

# RURAL CITY OF SWAN HILL HERITAGE STUDY STAGE II

## INTRODUCTION & RECOMMENDATIONS



*Photo: Log outbuilding, Tyntynder Homestead (HO6)*

**VOLUME 1**



RURAL CITY OF SWAN HILL  
HERITAGE STUDY  
STAGE II

**INTRODUCTION & RECOMMENDATIONS**

**VOLUME 1**

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This report is Volume 1 of a three-volume set, comprising:

<b>Volume 1</b>	<b>Introduction and Recommendations</b>
Volume 2, Part I	Heritage Place Datasheets: A-R
Volume 2, Part II	Heritage Place Datasheets: S-Z
Volume 3	Heritage Overlay Precincts

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## 1.0 INTRODUCTION

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### 1.1 Background and Brief

Stage One of the Rural City of Swan Hill Heritage Study commenced in 1998. The report, prepared by Andrew Ward in association with Robyn Ballinger, Karen Olsen *et al.*, included the establishment of potential sites of heritage significance, and some 204 places were identified across the entire municipality.

For each of these, draft datasheets were prepared which included a photograph, address and mapping details, date of survey, and scant historical information where this was easily available. Stage Two of the study involved a re-assessment of these sites with a view to definitively establishing their cultural significance. The sites were graded, A, B or C, to determine which should be given protection by the heritage overlay of the planning scheme.

### 1.2 Methodology

The review of potential heritage places involved a survey of all individual sites identified in Stage One of the heritage study. Each structure, tree or feature was re-visited, and recorded. Physical investigation and historical research were undertaken with a view to establishing the cultural significance of each site, based on the accepted criteria. Those places deemed to be worthy of inclusion on the Heritage Overlay Schedule to the local planning scheme were graded A, B or C. Sites not recommended for such listing included those which had been demolished or irreversibly altered since the original Stage One survey, or other places which did not otherwise meet the criteria for A, B and C grading as set out below.

The following report contains datasheets for *all* of the places originally identified in the Stage One study. This includes those buildings which have been demolished since, and buildings which have not been recommended for heritage overlay protection. The datasheets for these latter places may include useful information in relation to thematic context, and policies for interpretation.

A number of places identified in the Stage One study consisted of several buildings or elements. These included rows of Railway Departmental Residences at Swan Hill and Nyah West, the Flying Boat Repair Depot site at Lake Boga, individual houses with significant trees, such as Dowling House and Tyntynder Homestead, and various church and school reserves. Where the relationship between individual elements was considered important, such as the churches and schools, they were discussed collectively within a single datasheet. In those cases where the relationship between the various components was less pertinent, such as the departmental dwellings, or where assessments, significance or policies differ greatly, such as significant trees in the curtilage of significant buildings, it was deemed more appropriate to provide a separate datasheet for each element. In these cases, the original alphanumeric designation from Stage One was further broken down by a suffix of 'a', 'b', 'c' and so on.

As a result of this division of places, and the addition of several previously unidentified places, the original Stage One figure of 204 places was increased to 223. Of the 223 places surveyed, six were A-graded, 73 were B-graded, and 128 were C-graded. There were sixteen places that were not graded owing to demolition or insufficient levels of significance. Of the 208 places recommended for planning scheme protection, there were three sites (namely the bridges over the Murray River) which were technically located in News South Wales, not Swan Hill, and the recommendation was made for them to be protected under the planning scheme of their respective municipalities. One B-graded place, designated as HO98, was removed from the study by resolution of the Swan Hill Rural City Council on Tuesday, 14 August 2001.

A number of potential heritage precincts, previously identified, were also studied in more detail. Four of these were recommended for inclusion on the local planning scheme as heritage Overlay precincts. Datasheets for these are included in Volume Three.

### 1.3 Constraints

Historical research for some sites was very time consuming as several sources often needed to be consulted before useful data could be obtained. Written sources included local telephone directories, Electoral Rolls, the Swan Hill Regional Library Local History Collection, Certificates of Title, institutions, and publications dealing with specific localities. Oral sources included local residents who often provided leads to more knowledgeable and reliable sources which required considerable following-up. In spite of the time involved, this often led to vastly superior information on which to base an assessment.

In terms of fieldwork, the most obvious constraint was the considerable distances which had to be covered in order to survey and assess over 200 places of potential heritage significance. This inherent constraint was further compounded by variable roads and occasional difficulties which were experienced in trying to locate some of the more elusive places. In some instances, insufficient or conflicting information was provided. Several of the draft datasheets from the Stage One study, for example, did not include precise street addresses, AMG co-ordinates, or even photographs, and a few of the places were plotted incorrectly on the accompanying maps. Sometimes multiple visits were required before a site could be located. A few particularly obscure and elusive places, such as the Survey Trees in Cocamba and the Charcoal Burning site at Kyndalyn, could not be located without the services of a knowledgeable local resident or property owner on site.

Physical accessibility was also a constraint. Of the 204 places identified in Stage One, only one could not be visited at all. The location of the pumping station site at Coreena Bend was pinpointed through research and oral history, but the actual site was found to be inaccessible by normal means. Similarly, the full extent of the remaining portion of the Takasuka levee bank, located within the Vinifera State Forest, could not be fully determined without a four-wheel-drive vehicle.

Internal inspections of buildings were not a requirement of the Stage Two Study but were undertaken on an somewhat informal basis. Several owner/occupiers generously allowed brief interior inspections of private residences, and any significant internal features were duly noted for inclusion in the written descriptions of the relevant datasheets. In the case of public halls, churches and other non-residential buildings, internal inspections were only possible if they were being used, or were otherwise accessible, at the particular time that the property was being surveyed. As such, internal descriptions of buildings are included only where this information was available at the time of surveying, and the absence of this information should not be construed as an acknowledgement that the interior space of a given public building is not integral or contributory to its significance.

### 1.4 Assessment of Cultural Significance

#### 1.4.1 Accepted Assessment Criteria

All places of potential heritage significance in Swan Hill were assessed in relation to the accepted criteria for establishing cultural significance. The following criteria were used, as adopted by the Victorian Heritage Council and used by Heritage Victoria (HV) to assess places for possible inclusion on the *Victorian Heritage Register*, and by the Australian Heritage Commission (AHC) to assess places for inclusion on the *Register of the National Estate*.

**HV A** The historical importance, association with or relationship to Victoria's history of the place or object.

**AHC A3** Importance in exhibiting unusual richness or diversity of cultural landscapes or features.

- AHC A4** Importance for association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of Victoria.
- AHC H1** Importance for close associations with individuals whose activities have been significant within the history of Victoria.
- HV B** The importance of a place or object in demonstrating rarity or uniqueness.
- AHC B2** Importance in demonstrating a distinctive way of life, custom, process, land use, function or design no longer practised, in danger of being lost, or of exceptional interest.
- HV C** The place or object's potential to educate, illustrate or provide further scientific investigation in relation to Victoria's cultural heritage.
- AHC C2** Importance for information contributing to a wider understanding of the history of human occupation in Victoria.
- HV D** The importance of a place or object in exhibiting the principal characteristics or the representative nature of a place or object as a part of a class or type of places or objects.
- AHC D2** Importance in demonstrating the principal characteristics of the range of human activities in the Victorian environment (including way of life, custom, process, land-use, function, design or technique).
- HV E** The importance of the place or object in exhibiting good design or aesthetic characteristics and/or in exhibiting a richness, diversity or unusual integration of features.
- AHC E1** Importance for a community for aesthetic characteristics held in high esteem or otherwise valued by the community.
- HV F** The importance of the place or object in demonstrating or being associated with scientific or technical innovations or achievements.
- AHC F1** Importance for its technical, creative, design or artistic excellence, innovation or achievement.
- HV G** The importance of the place of object in demonstrating social or cultural associations.
- AHC G1** Importance as a place highly valued by a community for reasons of religious, spiritual, symbolic, cultural, education, educational, or social associations.
- HV H** Any other matter which the Council considers relevant to the determination of cultural heritage significance.

While according with the criteria, whether or not a place was considered eligible for listing at the national, state or local level was dependant upon whether or not it met the threshold for significance.

#### **1.4.2 The Local Context**

The history of the Rural City of Swan Hill inevitably revolves around pasture, salinity, drought and the ability of the land to sustain European methods of agriculture. It was these problems which surfaced in the early years of European occupation which inhibited more intense and sustainable development which has more or less occurred post World War I and also since World War II. The history of the municipality is consequently quite young compared with other parts of Victoria.

The environmental difficulties experienced by settlers meant that the area was not as wealthy or given to the opulent display, seen in the gold regions or in richer pastoral areas. Buildings were more modest and often rudimentary or intended to be temporary, but have survived. While places like Ballarat, Bendigo and Geelong reflect an earlier period of development founded upon the wealth brought by gold, wool and grain, the municipality of Swan Hill is marked by places (buildings, objects, vegetation, technological structures/elements) which are demonstrative of the remoteness of the Mallee, exploration, agriculture and pastoral pursuits in a hostile environment and small town development, finally enabled by the railway and more reliable water supply. Nevertheless there were some grand public buildings which have since been demolished.

The often sporadic development, frequently as a consequence of salinity, drought, dust, depressed commodity prices and depopulation, meant that towns and streetscapes often lack the homogeneity and aesthetic distinction experienced in the metropolis and older regional centres. The cultural heritage significance of remaining places in the Rural City of Swan Hill therefore lies more often in their ability to demonstrate the history and often struggling development of the area, rather than in any intrinsic aesthetic (architectural) merit. As such, the heritage places more typically have historic, scientific (technological) and social significance in providing tangible links to the area's past which enables long-time residents to remain connected with the past and new settlers and recent generations to understand and relate to the adversity and hardship of earlier times.

In terms of integrity, it is often part of their rural character and evolution that buildings and structures are not intact and that they have been altered in a variety of ways which are probably not in accord with more typical conservation values. Further, where there has been no heritage regime this is only to be expected. Importantly, this characteristic is part of life in rural Australia, compared with more metropolitan areas, where people make-do with often meagre, or infrequent, resources and a lack of intactness should not be viewed as demeaning heritage significance when assessing aesthetic value in this context

## **1.5 Gradings**

When assessing places against the accepted criteria of Heritage Victoria and the Australian heritage Commission, and in the local context of historic development within the municipality, a hierarchy of significance has been established. All places have been given a grading of A, B or C in accordance with the degree to which they meet the thresholds of the respective criteria. Places which were not graded are not recommended for inclusion in the Schedule to the Heritage Overlay of the Swan Hill Planning Scheme.

### **1.5.1 Grade A Places**

Grade A places are places which are of state and national importance, and are irreplaceable parts of Australia's cultural heritage. The loss of these places, for example by demolition, removal or redevelopment, would have a fundamental adverse impact on the cultural heritage of Swan Hill, and the state of Victoria. Likewise their loss as a consequence of disaster and catastrophe would have a similar impact.

Grade A places are recommended for inclusion on the *Victorian Heritage Register*, the *Register of the National Estate*, and the Heritage Overlay schedule of the Rural City of Swan Hill Planning Scheme.

### **1.5.2 Grade B Places**

Grade B places provide evidence of the historical, agricultural and social development of the municipality, often on a regional level (the Mallee), because of geography and distance, rather than a local level (Rural City of Swan Hill) as defined by current municipal boundaries. Such places

may make a considerable scientific (technological) or aesthetic contribution. The loss of these places would adversely impact upon the cultural heritage of the region and the municipality.

Grade B places are recommended for inclusion on the *Register of the National Estate* and individual Heritage Overlay controls in the Planning Scheme.

### 1.5.3 Grade C Structures

Grade C places are of local significance, and are representative of the historical, scientific, aesthetic or social development of the Rural City of Swan Hill. The loss of these places would have an undesirable impact upon the cultural heritage of the municipality.

Grade C places are recommended for individual Heritage Overlay controls.

