



REGISTER OF HERITAGE PLACES - ASSESSMENT DOCUMENTATION

11. ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE

The criteria adopted by the Heritage Council in November 1996 have been used to determine the cultural heritage significance of the place.

PRINCIPAL AUSTRALIAN HISTORIC THEME(S)

- 3.8.6 Building and maintaining railways

HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)

- 202 Rail and light transport

11.1 AESTHETIC VALUE*

Railway Cottages, Waroona retain elements of their original simple, utilitarian rendering of the Federation Bungalow style. (Criterion 1.1)

Railway Cottages, Waroona form a significant cultural environment in their simply open landscaped setting, sited together in relationship to the railway line. (Criterion 1.4)

11.2 HISTORIC VALUE

Railway Cottages, Waroona, originally railway platelayers' cottages, illustrate the type of accommodation provided for railway workers who maintained the State's railways in the late nineteenth century and into the twentieth century. They are important in the town of Waroona as the only surviving cottages from the early period of the town's development in the 1890s. (Criterion 2.1)

Railway Cottages, Waroona are three of 27 platelayers' cottages built on the South Western Railway in 1895-96, during the early period of the extensive railway building in Western Australia, when a network of track was developed to service many regions of the State that commenced in 1891. (Criterion 2.2)

* For consistency, all references to architectural style are taken from Apperly, Richard; Irving, Robert and Reynolds, Peter *A Pictorial Guide to Identifying Australian Architecture: Styles and Terms from 1788 to the Present*, Angus & Robertson, North Ryde, 1989.

Railway Cottages, Waroona were amongst the railway works developed under the direction of C. Y. O'Connor, Engineer-in-Chief and Manager of Railways. (Criterion 2.3)

11. 3. SCIENTIFIC VALUE

11. 4. SOCIAL VALUE

Railway Cottages, Waroona are highly valued by the community of the town as the only surviving cottages, indeed railway buildings, in the town, and as part of the development of the South Western Railway that enabled the development of the district from the late nineteenth century, as evidenced by their inclusion in the Shire's Municipal Heritage Inventory. (Criterion 4.1)

Railway Cottages, Waroona contribute to the community's sense of place as the only surviving railway buildings in the locality of the original Drake's Brook Station (1893) and the only surviving railway buildings in the town. (Criterion 4.2)

12. DEGREE OF SIGNIFICANCE

12. 1. RARITY

Railway Cottages, Waroona have high rarity value as the only surviving original timber and iron clad platelayers' cottages in Western Australia, and the only examples on their original site. They are among a very small number of nineteenth century timber and iron railway houses extant in 2003. (Criterion 5.1)

Railway Cottages, Waroona demonstrate a land-use within the railway reserve and a type of accommodation and way of life that were standard practice in the development and maintenance of the State's railways in the late nineteenth century and the first half of the twentieth century which are no longer practised. (Criterion 5.2)

12. 2 REPRESENTATIVENESS

Railway Cottages, Waroona provides evidence of the type of housing built in the late nineteenth century to accommodate railway workers on the permanent way or path of the railway. (Criterion 6.1)

12. 3 CONDITION

The cumulative effect of the last two decades of occupation has been to diminish the amount of original fabric in the places and the introduction of poor replacement and repair strategies. These practices have detracted from the presentation of the cottages.

There would appear to have been no regular maintenance in recent times and the state of the cottages is one of gradual deterioration. The place is in fair to poor condition.

12.4 INTEGRITY

Railway Cottages, Waroona remain in use for residential purposes and the original intent is readily apparent. Uses in the immediate past have been in conflict with retaining heritage values, with uses such as schoolrooms requiring the removal of walls within one of the cottages. Cottage 2 remains the only inhabited house and is much altered. It therefore has a lower integrity than the other two cottages. The integrity of the other two cottages remains moderate to high.

12.5 AUTHENTICITY

Railway Cottages, Waroona have undergone numerous minor changes, with the most significant changes being to Cottage No 2. The changes have resulted in fabric loss, such as the removals of some doors, windows and internal walls. Other changes have resulted in fabric being removed and replaced with new material, including aluminium framed sliding windows, while still others have involved the introduction of new fabric. Timber cladding has almost all been replaced with corrugated iron. Notwithstanding these changes, the authenticity of Cottages 1 and 3 remains moderate to high, while the authenticity of Cottage 2 is low, with few elements of the original cottage remaining in their original state.

