

Andrew C Ward & Associates

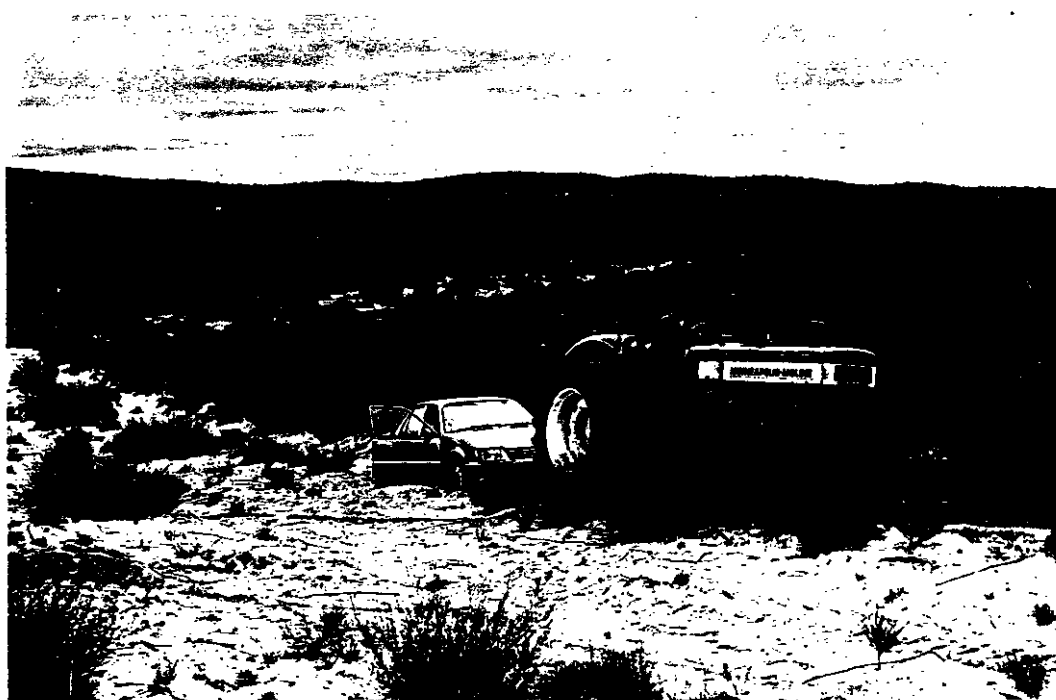
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MALLEE AREA REVIEW
STUDY OF HISTORIC SITES

Prepared by
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for the
LAND CONSERVATION COUNCIL

May, 1986



1. INTRODUCTION

In February, 1986, Andrew C Ward & Associates were commissioned by the Land Conservation Council to undertake a study of historic sites on State controlled public land in the Mallee Area. This Study forms a part of the Council's review of the Mallee area which was initially reported on in June of 1974. The Mallee area occupies Victoria's north-western "corner" and is shown with County and Municipal boundaries in figure 1.1.

The objectives of the Study are as follows:

1. To provide a narrative of non-Aboriginal history for the area.
2. To prepare an inventory of sites on public land related to non-Aboriginal exploration, utilization, and settlement of the area.
3. To describe and classify these sites under historic themes as set out in the attached appendix.
4. To rank the sites based on their importance for preservation.

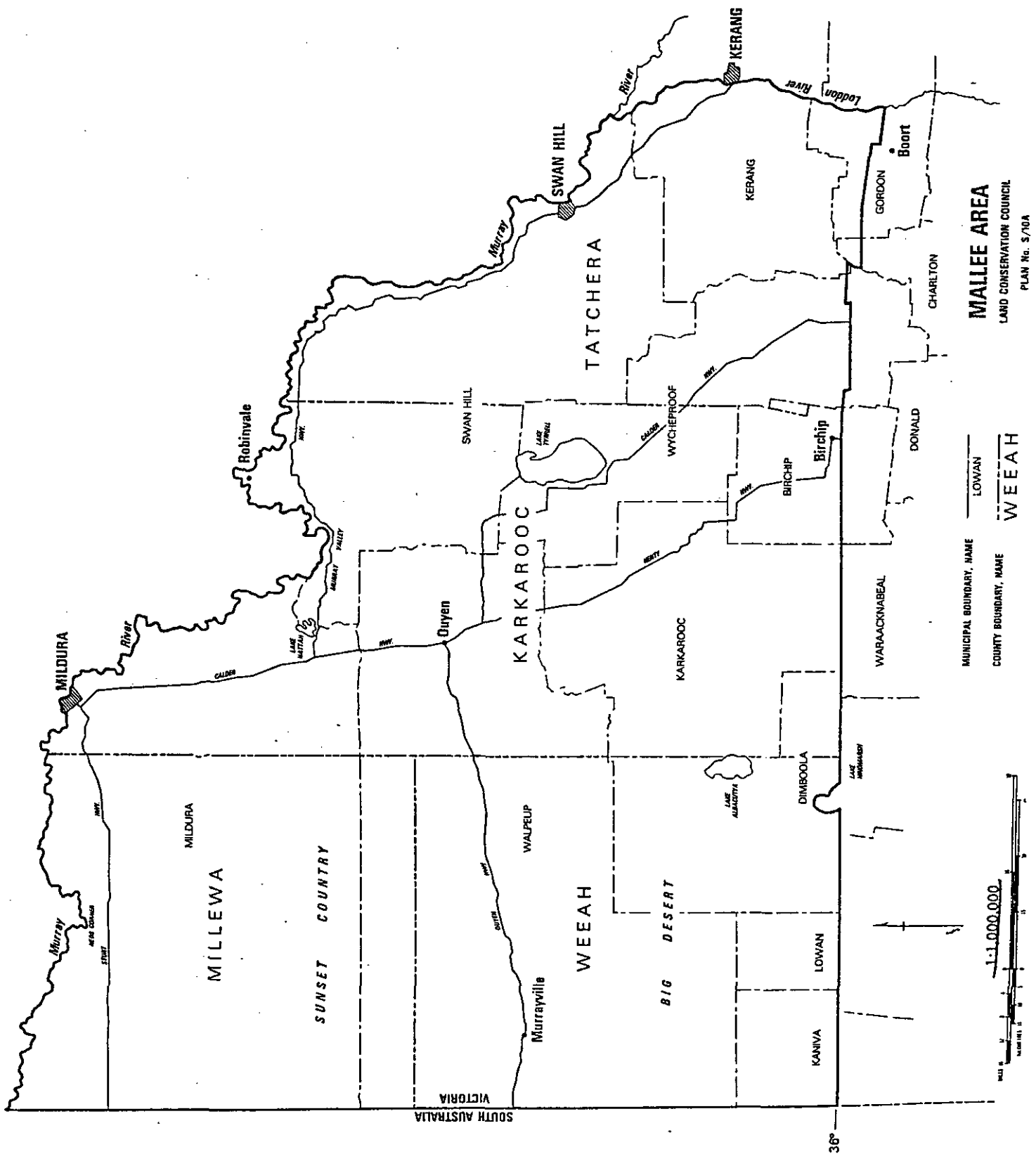


Figure 1.1 Mallee Region - Study Area

2. STUDY TEAM AND METHOD

The Study was undertaken by Andrew Ward, who is responsible for all phases of the work.

The study method adopted involved the following tasks which, although recognised as being separate phases of the assignment, were by no means discrete, and involved a measure of "returning over ground already travelled", as new information came to light:

1. Search of main primary and secondary sources,
2. Preparation of preliminary list of sites,
3. Field Survey,
4. Report preparation.

Stage 1 involved consultation with the following statutory bodies:

- Department of Minerals and Energy,
- Ministry for Planning and Environment,
- Department of Conservation, Forest and Lands,
- Rural Water Commission,
- Public Works Department,
- the following local government agencies:
 - Shire of Mildura
 - City of Mildura
 - Shire of Swan Hill
 - City of Swan Hill
 - Shire of Kerang
 - Borough of Kerang
 - Shire of Walpeup
 - Shire of Karkarooc
 - Shire of Kaniva
 - Shire of Lowan
 - Shire of Dimboola
 - Shire of Warracknabeal
 - Shire of Birchip
 - Shire of Gordon

In addition, the following non-statutory organisations were consulted:

- The National Trust of Australia (Victorian Branch),
- Mildura Historical Society
- Wycheproof: Local collection
- Swan Hill: Local collection
- Hopetoun Historical Society

Finally, a number of business organisations having activities in the area over the years were approached, along with individuals having a knowledge of local history. Invariably, and in spite of the ready availability of assistance from these sources, local settlers, when approached, generally had the most detailed information. Indeed, material gained in this way was found to be especially comprehensive, bearing in mind the comparatively recent history of the Mallee area.

A number of libraries and local history collections revealed a comprehensive range of secondary literature available to this Study. These sources have been drawn upon and are acknowledged in the Inventory data sheets. Two texts, however, offered invaluable assistance and were used closely in the production of the Outline History in Section 4. They are:

Alfred S. Kenyon's: "The Story of the Mallee", published in 1912 (1982 edition), and

Sir Ronald Easts article in the Royal Historical Society of Victoria's "The Victorian Historical Magazine", entitled "Water in the Mallee" and published in November, 1967.

Stage 2 of the Study Method involved the preparation of an initial list of historic sites for comment by the LCC, and others, and was tabled in March, 1986. It listed the sites in accordance with the schedule of historic themes common to other LCC studies and contained 166 entries, bores, tanks and schools generally being grouped into one classification each. This information provided a basis upon which the field survey was conducted.

The Stage 3, field survey, was undertaken during April and May, 1986, with the assistance of 1:100,000 topographical maps. Progress was hampered by the difficult terrain. The Sunset Country and Big Desert areas, in particular, are generally accessible only by four wheel drive vehicles, and are in large areas, totally inaccessible. Partial investigation has shown that the evidence of settlement in these sub-regions is likely to be minimal.

Stage 4 involved report preparation, and consisted of the preparation of a draft report, for comment, and a final report for use in the Council's review of the Mallee. A data sheet format was adopted and presented by means of word processing to facilitate amendment, and updating of information, if and when required. The data sheet provides the following types of information:

- Locational
- Descriptive
- Historical
- Evaluation of Significance and
- Recommendations.

3. HISTORIC THEMES

The schedule below lists the sites covered by this Survey in terms of the LCC's historic themes list, developed during earlier studies. The themes most commonly encountered and recorded relate to services, the first water, and the second railways. This is, however, to be expected, having in mind the profound importance to settlement in the Mallee of adequate water and transport services. Primary industry activities are generally located on alienated land, whilst mining is generally of comparatively recent date and characterised by gypsum and copi extraction, and salt harvesting. Similarly, most secondary and tertiary activities are situated on private land, often located within township and city areas.

In this Survey, and in response to the study brief, sites on private land were not normally evaluated. Two exceptions occurred to this rule, however, the first being at "Pine Plains", where the homestead and catchment tanks, although on private land, are inextricably linked with the surrounding leased holdings, and the second being where one's appreciation of the significance of an item on crown land can only be fully gained by reference to related items on private land. Thus the two lochs, for example, of Lascelles experimental orchard are sited on crown land, and can only be fully understood following reference to the remaining olive trees, on private land, and the pumping engine, located on Shire property. In these circumstances State government policy should take into account the historic or geographical relationships between the items situated on both public and private land before making decisions concerning its own holdings.

The schedule follows:

NOTE: SCHEDULE WITHELD FROM DRAFT

4 OUTLINE HISTORY

4.1 Introduction

The history of European occupation within the Mallee may be looked at from the viewpoint of three phases of activity, phases which are generally sequential but nevertheless which run parallel with each other, also, to a limited extent. The phases are as follows:

- Discovery and Exploration,
- Settlement - the squatters,
- Settlement - the agriculturists.

The period of discovery and exploration covers the years 1830 to 1885, that of the squatters from 1845 to c.1915, and that of the agriculturists from 1873 to the present day. This slightly oversimplified picture is described below.

Before doing so, however, it is appropriate to comment on the peculiar nature of the Mallee region, which has set it apart from the rest of Victoria throughout its history of human occupancy. Kenyon writes of Governor Latrobe's curiosity about the Mallee "probably on account of the complete lack of information as to its interior as well as to its remarkable dissimilarity to other parts of the State". 1. In 1850, Robert Hoddle described it as "that extraordinary formed country". 3. They were referring to its waterless state, and to the unique monotony of its vegetation, consisting principally of mallee, or eucalyptus dumosa, relieved by stands of cypress pine, belar and buloke in discrete areas. There was no grass, but rather "ballarook" 4. or tufts of porcupine grass which cut the legs of the explorer's horses and added to the area's hostility. It was sandy country, characterised by dunes stabilised, more or less, by the scrub. It was remote to the blacks and partially uninhabited. It is remote today and well deserves its title of Victoria's "last frontier".

The early visitors' comments were utterly damning:

"...you have no doubt ere this, come to the conclusion I arrived at subsequently, that it was a disgusting country throughout, in which it would require uncommon inducements in the way of prospective advantage to encourage any but a misanthrope to permanent residence" (J.W. Beilby: 1849)

"I took a trip through the Mallee country and I never saw, and could not have conceived a greater picture of desolation. The 'abomination of desolation' is, in fact, the only phrase which would accurately describe it." (Duffy, Minister of Lands: 1880)

In spite of the mixed successes of subsequent years, their dismay at this country can well be understood. The process of settlement, and the historic sites thus created are often a reflection of man's struggle against the natural elements in this forsaken region. Today, the battle continues, and is commented on further in Section 3. The desolation of the Mallee remains the paramount characteristic in many marginal areas, including the Big Desert, the Sunset Country, and the eastern Millewa.

The historic sites identified in this Study are placed in context in the review of the principal phases of man's history of occupancy in the Mallee, which follows.

4.2 Discovery and Exploration

Sturt dissolved the Mallee on his Murray River journey, in 1830, to Lake Alexandrina. Major Mitchell discovered what he described as "one of the most barren regions in the world" 5. when he skirted its southern boundary in 1836.

In 1838, Edward John Eyre attempted to cross the Mallee from south to north but he was forced to turn back through lack of water, north of Lake Hindmarsh. Thus the first excursion of any consequence was left to the Rev J.M. Crow, who occupied the "Balerook" run, near Yanac, and who in 1847 pressed northward to the "Pine Plains" area, taking up occupancy there in the same year.

During the period 1849 to 1851, assistant surveyor E.R. White, acting as the South Australian representative with the New South Wales boundary survey party, and subsequently as a surveyor of roads for Governor Latrobe, criss crossed the Mallee and became more familiar with it in a general sense than the early squatters, whose experience was more localised. He surveyed the 142nd meridian road route during this period, a road which remains open, in sections, today, linking Yelta in the north with Lake Hindmarsh in the south. It was a logical route, bisecting the Mallee neatly in two, and linking the Murray River, the frontage of which was fully occupied by this time, with the "spine" of squatter runs following the creek beds and lakes from Hindmarsh north via Lake Albacutya to the Wirrengren plain forming part of the northern most run at that time, being "Pine Plains".

White also surveyed a road along "the blackfellows route" from "Mournpool" to Yellumjip" and "Pine Plains", causing a number of watering points to be established soon afterwards, evidence of which have been identified in this Study.

In late 1849, J.W. Beilby travelled extensively through the Mallee in search of a run, eventually opting for "Brimin", in the Wyperfeld National Park, but without taking up occupancy.

Thus by 1851, the areas of the Mallee remaining unexplored had been reduced to pockets, the details of these areas being filled in by Assistant Surveyor Pritchard, Baron von Mueller (1853), George Nuemayer (1858-1864), and T. Turner and E. Nanikivell (1885-1886). Accounts of their travels are presented in Kenyon's "The Story of the Mallee". Turner and Nankivell's work involved surveying lines at ten mile intervals as part of the 1878 Royal Commission, with the result that little remained unknown after the completion of their labours.

This survey identified some of the early surveyor's routes and squatters tracks and presents details in Section 5 of this report. Further work could be done by a closer study of the surveyed routes and by plotting the remaining physical evidence by a process of exploration and research.

4.3 Settlement: The squatters

The occupancy of the squatter's proceeded simultaneously with the process of exploration and survey. By 1845, the Lake Boga area was occupied and in 1846 Frank Jenkins was in the Mildura area. Stanbridge, Haverfield and Jardine 7. occupied the Tyrrell Downs country before 1848 and McGinnis was at Lake Corong (Hopetoun) in 1846. By 1848, the pattern of occupation was as illustrated in figure 4.1. Of the runs shown, "Lindsey", "Walmala", "Upper Kulnine", "Gayfield", "Mournpool", "Bumbang", and "Pine Plains" remain substantially on Crown Land, today. This survey has shown that very little built evidence of settlement on Crown Land remains in these areas pertaining to the squatting era, an assertion, however, which is qualified by the need for closer research and field work. 8.

Figure 4.2 shows how additional runs had been taken up by 1859, whilst figure 4.3 depicts the region in 1865, when pastoral occupation had peaked. Additional runs containing substantial portions of Crown Land at the present time are "Watermit", "Merri Jig", "Poilya", "Blackwater", "Karlow", "Rock Springs", "Capbera", "Carcairns ABCDEF", "RAAK", "King", "West Bellfield", "North Boundary No.1", "North Boundary No 2", "Clifton Plains B", "Clifton Plains A", "Ross' Plains", "Sand Mount", "Wonga Lake", "Swift Lakes", "Strathmore", "Strettledeale", "Campania", "Corunna", "Salamanca", "Clifton Plains", C and D, "Totara", "Middle Boundary", "Bagshot Heath", and "Western Albacutya". Again, the survey failed to identify substantial remnants of human occupation in these areas. The relics of "Wonga Lake" within the Wyperfeld National Park are exceptional. In most cases, however, the runs were simply speculative applications and of no great importance, ¹⁰ leaving little evidence of occupation.

At this time, the squatters held their land on the basis of an annual license, whilst the Duffy Act of 1862 provided for nine years tenure, expiring in 1870. Under the provisions of the Mcpherson Land Act of 1869, run holders were able to purchase portions of their runs at one pound per acre. Under that ordinance the pastoral assessment was one shilling per sheep per annum, the same rate obtaining all over the State. This seemed an unfair arrangement, and advantage was astutely taken of a provision permitting the purchase of portions of runs at

one pound per acre. In the Mallee some 11,955 acres in blocks of 4 to 290 acres were bought. For this comparatively small outlay the whole or practically the whole of the water catchments, on which there had been expended over thirty six thousand pounds, were secured, and as a natural consequence the incoming of any interloper effectively prevented. Secure in their profession the squatters gave up their leases, and took up annual grazing licenses only. The "Pine Plains" run, held by the O'Sullivans at the present time, provides the only remaining example of this practice. Here, the homestead - there are three houses - and outbuildings, and the key tanks scattered across the run are all located within small parcels of freehold land, surrounded by square kilometres of leased Crown Land. (5)

Nevertheless, the run holders had limited security and were as a consequence loath to carry out extensive improvements and make any serious attempt to combat the rabbit and dingo problem. In 1883, the Mallee Pastoral Leases Act divided the entire Mallee into blocks and allotments. The main object of this measure was to give such a tenure as would induce the pastoral tenant to improve his holding and make a serious effort to combat the rabbit and dingo pests, but at the same time would preserve the fee-simple for future disposal twenty years later. The whole of the Mallee country was divided into "blocks" and "allotments", the latter comprising only the extreme fringe. The blocks were divided in to moieties called A and B. Leases of the blocks were disposed of by auction, the successful bidder taking wither the A or B portion for twenty years and the other for five years. Compensation for permanent improvements was to be paid at the end of the term.

Thus the process of negotiation and legislation between landlord and tenant eventually made provision for the purchase of free hold land, - for the squatters. Further subdivision into settlers' lots was to commence in 1885 and to mark the beginning of the end of the squatting era. By 1915 (A.S. Kenyon) a mere handful of runs remained, beaten into new configurations by the Mallee Pastoral Leases Act. They were all situated on the Murray, and included "Ned's Corner", "Kulnine", "Kulkyne", "Slab Hut", "Bumbang", "Youngra" and "Nerong". Today, a number of large pastoral leases remain on Crown Land in the Mallee. They include "Pine Plains", and Harold MacArthur's 10. lease in the western portion of the Sunset Country. Many of the early earth tanks remain, and others have been built, both by lessees and the former State Rivers and Water Supply Commission. The "Pine Plains" run is singularly important, being located in scenic country with the homestead allotment overlooking Lake Agnes at its heart. Although the original homestead was tragically removed to the Swan Hill folk museum in recent years, a number of early twentieth century thatched log barns remain at the homestead site. "Pine Plains", has a strong sense of identity, heightened by its "land locked" position on the edge of the Big Desert.

4.4 Settlement: The Agriculturists

Kenyon attributes the closer settlement of the Mallee in part to the failure of crops during the middle of last century in the colony of South Australia and in part to the improvement of mechanical appliances to cheapen the costs of



Figure 4.3
Squatters Runs.

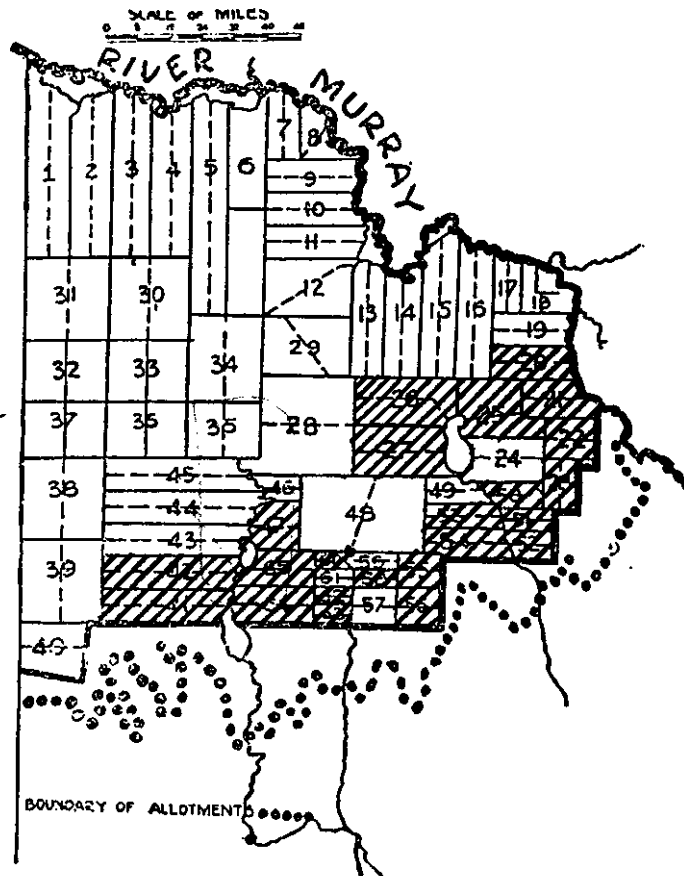


Figure 4.4
Showing hatched
those areas subdiv-
ided for closer
settlement by 1903.

Source: A.S. Kenyon:
"The Story of the
Mallee".

THE MALLEE, AS SUBDIVIDED UNDER THE "MALLEE PASTORAL
LEASES ACT 1883."

ground preparation and crop production. Thus the settlers in the adjoining colony were eager to "try again" in the Mallee, bringing with them an accumulation of experience sorely gained in South Australia. The stripper had been invented by John Ridley, of Hindmarsh in the 1840's. Mullens, of Wasleys, devised an original method of cleaning and cultivating the scrub during the 1870's. Kenyon describes this and other innovations in the following terms:

"Cutting the timber down level with the ground and burning off the fallen stuff, he dragged over the burnt ground a forked log or triangle having spikes driven through it. Yields of up to 30 bushels per acre were obtained in this cheap and primitive way. This system of clearing, known as "Mullenising" or "Yankee grubbing" is still the cheapest and most effective for the large varieties of mallee. Following shortly after came the famous roller, generally contrived from an old boiler, for the levelling of the smaller whipstick mallee. In 1876 Smith Brothers, of Yorke Peninsula, brought out the greatest of all the inventions, the stump-jump plough, but the need for something of the sort had been so long evident that several distinct and probably independent contrivances were evolved about the same time. Stott, Shapland, Martin & Co., all have put in claims, and the credit, like that of the first discovery of gold in this State, yet remains in doubt."

In 1893, The Braybrook Implement Company produced five to six hundred stump jump ploughs and two hundred strippers, despatching them to the Mallee region.

In 1884, H.V. McKay invented the stripper harvester, stripping, threshing and bagging his first crop at Drummartin, in February of that year. Significant economies were achieved by this machine which stripped, threshed, cleaned and bagged wheat in one operation, rendering Ridley's and others' strippers obsolete within a relatively short period of time.

Today farm yards in the Mallee are littered with obsolete agricultural equipment, not only including early stripper harvesters but headers and ploughs, of more recent origin. An occasional roller is preserved in parks, whilst a miniature version of the stump jump plough is mounted in Birchip's main street. During this period also, firms such as Cuming Smith and Co. were producing chemical fertilisers for the growing South Australian and Victorian markets.

In 1885, the first subdivisions occurred at the southern boundary of the Mallee area, when David Elder and Isaac Young-Husband obtained approval to cut up their land into parcels varying in size from 500 to 1200 acres on the shores of Lake Hindmarsh. In 1887, Pharez Phillips subdivided portion of the run "Brim", which he had acquired from the owner of that run, T. Guthrie, again at the southern boundary of the Mallee region. During the initial burst of subdivisional activity, covering the period from 1888 to 1903, nearly 4,000,000 acres of land bordering the southern and eastern fringes of the Mallee were subdivided. Hopetoun, Beulah, Birchip, Swan Hill, Kerang, Quambatook, Sealake, Ultima and Nandaly are settlements born during this period, being situated within the affected areas indicated on figure 4.4

Prior to these developments, the Railways Department had been under extreme pressure to extend its network in all directions, including that of the Mallee. In 1880, an act of Parliament, No 682, authorised construction of 23 new lines, and was followed in 1884, by the "Octopus" Act, No. 821, authorising an additional 66 new lines. These were the years of the Victorian land boom, a period of frenzied speculation in real estate which resulted in the crash of the early 1890's and severe economies in public works expenditure. By the time the fringe lands of the Mallee had been cut up in the manner described briefly above, rail communications had been extended as follows:

<u>Temporary Terminus</u>	<u>Year of Opening</u>	<u>Eventual Terminus</u>
Rainbow	1899	Yaapeet
Hopetoun	1894	Patchewollock
Mildura	1903	-
Sea Lake	1895	Kulwin
Ultima	1900	Robinvale
Swan Hill	1890	Yungera

Thus, the Department was keeping pace with closer settlement, and in so far as the Mildura railway was concerned, it was well in advance, the town of Mildura, however, being sorely in need of rail communication since as early as 1893.^{12.}

The extension of the rail system was consistent with the findings of the Mallee Select Committee of 1891 which had determined that closer settlement "should be accompanied as far as possible by railway accommodation and the conservation of water for stock and domestic purposes".^{13.}

The squatters had taken advantage of the area's scarce water resources by developing native wells and soaks and catchments where, after heavy rains, water collected and lay for months in depressions or clay pans. They built log tanks, iron tanks and excavated earth tanks, sometimes roofing them with grass tussocks supported on wire netting, to minimise evaporation. They were the prelude to the work of the Victorian Water Supply Department, formed in 1887, and which was initially, and fruitlessly, pre-occupied with the establishment of artesian bores. Subsequently, temporary works at Lake Lonsdale, in 1898, permitted the supply of water, by channel, along the Yarriambiack Creek to the Warracknabeal district.

In the following year a channel was constructed to drain storm water from the plains around Birchip and take it to Sea Lake. This was in the long sequence of dry ears which had commenced in 1895 and was not to be relieved until after the very severe drought culminating in 1901-02.

In 1900, water supplies failed in all the eastern Mallee - except the supplies provided for Sea Lake by this channel - and it was necessary to take water for settlers by train to the railway stations on the Ultima and Sea Lake lines. Some of the water came from Lake Boort fed from the Loddon River. A considerable amount of work was done in the Mallee by shires, with government advances, in excavating tanks in the settled districts.

The success of the Sea Lake channel led to the construction of other channels and branches depending on storm run-off from plain country, and tanks of from 4,000 to 10,000 cubic yards capacity were excavated along the courses of these channels. In spite of the Department's work up until 1903, the settled fringe of the Mallee, and the Sea Lake area, were mostly dependant upon the vagaries of the seasons, and to this extent, were "propped up" by water trains. Thus, settlement's complete dependance upon a transport and water services infrastructure was underlined during these early years.

Some pioneers were quick to perceive this situation and to act on it for the purpose of land subdivision and profit. They included the Chaffey Brothers, George and William, prompted by the Hon. Alfred Deakin, Commissioner for Public Works and Water Supply, whilst on tour in the Chaffey's Californian Irrigation Colonies, and Edward Lascelles, of the Lake Corrong station. Passing reference is also made to the work of the Rev. T.H. Goodwin, who, in 1885, undertook dried fruits production on his aboriginal station at Yelta.

On May 31st, 1887, the Chaffey Brothers, after a difficult period of negotiation with the State Government, signed an agreement with the State Governor, Sir Henry Brougham Loch, to develop a portion of the Mildura run as an irrigation settlement, and to establish "useful and permanent improvements upon it, irrigation channels, pumping plants, roads, bridges, etc. to the value of three hundred thousand pounds within 20 years, and to extend water facilities to all settlers for a fair consideration. 14." Photographs taken in the present city centre of Mildura, during that year, show that no time was lost in the fulfillment of contractual obligations. Roads had been laid out and planted and several shops and buildings are in evidence. In the same year the Mildura Irrigation Company was formed and in 1888 temporary pumping facilities established. In 1889 and 1890, Chaffey's direct drive triple expansion marine steam engine and pumps were installed at the Kings Billabong and Psyche Bend sites respectively. This plant, revolutionary in its day, is similar to more recent pumping plant established in the Mallee by the former State Rivers and Water Supply Commission, and remains derelict in various conditions and locations, identified in this survey in the Mildura area. The settlement of Mildura was producing fruit throughout the middle to late 1890's and underwent great hardship in transporting its products to the metropolitan market. When the river was flowing, the Murray paddlesteamers helped, but the Great Depression delayed railway construction and prompted a state of bankruptcy on the part of the Chaffeys, and settlers. The First Mildura Irrigation Trust was formed in 1896, with every land holder a shareholder, and in 1903 railway communication was eventually established.

E.H. Lascelles, held the Lake Corrong run from 1878. In 1891 he dammed the Yarriambiack Creek at two points and commenced the irrigation of lands surrounding Lake Corrong in the vicinity of Hopetoun by means of a network of open channels in that year. Spurred on, no doubt, by the Chaffey Brothers successes, Lascelles established an experimental orchard, elements of which were identified in this survey, and served to encourage land purchase. Salinity problems eventually caught up with the project, brining about its demise c.1915. an interesting common element remains, however, linking the Mildura and Lake Corrong settlements with each other. It takes the form of the pumps, all of which were designed and built by Tangyes Limited, at its Cornwall works, Birmingham.

In 1909 the Robinvale rail line was extended from Ultima to Chjillingollah, and at this time, there was agitation to open up the north-west mallee, in the vicinity of Kow plains. On this occasion, and for the first time in the State's history 15. rail construction preceded settlement, the line being opened to Murrayville in 1912. It was to be the forerunner of other developmental railways in the Mallee, and remains today, in company with the Ouyen highway, as the spine of settlement in the Ouyen-Pinnaroo corridor.

Soon afterwards, further extensions to existing lines were opened as follows:

Murrayville to Pinnaroo	1915
Mildura to Merbein	1910
Sea Lake to Mittyack	1919
Chillingollah to Manangatang	1914
Swan Hill to Piangil	1915
Rainbow to Yaapect	1914. 16.

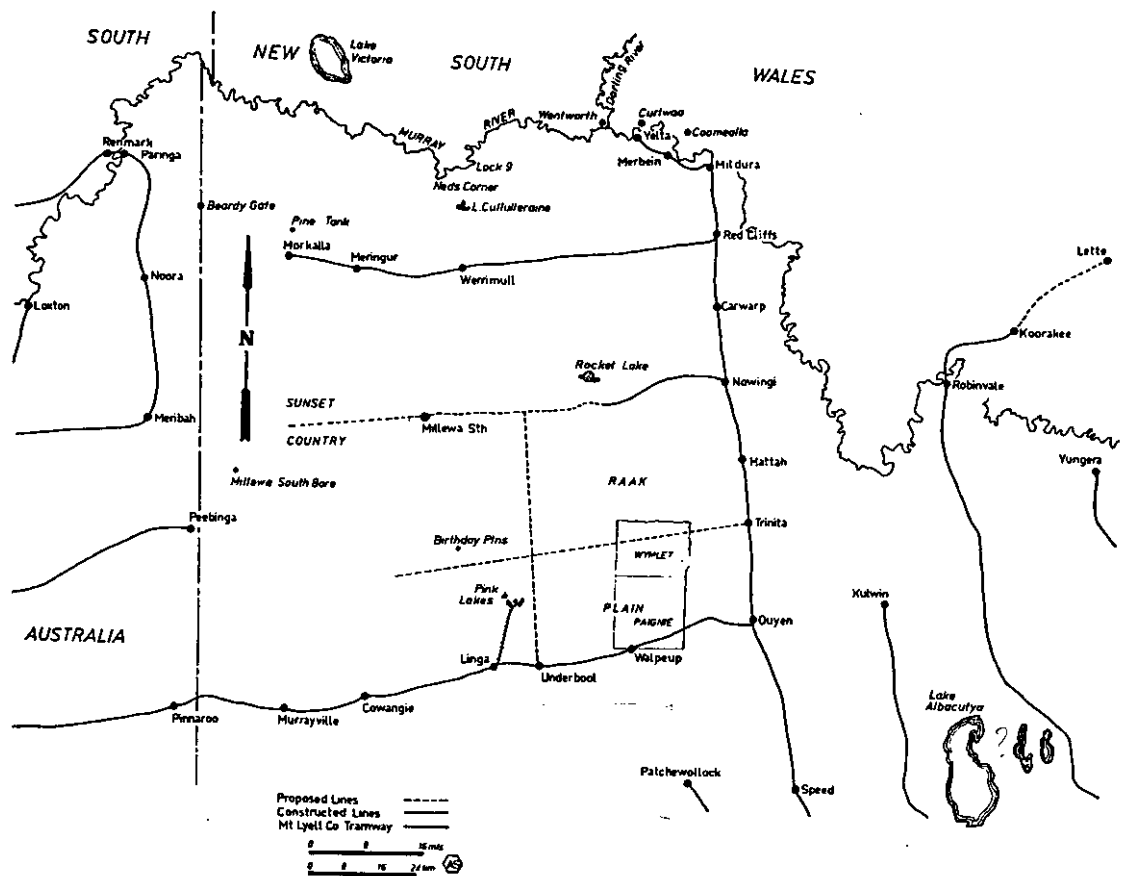
With the exception of the Millewa, the Sunset Country and the Bid Desert, most of the Mallee had been placed within reasonable distance of a line of railway by the onset of the First World War.

Figure 4.5 illustrates the anticipated pattern of rail development in the unsettled areas noted above. Crown Land was first made available for settlement in the Millewa in 1923. 17. The authorising act for the construction of the Millewa North railway was passed in 1921, and the first section, from Redcliffs to Werrimull was opened in April 1924. The second section from this point to Merrigur was opened in October, 1925, and in spite of deputations, a decision to extend the line further to Morkalla was postponed until construction had commenced on the Millewa South railway. Branching off the main line at Nowingi, 39 kilometres of track were laid as far as Rocket Lake in the direction of Millewa South before a decision was taken to abandon, the anticipated settlement having been withheld due to a lack of water. In 1942 the Brunswick Plaster Mills established a gypsum mine, halfway along its length, and today the track remains in spasmodic use between that point and Nowingi. Eventually, in 1931, the Merrigur line was extended to Morkalla, but plans to build another line west from Tinita, now closed, were never acted upon.

A few other lines extending northward from their Wimmera base were also completed during the 1920's as follows:

Mittyack to Kulwin	1920
Manangatang to Robinvale	1924
Piangil to Yungera	1920, 1926 16.
Merbein to Yelta	1925

In 1957, the line to Yungera was cut back to Kooloonong and in 1964 the last train ran from Merrigur to Morkalla. By this time the vital role which the railways had played in opening up the Mallee had been significantly transformed. The era of passenger train travel, and of holiday specials, of water trains and firewood trains



Mallee Railways. Drawn by Alan Stempel, 1975.

Figure 4.5

Source: B. McLean: "Rails to the Millewa North" (1975).

to feed the pumping station boilers and of "Better Farming Trains" was passing, and the remaining services were restricted to grain and bulk superphosphate runs. In 1971 the Bland Report sounded the death knell of common carrier obligations and regular services with the result that most lines are now operated on an "as required" basis. The recent Canac Report has declared unviable sections of other lines, including Hopetoun to Patchewollock and Manangatang to Robinvale, Mildura - Yelta and Redcliffs-Meringur. With the demolition of station buildings, now well advanced, and the prospect of further closures imminent, the need to prepare a strategy for the retention of railway facilities for historic purposes is urgent.

During the drought years water was delivered by rail to stations throughout the Mallee, the last occasion of a water train supplying farmers with water being in February 1928. In that month some 200,000 gallons were delivered to Torrita during the summer months for an area depending on catchment tanks which had failed. 18. Nevertheless, the need for train water supplies diminished as the channels of the Wimmera Mallee stock and domestic water supply system were extended.

The State Rivers and Water Supply Commission, successor of the Victorian Water Supply Department, was formed in 1910. Alfred S. Kenyon, who had become engineer of agriculture in 1906 and was engaged, in the Mallee in water supply, irrigation, silo and road construction, was appointed engineer in charge, north-west Mallee, for the Commission, in 1910. Under Kenyon's direction, the S R & W S C undertook the development of artesian bore supplies, catchment tanks and channel construction for both domestic and stock, and irrigation purposes. No matter where settlement occurred in the Mallee, the Commission devised a method of water supply to meet its needs, arising from that sub-region's particular characteristics. The methods of supply developed are of great interest and have become significance contributors to sub-regional identity. Being undertaken by a Government agency and often situated on Crown Land, their identification and evaluation was a major pre-occupation in this survey. The work of the Commission, now the Rural Water Commission, has continued until the present day and has resulted in the construction of what is believed to be the largest system of domestic stock water supply in the world. 19. It is made up of the following components:

- artesian water,
- catchment tanks,
- artificial catchments,
- channel water supplies and
- pipeline water supplies.

Coincident with the settlement of the Ouyen-Pinnaroo corridor, which commenced c.1910, it was decided to put down bores to tap known sources of artesian water in this area. Kenyon was placed in charge of the work. Between 1911 and 1913 several exploratory lines of bores were put down in the Walpeup West district and extending into the Sunset Country. By 1915 there were 79 successful bores supplying water to 2500 persons on farms and in townships between Underbool and the South Australian border. Farmers carted water from public overhead tanks filled by large windmills pumping from these bores. Boring went on until 1930, by which time the boundary of the area in which usable underground water could be expected had been defined. There were then 109 bores, including three in unsettled country south of Murrayville.

Today, a significant proportion of these bore pumps has been electrified, stands and tanks have been rebuilt, and most farmers have their own bore supplies. In the 1950's, the bores to the west of Cowangie were either sold to the settlers or closed down. In 1978 the Cowangie bore was abandoned, leaving a total of 40 public bores in use today to the east of Cowangie. Several have been visited and recorded in this survey, the Boinka flowing bore being of special note. The now mostly abandoned bores of the Sunset Country are also of interest, since they represent a phase in the history of this sub-region which has now passed. They include the "Bellbird" bore, now replaced by a private bore by the Braun family, and the "Rock Holes" and "Millewa South" bores situated in remote scrub country. 20.

Each bore consisted typically of the following elements, above ground.:

- windmill, commonly manufactured by Alston, Comet or Southern Cross,
- tank standard, of angle iron,
- tank, of corrugated iron,
- stand pipe with stopcock,
- trough, and
- earth tank.

In 1986, the following bores, as opposed to above ground plant, were in original condition: numbers 75, 83, 84, 88, 96, 100 and 101.

In 1910-11 the State Rivers and Water Supply Commission had undertaken at the request of the Government not only boring for water in the northern Mallee but also the construction of large catchment tanks at convenient points in the area where underground water is not found. These were to be used only as reserves against drought. They were not to be for the ordinary use of settlers, who in all cases were required by the terms of their leases to make the necessary tank provision on their holdings requiring a catchment of about 50 acres. The Commission also undertook the clearing of roads and making sandhills passable. This included the provision in the early 1920's of the road north from Ouyen through the Hattah Sandhills to Mildura - providing for the first time a reasonably trafficable through road from Mildura to Ouyen and Melbourne.

Prior to the intervention of Government, a number of catchment tanks had been established by the early station owners and by Shires. In some cases the Commission reconstructed them and they remain in use, today. 21.

The best catchments were reserved for public tanks, and the first were put down by the Commission near Ouyen - Stub and Cockatoo tanks - 20 other tanks with capacity of 200,000 cubic yards being commenced in the northern Mallee in 1910-11. Two of these - Yellumjip and Walpeup on particularly good catchments - were to be of 40,000 cubic yards capacity.

Tank construction was continued from year to year throughout the Northern Mallee. Between Ouyen and Underbool, an area then beyond the Wimmera-Mallee channel system was constituted as the Walpeup East Waterworks District. In this area 1,500 people were dependent upon excavated catchment tanks for their stock water supplies, and - when their roof catchments failed - for their domestic requirements as well. This was the area to which water had to be carried by train when the catchment task failed in times of drought.

By 1914 the Commission had put down 123 tanks with an aggregate capacity of 700,000 cubic yards. As more lands in the Northern Mallee were opened up for selection, the construction of public earthen tanks was continued until by 1928 the Commission had constructed or enlarged no fewer than 260 with a total capacity of 1,210,000 cubic yards, equal to 204 million gallons. Sixty-one of these tanks were in the County of Millewa. This practically completed the Commission's task of providing preliminary water supplies to open up areas for settlers in advance of more permanent channel supplies. However, some large catchment tanks were later constructed at Sunset and Birthday Plains.

In certain parts of the Mallee outside the "Bore" area with usable underground water, there were tracts suitable for settlement to which channel supplies could not economically be extended, and where owing to the porous nature of the soil, natural water catchments and holding ground for storages could not be obtained. To so serve such lands, following a suggestion by J.S. Dethbridge, Kenyon evolved what he termed the "Ironclad Catchment" to be made of flat galvanised iron sheets laid on sloping ground, turned up and clipped together at the edges, to discharge water from rainfall into watertight covered storages. For the average farm the iron was to cover about one half an acre of ground and the storage tank was to hold 65,000 gallons. Such a combined catchment and tank was expected - from examination of rainfall records - to fully meet the requirements of a well-equipped farm for domestic purposes, for working horses and for grazing stock. 22.

The first tank was constructed by R. East 22. in 1927 23. near Nowingi. 24. In the same year, two other experimental tanks were laid down in lands which were then expected to be settled along the Millewa South branch railway. 25. The tank which remains at Nowingi, immediately to the west of the railway station was put down in 1933 and remained in use until 1974. East states that a dozen catchments were put down, and a further dozen small catchments were constructed for settlers in the Parish of Baring in 1935 and were in use during 1967. 25. Examples of both periods of installations were surveyed during this Study.

The area with useful underground water in the Victorian Mallee is limited to the far western portion. Catchment tanks, which failed completely in times of drought, proved inadequate to meet the demands made upon them as settlement.

extended and the country developed, and the urgent necessity of providing assured and ample drinking water supplies for working horses and grazing stock resulted in the development of an extensive system of channels bringing water from the wet south - the Grampians - to the dry north. The extent of the network in 1952 is shown in the figure.

Prior to its development however, the Chaffey Brothers, and E.H. Lascelles, as previously mentioned, had undertaken pioneering work during the 1890's. Channels, weirs and tanks were also constructed by the Wimmera Trusts until by 1891 there were 800 kilometres of channels through the Wimmera Pains. The 1895-1902 drought reinforced the necessity for the extension of the channel network into the Mallee, and as early as 1900, the Railways Standing Committee dealt with a number of schemes put forward by the Water Supply Department. In 1902 it made further recommendations, leading to the construction of the Long Lake pumping scheme, to supply drinking water only in the Eastern Mallee, in 1903, and to the construction of the Lake Lonsdale Reservoir and channels from the Grampians. In 1929 the Warange Basin - Mallee channel was opened, and is shown in figure 4.7, bringing sorely needed Golburn River water as far as Ouyen.