### 1.5.4 Recommendation for inclusion on the *Victorian Heritage Register* and/or the *Register of the National Estate*

*Places already included on the Victorian Heritage Register*

Site No.	Locality	Address	Building/Object	Type
HO52 (M1)	Manangatang	70 Wattle Street	Manangatang Railway Station	Railway station
HO153 (SH11)	Swan Hill	Pioneer Settlement, Monash Drive	PS <i>The Gem</i>	Paddle steamer

*Additional places recommended for inclusion on the Victorian Heritage Register*

Site No.	Locality	Address	Building/Object	Type
HO6 (Be1a)	Beverford	Murray Valley Highway	Tyntynder Homestead	House
HO7 (Be1b)	Beverford	Murray Valley Highway	Red or Grey Mallee Gumtree	Tree
HO102 (R2)	Robinvale	River Road	Windmill and pumping station	Pumping station
HO129 (SH26)	Swan Hill	112 Curlewis Street	Burke & Wills Tree (Moreton Bay Fig)	Tree

*Places already included on the Register of the National Estate*

Site No.	Locality	Address	Building/Object	Type
HO6 (Be1a)	Beverford	Murray Valley Highway	Tyntynder Homestead	House
HO32 (LB6)	Lake Boga	33 Hayes Road South	Murrabit Station Outbuildings	Outbuildings
HO41 (LB4)	Lake Boga	Murray Valley Highway	Burke & Wills Clump	Site
HO40 (LB8)	Lake Boga	Murray Valley Highway	Cannie Ridge Irrigation Pump	Pumping station
HO68 (Ny2)	Nyah	River Street	SR&WSC Pumping Station (Nyah Historic Pump House)	Pumping station
HO195	Woorinen	Chillingollah Road (cnr North-South Road)	Woorien Memorial Hall	Hall

*Additional places recommended for inclusion on the Register of the National Estate*

Site No.	Locality	Address	Building/Object	Type
HO1 (A1)	Annuello	Sea Lake-Robinvale Rd	Bryden's Tank	Tank
HO9 (BB2)	Boundary Bend	Cnr Kooloonong Road and Murray Valley Highway	<i>Eucalyptus porosa</i> (Black Mallee Box)	Tree
HO22	Coonimur	O'Bree Road	Clairemonte farmhouse	House
HO26	Kenley	Coghill Road	Wilga trees	Trees
HO30 (Ky1)	Kyndalyn	Murray Valley Highway	Charcoal Burning Site	Burning Site
HO31 (LB3)	Lake Boga	Cemetery Road	World War 2 plots (cemetery)	Graves
HO33 (LB13)	Lake Boga	6 Kunat Street	St Joseph's Catholic Church	Church
HO34 (LB2)	Lake Boga	Lalbert Road	World War 2 bunker	Bunker
HO36 (LB11)	Lake Boga	9-13 Marraboor Street (cnr Kerang Street)	Commercial Hotel	Hotel
HO39 (LB1b)	Lake Boga	Murray Valley Highway	No.1 Flying Boat repair depot (former generator house, store and switch room)	Store
HO40 (LB8)	Lake Boga	Murray Valley Highway	Long Lake Pump (Cannie Ridge Irrigation Pump)	Pump
HO43 (LB1a)	Lake Boga	Willakool Street	No.1 Flying Boat repair depot (former communications bunker)	Bunker
HO44 (LB14)	Lake Boga	2 William Street	State School No. 3278	School
HO52 (M1)	Manangatang	70 Wattle Street	Railway Station	Railway Station
HO55 (Mi1)	Miralie	Flume Road (corner Lucas Lane)	Flume	Flume
HO56 (Mi2)	Miralie	Miralie-Cocamba Road	Tyntynder Main Channel Remnant	Channel
HO61 (N3)	Natya	Possum Flat Road, Natya	Freeland's Tank	Tank
HO63 (Ny4)	Nyah	Murray Valley Highway	"Two Bays"	Homestead
HO64 (Ny3)	Nyah	Murray Valley Highway (corner Monash Ave)	Concrete basin	Well
HO65 (Ny1)	Nyah	Murray Valley Highway (Hill Street)	Nyah District Memorial Hall	Hall
HO75 (NW6)	Nyah West	14 Lloyd Street	Former Picture Theatre	Theatre
HO77 (NW10)	Nyah West	Monash Avenue (cnr Frederick Street)	<i>Eucalyptus cladocalyx</i> [Sugar Gum]	Tree
HO81 (NW1)	Nyah West	16 Station Street	Grand Hotel	Hotel
HO82	Nyah West	Station Street	Mildura Co-op Fruit Co. Ltd. buildings	Warehouse



Site No.	Locality	Address	Building/Object	Type
(NW2)			Ltd. buildings	
HO88 (P1)	Pira	Chillingollah Road	Farmhouse and outbuildings	House
HO93 (Pi4)	Piangil	72 Murray Street	former grocer's shop	Shop
HO95 (PF1)	Possum Flat	Possum Flat Bushland Reserve	Tank	Tank
HO96 (R4)	Robinvale	Bromley Road	Robinvale Railway Station	Railway Station
HO97 (R5)	Robinvale	82 Herbert Street	Former Roxy Theatre	Theatre
HO98 (R18)	<b><i>This place DELETED from the study by resolution of the Swan Hill Rural City Council on Tuesday, 14 August 2001</i></b>			
HO99 (R1)	Robinvale	McLennan Drive	Robinswood	Homestead
HO100 (R6)	Robinvale	70 Perrin Street	Robinvale Hotel	Hotel
HO101 (R7)	Robinvale	Pump Road (off Murray Valley Highway)	SR&WSC Pumping Station	Pumping Station
HO102 (R2)	Robinvale	River Road	Windmill and pumping station	Pumping station
HO108 (SH1)	Swan Hill	114-116 Beveridge Street	Former Masonic Lodge (now Rio Vista Receptions)	Hall
HO110 (SH38)	Swan Hill	300 Beveridge Street	Uniting Church	Church
HO113 (SH40)	Swan Hill	318-320 Beveridge Street	Terrace	Houses
HO119 (SH22)	Swan Hill	121-123 Campbell Street	Former bulk store	Shop
HO120 (SH18)	Swan Hill	182 Campbell Street	White Swan Hotel	Hotel
HO122 (SH17)	Swan Hill	212 Campbell Street	Former Moran & Cato Store No. 97 (now Newsagency)	Shop
HO123 (SH65)	Swan Hill	313 Campbell Street	John Knox Presbyterian Church	Church
HO125 (SH33a)	Swan Hill	395 Campbell Street	Former house and service station (now shop)	House, Service Station
HO127 (SH32)	Swan Hill	front, 429 Campbell Street	Carob Bean Tree	Tree
HO128 (SH2)	Swan Hill	90 Curlewis Street	Former Butter Factory (now Swan Hill and District Funerals)	Factory
HO129 (SH26)	Swan Hill	112 Curlewis Street	Burke & Wills Tree (Moreton Bay Fig)	Tree
HO131 (SH10)	Swan Hill	Curlewis Street	Railway Station complex	Railway Station
HO132 (SH13)	Swan Hill	2 Everingham Street	Former house (now Everingham Street	House

Site No.	Locality	Address	Building/Object	Type
			Surgery)	
HO137 (SH7)	Swan Hill	4 McCallum Street	Former National Bank (now offices)	Bank
HO139	Swan Hill	51 McCallum Street	Office	Office
HO140 (SH4)	Swan Hill	McCallum Street (cnr Monash Drive)	Water tower	Water tower
HO142	Swan Hill	McCallum Street (cnr Splatt Street)	Water Tower	Water tower
HO143 (SH6)	Swan Hill	McCallum Street	Swan Hill Town Hall	Hall
HO145 (SH24)	Swan Hill	47 McCrae Street	Memorial Hall	Hall
HO146 (SH60)	Swan Hill	51 McCrae Street	Former Fire Station (now part of McKillop College)	
HO147 (SH57a)	Swan Hill	McCrae Street (corner Splatt Street)	Former State School No. 1142 (now McKillop College) Staffrooms	School
HO148 (SH157b)	Swan Hill	McCrae Street (corner Splatt Street)	Former State School No. 1142 (now McKillop College) Classrooms	School
HO149 (SH157c)	Swan Hill	McCrae Street (corner Splatt Street)	Former State School No. 1142 (now McKillop College) Administration Block	School
HO157 (SH50)	Swan Hill	10-32 Pye Street	Swan Hill High School	School
HO166 (SH54)	Swan Hill	42 Splatt Street	Elwood	House
HO168 (SH58)	Swan Hill	85 Splatt Street	Crail	House
HO169 (SH8)	Swan Hill	89 Splatt Street	Water tower	Water tower
HO171 (SH67)	Swan Hill	1 Wilson Street	House	House
HO175 (U1)	Ultima	1 Breen Street	Ultima Hotel	Hotel
HO176 (U6)	Ultima	1 Condeley Street	House	House
HO181 (U4)	Ultima	29 Dillon Street	Ultima Post Office	Post Office
HO185 (U9)	Ultima	21 O'Connor Street	Holy Trinity Anglican Church	Church
HO186 (U5)	Ultima	Vernon Street ( cnr Dillon Street)	War Memorial	Memorial
HO188 (V1)	Vinefera	Murray Valley Highway	Takasuka Levee bank	Levee Bank
HO198 (WS3)	Woorinen South	8 Smith Street	Fairfield Hall "Buffalo Lodge Hall"	Hall

Site No.	Locality	Address	Building/Object	Type
HO209 (Y1)	Yungera	Murray Valley Highway	Yungera Homestead	House

## 1.6 Datasheets

Datasheets have been prepared for all places identified in the Stage One study, regardless of the whether they are actually recommended for inclusion in the Heritage Overlay schedule of the Swan Hill Planning Scheme.

Each datasheet contains:

- the current and former name (where applicable) of the place
- the address of the place and its AMG co-ordinates
- the original reference number, as designated under Stage One of the study
- the grading, indicating its level of significance
- the date of construction (if known)
- the ownership
- the condition and intactness of the place (good, fair or poor)
- a brief description or diagram outlining the curtilage which should be maintained around places in order to preserve their setting where it is not immediately obvious. This information is not provided for houses, etc, on ordinary building allotments.
- a table of existing and recommended listings: *Victorian Heritage Register*, *Register of the National Estate*, National Trust of Australia (Victoria), Rural City of Swan Hill Planning Scheme Heritage Overlay Controls. It is noted that no recommendations were made regarding classification by the National Trust, as this offers no statutory protection.
- a brief history of the place
- a physical description of the place
- a thematic context for the place, both in terms of the accepted criteria of the Australian Heritage Commission as well as the *Thematic Environmental History* prepared by Robyn Ballinger as part of Stage One of the heritage study.
- a statement of significance
- a list of references indicating sources of historical information
- recommendations and specific policies for interpretation, conservation, etc
- the original source and date of identification, taken from the Stage One study

## 1.7 Heritage Programme

### 1.7.1 Implications of Heritage Listing

The Heritage Study has now identified, assessed and recommended approximately 200 places for inclusion in the Schedule to the Heritage Overlay to the Swan Hill Planning Scheme. These include individual buildings, structures, ruins, landscape features, trees and precincts in towns, forests and agricultural areas. This process is statewide and has already been undertaken by many municipalities in Victoria and is continuing progressively in other municipalities where a heritage study has not yet been undertaken. Similar processes are undertaken in other states, including New South Wales which shares a common border with the Rural City of Swan Hill. This is important in relation to places along the river. Once these places are included in the Schedule to the Heritage Overlay as part of an adopted planning scheme amendment permits will be required for certain works.

### 1.7.2 Planning Scheme Amendment

Council should now consider and adopt the findings of the Stage Two Study, and prepare a planning scheme amendment to include all of the recommended places under the Heritage Overlay. As part of the public exhibition process, all property owners should be sent a letter of explanation as to why heritage protection is being implemented and a copy of the relevant data sheet. The letter should also advise affected owners that permits are required for certain works and not for others and should make it quite clear which works permits are required for and which are not, so as to dispel popular myths that nothing can be changed or that the process is onerous and costly. This is set out in *Clause 43.1* of the planning scheme (*See below*). To further assist, two public consultation sessions could be held in the north and south of the municipality at which affected owners could talk with the consultants. This is often a more fruitful process than a public meeting.

