



**HERITAGE  
COUNCIL**  
OF WESTERN AUSTRALIA

## **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)**

- 3.3.3 Mining
- 3.7.5 Building and maintaining roads

#### **HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)**

- 110 Resource exploitation and depletion
- 303 Mining

#### **11.1 AESTHETIC VALUE\***

*Statham's Quarry (fmr)* is a fairly compact industrial site set on several levels in the Darling Range. The top of the quarry affords magnificent views across to Perth and the blackened ruins of the concrete crushing plant forms a dramatic backdrop to the lightly wooded site. (Criterion 1.3)

#### **11.2. HISTORIC VALUE**

*Statham's Quarry (fmr)* is associated with the development of the quarrying industry in the Darling Range dating from the 1870s through to the mid twentieth century. Quarrying began at the site at the turn of the twentieth century at which time the State was subject to much growth that a number of State and Local Government and private quarrying concerns were established in the area. (Criterion 2.1)

*Statham's Quarry (fmr)* was the site of a workers' settlement associated with the quarry, an unusual on-site feature for a Perth quarry. (Criterion 2.1)

*Statham's Quarry (fmr)* was established in c.1894 by proprietor Thomas Statham, who was one of the main contractors commissioned by the Perth City Council for the construction of roads and footpaths during the 1890s at a

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\* For consistency, all references to architectural style are taken from Apperly, R., Irving, R., Reynolds, P. *A Pictorial Guide to Identifying Australian Architecture. Styles and Terms from 1788 to the Present*, Angus and Roberston, North Ryde, 1989.

For consistency, all references to garden and landscape types and styles are taken from Ramsay, J. *Parks, Gardens and Special Trees: A Classification and Assessment Method for the Register of the National Estate*, Australian Government Publishing Service, Canberra, 1991, with additional reference to Richards, O. *Theoretical Framework for Designed Landscapes in WA*, unpublished report, 1997.

period when the Council was providing public utilities for its developing and expanding area. (Criteria 2.2 & 2.3)

In 1920, *Statham's Quarry (fmr)* was purchased by the Perth City Council to replace Clifton Quarry as the Council's own municipal quarry to supply stone for the ongoing construction and maintenance of its road network. The quarry was operated by the Perth Council to c.1939. (Criterion 2.2)

### **11. 3. SCIENTIFIC VALUE**

Due to the extent of the ruins found on this site, and the survival of a large portion of the primary crushing plant, *Statham's Quarry (fmr)* has the potential to reveal considerable information about the industrial processes that were once carried out here. (Criterion 3.1)

### **11. 4. SOCIAL VALUE**

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## **12. DEGREE OF SIGNIFICANCE**

### **12. 1. RARITY**

*Statham's Quarry (fmr)* and P16617 *Government Quarries (fmr)* are the only quarries in the Perth Metropolitan area which have retained physical evidence of the stone crushing activities that were associated with stone quarrying. An additional rare feature at *Statham's Quarry (fmr)* is the survival of the concrete magazine which was once used to safely store explosive materials. (Criterion 5.1)

### **12. 2 REPRESENTATIVENESS**

The workings and quarry faces which survive at *Statham's Quarry (fmr)* are representative of the type of industrial process which were carried out at quarry sites throughout areas such as the Shire of Mundaring and the State. (Criterion 6.2)

### **12. 3 CONDITION**

All of the structures surviving at *Statham's Quarry (fmr)*, with the exception of the concrete magazine, are in a ruined but stable condition. The concrete magazine is in fair condition. The quarry face displays evidence of rock falls and is in fair condition.

### **12. 4 INTEGRITY**

Due to the compact nature of this particular quarry site, it would be possible to obtain some information on how this site operated if examined with the aid of the 1928 site plan. However, without this plan it would be difficult to determine the function of the various structures which have survived. *Statham's Quarry (fmr)* has moderate integrity.

### **12. 5 AUTHENTICITY**

A comparison between the physical features which have survived to the present and the 1928 plan indicates that while changes were made to *Statham's* original building, the fabric which survives today represents that shown in the 1920s. *Statham's Quarry (fmr)* has moderate authenticity.

### 13. SUPPORTING EVIDENCE

The documentation for this place is based on the heritage assessment completed by Kristy Bizzaca, Historian, and Fiona Bush, Heritage Consultant, in July 2004, with amendments and/or additions by HCWA staff and the Register Committee.

Proposed curtilage: the eastern side of the curtilage should be defined by the top of the quarry and extend at the northern end to the northern edge of the road which winds up to the top of the quarry (at the northern end). The line should then extend westwards to a point just to the west of the former spur line and then extend south running parallel with the western side of the former spur line. The southern extent of the curtilage lies approximately 100 metres to the south of the ruined crusher building and then extends east to meet up with the top of the quarry. See plan

#### 13.1 DOCUMENTARY EVIDENCE

*Statham's Quarry (fmr)*, comprising a single quarry face, the remains of a stone crushing plant, water tanks, a concrete magazine and several concrete foundations and floors, was established by Thomas Statham in c.1894 and later refurbished by the Perth City Council in the 1920s.