13. SUPPORTING EVIDENCE

The documentary evidence has been compiled by Robin Chinnery, Historian. The physical evidence has been compiled by Philip Griffiths, Architect.

13.1 DOCUMENTARY EVIDENCE

Railway Cottages, Waroona is a group of three timber framed and iron roofed cottages built in 1896 to the same pattern in a very simple rendering of the Federation Bungalow style.

In 1847, William Henry Drake, Assistant Commissioner General, was granted Murray Location 26, 2,000 acres. The district became known as Drake's Brook (later Drakesbrook) after him. There was little development in the district through the mid nineteenth century. In 1871, Murray Location 26 was purchased by John Fouracre, for £500.¹ He had established a wayside inn and changing station at Wellington Location 205 near the Old Coast Road in 1854, the remains of which are located at present day Peppermint Grove. Fouracre later built the first local homestead distant from the Old Coast Road.² His role in the district is commemorated by Fouracre Street, Waroona. Through the 1870s and 1880s, a number of pastoral operations were commenced in the vicinity of Yalup Brook, Waigerup (later Wagerup) and Samson Brook. In 1887, the district was incorporated in the Murray Road Board.³

In 1891, when the Civil Service was re-organised, C. Y. O'Connor was appointed as Western Australia's Engineer-in-Chief and Manager of Railways, and George T. Poole was appointed Assistant-Engineer-in-Chief and Architect-in-Charge of public building at the Public Works Department. Over the next decade, through the Western Australian gold boom period, under O'Connor's direction Western Australia entered a golden age of railway building during which much of the South-West was provided with government rail services.⁴ Expenditure on construction and equipment increased from £833,083 in 1890, to £6,427,370 in 1899, and in the same period the mileage open to traffic increased from 188 miles to 1,355 miles.⁵ The extension of rail services provided the necessary transport system that enabled the development of primary industries in Western Australia through the late nineteenth century and into the twentieth century. Rail was to

¹ *Drakesbrook to Waroona, Shire of Waroona 1898 to 1998* (Shire of Waroona, 1998) p. 7. Note: William John Lawrence and Bartholemew Urban Vigors were also named on the grant. (ibid) Both were influential members of the colonial elite in the Swan River Colony.

² ibid.

³ ibid.

⁴ Crowley, F. K. *Australia's Western Third: A History of Western Australia from the first settlements to modern times* (Macmillan & Co. Ltd., London, 1960) p. 102.

⁵ Report on the working of the Government Railways and Tramways for the Year ended 30th June, 1899 in *Votes and Proceedings 1898-99*, p. 5.

remain the primary means of transport through into the post World War Two period.⁶

In October 1891, tenders were called for the construction of the Perth-Bunbury railway, Pinjarra contract, 58 miles in length, including the permanent way and stations, and tenders for the Bunbury contract, for the section from Pinjarra to Bunbury, also about 58 miles, was called in February-March 1892.⁷ Messrs. Neil Mc Neil were awarded the contract to build the Perth-Bunbury railway, known as the South-Western Railway. This contractor was responsible for 'some of the most satisfactory public works undertaken and accomplished in this as well as some of the other colonies.'⁸

On 23 August 1893, the section of the South-Western Railway between Pinjarra and Bunbury was declared safe for traffic.⁹ The railway timetable, published in the *Government Gazette* on 31 August, included Drake's Brook.¹⁰ The location of this station was on the eastern side of the rail line (opposite the site of Cottage 2 of *Railway Cottages, Waroona*).¹¹

On 8 September 1893, the South-Western railway between Perth and Bunbury was officially opened. The Editorial in *The Daily News* expressed the opinion that the railway 'will conduce more than any other, either constructed or projected, to the settlement and cultivation of the soil' for the districts through which it passed were among the most fertile in the State, with uniform rainfall 'regular and sufficient'.¹² It was anticipated that the Harvey and Bunbury districts would be developed for growing potatoes and other vegetables and for dairying, and that the timber company of which Neil McNeil was Managing Director would also greatly augment the traffic on the line.¹³

In early October 1894, P. Lambert was awarded the contract to build a railway road approach at Drake's Brook at a cost of £103 6s. 8d, to be completed in early November. In 1894-95, a siding was put in at Drake's Brook, as this part of present day Waroona was known in the period.¹⁴ The facilities at Drake's Brook were part of the continued development that occurred along the South-Western Railway in the mid 1890s. Poole is

⁶ Crowley, F. K. *Australia's Western Third: A History of Western Australia from the first settlements to modern times* (Macmillan & Co. Ltd., London, 1960) p. 102.

