BULK GRAIN HANDLING FACILITIES IN SOUTH AUSTRALIA

HERITAGE ASSESSMENT REPORT PACKET

CONTENTS

This document is organised into two parts.

PART ONE

BULK GRAIN HANDLING IN SOUTH AUSTRALIA

OVERVIEW

BULK GRAIN HANDLING FACILITIES OVERVIEW

Relevant South Australian Historical Themes

Bulk grain handling facilities established in the second half of the twentieth century demonstrate the following theme and its subthemes in *Historic Themes for South Australia* (2022):

5. Developing South Australia's economies

5.1 Developing South Australia's economy

5.3 Developing primary production

Note: Additional themes and subthemes are identified in the Assessment Reports where a specific site also demonstrates those themes and subthemes.

Comparative Analysis:

South Australia's Grain Industry pre-1950

Bulk grain handling facilities are associated with the industrialisation of South Australia's grain industry. There are 46 State Heritage Places associated with grain processing and storage during the nineteenth and early twentieth centuries. They include flour mills, threshing floors, wheat stores and grain sheds, and bulk grain silos. A representative sample of each type includes:

Flour Mills

Flour mills were necessary in processing the state's wheat for consumption. Of the 117 mills built since the early establishment of South Australia, 27 former flour mills and associated infrastructure are included in the South Australian Heritage Register.

- Angas Mill, Strathalbyn (SHP 11595). Built c.1851, it is one of the earliest flour mills in South Australia. Confirmed as a State Heritage Place on 5 April 1984,
- Middleton Mill, Middleton (SHP 10356). Former steam-driven flour mill c.1855, it was the largest in the region. Grain ground at the mill was shipped up the Murray and overseas. Confirmed as a State Heritage Place on 21 October 1993.
- Athelstone (Dinham's) Flour Mill, Highbury (SHP 25050). Established in 1845, the mill was one of the earliest water-powered flour mills built in the state. Confirmed as a State Heritage Place on 23 September 1982,
- Former Laucke's Flour Mill, Angaston (SHP 12215). An example of a mill building with largely intact machinery. Confirmed as a State Heritage Place on 15 February 1994 under criterion a, d, and f.
- Former Blue Lake Oatmeal Mill, Mount Gambier (SHP 13896). Completed in 1903, the mill represents the important economic role of milling, particularly oatmeal and flour in the state's development. Confirmed as a State Heritage Place on 29 June 1989.

Threshing Floors

Threshing is the process of separating out the husks from the edible grain by crushing the grain stalks on a flat surface, or threshing floor. There are five places associated with threshing in the Register.

- Grain Threshing Floor, Rockleigh (SHP 10841). Constructed in the 1920s, it was operated by a horse-drawn wooden roller. Confirmed as a State Heritage Place on 23 November 1989.
- Threshing Floor, Cape Gantheaume Conservation Park, Kingscote (SHP 14738). Confirmed as a State Heritage Place on 14 December 1995 under criteria a, b, c and d.
- Threshing Floor, American River (SHP 14737). A rare surviving example of early farm apparatus. Confirmed as a State Heritage Place on 27 September 1990.

Threshing floor at Cape Gantheaume Conservation Park (SHP 14738)

Source: DEW Files

Former Laucke's Flour Mill in Angaston (SHP 12215)

Source: DEW Files

Wheat stores and grain sheds

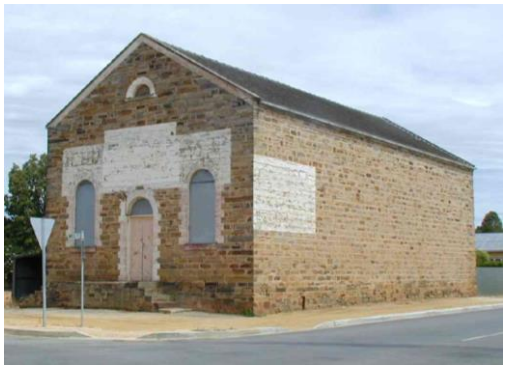
Prior to the advent of bulk grain handling, most of South Australia's grain was stored and transported in jute or corn sacks. These sacks were then taken to either local grain stores, usually in association with milling enterprises, or to the local railway siding or jetty for export.

- Colman's Store, Strathalbyn (SHP 11596). Built in 1864 as a warehouse to store grain and flour for the Angas Mill. Confirmed as a State Heritage Place on 5 April 1984,
- Hoyleton Railway Goods Shed (SHP 12692). Stone shed built by S. Saunders in 1870 along the Port Wakefield to Hoyleton tramway. Served as a store for grain awaiting transport to the coast after the line was converted for use by steam locomotives. Confirmed as a State Heritage Place on 28 May 1987,
- Former Warehouse, Beachport (SHP 10366). Built in 1882 as a wool and grain store. Confirmed as a State Heritage Place on 24 July 1980,

- Port Victoria Jetty and Shed, Port Victoria (SHP 11104). Late nineteenth century shed used for the safe and dry storage of goods awaiting shipping. Confirmed as a State Heritage Place on 8 July 1999,
- Port Julia Jetty and Shed, Port Julia (SHP 16681). Corrugated iron shed built by the Harbors Board in 1920 to store goods, including grain, awaiting export. It continued to be used to store bagged wheat and barley up until the 1966-1967 harvest. Confirmed as a State Heritage Place on 8 July 1999,
- Former Grain Shed and associated Enclosed Yard with Stone Wall, Pine Point (SHP 16682). Constructed in the 1930s to store bagged grain ready for shipping. Confirmed as a State Heritage Place on 11 November 1999,
- 'Grainstore Galleries,' Port Vincent (SHP 12536). Stone barn attached to house. The barn, a grain store, was built by local farmer Joseph Parsons in the early 1890s. Confirmed as a State Heritage Place on 20 November 1986.

The goods shed at Port Julia (SHP 16681), built 1920.

Source: DEW Files



Colman's Store, Strathalbyn (SHP 11596).

Source: DEW Files

Bulk grain silos

Three silos specifically built for the bulk storage of grain pre-1950 are listed as State Heritage Places. The earliest two were used for the storage of silage or animal fodder and the third was constructed to store malt for brewing.

- Mill – Silo, Jervois Road, Woods Point (SHP 13818). A series of ensilage silos built between 1905 and the 1920s. Confirmed as a State Heritage Place on 29 June 1989,
- Gumville Station (former Mount Remarkable Homestead) Complex, Melrose (SHP 16243). Erected in 1919, this pair of concrete silos were built at the Mount Remarkable Training Farm. Confirmed as a State Heritage Place on 8 November 2001,
- Kent Town Brewery and Malthouse, Rundle Street, Kent Town (SHP 10268). Constructed in 1920, it was the first multi-cell concrete vertical silo in South Australia. Since demolished. Confirmed as a State Heritage Place on 1 September 1983.

An ensilage silo (SHP 13818) at Woods Point, built c.1905.

Source: DEW Files

Pair of vertical concrete silos built in South Australia at Gumville Station, Melrose in 1919 (SHP 16242).

Source: DEW Files

Bulk grain storage 1950 to present

Following the passage of the *Bulk Handling of Grain Act 1955*, the South Australian Co-operative of Bulk Handling (SACBH) constructed a network of over 100 upcountry storage sites and six bulk export terminals across the agricultural areas of the State.

The principal characteristics typical of the class of place known as bulk grain handling facilities includes:

- Storage silos (including one or a combination of cylindrical concrete vertical, horizontal shed, paired sheds, cylindrical steel vertical and/or bunkers),
- Classification office,
- Weighbridge and weighbridge office,
- Receival hopper,
- Situated on the prominent street of town,
- Proximity to railway siding.

Additional characteristics often associated with bulk grain handling facilities, including export terminals, include:

- Shipping belt and jetty,
- Structures related to administration, storage and maintenance.

Sites related to South Australia's agricultural industry post-1950 and, more specifically the storage of grain for human consumption and export, are not well represented in the Register. Only one upcountry storage site built by SACBH is registered as a State Heritage Place – Railway Station Complex and Silos at Balaklava (SHP 12942). This site

demonstrates two different silo types: cylindrical concrete vertical (1965) and cylindrical steel vertical.

Two upcountry silos associated with the SACBH are listed as Local Heritage Places, namely:

- Silos, Government Road, Redhill,
- Blyth Railway Station Complex, Guilford Street, Blyth. Includes corrugated iron goods shed, and a large corrugated galvanised iron grain store shed.

Railway Station Complex and Silos at Balaklava (SHP 12942). All three silos, cylindrical concrete vertical (left), horizontal (centre), and cylindrical steel vertical (right) were built by SACBH. The horizontal 'shed-style' silo was the first storage erected on the site in 1956, but has since been demolished.

Source: DEW Files

HISTORY

Origins of Bulk Handling

Handling grain in bulk originated in the United States of America during the latter half of the eighteen century, beginning with Oliver Evans' invention of the first bucket grain elevator in the 1780s. Robert Dunbar improved Evans' design in 1843, leading to the adoption of elevators to load and unload grain from ships throughout North America.[1] The construction of bulk storage and management facilities followed, and by the beginning of the twentieth century most wheat in the USA and Canada was handled in bulk, with the latter operating a bulk handling system exceeding a capacity of 150 million bushels.[2] Other countries also began adopting the bulk system. Russia, for example, constructed a network of bulk grain elevators throughout their grain-growing provinces in the 1910s.[3]

Despite proven success overseas, and foreign purchasers' increasing preference for bulk imports of grain, the transition from bagged to bulk handling in Australia was slow.

In South Australia, the transition took almost fifty years, making the state one of the last major wheat-producing regions in the world to adopt a bulk grain handling system. The delay was due in part to concerns about monopolisation and job losses, as well as the technical and financial challenges of equipping multiple port terminals with the requisite facilities.

Bagged Versus Bulk

During the first half of the twentieth century, South Australia's grain was bagged in four-bushel sacks made of jute or corn and manually handled from farms to local rail sidings, then onto ports and finally ships for exportation.[4] By this time, the process was inefficient and had many disadvantages, foremost being the amount of time and labour involved, with hundreds employed in Port Adelaide alone for the sole purpose of receiving grain and loading ships at harvest time.[5]

Bulk handling was first considered in South Australia in 1908, when a Royal Commission was appointed to investigate the marketing of wheat. Although the seven members of the House of Assembly commended the bulk handling system in principle, they ultimately decided the time was not right.[6] In 1914, Parliament again raised the question, when the House of Assembly commissioned Canadian silo firm Metcalf & Co. to examine the costs and benefits of substituting a 'system of handling wheat in bulk for the present system of handling in bags.'[7] The resulting report exposed the major deficiencies of bagged handling over bulk handling, arguing:

- the cost of handling and transporting wheat in bags was excessive, with South Australian farmers losing £250,000 to £300,000 annually between purchasing and reselling their bags;
- the speed of handling in bags was slow, with each bag having to be sewn on the farm;
- the method of weighing bagged grain at country rail stations was inaccurate;
- the bag system congested railways, country stations, and ports;
- the bag system was highly susceptible to weather, vermin and pests;
- the cost of cleaning sacked wheat was excessive, with Australian wheat often incurring a large penalty overseas due to it not being fully cleaned;
- the free storage system was not equitable and gave merchants control of the crop.

Metcalf & Co.'s report proposed a £1,100,000 bulk handling system for the state comprised of a network of upcountry storage sites that would feed into five export terminals at Port Adelaide (Outer Harbor), Wallaroo, Port Pirie, Port Lincoln and Thevenard.[8] It was estimated that annual savings would be in the order of £275,000, and the system would pay for itself in four years. After considerable debate the motion lapsed due to heavy establishment costs and apathy from growers.[9]

In addition to the financial expense of the bag system, critics demonstrated that it led to inadequate inspection, grading, and selling systems. In 1888, South Australia developed the Fair Average Quality (F.A.Q.) system to grade grain in bags. Each

harvest season, the Chamber of Commerce drew samples from every delivery point on a percentage basis, excluding obviously inferior lots. These samples were bulked and mixed before an official composite sample was fixed and its imperial bushel weight determined. The sample was thus a weighted average.[10] This system drew constant criticism, as it disadvantaged farmers who produced a higher grade of grain, and rewarded farmers who produced a lower grade, thus removing any incentive for farmers to grow and deliver the best and cleanest wheat possible.[11]

Allen R. Callaghan argues that the major problems that the advocates of bulk-handling faced were political, not technical.[12] Opposition was based on the cost of maintenance, fears of monopoly[13] and concerns that bulk handling 'would seriously affect the labour market by increasing the volume of unemployment.'[14] Journalist Maxwell Lamshed adds that high initial costs also played a role in arguments against bulk handling, with the proposed systems all requiring the purchase of special delivery trucks for the farmer and the establishment of siding storages and terminal silos.[15]

For the next thirty years numerous attempts to establish bulk handling in South Australia were made. In 1922, a farmers' co-operative company called the Farmers' Bulk Handling of Grain Co-operative Limited took over the Metcalf plans. In 1933, an inquiry comprising over 290 pages of evidence taken from farmers across the state was presented to the government, and in 1934 the Public Works Committee submitted recommendations for the establishment of a bulk handling scheme. All attempts were unsuccessful.

The Second World War provided a stimulus for the development of bulk handling when the Australian Wheat Board (AWB) was empowered by the Minister for Commerce to sell and dispose of any wheat acquired by the Commonwealth, and manage all matters regarding its handling, care, movement and shipment.[16] As the War had severely curtailed exports, the AWB had to house wheat that would normally have been shipped. In response, the Board embarked on an extensive construction scheme between 1941 and 1943, erecting large bulk bins in Western Australia and Victoria. However, the scheme did not make it to South Australia during the war.[17]

Following the war, the AWB saw an opportunity for South Australia to adopt bulk handling after the Broken Hill Proprietary Company (BHP) constructed a jetty and conveyor belt at Ardrossan in 1948 to ship dolomite interstate. By 1951, an agreement was reached between the State Government, BHP, the South Australian Harbors Board (SAHB), and AWB to construct a bulk grain handling facility at the port, a decision motivated in part by a shortage of grain bags at the time.[18] Under the agreement, the AWB provided funding to construct a million-bushel capacity, horizontal shed with a sloping internal floor and gravity-fed underground conveyor, linked to the BHP belt. The new storage facility was opened by the Premier, Sir Thomas Playford, on 25 November 1952, marking the first silo constructed as part of the bulk handling system in the state.[19]

The South Australian Co-operative of Bulk Handling

In 1954, the South Australian Wheat and Woolgrowers' Association (SAWWA) prepared a draft bill proposing the establishment of a bulk grain handling co-operative. The suggested entity was to be a non-distributing co-operative, with no share capital or dividends paid on shares, focussing only on bulk handling and storage of wheat, and was not to become a grain trading business.[20] Growers were to pay the company a compulsory toll of 3d per bushel for all wheat they produced, which was to be applied towards financing the construction and operation of bulk grain handling facilities.[21] The scheme provided for the construction of 100 upcountry sidings with an average capacity of 270,000 bushels each at an estimated cost of £4,850,000 or about 3s7d a bushel based on a normal wheat crop of 27,000,000 bushels.

To support their bill, SAWWA provided the Government with 5,000 signatures from growers committing to paying tolls of no less than 3d a bushel for 12 years for the purpose of raising capital in the company. [22] On 7 December 1954, SAWWA proceeded to register a new company, the South Australian Co-operative of Bulk Handling Limited (SACBH).[23]

The *Bulk Handling of Grain Act* (Bulk Handling Act) was assented to by Parliament on 7 July 1955, granting SACBH the exclusive right to handle wheat and other grains in bulk within South Australia. Their principal objective was to establish, maintain, and conduct 'a scheme or system for receiving, handling, transporting, and storing wheat and other grain in bulk' in South Australia.[24]

As detailed in SAWWA's bill, SACBH was a private co-operative wholly owned by grain growers, raising capital through tolls.[25] Growers who signed up as members when the company was first formed agreed to pay 3d per bushel for all grain delivered to storage. In subsequent years, as the storage network expanded, growers paid 6d per bushel. Members paid these tolls over a 12-year period, after which they were refunded their contributions in 12 annual instalments. No interest was earned or paid on the toll as all net profits were used to establish bulk handling facilities, as well as maintenance and improvements, as specified by the Act.[26] Within twelve months, 8,500 members had signed up to the Co-operative, growing to 17,388 members in 1961.[27]

The Silo Construction Project

Under the *Bulk Handling of Grain Act 1955*, SACBH had to promptly establish adequate bulk handling facilities at terminal ports and railway stations and sidings.[28] The original infrastructure plan envisaged five port terminals and 70 upcountry silos across the state at a cost of £5,000,000.[29] The initial phase of construction was largely funded by a £1,000,000 loan from the Commonwealth Bank, guaranteed by the State Government.[30] Membership tolls funded the rest. On 10 November 1955, SACBH purchased the Ardrossan silo from the AWB following agreements with the SAHB for lease of land and with BHP for use of its conveyor belt.[31] Within the first twelve months, more than 4,000,000 bushels of wheat was exported in 21 ships. Pressure quickly

mounted to build additional bulk country storage that would feed the Ardrossan terminal.

The first upcountry silo in the state, a horizontal shed type, opened at Paskeville in January 1956. Bute followed a few months later. That same year, the Co-operative received approval to erect five horizontal shed-type silos at Balaklava, Snowtown, Blyth, Hoyleton and Brinkworth, and three cylindrical concrete vertical silos at Nantawarra, Redhill and Gulnare.[32] In just two years, a new terminal and 13 upcountry silos, representing 10 million bushels of storage, had been completed, with demand escalating thereafter. The order of priority for the erection of bulk handling facilities was determined by the urgency of the needs of growers and the amount of grain produced in the various parts of the state.[33] Expansion echoed the growth of members, as the toll system financed silo construction: more members meant more upcountry silos.

The bulk system operated in stages. Growers would first deliver grain by road to either upcountry storage receival sites or directly to port storage, where it was collected, weighed, tested, graded and stored by SACBH for later shipment or sale to local markets. From upcountry storage, SACBH was then responsible for freighting the grain by rail and road to an export terminal. Finally, the grain was loaded onto shipping vessels through one of the seven port terminal loading facilities.[34]

By 1965, just ten years after the passing of the *Bulk Handling of Grain Act 1955*, the Co-operative had constructed provision for the storage of 48,877,000 bushels of grain.[35] The basic components of the bulk handling network were now established, propelled forward by bumper harvests in the late 1960s. By the mid-1980s, most receival centres had two or more intake systems to keep up with demand, with grain elevators capable of handling rates from 60 to 200 tonnes per hour. Additional storage at these facilities consisted of steel vertical, horizontal, bunker, and emergency shed type storages, and were usually a self-contained block with its own intake and outload equipment.[36] Shipping rates had also increased dramatically, terminals like Port Lincoln reaching loading speeds of 4000tph.[37]

Bulk Storage Design

Over the course of its 40-year history, SACBH utilised numerous designs for the bulk storage of grain.[38] The first type was the horizontal shed, which was used at early upcountry storage sites such as Paskeville and Brinkworth. Built using an in-house design, they were fast and affordable to construct.[39] However, the horizontal shed had inherent long-term disadvantages such as high labour, operating and maintenance costs. Its cell-less design also made it difficult to segregate grain types and grades, and to undertake grain inspection and fumigation.[40]

While the design was quickly abandoned in favour of concrete vertical silos, the Co-operative later utilised horizontal sheds for supplementary storage. In the 1960s, galvanised iron sheds with structural steel framework and bulkhead walls were used to establish 11 million bushels of emergency storage.[41] Shed storage capable of

accommodating three separations of grain was also employed by SACBH in the 1990s. These were often built in pairs and shared a common elevator with loading rates of 400tph.[42]

Built at around 104 upcountry storage sites, for a total capacity of 79 million bushels, the concrete vertical silo became the "backbone" of South Australia's silo network.[43] They were based on a low-cost design submitted by the Australian silo construction company Haunstrup & Co. Comprised predominantly of either four or six main cylindrical cells, their modular design was capable of extension by adding more cells. Multi-cell silos played a pivotal role in the existing storage system by providing segregation capacity for minor grains such as barley and oats, as well as grades of grain which in turn allowed growers to earn higher premiums for their grain.[44]

By the end of the 1960s, concrete vertical silos were becoming increasingly expensive to build, and SACBH turned to using steel vertical silos. The steel bins, either 1,800 tonne or 6,000 tonne in capacity, were quick to build, cost effective and had the further advantage of being gas-tight to facilitate more efficient grain fumigation and the use of nitrogen and carbon dioxide-controlled atmospheres.[45]

An increase in grower delivery pressures and the rising inability to segregate grains and grades and every silo site across the state resulted in the introduction of bunker storage in the 1980s. Bunker storage involved placing grain on surfaced ground buttressed with retaining walls of galvanised iron. Plastic sheeting was used to protect the grain from weather.[46] Established at strategic sites across the state such as Ardrossan, Gladstone and Kimba, this type of storage provided more rapid turnover times for growers and their trucking contractors.

Demutualisation

By 1980, SACBH had reached a peak membership of over 16,300 growers and were operating bulk grain storage facilities with a capacity of more than 4 million tonnes.[47] In 1989, the *Wheat Marketing Act* was passed, deregulating the domestic wheat market. This legislation removed the monopoly power of marketing authorities such as the AWB and the Australian Barley Board (ABB), as well as that of state-based bulk handling businesses such as SABCH.[48]

According to historian David Thomas, by the mid-1990s, escalating competitive forces were unleashed within South Australia's grain industry, resulting from the deregulation, privatisation, and consolidation of statutory rail, marketing, storage and handling organisations.[49] For SACBH, this process culminated in the repealing of the Bulk Handling Act in 1996, which took away the Co-operative's monopoly rights and gave federal organisations AWB and ABB significant powers to override state legislation.[50] The once amicable relationship SACBH had enjoyed with AWB and ABB became more competitive as the decade ended.

In response, SACBH appointed its first independent, non-grower director, Perry Gunner, to the board and by acquiring bulk handling facilities at seaports from the

newly privatised SAHB, then known as Ports Corp. This move gave the Co-operative total control of the handling channel from receival point to ship.[51]

In August 2000, at a special general meeting, SACBH was formally demutualised by a vote of 96% of members. SACBH was restructured, abandoning its non-distributing co-operative business structure for a hybrid structure consisting of AusBulk, a conventional company limited by shares, and a holding company, United Grower Holdings, a solely grower-owned public company that in turn owned 51% of AusBulk.[52] The new business was known at AusBulk-UGH.

At the same time, ABB privatised into ABB Grain Ltd. During the early 2000s, the entire Australian grain industry was highly competitive, with the newly privatised AWB Ltd. and ABB Grain Ltd. and the demutualised AusBulk-UGH all keen to maximise their shareholder returns via diversification, acquisition, or mergers. AusBulk-UGH became a takeover target and merged with ABB Grain Ltd in September 2004.[53] In September 2009, the company was acquired by Viterra Canada for $1.6 billion.