The Commission's channel construction program for stock and domestic supply commenced with branches from the Sea Lake and Long Lake main channels in 1906-7, the township of Sea Lake being the first Mallee township to receive a reticulated water supply. By 1964, following a process of continuous channel construction, the Commission had built some 17,500 kilometres of channels in conjunction with another 10,500 by private settlers. During the mid 1940's, some 400 kilometres of channels in the Kooloonong, Annuello, Ouyen, Carwarp and Coreena districts were abandoned owing to sand drift. A number of pumping stations were built to bring water to good quality land above the level or beyond the reach of the gravitational system. As early as 1913, a pumping project was installed to supply the high Cannie ridge by relifting water which had been pumped to the Mallee from Long Lake since 1903. Other stations have been built and were visited in this Survey. They are documented in the individual data sheets, and are scheduled below:

Cannie	Wycheproof-Goschen Channel	1913
Carwarp	River Murray at Red Cliffs	1916
Carwarp Reflift	Carwarp Main Channel	1924
Coreena	River Murray at Robinvale (originally Coreena Bend)	1927
Coreena Reflift	Coreena Channel	1947
Dering	Dennyng Channel	1926
Eureka	Eureka South Channel	1925
Millewa A	Rr Murray	1924
Millewa Main	Lake Cullulleraine	1924
Millewa B	Millewa Main Channel	1924
Millewa C	Main Western Channel	1924
Walpeup	Dennyng Channel	1931

VICTORIA
CENTRAL PLANNING AUTHORITY
MALLEE REGION

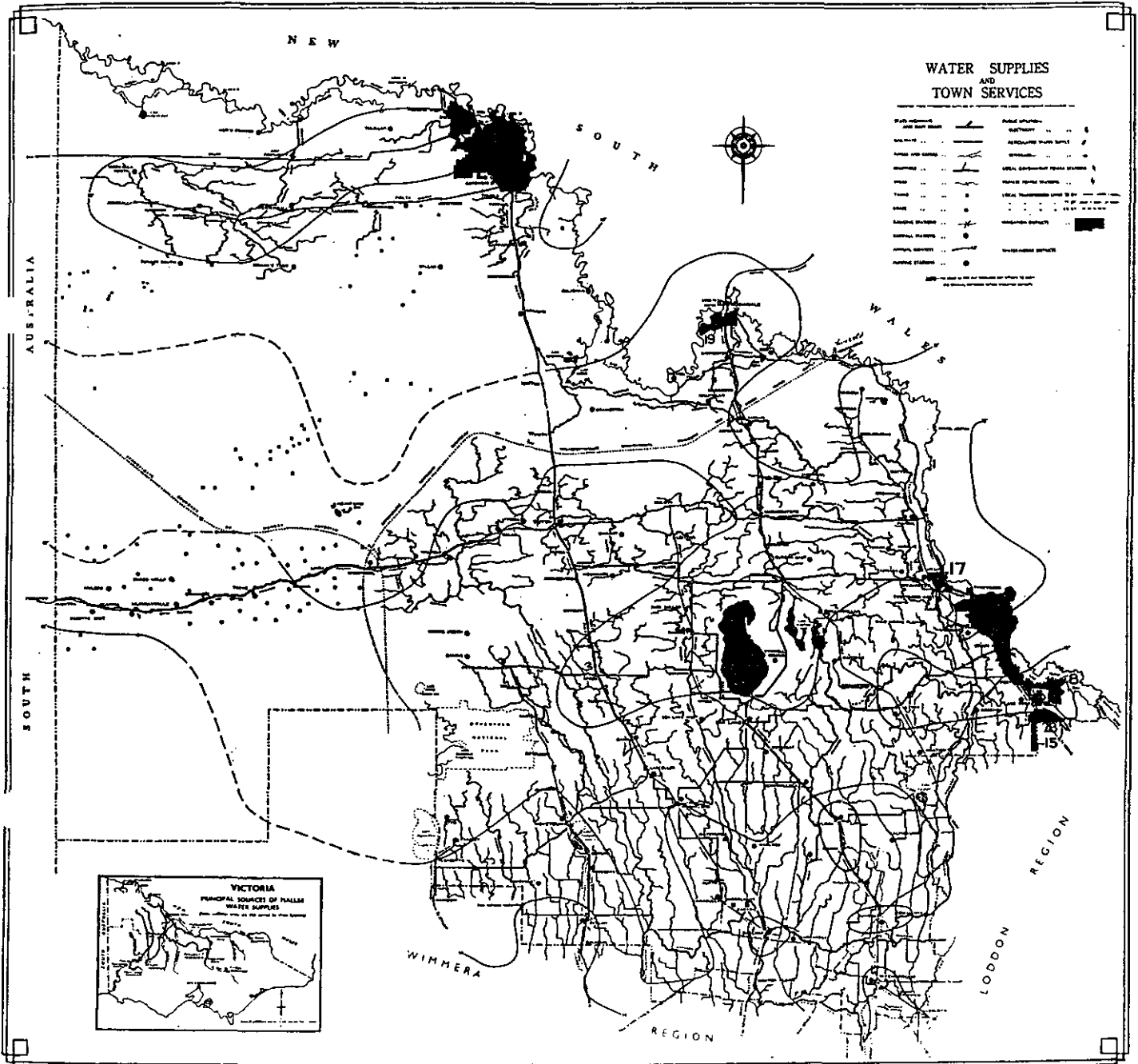


Figure 4.6 Water Supply in the Mallee: mid 1930's.
Source: R. East "Water in the Mallee" (The
Victorian Historical Magazine, Nov. 1967).

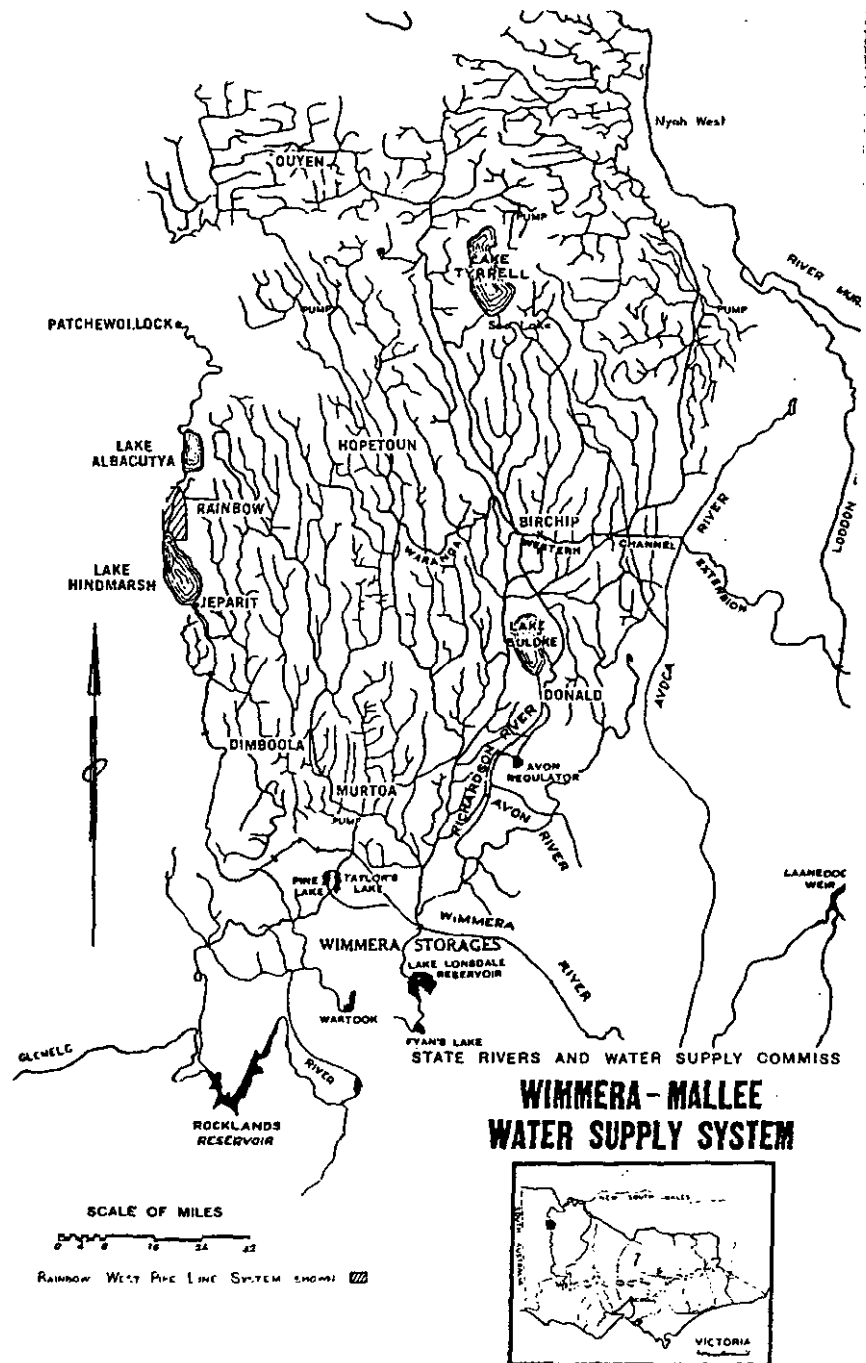


Figure 4.7 The Waranga Western Channel.
Source: R. East "Water in the Mallee" (The
Victorian Historical Magazine, Nov. 1967).

The original installations were steam powered, being subsequently converted to diesel and, with the extension of the SECV grid to electricity. Today, the Gredgwin pumping station is the only diesel powered Commission installation in the Mallee. Such is the fascination of steam, however, that static exhibits are situated throughout the Study region, and an operating exhibit is maintained at Lock 9 (Millewa A). The Commission has also built a number of entirely new electric powered pumping stations serving both channel and pipeline installations.

In 1966, the State Development Committee recommended the replacement of the Millewa channel system, supplied by Murray River water at the Lock 9 plant, with pipelines. This recommendation was acted upon and by 1975 the conversion was complete. It involved the replacement of the Millewa Main and Millewa A, B and C plants with fewer electric powered plants with reduced capacity. The identification and evaluation of the remnants of the former system was undertaken during this Survey. The success of pipelining has prompted further investigations into the replacement of open earth channels. In 1982 a review of pipelining proposals for the entire Wimmera Mallee area was undertaken and resulted in a recommendation that the advantages of pipelining over the more wasteful channel system be acted further upon. Since then, a detailed proposal has been prepared for the pipelining of the northern Mallee stock and domestic water supply system. As a consequence of this proposal, it is likely that the Walpeup, Dering, Eureka and Gredgwin pumping stations will be rendered obsolete, and it is important, therefore, that a conservation strategy is developed for these installations to avoid the demolition of historically valuable plant, which has occurred in the Millewa.

The evolution of the Murray River irrigation settlements has also hinged upon the supply of water, but in much greater quantities than is required for domestic and stock purposes. As a consequence, the river has been used as a source of water, giving rise to a similar, yet parallel process of resources development to that of the Wimmera Mallee domestic and stock channel system. The early irrigation ventures at Mildura and Hopetoun have already been noted. The Chaffey Brothers also commenced work at the Renmark irrigation settlement, in 1888. Capitalising on the experience gained, the State Rivers and Water Supply Commission established new settlements at White Cliffs, now Merbein, and Nyah in 1909, Red Cliffs in 1920, and Robinvale in 1947. The latter adjoined private irrigation development by Cuttle, Pethard, and others. Further private development is extensive along the river bank in the vicinity of the existing settlements, and has been established also at Boundary Bend.

Today, further changes in the patterns of settlement are occurring simultaneously with the rationalisation of the rail network and closure of the channel system of water supply. Many settlements have virtually disappeared whilst others, including the towns on the Morkalla and Pinaroo rail lines are witnessing the closure of shops in significant numbers. Farmers are moving off the land, to the towns, and their holdings are growing larger. The landscape is littered with derelict farmhouses and the towns with the empty shells of buildings once accommodating State Government services. There is an urgent need to record the changes occurring on privately owned land in the Mallee region.

NOTES

Section 1

1. "Report on the Mallee Study Area" - Land Conservation Council (1974)

Section 4

1. Alfred S Kenyon, in his history "The Story of the Mallee" (1912) identified the first three phases noted.
2. A.S Kenyon: op cit
3. A.S Kenyon: op cit
4. "Ballarook" was the native name for porcupine grass.
5. A.S Kenyon: op cit
6. A.S Kenyon: op cit
7. Jim Jardine, now 88, lives at "Old Kia" neat Trinita.
8. Inspection has been undertaken, in this survey, to the following level of detail:
 - "Lindsay": 1:100,000 map examination
 - "Walwala": 1:100,00 map examination, the following items may be of interest,
 - Berribee Tank,
 - "Upper Kulkine": 1:100,000 map examination, field inspection, "Kulkine" and "Kablan" homestead sites identified.
 - "Gayfield" and "Mournpool": 1:100,000 map examination, C F & L files examination, local advice, field inspection, no evidence identified.
 - "Bumbang"
 - "Pine Plains": 1:100,000 map examination, field inspection, local advice, bridge remnants identified, windmill tank not visited, balance of sites on freehold land inspected.
9. In all cases the land occupied by these runs was examined by means of the 1:100,000 series maps, followed by field inspections, in "Rock Springs", "RAAK", "Wonga Lake", and "Salt Lakes" runs only.
10. A.S Kenyon: op cit

11. Melbourne's Living Museum of the West: "Massey Ferguson Site Study - Stage One Report" (1985)
12. The first general harvest in Mildura occurred in the New Year of 1893 (E. Hill: "Water into Gold")
13. A.S Kenyon: op cit
14. A. Lapthorne: "Mildura Calling" (1981 ed)
15. A.S Kenyon: op cit
16. L. Harrigan: "Victorian Railways to '62" (1962)
17. "Report of the State Development Committee on the Development of the Millewa Settlement Area" (1966)
18. R. East: "Water in the Mallee" - The Victorian Historical Magazine, November, 1967.
19. R. East: op cit
20. The Bellbird bore was not found, in the survey, the Millewa South bore was visited after dark, and the "Rock Holes" bore was photographed and surveyed.
21. E.g. Brighton Tank, Trinita Tank
22. A.S Kenyon's: "Water Supply for Farms - the Ironclad or Artificial Catchment" (1928) provides complete details of these tanks, supported by RWC working drawings.
23. Sir Ronald East was chairman of the S R & W S C from 1936 to 1965.
24. This was probably the Bald Hill tank used by Jim Nutly and shown on the LCC Map No 4, lot 14, Parish of Nowingi. It was last used in a storm (H. MacArthur). The probable site of this tank is illustrated below:

25. H. Macarthur speaks of the "Big" and "Little" bitumen tanks, situated in this vicinity and last used during the drought years of the early 1940's. The "Big bitumen" had a concrete lined tank with a bitumen catchment, whilst the "Little bitumen" was built entirely of bitumen.
26. R. East: op cit

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Sheep holding pens, sheepwash and bore
Location: Lot 32, Parish of Manya



Inspection Date: May 1986
Map Reference: 1:100,000, Danyo, 7127
GR: 61.22, 5.01
Historic Theme: 1.3.2 Pastoral
Construction Date:
Constructing Agency:
Alterations:
Description:

Galvansied iron clad Murray pine framed pens with limestone walled sheep wash, finished with cement render. Windmill frame and tank stand appear original, iron tank and gearing to mill wheel having been removed. Parts of earlier mills elsewhere on site. Bore supplies water to sheep wash which may still be used.

Condition:

Fair

Integrity:

Good

History:

Members of the Smith family acquired lots 31 and 32, Mr & Mrs Mott Smith living on lot 32 until 1934. They abandoned their holding in that year and their house has since been demolished. The sheep pens, wash and bore appear to date from their occupancy.

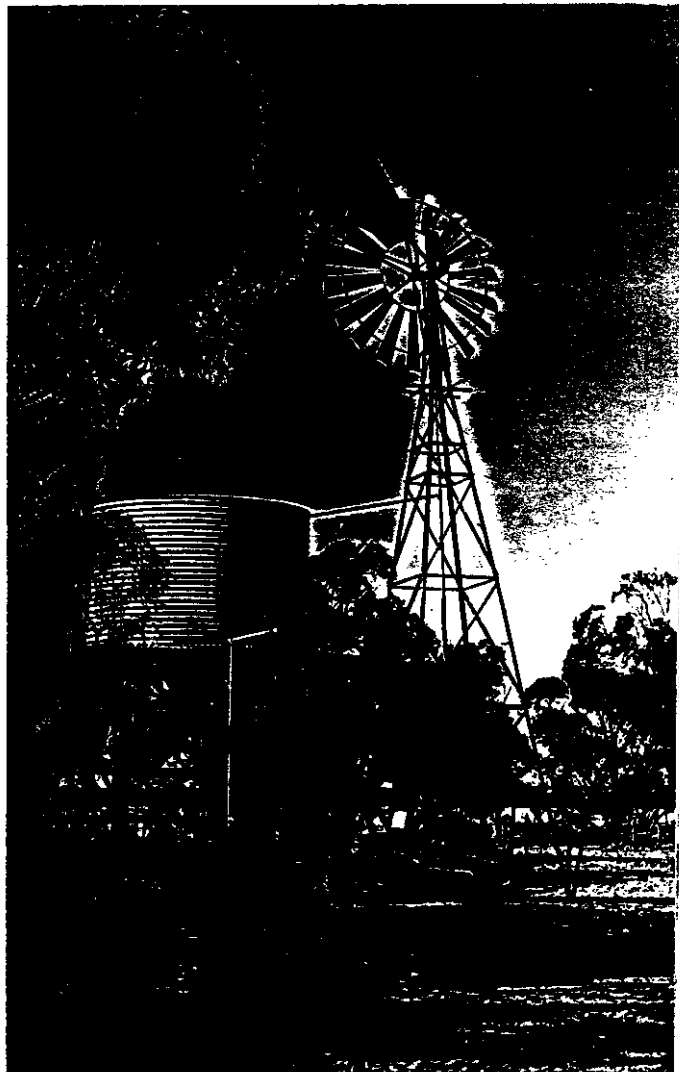
Significance:

C. Significant as a possible remnant of the initial phase of settlement at Many.

Recommendations:

Undertake further research to ascertain origins.

Sources:

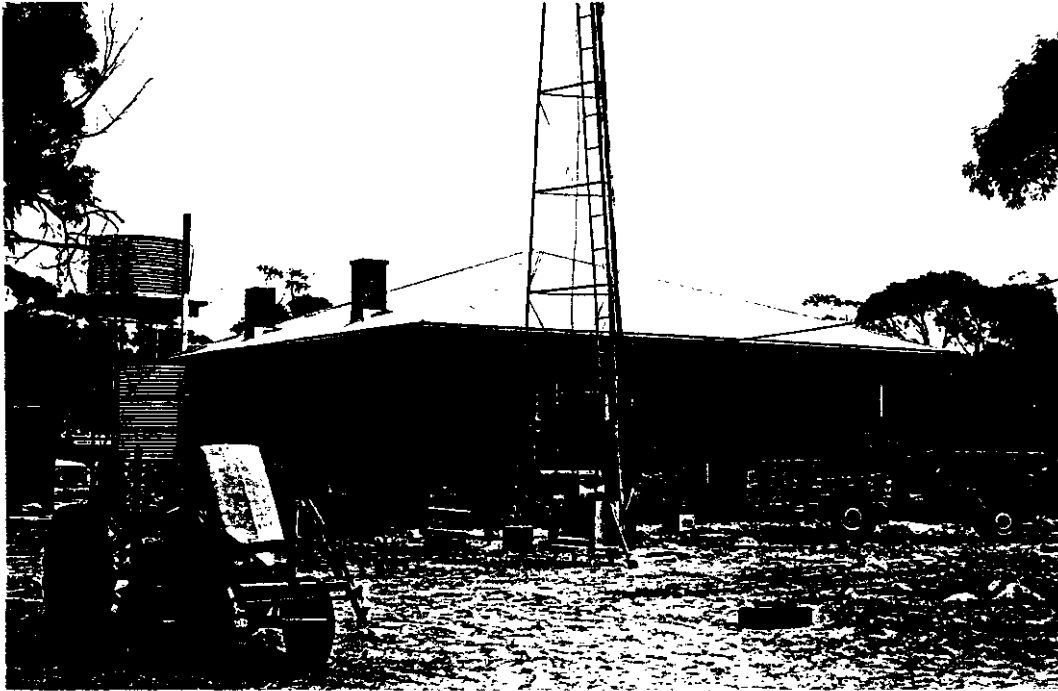


LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW

Item: Former Lehmann farmhouse

Location: Lot 11, Parish of Berook



Inspection: May, 1986

Map Reference: 1:100,000, Bellbird, 7128
GR: 61.37, 5.03

Historic Theme: 1.3.2 Pastoral

Construction Date:

Constructing Agency: Lehmann family

Alterations: nil

Description: A limestone and lime mortar residence with rough cast finish and cypress pine log framing to corrugated iron clad gable roof.

Condition: Good

Integrity: Good

History:

The Lehman family acquired allotments in Manya North, and subsequently in Berook further into the Sunset country. Members of the family lived here for two generations prior to the transfer of the lease to the Brauns c. 1978.

Significance:

C. This house is typical of the original settlers homes in the area, being of limestone construction and having no pretensions about its appearance.

Recommendations:

Ensure retention

Sources:

P Braun
G Nordhausen: "Sun of the Mallee - A History of the Manya and Manya North Communities: 1910-1985"

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Whim, Lake Brim
Location: Wyperfeld National Park



Map Reference: 1:100,000, Hopetoun, 7326
GR: 60.61, 5.95

Historic Theme: 1.3.2 Pastoral
7.11 Recreation

Construction Date: 1863, rebuilt 1965

Constructing Agency: Charles Wilson of the Wonga Lake run (Kenyon)

Alterations: Rebuilt 1965

Description: The whim consists of a vertical pole, positioned by crossed beams, with an arm to which is attached an iron halter to take a horse, which walks around in a circle, causing a bucket on a pulley, connected by cable to the rotating arm, to be raised and lowered. The iron fittings are original.

Condition: Good

Integrity:

Fair

History:

Formerly situated at Wonga Lake, this whim was built to supply water during the 1863-1865 drought, when Charles Wilson had the Wonga Lake run.

Significance:

C.

Recommendations:

Protect

Sources:

C. F. & L. departmental files and information available at the Park.

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

<u>Item:</u>	"Kablan" homestead
<u>Location:</u>	Off the Kulnine to Kulnine East road
<u>Inspection:</u>	April 1986
<u>Map Reference:</u>	1:100,000, Wentworth, 7229 GR: 62.15, 5.51
<u>Historic Theme:</u>	1.3.2 Pastoral
<u>Construction Date:</u>	
<u>Constructing Agency:</u>	
<u>Alterations:</u>	Demolished c. 1984
<u>Description:</u>	This building, which was of timber construction and in ruinous condition in recent years, has been demolished, without trace.
<u>Condition:</u>	n.a.
<u>Integrity:</u>	n.a.
<u>History:</u>	"Kablan" was situated within the Upper Kulnine pastoral run (later Cowra, Kulnine).
<u>Significance:</u>	This site is no longer of any significance, there being no identifiable remnants of the homestead.
<u>Recommendations:</u>	nil
<u>Sources:</u>	

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: "Kulnine" homestead site

Location: "Kulnine", Neds Corner



Inspection: April 1986

Map Reference: 1:100,000, Wentworth, 7229
GR: 62.14, 5.49

Historic Theme: 1.3.2 Pastoral

Construction Date:

Constructing Agency:

Alterations: Demolished

Description: The site of "Kulnine" is marked by the perimeter fence, tree plantings and gateway to the river frontage and Cadell Reef.

Condition: Poor

Integrity: Poor

History:

The Upper Kulnine run is one of the earliest runs, being accessed via the Murray River. John Hawdon was the first station owner, Messrs Crozier and Rutherford taking over following his death in 1849. The Crozier family remained at "Kulnine" in 1912 (Kenyon). The run was gradually expanded in size, being known initially as "Upper Kulnine", "Cowra", and finally "Kulnine".

Significance

C. The homestead site, having regard for its low integrity, is of local importance.

Recommendations:

Retain tree plantings and gateway to river.

Sources:

A. Kenyon: "The Story of the Mallee" (repr. 1982)



LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Pine log fence: "Kulnine" homestead
Location: near the station homestead site



Inspection: April 1986
Map Reference: 1:100,000, Wentworth, 7229
GR: 62.14, 5.49
Historic Theme: 1.3.2 Pastoral
Construction Date:
Constructing Agency:
Alterations: Partly replaced by recent fencing.
Description: A Murray pine log fence in the traditional form consisting of pairs of posts at regular intervals with up to five logs dropped in between the paired posts.
Condition: Fair
Integrity: Good
History: Associated with the "Kulnine" homestead site.
Significance: C. A valuable remnant of the homestead, possibly dating from its early years.
Recommendations: Retain

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Thatch roofed out buildings, "Pine Plains"
homestead, freehold land.

Location: "Pine Plains" homestead



Inspection: May 1986

Map Reference: 1:100,000, Underbool, 7227
GR: 60.78, 5.84

Historic Theme: 4.1 Grazing

Construction Date: Cart shed: 1917
First stables: 1930
Second stables: late 1930's

Constructing Agency: Cart shed: Karl Hoffman
Stables: J. O'Sullivan

Alterations: nil

Description: Box pole framed structures, with ridge beams
supported in forks of poles and rafters and wall
panels of cypress pine. The roofs are of thatch.

Condition: Good

Integrity:

Good

History:

Refer above

Significance:

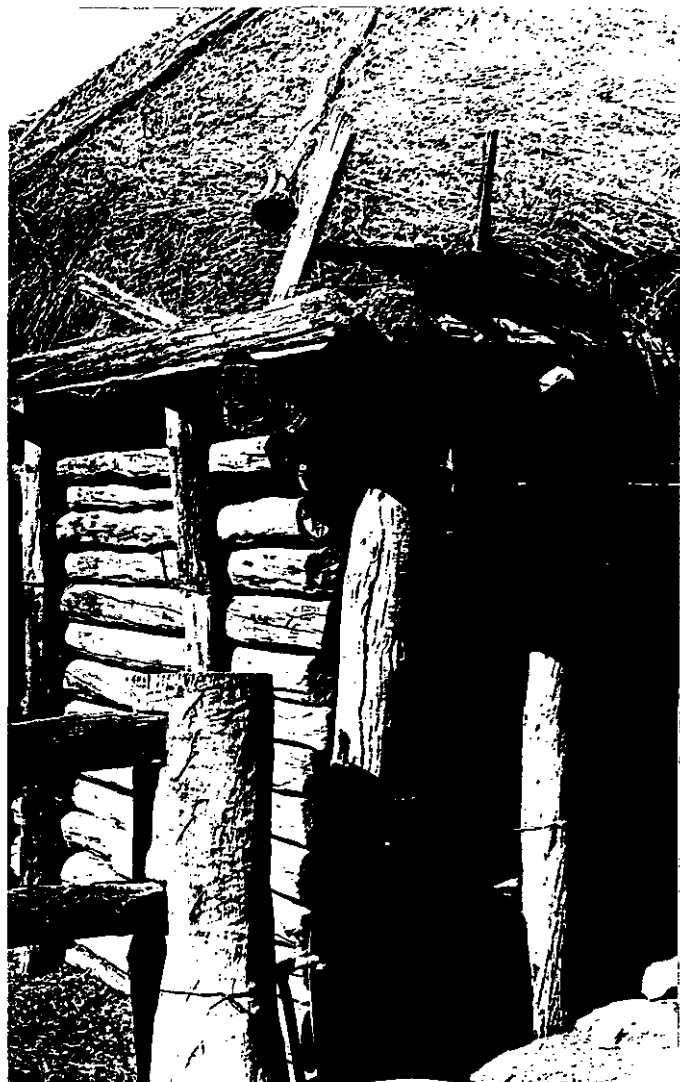
A. Important at the State level as the earliest structures remaining in situ at the "Pine Plains" homestead. These are important also as an intact group of thatch roofed pole framed "barns".

Recommendations:

Consider placing on Historic Building Council Register.

Sources:

J. O'Sullivan





LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Former Mahon homestead site

Location: Overlooks northern edge of Lake Yerang



Inspection: April 1986

Map Reference: 1:100,000, Nowingi, 7328
GR: 61.58, 6.24

Historic Theme: 1.3.2 Pastoral:

Construction Date: Pre 1870

Constructing Agency: Mahon family (?)

Alterations: Now demolished

Description: The site of the homestead is marked by a group of peppercorn trees. A grave with collapsed fence enclosing it remains nearby. There is no evidence of the homestead itself.

Condition: n.a.

Integrity Poor, considering that the homestead has been demolished.

History:

Significance: C.

Recommendations: Retain peppercorn trees, reconstruct grave enclosure, and undertake further research to assist with interpretation of site.

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW (1986)

Item: Brighton's Block

Location: North Arm, Chalka Creek, Hattah-Kulkyne National Park



Inspection: April, 1986

Map Reference: 1:100,000, Nowingi, 7328

Historic Theme: -

Construction Date:

Constructing Agency:

Alterations: nil

Description: Remnants of outbuildings, consisting of four corner bush poles, and of fence lines. One fence rail, having been secured to a tree, has lost its other support and now projects horizontally from within the tree.

Condition: Derelict

Integrity:

Poor

History:

Significance:

D. Of local interest as evidence of earlier occupancy.

Recommendations:

nil

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Pioneer Woman Memorial

Location: Birchip - Sea Lake Road



Map Reference: 1:100,000, Birchip, 7426
GR: 60.20, 6.73

Historic Theme: 2.4 Monuments

Construction Date: 1934

Constructing Agency: Country Womens Association

Alterations: nil

Description: A cement rendered obelisk on an enlarged base with marble plaque reading: "Erected by Country Womens Association in memory of a pioneer woman 1936". The memorial marks the grave of a woman and her child.

Condition: Good

Integrity: Good

History:

Significance: C.

Recommendations: Protect

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item:

Memorial Cairn

Location:

Road reserve, east of Merbein



Inspection:

April 1986

Map Reference:

1:100,000, Mildura, 7329
GR: 62.18, 5.99

Historic Theme:

1.3.1 Terrestrial Exploration - early

Construction Date:

1930 (?)

Constructing Agency:

Alterations:

nil

Description:

A basalt cairn with provision for four plaques (3 not in situ), reading "Captain Chas Sturt passed this site on January 22 1830".

Condition:

Good

Integrity:

Good

History:

This cairn commemorates Sturts epic journey down the Murray River to Lake Alexandrina, and may have been built as a centenary project, in 1930.

Significance:

C.

Recommendations:

nil

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Ruin: Lake Kenyon
Location: Pink Lakes National Park



Inspection: May, 1986

Map Reference: 1:100,000, Underbool, 7227,
GR: 61,22, 5.69

Historic Theme: 3.7 Unidentified ruin

Construction Date:

Constructing Agency:

Alterations:

Description: Concrete slab and timber debris.

Condition: Poor

Integrity: Poor

History: Possibly associated with E.A. Southwell's salt
harvesting activities here during the period 1958-
c.1978.

Significance: E.

Recommendations: Undertake further research.

Sources: S. Bardwell (National Parks Service) - "Interim
Report on the History of Pink Lakes State Park"
(1980)



LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Ruins (lime burning kilns?)

Location: Lot 36, Parish of Berook



Inspection: May, 1986

Map Reference: 1:100,000, Bellbird, 7128
GR: 61.31, 5.05

Historic Theme: 3.7 Unidentified ruins

Construction Date:

Constructing Agency:

Alterations: Abandoned

Description: The site is marked by two peppercorn trees and three stone buildings, with roofs removed. The largest has a concrete floor with space underneath and a small adjoining oven with domed brick ceiling, accessed by a small portal. The walls of all three structures are of limestone. A collapsed limestone fence marks out a yard connecting each building. They are possibly lime burning kilns.

Condition:

Poor

Integrity:

Good

History:

Significance:

C. If the assumption about lime burning kilns is correct, these curious and relatively complete ruins are important remnants of the Berook Settlement which employed limestone and lime mortar in the construction of its buildings.

Recommendations:

Retain and further investigate.

Sources:



LAND CONSERVATION COUNCIL

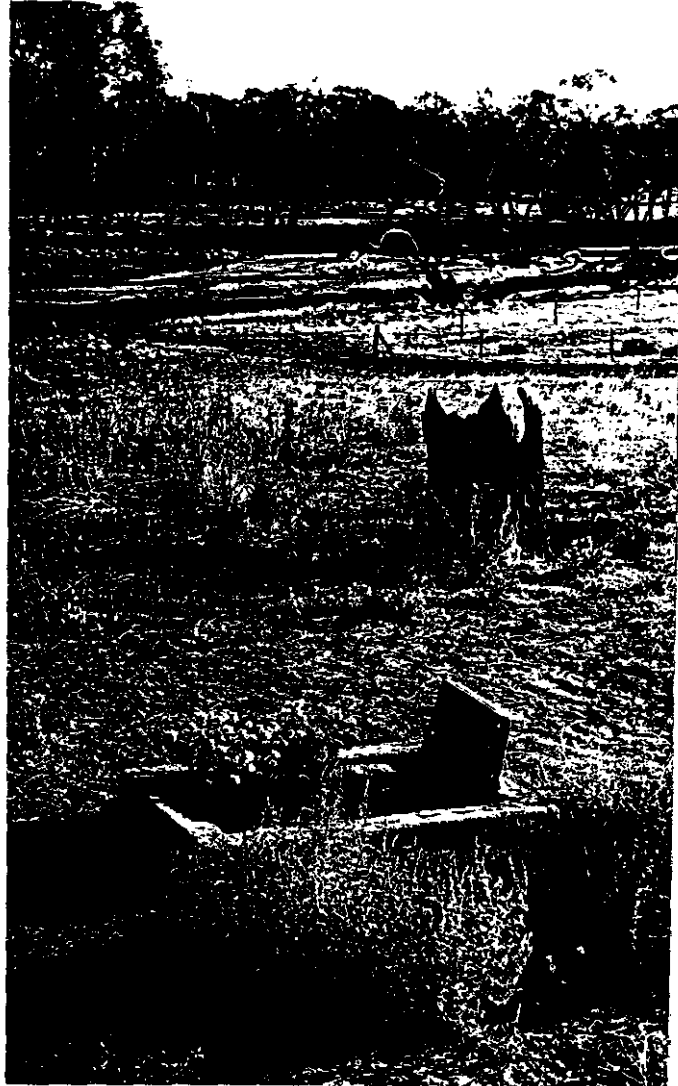
MALLEE AREA REVIEW 1986

Item:

Baby Cameron Grave: Flagstaff Hill

Location:

Wyperfeld National Park



Map Reference:

1:100,000, Hopetoun, 7326
GR: 60.62, 5.96

Historic Theme:

3.8.1 Cemeteries

Construction Date:

. c. 1950

Constructing Agency:

National Parks Service

Alterations:

Grave rebuilt

Description:

A rectangular concrete margin enclosing the grave, marked by a simple headstone reading: "In memory of Baby Cameron"

Condition:

Good

Integrity:

Poor

History:

The seven day old son of the Camerons (who ran stock on the Wonga Lake run from 1876-80) was buried on the side of Flagstaff Hill in 1876. The Camerons lived in a simple homestead (near Lake Brimin) which was subsequently removed or destroyed by fire.

The picket fence surrounding the grave was destroyed by wild fire along with the surrounding cypress pines in 1946. The headstone was placed there c.1950.

Significance:

C. An important local reference to the Cameron Brothers occupancy of the Wonga Lake run.

Recommendations:

Protect

Source:

C.F & L. Departmental Files

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Boinka Cemetery

Location: Boinka

Inspection: May, 1986

Map Reference: 1:100,000, Underbool, 7227
GR: 61.05, 5.54

Historic Theme: 3.8.1 Cemeteries

Construction Date:

Constructing Agency:

Alterations:

Description: A small cemetery with the graves laid out on either side of a central accessway. The earliest gravestones belong to the McKinnon (1922) and MacDonald (1923) families. A Sunshine H.V. McKay gate marks the entrance.

Condition: Good

Integrity: Good

History:

Significance: C.

Recommendations: nil

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Nyah Cemetery

Location: Nyah West

Map Reference: 1:100,000, Nyah, 7527
GR: 61.05, 7.13

Historic Theme: 3.8.1 Cemeteries

Construction Date:

Constructing Agency:

Alterations: Former picket fence removed

Description: A small cemetery with access way along centre of graveyard which is planted with mallee and cypress pines. The earliest graves are Sykes (1900) and Schofield (1903).

Condition: Good

Integrity: Good

History:

Significance: C.

Recommendations:

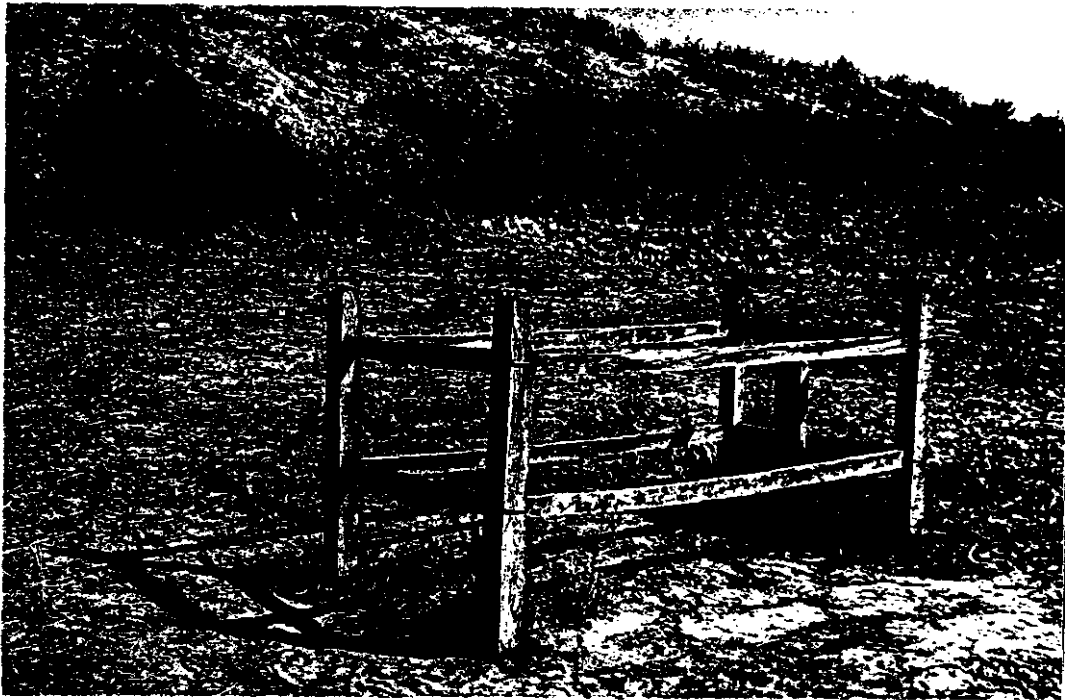
Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW (1986)

Item: Grave

Location: Hattah-Kulkyne National Park



Inspection: April, 1986

Map Reference: 1:100,000, Nowingi, 7328
GR 61:57, 6.24

Historic Theme: 3.8.1 Cemetery

Construction Date: 1923

Constructing Agency: L. & E. Mahon

Alterations: Nil

Description: A stockman's grave marked by a timber cross and encircled by a timber enclosure. Incised on the horizontal arm of the cross are the words: "James Mahon aged 63 found drowned in Chalka Creek Dec. 21 1923, inserted by L. & E. Mahon".

Condition: Good

Integrity: Good

History: Apparently, Mahon was in charge of the horses whilst droving cattle. He was thrown into the Chalka Creek by his horse, and drowned. His grave overlooks the Creek.

Significance:

C. A remarkably intact bush grave, important also for its associations with the Mahon family, of Mournpool outstation.

Recommendations:

Protect

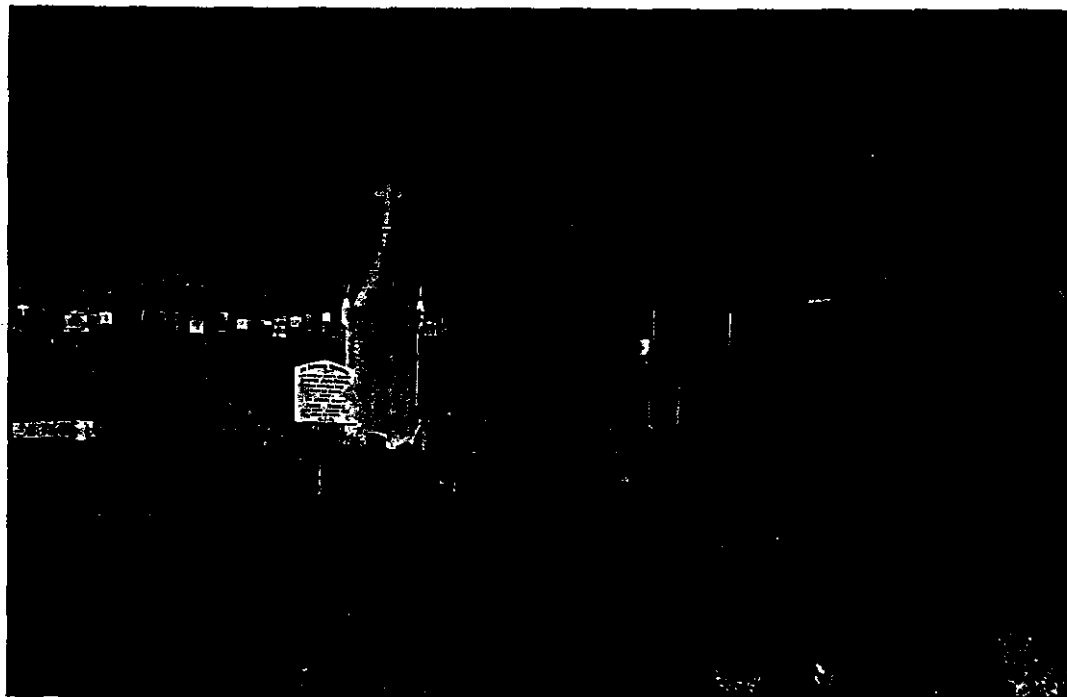
Sources:

Park Ranger

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Merbein Cemetry
Location: Old Wentworth Road, Merbein



Inspection: April 1986
Map Reference: 1:100,000,
Mildura 7329
GR: 62,21, 5.96
Historic Theme: 3.8.1 Cemeteries
Construction Date: c.1913
Constructing Agency:
Alterations: nil
Description: The cemetery is laid out with a central roadway and pyramidal roofed corrugated iron shelter to one side. The earliest gravestones are dated 1913. The shelter is timber framed and contains a seating area and enclosed store.
Condition: Good
Integrity: Good
History:
Significance: B. This cemetery is of regional influence on account of its association with the settlers of Merbein, since the opening up of the area in 1909 (E. Hill)
Recommendations: nil
Sources: E. Hill: "Water into Gold" (1943)

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Everard's grave
Location: "Pine Plains", freehold land



Map Reference: 1:100,000, Underbool, 7227
GR: 60.78, 5.84

Historic Theme: 3.8.1 Cemeteries

Construction Date: c.1980

Constructing Agency: O'Sullivan Family

Alterations: New fence, inscription, and pine tree.

Description: The grave of Joseph Everard, shearer, who was buried here in 1867. A recent timber rail enclosure and inscription has been provided in lieu of the original.

Condition: Good

Integrity: Poor

History: Refer above

Significance: C.

