright agricultural prospects of the season and in your being now possessed of a railway which will enable you to derive full advantage from a good harvest.<sup>12</sup>*

One of the most memorable events of the opening ceremony occurred when the Governor concluded the proceedings. As the *Kadina and Wallaroo Times* reports:

*"Gentlemen - I have great pleasure in now declaring the line from Kadina to Port Wakefield open, I can only say, having just travelled along it, that it is an admirable line. (Cheers.) [Part of the platform at this point fell through.] I can only hope that the platform alongside the line will be as good. (Laughter)..."*

On 16 October 1878, the *Kadina and Wallaroo Times* reported the following:

*Wednesday, the 6th October, 1878, may be regarded as a day on which was inaugurated, a most important epoch in the history of Yorke's Peninsula, from the fact that after a long season of "hope deferred" in respect to the extension of railway communication from Kadina to Port Wakefield it then became an accomplished fact. It is the first step in the formation of a system of railways which is urgently demanded by the settlers in highly productive but comparatively remote localities...which only require the means by which the most profitable markets for their produce can be reached with as little delay as possible, in order to enable them to extend their operations and bring still larger areas of land under cultivation.<sup>13</sup>*

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<sup>11</sup> *Wallaroo Times* 12 October, 1878, p.2

<sup>12</sup> *Wallaroo Times* 12 October, 1878, p.2

<sup>13</sup> *Kadina and Wallaroo Times* 16 October 1878, p.2

The article goes on to point out that:

*...in the course of a comparatively short space of time, after the necessary facilities for the transmission of passengers and cereals have been supplied to any locality celebrated for its fertility, that prosperous townships gradually make their appearance on the various lines of route, and more especially in the vicinity of stations.<sup>14</sup>*

This was certainly so with the township of Kadina.

On the day of the opening of the Kadina to Port Wakefield line, the *Wallaroo Times* commented somewhat wryly on the hope for the future that the railway would bring when all is properly completed.

*in the space of five years from the passing of the Bill it [the Government] is placed in a position to hand [sic] over thirty-four and a half miles of Railway, ready for traffic, with everything that is necessary for the comfort and convenience of the public except passenger stations and platforms for receiving goods, and the proper arrangement for mails are not completed. These last mentioned Works would have been finished at the same time as the line, but that your Government was forced to complete that portion of the work sooner than was intended.*

*Now, however, that the work has been partly finished we venture to say that it will prove of great benefit to the Peninsula generally. It will cause a stir that could be eclipsed by nothing but a revival in the copper market, and by its completion Adelaide will be brought (to use an old phrase) "so much nearer to us", and the journey to the metropolis will not be looked forward to with such feelings of anxiety as previously was the case. We feel assured that the Peninsula has suffered in no small degree from this cause. Persons entirely worn out in travelling to the district were not in a position to appreciate any good qualities it might possess. While those returning from it weary and fatigued could not be expected to look back upon the district with many pleasant recollections. When the whole of the lines are completed, and the Government are induced to connect Wallaroo with Moonta by steam, there can be little doubt that the three towns will be brought together in a way that will be to their mutual advantage.<sup>15</sup>*

As the article indicated, the opening of the railway line was a very positive step for the development of Kadina. By May 1879, the *Times* was able to report that:

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<sup>14</sup> *Kadina and Wallaroo Times* 16 October 1878, p.2

<sup>15</sup> *Wallaroo Times* 9 October 1878, p.2



*We are glad to say that the passenger traffic on the Port Wakefield line is, notwithstanding the dull times, steadily increasing.*<sup>16</sup>

It only remained for the railway station, facilities and other railway lines to be completed for the railway services to be of maximum convenience. At the time of the opening of the line in 1878, some of the buildings and structures in the railway yard were already in place, but the railway station building itself had not yet been completed. The *Times* reported on the progress within the railway yard on the 16 October 1878:

*Operations are still being vigorously pushed on at the Kadina end of the Port Wakefield Railway. The foundations for a turn table are being formed, close to where the station is to be erected. The plant for the engines and trucks is being forwarded to Port Wakefield by every morning's train. The goods shed, which was recently pulled down, is again being erected nearly opposite Hallett-street, where the new passenger station for the use of busses will be placed.*<sup>17</sup>

The article goes on to confirm that the earthworks of the proposed Kadina to Wallaroo Railway are now nearly completed, and details the current extent of that work. Yet the station building at Kadina was still not completed nine months later.

Even after the completion of the station building, there were delays in its opening. The *Kadina and Wallaroo Times* reported on 9 July 1879:

*When do the Government intend to make use of the handsome station at Kadina, finished and passed a fortnight ago? There can be no reasonable excuse offered for not at once opening it. The business has for many months past been conducted in a railway van, which lies in a hollow where the water lodges, and to reach which ladies have to "walk the plank", in order to procure a ticket to pass to Port Wakefield.*<sup>18</sup>

The article goes on to list the inconveniences which have been caused by tardiness in opening the new station building. The station building was finally completed in 1879, and was in constant use until the closure of the line in 1969.

By the end of the 19th century, a complicated system of railways covered the site of the Wallaroo mines, linking many parts of it to the Kadina railway station and to a jetty at the

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<sup>16</sup> *Wallaroo Times* 17 May 1879, p.2

<sup>17</sup> *Kadina and Wallaroo Times* 16 October 1878, p.2

<sup>18</sup> *Kadina and Wallaroo Times* 9 July 1879, p.2

Wallaroo port. The Kadina station was connected by rail with Wallaroo and the Wallaroo Mines (from 1862), Port Wakefield (from 1878) and Snowtown (from 1879).

The importance of the railway to the development of Kadina should not be underestimated. In the Municipality of Kadina's Jubilee history of that town, the council acknowledged that:

*Next to the water [the development and use of the Bundaleer reservoir], the advent of the railways was of vital importance to the progress of Kadina...Prior to this, Kadina was linked to the outer world by roads and the old tramway, at first used only for the cartage of copper ore to Wallaroo, and subsequently adding a passenger service per medium of a one horse bus.<sup>19</sup>*

The importance and use of the new railways system to a South Australian agricultural town was underlined only the year after the opening of the Kadina to Port Wakefield line. Severe drought struck the Kadina area in the first half of 1979. The *Wallaroo Times* reported that:

*The Railway authorities are doing everything in their power to convey water from Moonta to Kadina. They have now eight 400 gallon tanks running daily, so that, although it may not afford an unlimited supply, there need be little apprehension of anything like distress so long as the supply at Moonta holds out.<sup>20</sup>*

Thus the railway was able to make a very practical contribution to the agricultural survival of the Kadina area.

As well as being a boon to agriculturalists, the new line was much appreciated by local residents, who could now travel back and forth between the mines and Kadina, and Kadina and Adelaide with relative ease. It also sped up all operations between the mines and the port, and was a great boon to the commerce of Kadina. Kadina's tradesmen found that by using the Kadina to Port Wakefield/Adelaide railway rather than going through the Port at Wallaroo, they could save 3s5d per ton of goods<sup>21</sup>, as well as making a significant saving in transport time. This closer link with Adelaide helped to reinforce Kadina's reputation as the major commercial centre in the Yorke Peninsula, and most of these commercial activities centred around the railways.

After the closing of the mines in 1923, the continued success of the area depended on the successful development of commercial, agricultural and some industrial pursuits. The

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<sup>19</sup> Municipality of Kadina, *Jubilee Celebrations Souvenir*, [unpag.]