Quarries first started operating in the Darling Range district during the 1870s when the Colonial Government opened up a site on the western side of Greenmount Hill.<sup>1</sup> This quarry was worked by convicts who came from the nearby Greenmount Depot<sup>2</sup> and produced granite used as base for road construction and later also for ballast for the railways.<sup>3</sup> In the 1880s, Peter Guger, an early settler of the district, recommended to the City of Perth that the hill range 'contained good supplies of gravel [laterite]'.<sup>4</sup> Similar views led to the development of quarries by State and local government, and by privately owned companies. In c. 1883, a gravel quarry was opened at Glen Forrest (then Smith's Mill) by the Burkinshaw brothers and additional quarries were also established in the area by the Perth City Council in 1897 (*Clifton Quarry* at Parkerville), Thomas Statham and William Burton in the 1890s (*Statham's Quarry (fmr)*), and the State Government in 1901 (*Government Quarries (fmr)*).<sup>5</sup>

Thomas Statham, born in 1858, arrived in Western Australia from England in the late 1880s and began a number of commercial enterprises. These included quarries in the Perth hills, a gravel pit, brickworks and an interest in timber milling in Glen Forest. From 1899 he was managing director of Darling Range Quarry, Fire Brick and Gravel Company, which dissolved within a year. Statham was on the Darling Range Roads Board from 1899 to 1902 and subsequently a Perth City Councillor in 1903. From 1907, Statham also had an interest in pastoral properties in the Gascoyne.<sup>6</sup>

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1 Callow, B. & Associates Pty Ltd., 'Shire of Mundaring Municipal Inventory', 1996, Site No. 141.

2 Elliot, I., *Mundaring: a history of the Shire, Shire of Mundaring*, Mundaring, 1983, p. 206.

3 'Shire of Mundaring Municipal Inventory', op. cit., Site 141.

4 Ibid.

5 Ibid.

6 Mansfield, Frank, 'Statham's Quarry', unpublished report, September 2004, in HCWA, Battye and Kalamunda libraries, pp.1-3.

Thomas Statham was registered as the owner of a portion of Helena Location 20A on 12 April 1894, at which time he was recorded as a contractor. At this time the property comprised approximately 29 acres.<sup>7</sup> An 1898 report in *The Western Mail* indicates that Statham had already in 1893 purchased the quarry and begun working it with a team of six or seven men, who in the first year had constructed a road from the quarry to the nearby railway.<sup>8</sup> By August 1894, Statham had successfully negotiated a lease with the Canning Jarrah Timber Company for the use of a railway siding from the Company's Zig Zag Railway to the quarry, which he had established on his Helena location. This was to allow for the transportation of stone mined from his quarry to his clients.<sup>9</sup>

An 1894 newspaper article describing *Statham's Quarry (fmr)* provides interesting detail about the processes used at the site:

Having made up his mind as to the quality and the quantity of the stone, the next thing to do was to procure requisite machinery, and accordingly Mr. Statham ordered from the other colonies, in the first place, a Hope Double-Acting Crusher, capable of crushing about 50 cubic yards per day of eight hours. This was erected upon an immense solid timber trestle staging, about 28 ft. above the railway siding which the Canning Jarrah Timber Company had put in. This staging at the present time about 40 yards from the quarry itself, where the stone is blasted out from a face 30 ft. high by 200 ft. wide. The material is broken into suitable spawls, and it is then run into small trucks, holding about one and a half yards, and again into a feed hopper, from whence it is led into the mouth of the crusher. After leaving the crusher it is carried through a chase into a revolving screen suspended over a hopper which separates it into several classes of material required, say two inch and one inch stone, and dust, the last two being mostly used in making the asphalt footpaths now being laid in the city, as well as in binding the coarser metal put upon the roads, and how excellent the material is citizens are becoming every day more convinced. The hopper delivers the broken material into the railway trucks direct, and it is then conveyed by rail to its destination. The plant originally placed did not nearly fulfil all the requirements of the proprietor, and to cope with the demand another large lever machine, made by Robinson Bros. Ltd, Melbourne, had been added, on the advice of Mr. Stanwix, C. E., of Fremantle. This is capable of crushing 70 cubic yards per day, and has necessitated extensive alterations in the driving plant, as the first machine was driven direct from an eight horse-power Robey & Co.'s portable engine. But through the addition of the more powerful plant a counter-shaft became necessary in order that both machines with their screens could be run simultaneously.<sup>10</sup>

The development of *Statham's Quarry (fmr)* in the 1890s occurred when there was increased demand for material such as the blue stone for road construction. Perth had been hugely affected by the discovery of gold in the Kimberly, Murchison and Kalgoorlie regions in the 1880s and 1890s, and the concurrent granting of Responsible Government to Western Australia in 1890. The physical nature of the city changed dramatically with the increase in population as a result of gold rush immigration and economic prosperity.<sup>11</sup> The tasks of the Perth City Council were great due to the massive growth of

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<sup>7</sup> Certificate of Title, Vol. 58, Fol. 105.

