

**Shire: Mullewa**

**Assessment Date: 26/3/2015**

**Place Number: 59**

**HCWA No:**

**Category: 4**

**Last Revision Date:**

### **Place Details**

**Name:** Kinkora Farmhouse

**Former Name:**

**Type of Place:** Farmhouse

**Address:** Thomas Road

**Locality Name:** Devils Creek

### **Photograph**

**Date of Photograph:** 10/7/2014

**Source:** T. Henkel



Southern façade of the stone farmhouse.

### **Site Details**

**Lot/Locn:** 3844

**Assessment Number:** A1566

### **Use of the Place**

**Original Use:** Farmhouse

**Current Use:** Farmhouse

## **Description**

<b>Walls:</b>	Stone	<b>Roof:</b>	Zincalume
<b>Condition:</b>	Good	<b>Integrity:</b>	High
<b>Original Fabric:</b>	Stone Walls	<b>Modifications:</b>	Large extension to rear

Located to the south west of the Mullewa townsite in the locality of Devils Creek, this large farmhouse is of local stone construction with a hipped roof clad with zincalume sheeting, which has recently replaced the original clay tile roof. The roof extends broken back to cover surrounding verandahs which are supported on timber posts. The western roofscape is punctuated by a plain, rendered chimney. The original stone farmhouse has been extended and altered over time to accommodate additional living space; work which partly obscures the original form of the stone building. This work includes a large painted brick extension to the north under a gable roof, an enclosed outdoor area to the western side of the house constructed with concrete breeze blocks and a small stone partial verandah enclosure to the eastern facade. The hues of the original stonework are evident to the south and west facades while the remaining stone walls of the farmhouse have been painted white. The stonework features rendered surrounds around window and door openings and a stepped quoining to the corners of the building.

## **History**

<b>Construction Date:</b>	c1940	<b>Source:</b>	Owner
<b>Architect:</b>		<b>Builder:</b>	

This virgin block was taken up by the O'Brien's c1940, one of the original properties to be established in the Devils Creek area. The property remained in the O'Brien family until the 1970s, when Jim O'Brien sold it to Kevin Rumble. The farm was subsequently sold to the Thomas family, Peter, Paul, Margaret and Andrew, in 1990. The name Kinkora is derived from the Gaelic language to mean "The Home of the O'Briens". (Source: Jerry Clune & Tarleah Thomas)

## **Historic Theme(s)**

HCWA	AHC
100 Demographic settlement and mobility	8.14 Living in the country & rural settlements
300 Occupations	3.5 Developing primary production

## **Statement of Significance**

Kinkora Farmhouse has some local historic significance as one of the earliest properties taken up in the Devils Creek area. The building is evidence of the use of local stone construction while the application of decorative rendered banding and quoining adds a level of detailing which enhances the aesthetic value of the place.

## **Management Category 4**

### **Level of Significance**

SOME SIGNIFICANCE: Contributes to the heritage and/or historical development of the locality.

### **Management Recommendation**

Conservation of the place is desirable. Any proposed change to the place should be in sympathy with the heritage values of the place.

### **Other Listings**

No other listings.

### **Supporting Information**

### **Additional Photographs**

Date of Photograph: 10/7/2014

Source: T. Henkel



Large extension to the north side of the farmhouse.

**Shire: Mullewa**

**Assessment Date: 26/3/2015**

**Place Number: 60**

**HCWA No:**

**Category: 4**

**Last Revision Date:**

### **Place Details**

**Name:** Pindar Post Office & Store Fmr

**Former Name:**

**Type of Place:** Farmhouse

**Address:** 23 Sharpe Street

**Locality Name:** Pindar

### **Photograph**

**Date of Photograph:** 10/7/2014

**Source:** T. Henkel



Front façade addressing Sharpe Street, Pindar.