Recommendations: Maintain

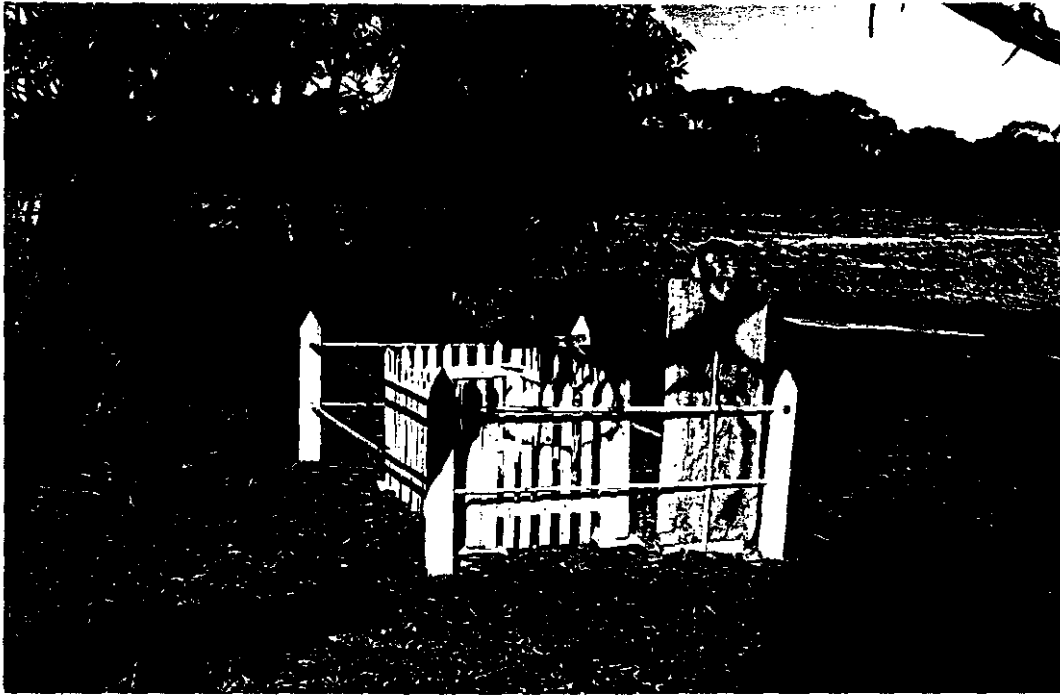
Source: J. O'Sullivan

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Graves

Location: "Kulnine" homestead



Inspection: April 1986

Map Reference: 1:100,000, Wentworth, 7229
GR: 62.14, 5.49

Historic Theme: 3.8.1 Cemeteries

Construction Date: 1977 and earlier (?)

Contracting Agency: "Kulnine" homestead (?)

Alterations: recent reconstruction

Description: Two graves enclosed by pipe rail fence with timber corner posts, one being marked by an early timber slab with shaped top and the other by a picket fence and cross of recent origin.

Condition: Good

Integrity: Fair

History:

Graves of a boy and a girl by the name of Ratton, drowned in the Murray River, 7.7.1977. The timber grave "stone" is suggestive of an earlier date.

Significance:

C. A well known local attraction important also possibly for its associations with the "kulnine" run.

Recommendations:

Undertake further research and retain

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Rainbow Cemetery

Location: Rainbow



Map Reference: 1:100,000, Albacutya, 7226
GR: 60.26, 5.90

Historic Theme: 3.8.1 Cemeteries

Construction Date:

Constructing Agency:

Alterations:

Description: A multi-denominational cemetery laid out on a central accessway, the earliest graves dated from 1904 (Knott) and 1905 (Perkins).

Condition: Good

Integrity: Good

History:

Significance: C.

Recommendations: Maintain

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Kenmare Cemetery

Location: Kenmare



Map Reference: 1:100,000, Hopetoun, 7326
GR: 60.25, 6.06

Historic Theme: 3.8.1 Cemeteries

Construction Date: 1895

Constructing Agency:

Alterations:

Description: A small cemetery having gravestones dating from 1901 (Edson) and 1904 (McKenzie).

Condition: Good

Integrity: Good

History:

Significance: C.

Recommendations: Maintain

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Abandoned farming equipment: Lake Kenyon

Location: Pink Lakes National Park



Inspection: May, 1986

Map Reference: 1:100,000, Underbool, 7227
GR: 61.22, 5.69

Historic Theme: 4.2 Cereal (?)

Construction Date: n.a.

Constructing Agency: n.a.

Alterations: n.a.

Description: Cart remnants including 3 wheeled farming device. (stripper?)

Condition: Poor

Integrity: Poor

History:

Significance: E.

Recommendations: Protect, and undertake further research.

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: former Experimental Orchard: Hopetoun
Location: Hopetoun



Inspection: May, 1986
Map Reference: 1:100,000, Hopetoun, 7326
GR: 60.44, 6.20
Historic Theme: 4.3 Orchard
Construction Date: c. 1891
Constructing Agency: E.H. Lascelles
Alterations: Abandoned
Description: The two lochs forming part of the orchard, and constituting its water supply remain as shallow depressions, the south loch in use for cereal crops and the north as a motor racing track. The pump site which supplied the orchard to the east was not found. Two olive trees are the only remnants of the

orchard itself, and are situated on adjoining freehold land.

Condition:

Fair

Integrity:

Poor

History:

In 1891 E.H. Lascelles, who owned the Lake Corong run, subdivided land for the purpose of establishing Hopetoun township. He dammed the Yarriambiack Creek at two points and channelled water in the first instance to Lake Lascelles, for the purpose of urban water supply, and, in the second, to the experimental orchard. He established 6 acres of vines, a lucerne plot, fruit trees, flowers and vegetables, watered by a flume, under the direction of Mr S Parkes, an horticulturist. The orchard was subsequently purchased by Robert Gulliver, salinity problems causing its ruin c. 1915. Today, the Tangyes pump and engine used at the orchard is preserved at the Hopetoun homestead historic site, the 2 olive trees and the loch sites themselves, with channels, are the only other remnants.

Significance:

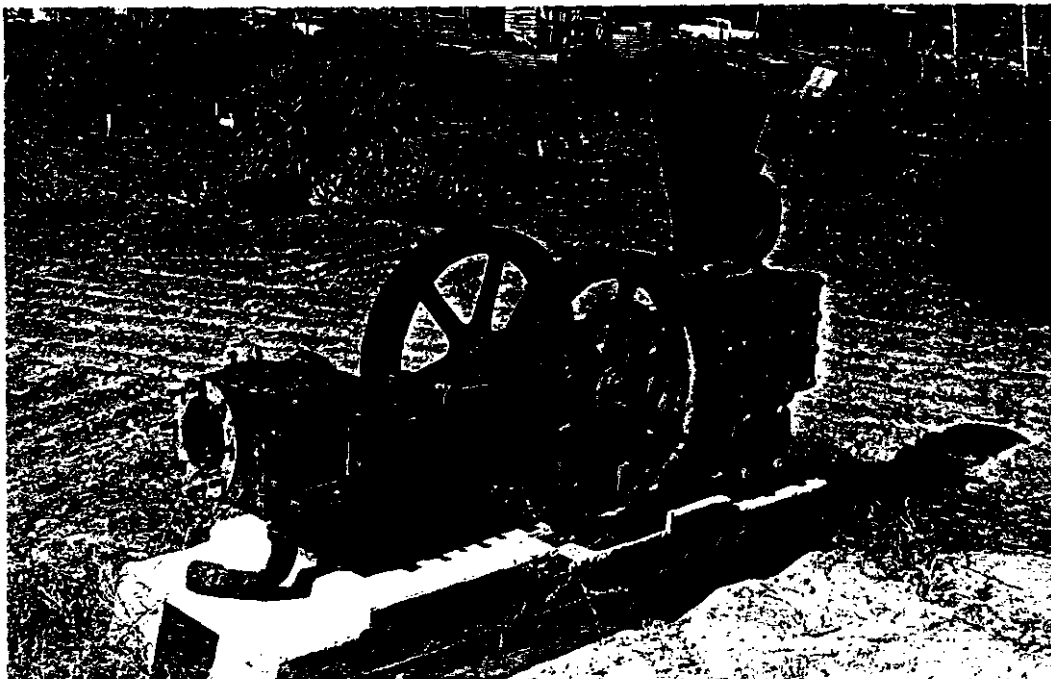
C. The loch sites are of local significance, although it is considered that in conjunction with the olive trees and pump, the remnants of this venture are of regional significance, being especially important for their association with E.H Lascelles.

Recommendations:

Protect

Sources:

A. Hilton: "The Mallee Pioneers of Hopetoun" (1982)



LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: former gypsum mine and washing plant
Location: Meridian Road, north limit of RAAK plain



Inspection: April 1986

Map Reference: 1:100,000, Sunset, 7228
GR: 61.75, 5.91

Historic Theme: 5.4 Mining: Gypsum

Construction Date: c.1950

Constructing Agency: Mildura Plaster Mills Pty Ltd

Alterations: Abandoned

Description: Overburden dump and the site of the washing plant remain, the latter including a rusted auger, hopper and loading points.

Condition: Poor

Integrity: Poor

History: The mine and washing plant was established here c.1950 and the plant removed c.1978.

Significance: C. This site is of interest in so far as the development of the area's gypsum mining industry is concerned.

Recommendations: nil

Sources: Mildura Plaster Mills Pty Ltd

LAND CONSERVATION COUNCIL

MALLEE ARE REVIEW 1986

Item: Former gypsum mine
Location: Meridian Road, RAAK Plain



Inspection: April 1986
Map Reference: 1:100,000, Sunset, 7228
GR: 61.72, 5.91
Historic Theme: 5.4 Mining: Gypsum
Construction Date: c.1950
Constructing Agency: Mildura Plaster Mills Pty Ltd
Alterations: abandoned
Description: Extensive overburden dumps, partially overgrown.
Condition: Good
Integrity: Good
History: The mine was established here c.1950 and closed c.1978.
Significance: C. This site is of interest in so far as the development of the area's gypsum mining industry is concerned.
Recommendations: Retain
Sources: Mildura Plaster Mills Pty Ltd

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Mildura Plaster Mills, gypsum washing plant
Location: 12 kilometres west of Spectacle Lake



Inspection: April 1986
Map Reference: 1:100,000, Nowingi, 7328
GR 61.55, 6.01
Historic Theme: 5.4 Mining - gypsum
Construction Date:
Constructing Agency: Mildura Plaster Mills
Alterations: nil
Description: Washing plant situated a short distance from the mine site and consisting of original timber crew room, now used as a store, minor outbuildings and washing plant. The plant consists of a pomona pump lifting water from a bore, powered by flat belt drive off a pulley connected by shaft with pulley driven off an International diesel engine. This engine also powers a series of augers through which the gypsum is passed, washed and stockpiled for removal.
Condition: Good
Integrity: Good
History:
Significance: C.
Recommendations:

Sources:



LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Surface Workings, gypsum extraction: Mildura
Plaster Mills

Location:



Inspection: April, 1986

Map Reference: 1:100,000, Nowingi, 7328
GR: 61.55, 6.01

Historic Theme: 5.4 Mining - gypsum

Construction Date:

Constructing Agency: Mildura Plaster Mills

Alterations: nil

Description: An extensive area of cone shaped overburden dumps.

Condition: Good

Integrity: Good

History:

Significance: C.

Recommendations:

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Former gypsum washing plant

Location: 12 kilometres west of Spectacle Lake

Inspection: April, 1986

Map Reference: 1:100,000, Nowingi, 7328
GR: 61.54, 6.01

Historic Theme: 5.4 Mining - gypsum

Construction Date:

Constructing Agency: Mildura Plaster Mills

Alterations: now closed

Description: An intact diesel powered gypsum washing plant,
with augers, hoppers and motor in situ.

The abandoned surface workings are nearby.

Condition: Good

Integrity: Good

History:

Significance: C.

Recommendations:

Sources:



LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Former gypsum mine

Location: Nypo



Map Reference: 1:100,000, Hopetoun, 7326
GR: 60.48, 5.92

Historic Theme: 5.4 Mining (gypsum)

Construction Date:

Constructing Agency:

Alterations: Abandoned

Description: A large surface mining site illustrating the manner in which the upper strata are removed and dumped in conical piles to expose the gypsum. No evidence of a mashing plant was sighted.

Condition: Good

Integrity: Good

History:

Significance: C. The only evidence of gypsum mining in the vicinity.

Recommendations:

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Tramway formation: Lake Becking
Location: Pink Lakes National Park



Inspection: May, 1986
Map Reference: 1:100,000, Underbool, 7227
GR: 61.20, 5.66
Historic Theme: 5.6 Saltworks
Construction Date: 1923/24
Constructing Agency: Sailor Salt Limited
Alterations: Line closed, rails removed
Description: The tramway formation commences towards the north of Lake Becking, on its western side and runs south past the southern stockpiles, cuts through the bank around the lake and then runs off towards Linga. At its northern terminus, a corduroy road runs into the lake, with dog spike centres 5'6" apart, suggesting a 5'3" gauge.

The formation is characterised by low cuts and fills, and steep gradients either side of the lake rim.

Condition:

Good (formation)

Integrity:

Fair

History:

Sailor Salt Limited incorporated in 1922, built this tramway to Linga railway station in 1923-24.

Significance:

B. The tramway formation is an important element enhancing interpretation of the salt harvesting industry at Pink Lakes. It is the only surviving tramway relic associated with salt harvesting in the Mallee region, the former Spectacle Lake tramway having been abandoned without trace. In this respect the Lake Becking works are unusual.

Recommendations:

Retain, and avoid use of tramway route as a vehicular track.

Sources:

S Bardwell (National Parks Service) - "Interim Report on the History of Pink Lakes State Park" (1980)

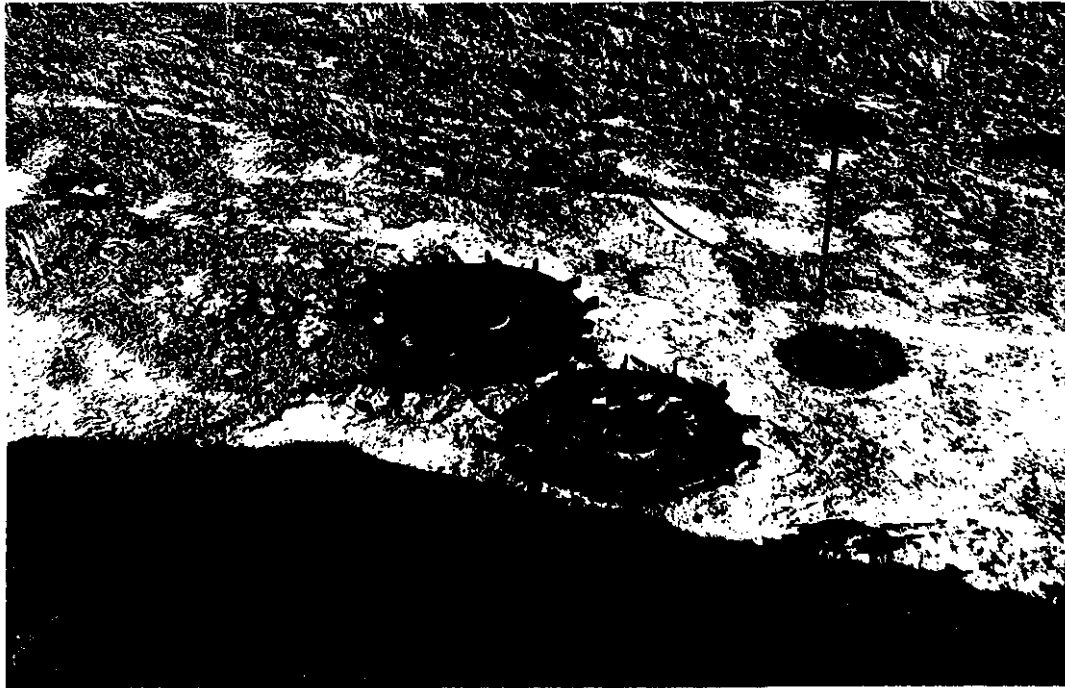




LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Salt stockpile, Lake Becking
Location: Pink Lakes National Park



Inspection: May, 1986
Map Reference: 1:100,000, Underbool, 7227
GR: 61.23, 5.65
Historic Theme: 5.6: Saltworks
Construction Date: 1961-68
Constructing Agency: Cheetham Salt Pty Ltd
Alterations: n.a.
Description: A large partially removed salt stockpile on the south shore, associated with an accessway extending a short distance into the lake, and two wheels probably off harvesting equipment.
Condition: Good

Integrity:

Good

History:

Salt has been harvested at Lake Becking, formerly Sailor Lake, since 1922, and possibly earlier. In 1961, Cheetham Salt Pty Ltd obtained a seven year lease over Lake Becking, which was terminated in 1968. These stockpiles, remnant equipment and accessway probably date from this period.

Significance:

C. A spectacular remnant of the salt harvesting era at Lake Becking.

Recommendations:

Retain

Sources:

S. Bardwell (National Parks Service) - "Interim Report on the History of Pink Lakes State Park" (1980)

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Salt stockpile, Lake Crosby
Location: Pink Lakes National Park

Inspection: May, 1986

Map Reference: 1:100,000, Underbool, 7227
GR: 61.20, 5.66

Historic Theme: 5.6 Saltworks

Construction Date: Late sixties

Constructing Agency: Cheetham Salt Pty Ltd

Alterations: n.a.

Description: A large partially removed salt stockpile on the west shore, associated with an accessway extending a short distance into the lake.

Condition: Good

Integrity:

Good

History:

Salt has been harvested at Lake Crosbie, formerly Gye's and Wooding's lake, since 1923, and possibly earlier. From 1939 into the 1940's, E. Jones of the Union Salt Works, Underbool, held the lease, and in 1961, Cheetham Salt Pty Ltd obtained a seven year lease, with annual extensions until 1971, when harvesting ceased.

Significance:

C. A spectacular remnant of the salt harvesting era at Lake Crosbie.

Recommendations:

Retain

Sources:

S. Bardwell (National Parks Service) - "Interim Report on the History of Pink Lakes State Park" (1980)

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

<u>Item:</u>	Tramway formation: Spectacle Lake
<u>Location:</u>	Spectacle Lake to rail line
<u>Inspection:</u>	Not found, May, 1986
<u>Map Reference:</u>	1:100,000 Nowingi GR: 61.55, 6.14
<u>Historic Theme:</u>	5.6 Saltworks
<u>Construction Date:</u>	
<u>Constructing Agency:</u>	
<u>Alterations:</u>	Closed and dismantled
<u>Description:</u>	
<u>Condition:</u>	
<u>Integrity:</u>	
<u>History:</u>	This tramway, which linked the Lake with the rail line, was closed late 1940's. (D. Thomson)
<u>Significance:</u>	
<u>Recommendations:</u>	Undertake further research and locate evidence in the field.
<u>Source:</u>	D. Thomson

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Log hut ruin

Location: East of Spectacle Lake



Map Reference: 1:100,000, Nowingi, 7328
GR: 61.55, 6.13

Historic Theme: 5.6 Saltworks

Constructing Date:

Constructing Agency:

Alterations: Abandoned

Description: The cypress pine walls alone survive of this hut. Pine logs are set vertically into the ground to form the walls of a small square hut.

Condition: Poor

Integrity: Fair

History:

Significance: C. Although the original use of this hut is uncertain, it may date from an early phase in the history of salt harvesting in the Spectacle Lake area.

Recommendations: Retain and undertake further research.

Source: D Thomson

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Spectacle Lake salt harvesting area

Location: Spectacle Lake



Map Reference: 1:100,000, Nowingi, 7328
GR: 61.55, 6.13

Historic Theme: 5.6 Saltworks

Constructing Date:

Constructing Agency:

Alterations: Changes affected by the current lessee are extensive.

Description: The present works site is recent. Evidence of former activity includes the horse drawn buck scoop in the centre of the "south lake".

Condition: Poor

Integrity: Poor

History: Salt harvesting is known to have commenced here prior to 1900 (G. Burnell).

Significance: B. The Spectacle Lake site is of regional significance as the oldest site for salt harvesting in the Mallee area.

Recommendations: Protect early elements.

Sources: D. Thomson

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Camping site
Location: Spectacle Lake



Map Reference: 1:100,000, Nowingi, 7328
GR: 61.55, 6.13

Historic Theme: 5.6 Saltworks

Construction Date: n.a.

Constructing Agency: n.a.

Alterations: n.a.

Description: A grassy protected area on the leeward side of the Spectacle Lake rim, treed with mallee and containing a rubbish pile from which early bottles have been obtained.

Condition: n.a.

Integrity: n.a.

History: This area is believed to have served as a campsite for the Afghan camel drivers who carted salt from this point to the Murray River in the 1920's.

Significance: C. This site appears to date from the earliest phase of harvesting at this site.

Recommendations: Protect

Sources: D. Thomson

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Salt harvesting site: Lake Tyrrell
Location: Lake Tyrrell



Inspection: May 1986
Map Reference: 1:100,000, Tyrrell, 7427
GR: 60.79, 6.63
Construction Date:
Constructing Agency:
Alterations: Abandoned
Description: Mobile and fixed conveyor are situated near to a salt stockpile. To the west, workers huts have collapsed, whilst two abandoned trucks are located on a section of land extending out into the lake.
Condition: Poor

Integrity:

Poor

History:

Significance:

D

Recommendations:

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Abandoned salt harvesting works: Lake Tyrrell

Location: Lake Tyrrell (south end)



Inspection: May 1986

Map Reference: 1:100,000, Tyrrell, 7427
GR:60.77, 6.55

Construction Date:

Constructing Agency:

Alterations: abandoned

Description: The plant consists of two loading points for freshly harvested salt. The western most loading point consists of a hopper and a conveyor running out to vacant spot which is served by rusted out pipe lines. The second loading point is served by vertical elevator, chain driven, which allows the salt to be dropped into a large, elevated timber hopper, with a

chute at its base for loading. Various slabs indicate the position of buildings. Salt stock piles are situated at the north end of the works site.

A low roadway, runs out into the lake.

Condition:

Fair

Integrity:

Good

History:

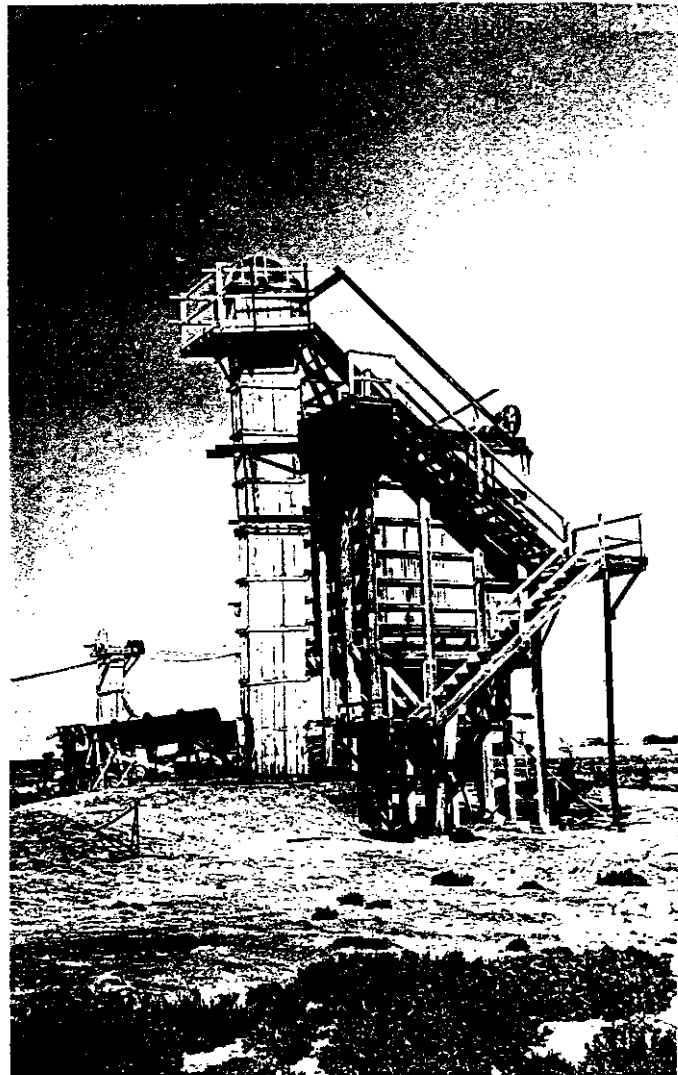
Significance:

C

Recommendations:

Protect salt stockpiles

Sources:



LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Former Merbein Brickworks

Location: Old Wentworth Road, Merbein



Inspection: April 1986

Map Reference: 1:100,000, Mildura, 7329
GR: 62.21, 5.96

Historic Theme: 6.3 Manufacturing Industries

Construction Date:

Constructing Agency:

Alterations: Derelict

Description: The brick making area is located in a bushpole framed building, enclosed in part by a brick wall. It contains a C.M. Seward & Sons brick making machine, with diesel engine. Outside, there is a small and a large domed kiln, with stack, and two tunnel kilns with vaulted ceilings. The floors are generally ventilated to permit passage of heat from the furnace. The main domed kiln has a series of side portals. Each kiln is externally steel framed.

Condition:

Good

Integrity:

Good

History:

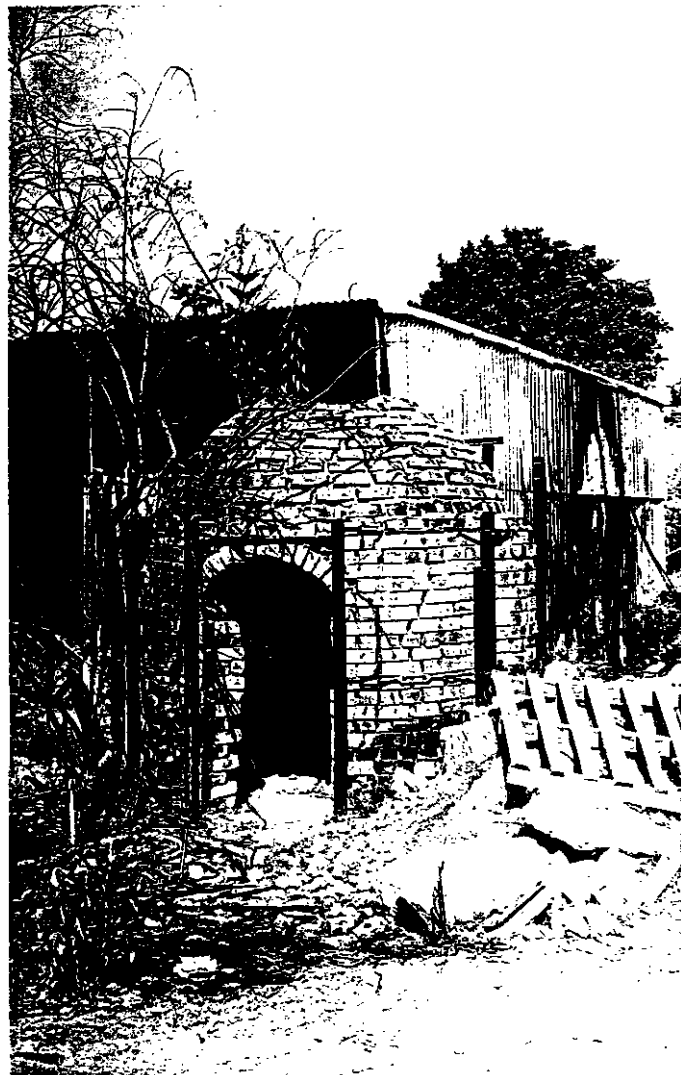
Significance:

C. Of local importance, principally on account of the architecture of the brick kilns.

Recommendations:

Preservation of the kilns, and making safe, where necessary, is recommended.

Sources:



LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW (1986)

Item:

Bench Mark

Location:

Murray River, at Robinvale Main Pumping Station



Inspection:

April, 1986

Map Reference:

1:100,000 Robinvale, 7428
GR 61.69, 6.65

Historic Theme:

7.12 Tertiary Industries: Other

Construction Date:

Constructing Agency:

Alterations:

nil

Description:

A bench mark, typical of many on the river bank, consisting of an exposed portion of tree trunk, with incised details and bench mark being made of a portion of the tree, at base of exposed portion. This bench mark reads "BM 389 LS".

Condition:

Fair

Integrity:

Good

History:

Significance:

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item:

Bench Mark

Location:

Boundary Bend



Map Reference:

1:100,000, Weimby, 7528
GR: 61.56, 6.98

Historic Theme:

Construction Date:

Constructing Agency:

Alterations:

nil

Description:

The bank has been removed from a section of the tree trunk and the symbols BM 499 SL cut into the face of the trunk. The crown of the tree has been removed.

Condition:

Good

Integrity:

Good

History:

Significance:

C.

Recommendations:

Protect

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Bullock Track
Location: Kulkyne to Tiega and Pine Plains



Map Reference: 1:100,000, Nowingi, 7328
GR: 61.40, 6.18

Historic Theme: 7.2 Transport

Construction Date: late 1840's

Constructing Agency: early pastoralists

Alterations: abandoned

Description: A cleared route, rutted by water movement and bullock drays (Jardine).

Condition: Poor

Integrity: Poor

History: This route, used prior to white penetration of the Mallee by the blacks (Kenyon), became an important route for the early pastoralists, linking "Kulkyne"

station with "Pine Plains". It was abandoned, possibly following construction of the Mildura rail line in 1902.

Significance:

C. Although potentially of regional importance, *the lack of substantive evidence suggests that this route is important at the local level.*

Recommendations:

Nil

Sources:

J. Jardine ("Old Kia")

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW (1986)

Item:

P O W (Brighton's) Bridge

Location:

North Arm, Chalka Creek, Hattah-Kulkyne National Park



Inspection:

April 1986

Map Reference:

1:100,000, Nowingi, 7328

Historic Theme:

7.2 Transport (bridges)

Construction Date:

c. 1942 - c. 1945

Constructing Authority:

Forest Commission

Alterations:

nil

Description:

Remnant of a bush pole bridge, three piles remaining complete with bolted cross member and collapsed main spans. Other debris and pile ends visible. Damage sustained is mainly due to flooding of the Chalka Creek.

Condition:

Derelict

Integrity:

Fair

History:

Apparently built by Italian prisoners of war as a Forest Commission bridge on a logging track. Later provided access to Brighton's block, nearby.

Significance:

C. Of interest for its associations with World War 2, Brighton, and as an example of bush pole construction.

Recommendations:

Protect

Sources:

National Parks Service: "Interim Report on History of Hattah-Kuklyne National Park, Murray-Kulkyne Park" (1980).

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Bridge remnant, Wirrengren Plain inlet creek

Location: "Pine Plains" Run



Map Reference: 1:100,000, Ouyen, 7327
GR: 60.81, 5.83

Historic Theme: 7.2 Transport (bridges)

Construction Date:

Constructing Agency:

Alterations: Abandoned

Description: Remnant of former bridge over inlet creek to the Wirrengren Plain consisting of vertical box poles with forked tops to take transom members, mostly collapsed. The bridge deck, of cypress pine logs, has collapsed and is mostly gone.

Condition: Poor

Integrity: Fair

History:

Surveyor E.R. White, who assisted in the survey of the then South Australian/New South Wales border of the Mallee in 1849, was later commissioned to survey a line of road from the Lower Murray to the Upper Wimmera districts. He surveyed a route in 1851 along the 142nd meridian and returned (Kenyon) by "the blackfellow's route from Hattah Lakes to Pine Plains". This route was subsequently used as a mail run (J. O'Sullivan) and as a dray track (J Jardine) and it is possible that this bridge dates from this period.

Significance:

B. This structure is a remnant of the pastoralist's era, given that the above hypothesis is correct and is an important remnant of the Kulkyne to Pine Plains track. It is also an interesting example of early "back country" bridge construction.

Recommendations:

Consider placing on Government Buildings Register.

Sources:

A.S. Kenyon "The Story of the Mallee" (1982 edition)
J Jardine
J O'Sullivan

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Lockmaster's residence and former post office

Location: Kulnine East



Inspection: April 1986

Map Reference: 1:100,000, Wentworth, 7229
GR: 62.16, 5.55

Historic Theme: 7.2 Transport

Construction Date: 1924

Constructing Authority: S.A. Government

Alterations: nil

Description: A cement block with brick dressings gable roofed residence. The roof space is ventilated at each gable end and a cellar has been provided.

Condition: Good

Integrity: Good

History:

Built in 1924 to accommodate the lockmaster and his family, a post office was incorporated at the rear and subsequently closed. The building remains in use for its original purpose.

Significance:

B. This is the only original building surviving from the period of initial settlement associated with the lock, other timber framed buildings having been removed to the Lake Cullulleraine caravan park, or demolished.

Recommendations:

Retain

Sources:

Lockmaster's wife.

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Wreck of the "Alewein"

Location: Piangil, Murray River



Map Reference: 1:100,000, Nyah, 7527
GR: 61.18, 7.13

Historic Theme: 7.2 Transport (River)

Construction Date:

Constructing Agency:

Alterations:

Description:

The wreck consists of an angle iron ribbed frame, collapsed and part submerged in river bank. The main beam is 100 x 125mm with a length of rail line secured along the top face to give strength. Planks are rivetted to the ribs to form the sides of the craft, the top plank being notched, presumably to take the deck beams.

Condition:

Poor

Integrity:

Fair

History:

Significance:

C.

Recommendations:

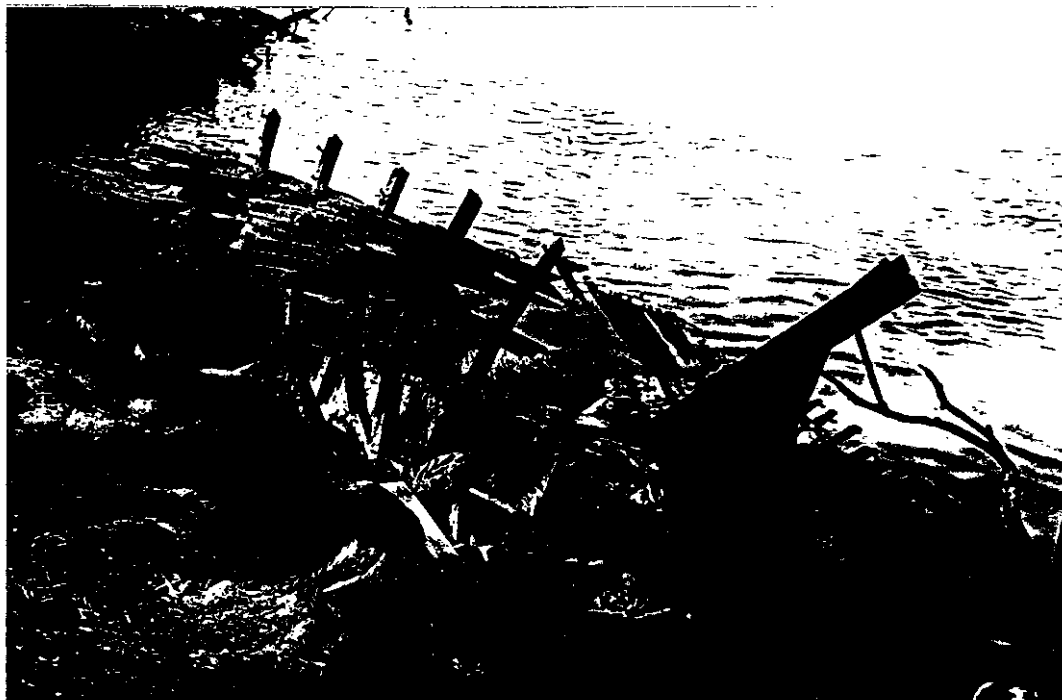
Protect

Sources:

LAND CONSERVATION COUNCIL
MALLEE AREA REVIEW (1986)

Item: Wreck of the barge, "Florence Annie"

Location: Murray-Kulkyne National Park



Inspection: April, 1986

Map Reference: 1:1000,000, Nowingie, 7328
GR 61.63, 6.35

Historic Theme: 7.2 Transport

Construction Date:

Constructing Agency:

Alterations: nil

Description: A wrecked vessel consisting of a main steel (?) beam, built up and rivetted into an I beam, which appears to have become separated from the steel (?) angles (obtuse) which are curved and form the "ribs" and are T sectioned where they join, at the base. 3" x 2" timber planks are butt jointed with fibrous packing and bolted to the ribs. Metal plates also secure the timbers, and the ends of the main beam have a raised bow with triangulated steel (?) plate reinforcement.

Condition: Derelict

Integrity: Fair

History:

Significance: C. The wreck is important as a reminder of the river boat era on the Murray.

Recommendations: Protect

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Wreck of the "Hero"

Location: Boundary Bend, Murray River



Map Reference: 1:100,000, Weimby, 7528
GR: 61.56, 6.99

Historic Theme: 7.2 Transport (River)

Construction Date: 1874

Constructing Agency:

Alterations:

Description: The wreck consists of the boiler and the red gum hull, with angle iron frame and engine mounting. The stern post is reinforced with sheet iron. Paddle wheel frame made from 2"x1/4" m.s.flat nearby.

Condition: Poor

Integrity: Good

History:

Owned and operated by Chislett Bros., sawmillers at Boundary Bend, the "Hero" was destroyed by fire hauling barges loaded with logs to the sawmills. She was laid up for many years until the shortage of fuel in Melbourne brought a number of vessels out of retirement. With a tare of 137 tons, length 92.2 feet and beam 17 feet, this wreck is now being removed from the river.

Significance:

A. One of the most intact wrecks along the river, aground near the Chislett's mill site, this vessel is important at the State as well as local levels.

Recommendations:

Consider protection on site.

Sources:

J. Loney: "Wrecks Along the Murray (1976)

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Wreck of the "Kookaburra"

Location: Nyah, Murray River



Map Reference: 1:100,000, Nyah, 7527
GR: 61.05, 7.17

Historic Theme: 7.2 Transport (river)

Construction Date:

Constructing Agency:

Alterations:

Description: Almost totally below water level, when inspected, a section of the angle iron ribs and planks was visible.

Condition: Poor

Integrity: Uncertain

History:

Significance: Uncertain

Recommendations: Protect

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: 602 mile tree
Location: Boundary Road



Map Reference:

Historic Theme:

Construction Date:

Constructing Agency:

Alterations:

Tree uprooted

Description:

This tree has fallen into the river and the 602 mile marking is obscured.

Condition:

Fair

Integrity:

Fair

History:

Significance:

C.

Recommendations:

Consider removal of tree from river and reinstatement.

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Former Millewa South Railway

Location: Nowingi Rocket Lake area

Inspection: April 1986

Map Reference: 1:100,000, Nowingi, 7328, Sunset, 7228

Historic Theme: 7.2 Transport, 5.4 Mining: gypsum

Construction Date:

Constructing Agency: Victorian Railways Department

Alterations: Closure beyond gypsum mine and removal of lines and buildings.

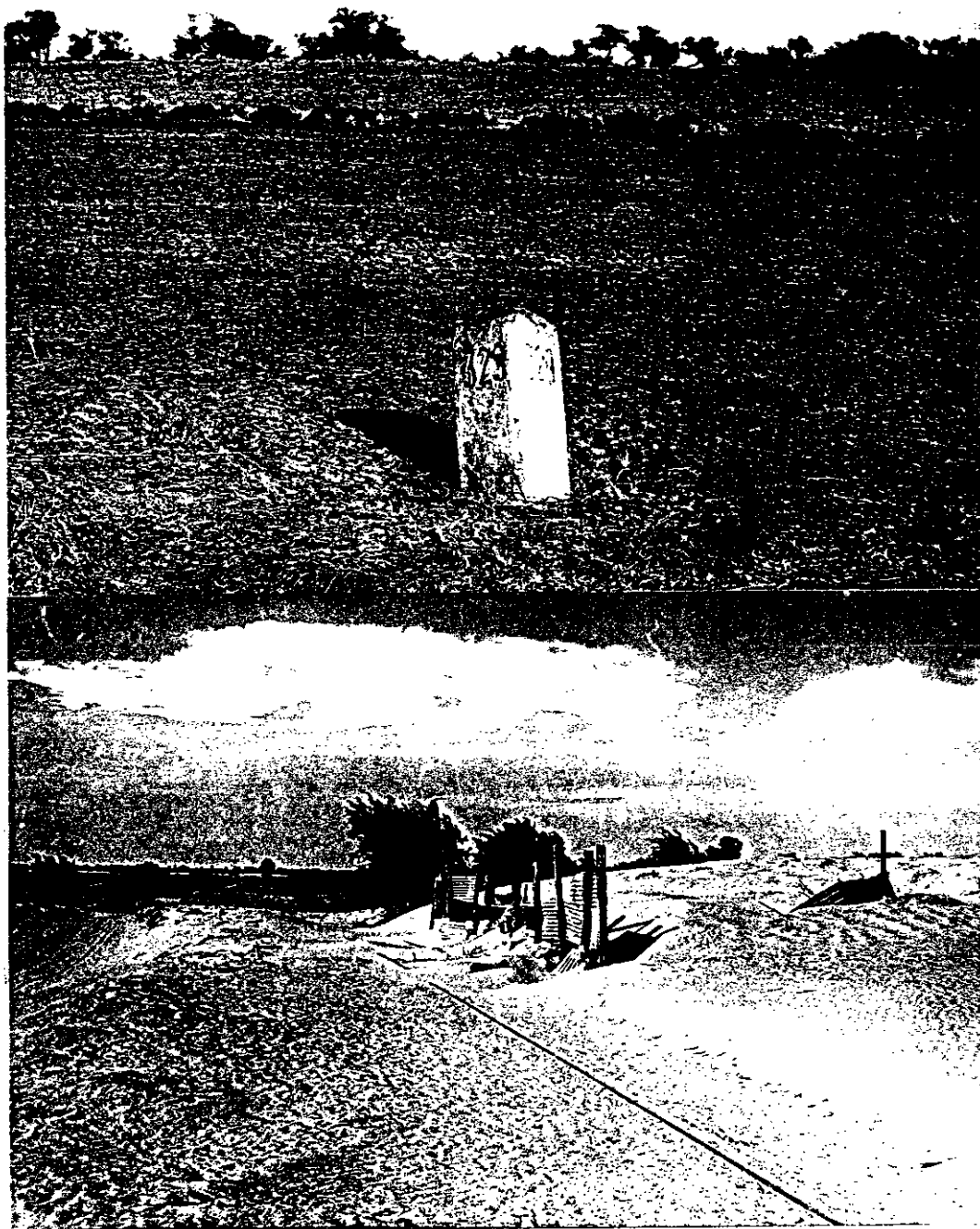
Description: Beyond the gypsum mine, the formation remains, along with the sites of two railway stations. An occasional telegraph pole is in situ, along with timber drains through low embankments. Cattle pits, goods and passenger platforms, (low level) earth mounds mark the locations of one station site.

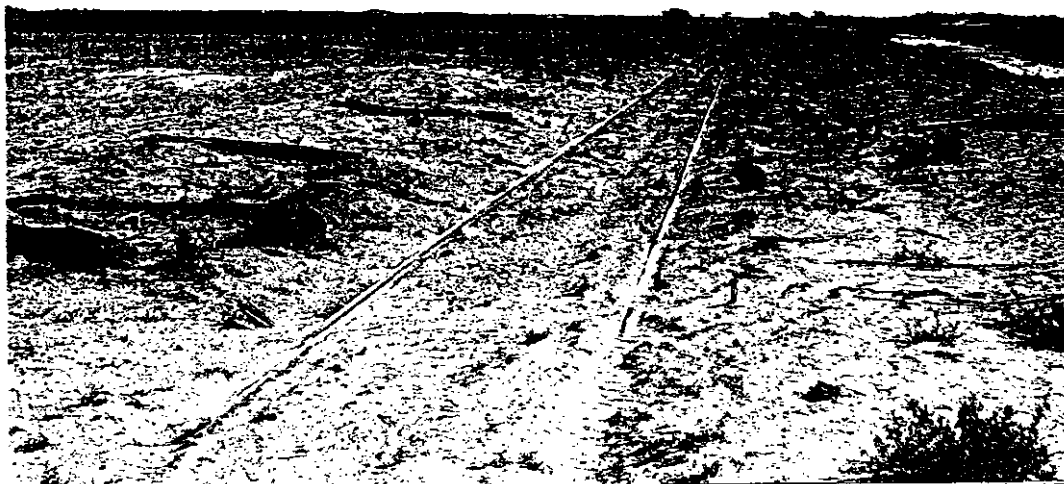
West from the gypsum mine, the railway line remains in servieable, though poor conditional, one passing loop (Sunset loop) being retained and several mileage posts being in situ.

Condition: Poor

Integrity: Good

History: In October 1927 the Railways Standing Committee visited the Ouyen-Mildura area and recommended that a 35 mile line be built from Nowingi west to RAAK plain, and the Rocker Lake area. In 1929 twenty four and a half miles were actually built, but the lack of water, and settlement resulted in the line being partly abandoned and it was never officially opened. In June 1941 the Minisiter for Transport, Mr Hyland, advised parliament that the section of the line beyond the gypsum mine would be dismantled. At one time a boarding house was maintained at the first station west of the mine site, for general use (Macarthurs).





Significance:

A. An important remnant of the proposed and only partially built Millewa South railway. This railway, which was built in conjunction with a number of catchment tanks by the former State Rivers and Water Supply Commission, formed the Government's initiative in the sunset area to open up what was described in the 1911 Royal Commission on Border Railways as "first class Mallee". Although settlement did not proceed, the railway remains as the principle monument to this venture.

