

APPENDIX 2

SHIRE OF WEST ARTHUR

LOCAL HERITAGE SURVEY 2022

A review of the Shire of West Arthur's
2008 Municipal Inventory of Heritage Places

HERITAGE LIST

March 2022



HERITAGE LIST

Refer to primary report for the overall context and further details pertaining to the relevant categories.

An important part of the recognition and understanding of cultural heritage significance of a place, is that some guidance is provided to the owners, managers and statutory authority, to respond to that assessed significance.

In line with Heritage Council's guidelines, Categories 1 and 2 places are recommended to be included in the Shire of West Arthur's Heritage List to provide a level of management through provisions of the Shire of West Arthur's Planning Scheme and Local Planning Policy.

The Heritage List is comprised of:

Category 1 A place of exceptional cultural heritage significance to Shire of West Arthur and the state of Western Australia, that is either in the Heritage Council of Western Australia's (HCWA) Register of Heritage Places (R) or worthy of consideration for entry into the Register.

Category 1 places are:

38	"The Arthur" Wool Shed group	Entered on Register of Heritage Places
39	St Paul's Anglican Church, Graveyard, Sandalwood trees	Assessed and in the process for entry on the Register
40	Arthur River precinct	Assessed and in the process for entry on the Register

Category 2 A place of considerable cultural heritage significance to Shire of West Arthur that is worthy of recognition and protection through provisions of the Shire of West Arthur's Planning Scheme.

Category 1 and 2 places are detailed hereunder, comprising the Heritage List.

Heritage List

Photograph		inherit	Place name	Address	Cat	Significance	Prev #
			DARKAN TOWN				
	2	2700	West Arthur Road Board Office (former)	29 Burrowes Street	2	<p>The former West Arthur Road Board building is of considerable historic and aesthetic significance, built in 1929 centenary year, in Inter-war Free Classical architectural style it is a fine regional example and arguably the finest architecture in Darkan and the entire West Arthur district.</p> <p>The building, replacing the original office on the site, represents the progress and optimism for the future, and associations with Administration, Board representatives and (later) Councillors, working for the benefit of the West Arthur communities. The Road's Board building was located in Darkan after much discontent and a referendum to decide Darkan or Duranillin as the centre for the West Arthur district. From the 1960s when a new Shire complex was opened it has provided various services and community functions and in 2021 houses the Betty Brown Heritage Centre.</p>	D8
	9	NEW	War Memorial and gates	Coalfields Highway	2	<p>The Darkan War Memorial commemorates those who sacrificed during times of war. It is historically significant for its association with the two world wars and other conflicts.</p> <p>It is of historic and social significance that evokes a sense of place and remembrance for the community.</p>	N/A

	10	2703	Darkan Railway Station Group	Coalfields Highway	2	<p>The Collie-Narrogin railway line was constructed to facilitate agricultural land settlement in part of the area between the Great Southern and South Western lines, providing a direct link to the port at Bunbury. The townsite of Darkan was gazetted in December 1906, and after the railway line was completed in October 1907, Darkan developed as a railway station and local government centre for the West Arthur farming region. The traffic office was constructed in 1912 and Stationmaster's house in 1913. When the Wagin-Bowelling branch line was completed in 1918, the Darkan Stationmaster was moved to Bowelling and Darkan became an unmanned station. Passenger services on the Collie-Narrogin line ceased in 1949 and, in 1969, the complete replacement of steam locomotives with diesel resulted in a further reduction of traffic on the line. In 1988, the Collie-Narrogin and Wagin-Bowelling lines were closed.</p> <p>Darkan Railway Precinct, comprising brick and iron Traffic Office (1912); brick and iron Stationmaster's house (1913); and, loading ramp and crane (1965), has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> it is one of a number of remaining examples of the type of Traffic Office with associated railway structures in their original setting, and one of three such small railway precincts which include the Stationmaster's house. The place demonstrates a way of life and functions no longer practiced; it illustrates the State Government's proactive attitude to agricultural land settlement, and the importance of the railway system in the development of the agricultural areas and their supporting townships; 	N/A
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						<p>it is highly valued by the Darkan community as an identifiable built representation of the significant railway presence in the town. The places and elements within the precinct are valued for their individual aesthetic characteristics, and landmark quality. Together they form a significant group which contributes to the local community and the wider district's sense of place; and,</p> <p>it is a good representative example of the type of Traffic Office and Stationmaster's house constructed on the agricultural railway lines early in the twentieth century.</p>	
	10a	24447	Darkan Railway Station (traffic office)	Coalfields Highway	2	<p>Railway Station (Traffic Office) (1912) is of historical and aesthetic significance as one of several remaining examples of the type of Traffic Office constructed on the agricultural railway lines early in the twentieth century. It represents functions no longer practiced.</p> <p>The railway line was completed in October 1907, Bowelling was one of three sidings along the line west of Darkan, until the Wagin-Bowelling branch line was completed in 1918, and Bowelling became a junction. A Stationmaster's house and Traffic Office and were built at Bowelling, and the Darkan Stationmaster was relocated to Bowelling. Darkan became an unmanned station.</p>	D3