<sup>8</sup> Mansfield, op. cit., p.5.

<sup>9</sup> Certificate of Title, Vol. 58, Fol. 105.

<sup>10</sup> *The West Australian*, 4/5/1894.

<sup>11</sup> Stannage, C. T., *The People of Perth*, Perth City Council, Perth, 1979, pp. 193 - 194; Seddon, G. & Ravine, D., *A City and its Setting*, Fremantle Arts Centre Press, Fremantle, 1986, pp. 146 - 147.

the city.<sup>12</sup> The Council was required to install a sewerage and a water supply, a gas and electricity system, provide public facilities, and maintain and extend tramways and roads.<sup>13</sup>

Road construction in particular was an important issue. When convict labour was removed from the development of roads in 1875, only Perth's central streets had been macadamised and this had been done only in very narrow strips. The provision of a good working road network was one of the main concerns of the Council, consequent to the goldrushes and the major development of the town centre. As with the installation of other public utilities such as drainage and electricity, the reconstruction and re-metalling of Perth's roads was undertaken in the late 1880s through to the 1910s.<sup>14</sup>

In conjunction with the metal quarried from the its own 1897 *Clifton Quarry*, Thomas Statham's Darling Range Quarries & Firebrick Company was one of a number of similar enterprises awarded road construction contracts by the Perth Council. Other contractors included Alfred Deardon, J. Elsegood, the Bunning Bros. and William Drabble.<sup>15</sup> Statham's company, which was also known as the Darling Range Quarries & W. A. Gravel Company, supplied blue stone to other construction businesses, to local governments like Guildford and to State Government authorities such as the Railway Department.<sup>16</sup> In 1894, stone quarried from *Statham's Quarry (fmr)* was used in the building of the platforms at the Perth Railway Station.<sup>17</sup> The quarry's production was booming, as indicated by a letter to Statham in May 1898 in which the Canning Jarrah Timber Railway Company limited use of their railway to eight trucks a day from the quarry, despite a request that this be increased.<sup>18</sup>

In 1915, Statham purchased additional land for his company from adjacent owner James Morrison. Also part of Helena Location 20A, the land consisted of 66 acres.<sup>19</sup>

Thomas Statham died on 13 February 1918 and the business was put up for sale by the Executors.<sup>20</sup> In his will, Statham left £1000 to quarry manager Charlie Bacon 'in recognition of [his] good and faithful service to my quarry'.<sup>21</sup>

It was also at this time that the Perth City Council had determined that it required another quarry to cope with the demand for blue metal as a result of the growth of the city and the construction and maintenance of the city's road networks. It was also noted that *Clifton Quarry* at Parkerville had 'nearly completed its term of usefulness'.<sup>22</sup> Council enquiries revealed that there

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12 Webb, M., 'Urban Expansion, Town Improvement and the Beginning of Town Planning in Metropolitan Perth', in Gentilli, J., (ed), *Western Landscapes*, UWA Press, Nedlands, 1979, pp. 369 – 372 & 381.

13 Stannage, op. cit., pp. 269 – 293.

14 Stannage, op. cit., pp. 286 – 293.

15 Stannage, op. cit., p. 287; *The West Australian*, 4/5/1894.

16 *Wise's Post Office Directory*, 1899; Information from Darling Range Quarry – General, AN 20/5, Acc. 3054, Item 104/1920, SRO.

17 *The West Australian*, 4/5/1894.

18 Mansfield, op. cit. p.6.

19 Certificate of Title, Vol. 575, Fol. 198; Certificate of Title, Vol. 609, Fol. 122.

20 Information from Darling Range Quarry – General, AN 20/5, Acc. 3054, Item 104/1920, SRO.

21 Quoted in Mansfield, op. cit. p.23.

22 Quotation & information from Darling Range Quarry – General, AN 20/5, Acc. 3054, Item 104/1920, SRO; &, Darling Range Quarry from 1/5/1942, AN 20/5, Acc. 3054, Item 86/1962, SRO.

were two quarries on the market; these being *Statham's Quarry (fmr)* and Greenmount Quarry.<sup>23</sup> After extensive investigations, *Statham's Quarry (fmr)* was chosen as the best quarry to meet Council requirements because its position on the side of a hill led to economical workings, it had good access to railway and transport routes, and it was estimated that the quarry would have a long working life due to the large vein of diorite.<sup>24</sup>