The Decline of Regional Towns and the Rise of the Silo Art Movement

Although once prosperous, rural supply towns began to experience economic decline from the 1960s onwards. This decline was particularly evident in agricultural areas, centres located inland, and remote places isolated from the metropolitan fringe. Such places typically had populations of less than 4,000 residents.[54] Scholars attribute this decline to several factors, including the mechanisation of resource industries such as farming and mining, the concentration of major manufacturing and service industries in larger urban centres, and the consolidation and decline of small farms and the agricultural workforce. Increased mobility facilitated by the development of cheap, reliable motor transport and better roads was also a major contributor, enabling people access to cheaper, more varied goods and services elsewhere.[55]

Consequently, services such as banks and pharmacies closed, in turn creating difficulties for remaining businesses. As industry centralised, young adults permanently moved to cities or larger regional centres to access employment and higher education opportunities.[56] Many regional towns were left demographically older than urban areas, creating run on effects like experiencing difficulties replenishing sporting teams or holding social functions for young people.[57]

In the mid-2010s, quiet regional towns connected to the grain industry began transforming their silos into large-scale artworks as a method of regional renewal.[58] What began in Northam, a small wheatbelt town 62 miles northeast of Perth, Western Australia, was quickly adopted across the south-eastern parts of Australia, giving rise to a small-town revivalism movement.[59]

Griffith University's 2021 investigation into the social and economic impact of silo art in Australia reveals that silo art projects have three main aims: to attract visitors to places they have never heard of, create a lifeline for struggling local businesses, and revive community pride.[60] While the impacts of silo art vary considerably between

towns, businesses, and individuals, the study found that 68% of residents valued how silo art was helping to develop the art scene and community in their town, with 59% reporting that the silo in their town makes them feel like they are part of something 'bigger'. 88% considered silo art a worthwhile investment and 58% of South Australia's local business owners and managers believed it attracted customers to their business.[61]

Chronology

Year	Event
1837	South Australia's first wheat crop is harvested.
1845	Australia begins exporting wheat to England.
1851 - 1852	South Australian growers achieve the first million-bushel harvest.
1888	South Australia develops the Fair Average Quality (F.A.Q.) system to grade grain in bags.
1908	**A Royal Commission is appointed to investigate the marketing of wheat, including the bulk handling system.**
1913	The South Australian Harbors Board is established.
1914	Canadian silo firm John Metcalf & Co. is commissioned by the House of Assembly to investigate the cost benefits of bulk versus bagged grain.
1915	**Metcalf & Co.'s *Bulk Handling of Wheat* report is printed in December. It proposes a £1,000,000 bulk handling system for the state.**
1916	A motion is submitted to the House of Assembly in August concerning the provision of terminal elevators at Port Adelaide, Wallaroo, Port Pirie and Port Lincoln, and country elevators as required. After considerable debate, the motion lapses.
1919	**First cylindrical concrete silo built in South Australia at Gumville Station (former Mount Remarkable Homestead), Melrose (SHP 16242).**
1920	**First cylindrical concrete silo built in metropolitan Adelaide at the former Kent Town Brewery in 1920 (since demolished).**
1921	**The first bulk handling terminal in Australia opens at Glebe in Darling Harbour.**
1922	Farmers' co-operative company, Farmers' Bulk Handing of Grain Co-operative Limited, takes over the Metcalf plans, but a Bill to give effect to the plans is defeated in the third reading.
1933	An inquiry comprising 290 pages of evidence, taken from farmers in support of bulk handling, is submitted to the State Government.
1934	The Public Works Committee submits a recommendation for the establishment of a bulk handling scheme. No action is taken.

1935 The South Australian Wheat and Woolgrowers' Association (SAWWA) meets with the State Government proposing that a company be formed on co-operative lines.

1939 The outbreak of the Second World War motivates the establishment of the Australian Barley Board (ABB) and the Australian Wheat Board (AWB) to control the grain industry in Australia

1947 The South Australian Government's Public Works Committee visits Western Australia to examine their bulk handling system and to interview farmers.

1948 BHP constructs a jetty and conveyor belt at Ardrossan to export dolomite.

1952 The first bulk grain handling facility and export terminal in the state, comprised of a horizontal shed silo, is constructed at Ardrossan. The new facility is opened by Premier Sir Thomas Playford on 25 November.

1953 January: The first load of bulk grain is shipped from Ardrossan to New Zealand.

1954 SAWWA submit a proposal and draft bill for the establishment of a bulk handling company to the Playford government. The South Australian Co-operative of Bulk Handling Limited (SACBH) is incorporated as a company in December.

1955 SAWWA provides the South Australian Government with 5,000 grower signatures committing to paying storage tolls should a bulk handling company be established.

This paves the way for the Government to pass the *Bulk Handling of Grain Act,* assented on 7 July.

November: SACBH purchase Ardrossan storage from AWB.

1956 The first South Australian upcountry storage silo opens at Paskeville.

The first concrete vertical grain silo built at Nantawarra.

1957 The first bulk export terminal self-commissioned by SACBH opens at Wallaroo.

SACBH builds in-transit barley storage at Ardrossan for ABB.

1958 The Port Lincoln bulk handling terminal and the first upcountry storage on Eyre Peninsula are constructed.

1962 SACBH sign an agreement with ABB for construction of barley storage across the state.

The first grower bulk deliveries of barley occur at Ardrossan.

1963 SAWWA, AWB, and SACBH move into purpose-built accommodation at Grain House on South Terrace, Adelaide.

1964 The *Bulk Handling of Grain Act 1955* is amended to include oats.

1965 SACBH celebrates its construction of 49 million bushels (1.3 million tonnes) of storage.

1969 Grain production soars, resulting in a huge expansion of upcountry and terminal storage.

ABB move in to the first two floors of Grain House on South Terrace, Adelaide.

1969 The Port Giles terminal is constructed.

1972 All weighbridges are converted to metric standards.

1974 The Fair Average Quality system of grading is replaced with the Australian Standard White system.

1977 The last concrete silo built in South Australia by the SACBH is erected at Kingscote

1980 SACBH's storage capacity exceeds 4 million tonnes, and its membership more than 16,300 growers.

1983 The first bunker storage is constructed at Ardrossan.

1989 The *Wheat Marketing Act* is passed, removing the monopoly power of single desk marketing authorities (e.g. AWB and ABB), as well as that of state-based bulk handling businesses such as SACBH.

1996 The *Bulk Handling of Grain Act* is repealed.

1997 SACBH purchases terminal bulk loading plants from Ports Corp.

SACBH trial an on-farm pick-up service.

1998 The Australian Wheat Board privatises to form AWB Ltd.

1999 The Australian Barley Board privatises to form ABB Grain Ltd.

2000 SACBH demutualises to form AusBulk, and United Grower Holdings (UGH).

2001 AusBulk receives its largest harvest ever at 8.6 million tonnes. Storage capacity reaches 10 million tonnes.

2003 The State Government confirms that Port Adelaide's Outer Harbor will be the site for a new deep-water grain port.

2003 Swiss mining company Glencore begins trading agricultural commodities in Australia as Glencore Grain.

2004 ABB Grain Ltd., AusBulk, and UGH merge, resulting in the creation of ABB Grain Ltd.

2009 Viterra Canada acquires ABB Grain Ltd for $1.6 billion in September.

2012 Glencore Grain acquires Viterra Australia and Canada.

2016 Viterra's storage capacity exceeds 11 million tonnes, located in and around 90 operational receival sites.

Viterra constructs an additional 900,000 tonnes of bunker storage.

Around 20 non-Viterra commercial sites operate in South Australia, predominantly for domestic milling supply and export accumulation.[62]

2017 **The silo at Coonalpyn is painted by artist Guido van Helten. It is the first silo to be painted in South Australia.**

2020 Glencore Grain rebrands to Viterra globally.

2023 Viterra operates 49 receival sites and five port terminals in South Australia.

[1] Tim Mazzarol, 'They didn't have to sell their shares – the rise and demise of SACBH-ABB Grain,' case study research report, C.E.R.U., (2021), p.3.
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[3] Metcalf & Co. Ltd., 'Bulk handing of wheat,' (Adelaide: Government Printer, 1915), p.3.
[4] A.R. Callaghan, A.J. Millington, *The Wheat Industry in Australia* (Sydney: Angus and Robertson, 1956), p.371.
[5] David Thomas, *A Golden Era: Celebrating 5 Years of Bulk Grain Handling in South Australia* (Adelaide: ABB Grain Ltd, 2006), p.17
[6] Max Lamshed, *Grain is better in bulk: the story of South Australian Co-operative Bulk Handling Limited* (Adelaide: South Australian Co-operative Bulk Handling Limited, 1966), p.6.
[7] Metcalf & Co., 'Bulk Handling,' p.3.
[8] Metcalf & Co., 'Bulk Handling,' pp.42-43.
[9] Lamshed, *Grain is better in bulk*, p.6.
[10] Callaghan, *The Wheat Industry*, p.350.
[11] Metcalf & Co., 'Bulk Handling,' p.13.
[12] Allen R. Callaghan served as Director of the South Australian Department of Agriculture from 1949 to 1959.
[13] Tim Mazzarol, Elena M. Limnios (eds.) & Richard Simmons, 'To be or not to be a co-operative? The case of Australia's grain co-operatives CBH and ABB Grain,' in Sophie Reboud & Clark Delwyn (eds.) *Research Handbook on Sustainable Co-operative Enterprise* (Edward Elgar Publishing Limited, 2014), p.117.
[14] Transcript of the proceedings of the Legislative Council, *Bulk Handling of Grain Bill* (second reading) (SA) 28 June, 1955, p.438.
[15] Lamshed, *Grain is better in bulk*, p.7.
[16] Thomas, *A Golden Era*, p.20.
[17] Thomas, *A Golden Era*, p.20.
[18] Mazzarol, 'SACBH-ABB Grain,' 7. And Thomas, *A Golden Era*, p.21.
[19] Thomas, *A Golden Era*, p.21.
[20] Thomas, *A Golden Era*, p.21.
[21] Legislative Council, *Bulk Handling of Grain Bill*, p.433.
[22] Legislative Council, *Bulk Handling of Grain Bill*, p.434.
[23] Thomas, *A Golden Era*, p.24.
[24] *Bulk Handling of Grain Act 1955*, p.1.
[25] Kelly, 'Operations and Control Systems,' p.69. And Thomas, *A Golden Era*, p.109.
[26] Kelly, 'Operations and Control Systems,' p.68.
[27] Thomas, *A Golden Era*, pp.110-111.
[28] *Bulk Handling of Grain Act 1955*, p.8.
[29] Thomas, *A Golden Era*, p.109.
[30] Kelly, 'Operations and Control Systems,' p.67.
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[32] Thomas, *A Golden Era*, p.30.
[33] *Bulk Handling of Grain Act 1955*, p.8.
[34] Essential Services Commission of South Australia, 'Inquiry into the South Australian bulk grain export supply chain costs,' (December, 2018), p.21.
[35] South Australian Co-operative Bulk Handling Limited (1966), *12th Annual Report and Statement of Accounts for the year ended 31 October 1966*.
[36] Kelly, 'Operations and Control Systems,' p.68.
[37] Kelly, 'Operations and Control Systems,' p.68.
[38] Max Lamshed, *Grain and co-operation: the story of South Australian Co-operative Bulk Handling Limited* (Adelaide: South Australian Co-operative Bulk Handling Limited, 1966), p.13.
[39] Thomas, *A Golden Era*, p.28.
[40] South Australian Co-operative Bulk Handling Limited, *Bulk Handling in South Australia*. Glenelg: Smedley Press, 1971.

[41] SACBH, *Bulk Handling*, 1971.
[42] SACBH, *Bulk Handling*, 1971. Thomas, *A Golden Era*, p.38.
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[44] SACBH, *12th Annual Report*. Thomas, *A Golden Era*, 35. Richard Fewster, *A silver milestone: the 25 year history of South Australian Co-operative Bulk Handling Limited* (Adelaide: South Australian Co-operative Bulk Handling Limited, 1980), p.15.
[45] South Australia Co-operative Bulk Handling Limited (1980). 26th Annual Report and Statement of Accounts for the year ended *31st Oct. 1980*.
[46] Thomas, *A Golden Era*, p.41.
[47] Mazzarol, 'SACBH-ABB Grain,' p.7.
[48] Mazzarol, 'SACBH-ABB Grain,' p.11.
[49] Thomas, *A Golden Era*, p.106.
[50] Mazzarol, 'SACBH-ABB Grain,' p.12.
[51] Mazzarol, 'SACBH-ABB Grain,' p.13.
[52] Mazzarol, 'SACBH-ABB Grain,' p.15.
[53] Mazzarol, 'SACBH-ABB Grain,' p.16.
[54] Gordon Forth and Ken Howell, 'Don't Cry for me Upper Wombat: The Realities of Regional/Small Town Decline in Non Coastal Australia,' *Australian and New Zealand Regional Science Association International*, Volume 2 Issue 2 (December 2002), p.5.
[55] Forth and Howell, 'Don't Cry for me,' p.5-6.
[56] Forth and Howell, 'Don't Cry for me,' p.6-7.
[57] Forth and Howell, 'Don't Cry for me,' p.6.
[58] Forth and Howell, 'Don't Cry for me,' p.8.
[59] Sarah Reid, 'Wallabies. Cowboys. Street artists land in Australia's outback,' *National Geographic* (12 May 2020), https://www.nationalgeographic.com/travel/article/in-australia--rural-grain-silos-became-public-art (accessed 29 January 2025).
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PART TWO

HERITAGE ASSESSMENT REPORTS

HERITAGE ASSESSMENT REPORT

NAME:	Ardrossan Bulk Grain Handling Terminal Complex	**PLACE:**	26599
ADDRESS:	Narungga Country Lot 5571/Lot 50 Silo Road, Ardrossan 5571		

The 24-cell concrete vertical silo at Ardrossan.

Source: DEW Files, March 2025

ASSESSMENT OF HERITAGE SIGNIFICANCE

Statement of Heritage Significance:

As this place is not considered to meet any of the State criteria, a Statement of Heritage Significance has not been prepared.

Relevant South Australian Historical Themes

In addition to the themes outlined in part one of this report, the Ardrossan Bulk Grain Handling Terminal Complex also demonstrates the following theme and subthemes in *Historic Themes for South Australia* (2022):

5. Developing South Australia's economies

5.6 Connecting South Australia through transport and communications

Assessment against Criteria under Section 16 of the *Heritage Places Act 1993*. All Criteria have been assessed using the 2020 Guidelines.

(a) it demonstrates important aspects of the evolution or pattern of the State's history.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should be closely associated with events, developments or cultural phases which have played a significant part in South Australian history. Ideally it should demonstrate those associations in its fabric.*
>
> *Places will not normally be considered under this criterion if they are of a class of things that are commonplace, or frequently replicated across the State, places associated with events of interest only to a small number of people, places associated with developments of little significance, or places only reputed to have been the scene of an event which has left no trace or which lacks substantial evidence.*

The Ardrossan Bulk Grain Handling Terminal Complex is associated with the historic theme: Developing South Australia's economies, and its subthemes Developing South Australia's economy, Developing primary production, and Connecting South Australia through transport and communications.

First established by the Australian Wheat Board (AWB) in 1952, the complex at Ardrossan is associated with the industrialisation of South Australia's grain industry through the adoption of bulk handling and, as a consequence, the agricultural expansion and economic development of the state in the second half of the twentieth century. Bulk handling transformed the state's grain industry, providing cost and time effective storage and transportation of grain to export terminals, ensuring that South Australian farmers remained competitive on the world market.

Despite its early proven success overseas, and the obvious weaknesses of the existing bagging system, South Australia was reluctant to adopt bulk handling, owing largely due to economic and political concerns. While several attempts were made during the first half of the twentieth century, it was not until the late 1940s that an opportunity to build the state's first bulk handling facility arose when Broken Hill Proprietary Limited Company (BHP) began construction of a crushing plant, jetty and conveyor belt at Ardrossan for the export of dolomite. Following an agreement granting shared use of BHP's conveyor jetty for the shipment of bulk wheat and barley, the AWB funded the construction of a one-million-bushel capacity bulk grain storage facility. The resulting horizontal style shed had a sloping internal floor and gravity-fed underground conveyor, linked to the BHP conveyor belt.

The facility was opened by the state's Premier, Sir Thomas Playford, on 25 November 1952, marking the first storage and export terminal built for bulk grain handling in the state. It was an instant success, receiving four million bushels (108,861 tonnes) of grain in its first 12 months of operation, proving to sceptics the benefits of bulk over bagged grain and providing the necessary impetus for the establishment of the SACBH and the passing of the *Bulk Handling of Grain Act 1955* only a few years later. The South

Australian Co-operative of Bulk Handling (SACBH) purchased the facility in 1955. Since, the site has undergone regular expansion culminating in a storage capacity of over 400,000 tonnes by the 1990s.

While the establishment of the bulk grain handling facility at Ardrossan in 1952 is considered to be a defining moment in the state's lengthy campaign to adopt bulk handling, insufficient physical fabric survives to demonstrate this development. The horizontal shed silo built by AWB was demolished in the 1970s and replaced by a 21-cell concrete vertical silo, and the jetty has been modernised to keep up with changing uses and deepwater shipping practices. These losses and alterations diminish the place's ability to demonstrate a clear or strong association with the establishment of bulk grain handling in South Australia.

It is recommended that the place **does not fulfil** criterion (a).

(b) it has rare, uncommon or endangered qualities that are of cultural significance.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should demonstrate a way of life, social custom, industrial process or land use which is no longer practised, is in danger of being lost, or is of exceptional interest. This encompasses both places which were always rare, and places which have become scarce through subsequent loss or destruction.*
>
> *Places will not normally be considered under this criterion if their rarity is merely local, or if they appear rare only because research has not been done elsewhere, or if their distinguishing characteristics have been degraded or compromised, or if they are at present common and simply believed to be in danger of becoming rare in the future.*

The bulk grain handling terminal at Ardrossan was built in 1952 for the bulk storage and export of grain grown in the area. The immediate success of the system at Ardrossan triggered the establishment of the SACBH and the construction of over 100 upcountry storage sites and six port terminals between 1955 and 1997. As a result, bulk grain handling terminals built during the latter half of the twentieth century are not rare, uncommon or endangered. Bulk handling is still the predominant method of collecting, storing and transporting grain in South Australia, with approximately 48 active upcountry storage sites and six port terminals currently in use by the current network operator, Viterra.

It is recommended that the place **does not fulfil** criterion (b).

(c) it may yield information that will contribute to an understanding of the State's history, including its natural history.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should provide, or demonstrate a likelihood of providing, information that will contribute significantly to our knowledge of the past. The information should be inherent in the fabric of the place. The place may be a standing structure, an archaeological deposit or a geological site.*

Places will not normally be considered under this criterion simply because they are believed to contain archaeological or palaeontological deposits. There must be good reasons to suppose the site is of value for research, and that useful information will emerge. A place that will yield the same information as many other places, or information that could be obtained as readily from documentary sources, may not be eligible.

The bulk grain handling terminal at Ardrossan was constructed less than two kilometres south of the Ardrossan town and jetty in the 1950s. Like the town, the complex was partially established on a portion of a grazing property owned by pastoralist Parker Bowman from the 1870s onwards. Mining activity started just south-west of the site in the late 1940s with the discovery of dolomite by the Broken Hill Proprietary Company (BHP). To accommodate the silo foundations, and likely the shipping belt and conveyor system built by BHP, ground excavations occurred at the site, digging approximately seven metres deep for each vertical silo. There is no evidence to suggest that the Ardrossan Bulk Grain Handling Terminal Complex will yield meaningful information about the history of South Australia that is not already documented through a variety of primary and secondary resources.

It is recommended that the place **does not fulfil** criterion (c).

(d) it is an outstanding representative of a particular class of places of cultural significance.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

The place should be capable of providing understanding of the category of places which it represents. It should be typical of a wider range of such places, and in a good state of integrity, that is, still faithfully presenting its historical message.

Places will not be considered simply because they are members of a class, they must be both notable examples and well-preserved. Places will be excluded if their characteristics do not clearly typify the class, or if they were very like many other places, or if their representative qualities had been degraded or lost. However, places will not be excluded from the Register merely because other similar places are included.

The complex at Ardrossan is a member of the class of place known as bulk grain handling terminals. Bulk grain handling terminals were critical in enabling the storage, transportation, and export of South Australia's grain in bulk, expediting the harvesting process. Established in 1952 by the Australian Wheat Board (AWB) and later sold to the SACBH, the facility at Ardrossan was the first storage and export terminal for bulk grain in the state. The SACBH proceeded to establish six other export terminals at Port Lincoln, Port Giles, Wallaroo, Port Adelaide, Outer Harbor and Thevenard. Ardrossan ceased exporting wheat around 2017 but continues to operate as a storage receival site.

The Ardrossan Bulk Grain Handling Terminal Complex demonstrates many of the principal characteristics of bulk grain handling terminals (see Comparative Analysis in Part One: Bulk Grain Handling Facilities Overview), including:

- A combination of storage silos, specifically cylindrical concrete vertical, steel horizontal and bunker,
- Receival hoppers,
- Classification offices,
- Weighbridge and weighbridge offices,
- Connection to shipping belt jetty.

While Ardrossan does display most of characteristics typical of the class, so do the other six bulk grain export terminals built and operated by SACBH. Moreover, while diverse in arrangement, each terminal displays the principal characteristics to the same quality and intactness while holding the same historical relevance to South Australia.

As the first bulk grain handling storage and export terminal constructed in South Australia, it cannot be considered a pivotal example of the class. Nor can it be considered an influential example. Although the first storage silo built at Ardrossan - a million-bushel horizontal shed – inspired the storage design at SACBH's first upcountry facilities, it was demolished in the 1970s leaving no physical fabric to demonstrate this influence. As a result, the Ardrossan Bulk Grain Handling Terminal Complex is not considered to be an exceptional, influential, or pivotal example of the class of place, bulk grain handling terminals.

It is recommended that the place **does not fulfil** criterion (d).

(e) it demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should show qualities of innovation or departure, beauty or formal design, or represent a new achievement of its times. Breakthroughs in technology or new developments in design would qualify, if the place clearly shows them. A high standard of design skill and originality is expected.*
>
> *Places would not normally be considered under this criterion if their degree of achievement could not be demonstrated, or where their integrity was diminished so that the achievement, while documented, was no longer apparent in the place, or simply because they were the work of a designer who demonstrated innovation elsewhere.*

The Ardrossan Bulk Grain Handling Terminal Complex is comprised of several built structures, namely concrete vertical silos, a horizontal shed silo, bunker storage, and an all-steel conveyor jetty. These structures are typical of their type and are not considered to demonstrate a breakthrough or creative adaptation of any construction method, nor extend the limits of existing technology. For example, the slip-form construction and multi-cell design of the concrete vertical silos was already

in use both interstate and overseas. The jetty and conveyor belt, constructed for BHP in 1948 were of similar design to what the company was already using to export iron ore at Whyalla (built 1915) and limestone at Rapid Bay (built 1942).