	10b	23917	Darkan Station Master's House	Coalfields Highway	2	<p>Stationmaster's house, 1913, is of historic and aesthetic significance as a good representative example of the type of Stationmaster's house constructed on the agricultural railway lines early in the twentieth century, that demonstrates a way of life no longer practiced and contributes to the historic townscape of Darkan.</p> <p>It was built initially for the Stationmaster and was later occupied by other railway staff.</p>	D4
	10c	NEW	SITE Railway refreshment rooms	Coalfields Highway	2	<p>In 1908 the Government Railways announced a refreshment stop for Darkan Railway Station, Located directly across from the hotel. Fred Smith, the hotel licensee took the lease over the refreshment rooms and operated it in conjunction with the hotel.</p>	N/A
	10d	23874	Railway Crane & Loading Ramp	Coalfields Highway	2	<p>The ramp and crane are of significance as elements integral to the railway operation on the site. Ramp 1908, crane 1965).</p> <p>The Ramp (1908) is built up and retained by timber railway sleepers and iron railway line construction.</p> <p>In 1949 the Farmers Union of WA requested a crane for the loading ramp to handle the offloading of heavy machinery and goods. A second-hand crane was finally provided in 1965.</p>	D15
	12	NEW	CWA meeting rooms	9873 Coalfields Highway	2	<p>The Country Women's Association meeting rooms represents the organisation that is of considerable historic and social significance for the invaluable contribution they have made to women and children in regional areas and their community spirit, fundraising and participation.</p> <p>The meeting rooms are aesthetically pleasing, traditionally modest in form and scale presenting a homely atmosphere.</p>	

						<p>The Darkan branch of the CWA formed in 1938, and in 1939, Jack Knight of Carberry, donated the land for a CWA rest room. Association with Mrs Ida Spencer is of considerable significance as she was to become the State President of the CWA (1955-1958), National President in 1958, Member of the British Empire honour in 1961, and represented the state and the nation in World Women's conferences.</p> <p>Ida Spencer became a member of the Darkan branch in 1941 after marrying Jack Spencer of Boodaling and by 1952 established a Duranillin-Moodiarup branch with 29 members.</p> <p>The Darkan CWA, members worked for the Red Cross Comforts fund during the war years and secured a fortnightly Infant Health sister from Wagin in 1945. In 1950 they erected a fence around the site and by 1952 had their first meeting in their rest rooms that officially opened by the Divisional President, Mrs Ida Spencer in 1954.</p>	
	16	2702	Darkan Hotel	9889 Coalfields Highway	2	<p>Darkan Hotel is of social and historic significance. The hotel has played an important role in the community as a meeting place and venue for social events. A fine example of a country hotel, it makes a significant contribution to the streetscape and the architectural heritage of Darkan.</p> <p>It was under construction when the town of Darkan, south of the railway line, was gazetted in 1906. The owner, Mrs Francis opened the hotel without a license or any alcoholic drinks. The stone hotel with surrounding verandas was strategically located opposite the railway station. Mrs Francis ran the hotel until 1925. A major brick extension to the southeast corner of the old</p>	D2

						<p>hotel in the 1960's resulted in the bar being enlarged and now faces the Coalfields Highway. The hotel has been developed over the years and has always been an important social venue for the town and district.</p>	
	17	18807	Aboriginal Reserve and Nissan Hut (caravan park)	Coalfields Highway	2	<p>The Aboriginal Reserve and Nissan Hut is of considerable historic and social significance in recognising the provisions for Aboriginal people to camp in Darkan in the 1960s and played a significant role as a meeting place and often housed up to fifty Aboriginal people at any one time.</p> <p>The site was vested on the 3rd of July 1964 as an Aboriginal Camping Ground. The Department of Native Affairs erected a few small cement houses and a Nissan Hut for recreational purposes, a few years later.</p> <p>In 1972 the Reserve was closed. In 1975 the Pony Club and Girl Guides operated until the 1980's.</p>	D16
	18	8789	Darkan School (1908, 1952)	Darkan Road South	2	<p>Darkan School (1908, 1952) is historically and socially significant for its ongoing role in education and associated socialisation and recreation for generations of the Darkan and broader community. It is the first school in the West Arthur district. The building is a good example of the building styles of the periods.</p> <p>It is an important part of the town's original building stock and makes a positive contribution to the streetscape.</p> <p>Originally a one room building on the site opened on 27 April 1908.</p> <p>During World War two the children dug air raid shelters and trenches in the playground. They were infilled when the school was extended significantly in Post-World War Two. At that time</p>	D7