Council staff also prepared a report which compared the operations of *Clifton Quarry* with *Statham's Quarry (fmr)*.<sup>25</sup> It was noted that the freightage charges from Parkerville were higher than those at Statham's. However, this was offset by the higher price of hand-spalling and crushing at Statham's. The equipment at both places was also reaching the end of its useful life. The factor which finally tipped the scales in favour of the purchase of Statham's was a report from the City's engineer (Mr. A. R. Galbraith) that *Clifton Quarry* had a life of only two to three years. Reports from the Works Committee had also shown that it would not be viable to open a new quarry on Reserve 9478 and the costs of opening a quarry elsewhere in the hills were also shown to be too costly.<sup>26</sup> After much discussion, which included the realisation that if Council were to purchase Statham's it would own one of the last private quarries, enabling Council to make considerable profit on the venture, Statham's was purchased for £8,000 in August 1920.<sup>27</sup> The City of Perth was not registered as the owner of the property until June 1921.<sup>28</sup>

With the purchase of the quarry, the Perth City Council also took ownership of the crushing plant and other equipment.<sup>29</sup> Minor repairs and additions are said to have been undertaken by Council before it took over operations; however, within a year it was realised that the old plant at *Statham's Quarry (fmr)* required replacement as a result of frequent, expensive breakdowns and repairs and poor production quantities. At this time, approximately 17 men were employed at the quarry.<sup>30</sup>

A report from the City Engineer details the subsequent improvements:

In 1922 the No. 1 Plant was installed. The output of this plant was 13,000 tons per annum, which was quite inadequate for our requirements, and in 1924 the Council constructed the No. 2 Plant, which increased the output by 19,000 tons, making a total annual output of 32,000 tons.<sup>31</sup>

It was estimated that approximately £30,000 was spent on upgrading *Statham's Quarry (fmr)*, which also included the dismantling and sale of old equipment, the installation of electricity, overhauling the tramway system and

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- 23 Information from Darling Range Quarry – General, AN 20/5, Acc. 3054, Item 104/1920, SRO.  
24 Report from Perth City Council Engineer, 27/5/1944, in Darling Range Quarry from 1/5/1942, AN 20/5, Acc. 3054, Item 86/1962, SRO.  
25 Information from Darling Range Quarry – General, AN 20/5, Acc. 3054, Item 104/1920, SRO.  
26 Ibid.  
27 Report from Perth City Council Engineer, 27/5/1944, in Darling Range Quarry from 1/5/1942, AN 20/5, Acc. 3054, Item 86/1962, SRO  
28 Certificate of Title, Vol. 609, Fol. 122; Certificate of Title, Vol. 705; Vol. 50.  
29 Information from Darling Range Quarry – General, AN 20/5, Acc. 3054, Item 104/1920, SRO.  
30 Information from Darling Range Quarry – General, AN 20/5, Acc. 3054, Item 104/1920, SRO.  
31 Report from Perth City Council Engineer, 27/5/1944, in Darling Range Quarry from 1/5/1942, AN 20/5, Acc. 3054, Item 86/1962, SRO.

the construction of workers' accommodation.<sup>32</sup> The municipal quarry was officially opened by Governor Sir Francis Newdegate KCMG on 9 January 1924.<sup>33</sup> The daily wage for quarry workers at this time was about 15 shilings and sixpence.<sup>34</sup>

A 1928 plan of the quarry gives an indication of the extent of the Council's activities on site, which included three small quarries (apparently abandoned) and a large working face at the main diorite vein. (This quarry was located in the north-eastern part of the Perth City Council's approximately 94 acre site.) To the west and north-west of the main face were the crushing operations. These comprised: a small crusher linked to the main crushing plant by means of a gantry; a fitter's shop; a boiler; an engine house; an oil store; water tanks; a blacksmith's shop; an office; a lunch room; an explosives magazine; and, several galvanized iron sheds. Located close to the railway link was a ramp and associated crane.<sup>35</sup>

Also shown on the plan is the accommodation for workers situated to the north-west of the main operations. The accommodation included a boarding house, men's quarters, a manger's house, four dwellings, pump houses and latrines, and a bike shed. Access to this area was provided by a road and gate at the northern boundary of the Perth quarry property.<sup>36</sup> Reg Cattley, a resident at the quarry from 1923 until the late 1930s, remembers a vibrant community associated with the place. A one-room school catered for grades one to six, and the community was serviced by a doctor, a taxi service from Midland Railway Station, a newspaper delivery and weekly grocery delivery service from Bellevue and a daily meat delivery by rail from Midland. The settlement shared a communal telephone line. *Statham's Quarry (fmr)* is believed to have been the only quarry in the Perth hills operating with an on-site workers' settlement in this period.<sup>37</sup> Charlie Bacon, the original manager of the quarry, continued to work there until at least the late 1920s, when he was injured in a blast accident along with his son-in-law Ernest Grundy.<sup>38</sup>