⁷ *Government Gazette* 1 October- 5 November 1891, and 11 February-31 March 1892.

⁸ *The Daily News* 9 September 1893.

⁹ *Government Gazette* 24 August 1893, p. 852.

¹⁰ *ibid*, 31 August 1893, p. 874.

¹¹ Waroona Historical Society, information sheet. Note: The site of the 1893 Drake's Brook Station may be a possible archaeological site.

¹² *The Daily News* op. cit.

¹³ *ibid*.

¹⁴ Public Works Department Statement of Works carried out during year ending 30 June 1895, in *Votes and Proceedings* 1895, Vol. 2, p. 15.

believed to have been responsible for the design of a number of buildings associated with this development.¹⁵

The opening of the South-Western Railway facilitated development of the timber industry as anticipated. In 1895, J. McDowell and Co. built a timber mill, between present day South West Highway and present day Hesse Street, Waroona, as commemorated in Mill Street. The company was instrumental in the settlement of the district. Waroona is believed to have derived its name from Werroona in Victoria, hometown of the founder of the company, J. McDowell, who is commemorated in McDowell Street¹⁶

The provision of residential accommodation for railway employees was an essential part of the development of railways in Western Australia from the 1880s. Initially, accommodation for the Station Master was incorporated within the station building, as at Beverley and Moora. However, this proved unsuitable where station masters had families. By the mid 1890s, for the most part, residential accommodation was built separate from but in close proximity to the railway station for both the station master and other railway workers and their families where required. This practice continued through the late nineteenth century and the first half of the twentieth century.¹⁷ The early railway housing was constructed as part of the contracts for construction of the line, and few details on the construction of the housing are available. However, each departmental property was given a number, allocated sequentially in order of construction or acquisition, although there are some discrepancies early numbering.¹⁸

In November 1895, James Innes was awarded the contract for constructing 27 Platelayers' Cottages on the South-Western Railway at a cost of £3,935, with completion set for 11 June 1896.¹⁹ *Railway Cottages, Waroona* were built as part of this contract, and allocated house numbers 82, 83 and 84 as per the aforementioned numbering system for railway houses.²⁰ Oral history has maintained that *Railway Cottages, Waroona* were built in 1896.²¹ To date, plans for the platelayers' cottages have not been located, nor details of their locations other than those that survive at Waroona, although it is known that one was erected at Donnybrook and built in situ (It no longer survives). In 1895-96, sidings and approach roads were reported to have been added at Drake's Brook.²²

Platelayers' cottages were erected on the railway reserve at various places through the 1890s and to c. 1900. They were generally two room cottages, with a verandah at the front and the rear. Some were of stone and iron

15 Oldham, Ray and John George Temple-Poole: *Architect of the Golden Years 1885-1897* (University of Western Australia Press, Nedlands, 1980) pp. 173-174.

16 *Drakesbrook Roads Board 1898-1948* (no page nos.). Held in Battye Library.

17 Personal knowledge per family, Robin Chinnery, grand-daughter of Albert Edward Griffith Whitney, railway employee, later Station Master, early 1900s to 1950s.