						<p>buses were introduced for outlying communities to attend the central education facility.</p> <p>The 1952 addition is clearly evidenced, as is the separate more contemporary addition.</p> <p>Darkan School represents significant associations with generations of students and teachers and evokes memories of a sense of place.</p>	
	20	18808	Darkan Cemetery	Darkan South Road	2	<p>Darkan Cemetery recorded the first burial in 1914. It is a significant record of the early settlers and generations of residents of Darkan and the broader West Arthur area.</p> <p>The Cemetery evokes a sense of place, of reverence and commemoration. The memorials, palisades and railings evidence a range of designs and emotive inscriptions that contribute to the reverence and sense of place.</p> <p>The only Aboriginal soldier who served in the AIF during WW1, Frank H. Smith, is interred in the cemetery.</p> <p>A niche wall was erected in 1982/83.</p>	D17
	22	NEW	Darkan Town Hall	32 Hillman St	2	<p>Darkan Town Hall (1962, 2015) is historically socially and aesthetically significant as a fine example of 1960s architecture that as part of the Shire administration complex in 1962.</p> <p>It represented moving into the future and a facility for generations of the community, adjoining the Pioneer Hall in 2015 with contemporary architecture that makes a substantial contribution to the Darkan townscape and character.</p> <p>The place represents a sense of place for the events that have taken place including recreational, civic, social and formal.</p> <p>The proposal for the hall was very controversial in the community. There was a referendum, and</p>	N/A

						in 1961, a meeting in Moodiarup Hall in 1961 protesting against the rates required for the Darkan Hall. Legal action pursued. The budget for the Darkan Hall and shire offices was reduced, and a new community hall was built in Duranillin in 1966.	
	23	3327	Darkan Pioneer Hall	32 Hillman St	2	Darkan Pioneer Hall was the first substantial building constructed in the official townsite of Darkan on the south side of the railway line. It is of considerable social and historic significance as the venue for civic and social events and school overflow, from when it was constructed in 1910. It is a fine example of Federation vernacular architecture of local stone construction by George Cuthbert. It was re-structured in 1960. Darkan Pioneer Hall makes a substantial contribution to the historic townscape of Darkan. Refer to the Conservation Plan for the full history.	D11
			DARKAN DISTRICT				
	27	8787	Darkan Sawmill/Mill Houses	9994 Coalfields Highway	2	Darkan Sawmill is historically and aesthetically significant for the following reasons: Darkan Sawmill was an important local industry providing building materials and local employment. It is representative of a number of sawmills that were located throughout the western half of the Shire until recent years. It represents a way of life for the employees who were provided with housing for their families, to work in the country. The mill houses form a significant vista in the Coalfields Highway streetscape. In 1952 Guiseppi (Jack or Joe) Coli built the mill and together with his Quindanning Road mill	D5

					<p>operating, Coli employed at about forty men cutting and hauling timber at the mill sites.</p> <p>The Darkan Mill mainly supplied railway sleepers, railway requirements, building materials and fence posts.</p> <p>After the mill burnt down in 1964, it was rebuilt in six weeks. Approximately one hundred guests comprising business associates, workers and local residents, enjoyed high tea and barbeque to celebrate the reopening.</p> <p>Coli built six the mill houses for employees and their families.</p> <p>Several of the cottages have been restored and are used for short stay accommodation.</p>	
	35	8792	Nangip Homestead	182 Darkan South Road	<p>2</p> <p>Nangip Homestead, is historically significant as an important part of the district's early building stock in 1905.</p> <p>It's associations with the Fisher family who were very early pioneers of the Darkan are significant as the Fishers are also linked with the Marsh and Gibbs families, all who had a considerable role in opening up the district for further settlement.</p> <p>It is also aesthetically significant as a very good example of the Federation bungalow detailed in Flemish bond brickwork, with relatively few interventions, making a contribution to the rural landscape.</p> <p>Thomas Fisher (b.1841/42) moved to 'Nangip' in about 1871, and married Sofia Gibbs in 1891. Although they had no children of their own, they fostered their nephew Charlie (son of Emma Marriott nee Fisher), then Bella Marsh, and later Bill Marsh's two children. Bill Marsh and his wife</p>	D9