Recommendations:

Retain elements noted under "Description" for their interpretive value.

Sources:

B McLean: "Rails to the Millewa North" (1975)

H Macarthur's wife.

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Danyo Weighbridge (No. 1175?)

Location: Danyo railway station



Inspection: May, 1986

Map Reference: 1:100,000, Danyo, 7127
GR: 60.98, 5.23

Historic Theme: 7.2 Transport

Construction Date:

Constructing Agency: former Victorian Railways Department

Alterations: nil

Description: A small unpainted (originally mid brown) weatherboard structure with gable roof, ogee gutters and decorative vent in gable ends. The weighbridge platform is cast iron, and the maers of this item and the scales is W & T Avery, London and Birmingham, (patent No. 650).

Condition: Poor (building) scales, etc. (good)

Integrity: Good

History:

Significance: C. The weighbridge is the only original structure remaining at Danyo, the station office and goods sheds having been removed.

Recommendations: Retain, or ensure preservation locally.

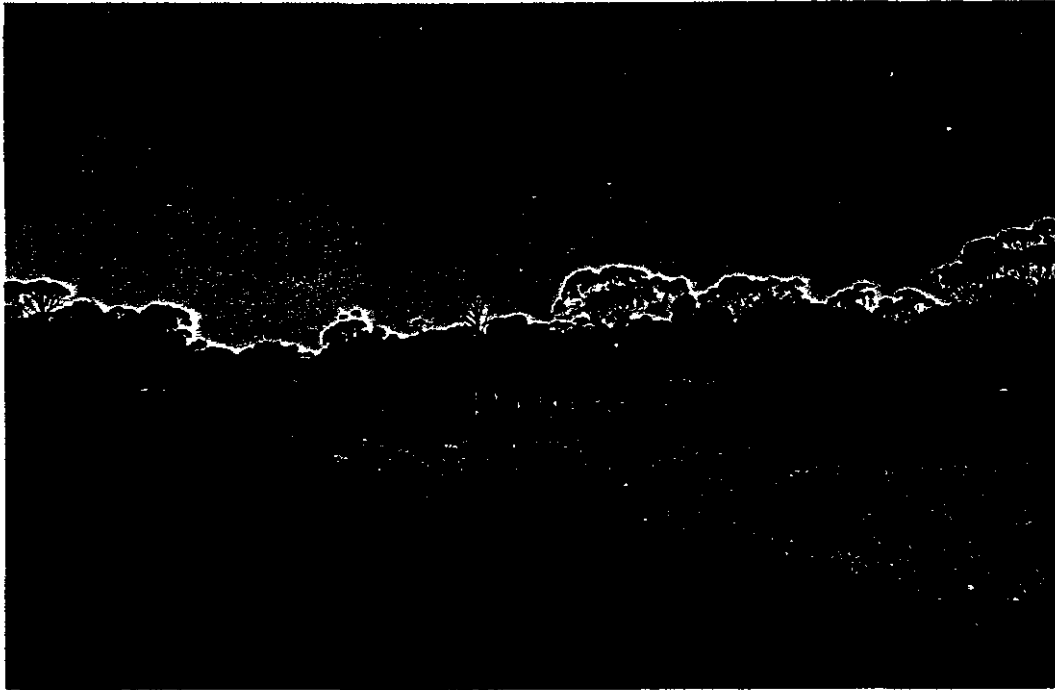
Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Karween railway station site

Location: Karween



Inspection: April 1986

Map Reference: 1:100,000, Lindsay, 7129
GR: 61.96, 5.2.2

Historic Theme: 7.2 Transport

Construction Date: 1931

Constructing Agency: Former Railways Construction Board

Alterations: Line closed
Facilities removed

Description: The site is marked by the road bed, platform mound, timber faced cart dock and posts marking road entrances to station ground.

Condition: Good

Integrity: Fair

History:

Opened with the line from Merringur to Morkalla on 18.6.1931, this station was closed on 19.3.1964. Refer also to Morkalla.

Significance:

C.

Recommendations:

Retain

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Morkalla railway station site.

Location: Morkalla



Inspection: April 1986

Map Reference: 1:100,000, Lindsay, 7129
GR: 62.96, 5.15

Historic Theme: 7.2 Transport

Construction Date: 1931

Constructing Agency: Former Railway Construction Board

Alterations: Line closed
Facilities removed

Description: The site is marked by the roadbed, platform mound, cattle yards and race, weighbridge with "Asco" equipment, and posts marking entrance to station ground.

Condition: Poor

Integrity: Fair

History:

The Merringur to Morkalla section of this railway was opened on 18.6.1931 following agitation by the "Merringur-Morkalla Railway Extension League" and recommendation by the Railways Standing Committee in 1929. Suggestions in 1932 to extend the line to Paringa, in South Australia were not well supported. In June 1941, the idea was again raised, following consideration of a proposal to dismantle the Nowingi railway and reuse the materials so gained, but the initiative lapsed. In 1964, the Railways Commissioner, E.H. Brownbill closed the line in the face of dwindling traffic, and, in spite of local protests, no trains ran from that date.

Significance:

C.

Recommendations:

Retain

Sources:

B McLean: "Rails to the Millewa North" (1975)
"Herald"

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW (1986)

Item: Former Locomotive depot complex - Robinvale railway station

Location: At north end of station ground.

Inspection: April, 1986

Map Reference: 1:1,000,000 Robinvale, 7426
GR 61.72, 6.62

Historic Theme: 7.2 Transport

Construction Date:

Constructing Agency: Victorian Railways

Alterations: Demolition of crews quarters c. 1980. Demolition of loco shed.

Description: The remaining elements of the former locomotive depot include:

- the water tower,
- water column,
- inspection pit, on site of former locomotive shed,
- and
- turntable.

The water tower is a standard design of the period consisting of a rivetted and bellied tank, capacity ? gallons, with central delivery column and supply line formed within 1 of the 10 cast, papyrus capped columns. Tie rods brace the supporting columns radially from the central column and vertically. The water column is a standard ? retaining its chain, post and drip basin. The inspection pit itself has been demolished but the rails remain, carried on vertical railed supports.

The 50 foot turntable and pit is intact, including locking mechanism. The levers for pushing the table have been removed.

Condition:

Good

Integrity:

Fair

History:

The crew rooms were removed to Euston, c. 1980.

Significance:

B. The remaining elements of this complex are significant as highly visible reminders of the steam era of locomotion on the Victorian Railways, and at Robinvale. The water tower and column, though not unique, are intact examples of their type.

Recommendations:

Retention is recommended.

Sources:

- V Line

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW (1986)

Item: Former railway embankment linking Robinvale station with the Murray River bridge.

Item: April, 1986

Map Reference: 1:100,000 Robinvale, 7428
GR: 61.72, 6.62

Historic Theme: 7.2 Transport

Construction Date: 1929

Constructing Agency: Victorian Board of Land and Works (Railway Construction Branch) for the Victorian Railways.

Alterations: Closure: 1943

Description: The c.4.5 metre high embankment extends from the station ground limit, marked by a former level crossing, which retains the rails, in situ, to the bridge approach. The balance of the rails has been removed, but the line of the embankment clearly connects the station ground with the Murray River bridge.

Condition:

Good

Integrity:

Fair

History:

Work on the Lette line from Robinvale was suspended during the 1929-1935 depression, construction having proceeded as far as Korakee, (14 miles). Traffic was worked by the Victorian Board of Land and Works until February, 1943, when operations ceased. Rails, however, were retained on this embankment until c.1980, the line having been used as a siding.

Significance:

C. The embankment is a clear and lasting reminder of the Korakee railway.

Recommendations:

The embankment should be retained in its present condition along with the rail lines at the grade crossing.

Sources:

- L. Harrigan "Victorian Railways to '62" (1963)

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW (1986)

Item: Approach to Murray River bridge, Robinvale

Location: Murray River

Inspection: April, 1986

Map Reference: 1:100,000 Robinvale, 7426
GR 61.72, 6.62

Historic Theme: 7.2 Transport

Construction Date:

Constructing Agency:

Alterations: Removal of railway: ?

Description: The bridge approach is carried on twelve timber piers consisting of four poles each, double diagonally braced and double tied, top and bottom. Six rsj's form the bridge beams, and are carried on rsj's on top of each timber pier. The road surface is formed of timber decking and the railings are timber. The approach leads to a rivetted girder section carried on concrete pylons, with a lifting section at mid span. The first set of concrete pylons are situated on the Victorian bank.

Condition:

Good

Integrity:

Fair

History:

Significance:

C. Of local significance as an early structure in the area, using traditional bridge construction techniques of the day, and as a former rail bridge, being a reminder of the now closed Korakee extension.

Recommendations:

Retention should be encouraged.

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item:

Railway Crossing warning sign

Location:

Main Street, Cowangie



Inspection:

May 1986

Map Reference:

1:100,000, Danyo, 7127
GR: 61.01, 5.34

Historic Theme:

7.2 Transport

Construction Date:

Constructing Authority:

Victorian Railways Department

Alterations:

nil

Description:

A timber posted sign with cast iron symbols warning motorists of a level crossing ahead.

History:

Probably in use during the same period as the hand painted timber "railway crossing" signs which were replaced during the 'fifties and early 1960's.

Significance:

C. A number of these warning signs remain in use today.

Recommendations:

Retain

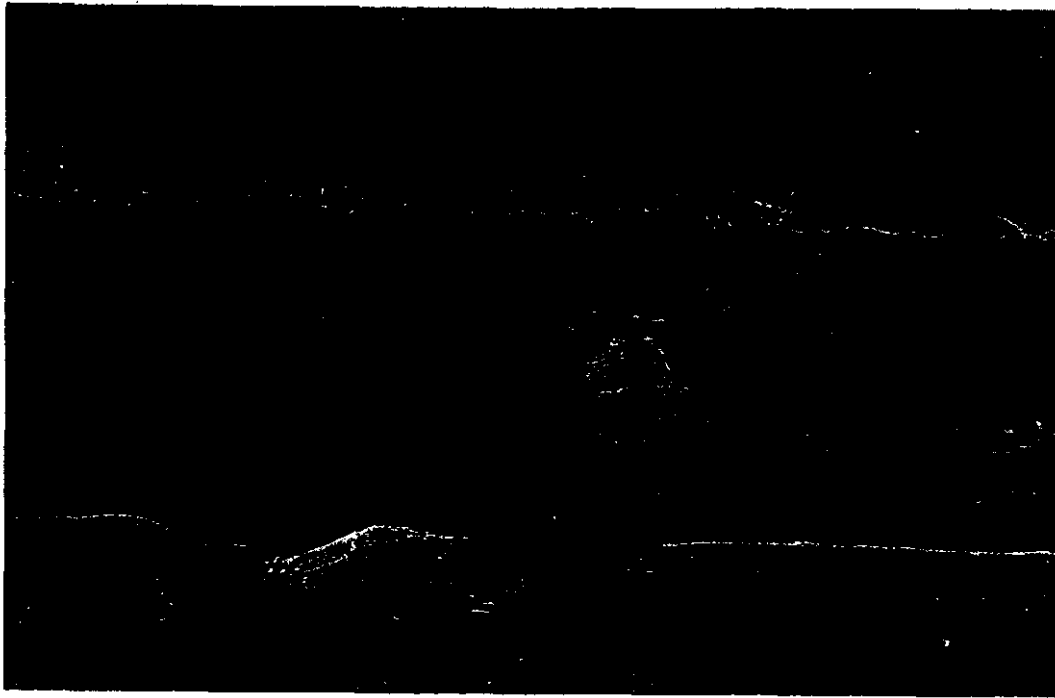
Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Railway water reserve: Cowangie

Location: Ouyen Highway, Cowangie



Inspection: May, 1986

Map Reference: 1:100,000, Danyo, 7127
GR:61.00, 5.31

Historic Theme: 7.2 Transport

Construction Date: 1912 (railway)

Contracting Agency: former Victorian Railways Department

Alterations: abandoned

Description: A large catchment reserve having a large earth tank with chutes channelling water into tank. One particularly large chute is built from limestone with a cement rendered lining, and is badly damaged. A concrete engine mounting block remains.

Condition: Poor

Integrity:

Poor

History:

Significance:

C. A local reminder of the infrastructure required to maintain steam locomotive hauled trains and a demonstration of the way in which this need was met in the waterless Mallee region.

Recommendations:

Retain

Sources:

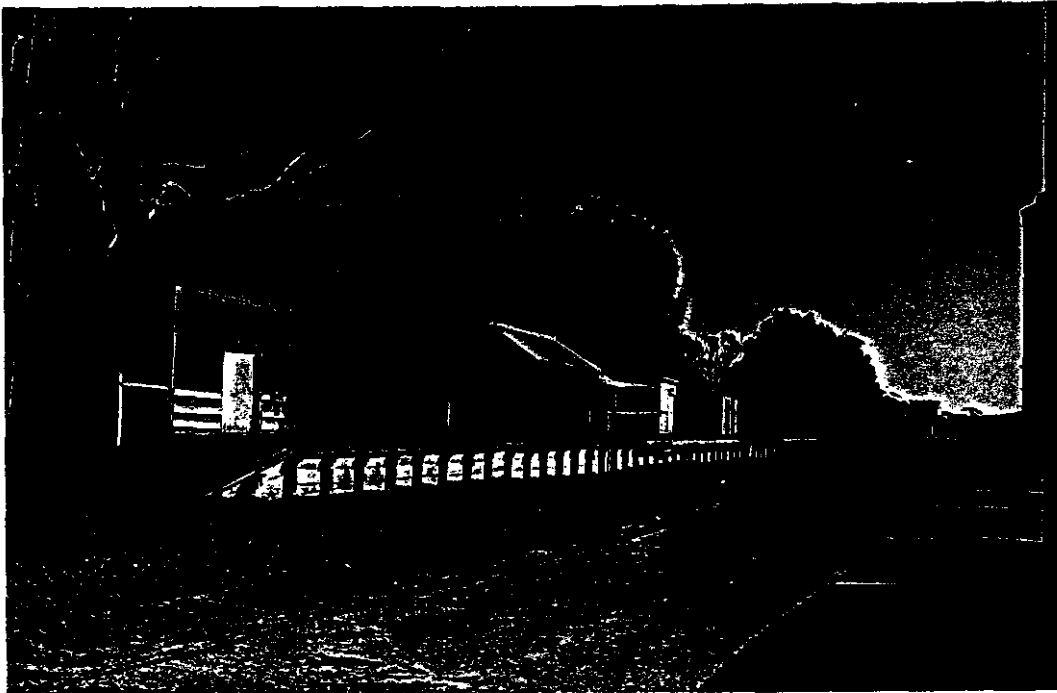


LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW (1986)

Item: Railway station: Murrayville

Location: Murrayville



Map Reference: 1:100,000, Danyo, 7127
GR: 60.98, 5.17

Historic Theme: 7.2 Transport (railways)

Construction Date: 1912

Constructing Agency: Victorian Railways Department (buildings)

Alterations: Crane removed
Waiting rooms and toilet removed

Description: The station buildings is a standard portable, to a design originally developed for temporary facilities in the 1880's. In common with a number of such buildings in the Mallee region only, this building which consists of an office and counter, has a "double" ventilated roof, with slotted barges to facilitate the movement of air. The chimney and fire place is galvanised iron. The walls are of vertical timber linings with a timber lined roof, there being no internal ceiling or wall linings.

<u>Condition:</u>	Fair
<u>Integrity:</u>	Good
<u>History:</u>	The line from Cowangie to Murrayville was opened on 25.6.1912 and this complex, which is similar to Cowangie (removed) and Walpeup on this railway was built at this time. The crane has been removed since 1980.
<u>Significance:</u>	A. Being a substantially intact portable station building complex, with distinctive Mallee area characteristics, this station is important at the State level.
<u>Recommendations:</u>	Maintain
<u>Sources:</u>	L. Harrigan: "Victorian Railways to '62" (1962).

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Former railway refreshment rooms: Underbool

Location: Underbool



Map Reference: 1:100,000, Underbool, 7227
GR: 6108, 5.73

Historic Theme: 7.2 Transport (railways)

Construction Date: 1920

Constructing Agency: Victorian Railways Department

Alterations: Interior altered to serve as a station office. Parcel offices added.

Description: A terra cotta tiled gable roofed building with "half timbered" barges in the Edwardian manner and cellar. The walls are timber framed with weatherboard linings.

Condition: Fair

Integrity: Good

History:

The line was opened through Underbool in 1912, and the refreshment rooms were erected there in 1920. Later a room was added, and, following demolition of the portable station office, and withdrawal of refreshment facilities in 1931, the refreshment rooms were converted into station offices. The station is now unmanned.

Significance:

B. This building is an interesting reminder of passenger services on the Pinnaroo railway, upon which the early settlers were totally dependant.

Recommendations:

Maintain

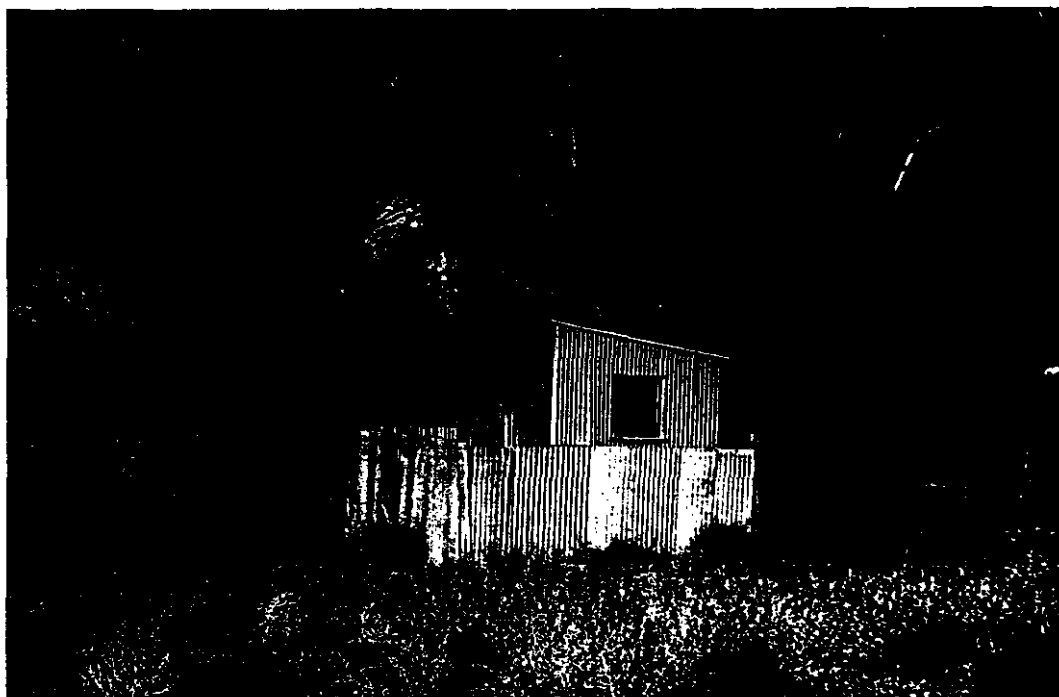
Sources:

V.R. contract drawing
"The Times" - journal of Timetable Collectors Association (1984).

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW

Item: Railway pumping station: Lake Hattah
Location: Hattah Lake



Inspection: April 1986
Map Reference: 1:100,000, Nowingi, 7328
GR: 61.53, 6.22
Historic Theme: 7.2 Transport
Construction Date: 1908
Constructing Agency: Victorian Railway Department (Designer:
Mr Lowry - Machinery and Water Supply)
Alterations: P.S. rebuilt, 1944
Description: A timber framed corrugated iron clad shelter with
corrugated iron perimeter fence and suction pipe on
pile frame in Lake Hattah. A Lister diesel engine
rope drives an Ajax type A6, series E, force pump,

drawing water from the lake to the p.s. through a 100mm ID suction pipe. A rubber discharge hose connects to a Kelly and Lewis centrifugal pump, housed in the shelter. It is driven by flat belt off a pulley powered by a Ronaldson Brothers and Tippet Pty Ltd (Ballarat) 5HP, 800 RPM type CF (No. 28778) diesel engine with fuel tank. A brick lined storage tank is situated nearby (not visited). Immediately to the west of the p.s., the mounting block (?) of the former steam engine powered ps is the only remnant of the original installation.

Condition:

Good

Integrity:

Good

History:

The rail line to Mildura was opened as far as Hattah in 1903, and by 1908, the Victorian Railways had built a steam powered pumping station here for the dual purpose of watering its locomotives at Hattah railway station and supplying water to the settlement. A channel was cut, linking Hattah and Lockie Lakes.

During the early 1940's, the pumping station was burnt down, and by 1944 the present installation had been erected. It remains serviceable, today. In recent years, H MacArthur, a nearby pastoralist, installed the Lister diesel engine and Ajax pump to provide water to his house "Glencoe", and to the Hattah township. The railway pump and engine are no longer used.

Significance:

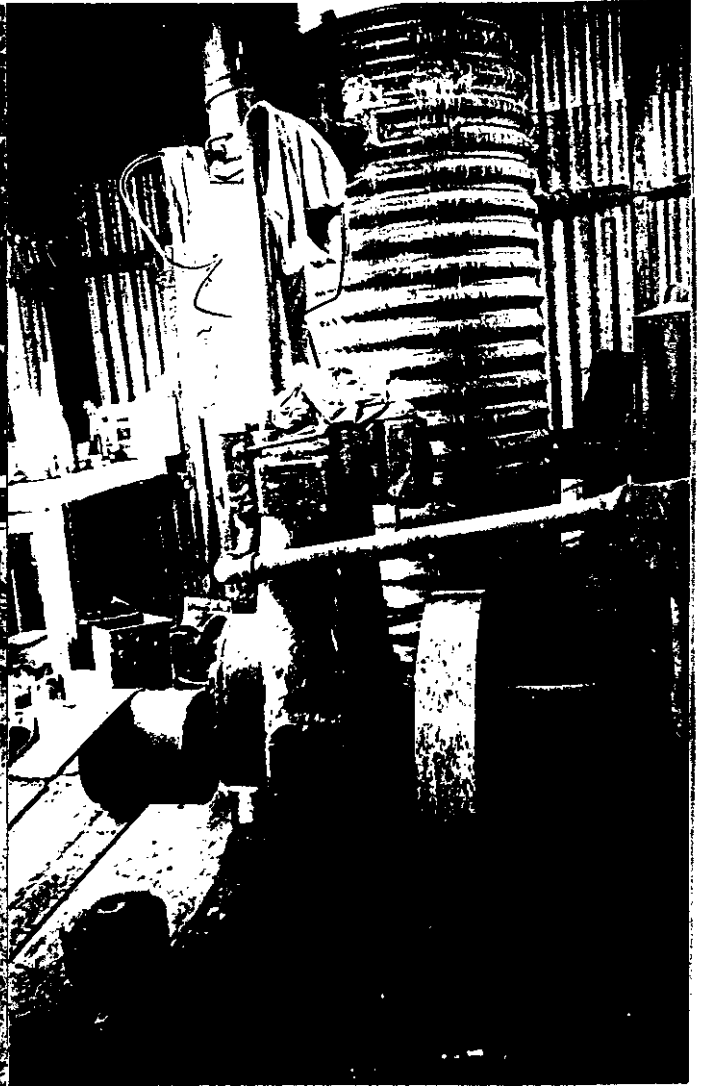
A. A comparatively large diesel powered railway pumping station, important for its association with the steam locomotive era, which concluded, in Victoria, in 1970. Its survival as an intact railway pumphouse is unusual.

Recommendations:

Preservation is warranted, in conjunction with the regulator, on the Lake, and the water tower at the station.

Sources:

Conservation Forest and Lands Department Files.
Harold MacArthur



LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Regulator: Lake Hattah

Location: Hattah Lake



Inspection Date: April 1986

Map Reference: 1:100,000, Nowingi, 7328
GR: 61.53, 6 | 23

Historic Theme: 7.2 Transport

Construction Date: 1908?

Constructing Agency: Victorian Railways Department

Alterations: nil

Description: Two concrete abutments separated by two concrete ribs, the three open bays between the four elements being filled by wooden gates made up of loose horizontal members, which can be removed to regulate the flow of water.

<u>Condition:</u>	Good
<u>Integrity:</u>	Good
<u>History:</u>	Possibly built in 1908 in conjunction with the Railways pumping installation.
<u>Significance:</u>	Given that the use of the Hattah Lakes system as a source of water is of significance, and that the regulator is a part of the railway installation, this item forms an integral part of the railway pumphouse, which is also considered to be of statewide importance.
<u>Recommendations:</u>	Retain
<u>Sources:</u>	Conservation Forest and Lands Department Files

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Combined water tank and crane
Location: Hattah railway station



Inspection: April 1986
Map Reference: 1:100,000, Nowingi, 7328
GR: 61.52, 6.17
Historic Theme: 7.2 Transport

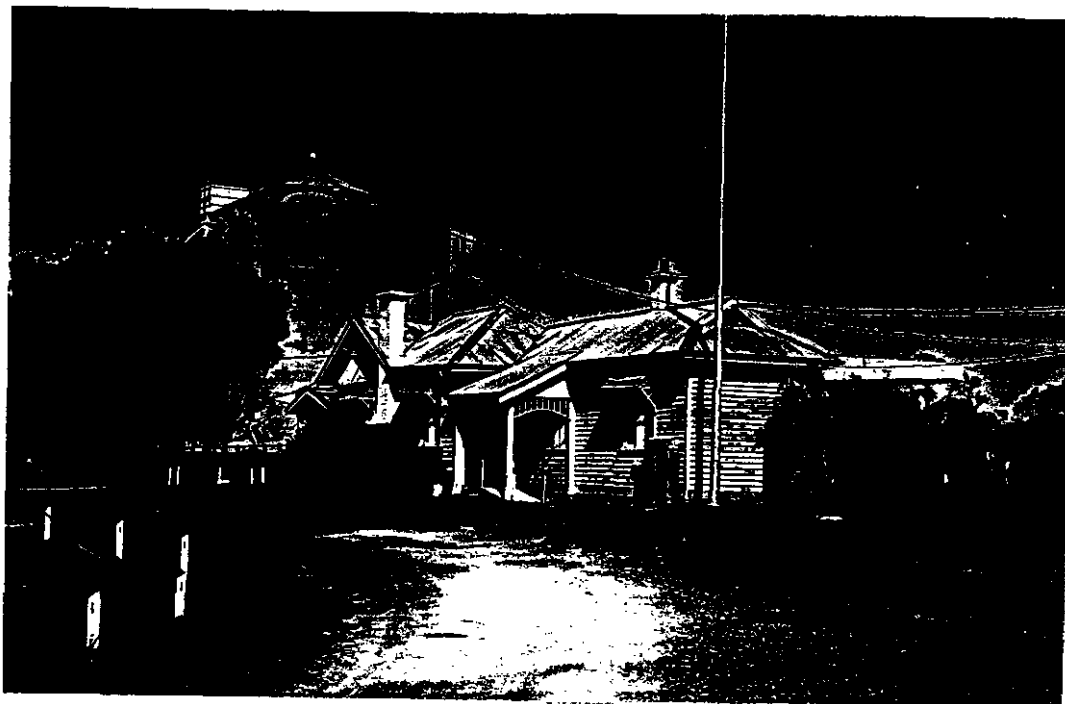
<u>Construction Date:</u>	1908
<u>Constructing Agency:</u>	Victorian Railways Department
<u>Alterations:</u>	nil
<u>Description:</u>	A standard type water tower with crane and drip dish. The tank is bellied and rivetted, with a supply pipe controlled by a millicock in a burnt out locker. Six rails ("Cammel Sheffield toughened steel 1871") form columns which are tied vertically and horizontally.
<u>Condition:</u>	Good
<u>Integrity:</u>	Good
<u>History:</u>	The water tower was built in 1908 in conjunction with the pumping station at Hattah Lake.
<u>Significance:</u>	B. An intact example of a standard design for a 500 gallon tank, being the only one of its type in the Mallee, and known to exist elsewhere at Pirron Yallock, Queenscliff, Wallan and Woodend. Important for its association with the era of the steam locomotives on the Victorian railways and as an example of industrial design using rivetted steel work, and rail sections for columns.
<u>Sources:</u>	A Ward: Survey of Railway Water Towers (1984)

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Woomelang Railway Station

Location: Woomelang



Map Reference: 1:100,000, Birchip, 7426
GR: 60.50, 6.50

Historic Theme: 7.2 Transport (railways)

Construction Date: 1899

Constructing Agency: Victorian Railways Department

Alterations: Locomotive depot removed.
Several residence removed.
Wood yard etc. removed

Description: A large timber station building in the Edwardian manner with relatively complex roof form and window hood, to a non-standard design. The station ground is planted with peppercorns and six departmental residences (nos 1959, 1960, 1961, 1873, 1872 and 1775) remain, some unoccupied. A water tower marks the site of the former steam locomotive sub depot.

Condition:

Good

Integrity:

Good

History:

Woomelang station was opened in 1899 and served as a sub depot on the Mildura railway. The station building was erected in ? and it served as the terminus of the railway being built to Mildura until 1903. It was for many years, until the Second World War, the origin point for a number of Melbourne passenger services. It was a servicing point for locomotives which, together with its other railway duties warranted the location of several railway families in the township.

Significance:

A. Although the town of Woomelang exists in its own right, it commenced life as railway town and the presence of the railway continues to be significant and substantially in tact. The railway station complex is important at the State level in this respect.

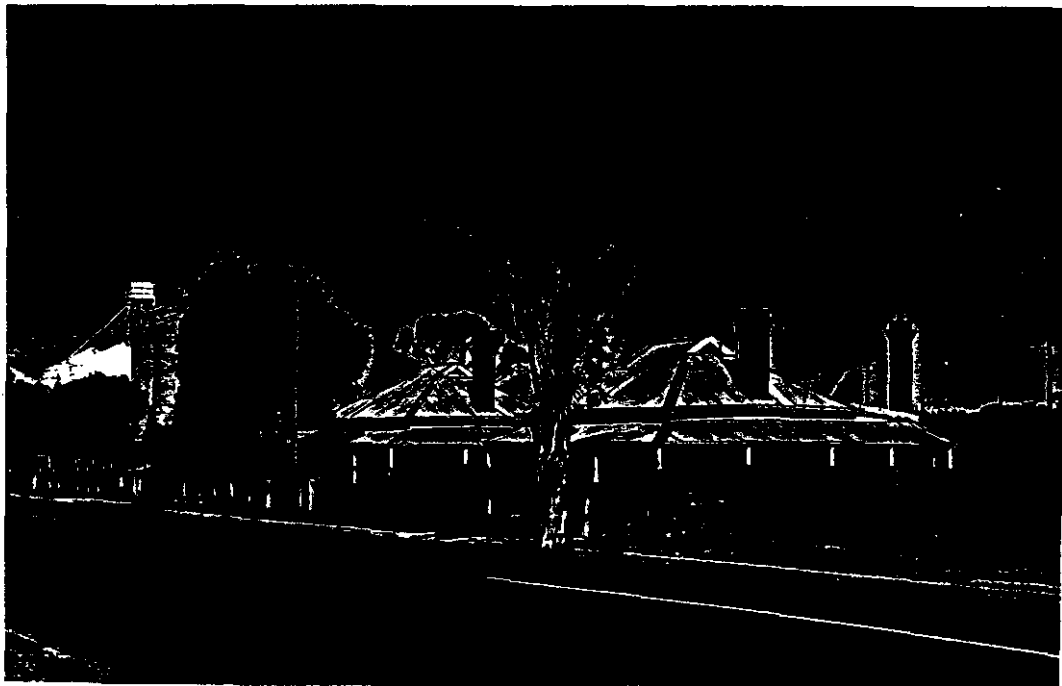
Recommendations:

Protect

Sources:

VR Contract Books

Timetables



LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Natya Railway Station

Location: Natya



Map Reference: 1:100,000, Weimby, 7528
GR: 61.29, 7.03

Historic Theme: 7.2 Transport (railways)

Construction Date: 1920

Constructing Agency: Victorian Board of Land and Works

Alterations: Station building removed

Description: Although the platform has been cut back at both ends, the middle section remains with slab and stumps of former "Mallee Shed" in situ. The cart dock remains, along with wheat storage facilities.

Condition: Poor

Integrity: Poor

History:

Natya was opened with the line to Kooloonong in 1920.

Significance

D. Of local interest in the former Natya township, retaining platform coping and evidence of building.

Recommendations:

Protect

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Yungera Railway Station site
Location: Yungera



Map Reference: 1:100,000, Weimby, 7528
GR: 61.49, 6.96

Historic Theme: 7.2 Transport (railways)

Construction Date: 1926

Constructing Agency: Victorian Board of Land and Works

Alterations: abandoned

Description: Remnants of the former railway terminus include the passenger and goods platforms mounds, the signal lever frame, the departmental residence footings, the station ground gate posts and buffers at the end of the line.

Condition: Poor

Integrity: Fair

History:

Yungera formed the terminus of the line being opened in 1926 and closed to traffic on 6/8/1957.

Significance:

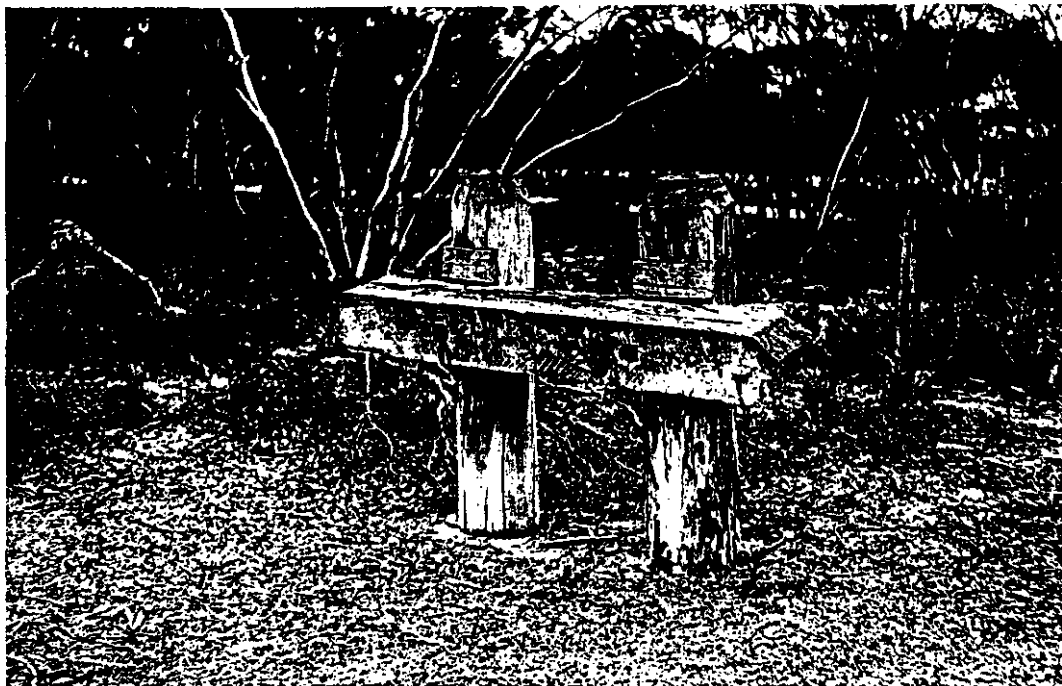
C. Although buildings, platform and rails have been removed sufficient detail remains of this former terminus to permit interpretation. The buffers are an important relic.

Recommendations:

Protect

Sources:

L. Harrigan: "Victorian Railways to 862" (1962)



LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Railway Causeway, Yelta line

Location: Lake Hawthorn, Merbein



Inspection: April 1986

Map Reference: 1,100,000, Mildura, 7329
GR: 62.16, 6.00

Historic Theme: 7.2 Transport: Causeways

Construction Date: 1910

Constructing Agency: Board of Land and Works

Alterations: nil

Description: Causeway linking high land either side of north arm of Lake Hawthorn. The sleepers include "Longwy-V11-53-B-VR-+" steel sleepers, used elsewhere in the Wimmera Mallee. The causeway crosses the formed channel extending north from Lake Hawthorn over a concrete lined pipe.

Condition: Good

<u>Integrity:</u>	Good
<u>History:</u>	The line from Mildura to Merbein was opened on 4.7.1910.
<u>Significance:</u>	C. Of local importance as the largest engineering work on the Yelta branch line.
<u>Recommendations:</u>	nil
<u>Sources:</u>	L. Harrigan: "Victorian Railways to 62" (1962)

LAND CONSERVATION COUNCIL

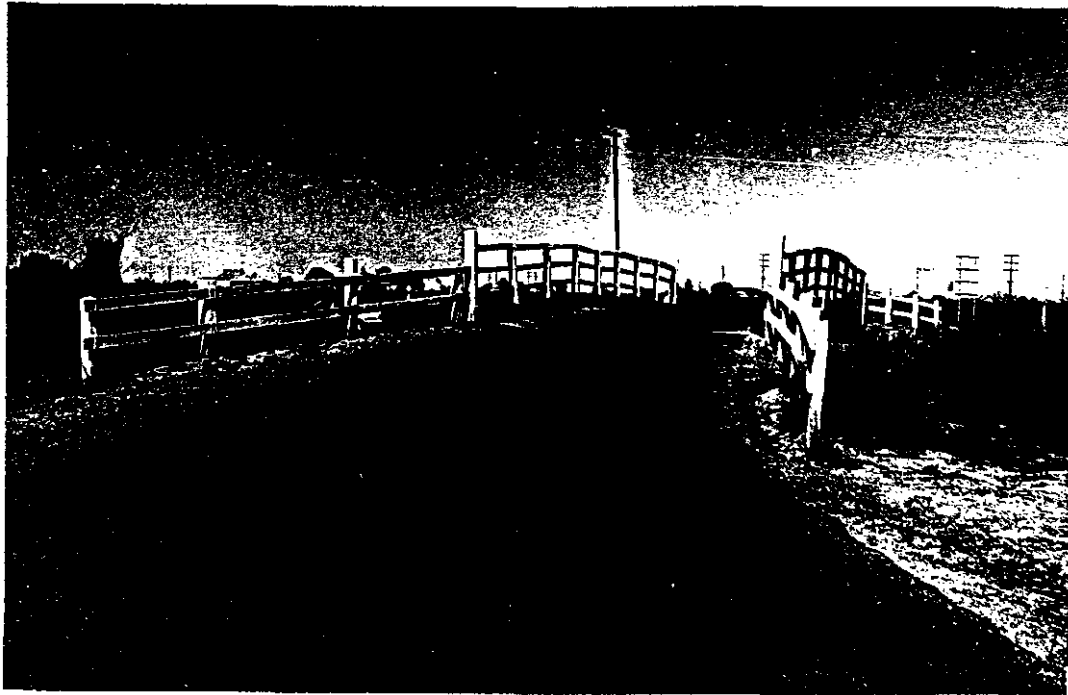
MALLEE AREA REVIEW 1986

Item:

Road overbridge

Location:

McEdward Street, Yelta Railway



Inspection:

April 1986

Map Reference:

1:100,000, Mildura, 7329
GR: 62.16, 6.00

Historic Theme:

7.2 Transport: Bridges

Construction Date:

1910

Constructing Agency:

Board of Land and Works

Alterations:

nil

<u>Description:</u>	A timber road bridge consisting of timber deck and railings carried between concrete abutments by two cross braced pile frames and with five longitudinal lines of beams supported by coupled ties on the tops of the piles. The approaches are defined by timber post and rail fencing.
<u>Condition:</u>	Good
<u>Integrity:</u>	Good
<u>History:</u>	This road bridge was probably built with the opening of the line in 1910.
<u>Significance:</u>	C. Of local interest as an example of early timber bridge construction methods in the area.
<u>Recommendations:</u>	nil
<u>Sources:</u>	L. Harrigan - "Victorian Railways to '62" (1962)

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Railway Station: Yelta

Location: Yelta



Inspection: April 1986

Map Reference: 1:100,000, Wentworth, 7229,
GR: 62.23, 5.91

Historic Theme: 7.2 Transport: railways

Construction Date: 1925

Constructing Agency: Victorian Railways Department (building)

Alterations: nil

Description:

The Yelta station building consists of a passenger waiting shelter and office and is an example of the Railways Departments 1921 standard design, type A. It is a timber framed weatherboard building with vee-jointed timber linings internally.

Condition:

Fair

Integrity:

Good

History:

This standard design was used throughout the railway network and, bearing in mind the comparatively late construction of the rail network in the Mallee, it was especially common in the region. Developed as a standard design, with modifications, in 1921, the building at Yelta was provided probably with the opening of the line in 1921. Tenders were called for its removal during the early 1980's, the building no longer being required for railway purposes, but it remains in situ.

Significance:

A. As the only remaining example of this standard design on railway property, and being typical of many Mallee station buildings, including those on the Morkalla railway, this building is important at the State level.

Recommendations:

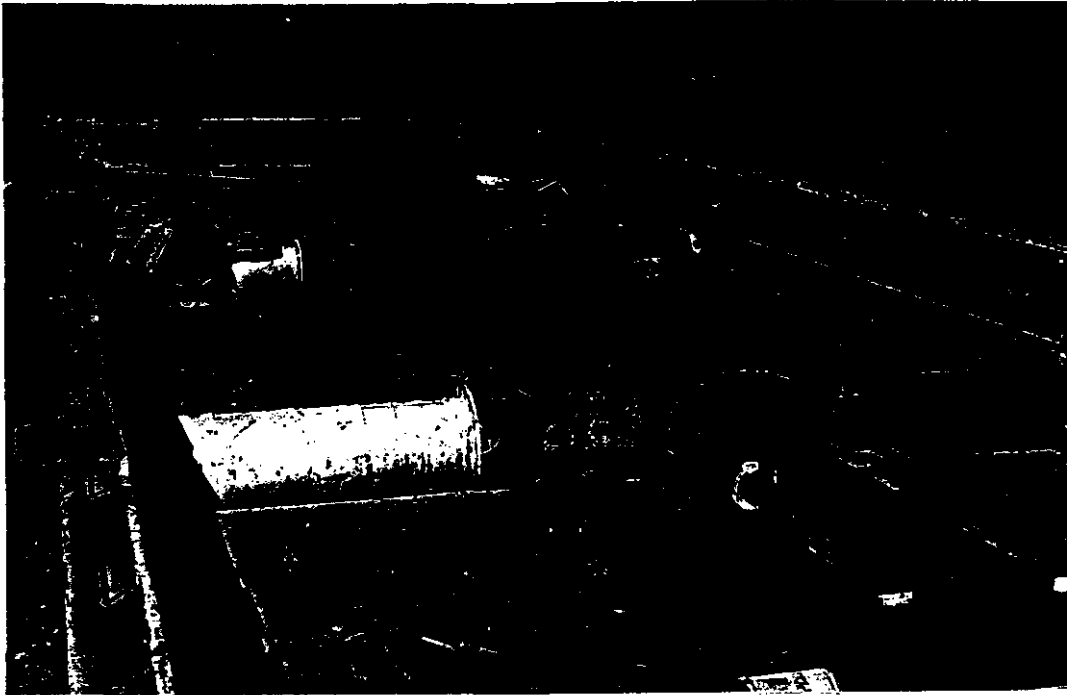
Maintain

Sources:

Ward-Donnelly: "Victoria's Railway Stations: An Architectural Survey" (1982)

LAND CONSERVATION COUNCIL
MALLEE AREA REVIEW (1986)

Item: Millewa Main Pumping Station site
Location: Lake Cullulleraine



Inspection: April 1986
Map Reference: 1:100,000 Wentworth 7229
GR 62.07. 5.54
Historic Theme: 7.3 Services (water)
Construction Date: 1927
Constructing Agency: Former State Rivers and Water Supply Commission
Alterations: Demolished c. 1974 following completion of Stage 4 of the Millewa pipe line scheme.
Description: The concrete pit alone remains of the pumping station, with accommodation for three units. Two Briton pumps from the p.s. are mounted at the entrance to the site. Two supply pipes are in situ. The concrete slab of a former store remains at the west end. To the north-east, a corrugated iron clad timber framed gable roofed building has been

erected over a concrete pit, and retains a shaft with pulleys. To the west of the p.s., the site of the staff sleeping quarters is identified by concrete slabs, whilst at the lake shore, piles mark the locations of the now removed suction pipes.

Condition:

Ruins

Integrity:

Poor

History:

Built in 1927 and serving as an 820 square mile area with a 95 foot lift, the installation was originally steam powered, as follows:

Unit 1: 20"/20" centrifugal pump powered by compound steam engine and 20" turbine.