In 1929, Perth's City Engineer toured various quarry mines in the eastern states and recommended the purchase of a modern crusher so as to eliminate the spalling (or spawling) of stone, which was still being done by hand at *Statham's Quarry (fmr)*.<sup>39</sup> The new plant commenced operations on 11 January 1931. Subsequent to its establishment, only 16 men were employed at the quarry compared to the 60 men prior to this time. This figure included the 34 who were engaged at hand-spalling the stone.<sup>40</sup>

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32 Information from Darling Range Quarry – General, AN 20/5, Acc. 3054, Item 104/1920, SRO; Darling Range Quarries – tenders for erection of accommodation, AN 20/5, Acc. 3054, Item 153/1924, SRO.

33 Information from Darling Range Quarry – General, AN 20/5, Acc. 3054, Item 104/1920, SRO.

34 Perth City Council minutes, summarised in Mansfield, op. cit. p.8.

35 City of Perth, Darling Range Quarry, 12/4/1928, Roll 16, Battye Library.

36 City of Perth, Darling Range Quarry, 12/4/1928, Roll 16, Battye Library.

37 Reg Cattley, quoted in Mansfield, op. cit. p.22.

38 Mansfield, op. cit. pp.13, 20 & 23.

39 Report from Perth City Council Engineer, 27/5/1944, in Darling Range Quarry from 1/5/1942, AN 20/5, Acc. 3054, Item 86/1962, SRO.

40 Ibid.

*Statham's Quarry (fmr)* was affected by the onset of the Great Depression and from 1931 to 1938 operated only intermittently.<sup>41</sup> This was followed by the outbreak of World War Two in 1939, which led to a decrease in manpower as a result of men enlisting in the Armed Forces and a reduction of the Council's works program due to limited finances.<sup>42</sup> These factors, in conjunction with an offer from the private company Associated Quarries (or Amalgamated Quarries) to supply Perth City Council with blue metal at low cost, led to the cessation of activities at *Statham's Quarry (fmr)*.<sup>43</sup> In 1942, the Perth City Council discussed the possibility of using buildings at the quarry as accommodation for refugees or evacuees, but it appears that this did not go ahead.<sup>44</sup>

The Council entered into an agreement with Associated Quarries for the supply of stone for a period of three years from 1 May 1940. This contract was renewed in 1945, 1948, 1950 and 1953. During this time, the Council did investigate the cost of quarrying versus supply of stone at various times; however, it was found not to be cost effective.<sup>45</sup>

At various times, letters were sent to Council requesting the use of *Statham's Quarry (fmr)* or investigating the notion of reopening the quarry as a private enterprise. These were denied because Perth's agreement with Associated Quarries meant that the quarry could not operate. Permission was given to the Australian Military Forces in 1955 for the use of *Statham's Quarry (fmr)* for the explosion of faulty ammunition.<sup>46</sup>

*Statham's Quarry (fmr)* had not been worked or operated since c.1939.<sup>47</sup> The Perth City Council had maintained the services of a caretaker on the site since that time. This was to safeguard the Council's equipment and other assets that had been left at the quarry. Council records show that various bits of machinery were stolen from the property on different occasions.<sup>48</sup>

During the 1950s, Perth's Works Committee requested that the re-opening of *Statham's Quarry (fmr)* be investigated. No action was to come of any proposal because on the night of 22 February 1957 a bushfire swept through the site causing an estimated £56,000 damage.<sup>49</sup> A report on the equipment either lost or damaged during the fire listed the following: 2 boilers, 2 air compressors, 2 Symmons rock crushers, Fraser & Chalmers jaw crusher, Bigelow jaw crusher, Symmons disk crusher, blacksmith's shop and equipment, transformer house, crushing plant, winch house, pump house,

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41 Report from Perth City Council Engineer, 27/5/1944, in Darling Range Quarry from 1/5/1942, AN 20/5, Acc. 3054, Item 86/1962, SRO; Information from Darling Range Quarry – siding, AN 20/5, Acc. 3054, Item 21/1956, SRO.

42 Report outlining summary of factors relation to Council policy in regard to metal supply, in Darling Range Quarry from 1/5/1942, AN 20/5, Acc. 3054, Item 86/1962, SRO.

43 Report outlining summary of factors relation to Council policy in regard to metal supply, in Darling Range Quarry from 1/5/1942, AN 20/5, Acc. 3054, Item 86/1962, SRO.

44 Perth City COUncil minutes, summarised in Mansfield, op. cit. p.11.

45 Report outlining summary of factors relation to Council policy in regard to metal supply, in Darling Range Quarry from 1/5/1942, AN 20/5, Acc. 3054, Item 86/1962, SRO.