In preparing a planning scheme amendment, Council should review the Municipal Strategic Statement (MSS) (*Clause 21*) and the Local Planning Policy (LPP) (*Clause 22*) with reference to the heritage study. Presently the relevant sections of the above clauses are either weak, or very general, or vague in relation to heritage, and as a consequence need strengthening so that Council has a firm base on which to rely. Useful models which could be referred to are Port Phillip and Yarra Planning Schemes which are very clear in relation to the value placed on heritage places and the need to protect them. Depending upon when the MSS was last reviewed, it may be appropriate to do this as part of the triennial review if that is imminent.

In doing this, other planning objectives should be reviewed in relation to the heritage objectives. While there will always be differing and competing objectives of the planning scheme which may bring heritage into conflict with say commercial development, some attempt should be made to try and eliminate as many conflicts as possible and have a suite of policies which better dovetail with heritage policies. In some instance, places would, or should, also be covered by another overlay such as a Design and Development or Natural Vegetation. The Stage Two Study was focussed on heritage and consequently recommendations were made in relation to the Heritage Overlay. In the case of some natural features such as trees, consideration of an overlay different from heritage might be appropriate.

### 1.7.3 Permit Process

The purpose of the Heritage Overlay is clearly set out under *Clause 43.01* of all planning schemes in Victoria. There is no need to reiterate that purpose here, suffice to say, that the intent is to conserve and enhance heritage places and maintain their cultural heritage significance. Given that cultural significance most likely will be impacted upon by works, including alterations and additions, painting, tree removal, and by demolition, an owner is required to apply for a planning permit for any proposals covered by *Clause 43.01-1*. Clearly if the proposal recognizes, and is in sympathy with the cultural heritage significance of the place, in all likelihood it should be permitted. Conversely proposals which will result in an adverse effect on the significance of a place should not be permitted. The basis on which any decision is made is set out under *Clause 43.01-5*. As a general rule, works which are not visible from the street and which do not involve significant loss of heritage fabric would in the normal course of events be likely to be approved.

In the Schedule to the Heritage Overlay is a number of specific controls which might apply. These include controls over external paint colours, internal alterations, trees, outbuildings and fences and prohibited uses. It is not proposed to introduce a specific control over these items with regard to places included under the heritage overlay.

In implementing the permit process with respect to heritage places, it would be advisable to involve a suitably qualified heritage advisor to assist the planning staff and Council, particularly

in the initial stages. This might be a conservation professional on a contract basis or a heritage advisor engaged by the Council. Given that the volume of applications is likely to be low, it might be appropriate to liaise with another municipality with the appropriate skills, such as Bendigo. It would be most useful if the input of the heritage advisor is obtained at an early stage of the process so as to be able to guide the project rather than at a later stage when change may be difficult or resisted and debate may become adversarial.

#### **1.7.4 Heritage Guidelines**

Many municipalities have prepared guidelines with respect to alterations, additions and infill in relation to heritage places. These are variously reference or incorporated documents under the relevant planning scheme or otherwise relied on by the responsible authority. Such Guidelines are particularly useful in metropolitan areas which have high heritage value and density and which are subject to development pressures. Many of these areas have distinctive streetscapes and a degree of homogeneity derived from consistent setbacks, building and period styles, heights, vegetation and the like.

Swan Hill, because of its rural nature lacks these characteristics, except in the precincts where they are as pronounced as in the city. In addition, building styles vary greatly, were often originally unorthodox, or vernacular, rather than academic or mainstream styles such as Californian Bungalow, Art Deco and the like. Of the buildings surveyed, perhaps the most consistent style and group is the high-roofed, gabled Departmental houses, often with integral verandahs beneath the roof line. In many instances they have been built-in with sleepouts, and other enclosures presumably as relief from heat and sun.

Elsewhere there is a high degree of diversity and vernacularization in the original designs which is a characteristic of rural Australia, and which have been further modified by various alterations and additions which are frequently at variance with more orthodox conservation practice. That is not to say that all works which have been carried out are good or appropriate, and in some instances there are alterations which should be reversed. To prepare strict guidelines, therefore would potentially mitigate against the diversity or individuality which exists within the building stock and which is an essential part of its nature and character. The most effective strategy would be to increase public awareness of the value of heritage buildings in the municipality and then approach each building on an individual basis which focuses on what is appropriate for it, rather than what is required by a generic, or academic, set of guidelines. Simple actions which could be broadly encouraged, and which are not expensive to do, are reinstatement of missing verandah details, timber-framed windows where replaced by the ubiquitous aluminium sliding windows and appropriate paint colours.

During a recent survey it was observed that many roofs are being replaced however, it was not clear what material was intended. If the wrong materials are used, such as the c.1970s epidemic of mock tile roofs in Melbourne's inner suburbs, this would be a cause for concern. Where roofs are corrugated galvanised steel, the same materials with the same sheet lengths should be used. They could be coloured any heritage colour or left unpainted.

Should, Council require Guidelines, reference could be made to those which are current in the Cities of Port Phillip, Yarra and Hobson's Bay which include a number of nineteenth and twentieth century typical styles. It would appear unnecessary to prepare a set of guidelines specifically for Swan Hill, although some building style sheets may be useful to issue to impending applicants and perhaps should be considered.

#### **1.7.5 Interpretation and Tourism**

Swan Hill is not generally associated with heritage in the way that Maldon, Beechworth, Port Fairy, Bendigo or Ballarat are. Therefore to find towns such as Nyah West is almost a surprise.

Swan Hill's development is evidenced today by modest buildings which emanated from attempts at settlement and taming of a hostile climate and which survived the various subsequent ebbs and tides. The few grand buildings which Swan Hill had, have been demolished and a number of the pioneer buildings have been relocated to the Pioneer Settlement. It is therefore important to interpret what remains at large for the visitor and for the people who live in the municipality. For example, at face value, Campbell Street appears largely devoid of heritage features however, a careful examination of the buildings reveals that in fact some early twentieth century buildings survive behind a plethora of aluminium clad facades, modern awnings and sundry other intrusions. A comparison of these with early photographs showing double storey verandahs, blinds etc. imparts a completely different impression of Swan Hill. The same could be said of other places in the municipality.

It is recommended that Council encourage relevant owners of heritage places to reconstruct missing details in accord with heritage evidence. In the case of Campbell Street, reinstatement of heritage features would not be contrary to modern commercial activity and would provide some attraction to tourists. Elsewhere, such as Nyah West, property owners should be encouraged to maintain the existing character of the street which emanates from painted signage, a variety of higgeldy piggeldy verandahs and shopfronts. In some instances things should be left more or less as they are as this is what makes them attractive. In other areas another dimension could be added to make places more attractive and to return their essential appearance and character.

Additionally, heritage trails, walks and brochures could be prepared. As the municipality stands, there is not a lot which is of interest to tourists other than designated sites such as the Pioneer Settlement or the PS Gem. The visitor does not gain any understanding of the history of the municipality through general touring as one gets in Ballarat or Beechworth. Two aspects which are of potential interest and tourist appeal are explorers routes and early history. The Major Mitchell and Hume and Hovell trails have been plotted and variously included in tourist guidebooks or cycle paths. It would be of interest to try and plot other trails of the early explorers in the municipality to provide a type of itinerary that, as Andrew Ward put it, tenacious tourists could follow. Another theme which would be of interest is the river, how it looked, and what it was like to travel. Deforestation and irrigation have taken their toll and any concept of the Mighty Murray plied by riverboats and punctuated by wharves and wood piles is hard to glean. While there are cruises on the Murray, they are more directed to pleasure than any real interpretation of the significance and experience of the river. At Swan Hill, there is no interpretation of the customs house, wharf etc. which makes the site rather meaningless and therefore at risk, such as by an ill-informed beautification project. Perhaps here illustrated signage would be of benefit. Any attempt to emulate some of the landscaping and 'improvement' of the banks with playgrounds and similar elements such as on the other side of the river should be resisted.

To a degree some appreciation can be gained of early coaching via a drive through some of the forest areas, such as the Vinifera Forest where tracks wind around trees as they would have done on the coaching routes. Similarly the Mallee scrub should be interpreted, After hearing stories of drought, dust, stump-jump ploughs and Mallee roots, the visitor is left without any idea of what this famous scrub, or its roots, looks like. It is something unique to the region and something which has tourist potential. Given its significance to the state of Victoria, it is worth interpreting for its heritage value.

*Recommendation:* Identify key themes and features within the municipality which demonstrate its history. Where feasible develop these as linear parks, trails or other links rather than as discrete sites and provide a guidebook/map or similar literature. Avoid installing a plethora of signs and plaques which cease to be interesting in proportion to the number read.

## 1.8 Funding

It is obviously preferable that Council regularly makes budget allocations to heritage and the promotion of cultural tourism in the municipality. In addition, Council should actively apply for tourism and heritage grants from sources such as Tourism Victoria, Heritage Victoria for places on the *Victorian Heritage Register* and the Australian Heritage Commission for listed heritage places, in addition to private philanthropic sources and sponsorship.

## 1.9 Future Work

Projects like the heritage study, invariably highlight issues which would benefit from further work which is beyond the scope of the original commission. This is one of the side-benefits of undertaking a heritage study in that it unearths aspects of the municipality's history and or built form that are of interest and which have not been adequately identified or focussed on previously. In this regard, a heritage study is not necessarily a finite document which covers *all* aspects of *all* of the municipality's heritage. Rather, it should address the bulk of it and highlight areas which would benefit from further work.

### 1.9.1 Review of the Stage One Thematic History

The 'Thematic History' prepared by Robyn Ballinger reads well and covers the obvious themes which influenced the development of the Mallee in the Rural City of Swan Hill, in varying degrees of depth. In necessarily attempting to cover a broad range of material within a defined word limit, there is an inherent imbalance in the level of treatment which appears to get briefer towards the end. By necessarily separating the themes in response to the brief, the picture of the cause-and effect of the removal of Mallee scrub, subsequent drought which reduced livestock numbers, followed by rabbits and dust, which in turn lead to cycles of erosion, depasturisation and depopulation, later to be redressed through better water supply and land management, is not as obvious, or riveting, as was the case in life. This is a function of the brief which views the thematic history as a framework within which to set heritage places.

It's major failing however, in the context of heritage planning, is that it does not link the history with the built form which demonstrates the history of the municipality. While on occasions, it mentions a number of buildings/structures, it does not indicate whether or not they are still there. On other occasions it does not mention any and the reader has no sense of what exists to represent the historical evolution of the area. Again this is due to the separate briefs for Stages 1 and 2 of the heritage study, the first being investigative and the second being an assessment and confirmation of heritage places. What needs to occur is the establishment of a specific link between the Thematic History and the Heritage Study to enable readers to have an appreciation of the area's history and what evidence of it remains.

The 'Thematic History' could have been enlivened with good illustrative material. In this regard, the recent *Traces of the Past: a Pictorial History of Swan Hill and District from Federation to the Present 1901-2001* by Graham Gardner is quite informative. Principally a pictorial history, the imperative was to have clear graphic material. This no doubt is a product of the intent and budgets allocated to each of the documents and for this reason may be an unfair comparison however it illustrates the point. If Council intends 'publishing' the thematic history and making it generally available, consideration should be given to commissioning the author to select and include appropriate illustrations. Given the current state of computer technology, it should be a simple task to scan photographs and plans into the document.

Some themes understandably captured this reader's imagination more than others and no doubt different themes will be of greater interest to others however, some questions remain unanswered. The section on 'Building of Towns' is more concerned with settlement and development rather than building leaving the reader wondering about building material and, where they came from; the often primitive nature of early hut; the acquisition and relocation of

buildings from elsewhere; and the nature of daily life in a hot, dry and dusty climate. Apart from a brief paragraph on shire buildings and some typological examples in Chapter 13, there is little about the nature of buildings and nothing on houses or homesteads. Further, there is no explanation of the apparently large numbers of houses, generally symmetrical in plan with a distinctive gabled ridge vent form with integral verandahs all included under a corrugated galvanised steel roof, which are of distinctive appearance in the area. Some are undoubtedly associated with the Railways, but what is the origin of the others? Commercial buildings are also lightly treated with no mention, at least in Swan Hill, of extensive verandahs draped in canvas blinds to repel the summer heat in Campbell Street or seemingly standard building plans such as exhibited by the Commercial Banks in Ultima and Chinkapook. Likewise no idea of the rather grand Swan Hill District Hospital, substantial post office or original shire hall in Swan Hill is conveyed thus leaving no framework in which to assess the civic substance of the municipality and why it has disappeared. Recognising the limitations of the brief, this is perhaps a separate study which could be taken up.