<sup>20</sup> *Wallaroo Times* 12 April 1879, p.2

<sup>21</sup> *Wallaroo Times and Mining Journal* 23 November 1878, p.2

Kadina township continued to maintain its position as the major commercial and retail centre for the Northern Yorke Peninsula region. The Yorke Peninsula area also became known as a tourist destination, with its attractive beaches, successful agriculture and interesting Cornish heritage. The success of these operations relied, to a large extent, on the efficiency of the railways for their continued survival.

Agriculturally, Kadina's local produce was still shipped from the Wallaroo Port. From 1924-1926 an average of 100,000 bags of cereals passed through Kadina Railway Station each year.<sup>22</sup> In 1927 the broad gauge railway arrived at Port Wallaroo, and a new jetty was built to accommodate it. The continuing development and success of the railway was closely linked to that of the area, and it wasn't until the 1950s, when road haulage provided real competition to South Australia's railways, that a new transport system began to be adopted, and the railways ceased to be the vital transport link for the agricultural and commercial centre. As road haulage began to take precedence over the railways, the Kadina railway station became less used and was finally closed in 1969.

Transport is still a vital part of the successful functioning of the Kadina area, and the railways are an important reminder that historically, rail access was a crucial part of the operation of the mines and the development of agricultural areas.

## 2.4 SUMMARY OF HISTORICAL ANALYSIS

The Copper Triangle represents the most significant industrial and migrant settlement area in Colonial South Australia. Kadina itself was started as a service town for the first and longest running mine in the area, the Wallaroo mines. Transport was vital for the efficiency of the mining operations, hence the necessity for, and success of, South Australia's first private railway, the 1862 Kadina to Wallaroo tramway.

The Government was slow to provide a state-owned railway to the area, and presumably gave the project a lower priority once the immediate need for transport in that important, highly populous area had been met by the private tramway. It was not until 1878 that the Port Wakefield to Kadina line was finally completed, and Kadina became rail-linked to the state network, and more importantly to Adelaide. The advent of this line opened up a whole new era in the efficiency of the agricultural and mining production of the area.

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<sup>22</sup> Bastin, H.L. 1949, *Yorke Peninsula*, p.13 XX

The development of rail transport in the northern Yorke Peninsula is closely linked to the successful development of that area; an area which has proved itself highly productive and extremely important to the history of South Australia. The lynch-pin in this railway development was the town of Kadina, the gateway to the northern Yorke Peninsula, and the first of its towns to be rail-linked by both tram and train.

### 3 PHYSICAL ANALYSIS

#### 3.1 LOCATION AND DESCRIPTION OF SITE

The Kadina railway yards are located centrally in the town of Kadina. The property is bounded by four sealed roads - Port Road (Francis Terrace) to the north, Railway Terrace to the south, Moonta Road to the east and Russell Street to the west.

The buildings on lots two and three Railway Terrace, are excluded from the property to be surveyed. However, the olive grove, planted alongside the tracks for c.100m to the east of the railway yards is included in the assessment of the site for the purposes of this survey.

The station building itself lies on Francis Street, and the railway tracks run parallel to Francis Street. The large goods shed lies across the tracks from the station building, and the site is covered with grasses, and groups of trees lie around the perimeters of the site.

#### 3.2 HISTORICAL DESCRIPTION

The *Wallaroo Times and Mining Journal* gave a full and detailed description of the new Kadina Railway buildings in their issue of the 5 July 1879.

*Everyone familiar with the appearance of Frances-Terrace, Kadina, some months ago, must acknowledge that it was an eyesore of no inconsiderable proportions, and the change effected in it, consequent on the construction of the Passenger Station, Goods and Engine Running Sheds, and the neat fence surrounding the whole, is of a very marked description, and adds considerably to the aspect of the town. The Corporation, too, have done their part in improving the locality by forming the footpath and watertable alongside the Government fence, and will contribute still further to its improvement when they form and metal the road, which is a work very much to be desired.*

*From Hallett-Street the Station, unlike edifices of this description generally, has a very pleasing effect, and, in fact, may be considered as decidedly ornamental to this part of the town. It consists of an office, 14 ft. by 23, which is furnished with a cedar counter, and all requisities [sic] for the issue of tickets, &c. On one side of this is a stationmaster's residence of parlour, dining room, bedroom and kitchen, each*

apartment being 13ft.6in. by 14ft, the latter being provided with dresser and shelves; while on the other side is a ladies waiting room, 14ft. by 11, a lamp room, &c. The ventilation of each room, both at the sides and ceiling is of the most approved and efficient description, while outside a wide verandah is placed at the front, and another at the rear of the station, which is of stone, with cement dressings, and very substantially built, by Messrs Rossiter & Davies, the contract price being £1160.

Opposite the passenger station, the Goods Shed has been erected, and, although on the wrong side of the line, it is spacious, and built of dressed rock lime stone, with a circular roof of galvanised iron, supported by five iron principals and purlins. It is 60 feet in length and by 40 feet in breadth in the clear, and 22 feet in height from the surface to the roof.

The platform occupies one side of the building, and is 33 feet broad, while space is left for a line of rails to be laid on the other. This platform, like all Government work is very substantial, the floor being of 2 1/2 in. deal supported on 9 x 3 joists, laid across massive dwarf walls.

Ample provision has been made for the ventilation of the shed, there being an opening in the centre of the roof, extending nearly its entire length, and, in addition, there are two wooden louvres, one being placed at each end of the building.

In the south-east corner of the platform there is an office nicely fitted up with desks, drawers, &c., &c.. At the eastern end of the building there is a small entrance door, while on the south side there are two large swing doors, besides one at each end of the shed through which the traffic will pass.

On the south and eastern sides of the building, a platform has been erected on which to receive or deliver goods, the approaches to which have been metalled. The walls have been pointed outside with mortar of the same colour as the stone, and lined with black paint, which gives the building a light and pleasing appearance. Mr William Harris was the contractor, the price being £1100.

The Engine Running Shed is placed to the west of the other two buildings, and is constructed of galvanised iron, for which Mr R. Wishart was the contractor. Next to

*this is the Turn Table, which was built under the immediate supervision of Mr Bath, the Resident Engineer, by day labor.*

*A stage has been put up on the western side of the Passenger Station to store coals for the locomotives, while on the eastern side another is being erected on which to place a large iron tank for the storage of water for the use of the engines. We believe it is the intention of the Government to excavate and build a large tank on the flat between the shed and the stables, to receive the water from the roof of the Goods Shed.<sup>23</sup>*

A cheerful report describing the buildings at the Kadina rail yards was included in the *Wallaroo Times* in May 1879.