46 Information from Darling Range Quarry from 1/5/1942, AN 20/5, Acc. 3054, Item 86/1962, SRO.

47 Information from Darling Range Quarry from 1/5/1942, AN 20/5, Acc. 3054, Item 86/1962, SRO.

48 Ibid.

49 Information from Darling Range Quarry from 1/5/1942, AN 20/5, Acc. 3054, Item 86/1962, SRO; *The West Australian*, 23/2/1957.



offices and equipment, stores, 3 dwellings, 2 men's quarters, wash houses and lavatories.<sup>50</sup>

The Perth City Council was awarded £23,613 in its claim from the Royal Insurance Company. It appears that the Company allowed the Council to put the funds into its general revenue account as investigations had indicated that the Council would be unlikely to be able to raise the £120,000 estimated as being required to re-establish *Statham's Quarry (fmr)*.<sup>51</sup>

In November 1959, when questioned by the Perth City Council, the Town Clerk indicated that although it was worth retaining the quarry, it was more economical to purchase stone elsewhere.<sup>52</sup> The following year, Midalia & Benn Pty Ltd were awarded the contract for the purchase and removal of scrap metal from the site. The cost of this was £989.<sup>53</sup>

Despite the place deteriorating and some of the equipment having to be written off, by 1962 the Perth City Council was again attempting to reopen the quarry. However, by this time approval for a quarrying license was required from the Kalamunda Shire Council, and Kalamunda refused to grant this approval. The Perth City Council appealed the decision, but were unable to gain permission to reopen the quarry.<sup>54</sup>

*Statham's Quarry (fmr)* was transferred from the ownership of the City of Perth to the Metropolitan Region Planning Authority in 1971.<sup>55</sup>

In 2005, the place is managed by the Department of Conservation and Land Management and is used as a public recreation area.

## 13.2 PHYSICAL EVIDENCE

*Statham's Quarry (fmr)*, comprising a single quarry face, the remains of a stone crushing plant, water tanks, a concrete magazine and several concrete foundations and floors, was established by Thomas Statham in c.1894 and later refurbished by the Perth City Council in the 1920s.

The quarry is located to the east of Ridge Hill Road, Gooseberry Hill on the western side of the Darling Scarp. The site can be accessed from both the western and southern sides. The western route is via an access road off Ridge Hill Road<sup>56</sup>, while the southern route is via a walking path off the Zig Zag Scenic Drive. The southern route provides access to the top of the quarry face with a path leading down to the quarry floor, while the western route provides direct access to the quarry floor.

The site forms part of the Darling Range Regional Park and is bounded on the southern side by the Zig Zag Scenic Drive, which was once the Canning

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50 Report dated 15/8/1957, in Darling Range Quarry from 1/5/1942, AN 20/5, Acc. 3054, Item 86/1962, SRO.

51 Correspondence from October 1957, in Darling Range Quarry from 1/5/1942, AN 20/5, Acc. 3054, Item 86/1962, SRO.

52 Perth City Council minutes, summarised in Mansfield, op. cit. p.11.

53 Letters dated 13/1/1960 & 31/10/1960 in Darling Range Quarry from 1/5/1942, AN 20/5, Acc. 3054, Item 86/1962, SRO.

54 Perth City Council minutes, summarised in Mansfield, op. cit. pp. 11-12.

55 Certificate of Title, Vol. 609, Fol. 122; Certificate of Title, Vol. 705, Fol. 50.

56 This road is kept closed although prior arrangements with CALM permit vehicular access to the quarry site. CALM have recently constructed a small car park near this entrance and included signage for the site.

Jarrah Timber Company's railway line. Native trees and plants are gradually regenerating in the Regional Park. The quarry's old spur line, which once ran into the northern side of the Canning Jarrah Timber Company's railway line, now forms one of the walking trails in the park.

The ruins of the main crushing building are located on the western edge of the quarry floor, while there are additional features to the south and north of this structure. A shallow depression to the east of the crusher, together with a dirt ramp, was probably associated with the primary crushing plant that is shown on the 1928 plan. Evidence of the tram route which brought the trucks to this crusher have been retained. The formation for the spur line which served the quarry is located on the western side of the main crusher and runs approximately north-south.

The high quarry face forms a rough semi-circle around the large floor which has a dirt track running around the perimeter. The track enters the floor at the north-west end. The 1928 plan shows a tram track entering the quarry area on the south-west side. The south-west entry point is no longer very obvious due to alterations to the ground levels in this area of the quarry. Today, a dirt track bisects the floor from north to south before rejoining the perimeter track on the northern side.