Unit 2: 22"/22" Briton centrifugal pump powered by triple expansion Thompson QR steam engine, ex Cohuna, and turbine.

Unit 3: as above.

There were three twin drum boilers, underfired and exhausting to a 280 tube economiser, ex Geelong Harbour Trust, thence to a 75 foot high steel stack, all of which have been demolished.

The steam engines were subsequently replaced with diesel engines, and sent to the Robinvale main pumping station. The diesels were Lister Blackstones, the mountings remaining in situ, arriving c. 1948.

Demolition occurred, as noted above, c.1974.

Significance:

C. The site is important as a remnant of the main pumping station of the Millewa system, and served the district from 1927 to 1974. The original Briton pumps are important elements.

Recommendations:

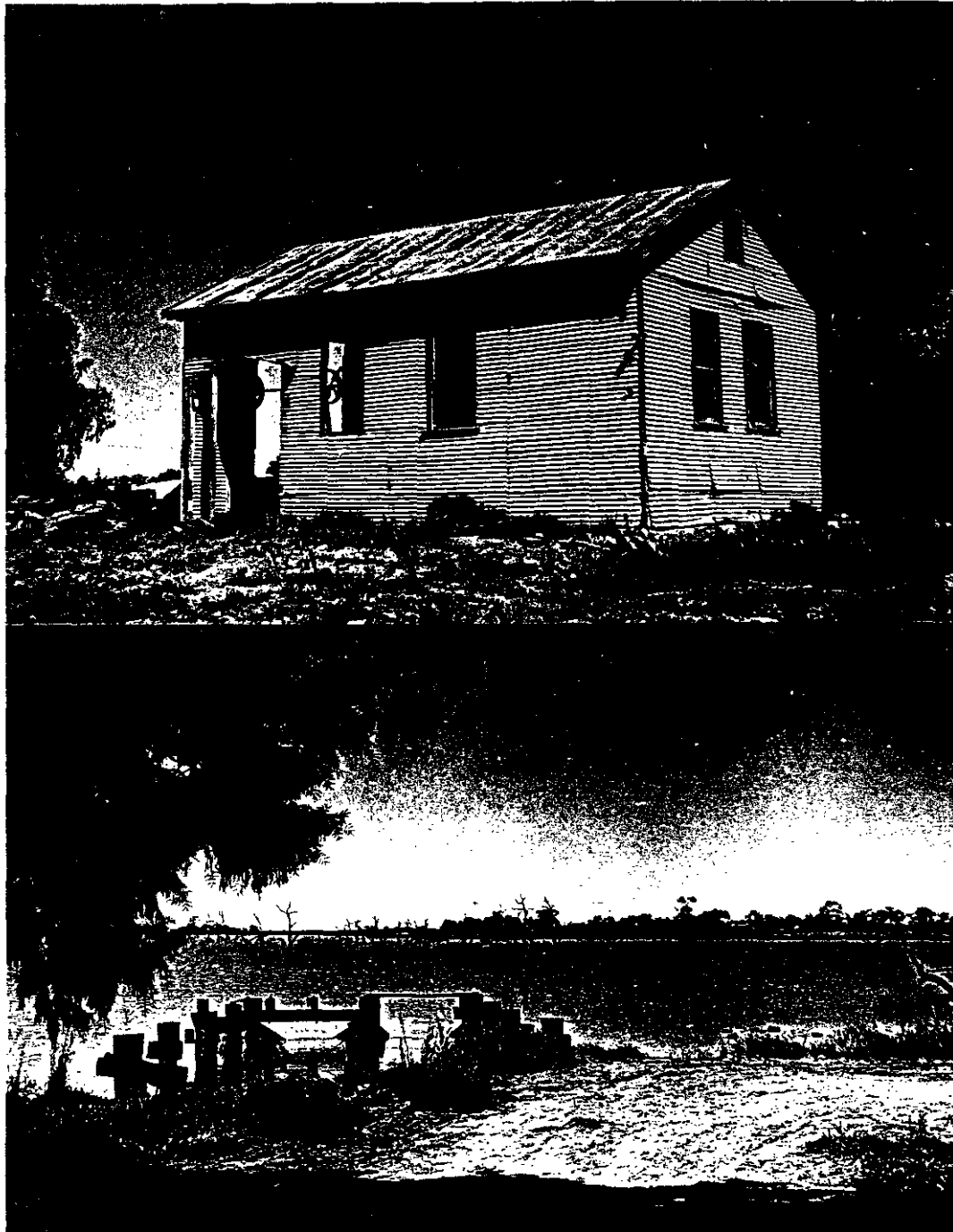
The ruins of this important site should be stabilised, for their interpretive value.

Sources:

- R. East: "Water in the Mallee", article in The Victorian Historical Magazine, November, 1967.

- Report of the State Development Committee on the Development of the Millewa Settlement Area, 10.10.1966.

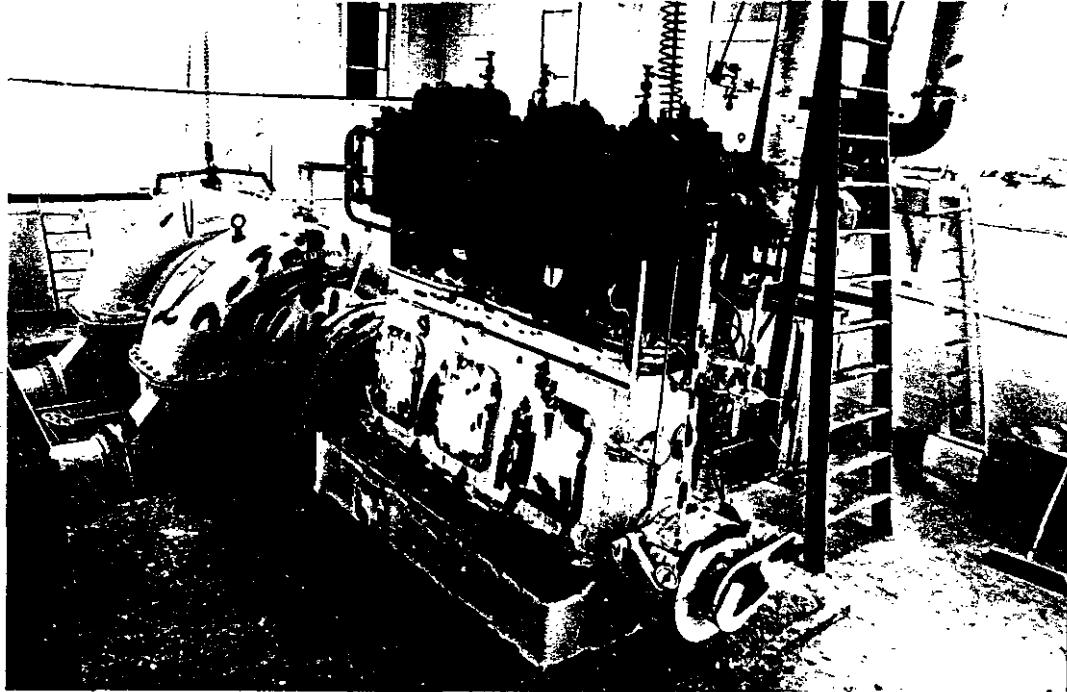
- R.W.C. records





LAND CONSERVATION COUNCIL
MALLEE AREA REVIEW (1986)

Item: Millewa A Pumping Station
Address: Near Lock 9, Murray River, Kulnine East



Inspection: April 1986
Map Reference: 1:100,000 Wentworth 7229
GR 62.16, 5.55
Historic Theme: 7.3 Services (water)
Construction Date: 1927
Constructing Agency: Former State Rivers and Water Supply Commission
Alterations: nil
Description: The buildings are of timber framed (?) construction, gable roofed, lined externally with corrugated iron, and internally, including the ceiling, with ripple iron. The boiler house water is raised 10 feet above lock 9 by the pumps. The pumping station plant consists of two pumps worked off a common shaft from a Thompsons (Castlemaine) triple expansion steam engine. Both pumps are manufactured by G.

Weymouth Pty Ltd , engineers, Melbourne, being designs, patented 30.11.1909, of A.G.M. Michell, a well known Australian designer. A flat belly pulley and belt drives a vacuum priming unit.

The pumps are 39" and were installed 1926, ex Cohuna. The engine is a double action triple expansion (cylinder dimensions 12" high pressure, 18" intermediate and 28" low, unit, builder's no. 408, operating at 250 RPM, 160lb steam pressure, with a 12" stroke.)

The boiler plant incorporates two boiler drums over the water tubes and is underfired, the entire works being housed in brickwork, exhausting to a steel stack. The boilers are wood fired.

Condition:

Good. Restoration in hand, equipment operational.

Integrity:

Good

History:

R. East (The Victorian Historical Magazine: November 1967) records the first year of operation as 1924, some 820 square miles being served at that time by means of the Millewa network of open channels. Approximately 700 farms were connected, some being as high as 270 feet above river level.

In 1966 a report of the State Development Committee on the development of the Millewa recommended conversion from the open channel distribution to pipelines. This work, which was completed in 1975 necessitated the abandonment of the Millewa A station. In 1986, a joint project of the Shire of Mildura and the Sunraysia Branch of the Institute of Engineers is using CEP funds to restore the station.

Significance:

A. The Millewa A pumping station is important not only for its role in facilitating settlement of the Millewa but also as an in tact survivor of the steam powered era of water reticulation for domestic and stock purposes. In this respect, its survival is unique in the Mallee area. The association with Michell (1870-1959), well known for his design of the Michell thrust block, or slipper bearing, is of note.

Recommendations:

Nil. Restoration is in hand.

Sources:

- R. East: "Water in the Mallee", article in The Victorian Historical Magazine, November, 1967.
- Report of the State Development Committee on the Development of the Millewa Settlement Area, 19.10.1966.

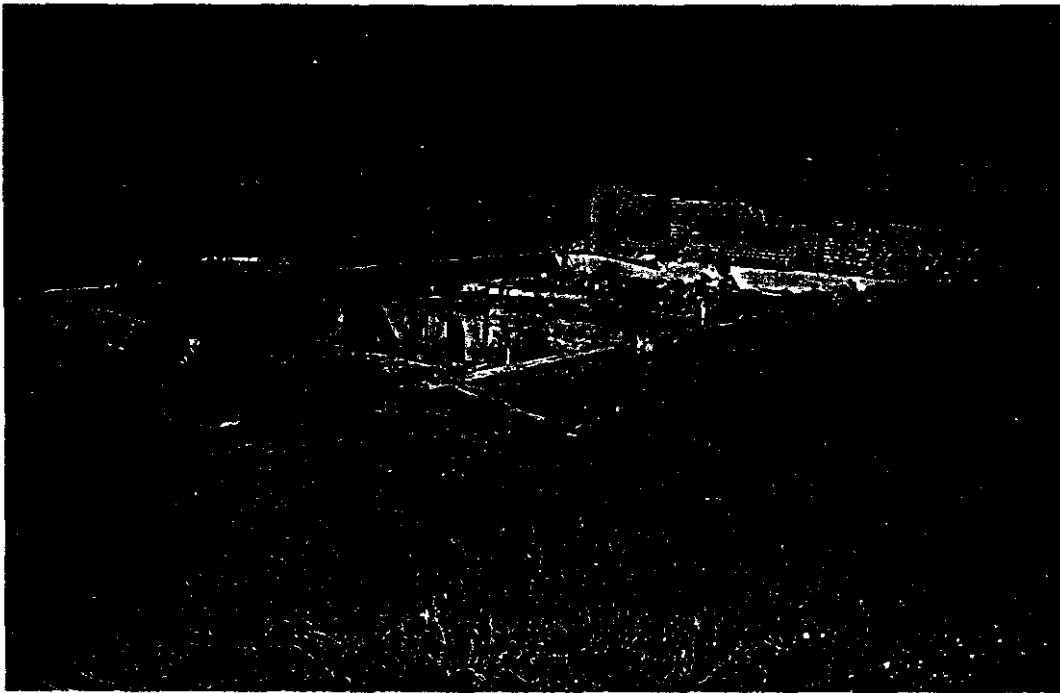
R.W.C records



LAND CONSERVATION COUNCIL
MALLEE AREA REVIEW (1986)

Item: Millewa B Re-lift site

Location: Off Cullulleraine - Werrimull Road, on former main channel.



Inspection: April 1986

Map Reference: 1:100,000 Wentworth 7229
GR 62.03, 5.53

Historic Theme: 7.3 Services (water)

Construction Date: 1927

Constructing Agency: Former State Rivers and Water Supply Commission

Alterations: Demolished c. 1974

Description: The concrete pit remains of the pumping station, with accommodation for one engine and pump. The empty channel runs to this pit. Adjoining it to the east are the remains of the brick boiler housing, connected by means of an underground pipe to the concrete base of the now removed boiler stack. The boiler drum and boiler tubes lie derelict and partly

cut up. A second boiler, unidentified, is also at the site. A short distance to the south, the rising main, which achieved a lift of 20 feet, discharges into an open earth channel.

Condition:

Ruins

Integrity:

Fair

History:

Built in 1927 and serving a 600 square mile area, this installation remained throughout its existence, steam powered. In 1959 a Thompsons triple expansion QR engine, ex Nyah (1921), was installed in conjunction with a Harland pump. These units remained there until closure.

Significance:

C. Of local importance, these ruins which are readily interpreted and retain elements of the steam era, are enhanced by their harsh, remote setting. Their importance to the Millewa from 1927 until 1974 is of note.

Recommendations:

The ruins of this important site should be stabilised for their interpretive value.

Sources:

- R. East: "Water in the Mallee", article in The Victorian Historical Magazine, November, 1967.
- Report of the State Development Committee on the Development of the Millewa Settlement Area, 10.10.1966.
- R.W. C. Records



LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Millewa C re-lift pumping station

Location: Yarrara



Inspection: April, 1986

Map Reference: 1:100,000, Lindsay, 7129
GR: 61.94, 5.42

Historic Theme: 7.3 Services (water)

Construction Date: 1924

Constructing Agency: former State Rivers and Water Supply Commission

Alterations: Abandoned, c. 1975

Description: A large steel framed, corrugated iron lined gable roofed building with lean-to sections to north and west. The pumps pit faces the delivery channel, there being three suction pipes and two discharge pipes. Two mounting blocks for engines remain in the gable roofed (ground level) section. Internal linings are sheet metal 32 metres to the east, a chimney stack and stove mark the location of staff quarters.

Condition:

(Building) Good

Integrity:

Fair

History:

Built in 1924 as part of the Millewa scheme, this p.s. was originally equipped with 2, 3 cylinder 180 HP Petter 2 stroke diesel engines with rope drives to 2 stage Thompson pumps. A third single stage Thompsons pump was also provided. The plant pumped water through a single rising main, with offtakes at 3 levels. In 1948 the engines were replaced with 2 ex Army disposals Ruston & Hornsby 6 VCBM diesels with rope drives to the original pumps. The No. 3 pump was driven by the engine on No.2. In 1975 the plant was closed down following completion of the pipelining of the Millewa scheme.

Significance:

B. The Millewa C re-lift was a vital link in the Millewa channel system for domestic and stock water supply during the period 1924 to 1974. This large building is a remarkable remnant.

Recommendations:

Retain building and negotiate for re-use.

Sources:

The Victorian Historical Magazine, November, 1967.





LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW (1986)

Item: Robinvale Main Pumping Station
Location: Off Swan Hill Road, near Robinvale Cemetery



Inspection: April, 1986
Map Reference: 1:100,000 Robinvale, 7438
GR 61.69, 6.65
Historic Theme: 7.3 Services (water)
Construction Date: 1946
Constructing Agency: Former State Rivers and Water Supply Commission
Alterations: Boiler house and stack demolished. Sold to E. Crossfield in 1976, and T. Gregg.

Description:

A cement brick building with gable roof carried on steel trusses and corrugated iron lined. A gantry runs the length of the plant room. A corrugated iron gable roofed building accommodating the former feedwater pumps and hot well remains.

The current plant is made up as follows:

Unit 1: Thompsons (Castlemaine) 24"/27" Class C centrifugal pump, built 1957, powered by 350 KW Hawker Siddeley Brush electric motor, built 1957.

Unit 2: Thompsons 20"/24" Class C centrifugal pump, built 1948, ex Redcliffs, powered by 470 HP, 490 RPM English Construction Co., electric motor of 1962.

Unit 3: 2 Thompsons vertical spindle pumps, built 1980, direct coupled to 100kw Brook electric motors.

Unit 4: Harland 16"/20" SDC, built 1954, powered by 250 kw Yaskawa electric motor of 1977.

Condition:

Good

Integrity

Poor. The only item of equipment dating from the initial construction phase is the Unit 2 pump.

History:

Unit 1 consisted initially of a 250 HP Bellis and Morcorn compound steam engine, 1946 of uncertain origin, powering a Briton pump. Both were removed in 1956. The engine was replaced by a 480 HP EVS8 Lister Blackstone turbo charged diesel engine in 1957, powering the present Thompsons pump. In 1979, it was replaced by the present electric motor.

Unit 2 consisted initially of a triple expansion, 520 HP, 428 RPM, Thompsons Steam Engine, ex Redcliffs, installed 1948, powering the present pump. It was replaced in 1962 by the present electric motor.

Unit 3 was a similar steam engine, powering a Thompsons 20"/24", class C, ex Redcliffs, centrifugal pump, now removed to the road entrance of this plant. The engine was given to the Shire of Swan Hill, for historical purposes, with whom it remains, unassembled, today. It was replaced with a 360 HP EV8 cylinder Lister Blackstone diesel engine, replaced again in 1980 with the present electric motor. The pump was replaced in 1976 by a Harland 16"/20" SDC, ex Millewa Main p.s. no. 1 unit, now derelict in yard, being replaced in 1980 by the present pumps.

Unit 4 was installed in 1954, being a Lister Blackstone 360 HP EVS6 cylinder diesel engine, powering the present pump. It was replaced in 1977 by the present electric motor.

Steam was originally generated for the Bellis and Morcom engine by a Rees boiler with two boiler drums, now at Coreena p.s. It was generated for the Thompsons engines by two Babcock and Wilcox (NSW) underfired water tube boilers.

Electricity was originally (1961-62) provided by plant ex Warracknabeal power house. It broke down in 1965 and connection was made with the SEC grid.

Significance:

C. The significance of the plant is diminished by its recent date, the original pump and suction pipes being of note, as is the role of the pumping station itself, which has served the irrigation settlement since its inception.

Of significance, also, are the following items of abandoned equipment:

- Thompsons pump at road entry.
- Unused peaned section of rising main (original), ex Coreena Bend p.s.
- 90 HP EV2 cylinder Blackstone diesel engine ex Coreena p.s., and surviving today as one of only two remaining diesel powered engine, once commonly used, in the Mallee Area.
- Harland 16"/20" SDC ex Millewa Main p.s., no. 1 unit, centrifugal pump.
- ex Coreena Bend 18" Robinson centrifugal pump, with unusual casting and impeller, driven by Blackstone diesel engine, noted above.

Recommendations:

It is recommended that the rising main section be retained in situ and that the other items of abandoned equipment noted above be retained by the Commission, as relics of historic interest.

Sources:

- R. Goulding (RWC)



Suction Pipes.



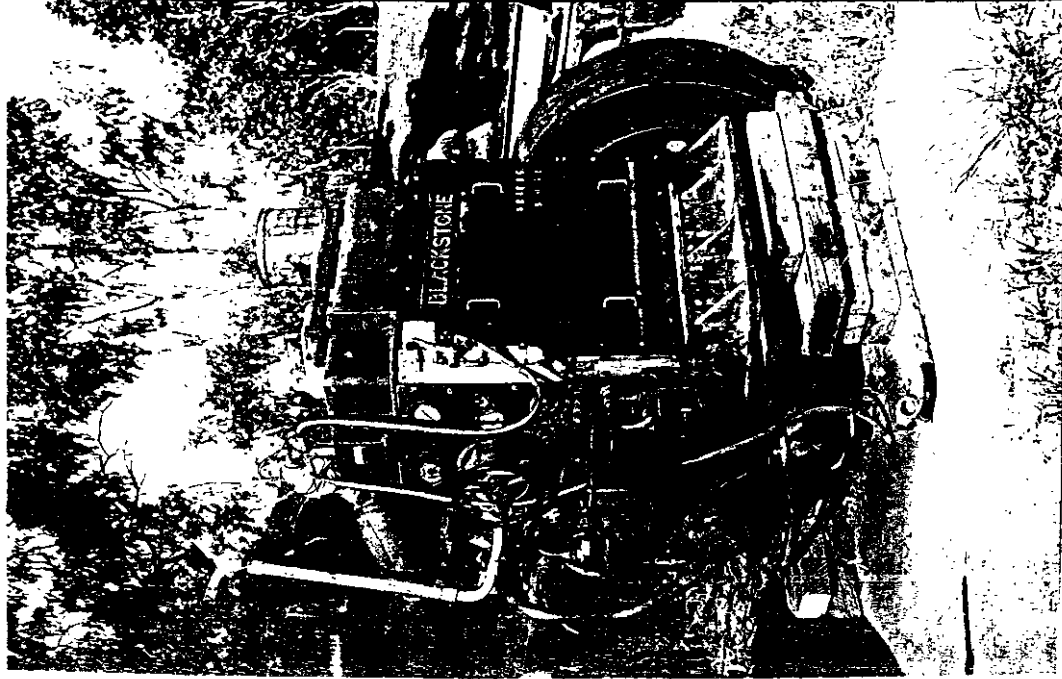
Pump, ex Millewa Main p.s.



Thompson's pump, road entry.



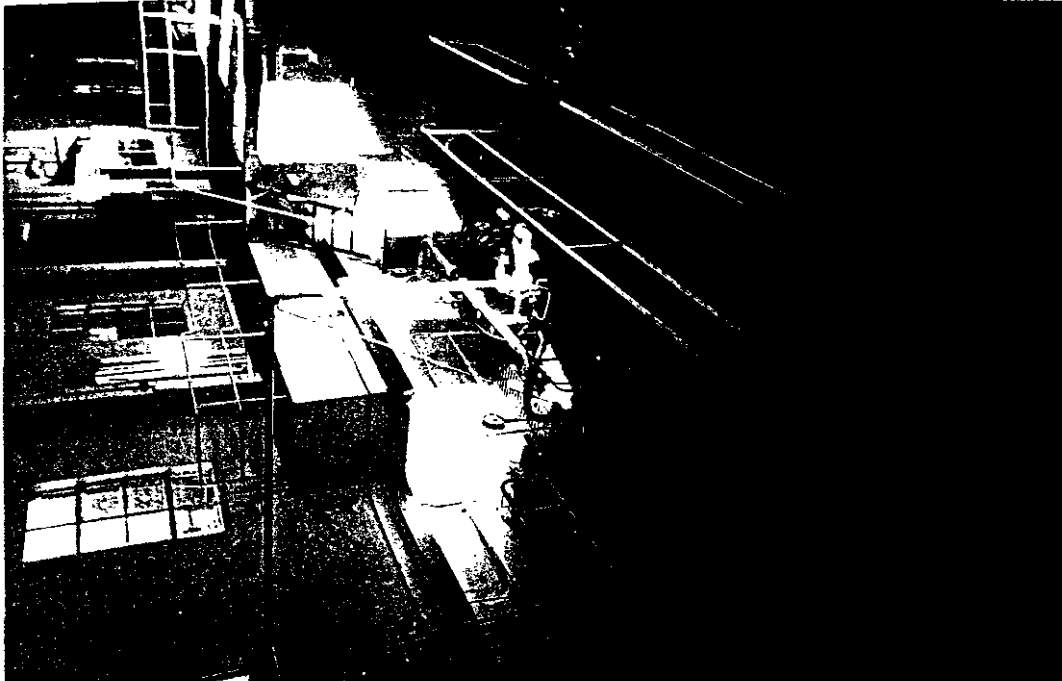
Former rising main section, ex Coreena Bend p.s.



Diesel engine, ex Coreena p.s.



Pump, ex Coreena p.s.



Interior, Robonvale main p.s.

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW (1986)

Item: Wood Stack Paddock: Robinvale Main Pumping Station

Location: On west wide of levee bank, Robinvale Main Pumping Station



Inspection: April, 1986

Map Reference: 1:100,000 Mildura 7329
GR 61.69, 6.65

Historic Theme: 7.3 Services (water)

Construction Date: not applicable

Constructing Agency: not applicable

Alterations: not applicable

Description: A fenced and grassed level paddock protected from flooding by the levee bank and surrounded by trees. It is connected with the p.s. by a causeway along which billets were conveyed by means of a tractor powered tramway, now removed.

<u>Condition:</u>	not applicable
<u>Integrity:</u>	Fair
<u>History:</u>	The firewood stack was used to fire the boilers at the main p.s. which were in use from 1946 to 1962.
<u>Significance:</u>	C. The paddock has interpretive value in understanding the development of the main p.s., over time.
<u>Recommendations:</u>	Retain in present condition.
<u>Sources:</u>	- R Goulding

LAND CONSERVATION COUNCIL

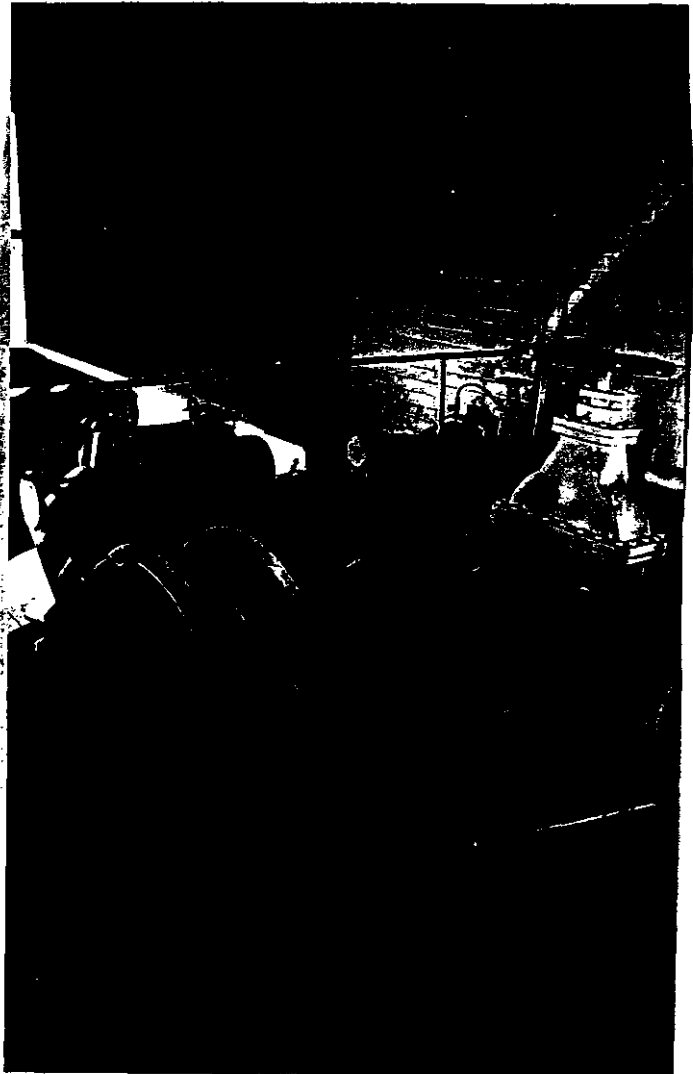
MALLEE AREA REVIEW (1986)

Item:

Robinvale A Re-lift

Location:

Near head of rising main from main p.s., on Swan Hill Road



Inspection:

April, 1986

Map Reference:

1:100,000, Robinvale, 7428
GR 61.69, 6.64

Historic Theme:

7.3 Services (water)

Construction Date:

1949

Constructing Agency:

Former State Rivers and Water Supply Commission

Alterations:

Conversion from diesel to electric power c. 1956

Description:

A small cement block, corrugated iron gable roofed building on a concrete slab, accommodating one unit, as follows:

- 35 HP, 955 RPM Australian Electrical Industries wound rotor electric motor, powering the original Harland SSVA 16"/20" centrifugal pump, and discharging into a boxed flume.

Condition:

Good

Integrity:

Fair

History:

Built in 1949, during the early years of the irrigation settlement, the original Lister Mark 38, 4 cylinder , 38 HP diesel engine was decommissioned in 1956 and sold in 1977.

Significance:

C. Though of comparatively recent date, this is one of the two earliest re-lifts and has been closely associated with the irrigation settlement from the outset. It is of local importance, from this point of view.

Recommendations:

nil

Sources:

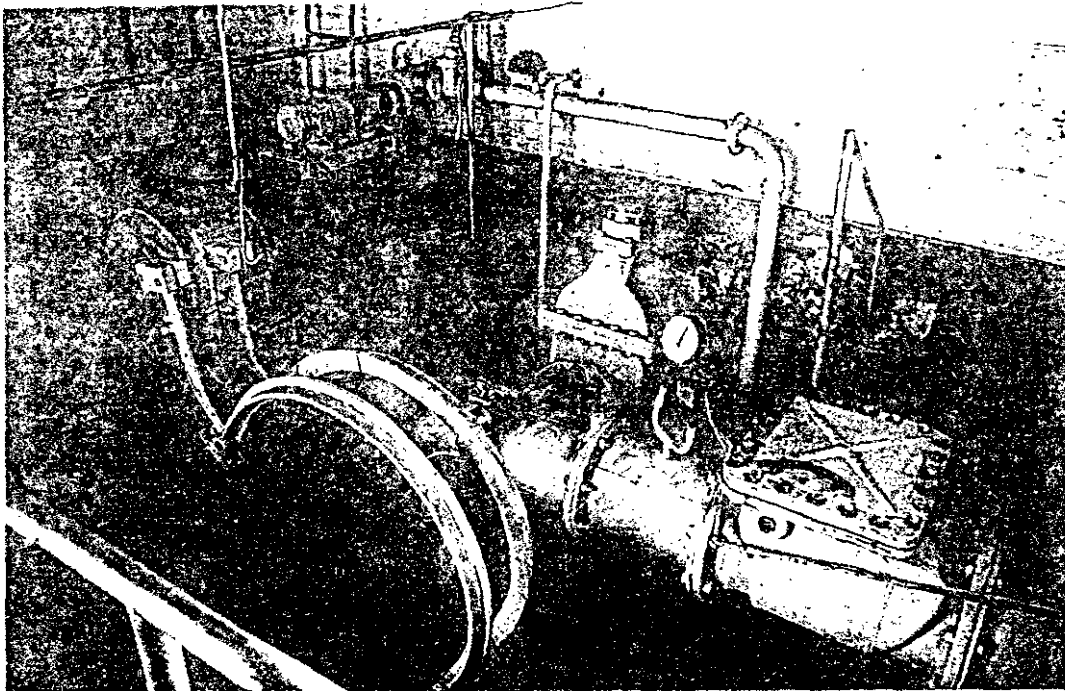
- R W C
- R Goulding

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW (1986)

Item: Robinvale B Re-lift

Location: on main channel



Inspection: April, 1986

Map Reference: 1:100,000, Robinvale, 7428
GR 61.67, 6.63

Historic Theme: 7.3 Services (water)

Construction Date: 1949

Constructing Agency: Former State Rivers and Water Supply Commission

Alterations: Conversion from diesel to electric power c. 1956

Description: A small cement block, corrugated iron gable roofed building on a concrete slab, accommodating one unit as follows:

- 25 HP, 960 RPM Crompton Parkinson electric motor powering the original Harland SSVA 12"/15" 440 RPM centrifugal pump.

Condition:

Good

Integrity:

Fair

History:

Built in 1949, during the early years of the irrigation settlement, the original Lister Mark 27/3, 27HP, 3 cylinder diesel engine was replaced, in 1956 by the present electric motor, and sold off in 1977.

Significance:

C. Though of comparatively recent date, this is one of the two earliest re-lifts and has been closely associated with the irrigation settlement from the outset. It is of local importance, from this point of view.

Recommendations:

nil

Sources:

- R W C
- R Goulding

LAND CONSERVATION COUNCIL

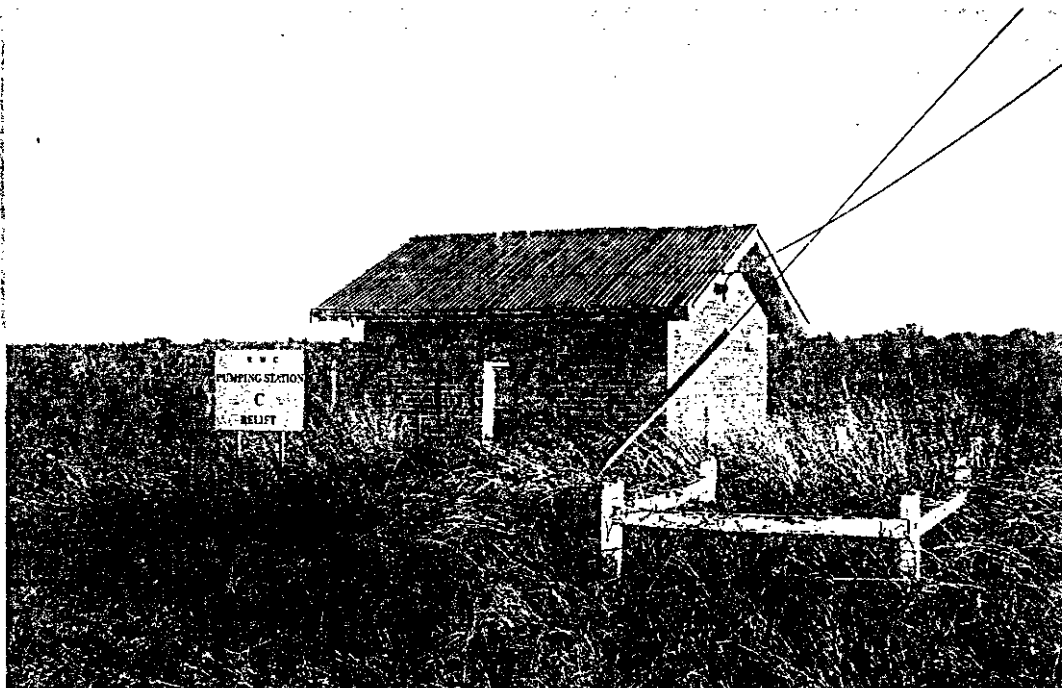
MALLEE AREA REVIEW (1986)

Item:

Robinvale C Re-lift

Location:

At lot 22, Robinvale Irrigation Settlement



Inspection:

April, 1986

Map Reference:

1:100,000, Robinvale, 7428
GR 61.68, 6.61

Historic Theme:

7.3 Services (water)

Construction Date:

1950

Constructing Agency:

Former State Rivers and Water Supply Commission

Alterations:

Conversion from diesel to electric power: 1956

Description:

A small cement block, corrugated iron gable roofed building on a concrete slab, accommodating one unit as follows:

- 15 HP, 965 RPM, AEI electric motor of 1956, powering the original Harland SSB 10", 575 RPM centrifugal pump.

Condition:

Good

Integrity:

Fair

History:

Built in 1950, the original 16.6 HP, 1000 RPM Southern Cross BEC diesel, twin cylinder engine was decommissioned in 1956 and sold in 1977. The station was closed in 1984.

Significance:

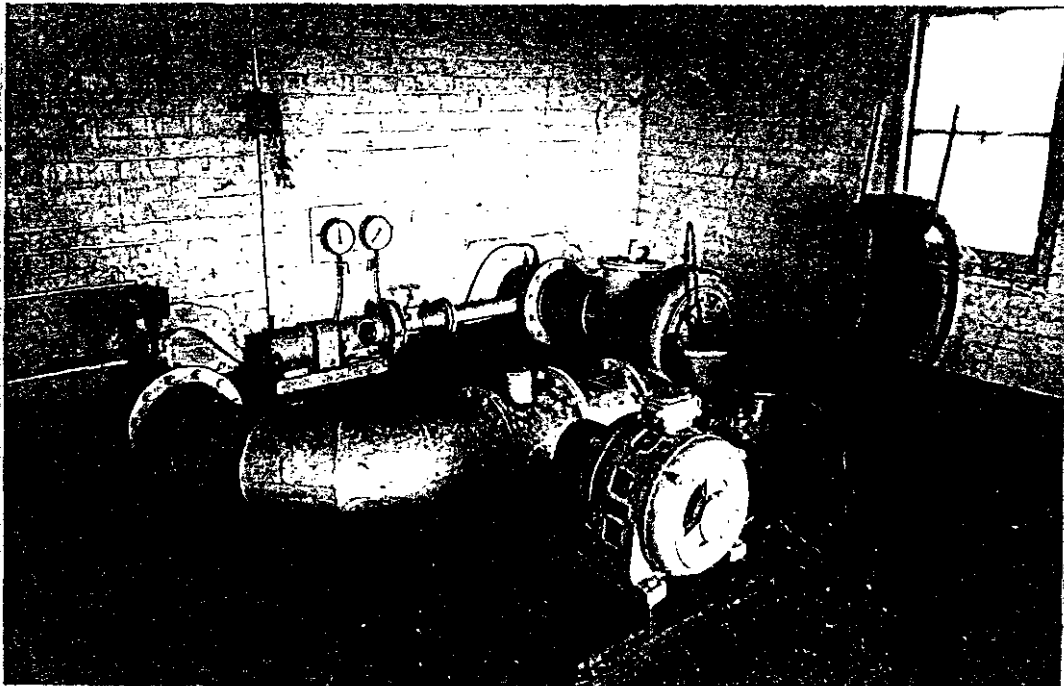
C. Though of comparatively recent date, this station had served a total of 34 years prior to decommissioning and has therefore been associated with the settlement for most of its existence.

Recommendations:

nil

Sources:

- R W C
- R Goulding



LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW (1986)

Item: Robinvale D Re-lift

Location: At lot 19, Robinvale Irrigation Settlement



Inspection: April, 1986

Map Reference: 1:100,000, Robinvale, 7428
GR 61.68, 6.61

Historic Theme: 7.3 Services (water)

Construction Date: 1950

Constructing Agency: Former State Rivers and Water Supply Commission

Alterations: Conversion from diesel to electric power: 1956

Description: A small cement block, corrugated iron gable roofed building on a concrete slab, accommodating one unit as follows:

- 15 HP, 965 RPM, AEI electric motor of 1956, powering the original Harland SSB 10", 575 RPM centrifugal pump.

Condition: Good

Integrity:

Fair

History:

Built in 1950, the original 16.6 HP 1000 RPM Southern Cross BEC diesel, twin cylinder engine was decommissioned in 1956 and sold in 1977.

Significance:

C. Though of comparatively recent date, this station has been associated with the Robinvale irrigation settlement since its early days.

Recommendations:

nil

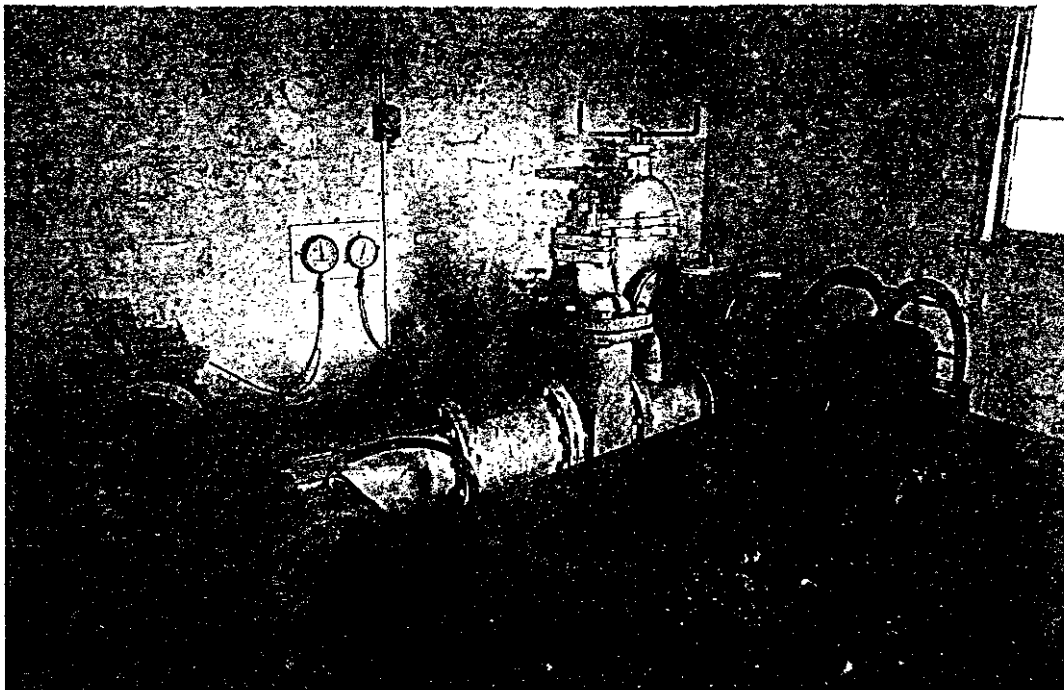
Sources:

- R W C
- R Goulding

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW (1986)

Item: Robinvale E Re-lift
Location: At lot 63, Robinvale Irrigation Settlement



Inspection: April, 1986
Map Reference: 1:100,000, Robinvale, 7428
GR 61.66, 6.59
Historic Theme: 7.3 Services (water)
Construction Date: 1950
Constructing Agency: Former State Rivers and Water Supply Commission
Alterations: Conversion from diesel to electric power: 1956
Description: A small cement block, corrugated iron gable roofed building on a concrete slab, accommodating one unit as follows:

- 15 HP AEI electric motor of 1968, powering original Harland SSB 10" 540 RPM centrifugal pump.

Condition:

Good

Integrity:

Fair

History:

Built in 1950, the original 18HP 1000 RPM 2 cylinder Lister diesel engine was replaced in 1954 by a Crompton Parkinson electric motor which was replaced in 1968 by the present motor.

Significance:

C. Though of comparatively recent date, this station has been associated with the Robinvale irrigation settlement since its early days.

Recommendations:

nil

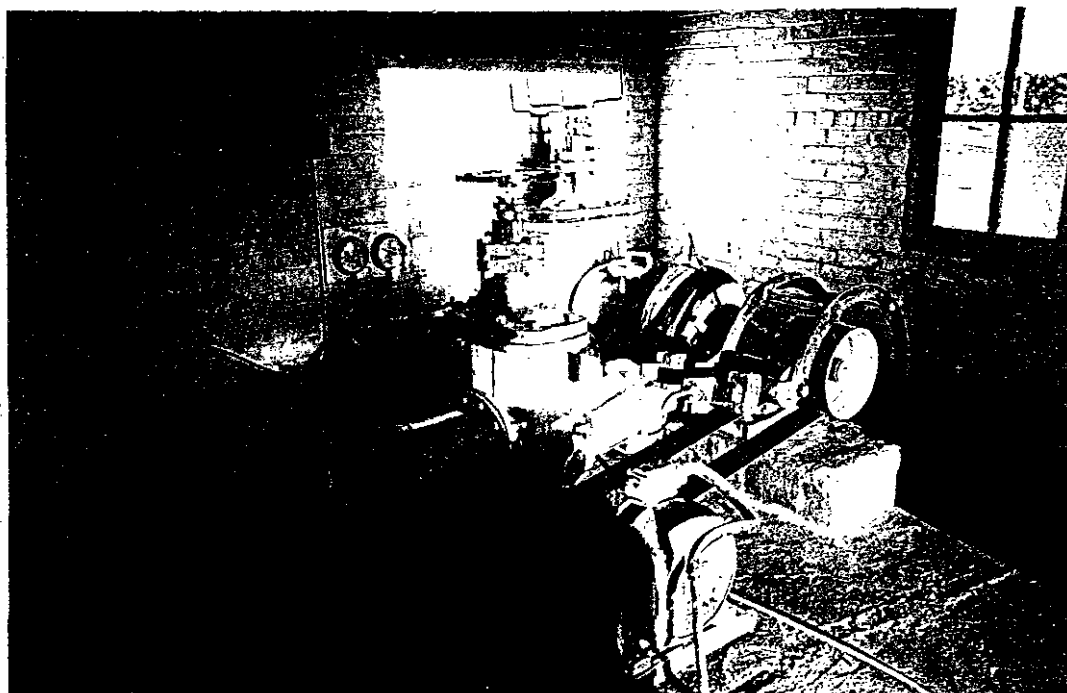
Sources:

- R W C
- R Goulding

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW (1986)

Item: Robinvale F Relift
Location: At lot 103, Robinvale Irrigation Settlement



Historic Theme: 7.3 Services (water)
Construction Date: 1955
Constructing Agency: Former State Rivers and Water Supply Commission
Alterations: Electrification: 1976
Description: A small cement block building with parapetted walls and skillion roof, accommodating 2 units as follows:

Unit 1 - 76KW Hawker Siddeley Brook Crompton Parkinson (NSW) electric motor powering Thompsons 18" centrifugal pump.