*The new buildings, at Kadina, erected for railway purposes, are now all but complete, and certainly they reflect the greatest credit on both the contractors and those who have the oversight of them. The passenger station, for which Messrs Rossiter & Davies were the contractors, is nearly finished, and while Mr W. Hancock spared no pains to make the masonry a really first class job, the carpentering work is being equally well done. Indeed, it would be impossible for contractors to bestow greater care in the execution of their work. The goods shed, erected by Mr W. Harris, is also an excellent piece of masonry, and the same care has been bestowed on that building as on the passenger station. All the station property has been fenced in, which gives the place quite a different and business like appearance.<sup>24</sup>*

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<sup>23</sup> *Wallaroo Times* 5 July 1879, p.2

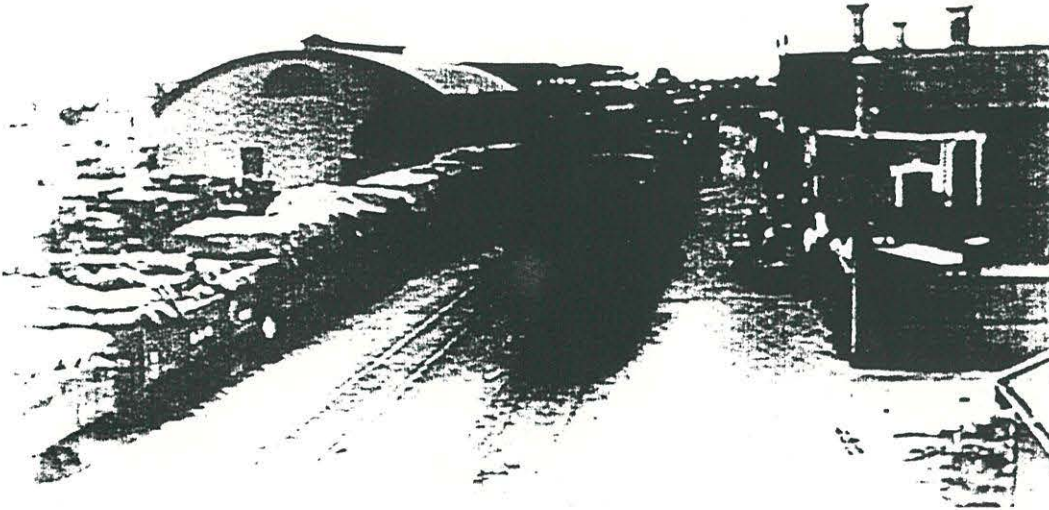
<sup>24</sup> *Wallaroo Times* 17 May 1879, p.2

Railway Station, Kadina



Kadina Railway Station, 1920, SSL:M:B30447  
Reproduced by kind permission of the Mortlock Library of South Australia





Kadina railway yards with goods shed at left, c.1920, SSL:M:B32395  
Reproduced by kind permission of the Mortlock Library of South Australiana



Overway bridge at Kadina railway yards, c.1920, SSL:M:B32377  
Reproduced by kind permission of the Mortlock Library of South Australiana

### 3.3 CURRENT DESCRIPTION OF INDIVIDUAL ITEMS

The site contains a variety of items connected to its operations as a railway yard. The items which have been included in this survey report include the following:

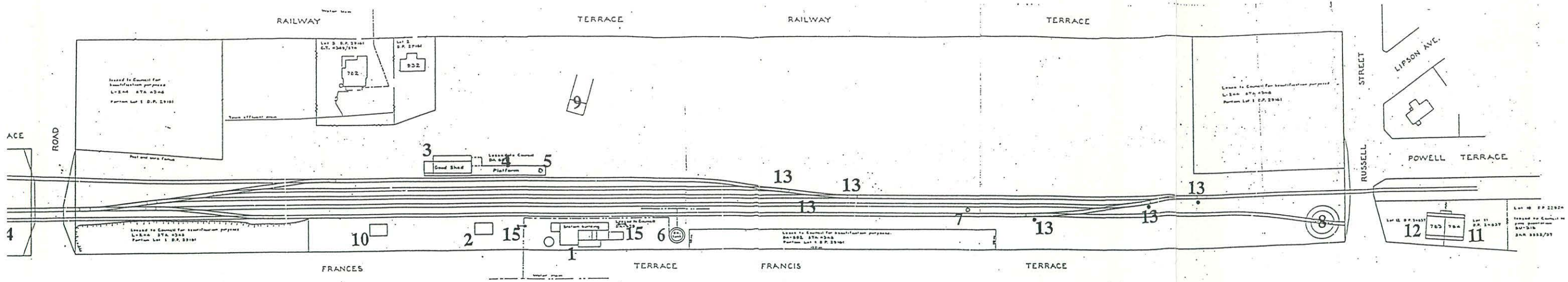
- 1 Station Building
- 2 Small shed to east of station building
- 3 Goods shed
- 4 Platform adjacent to goods shed
- 5 Crane
- 6 Water tower
- 7 Standpipe
- 8 Turn-table
- 9 Loading ramp
- 10 Ganger's shed
- 11 Railway cottage 1 (Lot 11)
- 12 Railway cottage 2 (Lot 12)
- 13 Railway lines, points and signals
- 14 Olive grove

#### 3.3.1 Station building

The station building was completed in 1879. It is constructed of stone with brick dressings and a galvanised iron roof. The stonework and brickwork has been painted, as have the chimneys which are surmounted by ornate cornice mouldings. The overall plan of the building appears to have been little altered, and many of the details are still intact, including some of the wooden fixtures (such as the original ornate wooden door with its ticket window).

The residential wing of the building runs roughly north - south, and has a double gable at each end. Each double gable has pierced wooden barge-boards with wooden finials, and round ventilation port-holes. There is also an underground tank to the east of the building.

The station part of the buildings runs west - east and is adjacent to the west side of the residential wing. This part of the building is split by a carriage-way, and has concave galvanised-iron verandahs to the front and rear. There is a relatively modern outbuilding attached to the western side of the station.



HERITAGE SURVEY  
OF  
KADINA RAIL-YARDS

**DANVERS**  
ARCHITECTS

DANVERS ARCHITECTS PTY LTD A.C.N. 059 685 059  
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DIRECTORS: RON DANVERS B.ARCH, ARAIA; MICHAEL OUEALE B.ARCH.HONS., ARAIA

*Figure 3.1* Kadina rail-yards -  
plan showing all items surveyed  
for this report

**KEY**

- 1 Railway station
- 2 Small shed to north-west of station
- 3 Goods shed
- 4 Platform adjacent to goods shed
- 5 Crane
- 6 Water tower
- 7 Standpipe
- 8 Turn-table
- 9 Loading ramp
- 10 Ganger's shed
- 11 Railway cottage (lot 11)
- 12 Railway cottage (lot 12)
- 13 Points and signals
- 14 Olive grove
- 15 "Kadina" railway station signs



This map is based on a map  
produced by the District Council  
of Northern Yorke Peninsula