The quarry face shows evidence of past quarrying activity and loose rock and rock debris at the base of the face indicates that there is some instability. Young eucalypts have begun to revegetate the floor of the quarry. Towards the north-west end of the floor is a large, roughly oval depression which was probably associated with the primary crushing works. The eastern side of this depression is defined by a rock and concrete wall and the dirt track. The dirt track is slightly raised where it passes next to the rock and concrete wall. At the top of this wall, a number of threaded metal rods extend out from the concrete. On the northern side of the depression are rough granite steps which lead down into the depression. These steps may post-date quarrying activities.<sup>57</sup> The 1928 plan shows a conveyor belt leading from the primary crusher to a tower which lay on the south-east side of the main crushing plant together with two bins. These bins were located on the western and northern side of the tower.

A small, artificial hill directly to the west of the oval depression (or primary crushing site), approximates the position of this tower. However the hill, which is quite small, is topped by a pair of round, concrete tanks with corrugated galvanised iron covers. On the western side of this small hill, on the quarry floor, is a concrete floor with concrete pads. Both the hill and the floor are approximately located where the tower and one of the bins is shown on the 1928 plan. It is possible that the artificial hill is all that remains of the tower structure and the concrete tanks are a later addition. The area directly to the north of the hill, where a bin is shown in the 1928 plan, is now a dirt track and any foundations that belonged to this bin have been removed. The concrete floor on the western side of the hill may represent the western bin as shown on the plan. Three concrete pads, with threaded metal rods protruding

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<sup>57</sup> At the time of the visit (7 June 2004), the consultant overheard a parent relating to his child that he used to swim in the pool formed by this depression and that it was filled with water all year round. The steps may have been constructed after the quarry was abandoned to facilitate recreational activities.

up from each corner, run down the eastern side of this feature. On the western side of the floor the quarry floor drops away steeply to the spur line formation below.

The 1928 plan also shows a number of buildings to the south of the tower including: a lunch room, shop, pipe rack, blacksmith's shop, fitters shop and boiler. A latrine is located to the north of the conveyor belt. No evidence of any of these other structures survives today, although an area to the south of the hill displays an elevated area of ground together with pieces of concrete that may represent the bulldozed remains of some of these structures.

Two modern structures have also been built on the quarry floor. On the south-eastern side of the hill is a modern earth latrine constructed from zincalium. On the northern side of the oval depression is a modern shelter shed constructed from poles, open-sided with a hipped zincalium roof and timber picnic table and benches.

The remains of the main crushing plant are located to the north-west of the small hill and the concrete floor. The building was built to take advantage of the sloping site with sections of the building located on the same level as the quarry floor and on the lower level of the former spur line. The 1928 plan indicates that a large portion of the building extended onto the quarry floor coming quite close to the tower and the northern bin. This section of the building is now missing. All that remains are those walls which were built into the side of the hill and the lower section of the structure.

The crushing plant is surrounded by a cyclone mesh fence which is kept locked.<sup>58</sup> Sections of the building have collapsed or are missing. The structure appears to have been built in two parts: a single storey brick section (of which little remains), and a two storey concrete section which forms the largest remaining component of the building. The southern single storey portion appears to be the oldest section and is constructed with light coloured bricks. Only the eastern walls of this section, which were built into the side of the hill, and sections of internal walls, have survived. On the western side of these walls is a brick platform. Due to overgrown grasses and an inability to fully inspect this area, it is not known if this area was originally part of a large room with brick walls, which have since collapsed, or if the brick platform formed the base for timber stud walls which have also disappeared.

The northern section of the building is two storey in height and appears to have been constructed later than the brick section. This section of the building has retained walls to the four sides of an upper storey room and a steel chute could also be seen in this room. On the western elevation is a single storey section with walls indicating that the room once had a skillion roof. Just to the north of this building are several flat sections, above the level of the spur line, whose use is presently unknown. Several hardened scree slurries cover this area.

To the south of the main crushing building is a flat concrete floor which may be all that remains of the engine house. The 1928 plan shows this building to be completely separate from the crushing plant. On the southern side of the

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<sup>58</sup> Prior to the visit to the site, enquiries were made regarding access to the site and no mention was made by CALM officers that it would not be possible to get access to the former crushing building. A more complete examination of the building was hampered by this lack of access.

engine house were a set of steps and an oil store, which do not appear to have survived.

Further to the south of these features is a concrete pad set into the side of the slope, level with the quarry floor. In line with this feature, but below on the western side of the spur line, is a mound of dirt with a jumble of iron components. The 1928 plan shows an overhead bridge spanning the railway line and these features could be all that remain of this bridge.

All the structures on the site, with the exception of the two modern buildings, are in a ruined condition. The quarry face displays evidence of past rock slippage down the face but is still in an intact condition.

To the north-east of the quarry floor is a concrete magazine which is completely separate from the features described above. The magazine has been built close to the hillside which has been partially excavated to accommodate the building. The structure is 2 metres high and 1.60 metres wide with a concrete domed roof. The door, which is located on the western side, is now missing, but the timber lintel and frame remains, together with metal door jambs. The floor is concrete. The curved roof was once covered with plaster which was keyed into a perforated, curved metal plate. The structure is in fair condition and has retained a high degree of integrity and authenticity.