18 Railway Housing History for WAGRC, no page nos. Courtesy Irene Sauman.

19 Public Works Department Annual Report, 1896, in *Votes and Proceedings* 1896 Vol. 2, p. 107.

20 Waroona Progress Plan SROWA Cons. 1642 Item 163, 29 December 1937.

21 Waroona Historical Society Information sheet.

22 Public Works Department Annual Report, op. cit., p. 22.

construction and others were of timber and iron. A recent survey of railway housing concluded that it was unlikely that timber and iron examples were extant. However, it should be noted that the survey only included buildings still in the ownership of WAGRC.²³

In October 1896, Drake's Brook had its name changed to Drakesbrook. In the same year, Drakesbrook Post Office was opened.²⁴

In 1897, the businesses of Gill and Co. and J. McDowell and Co. were sold to a company in England, that united them under the name Gill-McDowell Jarrah Co. Ltd. In the late nineteenth century, the company were among the leading timber merchants and exporters in Western Australia, leasing 104,000 acres from the Government, of which 52,000 acres were at Waroona, where the company also owned 1,100 acres freehold. The company operated five mills at Waroona, with its own railway lines connecting to the Government lines at a point 81 miles from Fremantle.²⁵

The district continued to develop through the latter years of the nineteenth century. In 1898, the Drakesbrook Roads Board was gazetted, and the Drakesbrook School opened.²⁶

In 1898-99, the section of South West railway between Pinjarra and Waroona, which previously had a soft road bed, was raised with sand and re-ballasted. Among the new stations that were opened in 1898-99, was Waroona, initially known as McDowell's Siding, which was opened as a station on 20 March 1899. Other railway works commenced in the district in this year included fencing at Drakesbrook and a level crossing at Waroona.²⁷ It should be noted that the two were recorded as separate places through the late 1890s.

In 1899, three railway fettlers were listed at Drake's Brook (sic) in *Wise's Post Office Directory*, John Freeman, Fred Freeman and Charles Piggott, who would have resided at *Railway Cottages, Waroona*.²⁸ Platelayer and fettler are interchangeable terms that were used to describe those who carried out permanent way or track maintenance.

In 1899-1900, the above-mentioned level crossing was completed at Waroona, where improvements made included sidings, platform, station buildings, weighing machine etc., and fencing. Tenders were let also for the construction of a goods shed to the east of the rail line.²⁹ On 1 December

²³ Comparative Information Re: Railway Houses - House Types, Railway Housing History for WAGRC, p. 1. Courtesy of Irene Sauman.

²⁴ *Drakesbrook to Waroona, Shire of Waroona 1898 to 1998* op. cit., p. 8.

²⁵ *Twentieth Century Impressions of Western Australia* (P. W. H. Thiel & Co., Perth, 1901, fasc. edition Hesperian Press, Victoria Park, 2000) p. 365.

²⁶ *Drakesbrook to Waroona, Shire of Waroona 1898 to 1998* op. cit.

²⁷ Ways and Works Branch Report in Report on the working of the Government Railways and Tramways for the Year ended 30th June, 1899 in *Votes and Proceedings* 1899, p. 19, p. 22 and p. 25. Note: the point at which the level crossing was constructed was 79 miles 35 chains. (ibid, p. 25; and Ways and Works Branch Report in ibid, 1900, p. 37.)

²⁸ *Wise's Post Office Directory* 1899.

²⁹ *Government Gazette* 1899, p. 3072 and p. 3990, and 1900, p. 89.

1899, McDowell's Siding was opened and as an attended booking office, and the name was officially changed to Waroona.³⁰

In 1899-1900, Drakesbrook Station was removed to a point at 83 miles 38.5 chains, i.e. to Hamel.³¹

In 1900, a standard plan was introduced for Station Master's houses, following the practice first introduced in Western Australia by George T. Poole as early as 1892.³² This plan continued to be used through to about 1920 for Station Master's houses, particularly in the South-West.³³ The plan for the *Railway Cottages, Waroona* is very close to the standard plan, suggesting that the form used represented a well practised approach that became the standard.

In 1901-02, additions and improvements to opened lines included an additional loop at Waroona.³⁴ Further unspecified improvements were carried out in 1903-04.³⁵

A plan of Waroona as it was in 1904, shows *Railway Cottages, Waroona* at the western side of the line within the railway reserve.³⁶ Figures for rail traffic on the South Western Railway reveal that the total earnings of outgoing traffic from Waroona was the highest of any station between Perth and Bunbury through much of the period 1904-47. In the early 1900s, timber was the most significant product.³⁷

Through the early twentieth century the names Drakesbrook and Waroona continued in use, leading to some confusion on occasion as the two settlements gradually merged into one town, which became generally known as Waroona.