While SACBH's engineering department did demonstrate qualities of innovation or departure in their design and manufacture of equipment such as the mobile rail outloaders and the drive over hopper stacker, these accomplishments are not represented by the fabric of the place. Therefore, the complex at Ardrossan is not considered to demonstrate a high degree of creative, aesthetic, or technical accomplishment, nor is it an outstanding representative of particular construction techniques or design characteristics.

It is recommended that the place **does not fulfil** criterion (e).

(f) it has strong cultural or spiritual association for the community or a group within it.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should be one which the community or a significant cultural group have held in high regard for an extended period. This must be much stronger than people's normal attachment to their surroundings. The association may in some instances be in folklore rather than in reality.*
>
> *Places will not be considered if their associations are commonplace by nature, or of recent origin, or recognised by a small number of people, or not held very strongly, or held by a group not widely recognised, or cannot be demonstrated satisfactorily to others.*

The Ardrossan Bulk Grain Handling Terminal Complex has a long-standing association with the grain growers and residents of the area, and the employees that operate the facility during harvest season. Continuously operating as a bulk grain storage site for over 70 years, the complex has become a part of Ardrossan's identity, as well as the broader Yorke Peninsula's. However, these associations are the same that each community might have specifically for its bulk handling facilities (silos) of which there are over one hundred across the state. Consequently, such associations are considered to be of local significance and do not resonate with the wider South Australian community.

It is recommended that the place **does not fulfil** criterion (f).

(g) it has a special association with the life or work of a person or organisation or an event of historical importance.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place must have a close association with a person or group which played a significant part in past events, and that association should be demonstrated in the fabric of the place. The product of a creative person, or the workplace of a person whose contribution was in industry, would be more closely associated with the person's work than would his or her home. Most people are associated with many places in their lifetime, and it must be demonstrated why one place is more significant than others.*

> *Places will not generally be considered under this criterion if they have only brief, incidental or distant association, or if they are associated with persons or groups of little significance, or if they are associated with an event which has left no trace, or if a similar association could be claimed for many places, or if the association cannot be demonstrated. Generally the home or the grave of a notable person will not be entered in the Register unless it has some distinctive attribute, or there is no other physical evidence of the person's life or career in existence.*

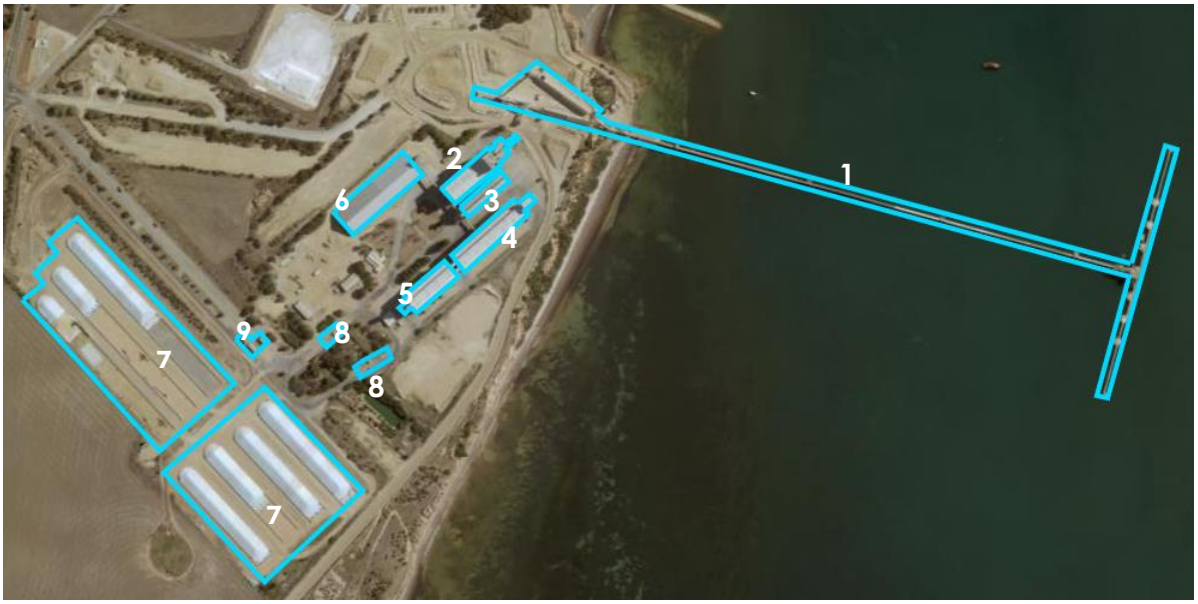
The Ardrossan Bulk Grain Handling Terminal Complex is associated with the Australian Wheat Board (AWB), the South Australian Co-operative of Bulk Handling (SACBH), and the Broken Hill Proprietary Ltd. Company (BHP). The AWB was responsible for the initial establishment of the facility, funding its construction in 1952. The board was founded in 1939 by the Commonwealth Government to regulate the wheat market in Australia. While it could be argued that the AWB made an influential contribution to the course of South Australia's agricultural history through the instigation of bulk handling, no physical evidence remains to demonstrate the association, the horizontal shed silo built by the board having been demolished sometime in the 1970s.

SACBH purchased the horizontal shed silo from AWB in 1955, expanding the facility over the next 40 years. SACBH was a growers co-operative established in 1954 and held the exclusive right to handle wheat and other grains in bulk within the state, ultimately facilitating South Australia's transition from bagged to bulk handling of grain. To this end, they established a comprehensive network of over 100 bulk storage facilities and six additional port terminals. Of the bulk grain handling facilities that survive, Gladstone is more likely to demonstrate a special association with the SACBH. As the state's largest intake grain storage facility, Gladstone represents not only the early success of the SACBH, but its development during the late twentieth century.

The shipping belt and conveyor jetty is also associated with BHP. Incorporated in Broken Hill in August 1885, the company began its South Australian operations with the acquisition of smelting operations at Port Pirie in the 1890s. While it could be argued that BHP has made a notable contribution to the mining and steel industries in South Australia, those activities would be better represented by places such as the Ardrossan Dolomite Mine, the smelter at Port Pirie, or the Whyalla Steelworks.

It is recommended that the place **does not fulfil** criterion (g).

PHYSICAL DESCRIPTION



The Ardrossan Bulk Grain Handling Terminal Complex is comprised of several built structures, namely: a jetty; 21-cell concrete vertical silo; 16-cell concrete vertical silo; 36-cell concrete vertical silo; 24-cell concrete vertical silo; horizontal shed; bunkers; two pairs of weighbridges; and classification centre. The silos are connected by an elevated conveyor belt housed in a galvanised corrugated steel gallery. The site also features a business centre, maintenance and storage sheds, fumigant store, and memorial to Perce T. Sanders (SACBH General Manager, 1955 to 1976).

1. Jetty (1948)
    - T-head jetty, approximately 926m in length,
    - A troughed belt conveyor system housed in a conveyor gallery extending the length of the jetty,
    - Gallery partially enclosed by corrugated steel on its top and southern sides,
    - Elevated above water on welded steel pylons,
    - Multi-storey tower at head of jetty,
    - Timber T-head stretches approximately 417m from north to south with six berthing dolphins connected by walkways,
    - On mainland, jetty is connected to a concrete-lined gullet within the cliff face fed by a mineral crusher.

2. 21-cell concrete vertical silo (1981-1982)
    - Silo comprising three rows of seven cylindrical cells,
    - Receival hopper and enclosed concrete grain elevator tower to northern end situated between rows one and two,
    - Enclosed belt conveyor system above silo cells with Viterra logo painted on southern end,
    - Outloading spout to southern side with corrugated steel shed below connected to the site-wide enclosed conveyor system.

3. 16-cell concrete vertical silo (1962-1964)
    - Silo comprising 16 cylindrical cells,
    - Galvanised corrugated steel receival hopper shed to southern end,
    - Enclosed concrete grain elevator to southern end of the silo with site-wide enclosed conveyor connected to the northwest and southeast sides,
    - Enclosed belt conveyor above silo cells.

4. 36-cell concrete vertical silo (1965-1973)
    - Silo comprising three rows of 12 cylindrical cells,
    - Enclosed concrete grain elevator to eastern end,
    - Four receival hoppers partially enclosed by galvanised corrugated steel shed to eastern end,
    - Corrugated steel, ground-level enclosure with multiple windows spanning the western and eastern sides of the silo,
    - Enclosed belt conveyor above silo cells connected overhead to 24-cell concrete vertical silo directly south-west.

5. 24-cell concrete vertical silo (c.1973)
    - Silo comprising three rows of eight cylindrical cells,
    - Enclosed concrete grain elevator to southern end,
    - Dual receival hopper partially enclosed by galvanised corrugated iron shed to southern end,
    - Corrugated steel, ground-level enclosure with multiple windows spanning the western and eastern sides of the silo,
    - Enclosed belt conveyor above silo cells connected overhead to 36-cell concrete vertical silo directly north-east.

6. Horizontal shed (c.1969)
    - Corrugated steel shed with exposed structural walls and box gable roof,
    - Dual receival hopper partially enclosed by galvanised corrugated steel shed to northern end,
    - Enclosed corrugated steel grain elevator to northern end of the shed connected to the site-wide conveyor system on its southern side.

7. Bunkers (1984-1994)
    - Seven above-ground bunkers each comprising three low retaining walls arranged in a U-shape,
    - Bunkers arranged in parallel rows,
    - Retaining walls sloping outwards and comprised of galvanised steel sheeting reinforced by triangular steel and timber framing.

8. Weighbridges and weighbridge offices
    - The site features two pairs of weighbridges,

- The northern pair are ground-level, pit-type concrete weighbridges with concrete (north) and steel (south) protection barriers on either side,
- Boom barrier gates at each end, with traffic lights to the northern end,
- Cream brick weighbridge office situated between both weighbridges with gable roof, access doors to northwestern and northeastern sides and windows to the south,
- Southern pair comprised of one ground-level, pit-type concrete weighbridge with steel protection barriers on either side, and one ground-level, pit-type weighbridge with concrete foundation and treadplate steel platform,
- Weighbridge office located directly northwest.

9. Classification centre
    - Positioned at the entrance to the site,
    - Rectangular, two-storey building with fibro-cement sheeting to first storey and corrugated steel to the ground,
    - Surrounded by elevated metal walkway on stilts with access stairs on the northwestern side,
    - Located southwest is a corrugated steel shed on stilts connected by a single-storey rectangular brick building with hipped gable roof by an elevated metal walkway,
    - Corrugated steel shed is surrounded by a metal walkway on stilts with covered area on its southeastern side,
    - Square corrugated steel shed underneath on the lower storey,
    - Stairwell access to southwestern side of brick building.

HISTORY OF ARDROSSAN

Yorke Peninsula

The Yorke Peninsula is home to the Narungga people, with their country extending from Port Broughton to the Hummock Ranges. Prior to European settlement, the Narungga nation was made up of four clans: the Kurnara in the north of the peninsula, Windera in the east, Wari in the west, and Dilpa in the south.[63] They managed and preserved land using fire to clear old grasses and promote plant growth. Places and people were connected throughout the Peninsula by track ways through thick Mallee forests.

Fresh water was sourced from rock holes covered with slabs of stone or brushwood to keep the water clean. The Narungga subsisted on a wide variety of plants and animals, including roots, seeds, native fruits such as quandong, and shellfish. Clothing was made from wallaby, kangaroo and possum skins while wood and roots were used to form spears, digging sticks and shields, and for constructing shelters and housing.[64]

The Narungga population declined following European settlement. Without access to their land, food and water resources, retaining traditional modes of living became difficult.[65] Some adapted by working as lamb minders and timber cutters or sold animal skins and other items. In 1867, a Protestant mission was established at Point

Pearce with the aim of "protecting" and "converting" First Nations people. Many Narungga people were assembled at the mission and erected the first buildings.[66]

The first settlers in Peninsula were pastoralists, who established sheep runs in areas of open woodland in the late 1840s. Limited by the availability of surface and ground water, many leases were suitable for winter use only. Pastoralists occupied their dwellings until the Hundreds were progressively proclaimed and sections surveyed.[67]

Wheat was first grown at Greens Plains in the Peninsula's north in 1866 and within twenty years Yorke Peninsula was transformed from pastoral leases to wheat farms.[68] Despite problems in securing local water supply and of clearing the mallee, land under cultivation increased by an average 26,000 acres per annum between 1875 and 1878. By the late nineteenth century, farmers began to grow barley and diversify into legumes, hay and canola in the second half of the twentieth century.[69]

Agriculture provided the main source of employment in the Peninsula. In addition to farming, secondary industries such as machinery manufacturers, flour mills, rural agencies and shipping firms were quickly established. For instance, Richard Bowyer Smith's stump-jump plough was manufactured at his brother's engineering works, Clarence H. Smith Ltd., in Ardrossan from the late 1870s onwards, employing 70 men. By 1878, six ports, including Stansbury, Port Victoria and Ardrossan, had jetties to export wheat, flour and wool from the area to larger ports and ultimately to the overseas market.[70] These jetties catered to the grain trade until the 1950s.[71]

Ardrossan

In 1873, five months after the Hundred of Cunningham was proclaimed, Ardrossan was established on a portion of Parara Station, a grazing property owned by pastoralist Parker Bowman.[72] The township advanced rapidly, boasting a post office, Methodist Church, a school, Institute, and a jetty by 1878. Farmers were also quick to establish crops, and within seven years there were 13,650 acres under cultivation. The harvest of 1880 yielded 52,254 bushels of wheat, 549 bushels of barley and 45 bushels of oats.[73] By 1950, 28,699 acres were under cultivation, of which 14,431 were wheat, 11,815 malting barley, 234 barley and 77 oats. Production figures were 243,840 bushels of wheat, 215,562 malting barley, 2,713 other barley, and 1,463 oats.[74]

BHP, AWB and SACBH

Incorporated in 1885, BHP's links to South Australia began with the acquisition of smelting operations at Port Pirie in 1892.[75] In the 1940s, the company established a blast furnace and shipyard at Whyalla, followed by a steelworks in 1965.[76] Since then, BHP has become the largest mining company in the world, specialising in the discovery, development, production and marketing or iron ore, copper, oil and gas, diamonds, silver, lead, zinc and a range of other natural resources.[77]

In 1946, Broken Hill Proprietary Company (BHP) discovered a large deposit of dolomite, believed to be suitable for lining furnaces and in the manufacture of refractory bricks.[78] To transport the mined dolomite interstate, BHP built a jetty just south of the

town equipped with a 3,000-foot conveyor belt to ship crushed dolomite to its interstate steel furnaces.[79]

The jetty was reported in newspapers as a 'welded all steel structure' enclosed with corrugated iron. It was to be 3,030 feet long with 188 steel piles used in its construction. A T-head stretching 800 feet across was to have six protective "dolphin" pilings reaching 62 feet in length. The dolphins were specially designed to have a spring action to take any buffeting sustained when a ship berths.[80]

Initially intended to be used solely for the shipment of dolomite, the Australian Wheat Board (AWB) saw an opportunity to also use it for the bulk loading of wheat and barley. In June, representatives from the AWB, the Australian Barley Board (ABB), the South Australian Harbors Board (SAHB), and BHP met to consider the idea of erecting a silo on the site and utilising BHP's wharf facilities to carry bulk grain directly to bulkheads. AWB general manager, C. J. Perrett, stated that the principal reasons behind the proposal was a shortage of cornsacks and transportation issues due to limited railway connection on the Yorke Peninsula.[81]

By 1951, an agreement was reached between the State Government, BHP, SAHB, and AWB to construct a bulk grain handling facility at the port.[82] Under the agreement, the AWB provided funding of approximately £250,000 for the construction of a million-bushel capacity, horizontal shed with a sloping internal floor and gravity-fed underground conveyor, linked to the BHP belt.[83]

Construction of the new storage facility attracted heavy interest from across the state, one newspaper reporting on the arrival of busloads of people from Adelaide, Murray Bridge, and the peninsula to see the silo near completion.[84] In anticipation, many farmers from the surrounding districts had 'trucked their grain' where it was 'stacked in readiness' for the silos completion.[85] New trucks with higher, enclosed trays were also introduced in preparation, as well as field bins for storing wheat in paddocks.[86]

The new storage facility was opened by the Premier, Sir Thomas Playford, on 25 November 1952, marking the first silo constructed as part of the bulk handling system in the state.[87] A crowd of 750 gathered to watch the first truck unload 10 tonnes of wheat into the silos receival grills, before being lifted into the electrically hoisted elevator. At the time, the belt beneath the receiving bays was able to handle 200 tonnes per hour, reputedly the fastest intake in Australia at the time.[88] In its first month, the silo received more than 250,000 bushels of wheat.

By January 1953, the Ardrossan silo had reached capacity.[89] The first loading of wheat for export occurred later that month aboard the steamer *Koromiko*. The cargo of 4,950 tonnes took three days to load, a process that would have taken eight days if the same cargo was in bags.[90] In its first year, the silo handled over four million bushels of grain. By 1955, 60 overseas ships had loaded wheat at Ardrossan.[91] The construction of the BHP jetty, with its multi-commodities conveyor belt, helped fully establish Ardrossan as a deep-sea port, bringing 'a new wave of prosperity to the town and providing farmers with a cheap and convenient outlet for their produce.'[92] It was also

reported that farmers who used the Ardrossan bulk handling facility saved more than £500 which would have normally been spent on bags.[93]

Growth

On 10 November 1955, the SACBH purchased the one-million-bushel bulk grain silo from the AWB for the depreciated price of £220,368 following completion of agreements with the SAHB for lease of land and with BHP for use of its shipping belt. As part of the sale, SACBH was appointed by the AWB as the sole licensed receiver for all wheat at Ardrossan.[94]

With most farmers on the Yorke Peninsula growing more barley than wheat, it became necessary for the Ardrossan facility to accommodate the storage of barley.[95] The Australian Barley Board (ABB) began using the terminal at Ardrossan to export barley in bulk in the early 1950s, and in 1957 a 400,000-bushel capacity in-transit silo was constructed specifically for barley. The SACBH built a four-cell, concrete vertical silo north-east of the original horizontal storage shed for ABB, and then leased it back. The silo was integrated with SACBH's horizontal silo via a conveyor belt.[96] Over the next four years, over 14 million bushels of barley were exported through the facility.

While open to exporting barley in bulk, the ABB had concerns about allowing the SACBH to receive barley direct from growers. This did not change until the 1962/63 season, when direct deliveries from growers were accepted, with one cell of the concrete vertical silo being filled with No.4 grade barley with a moisture content of between 13% and 14.5%.[97]

The facility at Ardrossan underwent several upgrades and extensions between the 1960s and 1970s. In 1962, an eight-cell concrete vertical silo with 600,000-bushel capacity was constructed.[98] The silo was then extended by an additional eight cells two years later.[99] Major additions totalling 23 concrete vertical cells and accommodating 1,325,000 bushels, were constructed in 1965, followed by a new, 3-million-bushel, horizontal storage shed in 1969.[100] By this time, Ardrossan's storage capacity had reached 4,115,000 bushels, the most of any bulk handling facility owned by SACBH.[101]

Despite its higher intake capacity, Ardrossan's export terminal was shipping a significantly lower amount of wheat than the newer port terminals owned by SACBH. For example, in 1964, Wallaroo on the Spencer Gulf shipped 6,450,000 bushels over Ardrossan's 3,911,000 bushels. Ardrossan did, however, remain the leading exporter of barley during this period, exceeding Port Lincoln by almost 2 million bushels that same year.[102] To this end, a concrete vertical cell extension for 22,700 tonnes of barley was constructed in 1975.[103]

By the mid-1970s, the storage capacity at Port Lincoln and Port Adelaide had surpassed Ardrossan by almost a million bushels. In 1980, the original horizontal shed built by AWB in 1952, and the first bulk grain handling silo erected in the state, was demolished to make way for a new vertical concrete block of 21 cells, capable of folding 52,200 tonnes of grain, constructed in 1981. Demolition of the in-transit barley

storage silo also occurred in 1982, following a review concluding that its structural defects would cost too much to fix.[104]

The first bunker storage was constructed by the SACBH at Ardrossan in preparation for the 1983/84 harvest. Located directly south-west of the original silo site, the bunker storage involved placing grain on prepared ground, with retaining walls of galvanised iron or earth banks on three sides. Once the grain had been unloaded using the Drive over Hopper in-loaders, with a peak rate of 2,600 tonnes a day, the heap was then covered with heavy plastic sheeting.[105] The bunker storage system was trialled at Ardrossan using 20,000 tonnes of TR3 barley.[106] By 1990, there was almost 800,000 tonnes of bunker storage across the state, with Ardrossan's bunker storage extended in 1994.

Chronology

Year	Event
1802	March: Matthew Flinders and the H.M.S. Investigator pass the present site of Ardrossan during a voyage along the eastern side of the Gulf of St. Vincent. Flinders maps the coastline and names the peninsula after the Right Honourable Charles Philip Yorke.
1840s	Europeans settle on Yorke Peninsula.
1859	Copper is discovered on a Wallaroo sheep station.
1861	Copper is discovered in Moonta.
1866	Wheat is first grown on Yorke Peninsula at Green Plains (near present-day Paskeville).
1867	A Protestant mission is established at Point Pearce.
1869	February 17: County Fergusson, named by Governor Sir James Ferguson, is proclaimed.
1873	June 18: The Hundred of Cunningham is proclaimed.
	The town of Ardrossan is established on a portion of land owned by pastoralist Parker Bowman.
1876	Construction of a 420-foot jetty at Ardrossan begins.
	Yorke Peninsula locals Richard Bowyer Smith and Clarence Herbert Smith invent the stump-jump plough.
1879	Work begins on a 1,000-foot extension to the Ardrossan jetty.
1885	Broken Hill Proprietary Company Limited (BHP) is incorporated. It begins mining at Broken Hill, NSW.
1887	The District Council of Yorke Peninsula is constituted.
1891	Piped water from the Beetaloo Water Scheme arrives in the Peninsula replacing dams and wells.
1934	Clarence H. Smith Ltd is sold to an Adelaide-based manufacturer. The new owners close and demolish the factory in Ardrossan.

1946 BHP discovers a large deposit of dolomite at Ardrossan.

1948 BHP constructs a shipping belt and jetty at Ardrossan to export dolomite.

1950 September: the first bulk shipment of dolomite is loaded for export using the BHP jetty.[107]

1951 The State Government, BHP, South Australian Harbors Board (SAHB) and the Australian Wheat Board (AWB) reach an agreement to construct a bulk grain handling facility at the port at Ardrossan.

1952 A wheat bulk handling and loading facility is constructed at Ardrossan.

25 November: Premier Sir Thomas Playford officially opens the Ardrossan silo.

18 December: 50,000 bushels of wheat is received at the silo marking the highest daily intake at the silo.

1953 21 January: The first load of grain is shipped from Ardrossan to New Zealand aboard the *Koromiko*.

1955 July: the South Australian Government passes the *Bulk Handling of Grain Act*.

November: SACBH purchase Ardrossan storage from AWB.

1957 SACBH builds in-transit barley storage at Ardrossan for ABB.

1962 The first bulk deliveries of barley direct from a grower occur at Ardrossan.

An eight-cell concrete vertical silo is constructed at Ardrossan.

