



REGISTER OF HERITAGE PLACES

Permanent Entry

1. **DATA BASE No.** 02660
2. **NAME** *Eastern Railway Deviation* (1894 - 1896)
FORMER NAME Mahogany Creek Deviation
3. **LOCATION** Tunnel: end of Curve Rd, Swan View; Four Bridges: John Forrest National Park, Hovea.
4. **DESCRIPTION OF PLACE INCLUDED IN THIS ENTRY**
Those portions of Swan Location 10159, being part of Class "A" Crown Reserve 7537, and being part of the land comprised in Crown Land Title Volume 3120 Folio 340 together as are defined in Heritage Council of Western Australia survey drawings number 10322-1, 10322-2, 10322-3 and 10322-4 prepared by Fugro Survey.
5. **LOCAL GOVERNMENT AREA** Shire of Mundaring
6. **OWNER** State of Western Australia
(vested in Department of Conservation and Land Management)
7. **HERITAGE LISTINGS**
 - Register of Heritage Places: Eastern Rlwy-Three Bridg
- Interim entry 24/07/1992
Eastern Rlwy Tunnel
Interim Entry 24/07/1992
Permanent Entry 14/02/2003
 - National Trust Classification: Classified 12/06/1989
 - Town Planning Scheme:
 - Municipal Inventory: Adopted 22/04/1997
 - Register of the National Estate: -----
8. **CONSERVATION ORDER**

9. **HERITAGE AGREEMENT**

10. **STATEMENT OF SIGNIFICANCE**
Eastern Railway Deviation which comprises the Swan View tunnel, a masonry and brick lined structure, three steel railway bridges, and one wooden trestle bridge enclosed in a dirt embankment with a concrete culvert, has cultural heritage significance for the following reasons:

the Swan View Tunnel is the only railway tunnel constructed in Western Australia;

the route was part of the major eastern link for all rail transport in Western Australia from 1896 until 1966;

the route was a successful endeavour to turn Western Australia's floundering railway system into an ongoing, viable economic prospect;

the route, together with the Swan View Tunnel was a significant engineering achievement of technical precision for its time because it involved moving enormous quantities of earth and rocks using only man and horsepower;

the passage of the route through the scenic Jane Brook valley led to the establishment of the John Forrest National Park, the first national park in Western Australia;

the construction of the deviation saw a number of settlements develop along its route, which still exist today, and was the major service link for these settlements until the Great Eastern Highway took precedence in the late 1950s;

the route was constructed under the guidance of C.Y. O'Connor, in his role as Commissioner for Western Australian Railways;

the route has been a major recreational heritage trail since 1988, is highly valued by the local and wider community as a walking, cycling and bridle trail, and is intensively used for recreational purposes; and,

the remaining wooden trestle bridge has the potential to reveal constructional techniques and material culture dating from the first quarter of the twentieth century.