### **Site Details**

**Lot/Locn:** Lot 28

**Assessment No:** A508

### **Use of the Place**

**Original Use:** Post Office & Residence

**Current Use:** Not in Use

## **Description**

**Walls:** Concrete Block

**Roof:** CGI

**Condition:** Fair

**Integrity:** Medium

**Original Fabric:** Rood & walls

**Modifications:** Rear Lean-to

Located on the main street of the little townsite of Pindar, immediately east of the Pindar Hotel Fmr and opposite the grain silos, this small building fronts directly onto Sharpe Street. With walls of concrete block construction, the hipped roof is clad with short sheets of corrugated iron. The roof extends at the same pitch to cover the front verandah which is supported on timber posts mounted on small concrete plinths. The front façade of the building features two doors and two windows – one large and one small. There is a rear lean-to which appears to have been constructed at a later date as it has a different colour concrete block and mortar joint.

## **History**

**Construction Date:** 1945

**Source:** Barb Thomas

**Architect:**

**Builder:**

In 1945 Mr and Mrs D. Keytes had a cement brick building constructed on Pindar Town Lot 28. Upon completion they opened a Post Office and Store in the building. Mr Keytes was also the local fodder merchant. In 1968, the Keytes sold their business to Mrs Rose Runnells and retired to Geraldton. At this time Rose would hold the annual Christmas Tree celebrations in the building. In 1970, Rose's Pindar home burnt to the ground and she was forced to close the Pindar Post Office and Store. (Source: p.15, B. Thomas)

## **Historic Theme(s)**

**HCWA**

206 Mail Services

**AHC**

3.7.1 Establishing postal services

## **Statement of Significance**

The Pindar Post Office and Store Fmr has some local historic value for its role in communications and commerce in the district for 25 years. Further the place is rare remaining physical evidence of the once thriving town of Pindar and contributes to the built fabric of the locale.

## **Management Category 4**

### **Level of Significance**

SOME SIGNIFICANCE: Contributes to the heritage and/or historical development of the locality.

### **Management Recommendation**

Conservation of the place is desirable. Any proposed change to the place should be in sympathy with the heritage values of the place.

## **Other Listings**

No other listings.

### **Supporting Information**

Thomas, B., "Pindar History 1873-1979: A Short History of Pindar in Celebration of the 150<sup>th</sup> Anniversary Celebration of Western Australia", 1979.

### **Additional Photographs**

Date of Photograph: 10/7/2014

Source: T. Henkel



Rear view of building.



**Shire:** Mullewa

**Assessment Date:** 7/9/2015

**Place Number:** 61

**HCWA No:**

**Category:** 3

**Last Revision Date:**

### **Place Details**

**Name:** Thomas Lintott's Grave

**Former Name:**

**Type of Place:** Lonely Grave

**Address:** K. Giles Road, approx. 1km north-west of Pindar

**Locality Name:** Pindar

**GPS Northing:** 28 47' 523"

28 28 513mins

**GPS Easting:**

115 78' 035"

115 46 821mins

### **Photograph**

**Date of Photograph:** 13/8/2015

**Source:** Tanya Henkel



Lonely grave of Thomas Lintott surrounded by decorative metal railings.

### **Site Details**

**Lot/Locn:** Crown Land Lot 11855

**Assessment No.** A8368

### **Use of the Place**

**Original Use:** Grave

**Current Use:** Grave

## **Description**

<b>Walls:</b>	Metal railings	<b>Roof:</b>	N/A
<b>Condition:</b>	Good	<b>Integrity:</b>	High
<b>Original Fabric:</b>	Grave surrounds	<b>Modifications:</b>	

Located approximately 1km north-west of the small townsite of Pindar and about 60 metres north of the Old Pindar-Mullewa Road, this lonely grave is situated in a small clearing amongst the bushland. Consisting of a rectangular concrete base with a tall decorative metal grave surround atop, the grave is not marked by a headstone or any other marker to identify who is buried there. The grave remains in remarkably good condition considering its age, however this could also be due to its remote location which could reduce the likelihood of any vandalism or inadvertent damage.

## **History**

**Construction Date:** c1926

**Source:** Coate, Y. & K.

**Architect:**

**Builder:** Jim & Harry Richards (railings)

This site marks the grave of Thomas Lintott who died on the evening of 9 August 1926, aged 43 years in a tragic work related accident. Lintott was a single man who worked as a camel teamster, carting wool between Meeberrie Station in the Murchison and the small Pindar townsite where the rail siding was located. The cause of Lintott's death has been the subject of some conjecture and debate with different stories emerging from different sources.