						<p>Elizabeth had two children with her dying at the birth of the second child Charlie in 1915.</p> <p>In 1916 Thomas Fisher died while attending a sheep that was down. Sofia marked the spot with a wooden cross which is still evident.</p> <p>Bella Marsh eventually inherited 'Nangip'. Charlie Fisher inherited Hillman Downs but managed Nangip for Bella who married Bill Kelliher, whose sons own the property.</p> <p>The kiln on the property was used to make bricks for the homestead and later, the Darkan Hotel.</p> <p>The house was built in two stages - the front section using the Flemish bond brick pattern and the rear English bond.</p> <p>In 1985 a dam was built at Nangip to supply water for the footy oval at the Darkan and Districts Sports Club.</p>	
	35	8795	Six Mile Cottage	Darkan Quindanning Road	2	<p>The two-roomed slab hut with hessian lined walls is of considerable historic and aesthetic significance, for associations with Dick Strange, Joe Symonds and Bert Bingham, and as a landmark on the Darkan Quindanning Road.</p> <p>The Six Mile hut is a good example of vernacular construction of local materials in the early 1900s, and restoration work.</p> <p>Built by Dick Strange, a sleeper-cutter, for the landowner, for Joe Symonds, to supplement his farm income. Bert Bingham also worked for Joe Symonds and his wife and four children came on a spring cart and horse from Boddington to stay with Bert in this place.</p> <p>The earth floor was replaced with timber after the Coli mill was established. (c.1925-30)</p>	D12

						Originally the windows had wooden shutters. There was a 100-gallon tank for drinking water, and they would cart water from a dam for washing.	
			ARTHUR RIVER				
	38	8804 23458 23459	"The Arthur" Wool Shed Group Old Tillellan (Piesse's) Shearing Quarters	Wagin Rd & Albany Hwy	1	<p>The Arthur Wool Shed group comprises the timber shearing shed, the stone shearers' quarters, and remnants of the cricket pitch.</p> <p>It is of exceptional significance, included on the Register of Heritage Places, for associations with Charles Arthur Piesse and three sons, particularly Gerald Austin William Piesse, associations with the Western Australian Land Company in c.1908, the War Settlement Land Scheme in c.1947, and the establishment of community shearing facilities in the 1950s.</p> <p>Its representation of the pastoral industry of the region is a landmark on Albany Highway.</p> <p>Refer to the Conservation Management Plan for the full history.</p>	AR1 AR2
	39	2698 23851 23804 23808	St Paul's Anglican Church, Graveyard, Sandalwood Trees	Location 21 Albany Highway	1	<p>St Paul's Anglican Church comprising the church, surrounding graveyard and Sandalwood trees is significant for its historic, aesthetic and social values.</p> <p>Historically, St Paul's Anglican Church demonstrates the Anglican faith in rural settlements along the Perth-Albany road, and in the community activities and the development of the Arthur River district before rail transport.</p> <p>It has considerable social significance for its role in religious activities of the local and broader</p>	AR6 AR7 AR11

					<p>communities and the sense of place evoked by those activities.</p> <p>The graveyard is important for the historical information recorded on the memorials.</p> <p>Aesthetically, the church, built of local stone, is a fine example of regional ecclesiastical architecture evidencing details influenced by the Victorian Romanesque style. It is a significant landmark on Albany Highway in Arthur River.</p> <p>The church with surrounding graveyard is relatively uncommon with only a few other pioneer period churches evidencing the same.</p> <p>The graveyard evokes a sense of place, of reverence and commemoration. The memorial, palisades and railings evidence a range of designs and emotive inscriptions that contribute to the reverence and sense of place.</p> <p>The Sandalwood trees inform of employment and income in the area from the 1850's until after the turn of the century.</p>	
	40		Arthur River Group	Albany Hwy	<p>1</p> <p><i>Arthur River Precinct</i>, comprising Arthur River Hall (c.1898, c.1934, 1950s), Mt Pleasant Inn kitchen (1869, c.1990) and inn site (1869, 1907, 1934 demolished), Post Office (former) (c.1882, c.1990), and various other elements including a stone well, is of cultural heritage significance:</p> <p>The development of Arthur River Group evolved from the original land acquisition in 1865 at the 125 mile on the Albany Road. By 1869, James Spratt had established an inn and a staging post on the Albany Road, with a post office function within the inn. The Mt Pleasant Inn was a substantial facility that was extended in 1907, but after being delicensed, operated as a boarding house in the 1920s, it was demolished in 1934.</p>	N/A