A Progress Plan shows the development of railway buildings at Waroona from the late nineteenth century through into the late 1940s. This plan notes the provision of wash-houses at Cottages 82 and 84 of *Railway Cottages, Waroona*. In Fouracre Street, in proximity to the Railway Station, are shown the Station Master's House, re-located from Boornan in 1922, and three railway cottages.³⁸

During the Great Depression, with increasing unemployment, at a public meeting in Waroona in June 1930, a plan was put forward for the construction of an earth dam on Drakesbrook by unemployed workers, as

³⁰ *Drakesbrook Roads Board 1898-1948* op. cit.

³¹ Ways and Works Branch Report op. cit.

³² Oldham, Ray and John George Temple-Poole: *Architect of the Golden Years 1885-1897* (University of Western Australia Press, Nedlands, 1980) p. 156.

³³ Comparative Information op. cit.

³⁴ Government Railways and Tramways Report for the Year ended 30th June, 1901 in *Votes and Proceedings* 1901-02, p. 38.

³⁵ Annual Report of the Ways and Works Branch, op. cit., to 30th June 1903 in *Votes and Proceedings* 1903-04, p. 31.

³⁶ Map showing Drakesbrook Town, 1904, in Snell, Laurie *Drakesbrook Days and Waroona Years* (Shire of Waroona,) p. 38.

³⁷ *Drakesbrook Roads Board 1898-1948* op. cit.

³⁸ Waroona Progress Plan SROWA Cons. 1642 Item 163, 29 December 1937.

part of a scheme to improve drainage and to provide irrigation to the district. The scheme was approved, and the Waroona Irrigation District was constituted in May 1931. The completion of Drakesbrook Dam in 1932, along with the drainage and irrigation works, ushered in a period of considerable development in the district, as did similar developments at Harvey, which were also carried out through work programmes for the unemployed.³⁹

Circa 1970, the WAGR ceased to accommodate fettlers at *Railway Cottages, Waroona*. The individual houses were advertised for sale by tender, with a ten year lease of the railway reserve land on which each was located, and all were sold. Cottage 1 was purchased by the Little family, Cottage 2 by Alan Toms, and Cottage 3 by a timber worker. At this period, the cottages were in more-or-less original condition overall, with the interiors lined with timber boarding, other than Cottage 3 which had some fibro plaster (or asbestos) lining. Cottage 3 had two steps down from the front section of the house to the kitchen and a bedroom. There was a wash-house and bathroom outbuilding in the rear yard of each cottage, and also a water closet. There were timber picket fences between the cottages.⁴⁰

During the 1970s, Alan Toms purchased Cottages 1 and 3 from the other owners. The former owner of Cottage 3 had been declared bankrupt, and the bailiffs had removed everything that was removable before the place was sold. In due course, Alan Toms' request to amalgamate the three leases was granted by WAGR.⁴¹

In the 1970s and 1980s, the number of manned railway stations was decreased and stations were closed, including Waroona in 1982. In 1987, the Waroona station that had replaced Drakesbrook, the related station master's house and the three adjoining cottages were demolished, leaving *Railway Cottages, Waroona* as the only surviving railway buildings.⁴²

In the latter part of twentieth century, Alan Toms made a number of alterations to *Railway Cottages, Waroona* to accommodate his growing family. At Cottage 1, he removed the partition between two rooms to create a billiard room, that was later used on occasion for seminars run by Mr. Toms. The family resided in Cottage 2, where various alterations were made over the years, including extensions at the rear, taking out the chimneys and replacement with windows to provide more light. Circa 1997, extensive alterations were carried out that included a concrete floor, a new roof across the house, and conversion of rooms to new uses. Cottage 3 was converted to a school house for the children who were being educated per home schooling.⁴³

³⁹ *Drakesbrook Roads Board 1898-1948* op. cit., Irrigation and Drainage; and *The Harvey-Waroona Mail* 1931-34.

⁴⁰ Alan Toms, former owner of the place, telephone conversation with Robin Chinnery, 11 December 2002.

⁴¹ *ibid.*

⁴² *Drakesbrook to Waroona, Shire of Waroona 1898 to 1998* op. cit., p. 12.

⁴³ Alan Toms op. cit.