In terms of technical detail, the bibliography is quite comprehensive with the reliance having been placed on interpretation of primary source materials rather than simply a regurgitation of secondary sources and local legends. Where oral history has been included, it has been well-done. There are a few typographical errors which demonstrate a lack of proof-reading rather than ‘Spellchecking’. To include titles of legislation in Italics would have been helpful and the preferment of the term agriculture to horticulture would have been more correct. These are minor matters.

Finally, and overall, the document gives a broad picture of the major influences on the sporadic development of the Mallee. For the most part, the reader is able to grasp why the area was devoid of the more substantial buildings found in other regional centres and is able to marvel at the amount of sustainable development which has eventuated in the face of a hostile environment. Importantly the reader is engaged by the text and is left asking questions which hopefully will lead to future research and publication.

**Recommendations:** Publish the Thematic History, and the heritage study, either in hard copy or on the Council’s Website. Possibly expand it along the lines indicated above and include good quality graphics and layout which would assist in the broader promotion of heritage and cultural tourism in Swan Hill.

### **1.9.2 Buildings and Features**

The brief for Stage Two of the study focussed on addressing individual places and precincts identified in Stage One. A further survey of the municipality in general was not part of the brief. However, during the course of the study, a number of buildings which had not been identified as part of Stage One, were noted as being of some potential interest. For example, the old police station (No. 5) and other nineteenth century houses in Beveridge Street, and a barn behind 59 Murray Street, Piangil were not identified in Stage One. Similarly, there are a number of what appear to be standard plan ‘Departmental’ houses located throughout the municipality, particularly in rural areas. These are weatherboard houses, square in plan, with high pitched roofs with gabled vents, and encircling verandahs, some partly/completely infilled. In some instances, the verandah and adjacent vegetation obscures any view of the building proper and hence there may be many intact houses of this type lurking behind the verandah cladding and which may be better examples than those identified.

Some of these houses were identified in Stage One however, there are many examples which were not and which, after further investigation, may be worthy of planning scheme protection. That such places would be found was anticipated by the Stage One Study which noted that



‘given the size of the amalgamated municipality ... invariably there will be places which have not been identified through Stage One’<sup>1</sup>

Other sites worthy of further investigation include (but are in no way limited to) the following:

- Buildings formerly within the Swan Hill Residential Precinct:  
54 McCrae Street, 35 Beveridge Street, 237 Beveridge Street, 44 High Street, 12 Rutherford Street, 27 and 29 Splatt Street, 57 Splatt Street.
- Weatherboard house in Campbell Street, Swan Hill opposite the library and beside the petrol station (No 70?)
- former Marada Private Hospital, 210 Beveridge Street, Swan Hill
- former Dun Aros Private Hospital, 400 Campbell Street, Swan Hill
- former Hickey Residence, corner Campbell & Gray Streets
- former Grey Residence, corner Beveridge and Rutherford Streets
- former Presbyterian Manse, Curlewis Street, Swan Hill (built 1911)
- Ripple iron residence, west side of Murray Valley Highway, Nyah
- Mallee Stump Sheep Yards, Anuello
- Pump site, Wemen
- A typical fruit picker’s hut, Robinvale

**Recommendations:** Consider commissioning further work, to investigate these places with a view to including appropriate examples in the Heritage Overlay. This might best be taken progressively in separate stages which focus on smaller geographic areas so as to avoid the difficulty experienced in the past.

### 1.9.3 Water Features

Stage One of the Heritage Study identified a number of tanks which were further assessed as part of the Stage Two Study. Connected with these tanks was the system of channels, some built by original local waterworks trusts and later by the State Rivers and Water Supply Commission (SR&WSC). While the Wimmera-Mallee Stock and Domestic Supply System still pumps water to Manangatang from storage reservoirs in the Grampians, a broader irrigation programme originally instituted by the SR&WSC opened up the area to agriculture with the advent of a more reliable water supply system. This system combined a series of channels and flumes with the tanks to distribute water. Of these only the remnants of the Tyntynder Channel and flume, and some levee banks were identified and further assessed for heritage protection.

It is not clear on what basis any of the water supply features were identified in Stage One. In the case of tanks, there is considerable variety in their size, prominence, and level of topographic intactness. Was any given tank identified because it was the oldest, the biggest, or part of a complete system, or were they simply selected in isolation because they were identifiable compared with say those on private land or in forests?

Some tanks identified in Stage One were located near towns, and were obviously significantly associated with their early development; such tanks invariably became local landmarks, known by names such as Bryden’s Tank at Anuello, Freeland’s Tank at Natya, and Harvey’s Tank at Woorinen South. Many tanks identified in Stage One retained some remnants of associated structure, such as timber support posts (eg Woorinen South), brick channels (eg Bulga), metal pipes (eg Cocamba) or concrete sluices (eg Gheramin). Only a very small number, however,

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1 A Ward, et al. *Swan Hill Heritage Study. Stage One & Recommendations.* p. 4.

still retain the accoutrements of windmills (Annuello, Natya and Waitchie), or tank stands with horse troughs (Annuello and Natya).

It should also be noted that the tanks identified in Stage One represent only a proportion of remaining tanks within the municipality. Many comparable but unrecorded examples were seen during the process of traversing the municipality as part of the Stage Two survey. A broader study of the water supply system, would provide a systematic context in which to assess individual features within the municipality and also within the region. Such a study is a project in itself and outside the scope of the brief for the heritage study.

**Recommendation:** Undertake a study of the whole water supply system, in the appropriate season, such as was commissioned by the Land Conservation Council in relation to the Wimmera-Mallee Stock and Domestic Supply System<sup>2</sup>. In this regard, it may better for a local water authority or government agency in addition to, or instead of, the Council to fund and commission such a project. Include recommendations for the statutory protection and/or interpretation of features as appropriate.

#### 1.9.4 Coach Routes

Stage One of the Heritage Study recommended that the relationships between the coach routes and the water reserves should be studied further to identify remaining features. In pursuit of the eventually elusive coaching routes, the consultants set off on a field trip with a number of maps (1866-1907) which variously showed tracks, railway lines and coach routes. In addition, a number of known features, such as the mail bag tree at Tyntynder Homestead, the *Schinus molle* at Wood Wood and the punt site at Nyah were used as reference points in an attempt to locate evidence of any tracks on the ground. Ken Westmore was also contacted regarding evidence of a coach route on his land near Boundary Bend. However, to approximate the scale of the historic maps on the ground using current Ausmap 1:1,000,000 topographic maps was often impossible, the historic maps in some cases bore claims that they were not entirely accurate and users were asked to advise the publisher of any discrepancies. They also included numerous place names from which one could once have taken a bearing but which were no longer in existence. To a degree the consultants retired defeated. However, the following information does add to the body of material surrounding the coach routes.

A map of 1866 shows a track from Swan Hill connecting south to Kerang via Lake Boga and Bugurulipuet (?), south-west to Lalbert, Titybong [*sic*], Towaneny and Nunyeavour and north-west from Lalbert to Moortwoora.(?), east of Lake Tyrrell. Another route followed the Murray River via Tyntynder, Koronolotcluiet and Guyer, whence a branch turned west to Murmenan Yananne Merong, east of the top of Lake Tyrrell, via Nymala, Cow Plains and Malurcoop. From Guyer, the track continued northwards along the river passing through, *inter alia*, Woort Wort (Wood Wood) Pianeill (Piangil) Burra Burra, and Euston in NSW. Tracks on both sides of the Murray variously lead the way to the South Australian border. A track from Swan Hill went northwards into NSW, passing between Lake Poonmah and Poonipoor before turning north-east at Favora on the Wakool River, en route to Bathurst. The Swan Hill centennial publication provides some idea of the area at the time

At this time [1860s] Swan Hill was a decidedly small and primitive place. Coaches ran to Sandhurst [via Bridgewater], Balranald and Wentworth; and bullock teams brought up stores in summer whilst steamers plied on the river in winter.<sup>3</sup>

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2 Allom Lovell & Associates Pty Ltd

3 Swan Hill Centenary Council. *Swan Hill 1836-1936: the First Hundred Years*. [c.1936?]

Given that early settlement mostly occurred along the Murray River, it is not surprising that a principal route generally followed the course of the Murray River, generally followed today by the Murray Valley Highway. Other routes fanned out from the various rail heads.

The following description provides some insight into the state of the roads in 1896 in the north-west of Victoria

In some parts of the colony there are roads which in the dry season are good, but in the winter, or even after any copious downpour, they become next door to impassable. These conditions apply to the North and North-Western districts, particularly in the Horsham, Donald, and Kerang localities; and the farther you pursue your journey – into the Mallee country – this species of roadway is more pronounced. Gippsland, too, has a fair share of these good-weather roads and the writer's advice is to take trips in these localities in Summer and Autumn.<sup>4</sup>

Broadbent's map of 1896 shows the railway from Melbourne-Bendigo-Kerang passing through Lake Charm *en route* to Swan Hill. A good road, snaking across the railway line, is shown from Kerang to Swan Hill via Reedy Lake, Lake Charm and Lake Boga. From Kerang, a tramway connects to Koondrook. Just south of Reedy Lake a road heads west 16 miles to Lake Bael Bael and presumably the homestead, from whence a track heads south to Budgerum, Quambatook and eventually to Charlton. A track also connects Quambatook and Boort. The route from Swan Hill to Lalbert, Tittybong and eventually Donald, is still shown as a track, with a take-off from Tittybong to Kaneira. A road of fair condition went from Swan Hill to Tyntynder, a distance shown as 17 miles which approximates to Nyah and presumably the punt, and ten miles further north to an unmarked town which is presumably Piangil.

The accompanying description of the area, while perhaps encouraging touring cyclists with the promise of flat land but seasonal roads, perhaps equally discouraged them with the promise of uninteresting countryside

North-West – In this section is included the Mallee Country, and taken as a whole is probably the flattest portion of the whole country. Hills and mountains are rare, though there are a few lakes. The roads are for the most part good in Summer only. There is but little scenery, except where it touches [the North-central and South-East Sections].

In the extreme North-West the tourist will not find a great deal to interest him either in the roads or the scenery, and to describe in general terms the nature of the country in this corner of Victoria would be “plain” to “undulating”. It would also be dreary reading if one attempted to minutely details the highways [as in other sections of the Guide] – they are so much alike.

The consensus opinion of all who have ridden through, and those who are residents of this locality, is that as a general rule, the roads are fair to good in Summer, but bad in Winter. This flat country is composed of a reddish loamy soil, though in places, and more particularly within the Mallee belt, and to the extreme north (Kerang and Swan Hill) the soil is black. Yet, whether red or black, it is “intensely tenacious after the rain”. When the roads are dry and smoothed down by traffic, they are first class for cycling; but again, after an extended spell of dry weather, they are often covered with deep dust.<sup>5</sup> Riding would then be though not altogether impossible, to say the least, laborious. In the Mallee country however, there are exceptions to this species of road, notably coming south from Swan Hill through Lalbert to Wycheproof, and westward

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4 *Geo. R Broadbent's Road Map & Guide to Victoria*; comp. By F. Hamilton Nicol. Melbourne, Morgan and Bowden, 1896. P. 4.

5 The consultants experienced similar conditions in some areas.

to Kaniva. As one would naturally suppose, roads of this formation would be at their best in damp weather...<sup>6</sup>

By 1899, Broadbent's description remained essentially the same but the accompanying map shows a track from Swan Hill going westward to a point 6.5 miles (10.46 km) north of Ultima (i.e. 2km north of the existing Waitchie Road) from which point a road continued west to Waitchie Homestead, Tyrrell Downs, Sea Lake and Hopetoun. Ultima was connected by a track from the northern intersection and also tracks east to Goschen, and thence north-east to Swan Hill, south-east to the Goschen-Lalbert track, and south-west to Springfield. Goschen was also connected to Lake Boga and Swan Hill by road. It would appear that the Ultima Lake Boga Road generally follows the route of this track, at least on plan. The area north of Swan Hill is not shown.