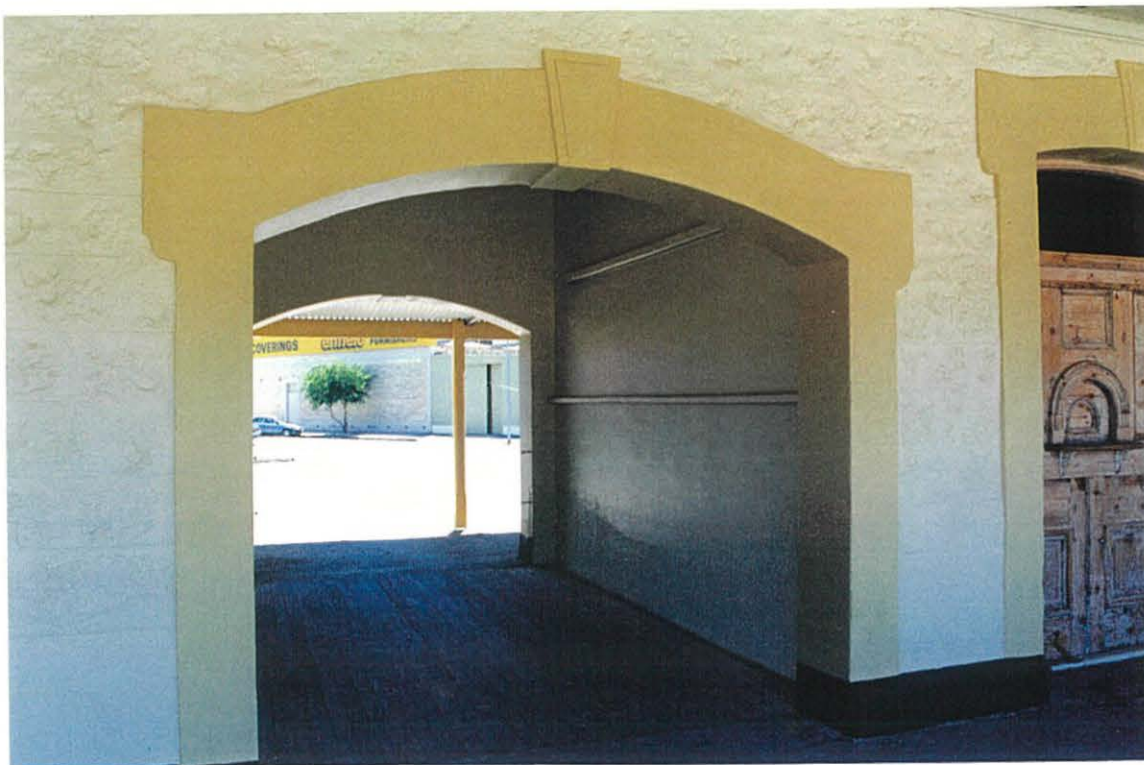
Kadina Railyards, from Frances Terrace, 18 January 1995



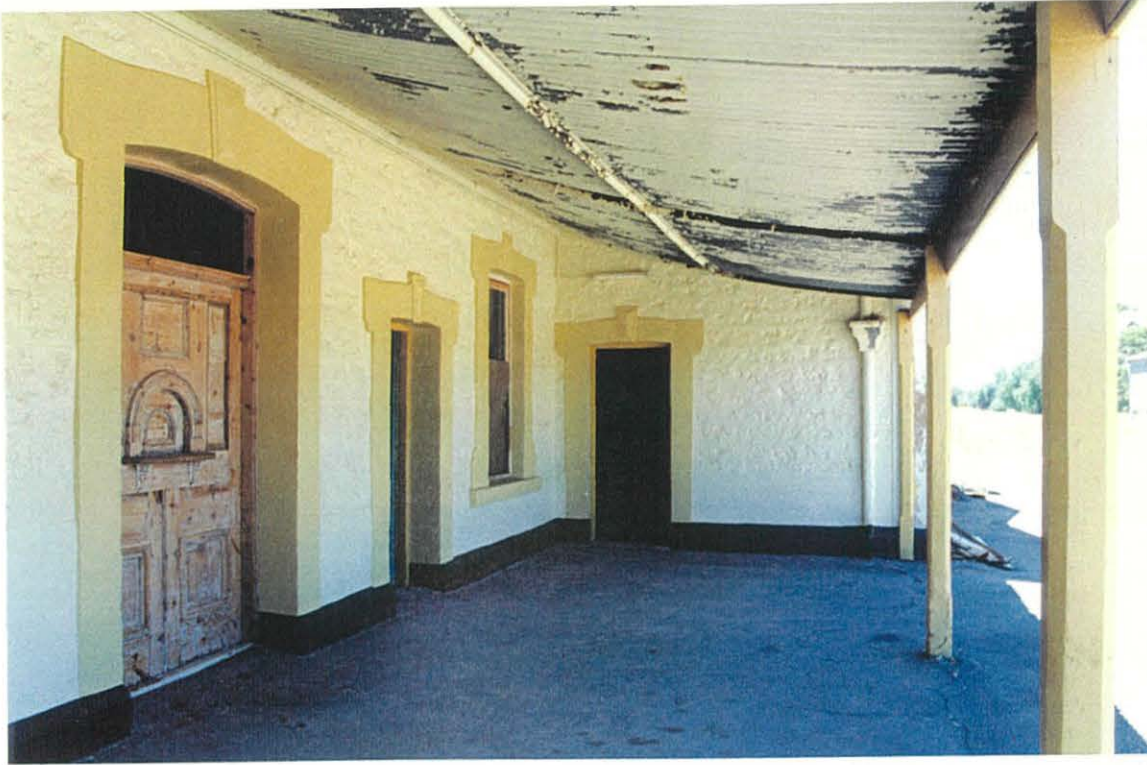
Kadina Railway Station (south side), 18 January 1995



Kadina Railway Station (east side), 18 January 1995



Kadina Railway Station (carriageway), 18 January 1995



Kadina Railway Station (south verandah), 18 January 1995



Kadina Railway Station (doorway at south wall), 18 January 1995



Kadina Railway Station (interior of station room), 18 January 1995



Small shed to east of station building, 18 January 1995

### **3.3.2 Small shed to east of station building**

Small galvanised iron shed with iron roof and wooden eaves boards. There is a door at the south side of the shed, facing the tracks. It is a single-bay building in fairly good condition.

### **3.3.3 Goods shed**

This large corrugated iron goods shed was built in the mid 1950s, and would have replaced the original stone shed with curved roof which was built on the site in 1878. The present shed has corrugated iron roof and walls, as well as metal doors and guttering. To the east of the building is a small attached extension made of hardiplank.

The goods shed is in fair condition and has been used for storage.

### **3.3.4 Platform adjacent to goods shed**

This railway platform runs west from the goods shed, alongside the fifth track. It is banked at the side with wooden railway sleepers, some sheets of galvanised iron, and also has some concrete buttressing. The platform is covered with asphalt, and has a crane mounted into cement at its most westerly end. The platform is little used, but is still in fair condition.

### **3.3.5 Crane**

This crane is mounted on a concrete plinth at the west end of the platform adjacent to the goods shed. The cast-iron crane has a large cog at its base with handles. The crane would date back to the early years of the railway yard and is in fair condition.

According to Frank McDonnell, Railway Historian at the History Trust of South Australia, there are few examples of this type of crane still in existence in South Australia, and those which remain should be preserved if possible.

### **3.3.6 Water tower**

This is a tall, modern water tower of the mid twentieth century. It is built of concrete, and is of the cylindrical mushroom design. It appears to be in fair condition.





Goods shed (north side) in Kadina rail-yards, 18 January 1995



Goods shed (south side) in Kadina rail-yards, 18 January 1995



Platform to west of goods shed, Kadina rail-yards, 18 January 1995



Crane in Kadina rail-yards, 18 January 1995



Crane and water tower in Kadina rail-yards, 18 January 1995

### 3.3.7 Standpipe

This is the original standpipe which was used to provide the steam trains with water. It appears to have retained its original details and appearance, but is in need of some restoration work. Some of the cast-iron and metalwork has become rather rusted, and it would be desirable to clean, and then repaint the standpipe.

According to Frank McDonnell, Railway Historian at the History Trust of South Australia, there are few standpipes still in existence in South Australia, and those which remain should be preserved if possible.