					<p>The post office function ceased in 1940 when the post office was operated from the store.</p> <p>The hall evidences three distinct periods of development and demonstrates the continued development of the Arthur River community, whereas the inn and post office clearly represent the demise of the Albany Road after the Great Southern Railway bypassed Arthur River in the late 1880s.</p> <p>The kitchen building of the Mt Pleasant Inn is an important example of the Colonial Georgian style architecture in a rural setting.</p> <p>It has significant association with James Spratt who established the Mt Pleasant Inn, and post office at the 125 mile, and generations of the Arthur River community who continue their associations.</p> <p>It demonstrates a distinctive way of life in a small rural settlement on the Albany Road.</p> <p>It has the archaeological potential to inform on social, hospitality, and cultural ways of life and adaptations forced by settlement in a rural area, on an important stopping place on the Albany Road.</p>	
	<p>40a</p>	<p>4269 23904</p>	<p>Arthur River Group: Mount Pleasant Inn Kitchen Wayside Inn (former) & wells</p>	<p>Albany Hwy</p>	<p>1</p> <p>Mt Pleasant Inn kitchen is of considerable historic, aesthetic and social significance for its association with the Mount Pleasant Inn (demolished 1930s).</p> <p>The kitchen is located to the rear of the remnants of the inn. It is on the site of one of the earliest settlements on the Albany Road and the kitchen is one of the oldest surviving buildings along the line of the road. The building style with Flemish bond brickwork is a good example of the building style from the period it is an important part of the</p>	<p>AR3</p>

					<p>district's building stock and makes a positive contribution to the streetscape.</p> <p>The site was taken up in c.1865 by James Spratt and the inn was built by John Cronin in 1869.</p> <p>The inn became an important social centre and a resting place for travellers. The Mail Coach used this as a staging post until the police took over the Mail Service in 1878. The inn was used for Road Board elections and meetings a number of inquests following deaths and other public uses. Following the building of the Great Southern Railway in 1889, the importance of the Albany Road settlement quickly diminished. James Spratt realising the new opportunities opened the Wagin Hotel.</p> <p>After several changes of ownership, the licence was transferred to the McKenzie family in 1921, it was then delicensed and Mrs. McKenzie ran it as a boarding house. Later sold to Arthur Trimming.</p> <p>The Arthur River Restoration Society formed in 1980, was granted the land and restored the remaining building, and in 1988 funding for a she-oak shingle roof.</p>	
	<p>40b</p>	<p>2706 23876</p>	<p>Arthur River Group: Arthur River Hall</p>	<p>Albany Hwy</p>	<p>1</p> <p>Arthur River Hall, comprising the original stone hall (1906), front addition (c.1937) and new hall addition (1950s), is of historical, aesthetic and social significance, as the heart of the Arthur River community. The stone hall, now lesser hall, is a fine vernacular example of local stone. The main hall dominates and adds to the landmark value of Arthur River.</p> <p>From 1906, the hall was the half time venue for school in conjunction with Tarwonga until 1913 when a separate school was built.</p> <p>It has served as a meeting venue for the local branches of the Arthur River Farmers Club</p>	<p>AR5</p>

					<p>Association (pre-WW I), the Country Women's Association, Farmers Union (post WW II), Junior Farmers, Arthur River Fire Brigade etc. It also was the venue for the Methodist (later Uniting) Church services and Sunday School and for the annual Christmas Tree for the children. The old hall became the kitchen and supper room for the occasions when the new hall was built to cater for large balls and events. The original building measuring 35' x 20' was added to during the late 1930's when the front 'T' section was constructed using stone from the demolished Inn in 1935/36. Refer to the Conservation Plan for the full history.</p>	
	<p>40c</p>	<p>23812</p>	<p>Arthur River Precinct: Arthur River Post Office (former)</p>	<p>Albany Highway</p>	<p>1</p> <p>The Arthur River Post Office is historically significant for its role in communications and the development of the district and in giving the district a sense of place and identity. The form is identifiable as a part of original, after it was reconstructed in 2021, but still identifies as the post office, a landmark element on the highway in Arthur River.</p> <p>On 16 January 1866, Miss Mary Ann Spratt was appointed postmistress at the 125-mile, Arthur River. Gazetted as a post office in 1882. Her brother James had Mount Pleasant Inn that was built in 1869, and the Post Office was located in a room at the north of the inn. The Post Office building was constructed and connected by telegraph in c.1883 and by telephone shortly after the turn of the century.</p> <p>In 1905, the Arthur River Post Office was downgraded to the status of a 'non-official' Post Office despite a reported "90% increase in population within the last few years."</p>	<p>AR4</p>