Unit 2 - 75 KW 100 HP GEC wound rotor motor, powering Thompsons 18" centrifugal pump.

Condition: Good
Integrity: Fair

History:

When built, in 1955, both units were powered by 120 HP EPV Blackstone diesels, and were sold in 1976, being replaced with electric motors.

Significance:

C. Though of comparatively recent date, this station has been associated with the Robinvale irrigation settlement since its early days.

Recommendations:

nil

Sources:

- R W C
- R Goulding

LAND CONSERVATION COUNCIL

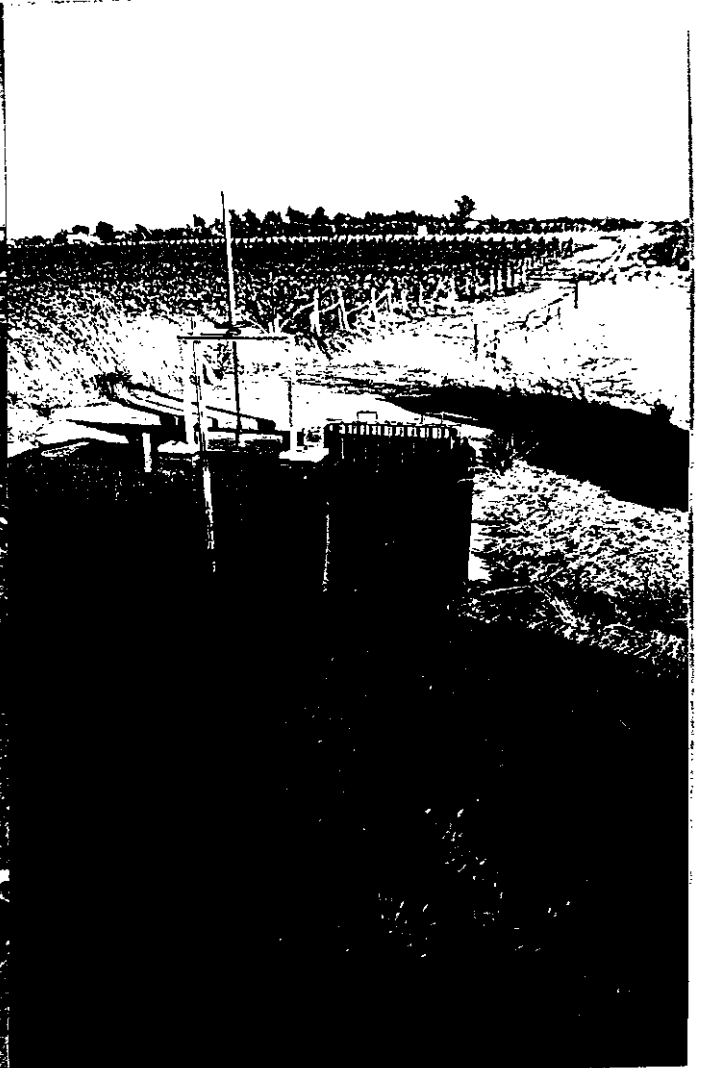
MALLEE AREA REVIEW (1986)

Item: Robinvale Main Channel

Location: Robinvale

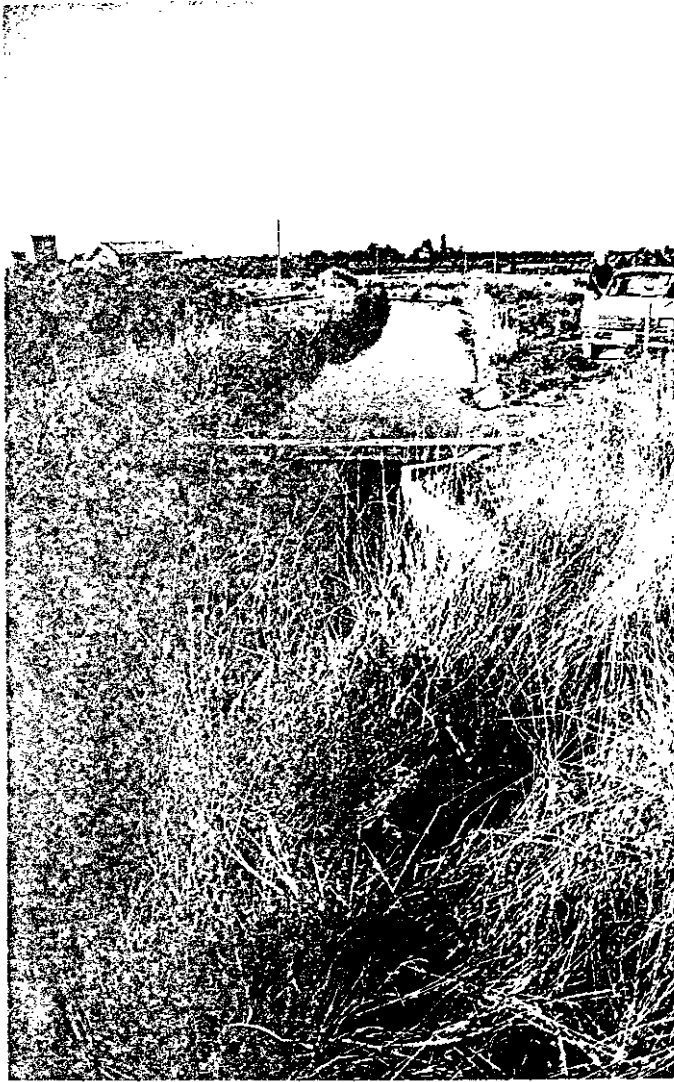


Cordoma's syphon.



Stringer's syphon.

<u>Inspection:</u>	April, 1986
<u>Map Reference:</u>	1:100,000 Robinvale, 7428 GR 61.68, 6.63
<u>Historic Theme:</u>	7.3 Services (water)
<u>Construction Date:</u>	c.1946
<u>Constructing Agency:</u>	Former State Rivers and Water Supply Commission
<u>Alterations:</u>	nil
<u>Description:</u>	The main channel is formed into boxed flume and concrete lined open channel sections. It contains 2 siphones, at Cordoma's and Stringer's slots and terminates in an open earth channel carrying excess water. The siphons consists of c. 4 feet diameter concrete pipes running across small valleys, with regulators, and one overfall sill.
<u>Condition:</u>	Good
<u>Integrity:</u>	Good
<u>History:</u>	The main channel was built c. 1946 and forms the only un piped section in the district.
<u>Significance:</u>	C. Of local importance as the only open channel in the network, associated with the irrigation settlement since its earliest years.
<u>Recommendations:</u>	Nil
<u>Sources:</u>	- R W C - R Goulding



End of concrete lined open channel.



Interchange point from box flume to open channel.

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW (1986)

Item: Coreena (Carina) Bend pumping station site



Location: At the billabong, Coreena Bend

Inspection: April, 1986

Map Reference: 1:100,000, Robinvale, 7428
GR: 61.56, 6.56

Historic Theme: 7.3 Services (water)

Construction Date: 1928

Constructing Agency: Former State Rivers and Water Supply Commission

Alterations: Demolished

Description: The following elements of the steam powered p.s. remain:

- piles for suction pipe, in billabong,
- overflow pond,
- as heap,
- engine and pump pit,

- footing to water cooling tank,
- base of stack (concrete),
- "blow out" (steel),
- house site (concrete remnants),
- Robinsons pump (derelict at main p.s., Robinvale).

The boilers were wood fired.

Condition:

ruins

Integrity:

poor

History:

Built in 1928 to a design of Albert ("Bert") Davis, S R & W S C engineer, the station was steam powered throughout its working life, being closed in 1947.

Significance:

C. A site of local significance in the development of water supply for stock and domestic purposes in the Coreena Bend, Bannerton district.

Recommendations:

Protect

Sources:

E. Hocking



LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW (1986)

Item: Coreena (Carina) Bend p.s offtake



Location: Coreena Bend, Murray River

Inspection: April, 1986

Map Reference: 1:100,000 Robinvale, 7428
GR: 61.56, 6.55

Historic Theme: 7.3 Services (water)

Construction Date: 1928

Constructing Agency: Former State Rivers and Water Supply Commission

Alterations: nil

Description: The offtake delivered water to the billabong via man made channels. From this point, water was pumped to the main channel. The offtake supplied water by gravitation, a portable steam engine being used, if necessary, to raise water to the low or high offtake. The low offtake has a concrete portal to a 24 metre long pipe discharging through a steel non

return valve to an open channel. The high level offtake consists of a concrete channel, closed at the bank, discharging into a second open channel.

Condition:

Good

Integrity:

Good

History:

The offtakes and channels were built in 1928, and abandoned with the closure of the p.s. in 1947. They remain in use for private purposes, however, by continuing to serve the Coreena Bend billabong.

Significance:

C. The Coreena Bend offtakes are an intact remnant of the pumping installation at this point. As a means of taking water from the river, they are unique in the Mallee.

Recommendations:

Protect

Sources:

- E Hocking



LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW (1986)

Item: Coreena (Carina) Bend p.s. main channel



Location: Coreena Bend p.s. to Coreena p.s.

Inspection: April, 1986

Map Reference: 1:100,000, Robinvale, 7428
GR: 61.56, 6.57

Historic Theme: 7.3 Services (water)

Construction Date: 1928

Constructing Agency: Former State Rivers and Water Supply Commission

Alterations: Channel abandoned

Description: Open earth channel, formerly with flume over Murray Valley highway at mileage post "Swan Hill 88".

Condition: Fair

Integrity: Fair

History:

Built in 1928 to service the farming district in the vicinity of Coreena Bend, closed 1947 following construction of the Coreena p.s. served by the Robinvale main p.s.

Significance:

C. The Coreena Bend main channel is the most accessible and visible remnant of the Coreena Bend stock and domestic water supply installation.

Recommendations:

Protect earth works.

Sources:

R W C
R Goulding
E Hocking

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW (1986)

Item: Coreena Pumping Station
Location: Murray Valley Highway: Wemen to Bannerton Section



Inspection: April, 1986
Map Reference: 1:100,000 Robinvale, 7428
GR 61.55, 6.58
Historic Theme: 7.3 Services (water)
Construction Date: 1985
Constructing Agency: Rural Water Commission
Alterations: -
Description: The present p.s. is not of historic significance, elements of the former Coreena p.s. built 1947, incorporated in the present structure not being of interest.
Two boiler drums ex Robinvale main p.s. were made by Rees and removed to Coreena as fuel storage tanks post 1956. They remain on site, with inspection dates commencing 1978.

Condition:

Good (drums)

Integrity:

Poor

Significance:

C. The twin boiler drums are a part of the early history of the Robinvale main p.s., and of other earlier installations.

Recommendations:

Consideration should be given to preservation at the Robinvale main p.s.

Sources:

- R Goulding

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Dennying Channel

Location: near "Emu Plains"



Map Reference: 1:100,000, Ouyen, 7327
GR: 60.94, 6.14

Historic Theme: 7.3 Services (water)

Construction Date: 1924-26

Constructing Agency: former State Rivers and Water Supply Commission

Alterations: nil

Description: An earth channel, forming an extension of the East Karkaroc channel, and being cut into the side of a hill at this location.

Condition: Good

Integrity: Good

History: This channel system was built during 1924-1926 (R. East), to supply the area around Walpeup.

Condition: Good

Integrity: Good

Significance: C. The configuration of the channel in this location, being cut into the side of a hill, is unusual.

Recommendations: Maintain

Sources: Royal Historical Society of Victoria: "The Victorian Historical Magazine", Nov. 1967.

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Nyah Pumping Station

Location: Nyah



Map Reference: 1:100,000, Nyah, 7527
GR: 61.05, 7.17

Historic Theme: 7.3 Services (water)

Construction Date: 1909

Constructing Agency: Former State Rivers and Water Supply Commission

Alterations: Steam powered station closed, boiler house demolished, electrified p.s. alongside.

Description: The original pumping station is of timber framed construction with corrugated iron cladding, gable roof and with ripple iron linings inside. The concrete plant pit has been rebuilt and a verandah provided outside the building with a viewing window to permit inspection of the plant.

The steam engine was manufactured by W.H. Allen Son & Co. Ltd, Bedford, England, in 1908, builders no.

11983. It is a triple expansion engine operating at 450 rpm, 160lb pressure, with 365 BHP. The engine is connected by direct drive, with flywheel, to coupled G. Weymouth Pty Ltd, Melbourne, (Smith Mitchell patent No. 19764) centrifugal pumps with air vessel. There are two vacuum priming pumps. The second steam engine has been removed, and replaced by a diesel engine which has also been removed.

A second corrugated iron pumping station adjoins and was built to replace the original facility, and was diesel powered. It is now electrified, with five vertical spindle centrifugal pumps.

At the rear of the station complex the Thompson and Co. compound steam engine and Thompson & Co. centrifugal pump from the Tresca pumping station lies derelict.

Condition:

Good

Integrity:

Good

History:

Significance:

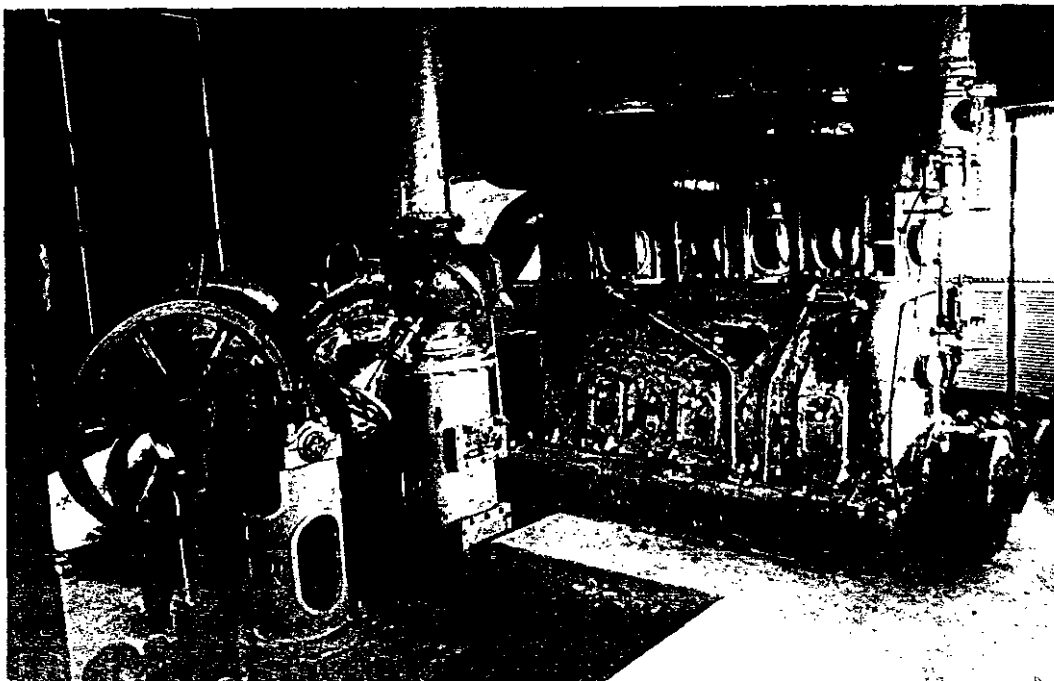
B. The complex is significant, today, in that it provides a demonstration of the technological development of pumping stations, from the era of steam, to the present day. It is a large building group, and although the original steam powered installation is not maintained in operational condition, it is valuable for its interpretive qualities and for its place in the history of the Nyah and Vinifera irrigation settlements.

Recommendations:

Protect

Sources:

Rural Water Commission



LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Flume on Tyntynder Main channel RWC easement over freehold land

Location: Miralie



Map Reference: 1:100,000, Nyah, 7527
GR: 61.08, 7.08

Historic Theme: 7.3 Services (water)

Construction Date: c.1909

Constructing Agency: Former State Rivers and Water Supply Commission

Alterations: Metal flume replaced with asbestos cement.

Description: The flume consists of c. 1.8m diameter, half round asbestos sections, formerly iron, carried on timber stringers with timber uprights at 2.4m centres to a maximum height of c. 30m. It conveys water over a shadow depression, the uprights being generally tied and braced. This is the lowest and shortest of the three flumes.

Condition:

Good

Integrity:

Good

History:

The Nyah irrigation settlement was established by the former S R & W S C in 1909 after the early work of local settlers Thwaites and McAlpine. The flumes would have been built at this time as part of the channel system.

Significance:

B. This is a smaller flume than the other two, and, although of regional significance, is better represented at State level by the other flumes.

Recommendations:

Protect

Sources:

RHSV: "The Victorian Historical Magazine", Nov 1967.

E Hill: "Water into Gold" (1943 ed)

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Flume on Tyntynder main channel, RWC easement
on freehold land

Location: Miralie



Map Reference: 1:100,000, Nyah, 7527
GR: 61.15, 7.08

Historic Theme: 7.3 Services (water)

Construction Date: 1909

Constructing Agency: Former State Rivers and Water Supply Commission

Alterations: Metal flume replaced with asbestos cement.

Description: Typical of the three flumes, being c. 6m high at the
centre point, and half kilometre long.

Condition: Good

Integrity: Good

History: The Nyah irrigation settlement was established by
the former S & R W S C in 1909 after the early work
of local settlers Thwaites and McAlpine. The
flumes would have been built at this time as part of
the channel system.

Significance:

A. One of the two largest flumes of the three built for the channel system. It is a spectacular remnant of the original installation of channels in the Nyah region and is unique at the State level.

Recommendations:

Protect

Sources:

RHSV: "The Victorian Historical Magazine", Nov., 1967

E. Hill: "Water into Gold" (1943 ed)

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Flume on Tyntynder main channel, RWC easement
on freehold land

Location: Miralie



Map Reference: 1:100,000, Nyah, 7527
GR: 61.15, 7.08

Historic Theme: 7.3 Services (water)

Construction Date: 1909

Constructing Agency: Former State Rivers and Water Supply Commission

Alterations: Metal flume replaced with asbestos cement.

Description: Typical of the three flumes, being c. 6m high at the centre point, and c. half kilometre long. Wire ties strengthen the uprights.

Condition: Good

Integrity: Good

History:

The Nyah irrigation settlement was established by the former S & R W S C in 1909 after the early work of local settlers Thwaites and McAlpine. The flumes would have been built at this time as part of the channel system.

Significance:

A. One of the two largest flumes of the three built for the channel system. It is a spectacular remnant of the original installation of channels in the Nyah region and is unique at the State level.

Recommendations:

Protect

Sources:

RHSV: "The Victorian Historical Magazine", Nov., 1967

E Hill: "Water into Gold" (1943 ed)



LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Eureka pumping station

Location: Chinkapook



Map Reference: 1:100,000, Tyrrell, 7427
GR: 61.02, 6.78

Historic Theme: 7.3 Services (water)

Construction Date: 1925

Constructing Agency: former State Rivers and Water Supply Commission

Alterations: electrification

Description: Corrugated iron clad, gable roofed building with lean-to sections, plant removed from main portion. Single supply and delivery lines, the water being delivered by channel and discharged by pipeline.

Condition: Building: Good

Integrity: Fair

History:

The Eureka pumping station was installed to supply a small elevated area of farms to the west of Chinkapook in the parish of Eureka, in 1928. It is supplied off the Tyrrell West channel.

Significance:

C.

Recommendations:

Protect

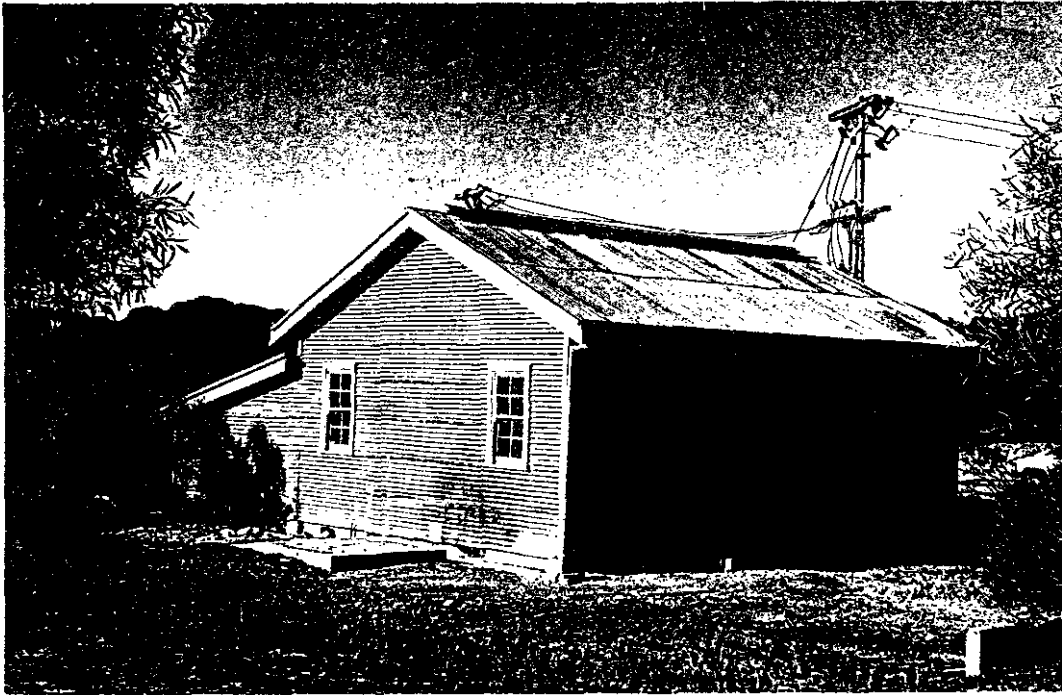
Sources:

RHSV: "The Victorian Historical Society Magazine", Nov. 1967.

LAND CONSERVATION COUNCIL

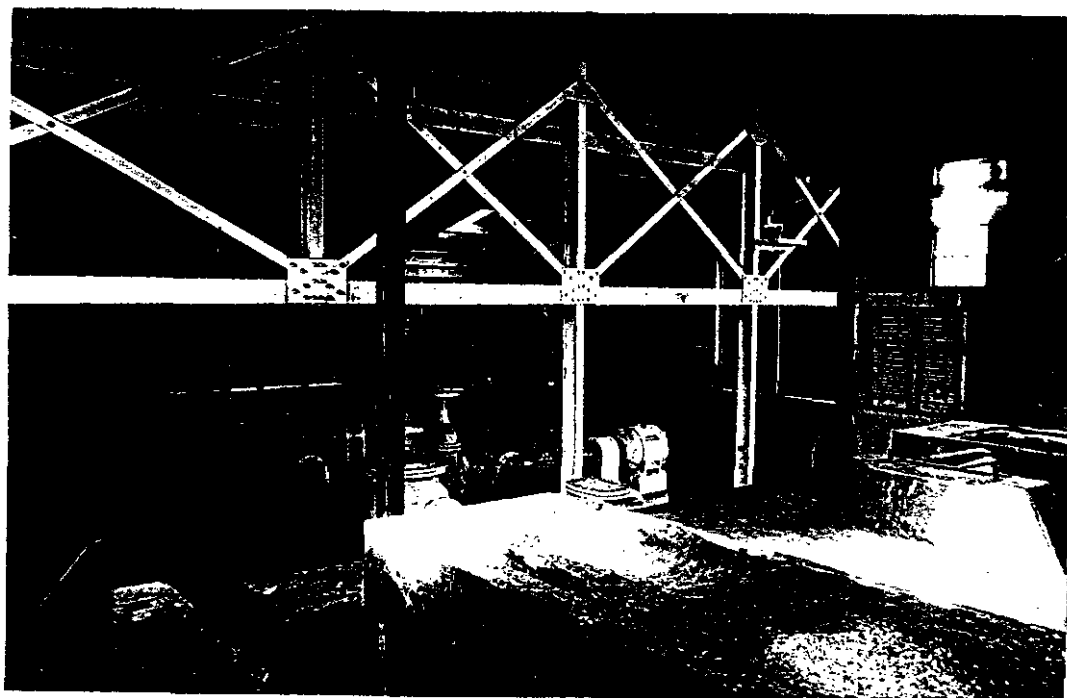
MALLEE AREA REVIEW (1986)

Item: Walpeup High Lift p.s.
Location: Torrita Channel, south of Walpeup



Item: April, 1986
Map Reference: 1:100,000, Ouyen 7327
GR
Historic Theme: 7.3 Services (water)
Construction Date: 1931
Constructing Agency: Former State Rivers and Water Supply Commission
Alterations: electrification
Description: A corrugated iron, steel and timber framed , gable roofed building on concrete slab, fed by the Torrita channel off the Dennyning main channel. Original Blackstone diesel engines (2) have been removed along with their pumps. Two Thompson's 8"/10" Type CL Brook centrifugal pumps are powered off 2 Brook electric motors.

<u>Condition:</u>	Good
<u>Integrity:</u>	Fair
<u>History:</u>	Built in 1931 to provide water for domestic and stock purposes and urban purposes at Walpeup township, this p.s. is now threatened by pipe line proposals.
<u>Significance:</u>	C. The p.s. is of local significance for its role in the district since 1931. The is intact, and was the last of the Mallee district stock and domestic stations to be built prior to the present era, commencing in the 1970's.
<u>Recommendations:</u>	Protect
<u>Sources:</u>	<ul style="list-style-type: none">- R W C- J. McCechnie- RHSV: "The Victorian Historical Magazine", November, 1967



LAND CONSERVATION COUNCIL

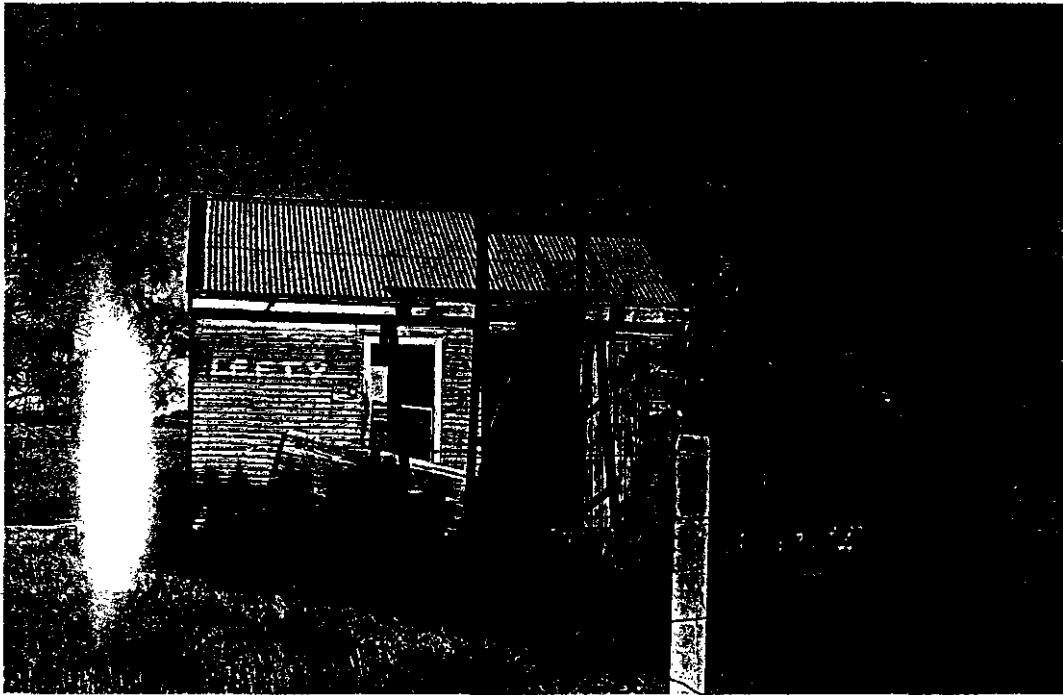
MALLEE AREA REVIEW (1986)

Item:

Dering high-lift pumping station and survey office

Location:

Junction of Dennying East channel and Goruya West channel



Inspection:

April, 1986

Map Reference:

1:100,000 Ouyen, 7327
GR 60.70, 6.26

Historic Theme:

7.3 Services (water)

Construction Date:

1926

Constructing Agency:

Former State Rivers and Water Supply Commission

Alterations:

electrification

Description:

The pump station building is a timber framed corrugated iron, gable roofed building on a concrete slab, with a lean to section accommodating the present plant, and the surveyors bathroom. A railway type portable building adjoins with brick and sheet iron chimney stack, sparsely furnished, and was used by S R & W S C surveyors.

The diesel engine and pump was removed c.1975, leaving the gable roofed building empty.

Condition:

Good

Integrity:

Fair

History:

In 1924 it was decided to take a gravitational channel from Patchewollock through the parishes of Denning and Dering to supply, partly by gravitation, and partly by pumping, areas which were outside the limits of useable bore water. The channel was lined with clay and Dering high lift p.s. built in 1926. The diesel engines were removed c.1975. Today this p.s. operates for a period of one month each year, and will be rendered obsolete by a proposal for a main storage at Walpeup and pipeline reticulation for stock and domestic purposes.

Significance:

An intact p.s. building, enhanced by the presence of the surveyor's accommodation and its remote setting in harsh sandy country, this installation encapsulates many aspects of the S R & W S C 's work in the Mallee, including the hardship endured not only by farmers but Commission workers as well as the vital importance of water itself to these isolated areas.

Recommendations:

Protect all elements.

Sources:

- R W C
- J McKechnie
- RHSV: "The Victorian Historical Magazine", November, 1967.



LAND CONSERVATION COUNCIL
MALLEE AREA REVIEW (1986)

Item:

Merbein Main Pumping Station

Address:

Mildura - Merbein Road, Merbein



Inspection:

April, 1986

Map Reference:

1:100,000 Mildura 7329
GR 62.18, 6.00

Historic Theme:

7.3 Services (water)

Construction Date:

1909

Constructing Agency:

Former State Rivers and Water Supply Commission

Alterations:

Demolition of boiler house: 1954 (?)

Description:

The building is timber framed and corrugated iron clad, with steel trusses forming a gable roof and a concrete pit accommodating the pumps. A gantry runs the length of the building. Internal cladding is ripple iron.

There are four units:

No 1 centrifugal pump, Thompsons Engineering and Pipe Co Ltd (Castlemaine), 30"/33", installed 1937,

and connected by drive shaft to a Metropolitan Vickers (Manchester and Sheffield) 600 BHP, 490 RPM electric motor.

- No 2 centrifugal pump, Harland Engineering (Braybrook) 30"/33", builders no. 6619, installed 1939, and connected by drive shaft to General Electric Co Ltd (Witton - England) 600 HP, 365 RPM electric motor.

- No 3 centrifugal pump, Thompson & Co Pty Ltd (Castlemaine), designers and constructors, 36"SS, built 1.11.1920, installed 1940, and connected by drive shaft to a Metropolitan Vickers 600 BHP, 369 RPM electric motor.

- No 4 centrifugal pump, Thompsons 24"/27" CLC type, installed 1954, connected by drive shaft to English Electric Co Ltd 370/180 HP, 732/6/5 RPM electric motor.

The discharge lines have non return valves and by passes. The switchboard was built in 1937 by GEC.

Outside the station building, a Geo W. Kelly and Lewis, builders no 631, centrifugal pump is dismantled.

At the river, there are four recently built suction pipes on pile frames, the old pipes remaining in the yard. Sheet piling protects the bank.

The rising mains to the open channel are recent.

Condition:

Good

Integrity:

Fair

History:

?

Significance:

B. In spite of conversion from steam to electric power the Merbein main p.s. retains early centrifugal pumps (1920, 1937, 1939), and the original switchboard, and is important in these respects. The building is of interest, and has been associated with the Merbein Settlement since ?

Recommendations:

Nil. Retention of the switchboard for historical display may be appropriate.

Sources:

- R.W.C.



LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW (1986)

Item: Merbein Main Channel

Location: Merbein



Inspection: April, 1986

Map Reference: 1:100,000, Mildura 7329
GR 62.18, 5.99

Historic Theme: 7.3 Services (water)

Construction Date: 1909

Construction Agency: Former State Rivers and Water Supply Commission

Alterations: nil

Description: The main channel commences at the head of the rising mains from the Merbein main pumping station and consists of four concrete lined dissipators, discharging to an earth open channel. Obsolete mechanical equipment is in situ. Palm tree plantings, typical of the district, are well represented here and combine with the view over the Murray River to make this a pleasant and scenic location.

<u>Condition:</u>	Good
<u>Integrity:</u>	Good
<u>History:</u>	?
<u>Significance:</u>	This channel is the largest in the irrigation district, forming the spine of the grid of ???
<u>Recommendations:</u>	nil
<u>Sources:</u>	R.W.C.

LAND CONSERVATION COUNCIL
MALLEE AREA REVIEW (1986)

Item: Redcliffs Main Pumping Station

Address: Pumps Road, Redcliffs



Inspection: April, 1986

Map Reference: 1:100,000 Mildura 7329
GR 62.10, 6.12

Historic Theme: 7.3 Services (water)

Construction Date: 1921

Constructing Agency: Former State Rivers and Water Supply Commission

Alterations: Equipment renewed, 1954

Description: This installation consists of the following elements:

1. Suction pipes,
2. plant and station building
3. rising main, and
4. old pumps.

The suction pipes are bell mouthed and carried on pile frames in the Murray River. The earliest was probably rebuilt during the 1940's.

The station building has a reinforced concrete frame with concrete infills, supporting a steel trussed gable roof, lined with corrugated iron. A roller shutter door at one end and gantry (W.A. Hodgkinson & Co: Sydney) facilitate plant removal. The plant consists of four units made up of Thompsons (Castlemaine) centrifugal pumps and Metropolitan Vickers (Sheffield and Manchester) electric motors, with non return valves and bypasses. The switchboard is AGE.

The rising main is a 6'6" ID cast in situ concrete main, some 600 metres long, running to the start of the main channel.

There are two old pumps at the entrance to the grounds:

(a) Weymouth's Pty Ltd c. 1921, designed by J.C. Burnell, c. 48" centrifugal, once the largest in the southern hemisphere.

(b) Thompsons (Castlemaine), 8.8.1921, designed by Thompsons, 30"/36" centrifugal.

Condition:

Good. Operational
Rising Main - fair,
Old pumps - not operational

Integrity:

Fair

History:

The original plant which consisted of two 110 cusec centrifugal pumps driven by 1600 hp steam turbines and one 50 cusec centrifugal pump driven by a 750 hp triple expansion steam engine, was installed in 1921 and operated until 1952-56 when it was phased out and four electrically driven pumping units installed, two of which have a capacity of 80 cusecs, one of 60 cusecs and one of 40 cusecs.

Significance:

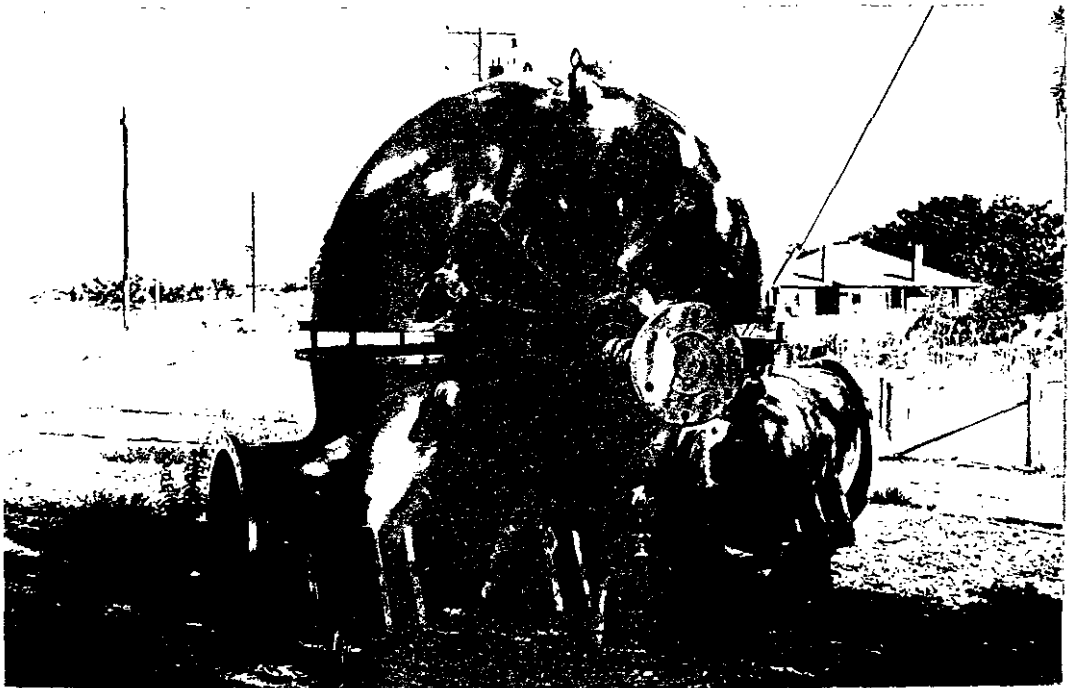
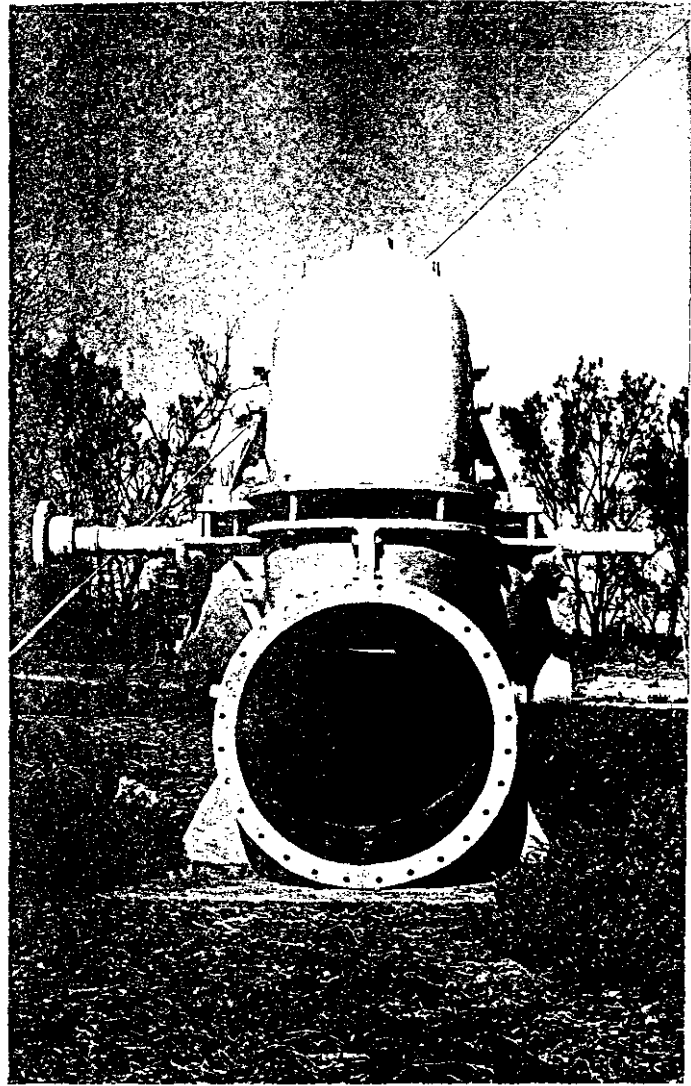
C. Given that the main interest centres around the equipment rather than the buildings, the historic significance of the complex is diminished, today, by the replacement of the plant in 1954.

Recommendations:

nil

Sources:

- Rural Water Commission
- Redcliffs Historical Society



LAND CONSERVATION COUNCIL
MALLEE AREA REVIEW (1986)

Item: Redcliffs A Re-Lift Pumping Station

Address: Cooba Street, Redcliffs



Inspection: April, 1986

Map Reference: 1:100,000 Mildura 7329
GR

Historic Theme: 7.3 Services (water)

Construction Date: 1922

Constructing Agency: Former State Rivers and Water Supply Commission

Alterations: Switchboard replaced c. 1986

Description: The building is of timber framed construction with corrugated iron linings, gable roofed and is situated over the concrete lined pump pit. A store adjoins.

There are three pump units, installed in 1922, with Metropolitan Vickers (Manchester and Sheffield) electric motors powering Johnson and Son, engineers, Tyne Foundry, South Melbourne, centrifugal pumps, operating at 480 rpm. The discharge pipes contain a non-return valve and

butterfly valve controlling water entry into the delivery channel.

Condition:

Good, in operation.

Integrity:

Good, the only alteration concerns the switchboard.

History:

The Redcliffs A re-lift was built in 1922 to raise water from the main channel filled by the Redcliffs Main Pumping Station.

In 1918, A.S Kenyon, SR & WSC engineer, had submitted a report to the Commission on developing 4000 ha of Murray frontage land under irrigation in the Redcliffs area. Surveys began in January, 1920, and the first harvest produced 570 tons of dried fruit.

Significance:

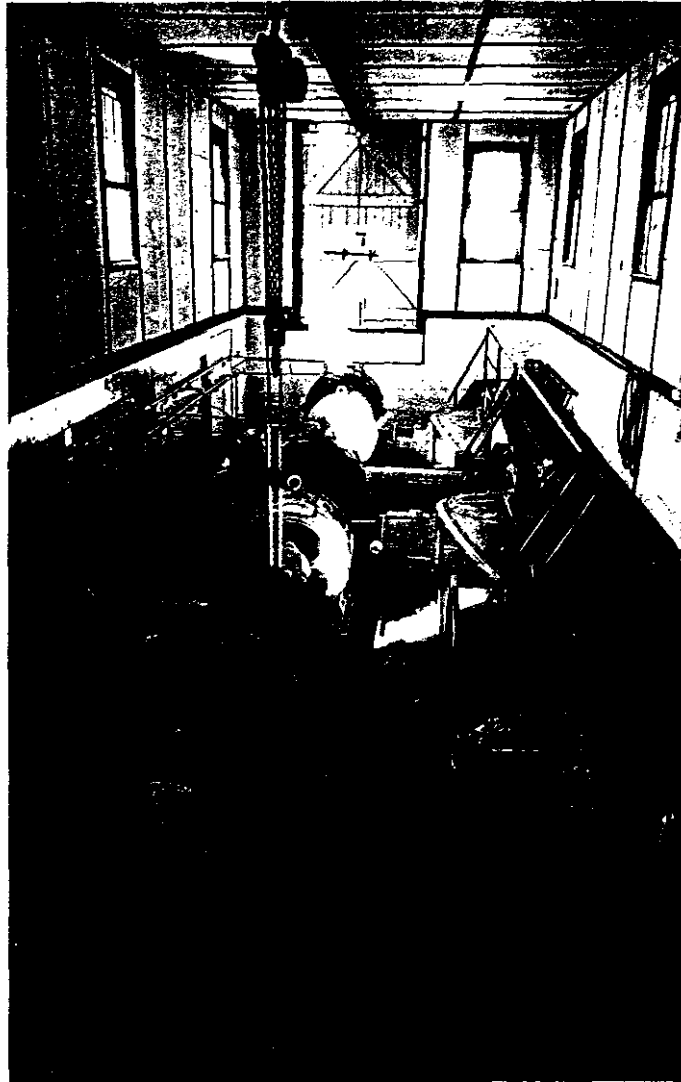
A. The Redcliffs A re-lift is a substantially intact pumping station, dating from the earliest years of settlement in the area, having continuously served the district since 1922. Its survival is unusual.

Recommendations:

It is recommended that the RWC take the historic significance of this installation into account in its management decisions. Ultimately, preservation is appropriate.