However, a newspaper article published in the "Geraldton Guardian" on 14 August 1926, five days after the accident, notes the findings of the official Coroner's Report as follows: "Further information regarding the death of Thomas Lintott, a teamster, who met with a fatal accident on Monday near Pindar, show that he left that place with a team of 14 camels attached to a wagon. The wagon weighed three tons, and the load totaled a further eight tons. Lintott was accompanied by a windmill hand named William McLean. After going about a mile and a half McLean noticed the camels give a bit of a lurch, and saw that Lintott was not on his seat on the shafts. He called to the camels to stop, but as they did not he applied the brake and pulled them up. Going back along the track about a hundred yards he found Lintott lying on the ground. He was severely injured, and the wheel of the wagon had passed over the lower portion of his body, which was badly crushed. Hurrying back to Pindar McLean informed Mr. C.H. Simpson, of the Pindar Hotel, of the accident, and Mr. Simpson went out in a motor car and using a small door and a mattress as a stretcher, brought the injured man back to Pindar. Dr. Hobbs and Nurse Dyer were summoned from Mullewa, but it was impossible to do anything for the man who died the same evening. He told Dr. Hobbs that he must have lurched or swayed, falling to the ground, but he did not remember anything afterwards. McLean, who suffers from bad eyesight, did not see how the accident happened. It is thought that when Lintott fell from his seat the shaft camel kicked him, and he was knocked in front of the rear wheel of the wagon. The body was removed to Mullewa and an inquest was held before Mr. P.R. Young, J.P., Acting-Coroner, who recorded a verdict that death was due to injuries received by accidentally falling from the driver's seat of the wagon, the wheel of which passed over him." Meanwhile, local amateur historian Stan Gratte notes that the decorative steel railings on Thomas Lintott's grave were made by Herbert (Harry) Richards and his son Jim at their wheelwright and blacksmith business in Pindar. The grave site is apparently located very close to where the accident occurred (Conversation with S. Gratte, 4/8/2015).



## **Historic Theme(s)**

### **HCWA**

602 Early Settlers

### **AHC**

9.7.1 Dealing with human remains

9.7.3 Remembering the dead

## **Statement of Significance**

The lonely grave of Thomas Lintott has historic value as the resting place of a camel teamster employed by local pastoral stations and is evidence of the dangers associated with the remotely located work. Although there is no headstone to identify the grave, the decorative steel railing surrounds give the site a somewhat grander appearance than may otherwise have been expected for a worker's lonely grave.

## **Management Category 3**

### **Level of Significance**

MODERATE SIGNIFICANCE: Important to the heritage of the locality.

### **Management Recommendation**

Conservation of the place is recommended. Any proposed change to the place should not unduly impact on the heritage values of the place and should retain significant fabric wherever feasible.

## **Other Listings**

No other listings.

## **Supporting Information**

Coate, Y. & K. "More Lonely Graves of WA", Hesperian Press, 2000.

Gratte, S., "Murchison Trip May 2002", notes held at Geraldton Library. Ref No. G 1278 V.

Nixon, M. & Lefroy, RFB. "Road to the Murchison", Vanguard Press, p.185.

Thomas, B., "Pindar History 1873-1979: A Short History of Pindar in Celebration of the 150<sup>th</sup> Anniversary Celebration of Western Australia", 1979.

"Geraldton Express", 11/8/1926.

"Geraldton Guardian", 10/8/1926, p.2 & 14/8/1926, p.2.

## **Additional Photographs**

Date of Photograph: 13/8/2015

Source: Tanya Henkel



No headstone or grave marker to identify lonely grave.

**Shire:** Geraldton  
**Assessment Date:** 24/3/2015

**Place Number:** 409  
**HCWA No:**

**Category:** 2X  
**Last Revision Date:**

### **Place Details**

**Name:** Kurrajong Trees (18)  
**Former Name:**  
**Type of Place:** Trees  
**Address:** Flores Road, between Fourth & Fifth Street (East side)  
**Locality Name:** Wonthella

### **Photograph**

**Date of Photograph:** 27/2/2015      **Source:** T. Henkel



Row of 18 Kurrajong trees adjacent to Flores Road.