### 3.3.8 Turn-table

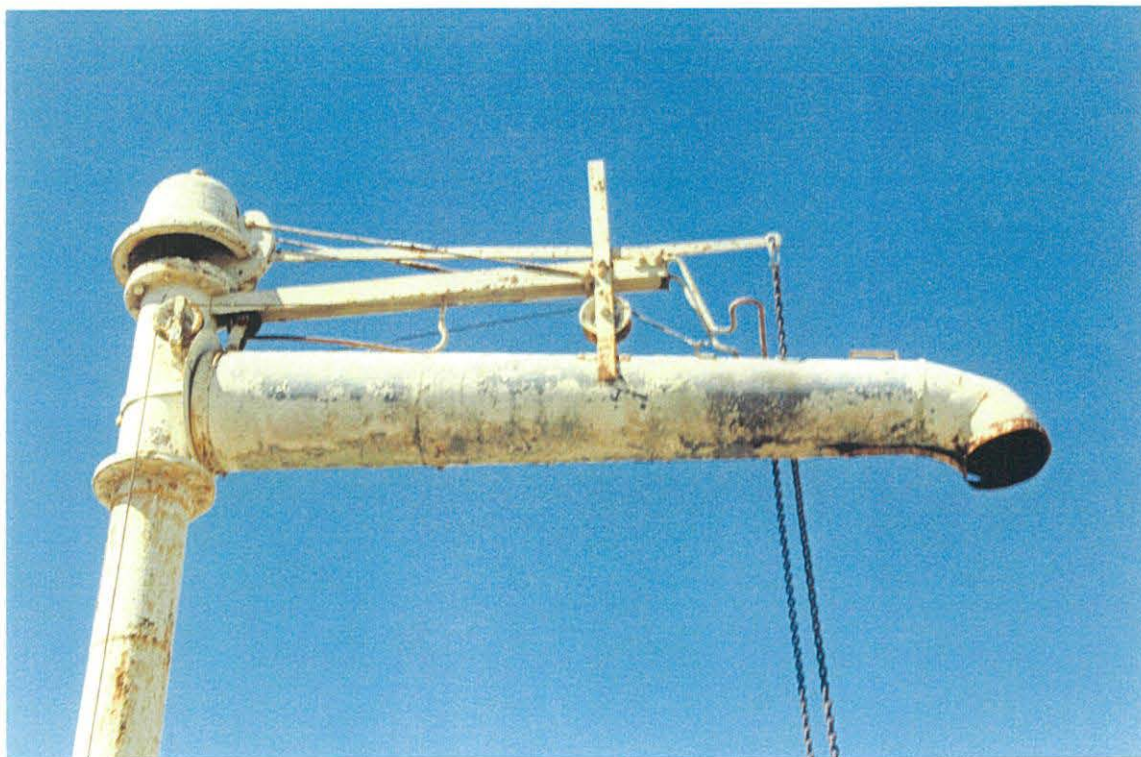
This turn-table was built in England in 1877, and was installed in the Kadina rail-yards in 1879. Its original and current position is on the corner of Frances Terrace and Russell Street. The turn-table is built of cast iron and has narrow gauge tracks mounted on wooden sleepers at the top, and rotates about a circular rail at ground level. The plaque on the side of the turn-table reads:

*Cowans Sheldon & Co<sup>o</sup> L<sup>d</sup>*  
*No 832*  
*Engineers*  
*1877*  
*Carlisle • England*

After some cleaning and restoration, the turn-table could still be operable. According to Frank McDonnell, Railway Historian at the History Trust of South Australia, there are few turn-tables still in existence in South Australia, and those which remain should be preserved if possible.



Standpipe in Kadina rail-yards, 18 January 1995



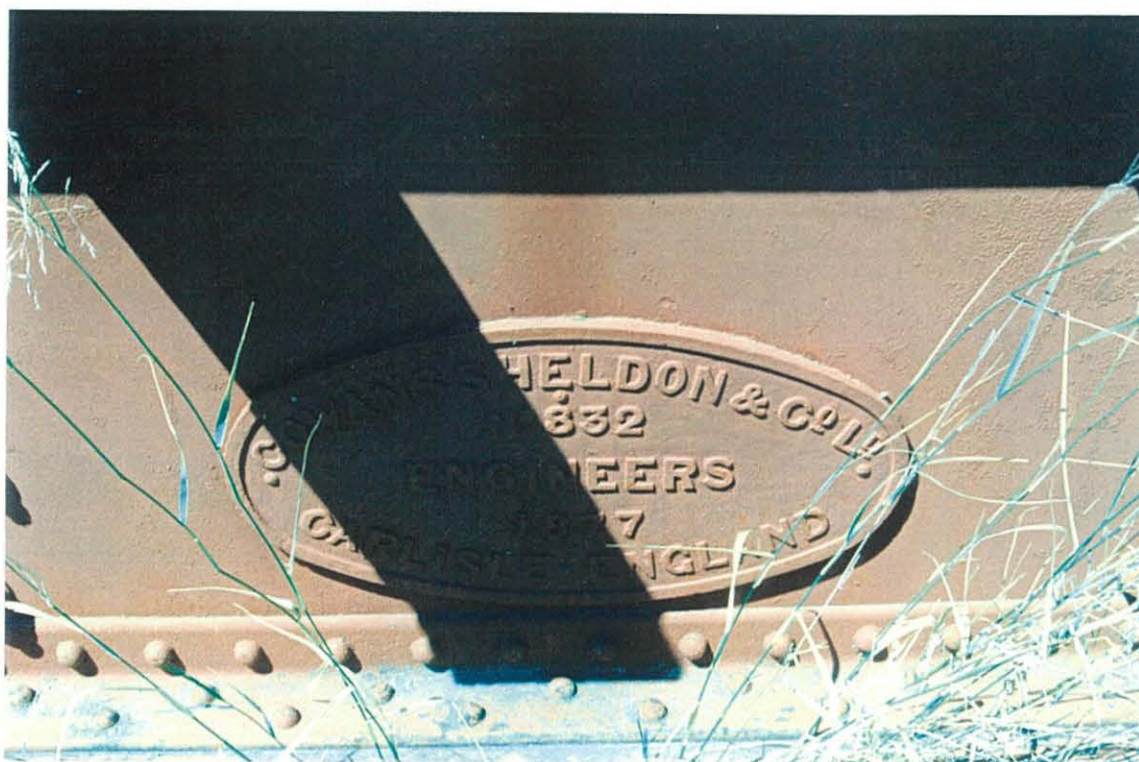
Standpipe in Kadina rail-yards, 18 January 1995



Turn-table in Kadina rail-yards, 18 January 1995



Turn-table in Kadina rail-yards, 18 January 1995



Turn-table in Kadina rail-yards (detail of plaque), 18 January 1995

### 3.3.9 Loading ramp

The loading ramp has a ramp made of packed earth which runs from ground level at the south end, up to the top of the loading apparatus at the north end. At the top end of the ramp, there is a wooden platform which is supported by steel girders and pylons. There is a large pivoting sheet of metal at the end of the platform which would have been used for the transferral of goods from the platform to the train carriage. The loading platform has long been disused, and is in fair to poor condition. The ramp is now partly overgrown, but still creates a significant earthwork/landmark in the rail-yard.

### 3.3.10 Ganger's shed

Small dilapidated shed with low ceiling, and several windows with corrugated iron shutters. It was described by Dean Klingner, former Wallaroo Stationmaster, as the Ganger's shed. The shed is in a state of disrepair with two open walls, and is vulnerable to vandals.

### 3.3.11 Railway cottage on lot 11

This is the right-hand cottage of an attached pair that is adjacent to the rail-yards. They would have been built in the first half of this century for employees of the railways. The South Australian Railways were the biggest providers of South Australian housing until the South Australian Housing Trust was formed in 1936.<sup>25</sup> The cottages are built of cinder blocks; cement rubble which contains ash and cinders. The exterior of the walls are coated with cream-painted render. There is a verandah along the front of the cottages with wooden verandah posts. The roof is galvanised iron with red-brick chimneys.