By 1906, the railway line had been extended to Ultima, a track is shown from Swan Hill to Chillingollah, the first part of which appears to be the first part of the track to Waitchie and Ultima referred to above, but with a new western section running north-west to Chillingollah. The Swan Hill-Lalbert-Tittybong track is still shown. From Swan Hill a track winds north along the Murray through Tyntynder, Nyah, Wood Wood, Piangil, Tooleybuc, Burra Burra, Narrung, Youngeira and Euston. From Euston a track runs through New South Wales to Gol Gol and Mildura which was the rail terminus down from Melbourne. Parts of the tracks from Swan Hill appear evident at least as far as Piangil.

From Beverford there is some evidence of what may have been the route. Behind the Beverford Post Office is a c.1900 weatherboard house, which marks some settlement at this point at least at that time. Similarly near the Beverford Auto Wreckers is a house dating from c. 1900. It is possible that these houses were located on either side of the route which is now indicated by the Murray Valley Highway at this point. The next point at which the route could be referenced is the mail bag tree opposite the entrance to Tyntynder Homestead. From here the coach route possibly took a line along the ridge to the east of the highway opposite the stub fence to avoid the salt lake (Ausmap Nyah 7527 22/99 (BM 63)). East of telegraph pole 26 is a dirt track in a paddock which could be a continuation of the track along the ridge which stops approximately at telegraph poles 29-30. Further on, a mile post 'SH15' was observed near the 'SH 24k' on the south (left) side of the Highway. It was not apparent whether this post was in its original location or had been relocated. It could well have been moved during roadworks but nevertheless may still approximately indicate where the route went. Further on, a track through the Vinifera State Forest which is an extension of Forest Road, and which runs east of and parallel to the highway, winds its way past several large, obviously remnant, River red gums. It was observed that this stretch provides some idea of what it may have been like travelling by coach as the dirt track meanders about the various trees and through the forest. It is also possible that this section may follow the original route or otherwise is near to it. This road becomes eventually River Street, Nyah.

Included in the property of 2 River Street, Nyah, (near the speed sign) is a vernacular log shed which appears to be early, and thus potentially may be associated with the coach route. River Street leads directly to the old Nyah punt site (HO 69 now the boat ramp) and it would appear that River Street follows part of the coach route. Further north, River Street meets up with Cobb Coach Lane which appears to also be part of the route. Off Cobb Coach Lane, a dirt track located to the east of farms bordering the Murray Valley Highway, and which runs through the Nyah State Forest (Ausmap Nyah 7527 16/06) also runs on moderately elevated ground and past remnant River red gums. Again this may be part of the route, given its meandering nature. The track then ends at a left hand rightangle bend which runs between two paddocks and which

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6 *Geo. R Broadbent's Road Map & Guide to Victoria*; comp. By F. Hamilton Nicol. Melbourne, Morgan and Bowden, 1896. Pp. 19, 21.

leads to the Murray Valley Highway just south of Wood Wood. Here the highway is less straight, and possibly more closely follows the coach route between the Pepper trees (HO 205) and the Scarred tree (HO 207).

Notwithstanding considerable interest in the exercise thus far, and given the not inconsiderable amount of time involved to progress this investigation to this point, together with the few definitive sightings of the route and the vagaries of the early maps, the consultants reluctantly abandoned hope of documenting the coach route further as part of this project. Nevertheless, this exercise appears to confirm that the Murray Valley Highway generally follows the coach route shown on the early maps. Not surprisingly, the highway has moved as it has been straightened by successive roadworks. Overall, a comparison of the various maps, indicates some degree of correspondence between current roads and old tracks, at least in terms of connections, if not always the exact line of the route. In this regard it is also possible that the Sea Lake Swan Hill Road and Waitchie Road also generally follow the route to Waitchie.

***Recommendation:*** Consider undertaking a detailed study to further elucidate more precisely the remnants of the coach routes on the ground. This is a complete project in itself and one which could not be accommodated within the current project in the degree of detail eventually revealed as being necessary.



## **2.0 SUMMARY LIST OF DATASHEETS**

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HO	Township	Street	No	Place	Grading	Vol
HO1	Annuello	Sea Lake-Robinvale Road		Bryden's Tank	B	2(1)
HO2	Annuello	Sea Lake-Robinvale Road		Public Hall	C	2(1)
HO3	Annuello	Station ground		Crane base	C	2(1)
HO4	Bannerton	Cemetery Road		Cemetery	C	2(1)
HO5	Bannerton	Fitzgeralds Road		former Store	C	2(1)
HO6	Beverford	Murray Valley Highway		Tyntynder Homestead	A	2(1)
HO7	Beverford	Murray Valley Highway		Tyntynder mail bag tree ( <i>Eucalyptus socialis</i> )	A	2(1)
HO8	Beverford	Murray Valley Highway		Stubb fence	C	2(1)
HO9	Boundary Bend	Murray Valley Highway		Black Mallee box trees ( <i>Eucalyptus porosa</i> )	B	2(1)
HO10	Bulga	Bulga Road		Wool Shed	C	2(1)
HO11	Bulga	Bulga Road (cnr McLarty Road)		Bulga Tank and brick channel	C	2(1)
-	Burra Burra	off Murray Valley Highway	CA 27	Burra Burra Homestead (site)	-	2(1)
HO12	Castle Donnington	Murray Valley Highway		State School No. 3762	C	2(1)
HO13	Chillingollah	Main Street	4-6	former Store	C	2(1)
HO14	Chillingollah	Morren Road		Chillingollah Tank	C	2(1)
HO15	Chinkapook	Robinvale-Sea Lake Road	CA54 A	Eureka Tank and pumping station (site)	C	2(1)
HO16	Chinkapook	Station ground		Departmental residence No. 2115	C	2(1)
HO17	Chinkapook	William Street	Lot 1 Sec 2	former Commercial Bank	C	2(1)
—	Chinkapook	off William Street		Chaff store	-	2(1)
HO18	Cocamba	Miller's Tank Road	CA6	Miller's Tank	C	2(1)
HO19	Cocamba	Moondah Road	CA12	Log tank	C	2(1)
-0	Cocamba	Moondah Road and Parallel Road	CA12 and 3	Survey trees	-	2(1)
HO20	Coonimur	Coonimur-Piangil Road		Coonimur Railway Station (site)	C	2(1)
HO21	Coonimur	O'Bree Road	CA12	Tank	C	2(1)
HO22	Coonimur	O'Bree Road	CA12	Claremonte farmhouse and gates	B	2(1)
HO23	Coreena Bend	Murray River (off Hocking Road)		Pumping station (site)	C?	2(1)
HO24	Fish Point	off Fish Point Road		Levee Bank	C	2(1)
HO25	Gerahmin	Oliver Road	CA6	former North Tank	C	2(1)
HO26	Kenley	Coghill Road (near Kenley Road)	CA 31	Wilga trees ( <i>Geijera parviflora</i> )	B	2(1)
HO27	Kooloonong	Hausdale-Kooloonong Road	Lot 6, Sec 1	former Store and Boarding House	C	2(1)
HO28	Kyndalyn	Murray River	CA 4A	Weir Marker Piles	C	2(1)
HO29	Kyndalyn	Murray Valley Highway	CA4A	Farm House	C	2(1)

HO	Township	Street	No	Place	Grading	Vol
HO30	Kyndalyn	off Murray Valley Highway	CA 4A	Charcoal Burning Site	B	2(1)
HO31	Lake Boga	Cemetery Road		War graves reserve	B	2(1)
HO32	Lake Boga	Hayes Road South	33	Murrabit Station outbuildings	B	2(1)
HO33	Lake Boga	Kunat Street	6	St Joseph's Catholic Church	B	2(1)
HO34	Lake Boga	Lalbert Road		No.1 Flying Boat repair depot (transmitter site)	B	2(1)
HO35	Lake Boga	Marraboor Street (cnr Station Street)	2-4	former National Bank	C	2(1)
HO36	Lake Boga	Marraboor Street (cnr Kerang Street)	9-13	Commercial Hotel	B	2(1)
HO37	Lake Boga	Marraboor Street (cnr Kerang Street)	20	former Butcher's Shop	C	2(1)
HO38	Lake Boga	Murray Valley Highway	133 (rear)	Police lock-up	C	2(1)
HO39	Lake Boga	Murray Valley Highway		No.1 Flying Boat repair depot (remnant sites)	B	2(1)
HO40	Lake Boga	Murray Valley Highway		Long Lake Pump (Cannie Ridge Irrigation Pump)	B	2(1)
-	Lake Boga	Murray Valley Highway (cnr Hayes Road South)		Moravian Mission (site)	-	2(1)
HO41	Lake Boga	Murray Valley Highway		Burke and Wills Clump	B	2(1)
HO42	Lake Boga	Station Street	17-19	former Shops	C	2(1)
HO43	Lake Boga	Willakool Street		No.1 Flying Boat repair depot (former signals bunker)	B	2(1)
HO44	Lake Boga	William Street	2	State School No. 3278	B	2(1)
HO45	Long Lake	Long Lake Road		Long Lake Irrigation Pump (site)	C	2(1)
HO46	Manangatang	Church Street (cnr Rose Street)	34	Uniting Church	C	2(1)
HO47	Manangatang	Pioneer Street	31	former Catholic Presbytery	C	2(1)
HO48	Manangatang	Pioneer Street	33	Catholic Church	C	2(1)
HO49	Manangatang	Pioneer Street	43	St Andrew's Anglican Church	C	2(1)
HO50	Manangatang	Rose Street (cnr Church Street)	18	Masonic Hall	C	2(1)
HO51	Manangatang	Wattle Street	9	former Bakery	C	2(1)
-	Manangatang	Wattle Street	9 (rear)	Iceworks	-	2(1)
HO52	Manangatang	Wattle Street	70	Manangatang Railway Station	A	2(1)
HO53	Manangatang	Wattle Street		former Butcher's Shop	C	2(1)
HO54	Margooya	Sea Lake-Robinvale Road		Dry Tank	C	2(1)
HO55	Miralie	Flume Road (corner Lucas Lane)		Flumes	B	2(1)
HO56	Miralie	Miralie-Cocamba Road		Tyntynder Main Channel (remnant)	B	2(1)
—	Narrung	Narrung Homestead site		Murray Valley Highway	—	2(1)
—	Narrung	Narrung Junction Inn site		Murray Valley Highway	—	2(1)
HO57	Natya	Government Road		Public Hall	C	2(1)
HO58	Natya	Government Road		Tennis Courts	C	2(1)

HO	Township	Street	No	Place	Grading	Vol
HO59	Natya	Government Road		Natya Railway Station (site)	C	2(1)
HO60	Natya	Hogben Road		Hastings Tank	C	2(1)
HO61	Natya	Possum Flat Road		Freeland's Tank	B	2(1)
-	Natya			Ruins	-	2(1)
HO62	Nyah	McAlpines Road	CA10	Norfolk Island pines	C	2(1)
HO63	Nyah	Murray Valley Highway		<i>Two Bays</i> homestead	B	2(1)
HO64	Nyah	Murray Valley Highway (cnr Monash Avenue)		Concrete basin	B	2(1)
HO65	Nyah	Murray Valley Highway		Nyah District Memorial Hall	B	2(1)
HO66	Nyah	River Street	1 (front)	Moreton Bay Fig Trees	C	2(1)
HO67	Nyah	River Street	3	House	C	2(1)
HO68	Nyah	River Street		SR&WSC Pumping Station (Nyah Historic Pump House)	B	2(1)
HO69	Nyah	River Street		Murray River Punt (site)	C	2(1)
HO70	Nyah	River Street (opposite Bell Street)		Memorial gates:	C	2(1)
-	Nyah	School Hill Road		State School No. 3263 (site)	-	2(1)
HO71	Nyah	School Hill Road		Explorer's Cairn and Aboriginal site	C	2(1)
HO72	Nyah West	Birdwood Avenue	48	Departmental residence	C	2(1)
HO73	Nyah West	Birdwood Avenue	50	Departmental residence	C	2(1)
HO74	Nyah West	Birdwood Avenue	52	Departmental residence	C	2(1)
HO75	Nyah West	Lloyd Street	14	former Public Hall	B	2(1)
HO76	Nyah West	Lloyd Street	19	Nyah West Post Office	B	2(1)
HO77	Nyah West	Monash Avenue (cnr Frederick Street)		Sugar Gum ( <i>Eucalyptus cladocalyx</i> )	B	2(1)
HO78	Nyah West	Nyah Road	45	All Saints Anglican Church	C	2(1)
HO79	Nyah West	Pira Road		W H Willoughby House	C	2(1)
HO80	Nyah West	Pira Road		H L Willoughby House	C	2(1)
HO81	Nyah West	Station Street	16	Grand Hotel	B	2(1)
HO82	Nyah West	Station Street		Mildura Co-op Fruit Co. Ltd. buildings	B	2(1)
HO83	Nyah West	Station Street (at Donald Street)		Silos	C	2(1)
HO84	Nyah West	Monash Avenue <i>et al</i>		Monash Avenue Precinct	-	3
HO85	Pental Island	Pental Island Road		Pepper trees ( <i>Schinus molle</i> )	C	2(1)
HO86	Pental Island	River Oaks Drive (off Harrods Lane)		English oak trees ( <i>Quercus robur</i> )	C	2(1)
HO87	Pira	Chillingollah Road		Pira Tank	C	2(1)
HO88	Pira	Chillingollah Road		Farmhouse and outbuildings	B	2(1)
HO89	Pira	Chillingollah Rd (off O'Connor Rd)	CA7	"Mallee Shed"	C	2(1)
HO90	Pira	Station Ground, off Chillingollah Road		Silos	C	2(1)