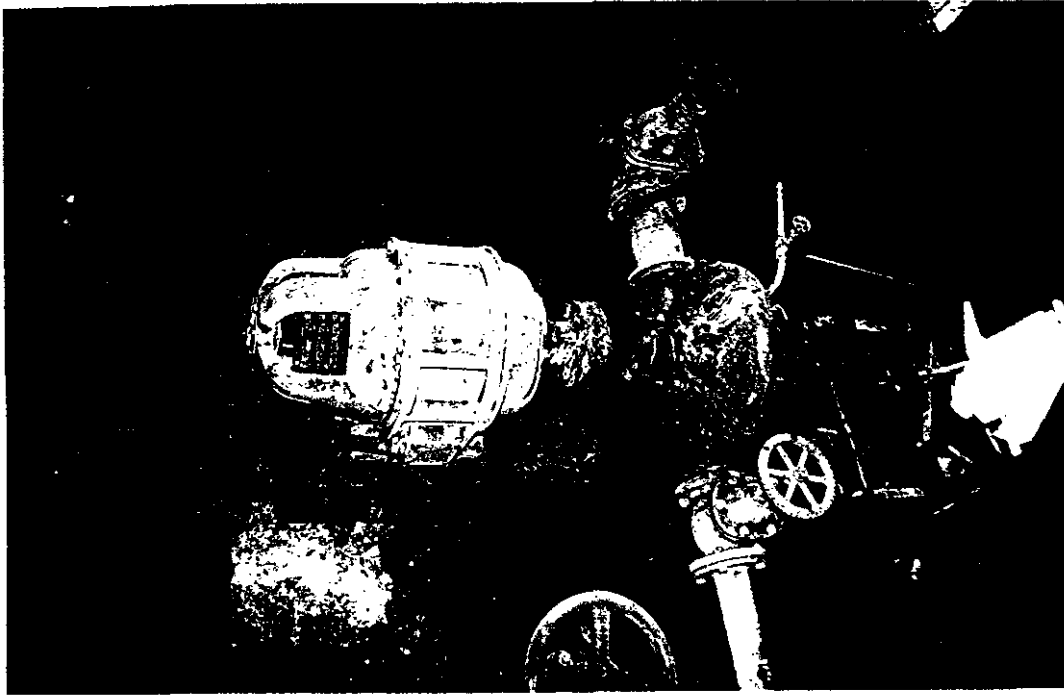
Sources:

- Rural Water Commission
- Golden Jubilee - Redcliffs
- "Soldier Settlement in Sunraysia: The Redcliffs Experience 1919-1939" - D. Farrell (1983)



LAND CONSERVATION COUNCIL
MALLEE AREA REVIEW (1986)

Item: Old Redcliffs Urban Pump
Address: Cooba Street, Redcliffs



Inspection: April, 1986

Map Reference: 1,000,000 Mildura 7329
GR

Historic Theme: 7.3 Services (water)

Construction Date: 1929

Constructing Agency: Former State Rivers and Water Supply Commission

Alterations: Electric motor has been installed to replace engine.
Roller shutter door has been installed.

Description: The building is timber framed, gable roofed, with corrugated iron cladding.

The residual oil engine, installed in 1929 to power the pump, is in situ, and out of service. It was manufactured by Ronaldson Bros. and Tippet Pty Ltd of Ballarat, builders no 7799. It is an oil fired simple engine driving a crankshaft by means of a piston rod with two speed flat belt drive and

flywheel, working a flat belt pulley, now replaced by an electric motor. The motor is connected to the centrifugal pump, manufactured by Thompsons Engineering, Castlemaine, by a drive shaft.

Condition:

Good

Integrity:

Good. Not operational.

History:

Built in 1929 to provide a reticulated water supply to the town area, this installation, was eventually replaced by ?

It is now in the custody of the Redcliffs Historical Society.

Significance:

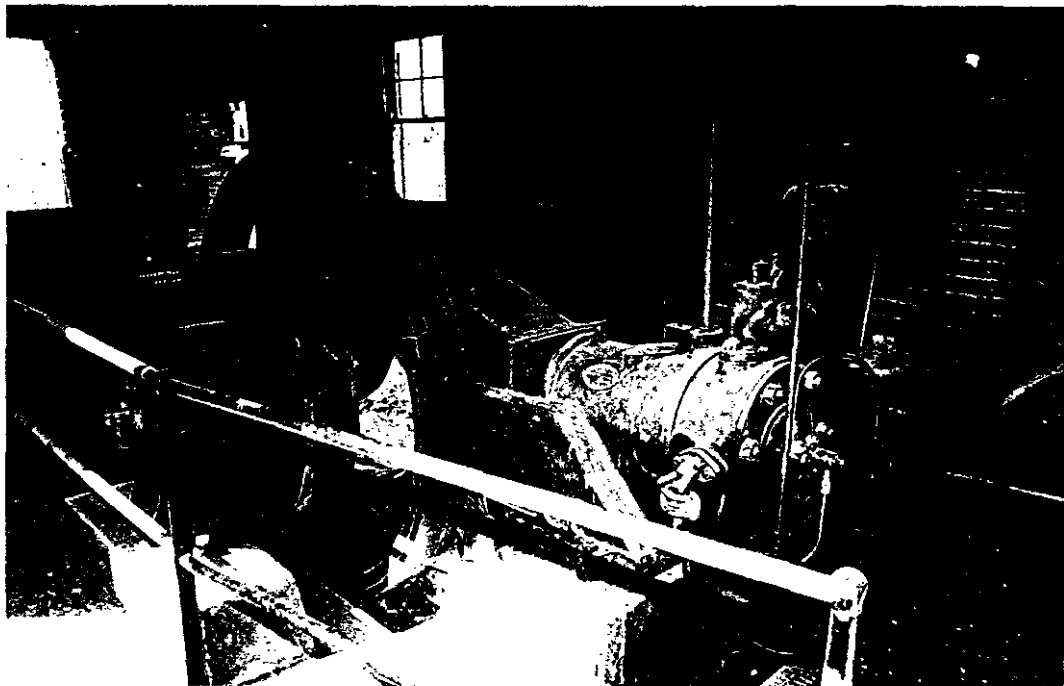
A. The old Redcliffs urban pump is a substantially intact facility which has been associated with the town of Redcliffs since 1929. The engine is a unique power source for the control of a pump, in the Mallee Area, and is a sizeable unit by any standards.

Recommendations:

Preservation is in hand. The premises, however, should be secured.

Sources:

- Rural Water Commission
- Redcliffs Historical Society.

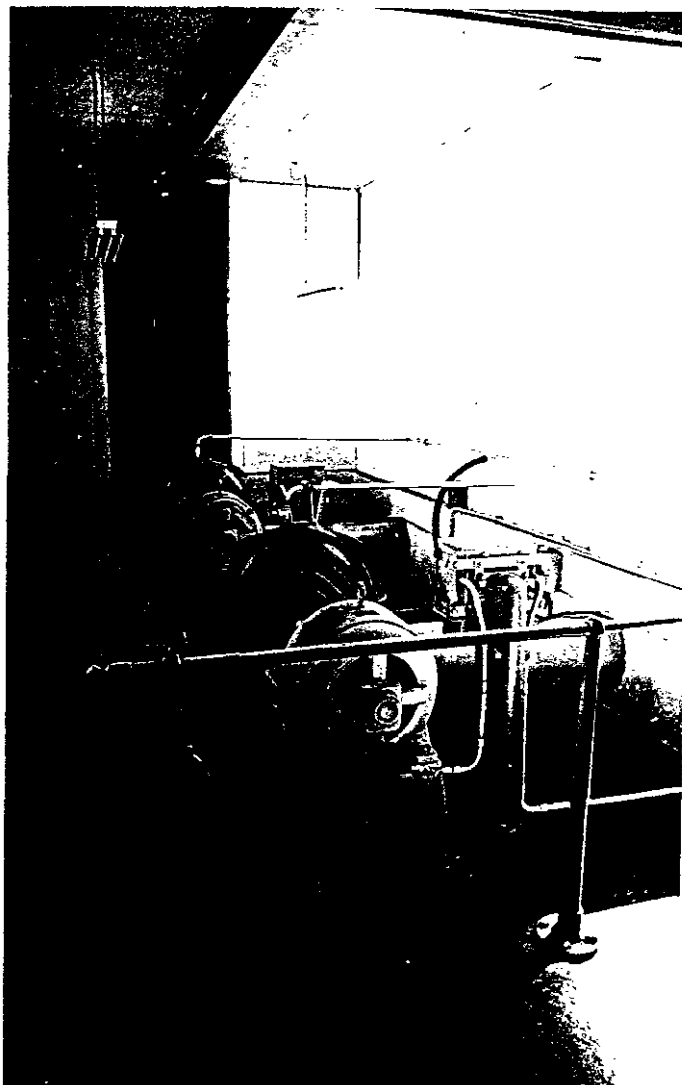


LAND CONSERVATION COUNCIL
MALLEE AREA REVIEW (1986)

Item:

Redcliffs C Re-lift Pumping Station

Address:



Inspection Date:

April 1986

Map Reference:

1:100,000 Mildura 7329
GR

Historic Theme:

7.3 Services (water)

Construction Date:

1922

Constructing Agency:

former State Rivers and Water Supply Commission

Alterations:

nil

Description:

The building is timber framed, gable roofed, with corrugated iron linings, over the concrete lined pump pit. An attached store is of concrete construction.

The plant consists of two units, made up of Weymouth's 25 hp electric motors with manual star delta starters, driving Thompson's (Castlemaine) 20-

25 Megalitre capacity centrifugal pumps. The switchboard is original.

Condition:

Good

Integrity:

Good

History:

The Redcliffs C re-lift was built in 1922 to raise water from the channel filled by the Redcliffs A re-lift.

Significance:

A. The Redcliffs C re-lift is an intact pumping station, dating from the earliest years of settlement in the area, having continuously served the district since 1922. The survival of the manual starts and switchboard is unique in the area.

Recommendations:

Protect

Sources:

- Rural Water Commission
- Redcliffs Historical Society.

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Public bore no. 91 (M.A.-34-2)

Location: Pink Lakes Road, Parish of Underbool, lot 15

Inspection: May 1986

Map Reference: 1:100,000, Underbool, 7227
GR: 61.13, 5.65

Historic Theme: 7.3 Services (water)

Construction Date: 1912

Constructing Agency: Former State Rivers and Water Supply Commission

Alterations: Windmill has been relocated.

Description: An intact and original corrugated iron tank on a timber deck carried by braced angle iron frame and accessible by means of steel ladder. A delivery line fills an adjoining private earth tank, whilst the public delivery stand pipe is carried by a Murray pine log pole. A stock trough is situated alongside.

Condition: Fair

Integrity: Good

Significance: B. This bore is unusual in that the plant is original.

Recommendations:

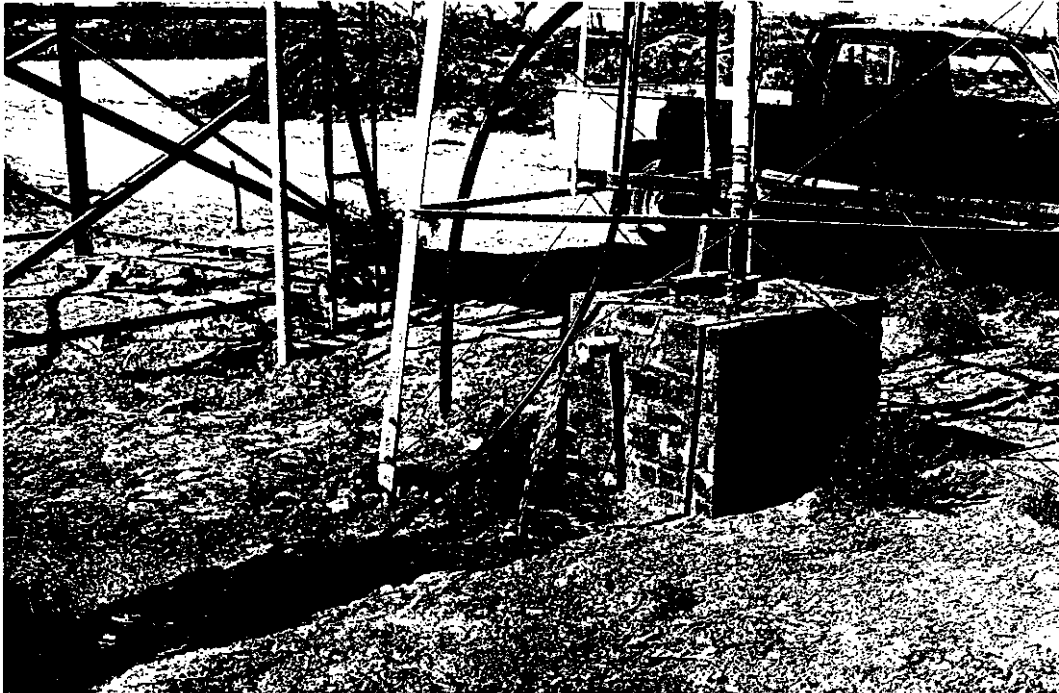
Sources: C.S. Gloe: "The Underground Water Resources of Victoria" (1947)

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW (1986)

Item: Public Bores

Location: Walpeup West Waterworks district, Big Desert and Sunset Country



Inspection: April, 1986

Map Reference: 1:100,000, Danyo, Underbool and Ouyen

Historic Theme: 7.3 Services (water)

Construction Date: 1908-1946

Constructing Agency: Former State Rivers and Water Supply Commission

Alterations: Typically, the towers have been retained, but the wheels and pump rods, and packing boxes have been replaced. Tank stands have generally been replaced and troughs removed. Many mills have been electrified. Rebores is common.

Description: A typical wind driven bore consists of a windmill, usually manufactured by Southern Cross, Comet or Alston, bore, to a depth varying between 1000 feet and 161 feet, and a rotary pump, operating at

natural water level. Generally, those bores to the west of Cowangie are shallower than those to the east. Each mill fills a corrugated iron, or fibreglass tank which is tapped. Those mills which have been electrified have an electric motor driving the pump in a portable corrugated iron lined steel framed pump house. Two bores in the parish of Boinka, nos 72 (MA30-2) and 73 (MA-30-4) are flowing bores, that is the water pressure is such that the water rises naturally above ground level. Although water pressure in the other bores is present, it is not sufficient to avoid the use of a pump.

Condition:

Good

Integrity:

Wind driven - Good
Electrically powered - Fair

History:

The development of public bores in the Walpeup West Waterworks district was undertaken coincident with that land area being thrown open for selection in 1907. Public bores were sunk because the district was too far from the channels network. The first bores, built during the period 1908 to 1911, were constructed by the Department of Agriculture. After this period, the development of underground water supplies for settlers was transferred to the State Rivers and Water Supply Commission. By 1915, there were 79 successful bores, supplying water to 2,500 persons on farms and in townships. By 1930, there were 109 successful bores, including 3 in unsettled country, south of Murrayville.

In the 1950's, 62 bores were sold to the settlers west of Cowangie, where the bores were generally shallower, and since that time, of the remaining 40 public bores, 18 have been electrified. Wind operated mills are provided as follows:

<u>Parish</u>	<u>Regional No</u>	<u>Current No</u>	<u>Name</u>	<u>Year</u>
Duddo	MA-22-4	36	Duddo 5	pre 1929
Tutye	MA-27-2	66	Cowangie township	pre 1924
Pallarang	MA-24-1	48	Pallarang 2	pre 1929
Koonda	MA-25-4	49	Koonda 1	1912
Koonda	MA-25-7	51	Koonda 3	1929
Tyalla	MA-26-2	57	Tyalla 3	1912
Boinka	MA-30-2	72	Boinka 1	1912
Boinka	MA-30-4	73	Boinka 2	1912
Boinka	MA-30-3	79	Boinka 8	1929
Boinka	-	102	-	-
Boinka	MA-30-9	81	Exploratory 14	1910
Worooa	MA-29-1	84	Worooa 2	pre 1929
Worooa	MA-29-7	75	Boinka 4	pre 1929
Purnya	-	96	-	-
Marengarook	MA-32-2	89	-	1939
Underbool	MA-34-2	91	Underbool 12	1912
Manpy	MA-35-1	100	Manpy 2	1929
Manpy	MA-35-3	99	Manpy 1	1912
Manpy	MA-35-4	101	Manpy 3	1929

Significance:

A. The public bores of the Walpeup West Waterworks district are unique to this region within Victoria. They are a method of water supply arising out of the particular circumstances of the district, and remain essential to settlers, to the present day. Their close association with it causes them to be a characteristic of the Walpeup West area. The No 73 flowing bore is of special interest. In 1986, the only original bore holes were at bores numbers 75 (wind), 83 (?), 84 (wind), 88 (electric), 96 (wind), 100 (wind) and 101 (wind).

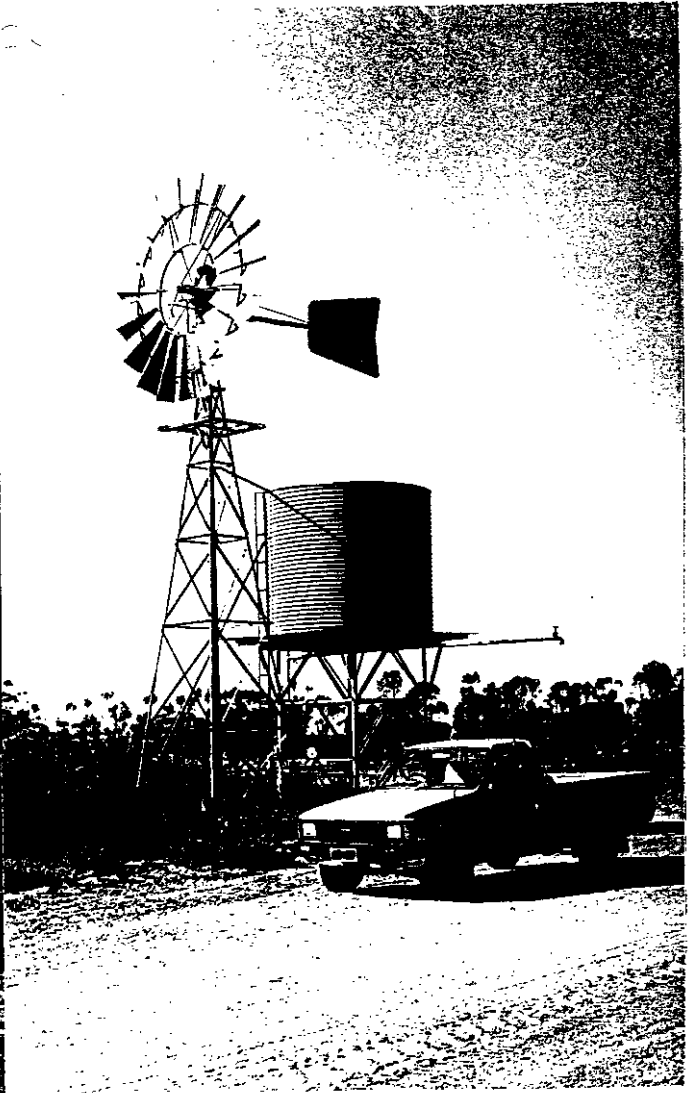
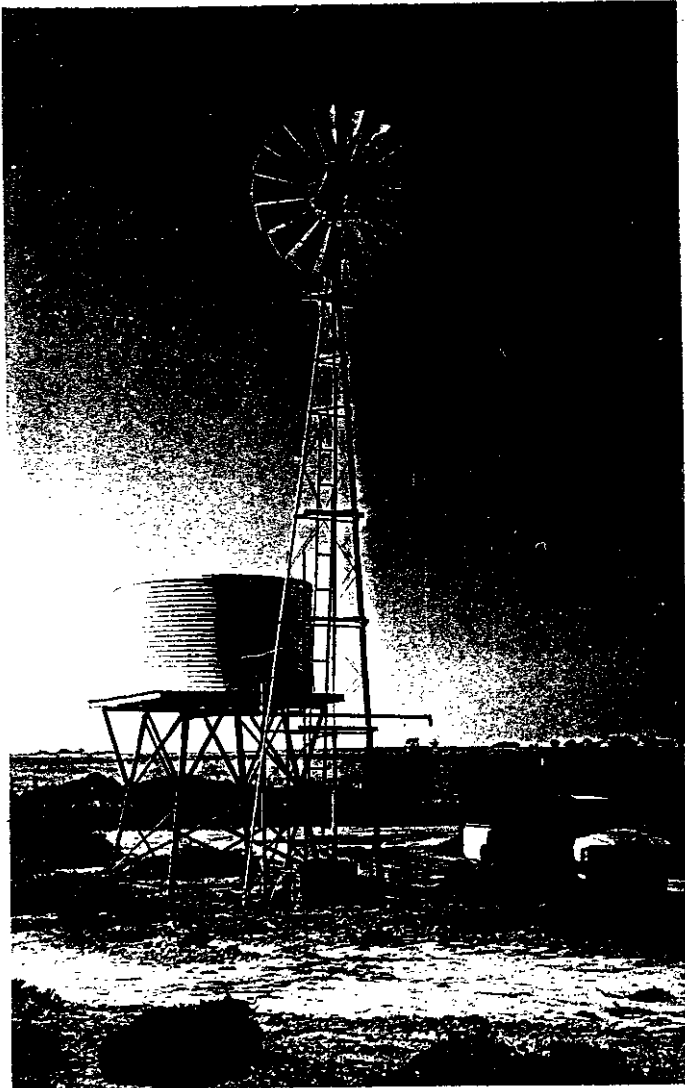
Recommendations:

Nil

Sources:

- R W C
- C S Gloe: "The Underground Water Resources of Victoria" (SR & WSC), 1947
- R East: "Water in the Mallee" article in Victorian Historical Society Magazine, November, 1967.





MALLEE AREA REVIEW 1986

<u>Inspection:</u>	Not found - May 1986
<u>Map Reference:</u>	1:100,000, Bellbird, 7128 GR: 61.37, 5.03
<u>Historic Theme:</u>	7.3 Services: Water
<u>Construction Date:</u>	1913
<u>Constructing Agency:</u>	Former State Rivers and Water Supply Commission
<u>Alterations:</u>	Abandoned
<u>Description:</u>	Not found
<u>History:</u>	Established as a water source during the settlement of the parish this bore was abandoned c. 1980, the water being too salty.
<u>Significance:</u>	C. This bore was one of several constructed to enable the settlement of Berook.
<u>Recommendations:</u>	nil
<u>Source:</u>	P. Braun C.S. Gloe: "Underground Water Resources of Victoria" (1947)

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Rock Holes Bore, Sunset Country (A-13-5)

Location: Millewa South bore track



Inspection: May 1986

Map Reference: 1:100,000, Bellbird, 7128
GR: 61.44, 5.03

Historic Theme: 7.3 Services: Water

Construction Date: 1913

Constructing Agency: Former State Rivers and Water Supply Commission

Alterations: Abandoned

Description: An earth tank with ruins of wind driven mill including weather vane marked "Allison", and gearing of an early vintage.

Condition: Poor

Integrity: Fair

History:

Situated within the Rock Springs run which operated during the 1860's, this bore was sunk by the former SR & WSC during its early work in the Walpeup West Waterworks District.

Significance:

C. This site is one of many remains of the period when the presently unleased section of the Sunset Country were grazed.

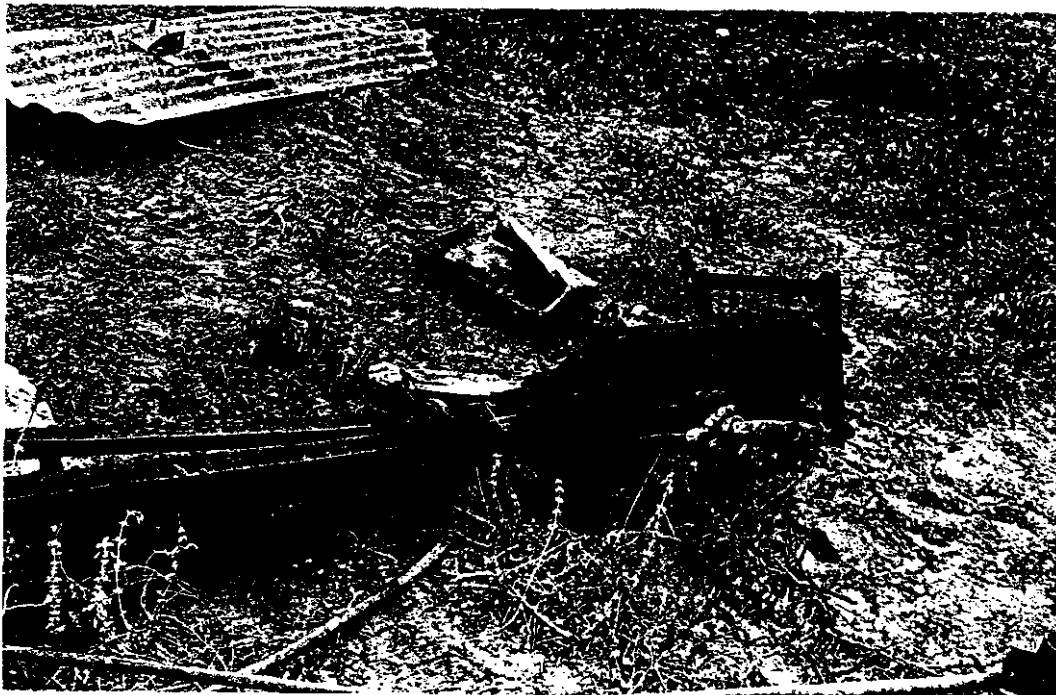
Recommendations:

Nil

Sources:

P. Braun

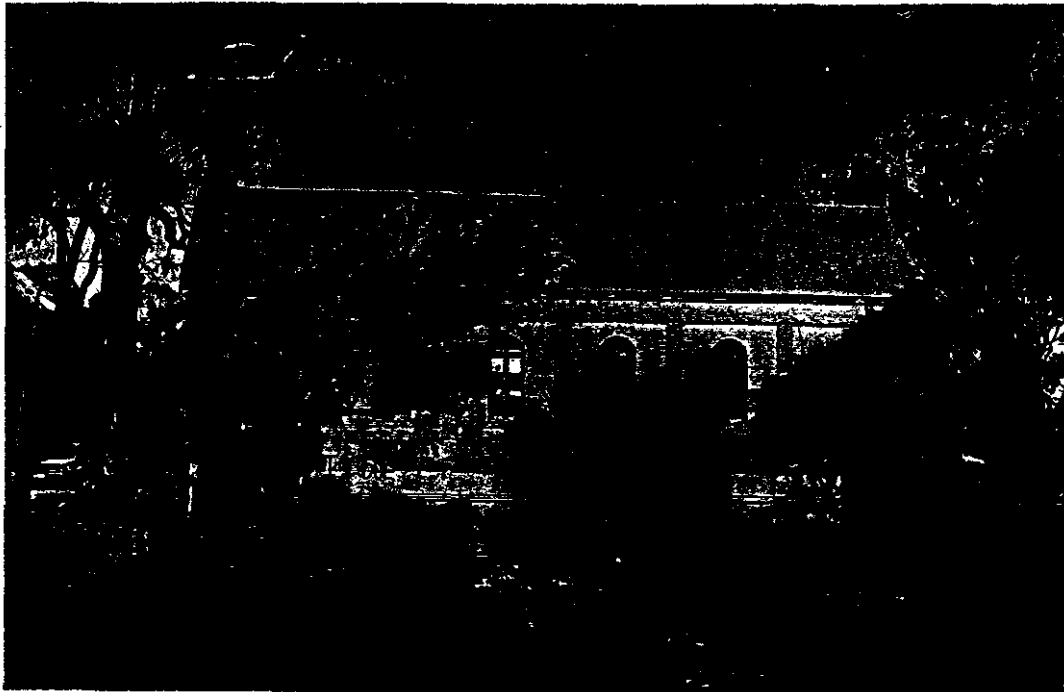
C.S. Gloe: "The Underground Water Resources of Victoria" (1947)



LAND CONSERVATION COUNCIL
MALLEE AREA REVIEW (1986)

Item: Psyche Bend Pumping Station

Location: Mildura: Psyche Bend



Inspection: April, 1986

Map Reference: 1:100,000 Mildura 7329
GR: 62.09. 6.13

Historic Theme: 7.3 Services (water)

Construction Date: 1890

Constructing Agency: The Mildura Irrigation Company

Alterations: Boiler House demolished.

Description: The Kings station lifted water 20 feet from the river to the Billabong. The pumping station buildings is a gable roofed brick structure, the walls being articulated with brick pilasters in a trabeated design, each bay having a round arched opening,

generally windows. A timber mezzanine forms an entrance inside the building and was connected with the pumping pit by means of timber steps. The plant consists of three identical pumps and a triple expansion marine steam engine. The pumps were 40" centrifugal pumps designed by George Chaffey and manufactured by Tangyes Limited, Cornwall Works, Birmingham. Provision exists for a fourth pump which was never installed. The pumps are connected by crank shaft to the engine's connecting rods, the cylinders being mounted vertically above. The engine was also built by Tangyes to Chaffey's requirements, and represented the first use of a marine engine for irrigational purposes. The direct crankshaft connection was revolutionary in its day, whilst the entire installation was together with the Billabong plant, the largest irrigation pumping plant in the world.

Condition:

Fair. The plant has not been cared for since closure.

Integrity:

Good, in spite of recent theft of builders plates, which read: "The Chaffey Improved Pumping Plant: made by Tangyes for the Mildura Irrigation Colony".

History:

page 87

The April watering in 1959 saw the pumping station operate for the last time, its role being assumed by a new station nearby at Psyche Bend. The boilers, built by Hawke Co., of Kapunda, S.A., in 1917, were demolished in ?

Significance:

A. The Psyche Bend pumping station is significant in many respects:

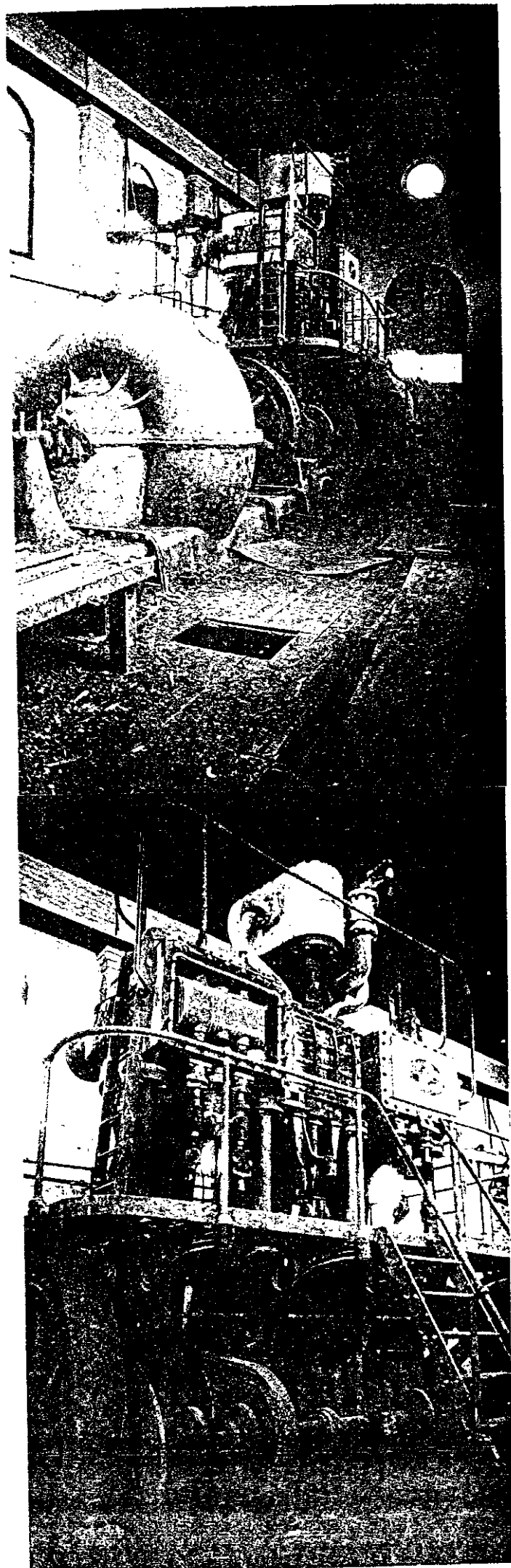
- for its role in the Mildura irrigation settlement
- technologically, on account of the unique design, capacity, and for its survival, today, being the only in situ steam powered irrigation plant in the Mallee area.
- for its association with George Chaffey.
- for its architecture, unusually elegant, considering its utilitarian role, which is symbolic of its profound importance to the settlement, in its day.

Recommendations:

It is recommended that the plant be restored to operational condition and that in the interim, it be retained in a secure condition.

Sources:

- FMIT
- E. Hill: "Water into Gold" (1943)
- A. Papthorn: "Mildura Calling" (1981)

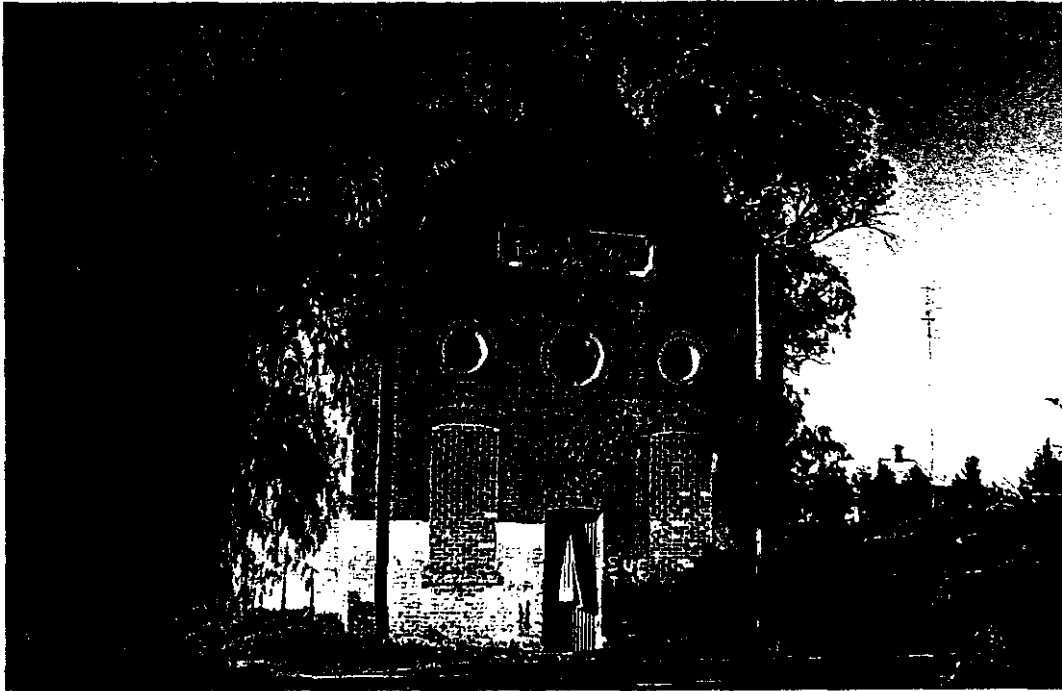


LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Kings Billabong Pumping Station

Location: Cnr Cooke Street and Cureton Avenue, at the Kings Billabong, Mildura



Inspection: April 1986

Map Reference: 1:100,000, Mildura, 7329
GR: 62.10, 6.12

Historic Theme: 7.3 Services: Water

Construction Date: 1889

Constructing Agency: First Mildura Irrigation Trust

Alterations: Demolition of boiler house
Demolition of rising main
Removal of engine and pumps

Description: A rectangular brick building with gable roof carried on timber trusses reinforced with metal tie rods. The side walls are trabeated with chamfered brick piers and beams, and all walls have round openings. The end gable walls also having a cement, recessed

panel, with the words "1889 Mildura Irrigation Station No. 3" in low relief. The windows have been bricked in, the delivery pipes removed, and penetrations bricked up. The discharge channel has been filled and the engine house demolished. The suction pipes are in situ.

Condition:

(Building) Good

Integrity:

Fair

History:

The Kings Billabong p.s. was opened in January 1889, raising water by 30 feet to the 50 feet level, the Psyche Bend p.s. being responsible for the initial lift of 20 feet. It was equipped with a Tangyes of Birmingham triple expansion engine driving centrifugal pumps, which were subsequently moved to public display opposite "Rio Vista" in 1955 following commissioning of the electrically powered central station.

Significance:

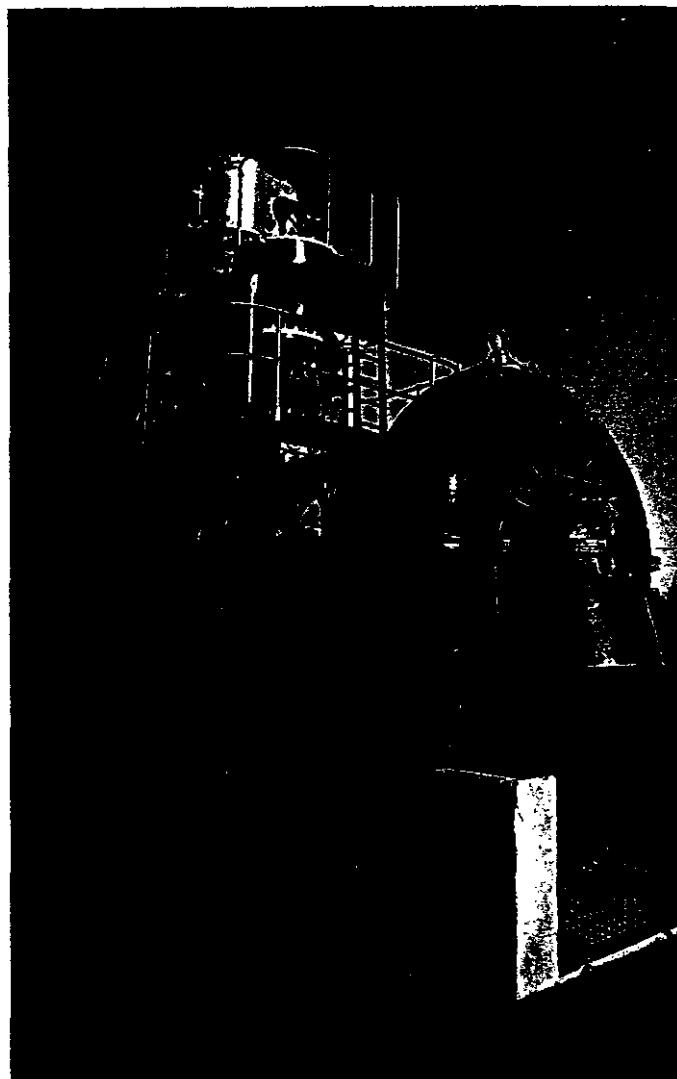
B., The p.s. building is of significance to the Mildura region for its role in the district for over 65 years. The removal of the plant and boiler house detracts from its importance.

Recommendations:

Secure building and maintain.

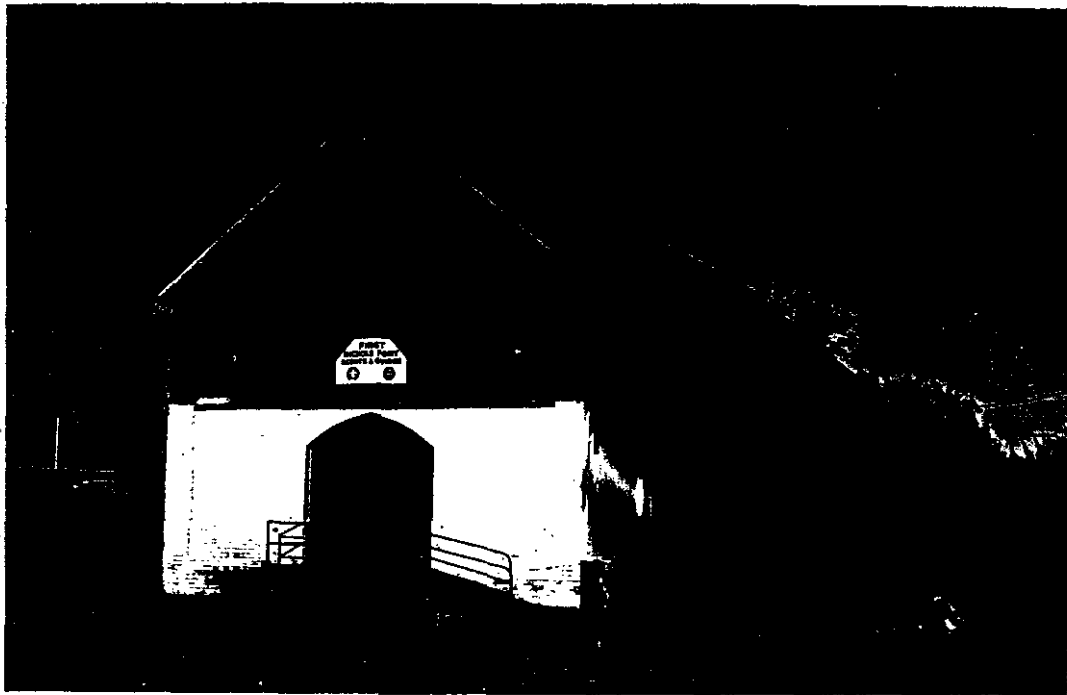
Sources:

A. Lapthorne: "Mildura Calling" (1981)
K Voullaire: "Mildura Irrigation Settlement - the early years" (1985)
E. Hill: "Water into Gold " (1943)



LAND CONSERVATION COUNCIL
MALLEE AREA REVIEW (1986)

Item: Nichols Point Pumping Station
Location: Corner Cureton Avenue and Cemetery Road, Mildura



Inspection: April, 1986
Map Reference: 1:100,000 Mildura 7329
GR 62.15, 6.10
Historic Theme: 7.3 Services (water)
Construction Date: 1890
Constructing Agency: The Mildura Irrigation Company
Alterations: Closure and removal of plant:
Description: The Nichols Point station lifted water from the 52 foot to the 70 foot level.
Condition: Good
Integrity: Poor

History:

In 1888 a temporary portable pumping unit was installed at Nichols Point. In 1890, an Allen engine was installed here.

Significance:

B. Although significantly compromised by the removal of the plant, the architecture of the Nichols Point sub station combines with its historic role in the initial irrigation system to render it important, today.

Sources:

- FMIT
- A. Lapthorne: "Mildura Calling" (1981)

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Hullards iron clad catchment tank

Location: Lot 39 or 40, parish of Baring: freehold land adjoining Wyperfeld National Park.



Inspection: May 1986

Map Reference: 1:100,000, Ouyen, 7327.
GR: 60.78, 5.93

Historic Theme: 7.3 Services (water)

Construction Date: 1935

Constructing Agency: Former State Rivers and Water Supply Commission

Alterations: Douglas pump and stand removed

Description: A typical iron clad tank installation, encircled by fence.

Condition: Fair

Integrity:

Good

History:

Following the successes of Kenyon's earlier iron clad tank installations of the late 1920's, a dozen small catchments were constructed for settlers in the parish of Baring, in 1935 (R. East). This is one of them remaining in use during the late 1960's.

Significance:

B.

Recommendations:

Although situated on freehold land, the proximity of this important early structure to the Wyperfeld Park represents an opportunity for limited access by the public.

Sources:

Royal Historical Society of Victoria: "The Victorian Historical Magazine" (Nov. 1967)

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Hullard's iron clad catchment tank

Location: Lot 26, parish of Baring: freehold land adjoining Wyperfeld National Park



Inspection: May, 1986

Map Reference: 1:100,000, Ouyen, 7327
GR: 60.79, 5.91

Historic Theme: 7.3 Services (water)

Construction Date: 1935

Constructing Agency: former State Rivers and Water Supply Commission

Alterations: Douglas pump removed

Description: A remarkably well preserved example of an iron clad catchment tank, retaining two of the original four cypress pine pump stand poles.

History: Following the successes of Kenyon's earlier iron clad tank installations of the late 1920's, a dozen small catchments were constructed for settlers in the parish of Baring, in 1935 (R. East). This is one of them remaining in use during the late 1960's.

Significance:

A. This is the most intact example of an ironclad catchment tank known to survive. As a unique solution to the problem of water supply arising out of specific circumstances within the Mallee region, and having regard for the role A.S. Kenyon played in its design, this structure is of State wide importance.

Recommendations:

Place on the State Register of Historic Buildings.

Although situated on freehold land, the proximity of this important early structure to the Wyperfeld Park represents an opportunity for limited access by the public.

Sources:

Royal Historical Society of Victoria: "The Victorian Historical Magazine" (Nov. 1967)

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Iron clad catchment tank
Location: "Cutthroat", H. McArthur's lease.



Map Reference: 1:100,000, Nowingi, 7328
GR: 61.58, 6.00

Historic Theme: 7.3 Services (water)

Construction Date: 1928 (H. McArthur)

Constructing Agency: former State Rivers and Water Supply Commission

Alterations: part destroyed in wind storm

Description: A typical iron clad catchment tank, the concrete tank being lined with bitumen. The pump and stand has been removed and the catchment partly destroyed in a storm.