Both cottages have a symmetrical double front, and comprise three main rooms, with bathroom and kitchen housed in each rear lean-to. The cottages have been vacant for many years, and have been vandalised, particularly on the inside. Plans are in place for the cottages to be demolished, and the National Trust have been given permission to remove the floor-boards.

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<sup>25</sup> Donovan & Assoc.1992, *Railway Heritage of South Australia*, p.1-9





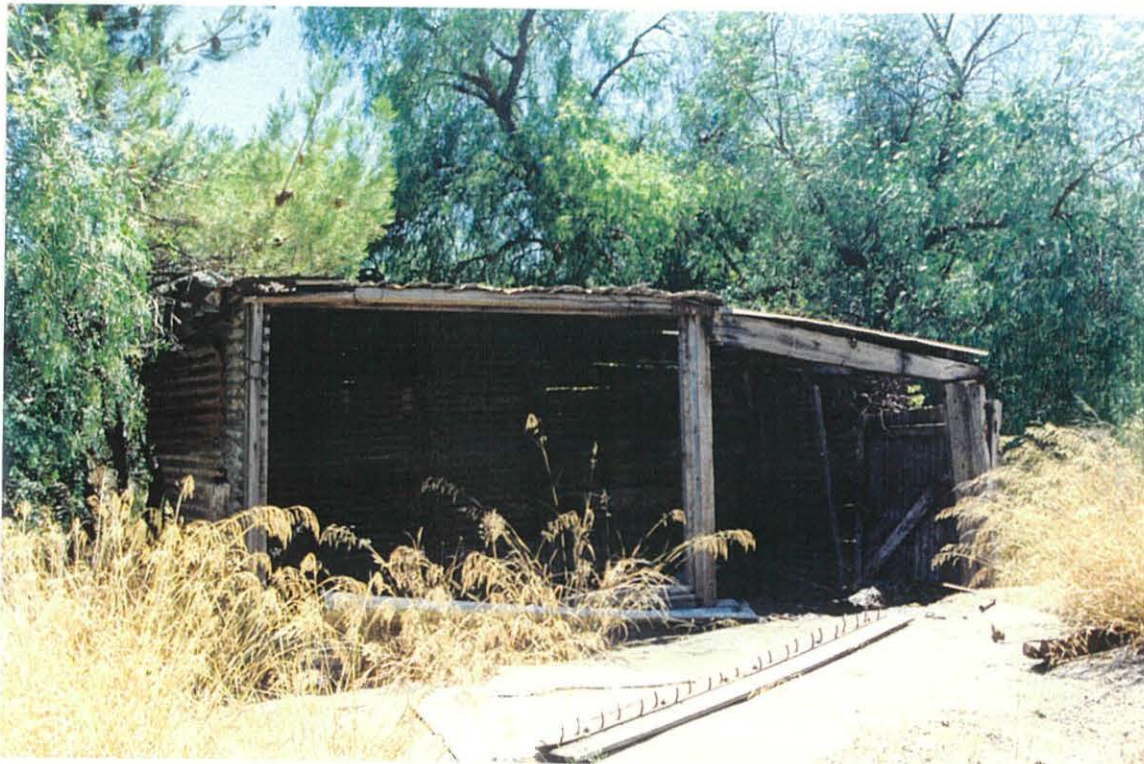
Loading ramp in Kadina rail-yards, 18 January 1995



Loading ramp in Kadina rail-yards, 18 January 1995



Loading ramp in Kadina rail-yards, 18 January 1995



Ganger's shed in Kadina rail-yards, 18 January 1995

### 3.3.12 Railway cottage on lot 12

This is the left-hand cottage of an attached pair that is adjacent to the rail-yards. They would have been built in the first half of this century for employees of the railways. The cottages are built of cinder blocks; cement rubble which contains ash and cinders. The exterior of the walls are coated with cream-painted render. There is a verandah along the front of the cottages with wooden verandah posts. The roof is galvanised iron with red-brick chimneys.

Both cottages have a symmetrical double front, and comprise three main rooms, with bathroom and kitchen housed in each rear lean-to. The cottages have been vacant for many years, and have been vandalised, particularly on the inside. Plans are in place for the cottages to be demolished, and the National Trust have been given permission to remove the floor-boards.

To the rear of the cottage there are several galvanised iron and wooden outbuildings. The yard is enclosed by galvanised iron fencing.

### 3.3.13 Railway lines, signals and points

There are five sets of tracks which currently run west-east through the Kadina rail-yards at the level of the goods shed and station building. At the eastern exit of the rail-yard, there are currently two sets of tracks, and at the western entrance there is one pair of tracks. All tracks are mounted on wooden sleepers. There are also a few service lines, or remains of a few of the service lines which would once have been used for access to other parts of the yard (such as to the turn-table, etc.).

There are three small cast-iron point signals in the western part of the yard. The base and stem of the signals are painted white, whilst the signals are bi-coloured. The signals were changed by the rotation of the stem. They are no longer used.

There are also several cast-iron points. These are painted white, and are no longer used.



Railway cottages, lots 12 & 11, Port Road, 18 January 1995



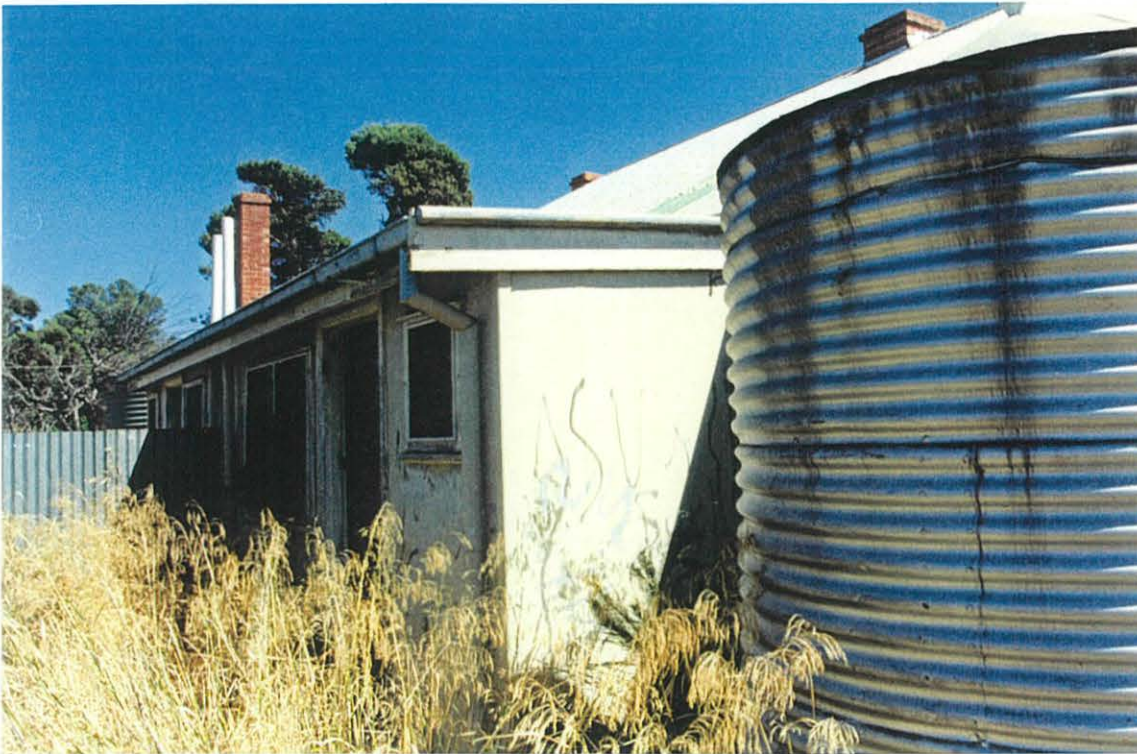
Railway cottages, lots 12 & 11 (rear), taken from rail-yards, 18 January 1995