1964 An additional eight cells of concrete vertical storage are constructed at Ardrossan.

1965 23 concrete vertical silo cells are erected at Ardrossan.

1969 A three-million-bushel, horizontal storage shed is built at Ardrossan.

1972 – 1979 The original horizontal shed built by AWB in 1952 is demolished.

1975 A concrete vertical cell extension for storage of barley is constructed at Ardrossan.

1978 BHP update the loading facilities at Ardrossan to permit berthing of vessels up to 45,000 tonnes. The approach channel is deepened to 9.2 metres.

1981 - 1982 A 21-cell concrete vertical silo is constructed at Ardrossan.

1981 A modern control system is installed at Ardrossan.

Aeration is installed in the horizontal shed storage.

1982 The in-transit barley storage silo erected in 1957 is demolished.

1984 The first bunker storage is constructed at Ardrossan.

1994 Ardrossan's bunker storage is extended.

1996 The Bulk Handling of Grain Act is repealed.

1997	Ardrossan becomes a secondary port after Port Adelaide, Port Giles and Port Lincoln.
2000	SACBH demutualises to form AusBulk, and United Grower Holdings (UGH).
2001 - 2002	BHP Limited merges with mining company, Billiton Plc. to form BHP Billiton Limited. A demerger of BHP Steel from BHP Billiton results in the spin-out of BHP's long steel products business to form OneSteel.
2002	AusBulk Ltd. (previously SACBH, now Viterra) purchases the port and shipping belt at Ardrossan from OneSteel. The jetty's ownership is transferred to the Minister for Transport, Infrastructure and Local Government and is leased to AusBulk.
2004	ABB Grain Ltd., AusBulk, and UGH merge, resulting in the creation of ABB Grain Ltd.
c.2017	Ardrossan ceases to be used as an export terminal for grain. Continues to operate as a storage facility.

SITE RECORD

NAME:	Ardrossan Bulk Grain Handling Terminal Complex	**PLACE NO.:**	26599

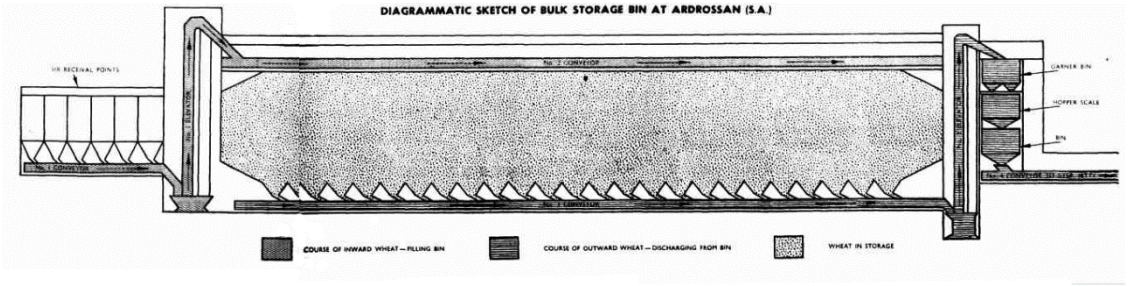
DESCRIPTION OF PLACE:	Complex comprised of a jetty, four concrete vertical silos (21-cell, 16-cell, 36-cell and a 24-cell), a horizontal shed, bunker storage, weighbridges, a classification centre, business centre, maintenance and storage sheds, and fumigant store.	
DATE OF CONSTRUCTION:	1948 - 1994	
REGISTER STATUS:	Council identified: 14 March 2024	
CURRENT USE:	Bulk grain storage facility	
	1952 - present	
PREVIOUS USE(S):	Bulk export terminal facility	
	1952 – c.2017	
LOCAL GOVERNMENT AREA:	Yorke Peninsula Council	
LOCATION:	**Street No.:**	Lot 5571/Lot 50
	Street Name:	Silo Road
	Town/Suburb:	Ardrossan
	Post Code:	5571
LAND DESCRIPTION:	**Title Reference:**	CT 5880/832 D59518 A50, CT 5830/252 F34313 Q5, CT 5830/252 F34313 Q6, CT 5850/730 F215381 A100, CT 5880/590 D58918 Q101, CT 5880/589 D58918 A100, CT 5801/508 F215377 A96
	Hundred:	Hundred of Cunningham
	Encumbrance:	Portions leased to OneSteel Manufacturing Pty. Ltd.

PHOTOS

NAME:	Ardrossan Bulk Grain Handling Terminal Complex	PLACE NO.:	26599

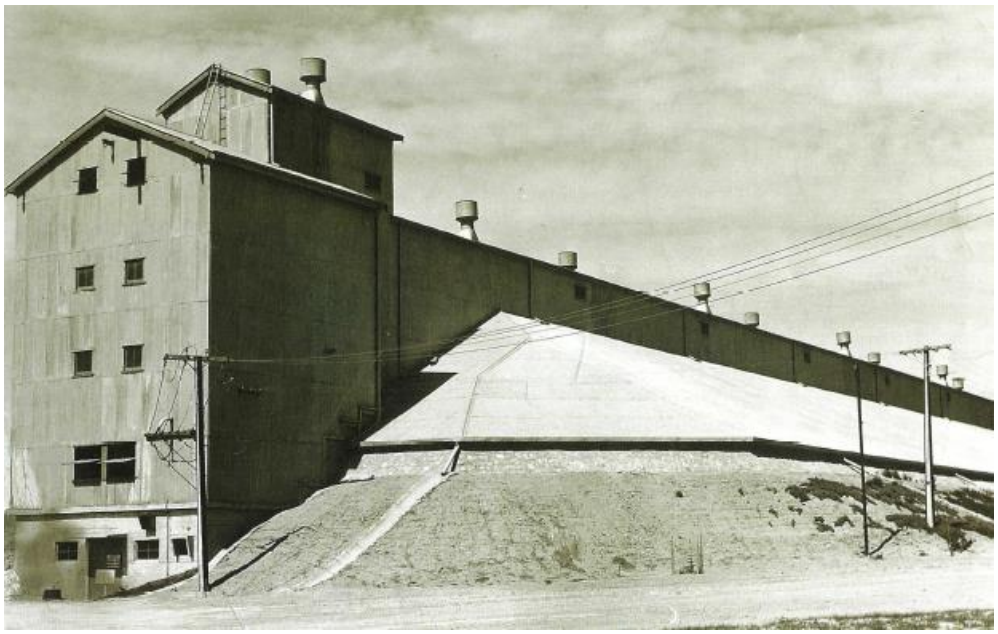
Eastern elevation of the horizontal shed silo at Ardrossan during construction in 1952. The grain elevator and hopper receival shed are on the right.

Source: *News*, 20 July 1952



Diagrammatic sketch of the horizontal shed silo at Ardrossan, 1952.

Source: *Pioneer*, 17 April 1953



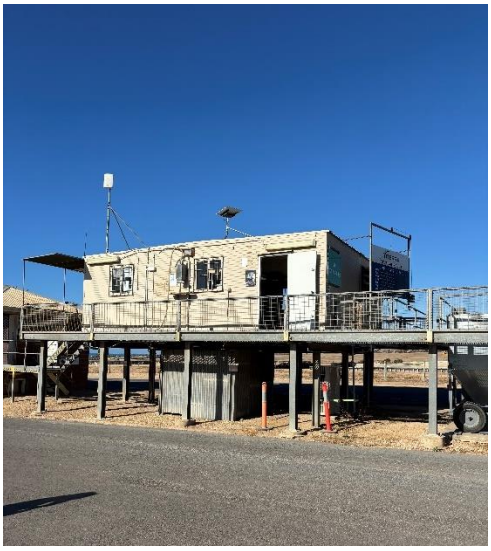
Western elevation of the horizontal shed silo in 1955. This structure was demolished in the 1970s.

Source: Thomas, *A Golden Era*

NAME:	Ardrossan Bulk Grain Handling Terminal Complex	**PLACE NO.:**	26599

Aerial of the Ardrossan terminal in the early 1970s.

Source: South Australian Cooperative of Bulk Handling, 1973



Two classification offices at the entrance of the Ardrossan Bulk Grain Handling Complex.

Source: DEW Files, March 2025

NAME:	Ardrossan Bulk Grain Handling Terminal Complex	**PLACE NO.:**	26599

Viterra signage at Ardrossan.

Source: DEW Files, March 2025

Two of the weighbridges.

Source: DEW Files, March 2025

NAME:	Ardrossan Bulk Grain Handling Terminal Complex	**PLACE NO.:**	26599

The weighbridges from the south-west (left) and one of the southern weighbridges from the north east (right).

Source: DEW Files, March 2025

The northern weighbridge with concrete vertical silos in the background.

Source: DEW Files, March 2025

NAME:	Ardrossan Bulk Grain Handling Terminal Complex	**PLACE NO.:**	26599

Storage at the Ardrossan Bulk Grain Handling Complex connected by an elevated enclosed conveyor system.

Source: DEW Files, March 2025

The horizontal shed constructed c.1969.

Source: DEW Files, March 2025

NAME:	Ardrossan Bulk Grain Handling Terminal Complex	**PLACE NO.:**	26599

The 21-cell and 16-cell concrete vertical silos at Ardrossan (left) and the view north-east alongside the 24-cell and 36-cell concrete vertical silos.

Source: DEW Files, March 2025

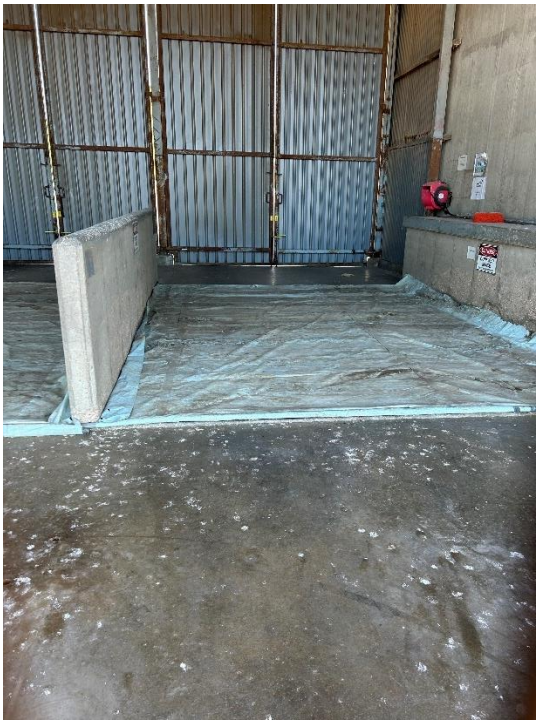
24-cell and 36-cell concrete vertical silos at Ardrossan.

Source: DEW Files, March 2025

NAME:	Ardrossan Bulk Grain Handling Terminal Complex	**PLACE NO.:**	26599

The receival hopper enclosure and base of the grain elevation of the 24-cell concrete vertical silo.

Source: DEW Files, March 2025



The southern side of the receival hopper enclosure (left) and the inground receival hopper (right).

Source: DEW Files, March 2025

NAME:	Ardrossan Bulk Grain Handling Terminal Complex	**PLACE NO.:**	26599

One of the grain elevators of the 24-cell concrete vertical silo (left) and the interior of the grain elevator.

Source: DEW Files, March 2025

Interior of the grain conveyor enclosure at the top of the concrete vertical silo. The conveyor belts on either side feed the grain from the elevators into their allocated storage cell below.

Source: DEW Files, March 2025

NAME:	Ardrossan Bulk Grain Handling Terminal Complex	**PLACE NO.:**	26599

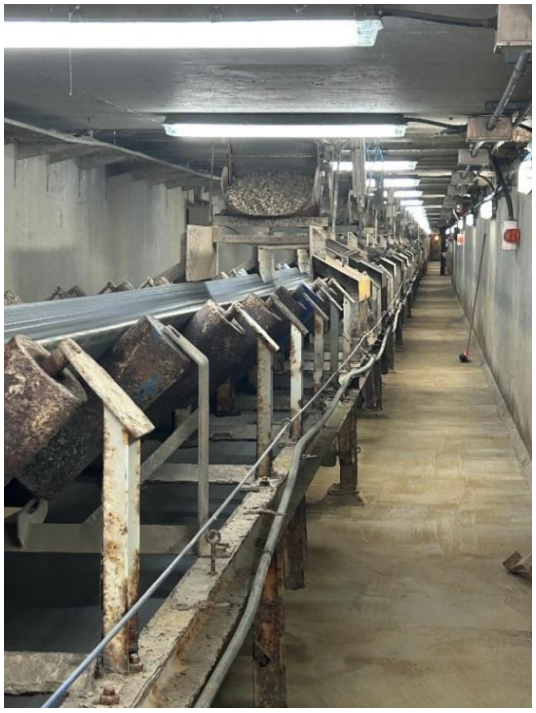
Belt conveyor at the top of the concrete vertical silo.

Source: DEW Files, March 2025

Cell loading apparatus with the storage cell door below.

Source: DEW Files, March 2025

NAME:	Ardrossan Bulk Grain Handling Terminal Complex	**PLACE NO.:**	26599



The gullet of the salt and mineral facility.

Source: DEW Files, March 2025

Ardrossan Bulk Grain Handling Complex from the lookout. The bunkers stretch across the centre of the photo.

Source: DEW Files, October 2023

SITE PLAN

NAME:	Ardrossan Bulk Grain Handling Terminal Complex	**PLACE NO.:**	26599

Ardrossan Bulk Grain Handling Terminal Complex, Lot 5571/Lot 50 Silo Road, Ardrossan SA 5571 (CT 5880/832 D59518 A50, CT 5830/252 F34313 Q5, CT 5830/252 F34313 Q6, CT 5850/730 F215381 A100, CT 5801/508 F215377 A96, Hundred of Cunningham, CT 5880/590 D58918 A101, CT 5880/589 D58918 A100, Out of Hundreds)

N ↑

LEGEND

Parcel boundaries

SITE PLAN (DETAIL)

NAME: Ardrossan Bulk Grain Handling Terminal Complex **PLACE NO.:** 26599

Ardrossan Bulk Grain Handling Terminal Complex, Lot 5571/Lot 50 Silo Road, Ardrossan SA 5571 (CT 5880/832 D59518 A50, CT 5830/252 F34313 Q5, CT 5830/252 F34313 Q6, CT 5850/730 F215381 A100, CT 5801/508 F215377 A96, Hundred of Cunningham, CT 5880/590 D58918 A101, CT 5880/589 D58918 A100, Out of Hundreds)

N ↑

LEGEND

Parcel boundaries

1. Jetty
2. 21-cell concrete vertical silo
3. 16-cell concrete vertical silo
4. 36-cell concrete vertical silo
5. 24-cell concrete vertical silo
6. Horizontal shed
7. Bunkers
8. Weighbridges and weighbridge offices
9. Classification centre

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[69] Wakefield companion, p. 602.
[70] Weidenhofer Architects, *Yorke Peninsula Heritage Survey,* Austral Archaeology (1997), p.15.
[71] Wakefield companion, p. 602.
[72] *Back to Ardrossan Easter Celebrations, 1873 to 1955* (1955), p.8.
[73] *Back to Ardrossan Easter Celebrations, 1873 to 1955* (1955), p.13.
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[80] *Whyalla News*, 'B.H.P. Pushing on at Ardrossan, 6 May 1949, p.4.
[81] *Advertiser*, 'Big Silo Plan for Ardrossan,' 28 June 1950, p.2.
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[85] *News*, 'News from the Country,' 14 January 1952, p.2.
[86] *News*, 'Motor News,' 8 September 1952, p.22. And *The Mail*, 'Farmers spend £1,000 on bulk gear,' 9 November 1952, p.46.
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[88] *The Advertiser*, 'Wheat Bulk Handling Plait Opened,' 26 November 1952, p.4. And *The Pioneer*, 'Weaknesses in Ardrossan Bulk Handling System,' 13 February 1953, p.1.
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[94] Thomas, *A Golden Era*, p.27.
[95] *News*, 'Motor News,' 8 September 1952, p.22.
[96] Thomas, *A Golden Era*, p.44, 113.
[97] Thomas, *A Golden Era*, p.45. And *Port Lincoln Times*, 'Barley Storage Trial,' 2 December 1965, p.26.
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[99] South Australian Co-operative of Bulk Handing Limited, *Annual Report and Balance Sheet*, 30 June 1964.

[100] South Australian Co-operative of Bulk Handing Limited, *Annual Report and Balance Sheet*, 30 June 1965.
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[104] South Australian Co-operative of Bulk Handing Limited, *27th Annual Report and Statement of Accounts for the Year Ended 31 October 1981*, p.9.
[105] South Australian Co-operative of Bulk Handing Limited, *30th Annual Report 1984*.
[106] Thomas, *A Golden Era*, p.41.
[107] *News*, 'Dolomite loading begun,' 22 September 1950, p.21.

HERITAGE ASSESSMENT REPORT

NAME:	Paskeville Bulk Grain Handling Complex	**PLACE:**	26600
ADDRESS:	Narungga Country Lot 11 Drewett Road, Paskeville 5552		

The horizontal shed silo and concrete vertical silo at Paskeville in March 2025.

Source: DEW Files

ASSESSMENT OF HERITAGE SIGNIFICANCE

Statement of Heritage Significance:

As this place is not considered to meet any of the State criteria, a Statement of Heritage Significance has not been prepared.

Assessment against Criteria under Section 16 of the *Heritage Places Act 1993*. All Criteria have been assessed using the 2020 Guidelines.

(a) it demonstrates important aspects of the evolution or pattern of the State's history.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should be closely associated with events, developments or cultural phases which have played a significant part in South Australian history. Ideally it should demonstrate those associations in its fabric.*
>
> *Places will not normally be considered under this criterion if they are of a class of things that are commonplace, or frequently replicated across the State, places associated with events of interest only to a small number of people, places associated with developments of little*

significance, or places only reputed to have been the scene of an event which has left no trace or which lacks substantial evidence.

The Paskeville Bulk Grain Handling Complex is associated with the historic theme: Developing South Australia's economies, and its subthemes Developing South Australia's economy, and Developing primary production.

The complex at Paskeville is associated with the mechanisation of South Australia's grain industry through the adoption of bulk handling and, consequently, the agricultural expansion and economic development of the state in the second half of the twentieth century. Bulk handling transformed the state's agricultural industry, providing cost and time effective storage and transportation of grain to export terminals to ensure they remained competitive on the world market.

Following the passing of the *Bulk Handling of Grain Act 1955*, the South Australian Co-operative of Bulk Handling (SACBH) began establishing a comprehensive network of over 100 regional storage sites and seven port terminals across agricultural areas of the state. The first stage realised the construction of bulk grain handling facilities in the Yorke Peninsula and Mid-North, starting with Paskeville and Bute. The storage at both sites was a low-cost horizontal wood and iron shed silo designed by SACBH's consulting engineer, J Corbett. Opened by the Premier on 6 January 1956, the Paskeville Bulk Grain Handling Complex was the first upcountry storage site built by the SACBH.

Concrete vertical storage was added to the Paskeville Bulk Grain Handling Complex in 1966 and 1974, and the original horizontal shed silo was upgraded to a galvanised iron shed with structural steel framework. These alterations, along with the loss of the weighbridge, diminish the place's integrity and ability to demonstrate a clear or strong association as the first bulk handling storage facility built by SACBH in South Australia. Of the early bulk storage facilities built in 1956, Brinkworth is more likely to meet the criterion as it retains its original fabric, namely a horizontal wood and iron shed silo, as well as a faithful representation of all outbuildings associated with the grain receival process such as a classification office and weighbridge office.

It is recommended that the place **does not fulfil** criterion (a).

(b) it has rare, uncommon or endangered qualities that are of cultural significance.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

The place should demonstrate a way of life, social custom, industrial process or land use which is no longer practised, is in danger of being lost, or is of exceptional interest. This encompasses both places which were always rare, and places which have become scarce through subsequent loss or destruction.

Places will not normally be considered under this criterion if their rarity is merely local, or if they appear rare only because research has not been done elsewhere, or if their distinguishing characteristics have been degraded or compromised, or if they are at present common and simply believed to be in danger of becoming rare in the future.

The bulk grain handling complex at Paskeville was the first of over 100 upcountry storage sites built by the South Australian Co-operative of Bulk Handling between 1955 and 1997. Approximately 100 of those sites still survive. Therefore, facilities for the bulk storage of grain in the latter half of the twentieth century are not rare, uncommon or endangered.

It is recommended that the place **does not fulfil** criterion (b).

(c) it may yield information that will contribute to an understanding of the State's history, including its natural history.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should provide, or demonstrate a likelihood of providing, information that will contribute significantly to our knowledge of the past. The information should be inherent in the fabric of the place. The place may be a standing structure, an archaeological deposit or a geological site.*
>
> *Places will not normally be considered under this criterion simply because they are believed to contain archaeological or palaeontological deposits. There must be good reasons to suppose the site is of value for research, and that useful information will emerge. A place that will yield the same information as many other places, or information that could be obtained as readily from documentary sources, may not be eligible.*

The bulk grain handling complex was established along Paskeville's railway siding during the mid-1950s. Prior to the construction of the horizontal silo, local grain growers used the site to store and load bagged grain onto the train following the construction of the railway station in 1880. These early activities have been recorded through both primary and secondary sources. Consequently, there is no evidence to suggest that the Paskeville Bulk Grain Handling Complex will yield meaningful information about the history of South Australia that is not already well documented by other sources.

It is recommended that the place **does not fulfil** criterion (c).

(d) it is an outstanding representative of a particular class of places of cultural significance.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should be capable of providing understanding of the category of places which it represents. It should be typical of a wider range of such places, and in a good state of integrity, that is, still faithfully presenting its historical message.*
>
> *Places will not be considered simply because they are members of a class, they must be both notable examples and well-preserved. Places will be excluded if their characteristics do not clearly typify the class, or if they were very like many other places, or if their representative qualities had been degraded or lost. However, places will not be excluded from the Register merely because other similar places are included.*

The Paskeville Bulk Grain Handling Complex is a member of the class of place known as bulk grain handling facilities. Built by the SACBH, bulk grain handling facilities were critical in enabling the collection, storage, and transport of the state's grain in bulk, expediting the harvesting process.

While the facility at Paskeville demonstrates several of the principal characteristics of the class, namely an eight-cell concrete vertical silo, a horizontal shed silo, classification office and weighbridge, it is missing notable aspects such as a weighbridge office. Furthermore, the horizontal shed silo no longer retains its grain elevator or receival hopper enclosure. When compared to other storge sites built by the SACBH such as the complex at Brinkworth, the Paskeville Bulk Grain Handling Complex no longer exhibits the principal characteristics that define the class to an outstanding level.

It is recommended that the place **does not fulfil** criterion (d).