						In 1913 a subscriber service was available. During the Second World War the post office duties were transferred to the store across the highway.	
Not viewed	44	2694	Woagin Farm out buildings	17961 Albany Highway	2	<p>Woagin Farm out buildings (1863-1866) are of considerable historical significance as they were constructed to house the convicts that were building the Perth to Albany road at the 131 mile, and later as Police Barracks. The associations with the convicts, police barracks, and coach change station relate to a significant period in WA's history.</p> <p>131 Mile was vacant from 1873 until 1878 when the Police Department took over the mail coach and the barracks at Woagin (131 Mile) were used for a mail coach stop and changing of horses.</p> <p>Charles William Davey was the first farmer to live in the homestead. Lloyd Hogan then took on the farm and stopped the War Service Department plan to demolish the building.</p>	AR12
			BOWELLING				
	70	18814	Bowelling Railway Station	Coalfields Highway	2	<p>The Bowelling Railway Station (Traffic Office) 1919, is aesthetically significant as a representative example of its type, an integral part of the vista, and a significant landmark on Coalfields Highway. It is historically significant as an integral part of the State Government decision and the settlement of Agricultural land, directly impacting the development of the region since the original proposal of developing a rail line. The 1906 opening of the junction of the Narrogin-Darkan-Collie and Wagin-Duranillin-Bowelling lines at Bowelling Siding, marked a significant increase in economic growth and development in the district</p>	BW1

					<p>with the arrival of local and migrant workers as timber cutters and/or rail gangs, during the operation and development of the station until closure in 1967.</p> <p>Restored by the Shire in 2007, with a water tank installed, it is a stopping place and temporary camp for groups of trekkers and hikers utilising the Darkan-Collie Rail Trail (opened 2005).</p> <p>The Collie-Narrogin railway line was constructed to facilitate agricultural land settlement in part of the area between the Great Southern and South Western lines, providing a direct link to the port at Bunbury. The railway line was completed in October 1907, Bowelling was one of three sidings along the line west of Darkan, until the Wagin-Bowelling branch line was completed in 1918, and Bowelling became a junction. The Traffic Office and Stationmaster's house were built at Bowelling, the Darkan Stationmaster was relocated to Bowelling and Darkan became an unmanned station. The junction station developed. Passenger services on the Collie-Narrogin line ceased in 1949 and, in 1969, the complete replacement of steam locomotives with diesel resulted in a further reduction of traffic on the line. In 1988, the Collie-Narrogin and Wagin-Bowelling lines were closed.</p> <p>Refer to the Conservation Plan for the full history.</p>	
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	71	NEW	Bowelling Station Masters House (former) Phone exchange	Coalfields Highway	2	<p>The former Bowelling Station Master's House is closely associated with the Bowelling Station Station and demonstrates a way of life no longer practiced, for the Stationmaster and his family. It is a good representative example of its type, particularly outside of a town location, and its elevated position allows for vistas from Coalfields Highway.</p> <p>It is historically significant as an integral part of the State Government decision and the settlement of Agricultural land, directly impacting the development of the region.</p>	N/A
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DURANILLIN							
	89	NEW	SITE Duranillin railway siding & ramp	Farrell St	2	<p>Duranillin Siding is historically significant as the Wagin-Duranillin-Bowelling railway line was an integral part of the State Government decision and the settlement of Agricultural land, directly impacting the development of the region since. The ramp is a significant remaining element.</p>	N/A
	90	8788	Duranillin Store	Farrell St Lot 6	2	<p>Duranillin Store, established in 1925, is historically and socially significant as the hub of the communities in Duranillin/Moodiarrup district- an area isolated by distance and poor roads until the 1950's. It provided food and other goods, telephone exchange (until 1979) and postal services and later, a liquor outlet. The historical associations with store owners, in particular, the long-term proprietor, K.B. Thompson, a notable district personality, who took over the store in</p>	DU1

						<p>1929, with his wife Biddy, a double certificated nursing sister who provided her services in the community.</p> <p>The previous store on the site had burnt down (1917-1923), and a new store built by Ted Nordstrom in 1925.</p> <p>Mr. & Mrs. K.B. Thompson were celebrated at Duranillin Hall in 1978 for 50 years' service, when KB was listed in the Queen's Birthday Honours; awarded the British Empire Medal in recognition of his services to Australia Post and to the people of the district.</p> <p>The historical significance of such community service is worthy, and also demonstrates a way of life that is no longer practiced.</p> <p>In 1987, he was honoured with the first ever Freeman of the Shire of the West Arthur, a recognition bestowed on a local resident.</p>	
	91	18813	Duranillin Garage (former)	Farrell St	2	<p>The former Duranillin Garage is a significant part of the Duranillin streetscape and historically significant for the associations with Tom Elias and Tom Atkinson, the letterboxes, and the mechanical services they provided in the community from 1949.</p> <p>Although Ken Thompson owned the land, Tom Elias, a qualified mechanic and a good builder, built the garage. The garage was fitted with a very modern hydraulic hoist. He repaired and cars and trucks and employed a number of locals over the years. In 1957, Tom Atkinson came to work for Tom Elias and leased the garage. During Atkinson's tenure Tom Elias made hundreds of mailboxes out of recycled oil drums for the farmers of Duranillin and surrounding localities. He had them painted and the farmers' name and farm name painted by Collie sign writer Harry Fellows. Many are still at farm entrances.</p>	DU4