In the late twentieth century, the railway cottages have been largely unoccupied. They are included in the Municipal Heritage Inventory for the Shire of Waroona, and their conservation highly recommended. They were included in Management Category 1, Conservation Essential, and it was considered that they should be considered for inclusion in the State Heritage Register, with the recommendation that they be assessed for their rarity value.⁴⁴

In December 2000, an aerial photograph shows the three cottages to the west of the railway line.

In *Roads 2020: Regional Road Development Strategy* completed by Main Roads in 1996, the need for a deviation around Waroona was identified and indicated along a route to the west of the present rail alignment. The notion was further supported in *Proposed Deviation of the South Western Highway at Waroona* (WML 1999) and the *Railway Cottages, Waroona (fmr)* was one of the places with possible cultural heritage significance that might be effected by the implementation of the deviation. Though the property had not been acquired for the associated works, Main Roads believed that it was prudent to carry out a heritage survey of the place and make a referral to the Heritage Council for a determination of cultural heritage significance as part of its planning processes.⁴⁵

In February 2003, *Railway Cottages, Waroona* are leased from the Western Australian Government Railway Commissioners and one cottage is used for residential purposes while the other two are unused at present.

13.2 PHYSICAL EVIDENCE

Railway Cottages, Waroona is a group of three timber framed and iron roofed cottages built to the same pattern in a very simple rendering of the Federation Bungalow style. The cottages were built to a standard plan developed by the Public Works Department under the direction of George T. Poole and were constructed in the 1890s.

Railway Cottages, Waroona is located at the southern end of the town of Waroona, set immediately west of the present railway alignment and is accessible by way of an unmade road that extends south from McNeil Road. The cottages are set close to the permanent way and the fronts of the houses face the track.

Railway Cottages, Waroona is approached via an unmade road that winds through a coppice of Monterey Pines. The site is rectangular in shape, with the three cottages arranged in a line on the north-south axis, with the cottage fronts facing east and rears facing west. The group comprises the three cottages, their former laundry/bathrooms, and free standing water closets. The water closet to the northern cottage has been removed. The whole of the site is fenced with either railway track posts and wire or star

⁴⁴ Shire of Waroona MHI p.2/3.

⁴⁵ Main Roads Western Australia, *Heritage Survey and Assessment, Waroona Deviation Consultants Brief*, p. 5.

picket and wire construction fences. The cottages are spaced well apart and the land between the cottages and around them is grassed. There is planted and self-sown Jacaranda spread in a number of locations around the site. Other plantings include Hibiscus, Lemon Trees, Jarrah, Peppermint Trees, Fig Trees, Apple Trees and Lantana. Other site features include a chicken pen to the south of the group, a shallow concrete swimming pool between cottages 1 and 2, and a timber construction coal bin alongside Cottage 1. For convenience the cottages are numbered 1 (north cottage), 2 (centre cottage), and 3 (south cottage).

All three cottages in the group were built to the same pattern, but each has been adapted in a variety of ways to accommodate changing requirements of successive occupants and building owners. The core cottage is a four roomed set of rooms under a gabled roof, a front verandah that is accommodated under the same roof extended out over it, and a rear verandah under a skillion roof. At the rear of the cottages there was a laundry and bathroom structure in timber frame and corrugated iron clad construction with a skillion roof, and a timber framed and weatherboard clad water closet.

The walls to the house were clad with painted corrugated iron, chimneys to the living room and kitchen were brick construction, roofs were corrugated iron, windows were six pane double hung sashes, and doors were four panel timber construction. All three of the houses retain some of these elements, while cottages 1 and 3 retain most of these details. The documentary evidence suggests that the cottages were originally weatherboard clad and that the corrugated iron is a replacement material. Only the toilets and one or two small sections of cottages 1 and 3 retain weatherboard cladding.

The cottages exhibit some features of the Federation Bungalow style, but they are very simple and utilitarian renderings of the style.

The original internal features of the cottages comprised timber floors, four panel doors, tongue and groove board lined ceilings and walls, simple fireplaces and timber surrounds, and wood burning ranges in kitchens.

Cottage 1

Cottage 1 is set on timber stumps, with the land falling away from the front of the house, so that the front verandah is at ground level and a set of steps is required to give access to the rear verandah. The cottage has painted corrugated iron walls, a plain galvanized iron roof cavity vent, corrugated iron roof, and ogee gutters. The front verandah has been filled in with corrugated iron walling and a set of metal-framed louvres set to either side of the front entrance door. The brick chimneys to the living room and kitchen remain in place on the northern elevation.