Railway cottage, lot 11, Port Road, 18 January 1995



Railway cottage, lot 12 (interior), Port Road, 18 January 1995



Railway cottage, lot 12 (rear extension), Port Road, 18 January 1995



Railway cottage, lot 12 (outbuildings), Port Road, 18 January 1995



Points in Kadina rail-yards, 18 January 1995



Points in Kadina rail-yards, 18 January 1995



Points in Kadina rail-yards, 18 January 1995



Points in Kadina rail-yards, 18 January 1995

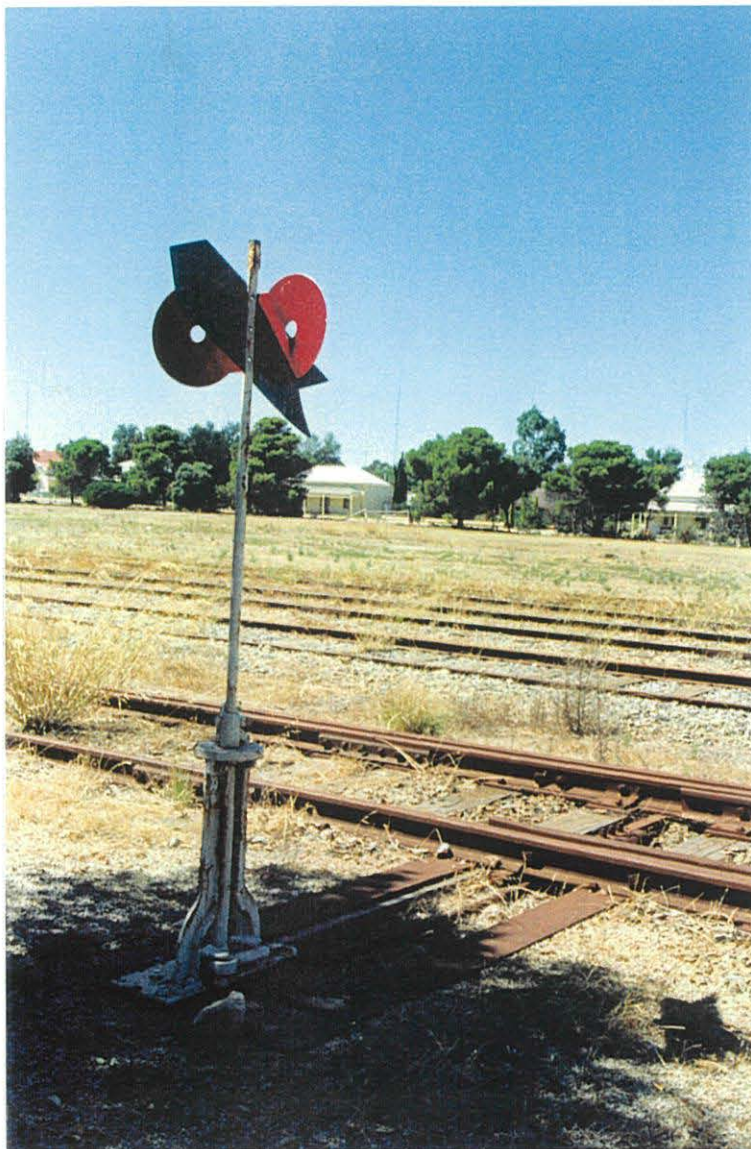




Signal in Kadina rail-yards, 18 January 1995



Signal in Kadina rail-yards, 18 January 1995



Signal in Kadina rail-yards, 18 January 1995

### 3.3.14 Olive grove

Olive trees were imported into the area as early as 1879. The Wallaroo Times reported on 9 July 1879 that the Wallaroo Corporation had bought twelve olive trees from Adelaide, and had planted them near the council's water tanks. The idea was that the trees would encourage other local residents to engage in the cultivation of olives for the production of oil, etc.<sup>26</sup>

The Railways Commission organised planting programmes in rail yards and along tracks as part of a plan to beautify the areas. Encouraged by the Corporation, a group of olive trees has been planted along the north side of the railway track to the east of the rail-yard. Interspersed with these are some Pepper trees, as well as Pepper trees along the south of the railway line. Within the rail-yard, there are Pepper trees and Aleppo pines along the north of the line, and there are Pyramid and Aleppo pines at the eastern end, and in other parts of the yard.

All of the mature trees in the rail yard and along the rail line help to enhance an otherwise open and barren area. However, although of some environmental significance, none of the trees appear to have any specific historic significance.

## 3.4 DISCUSSION OF SITE LAYOUT

The current layout of the Kadina rail-yards is directly connected to the site's history, and is not yet related to its current uses, or lack of uses. Since the closing of the rail-yards in 1969, most of the remaining items on the site are no longer in use, and are removed from their historical context.

The extended scale of the rail-yards is no longer appropriate for the existing activities on the site. It would be appropriate for many of the items on the site to be rearranged to form a group of railway artefacts which can be easily interpreted.

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<sup>26</sup> *Wallaroo Times* 9 July 1879, p.2



## 4 STATEMENT OF CULTURAL SIGNIFICANCE

### 4.1 DEFINITIONS

The Australian ICOMOS Burra Charter defines "cultural significance" as:

*...aesthetic, historic, scientific or social value for past, present or future generations.*

The use of the terms "significant", "important" and "of interest" in this report are intended to indicate the degree of merit of elements discussed.

### 4.2 STATEMENT

#### 4.2.1 History

*Historically*, the Kadina rail-yards are an extremely *significant* part of the development of Kadina and its area. Transport has been of great importance to the workings of the mines, as well as the commercial and agricultural success of the Copper Triangle. Since the opening of the Port Wakefield to Kadina railway line in 1878, the position of Kadina as the link between Adelaide and the rich mining and agricultural industries of the northern Yorke Peninsula has been strengthened. The station building provides a *significant* link to the history of the Kadina rail-yards, and the other existing buildings and items on the site are *of interest* for the interpretation of this historic site.

#### 4.2.2 Fabric

*Physically*, the Station Building is *of interest*, being a good example of its kind, with its fairly intact 1879 exterior.

The standpipe, crane and turn-table are also good and relatively rare examples of their kind, and are therefore *of interest*.

#### 4.2.3 Environs

*Environmentally*, the Station Building and some of the larger structures on the site, such as the water tower, the goods shed and the loading ramp provide landmarks for the town of Kadina. The large expanse of the railway site also provides an important open area for the town of Kadina, and contains some attractive mature trees.



## 5 FUTURE GUIDELINES

### 5.1 THE FUTURE OF THE SITE

The Kadina rail-yards are now no longer used for their former purpose, and the items within the yard have forfeited their former historical context. The proposed re-alignment of Frances Terrace will make significant changes to the rail-yards. Some of those items which it would be desirable to retain, may need to be moved to a new position within the rail-yard.