(e) it demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should show qualities of innovation or departure, beauty or formal design, or represent a new achievement of its times. Breakthroughs in technology or new developments in design would qualify, if the place clearly shows them. A high standard of design skill and originality is expected.*
>
> *Places would not normally be considered under this criterion if their degree of achievement could not be demonstrated, or where their integrity was diminished so that the achievement, while documented, was no longer apparent in the place, or simply because they were the work of a designer who demonstrated innovation elsewhere.*

The Paskeville Bulk Grain Handling Complex is comprised of a concrete vertical silo, horizontal shed silo, weighbridge and classification office. By the time of its construction in 1966, the slip form construction and multi-cell design of the concrete vertical silo had become standard for SACBH. Likewise, the horizontal shed silo, constructed of galvanised iron and structural steel, was also being utilised widely including interstate. Both major structures, along with SACBH's standard classification office and weighbridge, are typical of their type and as such are not considered to demonstrate a high degree of creative, aesthetic, or technical accomplishment, nor is it an outstanding representative of particular construction techniques.

It is recommended that the place **does not fulfil** criterion (e).

(f) it has strong cultural or spiritual association for the community or a group within it.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should be one which the community or a significant cultural group have held in high regard for an extended period. This must be much stronger than people's normal*

attachment to their surroundings. The association may in some instances be in folklore rather than in reality.

Places will not be considered if their associations are commonplace by nature, or of recent origin, or recognised by a small number of people, or not held very strongly, or held by a group not widely recognised, or cannot be demonstrated satisfactorily to others.

The bulk grain handling complex at Paskeville has a strong and enduring cultural association with the growers and residents located in and around Paskeville, and the employees that operated the facility during harvest season. Operating as an active grain receival site for over 60 years, the complex has become a part of Paskeville's identity as an agricultural hub. However, these associations are the same that each community might have specifically for its bulk handling facilities (silos) of which there are over one hundred across the state. Consequently, such associations are considered to be of local significance and do not resonate with the wider South Australian community.

It is recommended that the place **does not fulfil** criterion (f).

(g) it has a special association with the life or work of a person or organisation or an event of historical importance.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

The place must have a close association with a person or group which played a significant part in past events, and that association should be demonstrated in the fabric of the place. The product of a creative person, or the workplace of a person whose contribution was in industry, would be more closely associated with the person's work than would his or her home. Most people are associated with many places in their lifetime, and it must be demonstrated why one place is more significant than others.

Places will not generally be considered under this criterion if they have only brief, incidental or distant association, or if they are associated with persons or groups of little significance, or if they are associated with an event which has left no trace, or if a similar association could be claimed for many places, or if the association cannot be demonstrated. Generally the home or the grave of a notable person will not be entered in the Register unless it has some distinctive attribute, or there is no other physical evidence of the person's life or career in existence.

The Paskeville Bulk Grain Handling Complex is associated with the South Australian Co-operative of Bulk Handling (SACBH). SACBH was a growers co-operative established in 1954 and held the exclusive right to handle wheat and other grains in bulk within the state, ultimately facilitating South Australia's transition from bagged to bulk handling of grain. Towards this end, the SACBH constructed a comprehensive network of over 100 bulk storage facilities and seven port terminals. Concrete silos have become an iconic symbol of the bulk handling movement in South Australia and, as such, it could be argued that all silos are able to demonstrate an association with SACBH. As the same association can be claimed for several places in South Australia,

the Paskeville Bulk Grain Handling Complex is not considered to meet the threshold for its association with SACBH. Furthermore, alterations to the facility's physical fabric such as the removal of the weighbridge office and intake equipment has impacted the intactness of the Paskeville Complex to an extent that it no longer demonstrates reasonable evidence of a special association with the SACBH.

It is recommended that the place **does not fulfil** criterion (g).

PHYSICAL DESCRIPTION

Aerial view of the Paskeville Bulk Grain Handling Complex showing main elements.
Source: Google Maps

The Paskeville Bulk Grain Handling Complex is linearly arranged along the town's main road next to the now-removed railway line. The complex is comprised of several built structures, namely, a horizontal shed, an eight-cell concrete vertical silo, classification office, and weighbridge. Each is described in turn:

1. Horizontal shed silo (1956)
   - Rectangular corrugated steel shed with gable roof,
   - Exposed structural framing of steel beams and timber posts,
   - Direct outloading chutes regularly placed along lengths,
   - Double access door to southern side,
   - Steel structure to southern side.

2. 8-cell concrete vertical silo (1966-1974)
   - Silo comprising two blocks of four cylindrical cells conjoined in one freestanding structure,
   - Dual receival hopper enclosed by a galvanised corrugated steel shed to southeastern end,
   - Enclosed concrete grain elevator shaft to southeastern end,
   - Enclosed belt conveyor system above silo cells,
   - Lean-to room to western side,
   - Concrete repairs visible to southwestern cells.

3. Weighbridge
   - Located directly west of the concrete vertical silo,

- Ground-level, pit-type weighbridge with concrete foundation and treadplate steel platform.

4. Classification office
   - Rectangular corrugated steel shed with shallow roof on stilts,
   - X-type bracing to stilt posts supporting steel shed,
   - Barred windows to north, south, and west elevations with door to the eastern side,
   - Elevated metal walkway to northern and eastern sides of the office with access stairs located to the east,
   - Remains of portico to eastern side of shed,
   - Walkway extends past office on western side,
   - Elevated metal platform positioned along northern section of elevated walkway
   - Various metal signs to western and northern sides.

HISTORY

Yorke Peninsula

The Yorke Peninsula is home to the Narungga people, with their country extending from Port Broughton to the Hummock Ranges. Prior to European settlement, the Narungga nation was made up of four clans: the Kurnara in the north of the peninsula, Windera in the east, Wari in the west, and Dilpa in the south.[108] They managed and preserved land using fire to clear old grasses and promote plant growth. Places and people were connected throughout the Peninsula by track ways via thick Mallee forests.

Fresh water was sourced from rock holes covered with slabs of stone or brushwood to keep the water clean. The Narungga subsisted on a wide variety of plants and animals, including roots, seeds, native fruits such as quandong, and shellfish. Clothing was made from wallaby, kangaroo and possum skins while wood and roots were used to form spears, digging sticks and shields, and for constructing shelters and housing.[109]

The Narungga population declined following European settlement. Without access to their land, food and water resources, their mode of living became difficult to maintain.[110] Some adapted by working as lamb minders and timber cutters or sold animal skins and other items. In 1867, a Protestant mission was established at Point Pearce with the aim of "protecting" and "converting" First Nations people. Many Narungga people were assembled at the mission and erected the first buildings.[111]

The first settlers in Peninsula were pastoralists, who established sheep runs in areas of open woodland in the late 1840s. Limited by the availability of surface and ground water, many leases were suitable for winter use only. Pastoralists occupied their dwellings until the Hundreds were progressively proclaimed and sections surveyed.[112]

Wheat was first grown at Greens Plains in the Peninsula's north in 1866 and within twenty years Yorke Peninsula was transformed from pastoral leases to wheat farms.[113]

Despite problems in securing local water supply and of clearing the mallee country, land under cultivation increased by an average 26,000 acres per annum between 1875 and 1878. By the late nineteenth century, farmers began to grow barley and began to diversify into legumes, hay and canola in the second half of the twentieth century.[114]

Agriculture provided the main source of employment in the Peninsula. In addition to farming, secondary industries such as machinery manufacturers, flour mills, rural agencies and shipping firms were quickly established. For instance, Richard Bowyer Smith's stump-jump plough, invented to plough stubborn ground stumps, was manufactured at his brother's engineering works, Clarence H. Smith Ltd., in Ardrossan from the late 1870s onwards, employing 70 men. By 1878, six ports, like Stansbury, Port Victoria and Ardrossan, had jetties to export wheat, flour and wool from the area to larger ports and ultimately to the overseas market.[115] These jetties catered to the grain trade until the 1950s.[116]

Paskeville

Built along the Kadina to Port Wakefield railway line, the township of Paskeville was surveyed by A. L. Chamberlain in 1879 and proclaimed on 4 March 1880.[117] The town grew around the railway station, which quickly became overloaded with shipments of bagged wheat and barley. Goods sheds were built on the railway siding in 1887 to house bagged grain awaiting transport, usually to the port at Wallaroo. By the turn of the 20th century, Paskeville had a recorded population of 250 people and had grown into a strong agricultural district. It boasted a telegraph and railway station, coach service, hotel, state school, and two churches.[118] The first iteration of 'Yorke Peninsula Field Days', a biannual showcase of rural and agricultural products and services, was held there in 1895. The current iteration of the event now attracts up to 50,000 visitors.[119]

Bulk Grain Handling at Paskeville

Following the passing of the *Bulk Handling of Grain Act 1955*, the South Australian Co-operative of Bulk Handling (SACBH) began establishing a statewide network of bulk storage sites. Having acquired the Ardrossan terminal from the Australian Wheat Board (AWB) on 10 November 1955, the Co-operative began to construct upcountry storage to feed the Ardrossan terminal.[120]

The storage for these sites was designed by the SACBH's own consulting engineer, J Corbett,[121] and shared similarities with the low cost, horizontal wood and iron storage used throughout Western Australia.[122] This design was later used at Snowtown, Blyth, Hoyleton, Brinkworth and Balaklava, before the SACBH adopted Haunstrup & Co.'s design for concrete vertical silos. In September 1955, the South Australian Minister of Agriculture approved plans for the construction of country receival bins at Paskeville and Bute.[123]

The first load of grain was delivered to the Paskeville silo by G.M. Abbott three weeks before the official opening. The Paskeville silo was opened by Premier Sir Thomas

Playford on 6 January 1956, marking the first bulk grain silo built by the SACBH since the passing of the *Bulk Handling of Grain Act 1955*.[124] Approximately 800 spectators attended the event.[125] Ted Ridley, a long-serving Operations Manager for the SACBH, recalls that the event had 'an element of a farce,' as the interconnecting conveyors from the receival hopper to the shed were not yet interlinked electrically and had to be started individually to receive the first load. When Playford pressed the start button, staff had to work covertly behind the scenes to activate the conveyors manually to give the illusion of a fully integrated system. Even then, one of the conveyors had been wired incorrectly, causing it start in reverse, showering grain all over the invited guests.[126]

240,000 bushels of concrete vertical storage was constructed at Paskeville in 1966.[127] The following season, two cells of the four-cell silo were made available for the bulk storage of barley.[128] Additional storage was added to the Paskeville facility in 1974, raising the total storage capacity to 800,000 bushels (21,200 tonnes).[129] At some point, the horizontal steel and wood shed built by the SACBH in 1956 was upgraded to a newer galvanised iron shed with structural steel framework. The facility at Paskeville remained in operation until 2018, closing ahead of the 2018-2019 harvest season.

Chronology

Year	Event
1840s	Europeans settle on Yorke Peninsula.
1859	Copper is discovered on a Wallaroo sheep station.
1861	Copper is discovered in Moonta.
1866	Wheat is first grown on Yorke Peninsula at Green Plains (near present-day Paskeville).
1867	A Protestant mission is established at Point Pearce.
1862	The Hundred of Kulpara is proclaimed.[130]
1878	The Kadina to Port Wakefield railway is built.[131]
1879	The town of Paskeville is surveyed by A. L. Chamberlain.
1880	March: the town of Paskeville is proclaimed. The railway station opens.
1882	Paskeville's first hotel, the Railway Hotel, is licensed in March.
1882	The Railway Hotel is renamed the Paskeville Hotel.
1895	The inaugural 'Yorke Peninsula Field Days' show is held at Paskeville.
1955	July: the South Australian Government passes the *Bulk Handling of Grain Act*.
	November: SACBH purchase Ardrossan storage from AWB.
1955 - 1956	**A horizontal shed silo is constructed at Paskeville.**
1956	**6 January: the Paskeville silo is opened by the Premier, Sir Thomas Playford.**

1966 **A four-cell concrete vertical silo is constructed at Paskeville.**

1968 Paskeville railway station closed to regular passenger use.

1974 **Paskeville's concrete vertical silo is extended by four cells. The line from Kadina to Paskeville remains open.**

1984 The broad-gauge railway line from Balaklava to Paskeville is closed.

1990 The railway line from Kadina to Paskeville closes. The line and station are completely removed.

1996 The Bulk Handling of Grain Act is repealed.

2000 SACBH demutualises to form AusBulk, and United Grower Holdings (UGH).

2004 ABB Grain Ltd., AusBulk, and UGH merge, resulting in the creation of ABB Grain Ltd.

c.2019 Viterra closes the Paskeville receival site indefinitely.

2025 Yorke Peninsula Field Days attracts up to 50,000 visitors.

SITE RECORD

NAME:	Paskeville Bulk Grain Handling Complex	**PLACE NO.:**	26600

DESCRIPTION OF PLACE:	Bulk grain handling complex comprised of a horizontal shed silo, eight-cell concrete vertical silo, weighbridge, and classification office.	
DATE OF CONSTRUCTION:	1956 - 1974	
REGISTER STATUS:	Identified by Council: 14 March 2024	
CURRENT USE:	Inactive bulk grain storage facility c.2019 - present	
PREVIOUS USE(S):	Bulk grain storage facility 1956 – c.2019	
ARCHITECT:	South Australian Co-operative of Bulk Handling 1956	
LOCAL GOVERNMENT AREA:	Copper Coast Council	
LOCATION:	**Street No.:**	Lot 11
	Street Name:	Drewett Road
	Town/Suburb:	Paskeville
	Post Code:	5552
LAND DESCRIPTION:	**Title Reference:**	CT 5791/560 D34180 A11
	Hundred:	Hundred of Kulpara
	Encumbrance:	Lease to Australia Tower Network Pty. Ltd.

PHOTOS

NAME:	Paskeville Bulk Grain Handling Complex	PLACE NO.:	26600

Secretary of the South Australian Co-operative of Bulk Handling, Tom Stott, addressing the crowd at the opening of the Paskeville silo on 6 January 1956.

Source: *The Advertiser* published in *Thomas, A Golden Era*, p.29

The concrete vertical silo at Paskeville.

Source: DEW Files

NAME:	Paskeville Bulk Grain Handling Complex	**PLACE NO.:**	26600

Outloading shoot to the concrete vertical silos northern elevation (left) and the southern elevation of the horizontal shed silo (right).

Source: DEW Files

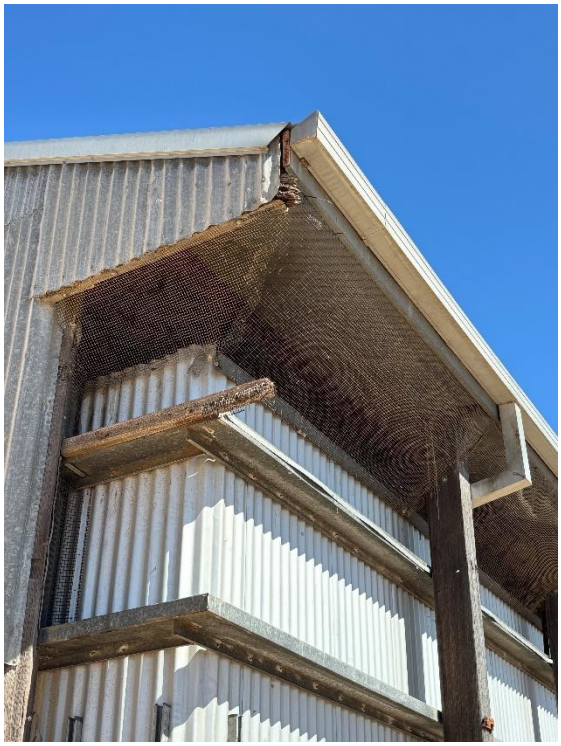
Eastern elevation of the horizontal shed silo.

Source: DEW Files

NAME:	Paskeville Bulk Grain Handling Complex	PLACE NO.:	26600

Northern elevation of the horizontal shed silo showing the building's timber and steel external structure.

Source: DEW Files



Mesh netting and gutter system of the horizontal shed (left) and direct cell outloader (right).

Source: DEW Files

NAME:	Paskeville Bulk Grain Handling Complex	**PLACE NO.:**	26600

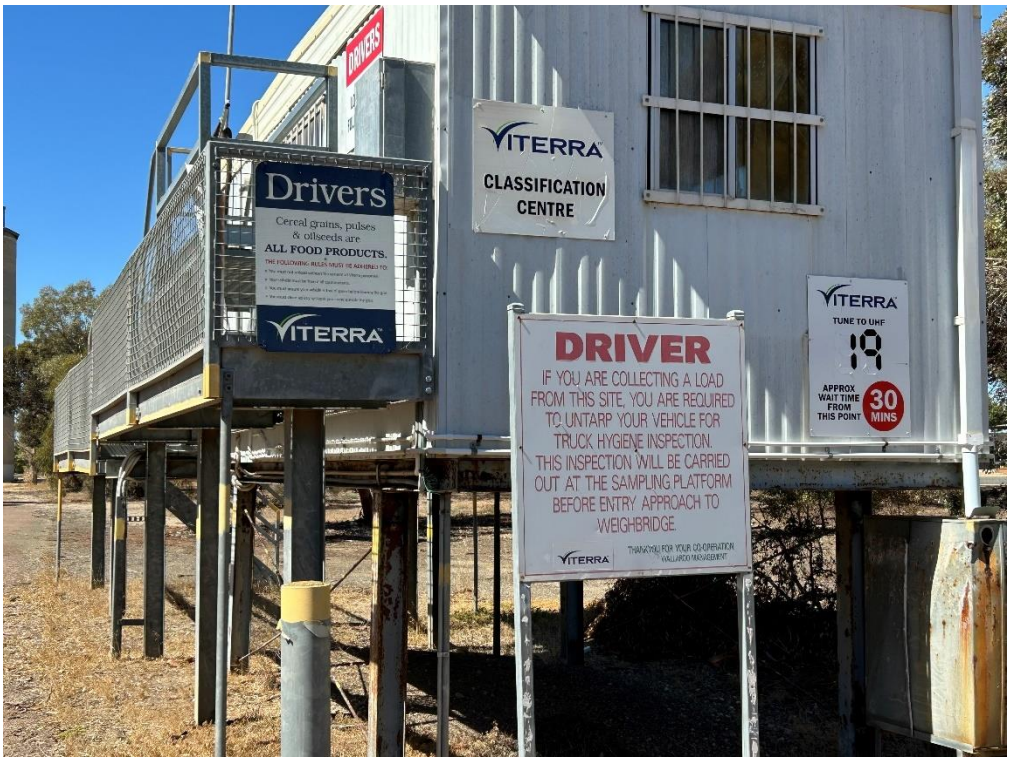
Additional support (left) and timber posts to the exterior of the horizontal shed silo (right).

Source: DEW Files

Classification office.

Source: DEW Files

NAME:	Paskeville Bulk Grain Handling Complex	**PLACE NO.:**	26600



Detail of classification office showing Viterra signage.

Source: DEW Files

SITE PLAN

NAME: Paskeville **PLACE NO.:** 26600

Paskeville Bulk Grain Handling Complex, Lot 11 Drewitt Road, Paskeville SA 5552
(CT 5791/560 D34180 A11, Hundred of Kulpara)

N ↑

LEGEND

Parcel boundaries

1. Horizontal shed silo
2. 8-cell concrete vertical silo
3. Weighbridge
4. Classification office

[108] Yorke Peninsula Council, 'The Narungga (Nharangga),' (accessed 28 October 2024), The Narungga (Nharangga) – Yorke Peninsula Council.
[109] Yorke Peninsula Council, 'The Narungga (Nharangga).'
[110] Yorke Peninsula Council, 'The move to Point Pearce,' (accessed 31 January 2025), https://yorke.sa.gov.au/discover/local-history-and-heritage/indigenous-culture/the-move-to-point-pearce/.
[111] Ros Paterson, 'Yorke Peninsula,' SA History Hub, History Trust of South Australia, (accessed 31 January 2025), https://sahistoryhub.history.sa.gov.au/places/yorke-peninsula/. And Yorke Peninsula Council, 'The move to Point Pearce.'
[112] Weidenhofer Architects, *Yorke Peninsula Heritage Survey,* Austral Archaeology (1997), p.9.
[113] Weidenhofer Architects, *Yorke Peninsula Heritage Survey,* Austral Archaeology (1997), p.13.
[114] Wakefield companion, p. 602.
[115] Weidenhofer Architects, *Yorke Peninsula Heritage Survey,* Austral Archaeology (1997), p.15.
[116] Wakefield companion, p. 602.
[117] *Evening Journal*, 'The Government Gazette,' 5 March 1880, p.3.
[118] *The Australian Handbook (incorporating New Zealand, Fiji, and New Guinea) and shippers' and importers' directory* (London: Gordon and Gotch, 1901), pp. 473-474.
[119] Yorke Peninsual Field Days, 'About,' https://www.ypfielddays.com.au/about (accessed 11 February 2025).
[120] David Thomas, *A Golden Era: Celebrating 5 Years of Bulk Grain Handling in South Australia* (Adelaide: ABB Grain Ltd, 2006), p.27.
[121] Thomas, *A Golden Era*, p.28.
[122] Compared to those located in Pingrup and Wubin, Western Australia.
[123] *Farmer and Settler,* 'S.A. Bulk Wheat Handling,' 30 September 1955, p.35.
[124] *Sunday Mail*, 'Farmers pleased with new silo,' 7 January 1956. In *Joan* Hill, *The History of Paskeville* (South Australia, 2010), p.20.
[125] Thomas, *A Golden Era,* p.28.
[126] Thomas, *A Golden Era,* p.134.
[127] South Australian Co-operative of Bulk Handling Limited, *12th Annual Report and Statement of Accounts for the year ended 31st October* (1966).
[128] *Port Lincoln Times*, 'Classification of EP barley,' 26 May 1966, p.8.
[129] And South Australian Co-operative of Bulk Handling Limited, *22nd Annual Report and Statement of Accounts for the year ended 31st October, 1976* (1976).
[130] *South Australian Register*, 'New County,' 13 June 1862, p.3.
[131] Donovan and Associates, 'Railway Heritage of South Australia,' report commissioned by the National Trust of South Australia, January 1992, p.44-45.

HERITAGE ASSESSMENT REPORT

NAME:	Brinkworth Bulk Grain Handling Complex	**PLACE:**	26601
ADDRESS:	Kaurna and Ngadjuri Country Lot 32, Main Street, Brinkworth 5464		

This heritage assessment considers that the place meets criteria (a) and (d). Refer to Summary of State Heritage Place for final approved wording, including criteria statements.

The horizontal shed silo at Brinkworth in March 2025.

Source: DEW Files

ASSESSMENT OF HERITAGE SIGNIFICANCE

Statement of Heritage Significance:

Established by the South Australian Co-operative of Bulk Handling (SACBH) in 1956, the Brinkworth Bulk Grain Handling Complex is associated with the industrialisation of South Australia's grain industry through the adoption of bulk handling. One of the first built in the state, the complex is an outstanding example of its class, retaining a faithful and intact representation of storage, weighing and grading infrastructure typical of country intake facilities operating across the state during the second half of the twentieth century. Featuring three types of storage silos, the Brinkworth Bulk Grain Handling Complex evolved at the same pace as the SACBH and, as such, demonstrates the early success and rapid expansion of the state's bulk handling system.

Assessment against Criteria under Section 16 of the *Heritage Places Act 1993*. All Criteria have been assessed using the 2020 Guidelines.