HO	Township	Street	No	Place	Grading	Vol
HO91	Piangil	Hall Street	4	Hall	C	2(1)
HO92	Piangil	High Street (cnr Hall Street)		State School No. 4164	C	2(1)
HO93	Piangil	Murray Street	72	former Grocer's Shop	B	2(1)
HO94	Piangil	Station Street	1	Residence (ripple iron)	C	2(1)
HO95	Possum Flat	Possum Flat Bushland Reserve		Possum Flat Tank	B	2(1)
HO96	Robinvale	Bromley Road		Railway Station Complex	B	2(1)
HO97	Robinvale	Herbert Street	82	former Roxy Theatre	B	2(1)
HO98	<b><i>This place DELETED from the study by resolution of the Swan Hill Rural City Council, 14 August 2001</i></b>					
HO99	Robinvale	McLennan Drive		Robinswood	B	2(1)
-	Robinvale	Murray Valley Highway		Murray River Bridge	C	2(1)
HO100	Robinvale	Perrin Street (Caix Square)	70	Robinvale Hotel	B	2(1)
HO101	Robinvale	Pump Road (off Murray Valley Highway)		SR&WSC Pumping Station	B	2(1)
HO102	Robinvale	River Road (cnr Murray Valley Hy)		Windmill and pumping station	A	2(1)
HO103	Robinvale	Bromley Road <i>et al.</i>		Robinvale Railway Precinct	-	3
HO105	Swan Hill	Beveridge Street (cnr Pritchard Street)	26	former Residence	C	2(2)
HO106	Swan Hill	Beveridge Street	100	Residence	C	2(2)
HO107	Swan Hill	Beveridge Street	102	Residence	C	2(2)
HO108	Swan Hill	Beveridge Street	114-116	former Masonic Lodge	B	2(2)
HO109	Swan Hill	Beveridge Street	236	Residence	C	2(2)
HO110	Swan Hill	Beveridge Street	300	Swan Hill Uniting Church	B	2(2)
HO111	Swan Hill	Beveridge Street	314	Wem-ville	C	2(2)
HO112	Swan Hill	Beveridge Street	314 (front)	Norfolk Island Pines (4 off)	C	2(2)
HO113	Swan Hill	Beveridge Street	318-20	Residences	B	2(2)
HO114	Swan Hill	Beveridge Street	326	former Residence	C	2(2)
HO115	Swan Hill	Beveridge Street	331	Llanvair	C	2(2)
HO116	Swan Hill	Beveridge Street	335	Laurel Lea	C	2(2)
HO117	Swan Hill	Beveridge Street (cnr Burke Street)	345	Residence	C	2(2)
HO118	Swan Hill	Burke Street	3	Residence	C	2(2)
HO119	Swan Hill	Campbell Street	121-123	former Bulk Store (now Bikes and Trikes)	B	2(2)
HO120	Swan Hill	Campbell Street	182	White Swan Hotel	B	2(2)
HO121	Swan Hill	Campbell Street	207-221	Shops	C	2(2)
HO122	Swan Hill	Campbell Street	212	former Moran & Cato Store No. 97	B	2(2)
HO123	Swan Hill	Campbell Street	313	John Knox Presbyterian Church and School	B	2(2)

HO	Township	Street	No	Place	Grading	Vol
HO124	Swan Hill	Campbell Street	392	Residence	C	2(2)
HO125	Swan Hill	Campbell Street	395	former Neptune service station and residence	B	2(2)
HO126	Swan Hill	Campbell Street	429	Dowling House	C	2(2)
HO127	Swan Hill	Campbell Street	429 (front)	Carob tree ( <i>Ceratonia siliqua</i> )	B	2(2)
HO128	Swan Hill	Curlewis Street	90	former Butter Factory (now Swan Hill and District Funerals premises)	B	2(2)
HO129	Swan Hill	Curlewis Street	112	Burke & Wills Tree (Moreton Bay Fig)	A	2(2)
HO130	Swan Hill	Curlewis Street	176	former Store	C	2(2)
HO131	Swan Hill	Curlewis Street		Railway Station	B	2(2)
HO132	Swan Hill	Everingham Street	2	former private hospital (now Everingham Street Surgery)	B	2(2)
HO133	Swan Hill	High Street	38 (front)	Norfolk Island pine ( <i>Araucaria heterophylla</i> )	C	2(2)
HO134	Swan Hill	High Street	50	Residence	C	2(2)
HO135	Swan Hill	High Street	60	Residence	C	2(2)
HO136	Swan Hill	McCallum Street	1-3	former State Public Offices	C	2(2)
HO137	Swan Hill	McCallum Street	4	former National Bank	B	2(2)
HO138	Swan Hill	McCallum Street	49	Shop	C	2(2)
HO139	Swan Hill	McCallum Street	51	Tomlinson Laidlaw & Co Offices	B	2(2)
HO140	Swan Hill	McCallum Street (cnr Monash Drive)		Water tower	B	2(2)
HO141	Swan Hill	McCallum Street (James Belsair Reserve))	-	Swan Hill Wharf (site)	C	2(2)
-	Swan Hill	McCallum Street (at Murray River)	-	Swan Hill Lift Bridge	B	2(2)
HO142	Swan Hill	McCallum Street (cnr Splatt Street)		Water tower	B	2(2)
HO143	Swan Hill	McCallum Street (cnr Beveridge St)		former Swan Hill Town Hall	B	2(2)
HO144	Swan Hill	McCallum Street (between Campbell and Splatt Streets)	-	War Memorial plantation	C	2(2)
HO145	Swan Hill	McCrae Street	47	Memorial Hall	B	2(2)
HO146	Swan Hill	McCrae Street (corner Splatt Street)	51	former Fire Station (now MacKillop College technology centre)	B	2(2)
HO147	Swan Hill	McCrae Street (cnr Splatt Street)		former State School No. 1142 (1876 building)	B	2(2)
HO148	Swan Hill	McCrae Street (cnr Splatt Street)		former State School No. 1142 (1901 building)	B	2(2)
HO149	Swan Hill	McCrae Street (cnr Splatt Street)		former State School No. 1142 (1938 building)	B	2(2)

HO	Township	Street	No	Place	Grading	Vol
HO150	Swan Hill	Monash Drive (near bridge)		Customs House (site) and bluestone well	C	2(2)
HO151	Swan Hill	Monash Drive (opposite swimming pool)		Pumping Station No. 1	C	2(2)
HO152	Swan Hill	Monash Drive (opposite caravan park)	-	Railway Turntable	C	2(2)
HO153	Swan Hill	Monash Drive (Pioneer Settlement)	-	PS Gem	A	2(2)
HO154	Swan Hill	Murray Valley Highway	-	former Planet Motel	C	2(2)
HO155	Swan Hill	Murray Valley Highway	-	Farmhouse and treed driveway	C	2(2)
-	Swan Hill	Nyah Road	70	VicRoads Office	-	2(2)
HO156	Swan Hill	Pritchard Street	18	Lorraine	C	2(2)
HO157	Swan Hill	Pye Street	10-32	Swan Hill High School	B	2(2)
HO158	Swan Hill	Railway Avenue	1	Railway House	C	2(2)
HO159	Swan Hill	Railway Avenue	3	Railway House	C	2(2)
HO160	Swan Hill	Railway Avenue	5	Railway House	C	2(2)
HO161	Swan Hill	Railway Avenue	7	Railway House	C	2(2)
HO162	Swan Hill	Railway Avenue	9	Railway House	C	2(2)
-	Swan Hill	Railway Avenue	11-13	Railway Houses (2)	-	2(2)
HO163	Swan Hill	Splatt Street	19	Residence	C	2(2)
HO164	Swan Hill	Splatt Street	22	Residence	C	2(2)
HO165	Swan Hill	Splatt Street	34	Glenlyon	C	2(2)
HO166	Swan Hill	Splatt Street (cnr McCallum Street)	42	Elwood	B	2(2)
HO167	Swan Hill	Splatt Street (cnr McCallum Street)	44-46	Christ Church	C	2(2)
-	Swan Hill	Splatt Street	45	Rural City of Swan Hill offices	-	2(2)
-	Swan Hill	Splatt Street	60	former St Mary's Catholic School	-	2(2)
HO168	Swan Hill	Street	85	Crail	B	2(2)
HO169	Swan Hill	Splatt Street	89	Splatt Street Water Tower	B	2(2)
HO170	Swan Hill	Splatt Street	102	Residence	C	2(2)
HO171	Swan Hill	Wilson Street	1	Residence	B	2(2)
HO172	Swan Hill	Wood Street (corner High Street)	9	Residence	C	2(2)
HO173	Swan Hill	-		Swan Hill Residential Precinct	-	3
-	Tooleybuc			Bridge Over Murray River	C	2(2)
HO174	Tudor	Miralie-Cocamba Road		Hut and Channel	C	2(2)
HO175	Ultima	Breen Street (cnr McClelland Street)	1	Ultima Hotel	B	2(2)
HO176	Ultima	Condeley Street (cnr Connor Street)	1	Residence	B	2(2)
HO177	Ultima	David Street		'Operation Snail' House	C	2(2)
HO178	Ultima	Dillon Street (cnr Connor Street)	12	former Commercial Bank	C	2(2)