### **Site Details**

**Lot/Locn:** Fmr Rail Reserve

### **Use of the Place**

**Original Use:** Rail Siding

**Current Use:** Site

## **Description**

**Walls:** N/A  
**Condition:** Good  
**Original Fabric:** Trees

**Roof:** N/A  
**Integrity:** High  
**Modifications:** Rail removed

The row of 18 Kurrajong trees (*Brachychiton populneus*) is located on the former rail reserve on the eastern side of Flores Road in the suburb of Wonthella. Planted parallel to the road and situated between Fourth and Fifth Streets, the trees have been planted along a north-south axis adjacent to the old rail alignment.

## **History**

**Construction Date:** 1932

**Source:** Stan Gratte/Library

**Architect:**

**Builder:** Wonthella Progress Ass

The Wonthella area was surveyed in the 1850s and in the early years the du Boulay family owned much of the area, known as "Woorree Farm". In 1887 the railway between Geraldton and Walkaway was opened. In 1896, Wonthella, originally referred to as 'East Geraldton', was subdivided into ¼ acre blocks for railway workers for the proposed marshalling yards in anticipation of a boom from the Murchison Gold Rush. At this stage the locality was called "Ootacarra". The yards were subsequently constructed in town and the blocks were not taken up until the 1920s. However, the area quickly developed as market gardens, not residential as originally planned. During the depression years "share farming" in the area became an established practice. Within a few years, many of the share farmers were able to buy their own land in the area. Given that considerable produce, predominantly tomatoes, was being grown in the locality it was soon determined that it would be beneficial for a siding to be established on the Geraldton to Walkaway railway to facilitate the loading and transportation of produce to markets in the eastern states and overseas. The Wonthella Progress Association, established in 1932, lobbied for the establishment of a siding to be located at the eastern end of Fifth Street. In anticipation of the siding being located there, members of the Association, including George Allen a well-respected local resident and leader in the tomato growing industry, planted a stand of 18 Kurrajong trees. Meanwhile the name for the new siding was under consideration. 'Woorree' was the first name suggested, however this was deemed to be too confusing owing to similar sounding names in the eastern states. Instead the name 'Wonthella' was suggested, this being a contraction of 'Wonthellarra', believed to mean 'to give' in an Onslow aboriginal dialect. With the support of the local progress association, this name was formally approved by the Railways Department on 25 July 1932, for the new public siding. A small timber framed corrugated iron roofed railway shed was relocated from the Hutt Railway Siding on the Northampton line to Wonthella. However, instead of being off-loaded adjacent to the Kurrajong trees, the little building was positioned approximately 200 metres to the north on the eastern side of the railway immediately to the north of Allen Street. At its peak, three trains per week were sent south loaded with tomatoes, bound for Sydney and Melbourne, also South East Asia and Singapore. A large army base was established east of the railway siding during the Second World War. The Wonthella Railway Siding was closed in 1956, the small building was removed, however the stand of Kurrajong trees remains. (Sources: Stan Gratte, Geraldton Library)

## **Historic Theme(s)**

### **HCWA**

- 104 Land allocation and subdivision
- 202 Rail and light rail transport

### **AHC**

- 4.1.2 Making suburbs
- 3.8.5 Moving goods and people on land
- 3.8.6 Building and maintaining railways

## **Statement of Significance**

The Kurrajong trees (18) have historic value for their association with the development and beautification of the suburb of Wonthella and with the railway line which ran between Geraldton and Walkaway to Midland. The Kurrajong trees are a significant stand of established vegetation which has been a visual element of the suburb since 1932.

## **Management Category 2X**

### **Level of Significance**

CONSIDERABLE SIGNIFICANCE: Very important to the heritage of the locality.

### **Management Recommendation**

Conservation of the place is highly recommended. Any proposed change should not unduly impact on the heritage values of the place and should retain significant fabric wherever feasible.

## **Other Listings**

No other listings.

## **Supporting Information**

GLLSC – VF Localities Wonthella P9316, P9317

## **Additional Photographs**

Date of Photograph: 27/2/2015

Source: T. Henkel



Stand of trees looking south.