Condition: Poor

Integrity: Good

History:

Built in 1928, this tank was used until 1983 by the McArthurs, when it was destroyed in a storm: "the water was always cool..."(Mrs McArthur)

Significance:

B. Although badly damaged, this catchment tank is located picturesquely on a hillside with the ruins of the McArthur's former home alongside. Its existence in this scenic and remote location is important.

Recommendations:

Stabilise, principally by collecting, flattening out and fixing the iron catchment sheets. Place on State Government Buildings Register.

Sources:

H McArthur

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW (1986)

Item: Nowngi iron clad catchment

Location: Immediately west of Nowngi railway station ground



Inspection: April, 1986

Map Reference: 1:100,000 Nowngi, 7328
GR 61.71, 6.11

Historic Theme: 7.3 Services (water)

Construction Date: c.1928

Constructing Agency: Former State Rivers and Water Supply Commission

Alterations: Derelict. Pump stand demolished

Description: Concrete catchment tank with sloping slides, spanned by Lanarkshire Steel Co. Ltd. r.s.j.'s at c. 1.8m centres, sheeted over with corrugated iron. A concrete chute links the tank with the catchment drain, located at the low end of the sheet iron crink locked catchment, measuring 60 feet x 192 feet. The No 8 Douglas pump and stand have been removed, but the pump feed pipe remains, (loose).

Condition:

Derelict

Integrity:

Good

History:

This is one of the early iron clad catchments, the first, near Nowingi, being built in 1927. It was built c. 1928 to serve as a public water supply associated with the Nowingi railway settlement, and remained in use in 1967 (R. East: "Water in the Mallee"). It has since been abandoned.

Significance:

A. A substantially intact iron clad catchment, representative of some 24 that were built in areas outside the bore area and to which channel supplies of water could not be economically extended. This catchment is an important survivor of a unique method of water retention in the Mallee, and is also of importance for its association with the failed Nowingi railway settlement.

Recommendations:

Remove undergrowth and protect.

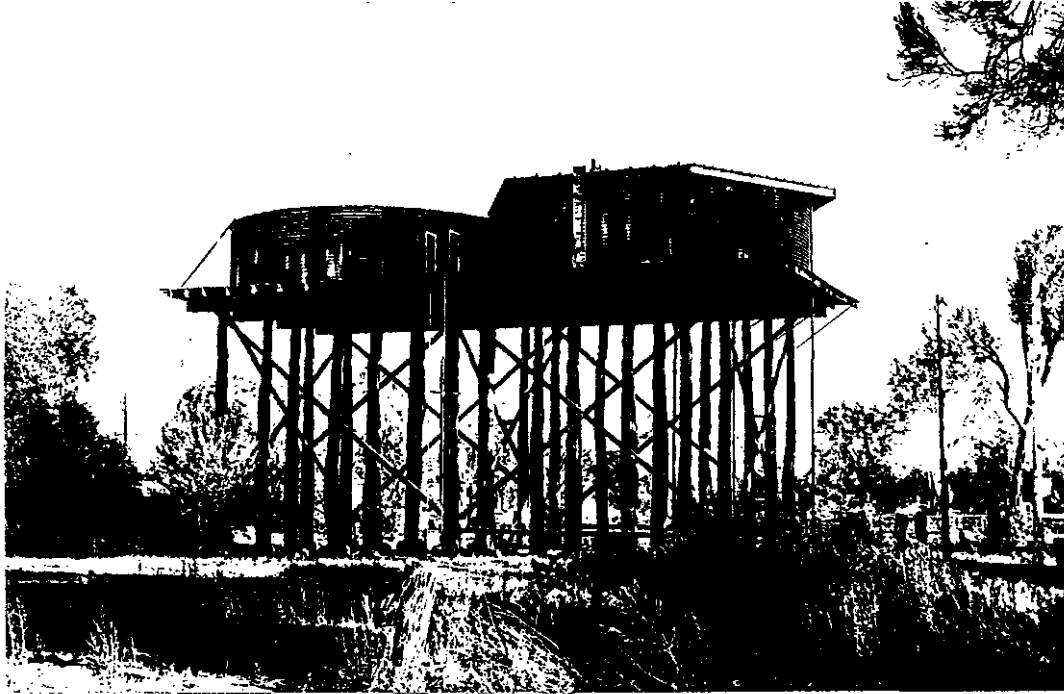
Sources:

- R W C
- J. McKechnie
- R East "Water in the Mallee" article in Victorian Historical Society Magazine, November, 1967.
- A S Kenyon: "Water Supply for Farms" (1928)

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Tanks and stands: Merringur town water supply
Location: within township



Inspection: April 1986

Map Reference: 1:100,000, Lindsay, 7129
GR: 61.94, 5.30

Historic Theme: 7.3 Services (water)

Construction Date: early 1920's

Constructing Agency: Former State Rivers and Water Supply Commission

Alterations: Connected to Millewa pipeline scheme.

Description: Two corrugated iron tanks carried on large Murray pine poles supporting timber decks. Each pole is mounted on concrete footings and connected with steel straps, via bitumenised iron ant caps.

Condition: Good

Integrity: Good

History:

Significance: B.

Recommendations: Maintain

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item:

Former SR & WSC pumping station:
Hopetoun town water supply



Map Reference:

1:100,000, Hopetoun, 7326
GR 60.45, 6.24

Historic Theme:

7.3 Services: water

Construction Date:

1891 (original p.s.)

Constructing Agency:

Former State Rivers and Water Supply Commission

Alterations:

Description:

A gable roofed, corrugated iron clad pump house, being supplied by channel into Lake Lascelles from the Yarriambiack Creek.

Condition:

Good

Integrity:

Fair

History:

Significance:

C.

Recommendations:

Protect

Sources:

LAND CONSERVATION COUNCIL
MALLEE AREA REVIEW (1986)

Item:

Windmill: Robinvale Urban Water Supply

Location:

At Murray River Bridge, Robinvale



Inspection:

April, 1986

Map Reference:

1:100,000, Robinvale, 7428
GR: 61.72. 6.62

Historic Theme:

7.3 Services

Construction Date:

Constructing Agency:

Former State Rivers and Water Supply Commission

Alterations:

nil

Description:

Windmill with 7.5 metre wheel, now dismantled at base of m.s. angle framed tower. Two rods extend to a concrete pit, suction and discharge pipes, with several components removed.

Condition:

Derelict

Integrity:

Good

History:

This windmill was built to pump water from the Murray River for the Robinvale urban area. It was superceded by the adjoining pumping station.

Significance:

This mill has the largest wheel in the district, and is noteworthy also as a means of pumping water prior to the provision of electric and diesel power in the town.

Recommendations:

Restoration of this highly visible monument to the town's early days is warranted.

Sources:

R Goulding

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW (1986)

Item: Former Pumping Station: Robinvale Urban Water Supply

Location: At Murray River Bridge, Robinvale



Inspection: April, 1986

Map Reference: 1:100,000, Robinvale, 7428
GR 61.72, 6.62

Historic Theme: 7.3, Services

Construction Date:

Constructing Agency: Former State Rivers and Water Supply Commission

Alterations: Removal of pumps

Description: A hip roofed cement block building accommodating the pump equipment, now removed, with a lean-to section accommodating the chlorination plant. The floor is formed by a sunken concrete pit.

Condition: Good

Integrity: Fair

History:

Built in place of the windmill as a powersource and pump, this p.s. was closed c. 1984 following the commissioning of the new p.s., some distance upstream.

Significance:

This building is a reminder of a phase in the history of the Robinvale urban water supply system and is enhanced by its close proximity to the windmill.

Recommendations:

Stabilisation is warranted on account of the windmill/pumping stations interpretive value.

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Former State Rivers and Water Commission Offices

Location: Cumming Avenue, Birchip



Map Reference: 1:100,000, Birchip, 7426
GR: 60.22, 6.28

Historic Theme: 7.3 Services (water)

Construction Date:

Constructing Agency: former State Rivers and Water Commission offices

Alterations: nil

Description: An Edwardian brick building with corrugated iron clad pyramidal roof extending to verandah on 3 sides. Shallow scalloped bressumers and square posts carry the verandah. The main elevation is symmetrical, with a central doorway flanked by windows with cement dressings and surmounted by a brick and cement pediment with a centrally placed inscription: "State Rivers and Water Supply Commission". A douglas pump is placed in the front lawns.

Condition: Good

Integrity: Good

History:

Significance: C.

Recommendations: Maintain

Sources:



LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Reservoir: Yarrambiack Creek
:Location: "Corrong"



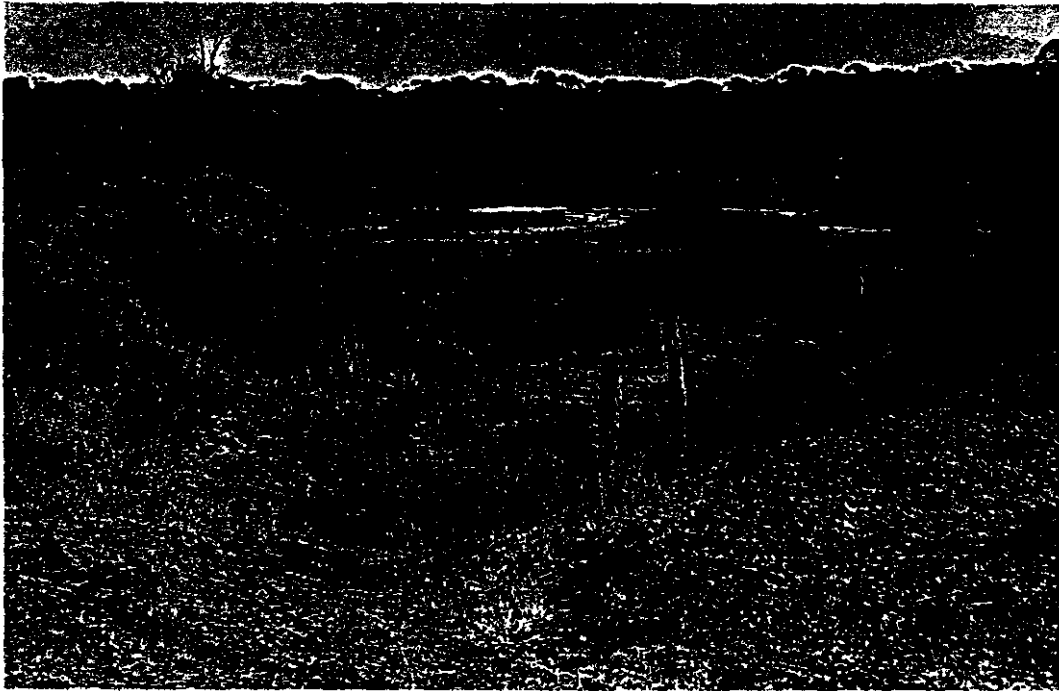
Historic Theme: 7.3 Services (water)
Map Reference: 1:100,000, Hopetoun, 7326
GR 60.42, 6.24
Construction Date: 1891
Constructing Agency: E.H. Lascelles
Alterations:
Description: An earth causeway carrying a rough track and generally of use only when the creek flows.
Condition: Good
Integrity: Good
History:
Significance: B. Lascelles pioneering work supplying water to the township of Hopetoun and irrigating the surrounding farms is of regional importance.
Recommendations: Protect
Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Former log tank

Location: Trinita



Map Reference: 1:100,000, Nowingi, 7328
GR: 61.40, 6.18

Historic Theme: 7.3 Services (water)

Construction Date: 1870 (Jardine)

Constructing Agency: Early pastoralists

Alterations: Abandoned

Description: A cypress pine walled log tank, now filled in, but with posts for former railing enclosure still standing.

Condition: Poor

Integrity: Fair

History: The pre-European track which ran from Kulkyne through Tiega towards Pine Plains was later used by whites and served as a bullock dray route during the

pastoral era, having watering points located at strategic positions. The Old Kia tank was one of these, replacing an earlier earth tank, location confirmed, and now replaced by a Rural Water Commision tank.

Significance:

A. In the absence of other known sites within the Mallee having early log tanks, which were at one time quite common, this example is the only remaining remnant of a method of storing water, unique in Victoria to the Mallee area.

Recommendations:

Protect and consider placing on register of Government Buildings.

Sources:

J Jardine ("Old Kia")

LAND CONSERVATION COUNCIL

MALLEE ARE REVIEW 1986

Item: Bugge's public tank
Location: Patchewollock - Pine Plains Road



Inspection : May 1986
Map Reference: 1:100,000, Ouyen, 7327
GR: 60.83, 6.02
Historic Theme: 7.3 Services (water)
Construction Date:
Constructing Agency: Former State Rivers and Water Supply Commission
Alterations: nil
Description: Earth tank with gauge pole and two concrete inlet chutes.
Condition: Fair
Integrity: Good
History:

Significance:

C. Important at the local level and representative of the period of initial settlement in this area when settlers were dependant upon SR & WSC public tanks for their water supplies.

Recommendations:

Retain

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Public tank within timber reserve

Location: Lot 40, parish of Baring



Inspection: May, 1986

Map Reference: 1:100,000, Ouyen, 7327.
GR: 60.78, 5.91

Historic Theme: 7.3 Services (water)
3.8.3 Timber Reserve

Construction Date: 1910-1928

Constructing Agency: Former State Rivers and Water Supply Commission

Alterations: nil

Description: Earth tank situated within cypress pine and buloke timber reserve, showing evidence of tree felling.

Condition: Good

Integrity: Good

History:

The tank would have been put down or rebuilt during the 1910-1928 period (R. East) by the S.R. & W.S.C. The timber reserve would probably have been in use from an earlier date.

Significance:

C.

Recommendations:

Maintain

Sources:

Royal Historical Society of Victoria: "The Victorian Historical Magazine" (Nov. 1967)

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: "Carter's" tank

Location: "Pine Plains" run, freehold land



Map Reference: 1:100,000, Underbool, 7227
GR: 60.78, 5.87

Historic Theme: 7.3 Services (water)

Construction Date: c.1887

Constructing Agency: Carter Brothers

Alterations: nil

Description: Two earth tanks

History: In 1887 "Pine Plains" went to the Carters (Kenyon), where they sunk a well and condensed the salt water for their stock (Kenyon).

Condition: Good

Integrity: Good

Singificance:

C. Named after the Carter Brothers,, possible alluded to by Kenyon, this tank has been associated with "Pine Plains" run for most of the station's working life.

Recommendations:

Maintain

Sources:

A.S. Kenyon: "The Story of the Mallee" (1982 edition)

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: "Conga Wonga" tanks

Location: "Pine Plains" run, freehold land.



Map Reference: 1:100,000, Underbool, 7227
GR: 60.81, 5.88

Historic Theme: 7.3 Services (Water)

Construction Date:

Constructing Authority:

Alterations:

Description: An area occupied by several earth tanks fed by catchment drains.

Condition: Good

Integrity: Good

History:

Significance: C. Associated with the "Pine Plains" run probably for most of that stations working life.

Recommendations: Maintain

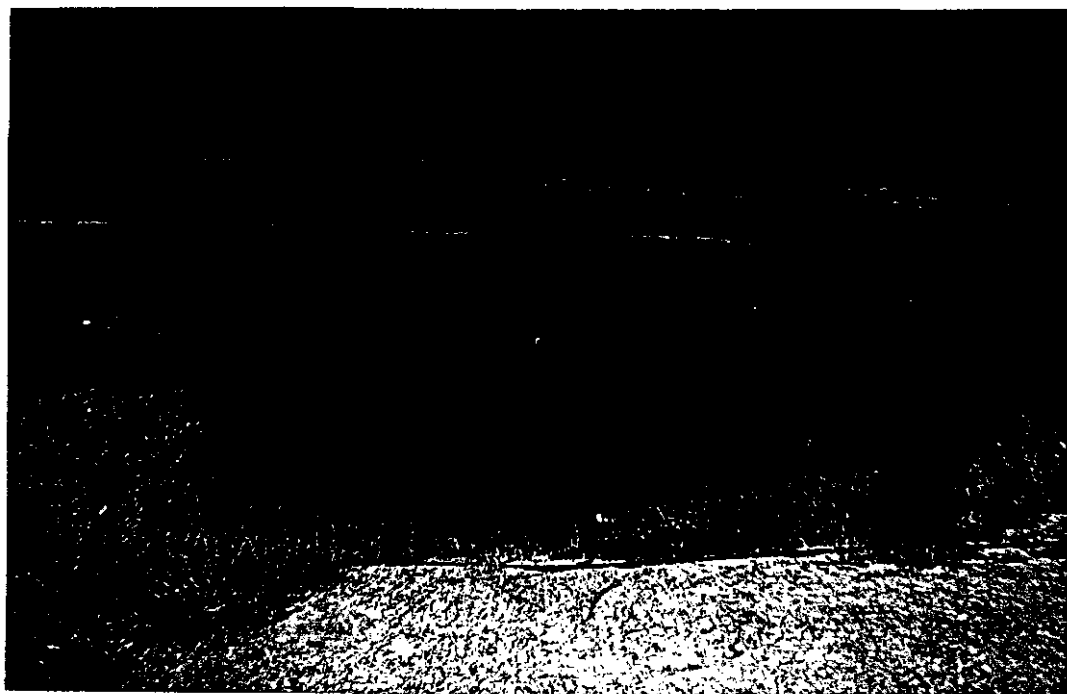
Sources:

LAND CONSERVATION COUNCIL

MALLEE ARE REVIEW 1986

Item: Fox's public tank

Location: Baringa



Map Reference: 1:100,000, Ouyen, 7327
GR: 60.83, 5.97

Historic Theme: 7.3 Services (water)

Construction Date:

Constructing Agency: Former State Rivers and Water Supply Commission

Alterations:

Description: Earth tank

Condition: Good

Integrity: Good

History:

Significance: D.

Recommendations: Maintain

Sources: Rural Water Commission

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Tank (McArthur's lease)

Location: West of Spectacle Lake

Inspection: April, 1986

Map Reference: 1:100,000, Nowngi, 7328
GR: 61.55, 6.12

Historic Theme: 7.3 Services, water

Construction Date:

Constructing Agency:

Alterations:

Description: A single tank with Bryan Brothers (Colac) mill and stock trough

Condition: Good

Integrity: Good

History:

Significance: C. A typical tank found in areas where artesian and sub-surface water is unavailable.

Recommendations: nil

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Congereel tank
Location: 7 kilometres south of Nowingi



Inspection: April 1986
Map Reference: 1:100,000, Nowingi, 7228
GR: 61.63, 6.13
Historic Theme: 7.3 Services: water
Construction Date:
Constructing Agency:
Alterations: nil
Description:
Condition: Good
Integrity: Good
History: This tank was known as Gower's tank and was originally constructed c.1880's prior to closer settlement. (H. MacArthur)
Significance: C.
Recommendations: nil
Sources: H. MacArthur

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Dry Lakes tanks

Location: On Last Hope Tank track



Inspection: April 1986

Map Reference: 1:100,000, Sunset, 7228
GR: 61.52, 5.86

Historic Theme: 7.3 Services: water

Construction Date:

Constructing Agency:

Alterations:

Description: Two tanks, interconnected and fed by a catchment formed by grading of the lake bed.

Condition: Good

Integrity: Good

History:

Significance: C.

Recommendations: nil

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Brighton Tank
Location: 11 kilometres north-west of Nowingi



Inspection: April 1986
Map Reference: 1:100,000, Nowingi, 7228
GR 61.74, 6.01
Historic Theme: 7.3 Services: water
Construction Date:
Constructing Agency:
Alterations: nil
Description: Two tanks with graded catchment
Condition: Good
Integrity: Good
History: This tank was in use on the "Mildura" pastoral run,
prior to closer settlement
(H. MacArthur)
Significance: C.
Recommendations: nil
Sources: H MacArthur

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Last Hope Tank (formerly Teal Tank)

Location: 7 kilometres south-west of RAAK Plain

Inspection: May 1986

Map Reference: 1:100,000, Sunset, 7228
GR: 61.52, 5.83

Historic Theme:

Construction Date: c.1910
(H. MacArthur)

Constructing Agency:

Alteration: nil

Description: A single tank with overgrown catchment.

Conditions: Good

Integrity: Good

History:

Significance:

Recommendations:

Sources: H MacArthur



LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Rock Holes, Sunset Country

Location: Millewa South bore track



Inspection: May 1986

Map Reference: 1:100,000, Bellbird, 7128
GR: 61.44, 5.03

Historic Theme: 7.3 Services: Water

Construction Date: n.a.

<u>Constructing Agency:</u>	n.a.
<u>Alterations:</u>	nil
<u>Description:</u>	Two naturally formed holes in a rock outcrop fed by ground water, and situated in a cypress pine clearing.
<u>Condition:</u>	Good
<u>Integrity:</u>	Good
<u>History:</u>	Although a natural formation, the rock holes have been used for watering stock when this area was grazed. The surrounding pine forest has been a source of timber for settlers further to the south.
<u>Significance:</u>	B. The rock holes are important as an example of a naturally occurring water source, used by Europeans prior to the construction of the Rock holes bore.
<u>Recommendations:</u>	Encourage regeneration of pines.
<u>Sources:</u>	P. Braun

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Lands Department Branch inspection office and residence

Location: Merringur township



Inspection: April 1986

Map Reference: 1:100,000, Lindsay, 7129
GR: 61.94, 5.30

Historic Theme: 7.4 Public Administration

Construction Date:

Constructing Agency:

Alterations: nil

Description: The office building is a timber gable roofed portable building, comparable with railway portable buildings.

Condition: Good

Integrity: Good

History:

Significance: C.

Recommendations: Protect on site.

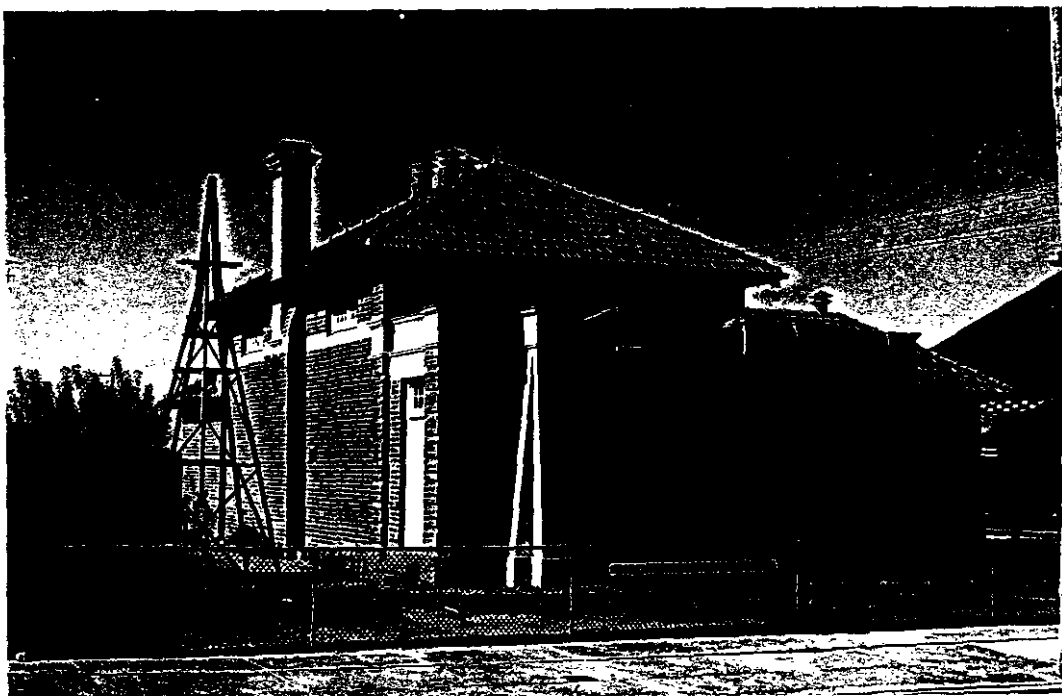
Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Former Court House: Birchip

Location: North-east corner Campbell Street and Cumming Avenue, Birchip



Map Reference: 1:100,000, Birchip, 7426
GR 60.22, 6.28

Historic Theme: 7.5 Judicial

Construction Date: 1914

Constructing Agency: Public Works Department

Alterations: Closed

Description: A terra cotta tiled hip roofed brick court house with parapetted porch having quoins, and a rusticated brick dado complemented by a breakfronted buttressed and pedimented section, predominantly in stucco. The parapet is rough cast with smooth caps to the pilasters. The court room is of red brick with stuccoed trim and rough cast and brick chimney stacks.

Condition: Good

Integrity: Good

History:

Significance: C

Recommendations: Protect

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Murrayville Court House
Location: Reed Street, Murrayville



Inspection: May, 1986
Map Reference: 1:100,000, Danyo, 7127
GR: 60.97, 5.17
Historic Theme: 7.5 Judicial
Construction Date:
Constructing Agency:
Alterations: nil
Description: A timber framed Edwardian weatherboard building, L shaped on plan, having a small verandah with fretted brackets to square timber posts. The dutch gabled roof and multi-paned double hung windows are characteristic elements. The word "courthouse" is contained within a decorated timber frame on the street elevation.
Condition: Good
Integrity: Good
History:
Significance: C. An intact example of a standard courthouse design, provided also at Woomelang and Sea Lake, in the Mallee area.
Recommendations: Retain
Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Sea Lake Court House

Location: Sea Lake



Inspection: May, 1986

Map Reference: 1:100,000, Birchip, 7426
GR: 60.70, 6.68

Historic Theme: 7.5 Judicial

Construction Date:

Constructing Agency: Public Works Department

Alterations: nil

Description:

Condition: Good

Integrity:

History:

Significance:

C

Recommendations:

Protect

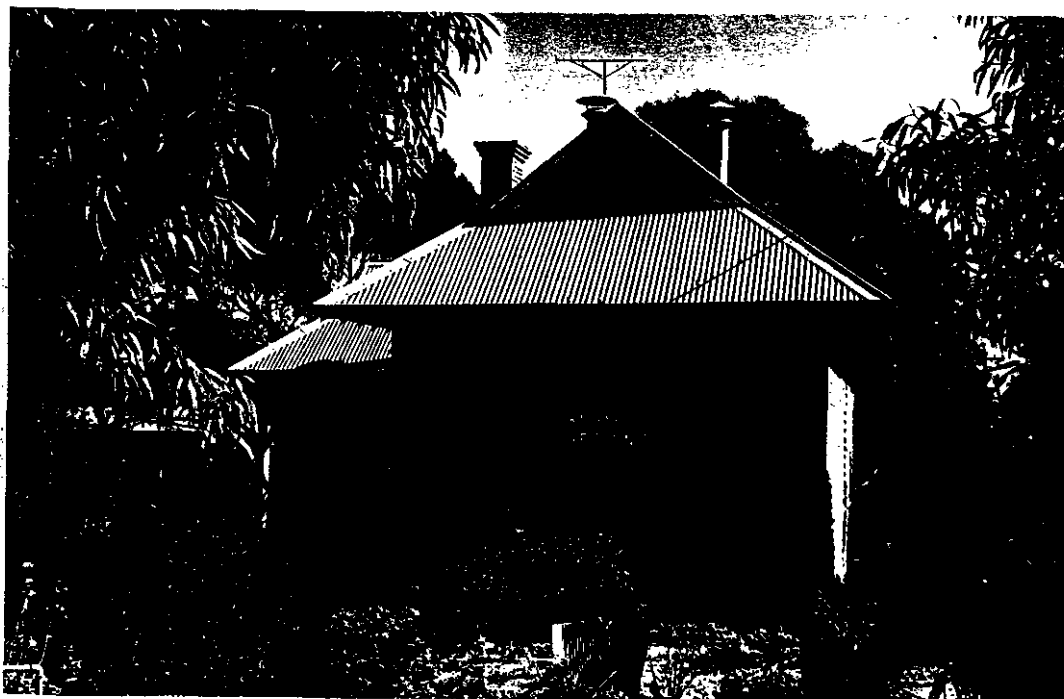
Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: former Woomelang Court House

Location: Woomelang



Inspection: May, 1986

Map Reference: 1:100,000, Birchip, 7426
GR:60.50, 6.51

Historic Theme: 7.5 Judicial

Construction Date:

Constructing Agency: Public Works Department

Alterations: nil (closed)

Description:

Condition: Good

Integrity:

History:

This building is now occupied by the Karkaroor SES unit.

Significance:

C. An important element in the Woomelang "railway town" and comparable with court houses at Murrayville and Sea Lake.

Recommendations:

Protect

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Lock 9 school site

Location: Kulnine East



Inspection: April, 1986

Map Reference: 1:100,000, Wentworth, 7229
GR: 66.16. 5.55

Historic Theme: 7.8.1 Schools

Construction Date: 1921

Constructing Agency: S.A. Government Education Department

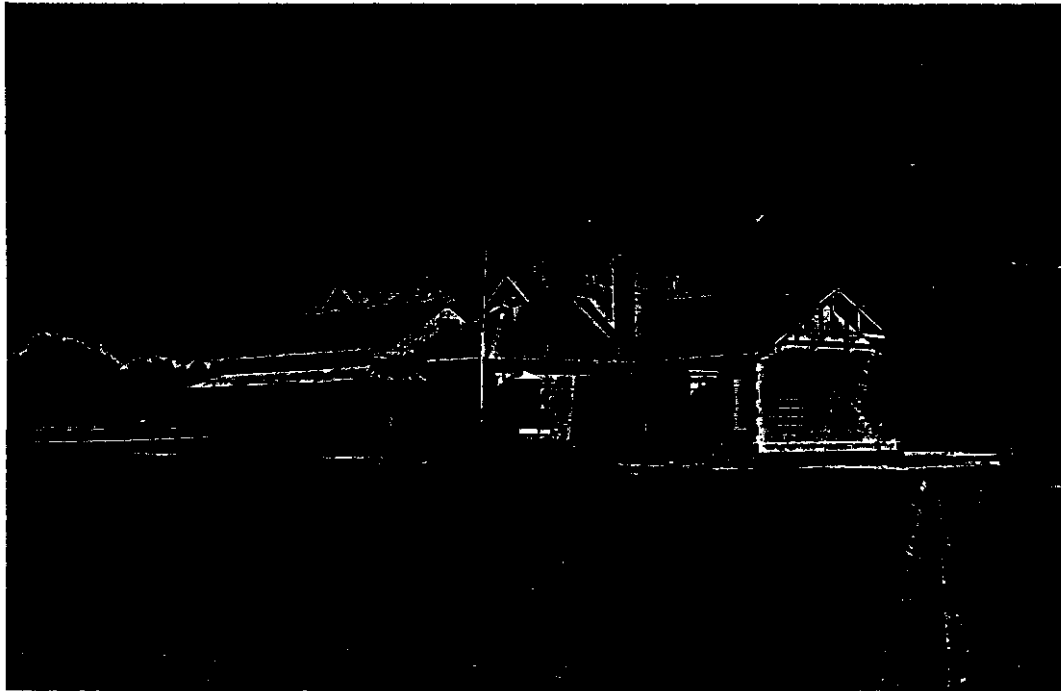
Alterations: school closed 1927

<u>Description:</u>	The site is situated to the south of the assistant lockmaster's house on land leased to the South Australian Government. Pine trees mark the location of the yard. The road plaque is located at the nearest road and is not on the school site.
<u>Condition:</u>	n.a.
<u>Integrity:</u>	Poor
<u>History:</u>	The school was opened when work started on the construction of the lock in 1921. It was associated with a small township having three shops, and a hospital, all of which have been removed. The school was a timber building accommodating about 43 children during the construction period, and was closed in 1927 following completion of the lock. It was removed to South Australia.
<u>Significance:</u>	C. The pine trees are a reminder of the school's existence.
<u>Recommendations:</u>	Retain and further investigate remnants of former town site.
<u>Sources:</u>	M. Kelly: "Millewa District Schools 1923-1985" (1985)

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Former Hopetoun School
Location: Corner Austin and Garrard Streets, Hopetoun



Map Reference: 1:100,000, Hopetoun, 7326
GR: 60.45, 6.23

Construction Date: 1894

Constructing Agency: Education Department of Victoria

Alterations: various additions

Description: A large school building with corrugated iron gabled roof, constructed initially of limestone, with brick dressings.

Condition: Good

Integrity: Good

History: Built initially in 1894, additions were made in 1907, 1928, 1935 and 1945. It was closed in 1979 and is

now in use as the Hopetoun historical society quarters, and Education Centre.

Significance:

B. One of the largest limestone school buildings in the Mallee, and associated with E.H. Lascelles, who donated the limestone.

Recommendations:

Maintain

Sources:

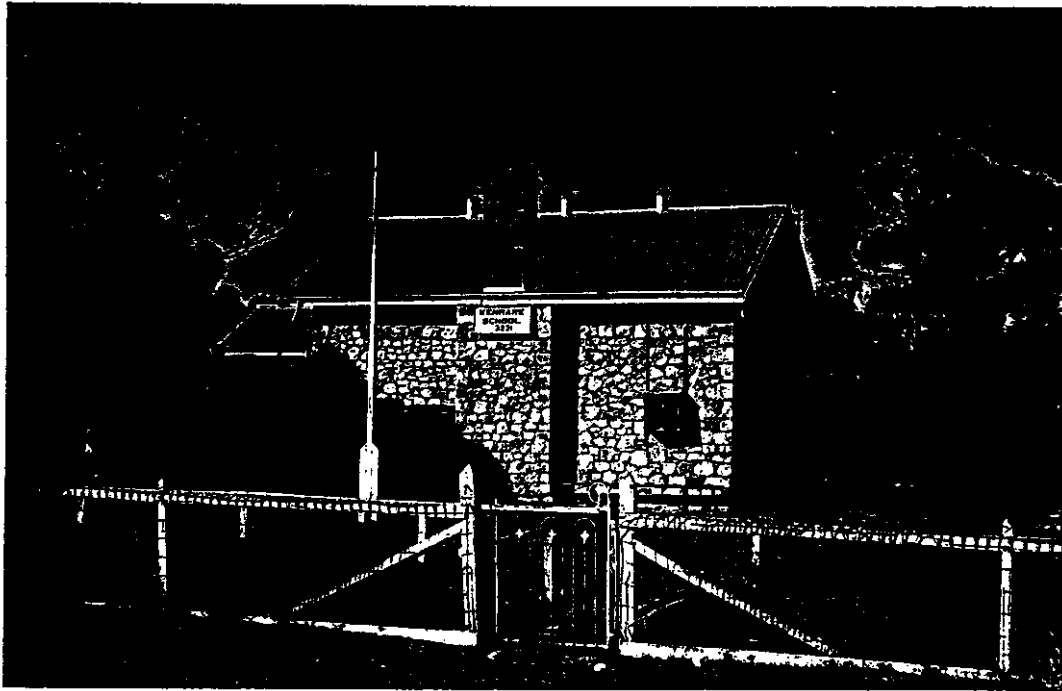
Hopetoun Historical Society
Education Department of Victoria: "Vision and Realisation" (1973)

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Kenmare School, No. 3221

Location: Kenmare



Map Reference: 1:100,000, Hopetoun, 7326
GR: 60.25, 6.06

Construction Date: 1894

Constructing Agency: Education Department of Victoria

Alterations: nil

Description: A corrugated iron roofed limestone building, rectangular on plan with entrance porch at east end. The chimney stack is brick and the gable ends have "half timbered" bargeboards in the Edwardian manner. The front crimped wire fence and wrought iron gate are important elements.

Condition: Good

Integrity:

History:

The Kenmare School was opened on 8th October, 1984, and was run part time with Kenmare West School, with a combined involvement of 44 students. The school became full time in 1900, and a new school residence was occupied in 1948.

Significance:

B. A fine example of a small limestone school, having outlasted the settlement to which it was attached.

Recommendations:

Protect

Sources:

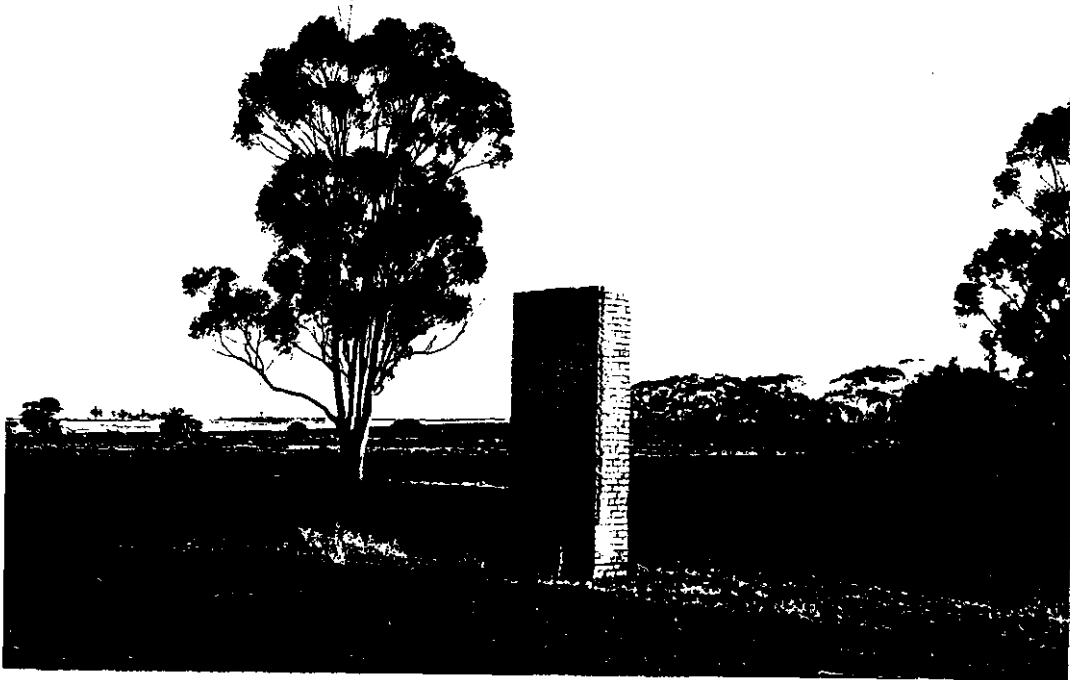
Education Department of Victoria: "Vision and Realisation" (1973)

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Ruins of Nypo School

Location: Nypo



Inspection: May, 1986

Map Reference: 1:100,000, Hopetoun, 7326
GR: 60.48, 5.93

Historic Theme: 7.8.1 Schools

Construction Date: 1910

Constructing Agency: Education Department of Victoria

Alterations: Demolished

Description: This site consists of the brick fire place and chimney stack and is surrounded by a cultivated field.

Condition: Good (chimney stack)

Integrity: Fair

History:

This school opened on 16.8.1910 in the Nypo Public Hall. Classes were transferred to a single roomed building at this location in 1914 and were held there until 1953. The timber building was subsequently removed following white ants infestation.

Significance:

C. The Nypo School chimney stack is the only remnant of settlement in this vicinity.

Recommendations:

Protect

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Woomelang Group School

Location: Woomelang



Inspection Date: May, 1986

Map Reference: 1:100,000, Birchip, 7426
GR: 60.50, 6.51

Historic Theme: 3.8.1 Schools

Construction Date: 1900 (original school)

Constructing Agency: Education Department of Victoria

Alterations: New school subsequently built

Description: An Edwardian weatherboard clad timber framed school with steeply pitched corrugated iron hipped roof and dominant half timbered gable end to north elevation. The verandah, with fretted brackets, has been partially built in.

Condition:

Good

Integrity:

Good

History:

The railway was opened to Woomelang in 1899, and a school established there the following year. It was subsequently replaced by the present building, which was made a consolidated school in 1946.

Significance:

C. An important element in the Woomelang "railway town".

Recommendations:

Protect

Sources:

Education Department of Victoria: "Vision and Realisation (1973).

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Willangie East Memorial School No. 3610

Location: Willangie East



Map Reference: 1:100,000, Birchip, 7426
GR:

Historic Theme: 2.4 Monuments

Construction Date: 1909 (School), 1985 (Monument)

Constructing Agency:

Alterations: School demolished

Description: School site, skirted on its south side by an irrigation channel and containing recent tree plantings. A memorial stone marks the site, and was erected in 1985.

Condition: Poor (school)

Integrity: Poor (school)

History:

Significance: D.

Recommendations: Protect

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Beulah West Public Hall

Location: Beulah West



Map Reference: 1:100,000, Hopetoun, 7326
GR 60.23, 6.15

Construction Date: 1922

Constructing Agency:

Alterations: nil

Description: An Edwardian timber framed weatherboard clad hall, rectangular on plan with kitchenette(?) at rear and multi-paned double hung windows, protected on the north face with a bracketed sunhood. Inside, a vertical timber dado is complemented by a battened plywood fill with similar, white, ceiling. The picket fence and gate are important elements.

Condition: Good

Integrity: Good

History:

Significance: C.

Recommendations: Protect

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Public Hall: Merringur

Location: Merringur township



Inspection: April 1986

Map Reference: 1:100,000, Lindsay, 7129
GR: 61.94, 5.30

Historic Theme: 7.12 Public Halls

Construction Date:

Constructing Agency:

Alterations: nil

Description: A large gable roofed timber framed building with weatherboard linings and projection box cantilevered out over the front entrance. Used for public meetings, gatherings, and as a picture theatre.

Condition: Good

Integrity: Good

History:

Significance: C. A key building in the township since its inception.

Recommendations: Retain

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Natya Hall

Location: Natya



Map Reference: 1:100,000, Weimby, 7528
GR: 61.29, 7.03

Construction Date: c.1929

Constructing Agency: District settlers

Alterations: Additions

Description: A gable roofed, ripple iron clad hall with recent additions at each end.

Condition: Good

Integrity: Fair

History:

Built c.1929 by the Natya district settlers, following settlement in this area after the First World War, this hall was the social centre of an area served by the now abandoned commercial centre at Natya. It was renovated and enlarged in 1968.

Significance:

C. The Natya Hall and railway station are the only remaining elements of the former centre still in use.

Recommendations:

Maintain

Sources:

S. Wilkins: "Back to Natya - 1986" (1986)

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Sea Lake War Memorial Hall

Location: Sea Lake



Inspection: May, 1986

Map Reference: 1:100,000, Birchip, 7426
GR: 60.70, 6.68

Historic Theme: 7.11 Recreation

Construction Date:

Constructing Agency:

Alterations: nil

Description: A large timber framed hall with corrugated iron clad gabled roof, T shaped on plan, and having a monumental entrance porch with booking offices, consisting of a pedimented and part wood shingled parapet with bracketted sunhood. The walls generally have timber dados and half timbered asbestos cement fills to raked eaves.

<u>Condition:</u>	Good
<u>Integrity:</u>	God
<u>History:</u>	
<u>Significance:</u>	C
<u>Recommendations:</u>	Protect
<u>Sources:</u>	

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Torrita Public Hall
Location: Ouyen Highway, Torrita



Inspection: May, 1986
Map Reference: 1:100,000, Underbool, 7227
GR: 61.09, 5.85
Historic Theme: 7.12 Public Halls
Construction Date:
Constructing Agency:
Alterations: nil
Description: A timber framed ripple iron clad building with Dutch gabled roof lined with corrugated iron and roof ventilators. The doors, windows, fascias and barges are the only timber elements. The roof and wall ventilators are expressed as part of the design. A murray pine hitching rail is located alongside.
Inside, the framing is expressed, the external linings also forming the internal linings.

Condition:

Good

Integrity:

Good

History:

Significance:

A. An intact public hall typical of many built in the semi-desert climate of the Mallee during the initial period of settlement, and adopting an architectural form consistent with the limited availability of building materials and the need to accommodate extreme climatic conditions. At the local level, the hall is an important expression of the vanishing settlement at Torrita, the railway station building now being severely vandalised and the last shops having closed earlier this year.

Recommendations:

Place on State Register of Historic Buildings, and ensure appropriate maintenance occurs.

Sources:

LAND CONSERVATION COUNCIL

MALLEE AREA REVIEW 1986

Item: Wonga Hut
Location: Wyperfeld National Park



Map Reference: 1:100,000
Map Reference: 1:100,000, Hopetoun, 7326
GR: 60.61, 5.95
Historic Theme: 7.11 Recreation
Construction Date: 1934
Constructing Agency: Former National Parks Service
Alterations:
Description: A gable roofed, timber framed and corrugated iron clad visitor's shelter, with perimeter seats and two tanks.
Condition: Good
Integrity: Good
History: The original Wonga Hut was a cypress pine log hut used by shepherds on the Wonga Lake run. It was burnt down or demolished, the present hut being built for the use of park visitors in 1934.
Significance: C. Of significance possibly as an early purpose built National Parks Service structure.
Recommendations: Maintain
Sources: C. F. & L. Departmental files.