						After the garage closed, it was vacant for a period before a group of five local ladies formed a woollen quilt business between 1991 and 1998. Later it housed a wool buying business and is now vacant.	
	93	8790	Duranillin School (former)- 3 And site of headmaster's house	Horley St	2	<p>The former Duranillin School is of historical and social significance representing the value of education for the settlers' families.</p> <p>In 1937 the school building, relocated from "Glenside" opened in Duranillin.</p> <p>By 1968 the attendance had dropped by half due to railway employees being transferred to Darkan and Bowelling, and it closed in 1970 when only six of the required eight students were enrolled to keep it open. The headmaster's house was relocated to Darkan.</p> <p>Duranillin School closed on 6 March 1970.</p> <p>Refer to Conservation plan for full history.</p>	DU2
	97	18812	Duranillin Railway Bridge		2	<p>1914-1918</p> <p>The bridge is an excellent example of the timber railway bridges constructed in the World War One (1914-1918) era.</p> <p>The Duranillin Railway Bridge was constructed across the Arthur River as part of a branch line linking Wagin to the existing Collie-Narrogin Railway line.</p> <p>Each pier is constructed of three pylons and is cross braced with two large beams. On the sides of the bridge are refuge platforms for the workers to retreat onto if a train came through.</p> <p>Bowelling became the junction and the line extended from Bowelling through the sidings of Bennelaking, Cordering, Capercup, Duranillin, and Bokal, Kylie, East Arthur and Warup to Wagin. Construction of the Collie-Wagin branch line commenced in July 1914 and the first train</p>	DU3

						travelled from Bowelling to Wagin in July 1918. The last through train from Bowelling-Wagin ran on 30th June 1984. Bowelling-Bokal was closed on 1st June 1986. Westrail continued to operate from Wagin-Bokal. It is no longer in use.	
	98	NEW	Duranillin Road Bridge ruins	Hughes Mill Road	2	No access The Duranillin road bridge was constructed across the Arthur River. There are only remnants of the timber structure remaining. A new road bridge has been constructed nearby.	N/A
			GLENORCHY				
	109	2704 NT	Glenorchy School	Glenorchy Rd	2	The former Glenorchy School is of historical and social significance representing the value of education for the settlers' families. In September a temporary school as established in Roly Stewart's home on "Glenorchy" with 10 pupils. In 1936 Treasury approved the relocation of Moodiarrup State School to the existing Glenorchy site that was land donated by Hilton MacLean Campbell, part of his "Mokup Springs" property. The school opened in February 1937 with 16 students. In 1948, Dinnup School was added to Glenorchy school and it became a two-teacher school. In 1951 another room was added. The largest attendance was in 1954 with 69 students. In 1956 the school shelter was relocated from Westcliffe School. In 1996 the school closed due to the Education Department's rationalisation policy. The Principal's residence was on the west side of the school.	M2

			HILLMAN				
	113	15706	Hillman railway bridge ruins	Hillman-Dardadine Road	2	<p>The Hillman Railway bridge is one of 50 timber railway bridge classes of significant heritage value. A survey was conducted on Large Timber Structures in WA (Railway Bridges) and bridges were ranked on their industrial heritage status, classifying Hillman as a Ranking 5 (Register and maintain as an important industrial heritage structure but urgent assessment is required as bridge is subject to alteration, demolition or various types of damage or destruction).</p> <p>The Hillman River Railway bridge was built in 1906 and is a single track over a water course. With the availability of good quality steel and cement after the Second World War, the spans were renewed in 1955-56 and transoms renewed in 1977.</p> <p>The Collie Narrogin railway line ceased to operate in 1988 due to the decline in its usage for grain and fertilizer transport. Since the closure of the line parts of the bridge were removed.</p>	H3
	117	8808	Hillman Dam, channels and catchment	Hillman Nature Reserve off Hillman-Dardadine Road	2	<p>Hillman Dam is historically significant for its connection with the railways that assisted in the development of the district, and the sustenance workers during the depression.</p> <p>When the Narrogin-Collie railway was built in 1906, a concrete weir was erected across the Hillman River. A steam engine was used to pump water from the dam to the overhead tank, at Hillman Siding, for the steam trains.</p> <p>By the early 1930s the water had become too saline, causing the boilers of the engines to rust, so a new dam was built, using the catchment from the Julikin Rock. Most of the labour was</p>	H2