HO	Township	Street	No	Place	Grading	Vol
HO179	Ultima	Dillon Street	23	former ESA Bank	C	2(2)
HO180	Ultima	Dillon Street (cnr Vernon Street)	24-26	former General Store and Butcher	C	2(2)
HO181	Ultima	Dillon Street	29	former Ultima Post Office	B	2(2)
HO182	Ultima	Dillon Street	30-32	Residence	C	2(2)
HO183	Ultima	Dillon Street		Railway goods shed	C	2(2)
HO184	Ultima	Hayes Street	18-20	former Presbyterian Church	C	2(2)
HO185	Ultima	O'Connor Street	21	Holy Trinity Anglican Church	B	2(2)
HO186	Ultima	Vernon Street (cnr Dillon Street)	13	War memorial	B	2(2)
HO187	Ultima	Dillon Street <i>et al.</i>		Ultima Township Precinct	-	3
HO188	Vinifera	Vinifera Forest, Murray Valley Highway		Takasaka Levee bank	B	2(2)
HO189	Waitchie	Bishop Road (near Grey Road)	CA5B	Tank and windmill	C	2(2)
HO190	Waitchie	Cuttle Road	CA16	Farmhouse	C	2(2)
HO191	Waitchie	Cuttle Road	CA10	Implement shed	C	2(2)
HO192	Waitchie	Waitchie Road		former State School No. 3568	C	2(2)
HO193	Waitchie	Waitchie Road		Uniting Church	C	2(2)
HO194	Waitchie	Waitchie Road (cnr Chinkapook Rd)	CA18	Waitchie Cemetery	C	2(2)
-	Woorinen	Church Road		Holy Innocents Anglican Church	-	2(2)
HO195	Woorinen	Chillingollah Road (cnr North-South Road)		Woorinen Memorial Hall	B	2(2)
-	Woorinen	Goodman Road		Italian POW Camp (site)	-	2(2)
HO196	Woorinen Sth	Palmer Street	37-53	State School No. 4456	C	2(2)
HO197	Woorinen Sth	Palmer Street		former Woorinen Fruitgrowers Co-op	C	2(2)
HO198	Woorinen Sth	Smith Street	8	Fairfield Hall	B	2(2)
HO199	Woorinen Sth	Smith Street	46	Residence	C	2(2)
HO200	Woorinen Sth	Woorinen Road	21	Departmental Residence	C	2(2)
HO201	Woorinen Sth	Woorinen Road		Harvey's Tank	C	2(2)
HO202	Woorinen Sth	Woorinen Road (cnr Palmer St)		Public Standpipe	C	2(2)
HO203	Wood Wood	Murray Valley Highway		former Church	C	2(2)
HO204	Wood Wood	Murray Valley Highway		former State School No. 3353	C	2(2)
HO205	Wood Wood	Murray Valley Highway		Coach Route and Pepper trees	C	2(2)
HO206	Wood Wood	Murray Valley Highway		Pepper Trees ( <i>Schinus molle</i> )	C	2(2)
HO207	Wood Wood	Murray Valley Highway		Canoe Tree	C	2(2)
HO208	Yungera	Boundary Bend-Kooloonong Road		Yungera Railway Station (site)	C	2(2)
HO209	Yungera	Murray Valley Highway		Yungera Homestead	B	2(2)





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**ADDENDUM TO SWAN HILL HERITAGE REVIEW – 12 August 2003**

Replaces the heritage sites listing on pages 23-30.

HO	Township	Street	No	Place	Grading	Vol
HO1	Annuello	Sea Lake-Robinvale Road		Bryden's Tank	B	2(1)
HO2	Annuello	Sea Lake-Robinvale Road		Public Hall	C	2(1)
HO3	Annuello	Station ground		Crane base	C	2(1)
HO4	Bannerton	Cemetery Road		Cemetery	C	2(1)
HO5	Bannerton	Fitzgeralds Road		former Store	C	2(1)
HO6	Beverford	Murray Valley Highway		Tyntynder Homestead	A	2(1)
HO7	Beverford	Murray Valley Highway		Tyntynder mail bag tree ( <i>Eucalyptus socialis</i> )	A	2(1)
HO8	Beverford	Murray Valley Highway		Stubb fence	C	2(1)
HO9	Boundary Bend	Murray Valley Highway		Black Mallee box trees ( <i>Eucalyptus porosa</i> )	B	2(1)
HO10	Bulga	Bulga Road		Wool Shed	C	2(1)
HO11	Bulga	Bulga Road (cnr McLarty Road)		Bulga Tank and brick channel	C	2(1)
-	Burra Burra	off Murray Valley Highway	CA 27	Burra Burra Homestead (site)	-	2(1)
HO12	Castle Donnington	Murray Valley Highway		State School No. 3762	C	2(1)
HO13	Chillingollah	Main Street	4-6	former Store	C	2(1)
HO14	Chillingollah	Morren Road		Chillingollah Tank	C	2(1)
HO15	Chinkapook	Robinvale-Sea Lake Road	CA54 A	Eureka Tank and pumping station (site)	C	2(1)
HO16	Chinkapook	Station ground		Departmental residence No. 2115	C	2(1)
HO17	Chinkapook	William Street	Lot 1 Sec 2	former Commercial Bank	C	2(1)
—	Chinkapook	off William Street		Chaff store	-	2(1)
HO18	Cocamba	Miller's Tank Road	CA6	Miller's Tank	C	2(1)
HO19	Cocamba	Moondah Road	CA12	Log tank	C	2(1)
-0	Cocamba	Moondah Road and Parallel Road	CA12 and 3	Survey trees	-	2(1)
HO20	Coonimur	Coonimur-Piangil Road		Coonimur Railway Station (site)	C	2(1)
HO21	Coonimur	O'Bree Road	CA12	Tank	C	2(1)
HO22	Coonimur	O'Bree Road	CA12	Claremonte farmhouse and gates	B	2(1)
HO23	Coreena Bend	Murray River (off Hocking Road)		Pumping station (site)	C?	2(1)
HO24	Fish Point	off Fish Point Road		Levee Bank	C	2(1)
HO25	Gerahmin	Oliver Road	CA6	former North Tank	C	2(1)
HO26	Kenley	Coghill Road (near Kenley Road)	CA 31	Wilga trees ( <i>Geijera parviflora</i> )	B	2(1)
HO27	Kooloonong	Hausdale-Kooloonong Road	Lot 6, Sec 1	former Store and Boarding House	C	2(1)

HO	Township	Street	No	Place	Grading	Vol
HO28	Kyndalyn	Murray River	CA 4A	Weir Marker Piles	C	2(1)
HO29	Kyndalyn	Murray Valley Highway	CA4A	Farm House	C	2(1)
HO30	Kyndalyn	off Murray Valley Highway	CA 4A	Charcoal Burning Site	B	2(1)
HO31	Lake Boga	Cemetery Road		War graves reserve	B	2(1)
HO32	<b><i>This place DELETED from the study by resolution of the Swan Hill Rural City Council, 12 August 2003</i></b>					
HO33	Lake Boga	Kunat Street	6	St Joseph's Catholic Church	B	2(1)
HO34	Lake Boga	Lalbert Road		No.1 Flying Boat repair depot (transmitter site)	B	2(1)
HO35	Lake Boga	Marraboor Street (cnr Station Street)	2-4	former National Bank	C	2(1)
HO36	Lake Boga	Marraboor Street (cnr Kerang Street)	9-13	Commercial Hotel	B	2(1)
HO37	Lake Boga	Marraboor Street (cnr Kerang Street)	20	former Butcher's Shop	C	2(1)
HO38	Lake Boga	Murray Valley Highway	133 (rear)	Police lock-up	C	2(1)
HO39	Lake Boga	Murray Valley Highway		No.1 Flying Boat repair depot (remnant sites)	B	2(1)
HO40	Lake Boga	Murray Valley Highway		Long Lake Pump (Cannie Ridge Irrigation Pump)	B	2(1)
-	Lake Boga	Murray Valley Highway (cnr Hayes Road South)		Moravian Mission (site)	-	2(1)
HO41	Lake Boga	Murray Valley Highway		Burke and Wills Clump	B	2(1)
HO42	Lake Boga	Station Street	17-19	former Shops	C	2(1)
HO43	Lake Boga	Willakool Street		No.1 Flying Boat repair depot (former signals bunker)	B	2(1)
HO44	Lake Boga	William Street	2	State School No. 3278	B	2(1)
HO45	Long Lake	Long Lake Road		Long Lake Irrigation Pump (site)	C	2(1)
HO46	Manangatang	Church Street (cnr Rose Street)	34	Uniting Church	C	2(1)
HO47	Manangatang	Pioneer Street	31	former Catholic Presbytery	C	2(1)
HO48	Manangatang	Pioneer Street	33	Catholic Church	C	2(1)
HO49	Manangatang	Pioneer Street	43	St Andrew's Anglican Church	C	2(1)
HO50	Manangatang	Rose Street (cnr Church Street)	18	Masonic Hall	C	2(1)
HO51	Manangatang	Wattle Street	9	former Bakery	C	2(1)
-	Manangatang	Wattle Street	9 (rear)	Iceworks	-	2(1)
HO52	Manangatang	Wattle Street	70	Manangatang Railway Station	A	2(1)
HO53	Manangatang	Wattle Street		former Butcher's Shop	C	2(1)
HO54	Margooya	Sea Lake-Robinvale Road		Dry Tank	C	2(1)
HO55	Miralie	Flume Road (corner Lucas Lane)		Flumes	B	2(1)
HO56	Miralie	Miralie-Cocamba Road		Tyntynder Main Channel (remnant)	B	2(1)
—	Narrung	Narrung Homestead site		Murray Valley Highway	—	2(1)

HO	Township	Street	No	Place	Grading	Vol
—	Narrung	Narrung Junction Inn site		Murray Valley Highway	—	2(1)
HO57	Natya	Government Road		Public Hall	C	2(1)
HO58	Natya	Government Road		Tennis Courts	C	2(1)
HO59	Natya	Government Road		Natya Railway Station (site)	C	2(1)
HO60	Natya	Hogben Road		Hastings Tank	C	2(1)
HO61	Natya	Possum Flat Road		Freeland's Tank	B	2(1)
-	Natya			Ruins	-	2(1)
HO62	Nyah	McAlpines Road	CA10	Norfolk Island pines	C	2(1)
HO63	Nyah	Murray Valley Highway		<i>Two Bays</i> homestead	B	2(1)
HO64	Nyah	Murray Valley Highway (cnr Monash Avenue)		Concrete basin	B	2(1)
HO65	Nyah	Murray Valley Highway		Nyah District Memorial Hall	B	2(1)
HO66	Nyah	River Street	1 (front)	Moreton Bay Fig Trees	C	2(1)
HO67	Nyah	River Street	3	House	C	2(1)
HO68	Nyah	River Street		SR&WSC Pumping Station (Nyah Historic Pump House)	B	2(1)
HO69	Nyah	River Street		Murray River Punt (site)	C	2(1)
HO70	Nyah	River Street (opposite Bell Street)		Memorial gates:	C	2(1)
-	Nyah	School Hill Road		State School No. 3263 (site)	-	2(1)
HO71	Nyah	School Hill Road		Explorer's Cairn and Aboriginal site	C	2(1)
HO72	Nyah West	Birdwood Avenue	48	Departmental residence	C	2(1)
HO73	Nyah West	Birdwood Avenue	50	Departmental residence	C	2(1)
HO74	Nyah West	Birdwood Avenue	52	Departmental residence	C	2(1)
HO75	Nyah West	Lloyd Street	14	former Public Hall	B	2(1)
HO76	Nyah West	Lloyd Street	19	Nyah West Post Office	B	2(1)
HO77	Nyah West	Monash Avenue (cnr Frederick Street)		Sugar Gum ( <i>Eucalyptus cladocalyx</i> )	B	2(1)
HO78	Nyah West	Nyah Road	45	All Saints Anglican Church	C	2(1)
HO79	Nyah West	Pira Road		W H Willoughby House	C	2(1)
HO80	Nyah West	Pira Road		H L Willoughby House	C	2(1)
HO81	Nyah West	Station Street	16	Grand Hotel	B	2(1)
HO82	Nyah West	Station Street		Mildura Co-op Fruit Co. Ltd. buildings	B	2(1)
HO83	Nyah West	Station Street (at Donald Street)		Silos	C	2(1)
HO84	Nyah West	Monash Avenue <i>et al</i>		Monash Avenue Precinct	-	3
HO85	<b><i>This place DELETED from the study by resolution of the Swan Hill Rural City Council, 12 August 2003</i></b>					
HO86	Pental Island	River Oaks Drive (off Harrods Lane)		English oak trees ( <i>Quercus robur</i> )	C	2(1)
HO87	Pira	Chillingollah Road		Pira Tank	C	2(1)
HO88	Pira	Chillingollah Road		Farmhouse and outbuildings	B	2(1)