(a) it demonstrates important aspects of the evolution or pattern of the State's history.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should be closely associated with events, developments or cultural phases which have played a significant part in South Australian history. Ideally it should demonstrate those associations in its fabric.*
>
> *Places will not normally be considered under this criterion if they are of a class of things that are commonplace, or frequently replicated across the State, places associated with events of interest only to a small number of people, places associated with developments of little significance, or places only reputed to have been the scene of an event which has left no trace or which lacks substantial evidence.*

The Brinkworth Bulk Grain Handling Complex is associated with the historic theme: Developing South Australia's economies, and its subthemes Developing South Australia's economy, and Developing primary production.

Operational from 1956 to 2019, the complex at Brinkworth is associated with the industrialisation of South Australia's grain industry through the adoption of bulk handling and, as a consequence, the agricultural expansion and economic development of the state in the second half of the twentieth century. Bulk handling transformed the state's grain industry, providing cost- and time-effective storage and transportation of grain to export terminals, ensuring that South Australian farmers remained competitive on the world market.

Following the passing of the *Bulk Handling of Grain Act 1955*, the South Australian Co-operative of Bulk Handling (SACBH) constructed an extensive network of over 100 upcountry storage sites and seven port terminals across agricultural areas of the state. The first generation of storage facilities fed the Ardrossan terminal on Yorke Peninsula, opening first at Paskeville and Bute, before expanding to Balaklava, Brinkworth, Hoyleton and Snowtown. All utilised a horizontal shed storage design, with the first concrete vertical silos being erected shortly afterwards at Nantawarra, Gulnare, and Redhill. Of these initial storage sites, Brinkworth retains a highly intact representation of its original structures not found at the other sites established in 1956. For example, the horizontal sheds at Bute and Balaklava have been demolished, and those at Snowtown and Paskeville have been upgraded. As a consequence, the Brinkworth Bulk Grain Handling Complex better demonstrates the establishment of the state's bulk grain handling network and the industrialisation of its grain industry.

Growth was rapid under the bulk handling scheme with yearly grain receivals in the state increasing dramatically from 154,260 tonnes in 1956 to 4,918,606 tonnes in 1997. In response to bumper grain harvests in the 1960s, SACBH erected additional storage across its regional receival centres, and by the 1980s, most facilities had two or more intake systems. Development of storage at the Brinkworth Bulk Grain Handling Complex corresponded with the growth and success of the SACBH, the facility expanding to include a concrete vertical silo and steel vertical silos by 1970. Consequently, the complex at Brinkworth demonstrates not only the early

implementation of the state's bulk handling system, but its rapid expansion and success during its first decades of operation.

It is recommended that the place **fulfils** criterion (a).

(b) it has rare, uncommon or endangered qualities that are of cultural significance.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should demonstrate a way of life, social custom, industrial process or land use which is no longer practised, is in danger of being lost, or is of exceptional interest. This encompasses both places which were always rare, and places which have become scarce through subsequent loss or destruction.*
>
> *Places will not normally be considered under this criterion if their rarity is merely local, or if they appear rare only because research has not been done elsewhere, or if their distinguishing characteristics have been degraded or compromised, or if they are at present common and simply believed to be in danger of becoming rare in the future.*

The bulk grain handling complex at Brinkworth was built in 1956 for the bulk storage of grain grown in the area. The complex was one of the earliest of over 100 storage sites built by the SACBH between 1955 and 1997. Approximately 100 of those facilities still survive. Therefore, facilities for the bulk handling and storage of grain built by SACBH in the latter half of the twentieth century are not rare, uncommon or endangered.

It is recommended that the place **does not fulfil** criterion (b).

(c) it may yield information that will contribute to an understanding of the State's history, including its natural history.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should provide, or demonstrate a likelihood of providing, information that will contribute significantly to our knowledge of the past. The information should be inherent in the fabric of the place. The place may be a standing structure, an archaeological deposit or a geological site.*
>
> *Places will not normally be considered under this criterion simply because they are believed to contain archaeological or palaeontological deposits. There must be good reasons to suppose the site is of value for research, and that useful information will emerge. A place that will yield the same information as many other places, or information that could be obtained as readily from documentary sources, may not be eligible.*

The Brinkworth Bulk Grain Handling Complex was established in 1956 on a section of land nestled between the town's main road and railway line. A photograph from 1938 shows that the site was previously occupied by several goods sheds, only one of which survives today. While development of the town and its grain silos are not well documented, the general arrangement of similar railway stations in the Mid-North area and bulk grain facilities are. As a consequence, any information possibly yielded

through detailed investigation is unlikely to make a substantial contribution to an understanding or appreciation of important aspects of South Australia's history.

It is recommended that the place **does not fulfil** criterion (c).

(d) it is an outstanding representative of a particular class of places of cultural significance.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should be capable of providing understanding of the category of places which it represents. It should be typical of a wider range of such places, and in a good state of integrity, that is, still faithfully presenting its historical message.*
>
> *Places will not be considered simply because they are members of a class, they must be both notable examples and well-preserved. Places will be excluded if their characteristics do not clearly typify the class, or if they were very like many other places, or if their representative qualities had been degraded or lost. However, places will not be excluded from the Register merely because other similar places are included.*

The bulk grain handling facility at Brinkworth is an exceptional example of the class of place known as bulk grain handling facilities. Bulk grain handling facilities emerged in South Australia in the second half of the twentieth century and were critical in enabling the storage, transportation, and export of the state's grain in bulk. One of the first upcountry bulk receival sites established by the SACBH in 1956, the facility at Brinkworth developed steadily in accordance with the rise of the state's bulk handling movement.

The complex at Brinkworth demonstrates all the principal characteristics that are typical of bulk grain handling facilities (see Comparative Analysis in Part One: Bulk Grain Handling Facilities Overview), including a horizontal storage shed (1956), steel vertical silo (1969), and concrete vertical silo (1970), classification office, weighbridge office and weighbridge.

The complex at Brinkworth retains these characteristics to a higher quality and intactness than is typical of the class. Following the demutualisation of SACBH, ownership of its bulk handling facilities passed through several companies. To this end, dozens of early receival sites closed and their critical structures were either altered or removed. For example, the removal of the weighbridge office at Paskeville and the demolition of the horizontal shed silo at Balaklava (SHP 12942). As such, the Brinkworth Bulk Grain Handling Complex is an outstanding representative of bulk grain handling facilities, its extant physical fabric enabling the bulk grain receival and storage process to be clearly understood and appreciated.

It is recommended that the place **fulfils** criterion (d).

(e) it demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should show qualities of innovation or departure, beauty or formal design, or represent a new achievement of its times. Breakthroughs in technology or new developments in design would qualify, if the place clearly shows them. A high standard of design skill and originality is expected.*
>
> *Places would not normally be considered under this criterion if their degree of achievement could not be demonstrated, or where their integrity was diminished so that the achievement, while documented, was no longer apparent in the place, or simply because they were the work of a designer who demonstrated innovation elsewhere.*

The Brinkworth Bulk Grain Handling Complex is typical of the facilities constructed by SACBH during the second half of the twentieth century. All aspects of the facility, from its storage silos to supporting infrastructure like the classification office, utilised standard designs replicated by the SACBH across the state. For example, the horizontal wood and iron shed built in 1956 is the same design as others erected months prior at Paskeville and Bute. Likewise, the designs for the steel vertical silo erected in 1969 and the concrete vertical silo in 1970 were also already in use by SACBH. As a consequence, the complex at Brinkworth is not considered to demonstrate qualities of innovation or departure, beauty or formal design, or represent a new achievement of its time.

It is recommended that the place **does not fulfil** criterion (e).

(f) it has strong cultural or spiritual association for the community or a group within it.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should be one which the community or a significant cultural group have held in high regard for an extended period. This must be much stronger than people's normal attachment to their surroundings. The association may in some instances be in folklore rather than in reality.*
>
> *Places will not be considered if their associations are commonplace by nature, or of recent origin, or recognised by a small number of people, or not held very strongly, or held by a group not widely recognised, or cannot be demonstrated satisfactorily to others.*

The Brinkworth Bulk Grain Handling Facility is associated with the Brinkworth community as well as former employees who worked at the receival facility over the summer harvest period. While both groups may have a strong cultural and/or spiritual attachment to the place, there is no evidence to suggest that these groups would resonate broadly across the state.

It is recommended that the place **does not fulfil** criterion (f).

(g) it has a special association with the life or work of a person or organisation or an event of historical importance.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place must have a close association with a person or group which played a significant part in past events, and that association should be demonstrated in the fabric of the place. The product of a creative person, or the workplace of a person whose contribution was in industry, would be more closely associated with the person's work than would his or her home. Most people are associated with many places in their lifetime, and it must be demonstrated why one place is more significant than others.*
>
> *Places will not generally be considered under this criterion if they have only brief, incidental or distant association, or if they are associated with persons or groups of little significance, or if they are associated with an event which has left no trace, or if a similar association could be claimed for many places, or if the association cannot be demonstrated. Generally the home or the grave of a notable person will not be entered in the Register unless it has some distinctive attribute, or there is no other physical evidence of the person's life or career in existence.*

The Brinkworth Bulk Grain Handling Complex is associated with the South Australian Co-operative of Bulk Handling (SACBH). The SACBH was a growers co-operative established in 1954 and held the exclusive right to handle wheat and other grains in bulk within the state, ultimately facilitating South Australia's transition from bagged to bulk handling of grain. The SACBH constructed a comprehensive network of over 100 bulk storage facilities and seven port terminals, including the facility at Brinkworth in 1956.

Of the upcountry bulk grain handling facilities that survive, Gladstone is considered to better demonstrate a special association with the SACBH. Gladstone is South Australia's largest grain storage facility and demonstrates not only SACBH's success, but the later adaptation and centralisation of SACBH's network following the closure of many of the state's regional railway lines. When compared to the facility at Gladstone, the complex at Brinkworth is not considered to have a special association with the SACBH.

It is recommended that the place **does not fulfil** criterion (g).

PHYSICAL DESCRIPTION

Aerial view of the Brinkworth Bulk Grain Handling Complex showing main elements.

Source: Google Maps

The Brinkworth Bulk Grain Handling Complex is arranged linearly along the town's main road next to the now-removed railway line. The complex is comprised of several built structures, namely, a horizontal shed silo, a two-cell steel vertical silo, a four-cell concrete vertical silo, weighbridge office and classification office. Each is described in turn:

1. Horizontal shed silo (1956)
    - Rectangular corrugated iron shed with gable roof,
    - Corrugated iron grain elevator, dual receival hopper shed, and switchboard to northern end,
    - Steel structural framing to the interior, with posts running along centre,
    - Elevated conveyor belt with blue grain discharge shuttle and metal walkway to centre,
    - Curved outer wall panels comprised of several horizontal panels of corrugated iron,
    - Timber posts reinforced with squared steel columns to outside of shed,
    - Low profile, curved top vent along top ridge of shed,
    - Meshed soffit between fascia and walls.

2. 2-cell steel vertical silo (1969)
    - Two flat-bottomed cylindrical cells made of horizontal riveted steel panels,
    - Dual receival hopper with lean-to galvanised corrugated steel shed to western side connected to grain elevator,
    - Grain elevator partially enclosed by supporting steel framework including staircase and platform at top,
    - Three overhead gravity chutes protruding from top of grain elevator, two feeding each respective grain bin, the third feeding the outloading bin on the silo's eastern side,

- Outloading bin with conical bottom supported by steel platform with access stairwell and access platforms,
- Outloading bin connected to gravity fed outloading chute.

3. 4-cell concrete vertical silo (1970)
   - Silo comprising four cylindrical cells,
   - Dual receival hopper enclosed by galvanised corrugated steel shed to southern side,
   - Enclosed concrete grain elevator shaft to southern side,
   - Enclosed belt conveyor system above silo cells,
   - Switchboard panel to southeastern cell,
   - Square direct cell outloaders, in steel, at base of each cell,
   - Metal gravity outloading chute to western side suspended over old railway line,
   - Steel access ladder, next to gravity outloading chute, on the northeastern cell,
   - Corrugated steel, lean-to room to northern side.

4. Weighbridge and weighbridge office
   - Galvanised corrugated steel shed with shallow gable roof,
   - Green painted timber doorways, windows and fascias,
   - Iron security bars to all windows,
   - Plasterboard walls to interior,
   - Air conditioning unit to southern end.

5. Classification office
   - Rectangular corrugated steel shed with gable roof on stilts,
   - Timber windows to north, west and south elevations with door on the western side,
   - Elevated metal walkway to western and southern sides of office, with access stairs located to the south,
   - Walkway extends past office on western side,

Galvanised steel shed with gable roof behind classification office to the east with green painted timber quoins and fascias.

Elements of Significance:

Elements of heritage significance include (but are not necessarily limited to):

- Horizontal shed silo,
- 2-cell steel vertical silo,
- 4-cell concrete vertical silo,
- Weighbridge office and weighbridge foundation,
- Lavatory,
- SACBH metal sign,
- Classification office.

Elements not considered to contribute to significance of place include (but are not necessarily limited to):

- Brinkworth Railway Station Complex (LHP), including corrugated iron goods shed and platform, steel cargo crane, steel water tower, signage and stand, railway turntable and water standpipe.

HISTORY

Mid North Region

Situated well below the geographical centre of the state, South Australia's Mid North region encompasses a roughly rectangular area north from Kapunda to Carrieton and from Port Pirie to the pastoral county east of Burra.[132] Topography, climate and natural resources, namely copper, cereal grain and wool, determined the principal industries and settlement patterns in the region. Copper was discovered at Kapunda in 1842 and Burra in 1845 with mining activities continuing into the late 1870s.

Sheep and cattle runs were established in the early 1840s. Demand for arable farm land during the 1860s resulted in major land reform legislation such as the *Waste Land Amendments Act 1869*. The Act enabled prospective farmers to buy land on credit transforming many sheep runs into small wheat farms.[133] With these schemes, wheat growing and grazing sheep for wool and meat became, and remain, the dominant farming activities in the region.

Brinkworth

Brinkworth is located on Kaurna and Ngadjuri country. Before the arrival of European settlers, Kaurna people skilfully managed the land for hundreds of generations and maintained a deep knowledge of the environment. Teaching young people was a central part of Kaurna life and understanding the environment was important for more than just food, shelter, tools and medicine. Kaurna spirituality recognises the connectedness of people and culture with the worlds of plants, animals and stars.[134]

Ngadjuri people lead a nomadic life, wandering from place to place in search of food. Wurleys, or shelters, were made by placing three sticks in the ground in a triangular shape before large sheets of bark from red gum trees with yacca leaves and reeds were added for cover.[135] Camps moved around once a fortnight. Today, many rock surfaces are alive with Ngadjuri carvings and paintings, their rock shelters, scar trees, and grave sites continuing to tell the stories of Ngadjuri people and their ongoing connection to the land.[136]

Colonisation disrupted the Kaurna and Ngadjuri ways of life. Within twenty years, they experienced a dramatic decline in population due to the introduction of violence and disease, the survivors experiencing dispossession and dispersal to other areas.[137] Some were transported to missions or settlements such as those at Point Pearce and Poonindie and others worked with or for the colonists, usually in exchange for rations or other goods. It was not until after the Second World War that First Nations

populations began to grow again. The repeal of restrictive legislative provisions in the early 1960s enabled some to move more freely back to country where they were able to seek employment and education in Adelaide and to live near their families.[138]

Located in the Hundred of Hart, the town of Brinkworth was established on sections owned by agriculturalist George Brinkworth. The township was proclaimed on 11 November 1892.[139] Messrs. Richardson & Co., the auctioneers responsible for selling Brinkworth's new town allotments boasted the town's location as being 'in the centre of a very fine agricultural district' and 'one of the most important junctions in the colony for a trade centre.'[140]

Brinkworth's railway station opened on 2 July 1894. It was a junction station, forming part of the railway line between Blyth and Gladstone, as well as linking Snowtown to Kadina via Snowtown and Bute.[141] The facilities at the railway station included a wooden passenger station, three distant and two home signals, a 5-tonne crane, 12 tonne weighbridge and office, and 45-foot turntable. A galvanised iron goods shed with a loading platform was erected shortly after.

Following the opening of the bulk grain storages at Paskeville and Bute in early 1956, the South Australian Co-operative of Bulk Handling (SACBH) invited tenders for the construction of 500,000-bushel bulk grain storages at Balaklava, Brinkworth and Snowtown. This first generation of silos were designed to feed the Ardrossan terminal which in turn supplied bulk wheat to New Zealand.[142]

While the call for tenders specified the storage would have concrete walls, floors and footings, the resulting storage at each of the three sites was constructed of wood and corrugated iron. Designed by SACBH's consulting engineer, J Corbett, the sheds shared similarities with the low cost, horizontal wood and iron storage used throughout Western Australia.[143] Construction of the horizontal shed silo at Brinkworth was completed in time for the 1956/1957 grain harvest. The facility's storage expanded in 1969 with the construction of two steel bins, and again in 1970 with the erection of a four-cell concrete vertical silo.[144] With three types of storage capable of holding seven different grain segregations, Brinkworth's storage capacity had reached 36,400 tonnes.[145]

Sometime after 1980, the weighbridge and weighbridge office were moved from the southern side to the northern side of the concrete vertical silo. Following the closure of Brinkworth's railway station in 1990, grain was collected and transported via road. The complex remained in operation until 2019.

Chronology

Year	Event
1842	Copper is discovered at Kapunda.
1845	Copper is discovered at Burra.
1869	The *Waste Land Amendments Act* is passed.
	The Hundred of Hart is surveyed.

1892 11 November: The township of Brinkworth is founded. The first allotments are offered for sale by auction.

1894 2 July: Brinkworth becomes a stop on the railway extension from Blyth to Gladstone.

2 July: A railway line of 12 miles 65 chains between Snowtown and Brinkworth opens.

1895 2 October: The railway refreshment rooms at Brinkworth open..

1938 The railway refreshment room is closed and replaced by new rooms at Balaklava. They are demolished approximately 7 years later.

1955 The South Australia's Wheat and Woolgrowers' Association (SAWWA) provides the South Australian Government with 5,000 grower signatures committing to paying storage tolls should a bulk handling company be established.

The Government assents the *Bulk Handling of Grain Act,* on 7 July.

1956 The first South Australian upcountry storage silo opens at Paskeville.

A horizontal shed silo is constructed by the South Australian Co-operative of Bulk Handling (SACBH) on the western side of the Brinkworth railway.

1969 A two-cell steel vertical silo is built to the north of the horizontal shed at Brinkworth.

1970 A four-cell concrete vertical silo is constructed at Brinkworth.

1982 Rail passenger services cease at Brinkworth. They are replaced with a road bus.

1985 The SACBH silos are serviced by road.

1990 The railway station at Brinkworth closes for rail freight.

December: All railway lines to or through Brinkworth close.

1991 The dismantling and removal of rail track components begins. The last piece of the track is removed in 2003.

1996 November: The Brinkworth railway station is demolished.

2004 AusBulk begins negotiations with Transport SA to acquire the railway siding at Brinkworth.

2012 The remaining railway buildings are local heritage listed by the Wakefield Regional Council (Brinkworth Railway Station Complex).

2019 The bulk grain handling facility at Brinkworth closes.

SITE RECORD

NAME:	Brinkworth Bulk Grain Handling Complex	**PLACE NO.:**	26601

DESCRIPTION OF PLACE:	Bulk grain handling complex comprised of a horizontal shed silo, a two-cell steel vertical silo, a four-cell concrete vertical silo, classification office, weighbridge office and weighbridge foundation, lavatory and SACBH metal sign.	
DATE OF CONSTRUCTION:	1956 - 1990	
REGISTER STATUS:	Council identified: 14 March 2024	
	Provisional entry: 26 June 2025	
CURRENT USE:	Inactive grain storage facility	
	2019 - present	
PREVIOUS USE(S):	Bulk grain storage facility	
	1956 - 2019	
LOCAL GOVERNMENT AREA:	Wakefield Regional Council	
LOCATION:	**Street No.:**	Lot 32
	Street Name:	Main Street
	Town/Suburb:	Brinkworth
	Post Code:	5464
LAND DESCRIPTION:	**Title Reference:**	CT 6028/47 D77195 A32
	Hundred:	Hundred of Hart

PHOTOS

NAME:	Brinkworth Bulk Grain Handling Complex	**PLACE NO.:**	26601

Brinkworth Bulk Grain Handling Complex c.1970.

Source: South Australian Bulk Handling Co-operative

Brinkworth's concrete vertical silos with classification office at centre c.1992.

Source: Steve McNicol, *Stations Remembered*, p.19

NAME: Brinkworth Bulk Grain Handling Complex **PLACE NO.:** 26601

The classification office at Brinkworth.

Source: DEW Files, March 2025

Northern elevation of the classification office (left) and storage shed (right).

Source: DEW Files, March 2025

NAME:	Brinkworth Bulk Grain Handling Complex	**PLACE NO.:**	26601

Weighbridge office.

Source: DEW Files, March 2025

Remains of the pit-type weighbridge (left) and interior of the weighbridge office (right).

Source: DEW Files, March 2025

NAME: Brinkworth Bulk Grain Handling Complex **PLACE NO.:** 26601

Southern elevation of concrete vertical silo (left) and receival hopper shed (right).

Source: DEW Files, March 2025

Interior of the concrete vertical silo showing the grain elevator (left) and the railway outloading chute to the silo's western side (right).

Source: DEW Files, March 2025

NAME:	Brinkworth Bulk Grain Handling Complex	**PLACE NO.:**	26601

Steel vertical silo.

Source: DEW Files, March 2025

Outloading bin and outloading chute (left) and receival hopper enclosure (right).

Source: DEW Files, March 2025

NAME: Brinkworth Bulk Grain Handling Complex **PLACE NO.:** 26601

Northern elevation of horizontal shed silo.

Source: DEW Files, March 2025

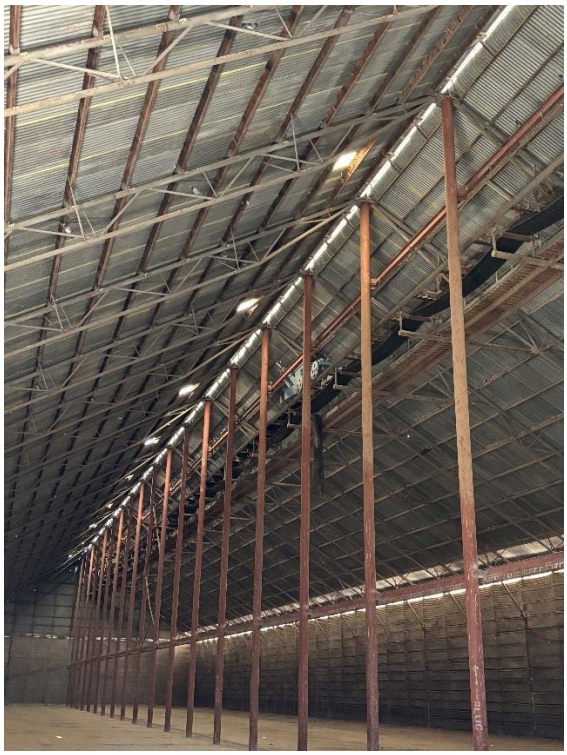
Switchboard, grain elevator tower and receival hopper (left) and detail of the curved corrugated steel walls with direct cell outloader (right).