The laundry/bathroom remains in place and the house and laundry/bathroom have been linked with a skillion roof. The water closet has been removed. There is a coal bin to the south of the laundry. The laundry is timber framed construction, clad on the exterior. The copper and

troughs have been removed, so that the space has been used as a store. The bathroom is lined with fibro cement and has a bath and basin, ledge and boarded door, and four-pane casement window.

The standard plan has been adapted so that the front verandah has one room at its southern end and the east wall of the living room has been removed so that the verandah and living room are now combined to form a large room, recently used as a school room. The partition walls on the verandah are corrugated iron lined and the soffits unlined and painted eau de nil. The living room retains its timber-lined walls, ceilings and floors. It retains its fireplace and timber surround also. A new metal-framed louvre window has been cut into the north wall. The bedroom to the south is one of the few rooms to retain all of its original features, which include all of those noted in the adjacent room as well as a 6 pane double hung sash window. The next set of rooms is under a skillion roof and there is a step down into these rooms from the front section of the house. The kitchen is lined with fibrous cement sheeting with cover battens, while the floor is covered with linoleum. There is a badly damaged wood fired range on the north wall, with a timber surround and mantle. The range does not appear to be original. A stainless steel sink and cupboard is set against the west wall and a set of metal framed louvres give a view on to the rear verandah. Opposite the kitchen, there is a small bedroom with its eastern wall lined in painted corrugated iron and the remaining walls and soffit covered with fibrous cement sheeting. A window in the southern wall is fixed in place and this element is made of a salvaged top sash from a double hung sash window. The rear verandah is fully enclosed with a centrally located door flanked by sets of metal framed louvre windows. Walls are clad with corrugated iron, except for the west wall, which is clad with fibrous cement.

This cottage is perhaps the least altered and is in fair condition.

Cottage 2

Cottage 2 is set on timber and replacement concrete stumps, with the land falling away from the front of the house, in a similar manner to Cottage 1. The cottage has been expanded by extending out to the north and west. It has custom orb zincalume walls, and roofs, and gutters. The roof has been remodelled, so that the northern extension is accommodated under a hipped roof, while the southern rooms retain their original gabled format.

The front verandah has been filled in and an extension constructed along the whole of the northern and western elevations. All of the new work has aluminium framed sliding windows. Only the southern elevation retains its original features, though this is confined to a section of walling, the gable and ceiling vent in the centre of the elevation.

The laundry/bathroom and water closet remain. The water closet has weatherboard walls, a corrugated iron roof and a tongue and groove faced ledged door. The laundry is timber framed construction, clad on the exterior. The copper hob remains in place and troughs have been removed. There are no fittings in the bathroom.

The standard plan has been extensively adapted and expanded. There are three rooms across the front of the house. The main bedroom to the south and kitchen in the centre are part of the original verandah, though walls between the verandah and house have been removed and the distinction between former verandah and rooms obscured. The northern room is all part of the extension along the whole of this side of the house, and provides an entry vestibule. Elements of the original north external wall have been retained and include wall cladding and one window. The original front bedroom is now a dressing room and has had a section of wall removed to give access to the main bedroom. It retains its timber-lined walls, ceilings and floors. The former rear bedroom is now a bathroom and apart from the insertion of bathroom fittings, retains most of its original features also. The former living room functions as a dining room, and retains few of its original features other than walling and soffits. Under the line of the original skillion, there is a small study, which retains one corrugated iron clad wall, together with its timber soffit. The southern part of the original skillion construction section now forms part of a living room and retains only its timber lined soffit as evidence of the original construction.

The remaining rooms are extensions and are constructed in stud framing and are lined with plasterboard with louvred and aluminium framed sliding windows. These works remain incomplete.

This cottage has been altered extensively and is in fair condition.

Cottage 3

Cottage 3 is similar to Cottage 1. The cottage itself has lost a number of features, but remains close to its intended pattern. The cottage has painted corrugated iron walls, a section of weatherboard wall, a section of translucent walling (Alsynite), a plain galvanized iron roof cavity vent, and corrugated iron roof. The gutters are missing. The front verandah has been filled in with corrugated iron walling and Alsynite and a set of metal-framed louveres set to either side of the front entrance door. The brick chimney to the kitchen remains in place on the northern elevation.