HO	Township	Street	No	Place	Grading	Vol
HO89	Pira	Chillingollah Rd (off O'Connor Rd)	CA7	"Mallee Shed"	C	2(1)
HO90	Pira	Station Ground, off Chillingollah Road		Silos	C	2(1)
HO91	Piangil	Hall Street	4	Hall	C	2(1)
HO92	Piangil	High Street (cnr Hall Street)		State School No. 4164	C	2(1)
HO93	Piangil	Murray Street	72	former Grocer's Shop	B	2(1)
HO94	Piangil	Station Street	1	Residence (ripple iron)	C	2(1)
HO95	Possum Flat	Possum Flat Bushland Reserve		Possum Flat Tank	B	2(1)
HO96	Robinvale	Bromley Road		Railway Station Complex	B	2(1)
HO97	<i>This place DELETED from the study by resolution of the Swan Hill Rural City Council, 12 August 2003</i>					
HO98	<i>This place DELETED from the study by resolution of the Swan Hill Rural City Council, 14 August 2001</i>					
HO99	Robinvale	McLennan Drive		Robinswood	B	2(1)
-	Robinvale	Murray Valley Highway		Murray River Bridge	C	2(1)
HO100	Robinvale	Perrin Street (Caix Square)	70	Robinvale Hotel	B	2(1)
HO101	Robinvale	Pump Road (off Murray Valley Highway)		SR&WSC Pumping Station	B	2(1)
HO102	Robinvale	River Road (cnr Murray Valley Hy)		Windmill and pumping station	A	2(1)
HO103	Robinvale	Bromley Road <i>et al.</i>		Robinvale Railway Precinct	-	3
HO105	Swan Hill	Beveridge Street (cnr Pritchard Street)	26	former Residence	C	2(2)
HO106	Swan Hill	Beveridge Street	100	Residence	C	2(2)
HO107	Swan Hill	Beveridge Street	102	Residence	C	2(2)
HO108	Swan Hill	Beveridge Street	114-116	former Masonic Lodge	B	2(2)
HO109	Swan Hill	Beveridge Street	236	Residence	C	2(2)
HO110	Swan Hill	Beveridge Street	300	Swan Hill Uniting Church	B	2(2)
HO111	Swan Hill	Beveridge Street	314	Wem-ville	C	2(2)
HO112	Swan Hill	Beveridge Street	314 (front)	Norfolk Island Pines (4 off)	C	2(2)
HO113	Swan Hill	Beveridge Street	318-20	Residences	B	2(2)
HO114	Swan Hill	Beveridge Street	326	former Residence	C	2(2)
HO115	Swan Hill	Beveridge Street	331	Llanvair	C	2(2)
HO116	Swan Hill	Beveridge Street	335	Laurel Lea	C	2(2)
HO117	Swan Hill	Beveridge Street (cnr Burke Street)	345	Residence	C	2(2)
HO118	Swan Hill	Burke Street	3	Residence	C	2(2)
HO119	Swan Hill	Campbell Street	121-123	former Bulk Store (now Bikes and Trikes)	B	2(2)
HO120	Swan Hill	Campbell Street	182	White Swan Hotel	B	2(2)
HO121	Swan Hill	Campbell Street	207-221	Shops	C	2(2)

HO	Township	Street	No	Place	Grading	Vol
HO122	Swan Hill	Campbell Street	212	former Moran & Cato Store No. 97	B	2(2)
HO123	Swan Hill	Campbell Street	313	John Knox Presbyterian Church and School	B	2(2)
HO124	Swan Hill	Campbell Street	392	Residence	C	2(2)
HO125	Swan Hill	Campbell Street	395	former Neptune service station and residence	B	2(2)
HO126	Swan Hill	Campbell Street	429	Dowling House	C	2(2)
HO127	Swan Hill	Campbell Street	429 (front)	Carob tree ( <i>Ceratonia siliqua</i> )	B	2(2)
HO128	Swan Hill	Curlewis Street	90	former Butter Factory (now Swan Hill and District Funerals premises)	B	2(2)
HO129	Swan Hill	Curlewis Street	112	Burke & Wills Tree (Moreton Bay Fig)	A	2(2)
HO130	<b><i>This place DELETED from the study by resolution of the Swan Hill Rural City Council, 12 August 2003</i></b>					
HO131	Swan Hill	Curlewis Street		Railway Station	B	2(2)
HO132	Swan Hill	Everingham Street	2	former private hospital (now Everingham Street Surgery)	B	2(2)
HO133	Swan Hill	High Street	38 (front)	Norfolk Island pine ( <i>Araucaria heterophylla</i> )	C	2(2)
HO134	<b><i>This place DELETED from the study by resolution of the Swan Hill Rural City Council, 12 August 2003</i></b>					
HO135	Swan Hill	High Street	60	Residence	C	2(2)
HO136	Swan Hill	McCallum Street	1-3	former State Public Offices	C	2(2)
HO137	Swan Hill	McCallum Street	4	former National Bank	B	2(2)
HO138	Swan Hill	McCallum Street	49	Shop	C	2(2)
HO139	Swan Hill	McCallum Street	51	Tomlinson Laidlaw & Co Offices	B	2(2)
HO140	Swan Hill	McCallum Street (cnr Monash Drive)		Water tower	B	2(2)
HO141	Swan Hill	McCallum Street (James Belsair Reserve))	-	Swan Hill Wharf (site)	C	2(2)
-	Swan Hill	McCallum Street (at Murray River)	-	Swan Hill Lift Bridge	B	2(2)
HO142	Swan Hill	McCallum Street (cnr Splatt Street)		Water tower	B	2(2)
HO143	Swan Hill	McCallum Street (cnr Beveridge St)		former Swan Hill Town Hall	B	2(2)
HO144	Swan Hill	McCallum Street (between Campbell and Splatt Streets)	-	War Memorial plantation	C	2(2)
HO145	Swan Hill	McCrae Street	47	Memorial Hall	B	2(2)
HO146	Swan Hill	McCrae Street (corner Splatt Street)	51	former Fire Station (now MacKillop College technology centre)	B	2(2)
HO147	Swan Hill	McCrae Street (cnr Splatt Street)		former State School No. 1142 (1876 building)	B	2(2)



HO	Township	Street	No	Place	Grading	Vol
HO148	Swan Hill	McCrae Street (cnr Splatt Street)		former State School No. 1142 (1901 building)	B	2(2)
HO149	Swan Hill	McCrae Street (cnr Splatt Street)		former State School No. 1142 (1938 building)	B	2(2)
HO150	Swan Hill	Monash Drive (near bridge)		Customs House (site) and bluestone well	C	2(2)
HO151	Swan Hill	Monash Drive (opposite swimming pool)		Pumping Station No. 1	C	2(2)
HO152	Swan Hill	Monash Drive (opposite caravan park)	-	Railway Turntable	C	2(2)
HO153	Swan Hill	Monash Drive (Pioneer Settlement)	-	PS Gem	A	2(2)
HO154	Swan Hill	Murray Valley Highway	-	former Planet Motel	C	2(2)
HO155	<b><i>This place DELETED from the study by resolution of the Swan Hill Rural City Council, 12 August 2003</i></b>					
-	Swan Hill	Nyah Road	70	VicRoads Office	-	2(2)
HO156	Swan Hill	Pritchard Street	18	Lorraine	C	2(2)
HO157	Swan Hill	Pye Street	10-32	Swan Hill High School	B	2(2)
HO158	<b><i>This place DELETED from the study by resolution of the Swan Hill Rural City Council, 12 August 2003</i></b>					
HO159	Swan Hill	Railway Avenue	3	Railway House	C	2(2)
HO160	Swan Hill	Railway Avenue	5	Railway House	C	2(2)
HO161	Swan Hill	Railway Avenue	7	Railway House	C	2(2)
HO162	Swan Hill	Railway Avenue	9	Railway House	C	2(2)
-	Swan Hill	Railway Avenue	11-13	Railway Houses (2)	-	2(2)
HO163	Swan Hill	Splatt Street	19	Residence	C	2(2)
HO164	Swan Hill	Splatt Street	22	Residence	C	2(2)
HO165	Swan Hill	Splatt Street	34	Glenlyon	C	2(2)
HO166	Swan Hill	Splatt Street (cnr McCallum Street)	42	Elwood	B	2(2)
HO167	Swan Hill	Splatt Street (cnr McCallum Street)	44-46	Christ Church	C	2(2)
-	Swan Hill	Splatt Street	45	Rural City of Swan Hill offices	-	2(2)
-	Swan Hill	Splatt Street	60	former St Mary's Catholic School	-	2(2)
HO168	Swan Hill	Street	85	Crail	B	2(2)
HO169	Swan Hill	Splatt Street	89	Splatt Street Water Tower	B	2(2)
HO170	Swan Hill	Splatt Street	102	Residence	C	2(2)
HO171	Swan Hill	Wilson Street	1	Residence	B	2(2)
HO172	Swan Hill	Wood Street (corner High Street)	9	Residence	C	2(2)
HO173	<b><i>This place DELETED from the study by resolution of the Swan Hill Rural City Council, 12 August 2003</i></b>					
-	Tooleybuc			Bridge Over Murray River	C	2(2)
HO174	Tudor	Miralie-Cocamba Road		Hut and Channel	C	2(2)
HO175	Ultima	Breen Street (cnr McClelland Street)	1	Ultima Hotel	B	2(2)

HO	Township	Street	No	Place	Grading	Vol
HO176	Ultima	Condeley Street (cnr Connor Street)	1	Residence	B	2(2)
HO177	Ultima	David Street		'Operation Snail' House	C	2(2)
HO178	Ultima	Dillon Street (cnr Connor Street)	12	former Commercial Bank	C	2(2)
HO179	Ultima	Dillon Street	23	former ESA Bank	C	2(2)
HO180	Ultima	Dillon Street (cnr Vernon Street)	24-26	former General Store and Butcher	C	2(2)
HO181	Ultima	Dillon Street	29	former Ultima Post Office	B	2(2)
HO182	Ultima	Dillon Street	30-32	Residence	C	2(2)
HO183	Ultima	Dillon Street		Railway goods shed	C	2(2)
HO184	Ultima	Hayes Street	18-20	former Presbyterian Church	C	2(2)
HO185	Ultima	O'Connor Street	21	Holy Trinity Anglican Church	B	2(2)
HO186	Ultima	Vernon Street (cnr Dillon Street)	13	War memorial	B	2(2)
HO187	Ultima	Dillon Street <i>et al.</i>		Ultima Township Precinct	-	3
HO188	Vinifera	Vinifera Forest, Murray Valley Highway		Takasaka Levee bank	B	2(2)
HO189	Waitchie	Bishop Road (near Grey Road)	CA5B	Tank and windmill	C	2(2)
HO190	Waitchie	Cuttle Road	CA16	Farmhouse	C	2(2)
HO191	<b><i>This place DELETED from the study by resolution of the Swan Hill Rural City Council, 12 August 2003</i></b>					
HO192	Waitchie	Waitchie Road		former State School No. 3568	C	2(2)
HO193	Waitchie	Waitchie Road		Uniting Church	C	2(2)
HO194	Waitchie	Waitchie Road (cnr Chinkapook Rd)	CA18	Waitchie Cemetery	C	2(2)
-	Woorinen	Church Road		Holy Innocents Anglican Church	-	2(2)
HO195	Woorinen	Chillingollah Road (cnr North-South Road)		Woorinen Memorial Hall	B	2(2)
-	Woorinen	Goodman Road		Italian POW Camp (site)	-	2(2)
HO196	Woorinen Sth	Palmer Street	37-53	State School No. 4456	C	2(2)
HO197	Woorinen Sth	Palmer Street		former Woorinen Fruitgrowers Co-op	C	2(2)
HO198	Woorinen Sth	Smith Street	8	Fairfield Hall	B	2(2)
HO199	Woorinen Sth	Smith Street	46	Residence	C	2(2)
HO200	Woorinen Sth	Woorinen Road	21	Departmental Residence	C	2(2)
HO201	Woorinen Sth	Woorinen Road		Harvey's Tank	C	2(2)
HO202	Woorinen Sth	Woorinen Road (cnr Palmer St)		Public Standpipe	C	2(2)
HO203	Wood Wood	Murray Valley Highway		former Church	C	2(2)
HO204	Wood Wood	Murray Valley Highway		former State School No. 3353	C	2(2)
HO205	Wood Wood	Murray Valley Highway		Coach Route and Pepper trees	C	2(2)
HO206	Wood Wood	Murray Valley Highway		Pepper Trees ( <i>Schinus molle</i> )	C	2(2)
HO207	Wood Wood	Murray Valley Highway		Canoe Tree	C	2(2)
HO208	Yungera	Boundary Bend-Kooloonong Road		Yungera Railway Station (site)	C	2(2)
HO209	Yungera	Murray Valley Highway		Yungera Homestead	B	2(2)