Source: DEW Files, March 2025

NAME: Brinkworth Bulk Grain Handling Complex **PLACE NO.:** 26601

Eastern elevation of the horizontal shed silo showing external reinforcement columns.

Source: DEW Files, March 2025



Interior of the horizontal shed silo (left) with grain conveyor (right).

Source: DEW Files, March 2025

NAME:	Brinkworth Bulk Grain Handling Complex	**PLACE NO.:**	26601

South Australian Cooperative of Bulk Handling sign with message painted on top. Message reads: 'form 2 lines, peas/wheat, wait here for instruction.'

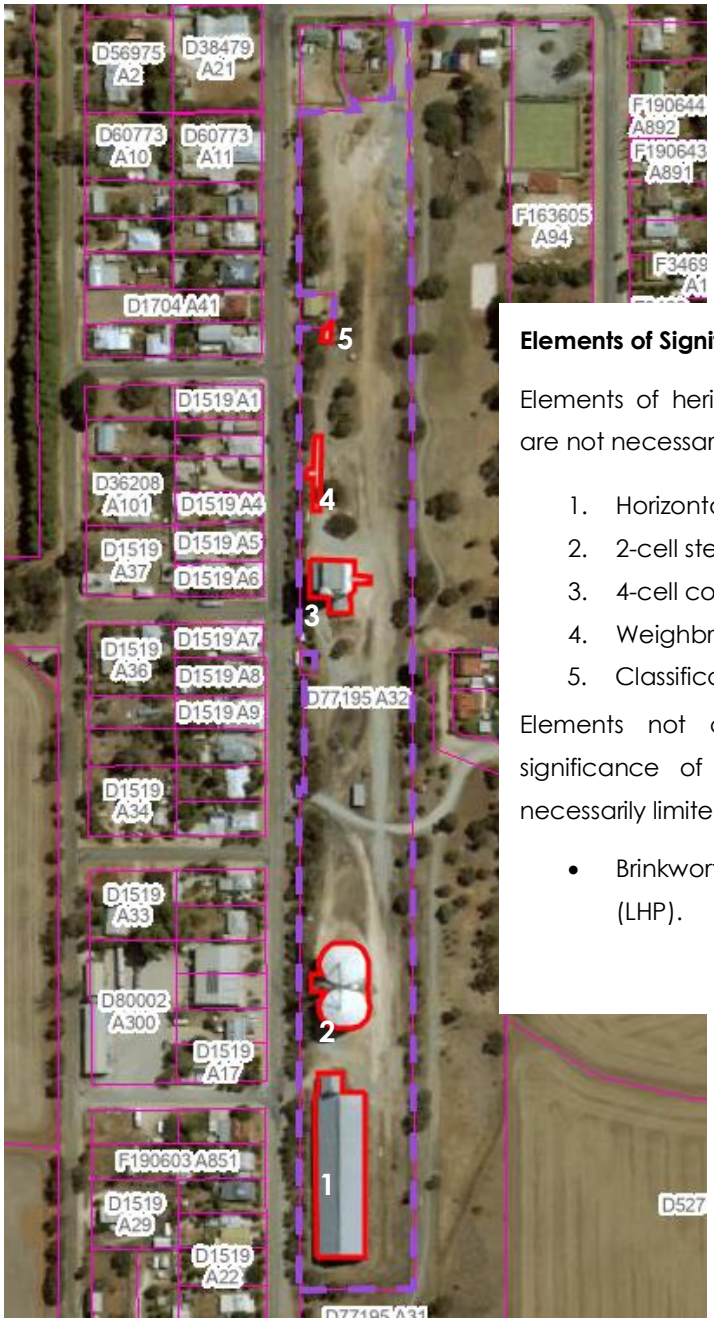
Source: DEW Files, March 2025

The cylindrical staff lavatory.

Source: DEW Files, March 2025

SITE PLAN

NAME:	Brinkworth Bulk Grain Handling Complex	**PLACE NO.:**	26601



Elements of Significance:

Elements of heritage significance include (but are not necessarily limited to):

1. Horizontal shed silo,
2. 2-cell steel vertical silo,
3. 4-cell concrete vertical silo,
4. Weighbridge and weighbridge office,
5. Classification office.

Elements not considered to contribute to significance of place include (but are not necessarily limited to):

- Brinkworth Railway Station Complex (LHP).

Brinkworth Bulk Grain Handling Complex, Lot 32 Main Street, Brinkworth SA 5464 (CT 6028/47 D77195 A32, Hundred of Hart)*

LEGEND **N ↑**

Parcel boundaries (Indicates extent of Listing)

Outline of Elements of Significance for State Heritage Place

* Red outline is indicative of elements of significance, noting imperfect alignment of aerial imagery with parcel cadastre.

[132] John Mannion, 'Mid North,' *The Wakefield Companion to South Australian History*, ed. Wilfred Prest (Kent Town: Wakefield Press), p.350.
[133] Mannion, 'Mid North,' *Wakefield Companion,* p.351.
[134] Lewis Yerloburka O'Brien and Many Paul, 'Kaurna People,' SA History Hub, History Trust of South Australia (accessed 24 February 2025), https://sahistoryhub.history.sa.gov.au/subjects/kaurna-people/.
[135] Clare Museum, 'Ngadjuri,' National Trust of South Australia (accessed 12 June 2025), https://www.claremuseum.com/ngadjuri.
[136] Fred Warrior, Fran Knight, Sue Anderson, Adele Pring, *Ngadjuri: Aboriginal people of the Mid North Region of South Australia* (Prospect Hill, SA: SASOSE Council Inc, 2005), p.1.
[137] State Library of South Australia, 'Aboriginal people of South Australia: Kaurna,' South Australian Aboriginal people and languages (accessed 24 February 2025), https://guides.slsa.sa.gov.au/AboriginalpeopleSA/Kaurna; Knowledge Project, 'Modern History,' (accessed 24 February 2025), https://knowledgeproject.com.au/modern-history.
[138] 'Kaurna People,' SA History Hub.
[139] *The Areas' Express*, 'Advertising,' 28 October 1892, p.2.
[140] *The Areas' Express*, 'Advertising,' 28 October 1892, p.2.
[141] Steve McNicol, *Stations Remembered: SAR Blyth & Brinkworth* (Elizabeth, S.A.: Railmac Publications, 2021), p.3.
[142] *Port Lincoln Times*, 'Bulk Handling Plans for E.P.,' 23 August 1956, p.1.
[143] Compared to those located in Pingrup and Wubin, Western Australia; Thomas, *A Golden Era*, p.28.
[144] South Australian Co-operative of Bulk Handling, *22nd Annual Report and Statement of Accounts for the year ended 31st October*, 1976.
[145] South Australian Co-operative of Bulk Handling, *32nd Annual Report 1986* (1986).

HERITAGE ASSESSMENT REPORT

NAME:	Coonalpyn Silo	**PLACE:**	26602
ADDRESS:	Ngarrindjeri and Ngarkat Country 19 Dukes Highway, Coonalpyn 5265		

Coonalpyn silo art painted by Guido van Helten.

Source: DEW Files, 2024

ASSESSMENT OF HERITAGE SIGNIFICANCE

Statement of Heritage Significance:

As this place is not considered to meet any of the State criteria at this point in time, a Statement of Heritage Significance has not yet been prepared.

Relevant South Australian Historical Themes

In addition to the themes outlined in part one of this report, the Coonalpyn Silo demonstrates the following themes and subthemes in *Historic Themes for South Australia* (2022):

4. Building Settlements, Towns and Cities

4.4 Making regional centres

4.7 Marking significant phases in development of SA's settlements, towns and cities

5. Developing South Australia's economies

5.11 Developing SA's tourism industry (welcoming tourists and visitors)

6. Developing Social and Cultural Life (Supporting and building communities)

6.5 Participating in sport, leisure and recreation (including eating, drinking and holidays)

Assessment against Criteria under Section 16 of the *Heritage Places Act 1993*. All Criteria have been assessed using the 2020 Guidelines.

(a) it demonstrates important aspects of the evolution or pattern of the State's history.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should be closely associated with events, developments or cultural phases which have played a significant part in South Australian history. Ideally it should demonstrate those associations in its fabric.*
>
> *Places will not normally be considered under this criterion if they are of a class of things that are commonplace, or frequently replicated across the State, places associated with events of interest only to a small number of people, places associated with developments of little significance, or places only reputed to have been the scene of an event which has left no trace or which lacks substantial evidence.*

Built by the South Australian Co-operative of Bulk Handling (SACBH) in 1965, the Coonalpyn Silo is associated with the remaking of regional communities and the rise of art tourism, in particular silo art, in the early twenty-first century.

From the 1960s onwards, South Australia's once prosperous agricultural supply towns began to experience economic and population decline due to the mechanisation of farming, the urbanisation of major manufacturing and service industries, and increased mobility which enabled people to access more sophisticated services elsewhere. This resulted in the gradual closure of services such as banks, supermarkets, and post offices and, in turn, the permanent migration of young adults to cities in search of higher education and employment opportunities.

In the mid-2010s, a silo art movement emerged in the state's wheat growing regions. Characterised by the adaptation of monolithic grain silos into large scale canvases, the movement sought to leverage arts and culture to improve local economic growth and create stronger communities. Painted by Australian artist Guido van Helten in March 2017, the silos at Coonalpyn were the first grain silos to be painted in South Australia. Taking advantage of the town's central position along the Dukes Highway connecting Adelaide and Melbourne, the silos were the centrepiece of an initiative aimed at attracting visitors, stimulating local business and reviving town pride. While some silo art projects, such as those painted by Cam Scale at Kimba in September 2017, were already in motion at the time of the project's completion, the silo at Coonalpyn set a precedent for similar silo art initiatives across the state, which total eighteen as of March 2025. As such, the Coonalpyn Silo demonstrates the impact of

urbanisation and mechanisation on South Australia's regional communities in the late twentieth century and the subsequent rise of community-driven art initiatives as vehicles for regional renewal in the early twenty-first century.

While the Coonalpyn Silo is considered highly likely to meet criterion (a), the silo art movement has only been active in South Australia for 8 years and is still developing. As such it is not yet possible to ascertain if the silo art movement is an important aspect of the evolution or pattern of the state's history.

It is recommended that the place is **reconsidered in the future** when it is possible to more rigorously and objectively assess if the silo art movement has made a strong or influential contribution to the evolution or pattern of South Australia's history.

(b) it has rare, uncommon or endangered qualities that are of cultural significance.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should demonstrate a way of life, social custom, industrial process or land use which is no longer practised, is in danger of being lost, or is of exceptional interest. This encompasses both places which were always rare, and places which have become scarce through subsequent loss or destruction.*
>
> *Places will not normally be considered under this criterion if their rarity is merely local, or if they appear rare only because research has not been done elsewhere, or if their distinguishing characteristics have been degraded or compromised, or if they are at present common and simply believed to be in danger of becoming rare in the future.*

The Coonalpyn Silo was built in 1965 for the bulk storage of grain grown in the area. The facility was one of over 100 storage sites built by the SACBH between 1955 and 1997. Approximately 100 of those facilities still survive. Therefore, facilities for the bulk handling and storage of grain built by SACBH in the latter half of the twentieth century are not rare, uncommon or endangered.

In 2017, the silo became the first to be painted in South Australia, spurring a statewide silo art movement. Since, a further eighteen silos have been activated either through murals or light shows with more silo art projects currently in progress. As such, examples of silo art produced in the early twenty-first century are not rare, uncommon or endangered.

It is recommended that the place **does not fulfil** criterion (b).

(c) it may yield information that will contribute to an understanding of the State's history, including its natural history.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should provide, or demonstrate a likelihood of providing, information that will contribute significantly to our knowledge of the past. The information should be inherent in the fabric of the place. The place may be a standing structure, an archaeological deposit or a geological site.*

Places will not normally be considered under this criterion simply because they are believed to contain archaeological or palaeontological deposits. There must be good reasons to suppose the site is of value for research, and that useful information will emerge. A place that will yield the same information as many other places, or information that could be obtained as readily from documentary sources, may not be eligible.

The Coonalpyn Silo was built in 1965 on a section of land in Coonalpyn along the Dukes Highway. While development of the town, its railway and its grain silos are not well documented, the general arrangement of bulk grain facilities are. Consequently, any information possibly yielded through detailed investigation is unlikely to make a substantial contribution to an understanding or appreciation of important aspects of South Australia's history.

It is recommended that the place **does not fulfil** criterion (c).

(d) it is an outstanding representative of a particular class of places of cultural significance.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

The place should be capable of providing understanding of the category of places which it represents. It should be typical of a wider range of such places, and in a good state of integrity, that is, still faithfully presenting its historical message.

Places will not be considered simply because they are members of a class, they must be both notable examples and well-preserved. Places will be excluded if their characteristics do not clearly typify the class, or if they were very like many other places, or if their representative qualities had been degraded or lost. However, places will not be excluded from the Register merely because other similar places are included.

When considered in its entirety, the Coonalpyn Silo is a member of the class of place known as bulk grain handling facilities. Built by the SACBH, bulk grain handling facilities were critical in enabling the collection, storage, and transport of the state's grain in bulk, expediting the harvesting process. Approximately 100 bulk grain handling facilities were built by the SACBH in the second half of the twentieth century.

Built in 1965, the Coonalpyn Silo demonstrates many of the principal characteristics of the class, namely a concrete vertical silo, steel vertical silo, classification office and weighbridge and weighbridge office. In addition, the place features a mural on its concrete vertical silo, however this is not considered a principal characteristic of the class. When compared to other bulk grain handling facilities built by the SACBH such as the Brinkworth Bulk Grain Handling Complex or the Railway Station Complex and Silos at Balaklava (SHP 12942), the Coonalpyn Silo does not exhibit the principal characteristics that define the class to an outstanding level.

It is recommended that the place **does not fulfil** criterion (d).

(e) it demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should show qualities of innovation or departure, beauty or formal design, or represent a new achievement of its times. Breakthroughs in technology or new developments in design would qualify, if the place clearly shows them. A high standard of design skill and originality is expected.*
>
> *Places would not normally be considered under this criterion if their degree of achievement could not be demonstrated, or where their integrity was diminished so that the achievement, while documented, was no longer apparent in the place, or simply because they were the work of a designer who demonstrated innovation elsewhere.*

The Coonalpyn Silo is comprised of a concrete vertical silo. By the time of its construction in 1965, the multi-cell design and slip form construction of the concrete vertical silo had become standard for, and highly replicated by, the SACBH. As such, the silo at Coonalpyn is not considered to demonstrate a high degree of creative, aesthetic, or technical accomplishment, nor is it an outstanding representative of particular construction techniques.

The silo at Coonalpyn was painted by large-scale muralist Guido van Helten in 2017. While the first to be painted in South Australia, it was not the first in Australia, having been preceded by silo murals in Western Australia in 2015 and Victoria in 2016. It is also not the first example of a public mural in the state. South Australia has a strong public street art history including Australia's largest and longest running street arts festival, Wonderwalls, in Port Adelaide. Consequently, the Coonalpyn Silo is not considered to demonstrate qualities of innovation or departure, beauty or formal design, or represent a new achievement of its time.

It is recommended that the place **does not fulfil** criterion (e).

(f) it has strong cultural or spiritual association for the community or a group within it.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should be one which the community or a significant cultural group have held in high regard for an extended period. This must be much stronger than people's normal attachment to their surroundings. The association may in some instances be in folklore rather than in reality.*
>
> *Places will not be considered if their associations are commonplace by nature, or of recent origin, or recognised by a small number of people, or not held very strongly, or held by a group not widely recognised, or cannot be demonstrated satisfactorily to others.*

The Coonalpyn Silo is associated with the growers and residents located in and around the town. Operating as an active receival site for 60 years, the silo has become a part of Coonalpyn's identity as an agricultural hub. This association is

strengthened by the silo art commission completed in 2017. The project, led by the Coorong District Council and its advisory group, the Coonalpyn Arts Group, became a source of pride and an economic lifeline for the local community. While the Coonalpyn community has demonstrated a strong association with the Coonalpyn Silo, their association is considered to be of local significance and does not resonate with the wider South Australian community.

The Coonalpyn Silo is also associated with the travellers that pass through the town and tourists visiting with the sole purpose of viewing the silo art. Located on the Dukes Highway connecting Adelaide and Melbourne, approximately 4,000 vehicles pass through the town daily. Although it could be argued that some travellers may have intense feelings or memories of the silo, there is no evidence to suggest that this association resonates with the broader South Australian community.

It is recommended that the place **does not fulfil** criterion (f).

(g) it has a special association with the life or work of a person or organisation or an event of historical importance.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place must have a close association with a person or group which played a significant part in past events, and that association should be demonstrated in the fabric of the place. The product of a creative person, or the workplace of a person whose contribution was in industry, would be more closely associated with the person's work than would his or her home. Most people are associated with many places in their lifetime, and it must be demonstrated why one place is more significant than others.*
>
> *Places will not generally be considered under this criterion if they have only brief, incidental or distant association, or if they are associated with persons or groups of little significance, or if they are associated with an event which has left no trace, or if a similar association could be claimed for many places, or if the association cannot be demonstrated. Generally the home or the grave of a notable person will not be entered in the Register unless it has some distinctive attribute, or there is no other physical evidence of the person's life or career in existence.*

The Coonalpyn Silo is associated with the South Australian Co-operative of Bulk Handling (SACBH), the Coorong District Council and its advisory group the Coonalpyn Arts Group, and artist Guido van Helten.

The SACBH was a growers co-operative established in 1954 and held the exclusive right to handle wheat and other grains in bulk within the state, ultimately facilitating South Australia's transition from bagged to bulk handling of grain. The SACBH constructed a comprehensive network of over 100 bulk storage facilities, including the facility at Coonalpyn in 1965. Of the bulk grain handling facilities that survive, Gladstone is considered to better demonstrate a special association with the SACBH. As the state's largest grain storage facility, Gladstone represents not only SACBH's success, but the later consolidation of its network.

The Coorong District Council and its advisory group, the Coonalpyn Arts Group, were responsible for the silo art project as part of their Creating Coonalpyn initiative. While it could be argued that the silos have made a notable contribution to the course of South Australia's history, the activities of the Council more broadly are considered to be of local importance.

The Coonalpyn Silos were painted by Australian artist Guido van Helten in 2017. An internationally recognised artist, Van Helten has created contemporary street art throughout the world. While van Helten has made a significant contribution to Australia's history, he cannot be considered to have made the same contribution to the course of South Australia's history. Of the murals painted in Australia, van Helten holds a much stronger association with Victoria and the silos at Brim for which he received a nomination for the Art Gallery of NSW's Sir John Sulman prize in 2016.

It is recommended that the place **does not fulfil** criterion (g).

PHYSICAL DESCRIPTION

The Coonalpyn Silo is a six-cell concrete vertical silo with a four-cell concrete vertical extension attached to the south.

Features include:

- A vertical grain elevator to the northern elevation connected to a receival hopper shed,
- A belt conveyor enclosed by corrugated metal surmounting the silo cells,
- Concrete bins with direct cell outloaders at their base,
- Two outloading spouts attached to steel operating platforms on the western side,
- White painted exteriors with five portraits painted across the eastern and southern elevations, stretching up the grain elevator to the north.

HISTORY

The Ninety-Mile Desert and Coonalpyn

The country town of Coonalpyn is located approximately 170km south-east of Adelaide in an area once known as the 'Ninety Mile Desert.' Located on the border of Ngarrindjeri and Ngarkat Country, the area's topography consisted of mallee scrub, yaccas and silver banksia honeysuckle scattered amongst lagoons, swamp flats, limestone hills and sand ridges.[146] Although rainfall in the area was reliable, the soil lacked essential nutrients, leading to the failure of early attempts at cereal production.[147]

For almost a century after South Australia's proclamation, the desert area remained relatively undeveloped except for some pockets of better country around Coonalpyn, Tintinara and Keith.[148] The land was mainly taken up by pastoral leases, Coonalpyn later being established on land leased by brothers James and Archibald Cooke who started sheep farming in 1855.[149] In 1887, the railway line from Adelaide to Melbourne opened, passing through Coonalpyn, and by 1889 the town had established a post office and school.[150] However, it was not until 25 November 1909, that the township of Coonalpyn was proclaimed.

With the introduction of superphosphates and trace elements copper and manganese to the soil in the 1950s, the Ninety-Mile Desert surrounding Coonalpyn began to realise its full agricultural potential. By 1970, approximately 2,800 square kilometres of the desert had been turned into usable farmland.[151] Coonalpyn is now a major farming region within the district, growing wheat, barley, canola, beans and peas, alongside cattle and sheep farming.[152]

The South Australian Co-operative of Bulk Handling (SACBH) built a six-cell, concrete vertical silo capable of storing 370,000 bushels at Coonalpyn in time for the 1965/1966 harvest season. The silo was designed to feed the Port Adelaide terminal which began operating in 1963. A year later, the silo began receiving barley.[153] In 1970, SACBH constructed cell extensions at 15 of its locations, including Coonalpyn.[154] Further

storage was added in the form of a pair of steel vertical silos in 1994 for a total storage capacity of 26,400 tonnes.[155]

Creating Coonalpyn

In 2016, badly affected by drought and economic recession, the Coorong District Council and its advisory group, the Coonalpyn Arts Group, developed Creating Coonalpyn, a series of six art projects designed to activate the town's public spaces and reinvigorate the local community.[156] The initiative was jointly funded by the Coorong District Council, Country Arts SA and Viterra, and included sponsorship from local businesses and individuals.

The town's 30-metre-tall grain silos, centrally located along the Dukes Highway connecting Adelaide and Melbourne, were to form the centre piece of the Creating Coonalpyn program. Inspired by the silo art project at Brim, Victoria, the Council commissioned a large-scale mural for the cylindrical silos, to be created by artist Guido van Helten.[157]

Growing up in inner city Melbourne, van Helten was influenced by traditional graffiti movements, which motivated his preference for aerosol-based art. Van Helten's work is underpinned by his exploration of community and identity through photography and large-scale muralism. His contemporary street art commissions can be found throughout the world, spanning public buildings in Ragusa, Italy, to water towers in Azraq, Jordan.[158]

The theme of the Coonalpyn mural was 'hope for the future' and features five children from the Coonalpyn Primary School. In describing his design concept, van Helten explained:

> In a lot of small areas, I find people really want to focus on the past and the history of a town or the industry and all those themes I really want to avoid … I think they [the children] represent an image of the future that I think is quite positive and playful and also very neutral.[159]

The project took van Helten six weeks to complete. Using a 38m boom lift, he first marked out a reference grid, then reproduced his design using photographs as reference. 200 cans of spray paint were used, along with acrylic paint applied with brush and airbrush.[160]

While the long-term, collective impact of Creating Coonalpyn as a vehicle for regional renewal is less certain, its immediate impacts, particularly in regard to boosting tourism, were obvious. During the mural's creation, Coonalpyn became the most photographed regional town in the state, attracting the attention of local, national and international media with BBC and CNN reporting on the project. Of the 4,000 vehicles that passed through the town daily, an estimated 40 to 50 stopped each hour to observe the process.[161]

Since its completion, the Creating Coonalpyn program has garnered numerous accolades, including the Ruby Award for Community or Regional Impact under

$100,000 in 2017, Best Regional Main Street Award at the Mainstreet SA Awards 2017, and winning the Art Animates category in the National Awards for Local Government 2017. In 2019, it received an Award of Merit at the Australian Civic Trust Awards along with the silos at Karoonda, Kimba, Wirrabara and Waikerie, for outstanding public projects which improve the quality of life for local communities.