At present there are two bodies with a practical interest in the continuation of the Kadina rail-yards. Mr Reg Holliday of Yorke Peninsula Harley Tours is currently leasing the station building. He is carrying out private restoration works, and intends to use the building as tea rooms and a souvenir shop. This use of the station building is an appropriate one, especially as it will be interlinked with the local tourist train.

The Northern Yorke Peninsula Railway Preservation Society (NYPRPS) is currently running a train from Wallaroo to Kadina, at least once a week. They currently arrive on the fifth set of tracks and pull up next to the platform, west of the goods shed. NYPRPS intends to move their operations to the first line, that which runs alongside the station building. They plan to construct a platform to the east of the station building (possibly reusing some materials from the existing platform adjacent to the goods shed), and use the existing small shed to the east of the station building as an operations building and store. They also wish to move the crane to the vicinity of this platform, and to move the turn-table to a position nearer to the standpipe and adjacent to the tracks. They will also endeavour to retain any points and signals appropriate, and hope to be able to use part (at least 200m between switches) of the second track to turn their train.

Any uses which will retain some of the railway associations and uses of the existing artefacts in the Kadina rail-yards should be encouraged. NYPRPS offers continuity for the historic railway yards, a new use which is compatible with the history of the rail-yards, and will become a relevant part of the cultural tourism experience of this historic mining and agricultural district.

As the large, historic rail-yards at Kadina are no longer used as part of the State's rail network, changes will naturally be taking place as new uses are found for the site and its



buildings. The current plans to re-align Francis Terrace through parts of the rail-yards site dictate the gathering of the most significant railway equipment nearer to the station building, in a way in which the items can still retain some of their historical context. Thus, those pieces of equipment which are movable, and would need to be removed from the path of the proposed road, should be moved into a new, more compact site which relates to the old station building.

### **5.1.1 Interpretation**

The preparation of interpretive materials and a display incorporating an historical plan of the site are recommended. These would provide visitors to the site with an understanding of the history and original layout and uses of the site, and provide a context for the remaining artefacts.

## **5.2 ANALYSIS OF INDIVIDUAL ITEMS**

### **5.2.1 Station building**

The existing 1879 station is the only individual building on the site which is considered to be of local heritage significance. It is considered that this building is worthy of inclusion in the Development Plan of the District Council of Northern Yorke Peninsula as a Local Heritage Item. The station building may also be suitable for inclusion in the Register of State Heritage Items of the State Heritage Branch of the Department of Environment and Natural Resources, and may be considered for that inclusion at a later date.

Given the cultural significance of the item, and its position as the representative item within the rail-yard's site, the future use and alterations to the building should be carried out with reference to existing conservation practices, and preferably with professional advice.

### **5.2.2 Small shed to north-west of station building**

This is a relatively modern corrugated-iron shed which is not of particular significance for the interpretation of the rail-yards site. It is in fairly good condition, and could be utilised by the occupants of the station building, or by the Northern Yorke Peninsula Railway Preservation Society.

The building could be moved or removed if necessary.

### 5.2.3 Goods shed

This large goods shed replaced the original stone shed in the 1950s. It is not considered that the present building has any particular historical significance.

The building could be moved or removed if necessary.

### 5.2.4 Platform adjacent to goods shed

This platform would have been substantially rebuilt and recovered since the early days of the railway station.

However, in view of the fact that it is the only remaining platform in the rail-yards in reasonable condition, it would be appropriate for all or part of it to be moved and utilised by the Northern Yorke Peninsula Railway Preservation Society, as required for their tourist train.

### 5.2.5 Crane

This historic piece of railway equipment is now quite rare.<sup>27</sup>

Given this rarity, it would be desirable to retain the item, preferably somewhere within the Kadina rail-yards and near to any retained railway tracks.

### 5.2.6 Water tower

This modern water tower does not have much historical significance, but it is certainly a landmark within Kadina.

### 5.2.7 Standpipe

This is a rare item which should be retained.<sup>28</sup> It may be moved if appropriate. It should also be restored when possible.

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<sup>27</sup> According to Frank McDonnell, Railway Historian at the History Trust of South Australia

<sup>28</sup> According to Frank McDonnell, Railway Historian at the History Trust of South Australia

### 5.2.8 Turn-table

This is a well preserved example of an 1877 English turn-table. Railway turn-tables are becoming increasingly rare in South Australia<sup>29</sup>, therefore this example should be retained if possible.

It is certainly able to be moved if necessary, and it would be appropriate to re-locate it near to a used railway line. The Northern Yorke Peninsula Railway Preservation Society intend to move the item.

### 5.2.9 Loading ramp

The loading ramp is of interest for the interpretation of the site, and is also a useful indicator of the former breadth of the railway yard. It would be appropriate but not essential to retain this earth-work, although public safety aspects would need to be resolved if it were retained.

### 5.2.10 Ganger's shed

This small dilapidated shed is in poor condition, and does not seem to have any special historical significance attached to it. It would be appropriate for this building to be removed if necessary.

### 5.2.11 Railway Cottage on Lot 11 &

### 5.2.12 Railway Cottage on Lot 12

These are good examples of early twentieth century railway housing which are now in fairly poor condition (particularly internally). These cottages do not have any special cultural significance, other than being examples of an oft-repeated type of dwelling.

As they are not particular to the town of Kadina, but are ordinary examples of the railway's housing, it would not severely detract from the integrity of the Kadina rail-yards if these buildings were removed.

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<sup>29</sup> According to Frank McDonnell, Railway Historian at the History Trust of South Australia

### **5.2.13 Railway lines, signals and points**

The existing railway lines, signals and points are all a part of the history of the rail-yards, and should be retained where possible. Due to the re-alignment of the road, many of the tracks will need to be removed. It is to be hoped that enough can be retained to contribute toward the proposed terminus for the Northern Yorke Peninsula Railway Preservation Society's (NYPRPS) tourist train and the associated interpretation centre.

After discussion with the Chairman of the NYPRPS, and with a former Stationmaster on the Kadina/Wallaroo line, it appears that a minimum of two adjacent lines would be needed for at least a length of 200m between points, allowing them space to turn their trains. As the work of the Rail Society will be invaluable for the retention and maintenance of most of Kadina's remaining railway heritage, it would be desirable if their needs could be met if possible.

Any points and signals which can be retained, and where necessary moved should become part of the new interpretive rail-yard.

### **5.2.14 Olive grove**

The olive grove does not appear to be of any special historical significance. However, the olive trees, and the other mature trees within the rail-yard and adjacent to the railway line make a significant contribution to the local environment. Therefore, it would be desirable to retain as many trees as possible.



## APPENDIX

### ACKNOWLEDGMENTS

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31 May 1878, p.2

11 October 1878, p.2

15 October 1878, p.2

2 March 1880, p.2

**NATIONAL TRUST OF SOUTH AUSTRALIA**

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## ARCHIVAL PHOTOGRAPHS

Photographs held in the Mortlock Library of South Australiana

Kadina Railway Station:

SSL:M:B28808 (1915, arrival of Governor Sir Hart Day Bosanquet)

SSL:M:B30447 (c.1920 Station building)\*

SSL:M:B8136 (1932 Station building)

Kadina rail-yards:

SSL:M:B32395 (c.1920 Railway yards with Goods shed at left)\*

SSL:M:B32377 (c.1920 Over-way Bridge at Railway Yards)\*

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