						<p>sustenance workers and the dam was sunk by horse teams owned and driven by local farmers. A concrete channel 1.5 kilometres long, was made from the base of Julikin Rock where the stone wall around the base directed the rock runoff into the stone channels to the dam and a pipeline ran from the dam to the siding where it gravity fed into the overhead storage tank. The dam has been covered by an asbestos roof supported by timber uprights. The cover has collapsed in many places.</p>	
			KYLIE				
	120	15262	<p>SITE Kylie Railway Siding Kylie Water Tower (Photo 2008)</p>	<p>Bokal East Arthur Road</p>	2	<p>The 1914 water tower, comprising the tank and stand is one of only nine left standing in the state and is in the best condition of most of those remaining, and is the only structure left at the siding. It supplied water to the steam trains travelling along the Bowelling-Duranillin-Wagin Railway line. It is no longer connected to the dam. It is planned to be recommissioned for public water supply.</p>	N/A
	121	18795	<p>Kylie Dam, channels, remnants of the timber jetty and site of the water tower.</p>	<p>Bokal East Arthur Road</p>	2	<p>The earthen dam is approximately 3 kilometres from the Kylie Railway Siding and water tower. The back wall is laid with local stone and the drains, silt trap and overflow are all lined with stone. There is a concrete block in the base of the wall where the pipe exits the dam. The 20-foot-high timber water tower that supported a 25,000-gallon tank has been demolished.</p>	BO1
<p>(Photo 2019)</p>							

MOODIARRUP							
	128	2706	Moodiarrup Hall and SITES of tennis courts, oval, bowling green & racecourse	Dinninup Rd	2	<p>Moodiarrup Hall has significant cultural heritage value for the aesthetic of the vernacular of the place and period, the associations and the sense of place it has engendered as a central focus of social and cultural activities since 1925, and is integral to the Moodiarrup bushland reserve forming a significant cultural environment.</p> <p>Moodiarrup Hall was established on the site in 1925, replacing an agricultural hall that was located elsewhere in the district. The supper room on the east end was constructed in 1935, with the kitchen added on the north of the supper room in 1956, and the storeroom (cloak room) in 1960. Refer to Conservation Plan for full history.</p>	M1
	133	NEW	Lake Towerrinning foreshore areas and jetties	Duranillin South Rd and Duranillin Bowelling Road	2	<p>Lake Towerrinning has aesthetic and social value as a major landmark comprising the lake, jetties at the foreshore, and a range of amenities. It is a significant popular place for recreation and social celebrations for the community; the 'district's playground'. The jetties were rebuilt in 2021 on the piles of the original jetties. The activities and events include swimming lessons, speed boat racing, sailboat racing, and New Year's Day carnivals. Carnival Days were instigated in 1946 by the Moodiarrup Football Club. 1960 speed boat club. Motorcycle racing was also held on the eastern side of the Lake. The Lake historically plays a large role in social development of the community with the Shire's annual Australia Day breakfast a major event.</p> <p>Lake Towerrinning is of historical significance, having been "discovered" by Captain Bannister after the Aboriginal people had occupied the area, and were still there until about 1938.</p>	M7

			TRIGWELL				
Not viewed	138	18819	Haddleton Shearing Shed	Trigwell Bridge Rd	2	<p>Haddleton Shearing Shed is of historical and aesthetic significance as timber slab construction with an ironstone fireplace, with materials from the property.</p> <p>The two-stand shearing shed began as the first dwelling on the farm in 1900 and became a shearing shed a few years later. It was used until the 1970s. The 1982 flood rose to 10-12 feet above the floor.</p>	T2
Not viewed	139	NEW	Trigwell Bridge ruin	Trigwell Bridge Rd	2		N/A
Not viewed	140	18820	Trigwell Bridge School (former) Haddleton School Branded tree	Trigwell Bridge Road	2	<p>The Trigwell Bridge School is located on Trigwell's Haddleton property. The school building is historically aesthetically and socially significant in representing the value of education for the settlers' families. The school for five children from the Ronald and Trigwell families was opened in 1920 and stayed open until 1924 when North Dinninup School opened close-by, on the south side of the river.</p> <p>The Trigwell Bridge School aesthetic is significant, demonstrated by the front of the original one-room school is detailed in reverse tone Flemish bond brickwork with bricks made on the property, and an arch above the window has "W. Trigwell, 1920" fired into the bricks. It was modified (1938/39) with an addition to the east providing a dwelling for the Trigwell family after the 1955 floods, and additions in 1964.</p> <p>Approximately 25m north of the school building is an old jarrah tree which has William Walter Trigwell's stock brand (WTW 1920) carved into the side of the tree with the date 1901.</p>	T3