The laundry/bathroom remains in place and has been combined into a single space. The water closet remains in place and all three built elements have been linked by a low pitched skillion roof. The laundry is timber framed construction, clad on the exterior. The water closet has weatherboard walls, a corrugated iron roof and a tongue and groove faced ledged door. All fittings have been removed from the laundry and the bathroom retains a shower and washbasin.

The standard plan has been adapted in minor ways. A room has been partitioned off the front verandah and a wall between the kitchen and rear bedroom removed to form a dining room. The partition walls on the verandah are fibro cement lined and the soffits unlined and painted eau de nil, a light blue green. The living room has been completely re-lined with fibrous plaster and the floor carpeted. The six-pane double hung sash window in the north wall has been retained. The bedroom to the south has been re-lined also and an additional metal framed louvred window

introduced in the south wall. The next set of rooms is under a skillion roof and there are two steps down into these rooms from the front section of the house. The kitchen is lined with fibrous cement sheeting with cover battens and timber floors. The wood fired range on the north wall has been removed and the fireplace boarded over, though a timber surround and mantle remains in place. A new metal-framed louvred window has been built into the wall adjacent to the range location. A stainless steel sink and cupboard is set against the west wall and double hung sash window gives a view on to the rear verandah. Opposite the kitchen, the small bedroom has been combined into the kitchen space by the almost complete removal of the separating walls. The room has been completely re-lined with plasterboard and two sets of louvres introduced in the southern and western walls. The rear verandah is enclosed at the ends and has a balustrade wall across the western side. Walls are clad with timber weatherboards and corrugated iron.

This cottage is reasonably intact and is in fair condition.

None of the cottages is in its original state; however, the evidence provided by all three cottages gives a good indication of the original or early state of the cottages.

13.3 COMPARATIVE INFORMATION

The provision of accommodation for railway employees was an essential and integral part of the development of Western Australian Government Railways. Platelayers' cottages were built at various places along the respective railways to accommodate the platelayers and fettlers who maintained the lines. Completed in 1893, the South Western Railway between Perth and Bunbury was the first major Government railway built in the 1890s. In 1895-96, 27 platelayers' cottages were built along the line, including *Railway Cottages, Waroona*, the sole survivors of that project. Their numbering as nos. 82, 83 and 84 indicates their relative position in the sequence of development of railway housing in the State.

In the late 1890s, railway accommodation built along newly constructed Eastern and Northern Railways included platelayers' cottages, some of timber and iron and others of stone and iron. Of these, few have survived into the late twentieth and twenty-first centuries. The timber and iron buildings were readily transportable and could be re-located if no longer required at their original location. For example, in 1916, two timber and iron platelayers' cottages were re-located from Walgoolan to Wyalkatchem, where they were re-erected as a single dwelling, with additions, for the station master's house. Due to their small size, the platelayers' cottages were considered unsuitable for modern living as the twentieth century advanced. Of the few surviving stone platelayers' cottages, the oldest is located at 22 Forrest Street, Kalgoorlie, one of two built at Kalgoorlie in 1897.⁴⁶

⁴⁶ Comparative Information Re: Railway Houses. Courtesy of Irene Sauman.

The timber and iron Station Master's house at Donnybrook (1895), a brick and iron house (c. 1898), and a stone and iron house (1897) at 2 and 12-14 Forrest Street, Kalgoorlie, respectively, are among of the earliest surviving railway houses in the State.⁴⁷

Railway Cottages, Waroona (1896) are among the oldest extant railway houses on a railway reserve in Western Australia. They are the sole surviving platelayers' cottages of those built on the South Western Railway and also the only extant timber and iron platelayers' cottages in the State, other than those that comprise the core of the aforementioned station master's house at Wyalkatchem.

13. 4 KEY REFERENCES

No key references.

13. 5 FURTHER RESEARCH

To date, searches at SROWA and WAGRC have not located any files or plans relating to the place. Should such come to light in future, they may reveal further information about the place.

⁴⁷ *ibid.*