The old spur line continues south of the quarry, eventually curving round to join the main railway line on its north-east side. There is no evidence of the Company's railway siding.

The 1928 plan shows accommodation for workers and a manager's house to the north-west of the main quarry site. This area was surveyed to determine if any evidence of these buildings remained.<sup>59</sup> The location of the manager's house was found slightly to the south-east of the Ridge Hill Road entry point. The track leading into the quarry slopes steeply at this point and a wide flat area had been created for the house on the southern side of this road. No remains of the manager's house were found. However, several rough concrete and brick steps, which once led up to the flat area, were discovered. No other remains were found above ground for any of the other buildings shown to the north and north-east of the main quarry on the 1928 plan.

A flat area of ground to the north of the magazine (and on a lower level) was probably the former location of two corrugated galvanised iron buildings. No building debris was found however the site corresponds with the 1928 plan. Just to the west of this area was a flat area which contained two concrete pads. The pads may possibly represent the location of the crane and stage which is shown in the 1928 plan.

### 13.3 COMPARATIVE INFORMATION

There are nearly thirty quarries listed on the Heritage Council's database. Only one has been placed on the Register: *Cooper's Lime Kilns* (4558) at Mindarie, a limestone quarry and associated kilns. The majority of the listings

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<sup>59</sup> The examination of the north-west area of the site was undertaken some months after the initial quarry survey (on 19/10/2004). By this time, large sections of this area were infested with a lush covering of lupins and oat grass making it particularly difficult to survey the ground properly.

are for limestone quarries or quarries opened to provide raw materials for brick making. None of these listings, except for Greenmount and Mountain quarries, are for granite and diorite quarries.

Several granite and diorite quarries were established along the Darling Scarp during the nineteenth and early twentieth centuries. Five of these are known to have been established in the Mundaring district together with one, *Statham's Quarry (fmr)*, in the Kalamunda area.<sup>60</sup> The quarries established in Mundaring included: Greenmount Quarry (1870s), Parkerville or *Clifton Quarry* (1896), Mountain Quarry (1902), Mahogany Creek Quarry (1926) and *Government Quarries (fmr)* (1901). Both Greenmount Quarry, the first to be established in the district, and *Clifton Quarry* were opened to supply road base for Perth's streets. Greenmount Quarry was initially established by the colonial government, before being leased out to private operators. *Clifton Quarry*<sup>61</sup> was opened by the Perth City Council. Mountain Quarry was established by the state railway department to supply that department with ballast. Mahogany Creek Quarry was a private operation which supplied granite rocks for building and cemetery purposes. No physical remains could be found of Greenmount Quarry and while the other quarries have only retained their quarry faces and spoil heaps. Only *Government Quarries (fmr)* has retained some ruined structures which were associated with stone crushing operations.

Powder magazines were common structures on quarry sites and were used to store explosive materials. To date, no magazines are known to survive at quarry sites within the metropolitan area. Three brick magazines have survived at Woodman Point (*Woodman Point Munitions Magazines fmr* P04626), however these magazines were specifically constructed by the Commonwealth Army in 1941 to store munitions for the war effort. Their design is far more sophisticated than that found at *Statham's Quarry (fmr)*. At this stage, the only other concrete magazine known to exist in Western Australia is located at a mine site at Marble Bar.<sup>62</sup>

The ruins of the main crushing plant at *Statham's Quarry (fmr)* are slightly more intact than those found at *Government Quarries (fmr)*. The smaller site also makes it slightly easier to understand the layout of the operation in comparison to *Government Quarries (fmr)* which is spread out over a 500 metre long site. *Statham's Quarry (fmr)* is a representative example of a stone quarry established in Western Australia at the end of the nineteenth century and which operated during the first quarter of the twentieth century. However, this particular quarry is rare due to the survival of structures associated with the stone crushing and the powder magazine.<sup>63</sup>

#### 13.4 KEY REFERENCES

No key references.

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<sup>60</sup> Further research may reveal that additional quarries also operated in the Kalamunda district.

<sup>61</sup> Database No. 9191. This place was assessed in 2001 and found to have insufficient cultural heritage significance to be included on the Register.

<sup>62</sup> *Woodman Point Munitions Magazines (fmr)* assessment, comparative information section, p. 9

<sup>63</sup> Information for this section obtained from the HCWA database.

### **13.5 FURTHER RESEARCH**

It is recommended that the City of Perth be contacted at conservation plan stage in relation to any further records or plans which may be held in its archival storage.

Further research may uncover the presence of other powder magazines on mine sites around Western Australia.

Further research may provide information regarding the demographics of workers at the place.