Chronology

Year	Event
1850s	Land around Coonalpyn is taken up by pastoral leases.
1887	The Melbourne to Adelaide line begins operating. The route is renamed the Overland in 1926.
1887	A post office opens at Coonalpyn.
1889	A school opens at Coonalpyn.
1909	25 November: township of Coonalpyn is proclaimed.
1940s	The Coonalpyn Show is established.
1955	The South Australian Wheat and Woolgrowers' Association (SAWWA) provides the South Australian Government with 5,000 grower signatures committing to paying storage tolls should a bulk handling company be established.
	7 July: the *Bulk Handling of Grain Act* is passed.
1957	30 May: the Coonalpyn Downs District Council is constituted.
1965	**The upcountry storage site opens at Coonalpyn. Storage includes a six-cell concrete vertical silo.**
1970	**The concrete vertical silo at Coonalpyn is extended by four cells.**
1994	**A dual-cell, steel vertical silo is added to the facility at Coonalpyn.**
2001 - 2009	The Millenium drought devastates agricultural and horticultural industries and regional communities.
2007 - 2009	The Global Financial Crisis impacts major export industries located in Australia's regions as well as small and medium sized regional businesses resulting in reduced working hours and job losses.
2010	April: The supermarket closes at Coonalpyn.
2011	Coonalpyn records a population of 815 people in the census.
2015	March: A silo in Northan, Western Australia is the first to be painted in Australia by artists Phlegm (UK) and Hence (USA).
2016	Coonalpyn records a population of 353 people in the census.
	January: The silos at Brim, Victoria, are painted by Guido van Helten and Juddy Roller.
	January: The Coonalpyn Arts Group is formed.
2017	**February - March: Guido van Helten paints the grain silos at Coonalpyn.**

	September: Cam Scale paints the grain silos at Kimba.
2018	April: Martin Ron paints the grain silos at Tumby Bay.
	October: Smug (Sam Bates) paints the grain silos at Wirrabara.
2019	May: Gary Duncan and Jimmy Dvate paint the grain silos at Waikerie.
2021	Coonalpyn records a population of 350 people.
2023	Viterra operates 49 receival sites and five port terminals in South Australia.
2025	South Australia has a total of 16 painted silos.

SITE RECORD

NAME:	Coonalpyn Silo	**PLACE NO.:**	26602

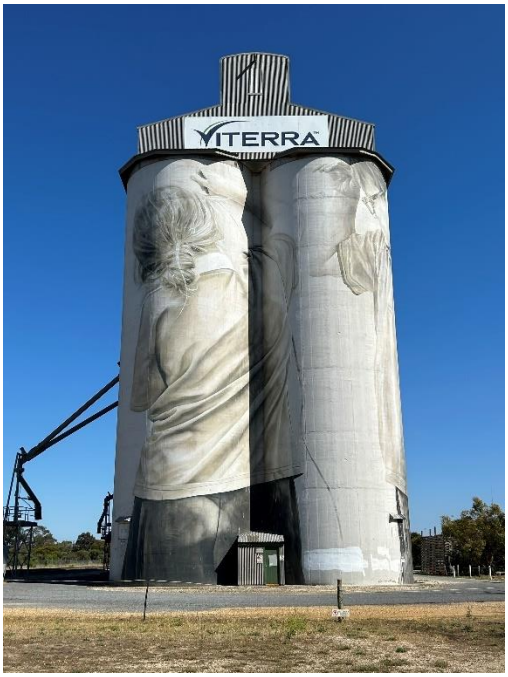
DESCRIPTION OF PLACE:	Concrete vertical silo featuring a mural by Guido van Helten.	
DATE OF CONSTRUCTION:	1965: six-cell concrete vertical silo 1970: four-cell addition	
REGISTER STATUS:	Council identified: 14 March 2024	
CURRENT USE:	Bulk grain storage facility 1965 - present	
LOCAL GOVERNMENT AREA:	Coorong District Council	
LOCATION:	**Street No.:**	19
	Street Name:	Dukes Highway
	Town/Suburb:	Coonalpyn
	Post Code:	5265
LAND DESCRIPTION:	**Title Reference:**	CT 6141/509 D60234 A17
	Hundred:	Hundred of Coneybeer

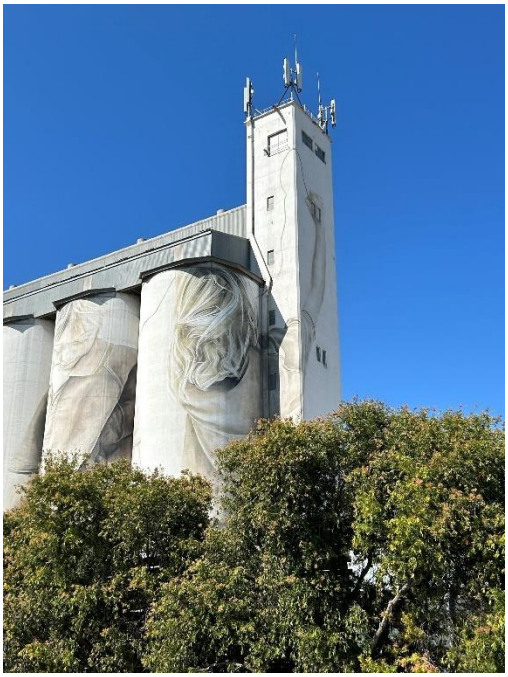
PHOTOS

NAME:	Coonalpyn Silo	PLACE NO.:	26602

The Coonalpyn Silo Mural.

Source: DEW Files, Dec 2024





Southern elevation (left) and northern elevation (right) of the Coonalpyn Silo.

Source: DEW Files, Dec 2024

NAME: Coonalpyn Silo **PLACE NO.:** 26602

Detail of the eastern elevation of the silos.

Source: DEW Files, Dec 2024

Entrance to the 'Tunnel of Revision', a project included in the creating Coonalpyn initiative.

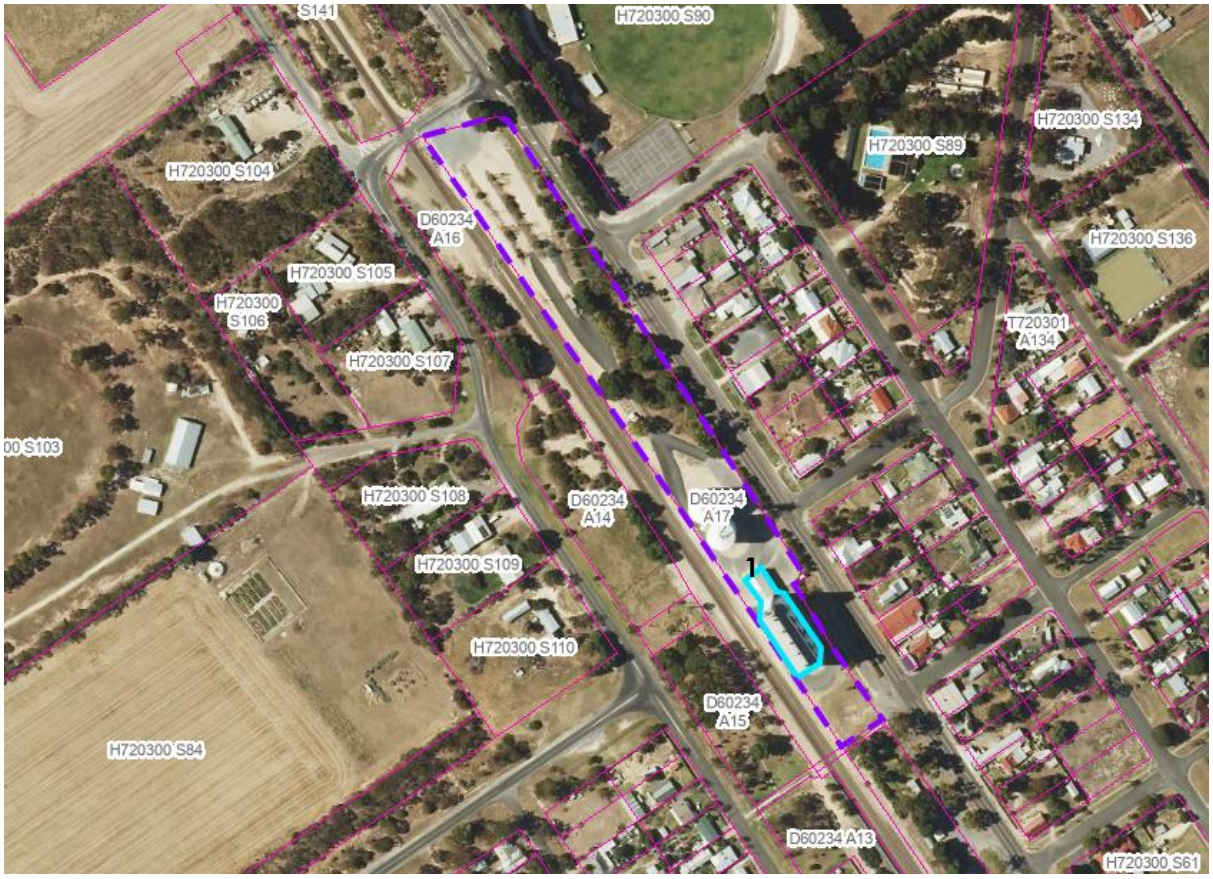
Source: DEW Files, Dec 2024

Sculpture along Dukes Highway depicting artist Guido van Helten spray painting the silos. Artist unknown.

Source: DEW Files, Dec 2024

SITE PLAN

NAME:	Coonalpyn Silo	**PLACE NO.:**	26602



Coonalpyn Silo, 19 Dukes Highway, Coonalpyn SA 5265 (CT 6141/509 D60234 A17, Hundred of Coneybeer)

N ↑

LEGEND

Parcel boundaries

1. Coonalpyn Silo

[146] Coorong District Council, 'Coonalpyn,' Tourism (accessed 25 February 2025), https://www.coorong.sa.gov.au/tourism/our-towns/coonalpyn.
[147] Coorong District Council, 'Coonalpyn.'
[148] N.S. Tiver, 'Desert Conquest,' AMP Society, AMP Land Development Scheme (1986), p.1.
[149] Rodney Cockburn, *Pastoral Pioneers of South Australia*, vol.1 (1929), p.149.
[150] Coorong District Council, 'Coonalpyn.'
[151] *The Sydney Morning Herald*, 'Coonalpyn,' 8 February 2004 (accessed 24 February 2025), https://www.smh.com.au/lifestyle/coonalpyn-20040208-gdkqiv.html.
[152] Coorong District Council, 'Coonalpyn.'
[153] *Port Lincoln Times*, 'Classification of EP barley,' 26 May 1966, p.8.
[154] South Australian Co-operative of Bulk Handling, *Fifteenth Annual Report and Statement of Accounts for the year ended 31st October 1969* (1969). In 1971, the storage capacity at Coonalpyn was recorded as 610,000 bushels, 240,000 bushels more than in 1965.
[155] South Australian Co-operative of Bulk Handling, 1996 Annual Report (1996).
[156] Coorong District Council, 'Coonalpyn Arts Trail: Creating Coonalpyn,' pamphlet, n.d.
[157] Coorong District Council, 'Creating Coonalpyn,' Arts and Cultural (accessed 12 March 2025), https://www.coorong.sa.gov.au/community/arts-and-cultural/creatingcoonalpyn.
[158] Unknown, 'Information,' Guido van Helten (accessed 26 February 2025), https://guidovanhelten.com/info.
[159] Landline, 'Hopes grain silo art by Guido van Helten might save outback town,' video, Beautiful Bush, ABC Australia (2017).
[160] Coorong District Council, 'Coonalpyn Silo Mural,' interpretive signage at base of silos.
[161] Coorong District Council, 'Creating Coonalpyn.'

HERITAGE ASSESSMENT REPORT

NAME:	Gladstone Bulk Grain Handling Complex	**PLACE:**	26603

ADDRESS: Nukunu Country

16251 Horrocks Highway, Lot 14 Gladstone Street, and Lot 6 Horrocks Highway, Gladstone 5473

This heritage assessment considers that the place meets criteria (a) and (g). Refer to Summary of State Heritage Place for final approved wording, including criteria statements.

Paired sheds and conveyor system at the Gladstone bunker site in March 2025.

Source: DEW Files, March 2025

ASSESSMENT OF HERITAGE SIGNIFICANCE

Statement of Heritage Significance:

Established by the South Australian Co-operative of Bulk Handling (SACBH) in 1957, the Gladstone Bulk Grain Handling Complex is associated with the industrialisation of South Australia's grain industry through the adoption of bulk handling. The complex grew steadily throughout the second half of the twentieth century to become one of the largest in the state. When SACBH demutualised in 2000, the Gladstone Bulk Grain Handling Complex had a capacity of approximately 500,000 tonnes, demonstrating the success of SACBH and the implementation of bulk handling in South Australia. The complex retains a diverse range of storage types representing two key periods in the history of bulk grain handling in South Australia, namely SACBH's establishment in the 1950s and its later expansion between 1980 and 2000.

Assessment against Criteria under Section 16 of the *Heritage Places Act 1993*. All Criteria have been assessed using the 2020 Guidelines.

(a) it demonstrates important aspects of the evolution or pattern of the State's history.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should be closely associated with events, developments or cultural phases which have played a significant part in South Australian history. Ideally it should demonstrate those associations in its fabric.*
>
> *Places will not normally be considered under this criterion if they are of a class of things that are commonplace, or frequently replicated across the State, places associated with events of interest only to a small number of people, places associated with developments of little significance, or places only reputed to have been the scene of an event which has left no trace or which lacks substantial evidence.*

The Gladstone Bulk Grain Handling Complex is associated with the historic theme: Developing South Australia's economies, and its subthemes Developing South Australia's economy, and Developing primary production.

The complex at Gladstone is associated with the industrialisation of South Australia's grain industry through the adoption of bulk handling and, consequently, the agricultural expansion and economic development of the state during the second half of the twentieth century. Bulk handling transformed the state's agricultural industry, facilitating cost- and time-effective storage and transportation of grain to export terminals, ensuring that South Australian farmers remained competitive in the world market.

Following the assent of the *Bulk Handling of Grain Act 1955*, the South Australian Co-operative of Bulk Handling (SACBH) constructed an extensive network of over 100 upcountry storage sites and seven port terminals across agricultural areas of the state. Bulk grain storage was first erected by the SACBH at Gladstone in 1957 in the form of a four-cell concrete vertical silo. The complex grew steadily during the 1960s, with horizontal shed storage and additional concrete vertical storage built to accommodate consecutive bumper harvests and storage overflow from neighbouring sites.

SACBH's storage network underwent its largest period of expansion during the 1990s in response to market deregulation, increased grain production and diversification, greater market demand, and limitations on shipping caused by conflicts such as the Gulf War (1990-1991). Growth was concentrated at 33 strategic sites developed by the SACBH to increase efficiency of the state's bulk handling network. Each site was upgraded to offer greater storage capacity, grain and grade segregations, faster intake and outloading facilities, longer operating hours and quicker turnaround times. Preferred storage types constructed by the SACBH during this period were bunkers and paired sheds with shared elevators. Between 1992 and 2000, SACBH's storage

capacity increased by 5.2 million tonnes, with more storage having been built during this period than in the previous 40 years combined.

The Gladstone strategic site was established along the railway line on the outskirts of town and was comprised of bunker storage, horizontal sheds, and paired sheds connected by conveyor belt to two 1,000 tonne railway outloading bins. At the time of SACBH's demutualisation in 2000, the Gladstone Bulk Grain Handling Complex was the state's largest bulk grain receival and storage facility, with a capacity of over 500,000 tonnes. When compared to other surviving strategic sites such as Kimba and Saddleworth, the place retains a diverse range of storage types from two key periods in the history of bulk grain handling in South Australia, namely SACBH's establishment in the 1950s and its later expansion between 1980 and 2000. Despite twenty-first century upgrades to the classification and weighbridge facilities, the place retains a high level of intactness and integrity which allows the evolution of SACBH and bulk grain handling in South Australia to be understood and appreciated.

It is recommended that the place **fulfils** criterion (a).

(b) it has rare, uncommon or endangered qualities that are of cultural significance.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should demonstrate a way of life, social custom, industrial process or land use which is no longer practised, is in danger of being lost, or is of exceptional interest. This encompasses both places which were always rare, and places which have become scarce through subsequent loss or destruction.*
>
> *Places will not normally be considered under this criterion if their rarity is merely local, or if they appear rare only because research has not been done elsewhere, or if their distinguishing characteristics have been degraded or compromised, or if they are at present common and simply believed to be in danger of becoming rare in the future.*

The Gladstone Bulk Grain Handling Complex was established in 1957 to accommodate the bulk storage of grain in the Mid North area. The complex was one of over 100 storage sites built by the SACBH between 1955 and 1997. Approximately 100 of these facilities survive. Therefore, facilities for the bulk handling and storage of grain built by the SACBH in the second half of the twentieth century are not considered to be rare, uncommon or endangered.

It is recommended that the place **does not fulfil** criterion (b).

(c) it may yield information that will contribute to an understanding of the State's history, including its natural history.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should provide, or demonstrate a likelihood of providing, information that will contribute significantly to our knowledge of the past. The information should be inherent in the fabric of the place. The place may be a standing structure, an archaeological deposit or a geological site.*

Places will not normally be considered under this criterion simply because they are believed to contain archaeological or palaeontological deposits. There must be good reasons to suppose the site is of value for research, and that useful information will emerge. A place that will yield the same information as many other places, or information that could be obtained as readily from documentary sources, may not be eligible.

From 1876 until the construction of the first silo at the Gladstone Bulk Grain Handling Facility in 1857, local grain growers stored and loaded bagged grain onto trains at the Gladstone railway siding. Following the construction of the first silo, the facility expanded steadily throughout the second half of the twentieth century, ultimately including an additional storage site located on the south-western edge of the town. Both the sequence of construction and the activities associated with grain storage and handling that have occurred on the site since 1876 are well-documented through both primary and secondary sources. Consequently, there is no evidence to suggest that the Gladstone Bulk Grain Handling Complex will yield meaningful information on the history of grain silage and transportation in South Australia that is not already available from a variety of other sources.

It is recommended that the place **does not fulfil** criterion (c).

(d) it is an outstanding representative of a particular class of places of cultural significance.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

The place should be capable of providing understanding of the category of places which it represents. It should be typical of a wider range of such places, and in a good state of integrity, that is, still faithfully presenting its historical message.

Places will not be considered simply because they are members of a class, they must be both notable examples and well-preserved. Places will be excluded if their characteristics do not clearly typify the class, or if they were very like many other places, or if their representative qualities had been degraded or lost. However, places will not be excluded from the Register merely because other similar places are included.

The Gladstone Bulk Grain Handling Complex is a member of the class of place known as bulk grain handling facilities. Bulk grain handling facilities emerged in South Australia in the second half of the twentieth century and were critical in enabling the collection, storage, transport and export of the state's grain in bulk.

The town and bunker sites at Gladstone demonstrate several of the principal characteristics of the class, namely a four-cell concrete vertical silo, ten-cell concrete vertical silo, paired sheds, bunker storage, classification centres, weighbridges and weighbridge offices. However, major upgrades to the bunker site in 2019, which entailed automation of the classification and weighing systems, has degraded the intactness of the place to the extent that it is no longer able to demonstrate the class with a high level of integrity. When compared to other storage sites built by the SACBH such as the complete and highly intact complex at Brinkworth, the Gladstone Bulk

Grain Handling Complex does not exhibit the principal characteristics that define the class to an outstanding level.

It is recommended that the place **does not fulfil** criterion (d).

(e) it demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should show qualities of innovation or departure, beauty or formal design, or represent a new achievement of its times. Breakthroughs in technology or new developments in design would qualify, if the place clearly shows them. A high standard of design skill and originality is expected.*
>
> *Places would not normally be considered under this criterion if their degree of achievement could not be demonstrated, or where their integrity was diminished so that the achievement, while documented, was no longer apparent in the place, or simply because they were the work of a designer who demonstrated innovation elsewhere.*

The Gladstone Bulk Grain Handling Complex is typical of the facilities constructed by SACBH during the second half of the twentieth century. All aspects of the facility, from its storage silos to supporting infrastructure like the classification centre, utilised standard designs replicated by the SACBH across the state. For example, the bunkers built in 1990 are of the same design as those first erected in 1984 at Ardrossan. Likewise, the designs for the concrete vertical silos built between 1957 and c.1975 were also already widely in use by SACBH. As a consequence, the complex at Gladstone is not considered to demonstrate qualities of innovation or departure, beauty or formal design, or represent a new achievement of its time.

It is recommended that the place **does not fulfil** criterion (e).

(f) it has strong cultural or spiritual association for the community or a group within it.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should be one which the community or a significant cultural group have held in high regard for an extended period. This must be much stronger than people's normal attachment to their surroundings. The association may in some instances be in folklore rather than in reality.*
>
> *Places will not be considered if their associations are commonplace by nature, or of recent origin, or recognised by a small number of people, or not held very strongly, or held by a group not widely recognised, or cannot be demonstrated satisfactorily to others.*

The bulk grain handling complex at Gladstone has a strong and enduring cultural association with the growers and residents located in and around Gladstone, and the employees that operated the facility during harvest season. Continuously operating as an active bulk grain receival site for almost 70 years, the complex has become a

part of Gladstone's identity. However, it is likely that many communities will have formed similar cultural associations with their bulk handling facilities (silos), of which over 100 remain in towns and localities throughout the State. Such associations are considered to be of local significance and are not considered to resonate with the wider South Australian community.

It is recommended that the place **does not fulfil** criterion (f).

(g) it has a special association with the life or work of a person or organisation or an event of historical importance.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place must have a close association with a person or group which played a significant part in past events, and that association should be demonstrated in the fabric of the place. The product of a creative person, or the workplace of a person whose contribution was in industry, would be more closely associated with the person's work than would his or her home. Most people are associated with many places in their lifetime, and it must be demonstrated why one place is more significant than others.*
>
> *Places will not generally be considered under this criterion if they have only brief, incidental or distant association, or if they are associated with persons or groups of little significance, or if they are associated with an event which has left no trace, or if a similar association could be claimed for many places, or if the association cannot be demonstrated. Generally the home or the grave of a notable person will not be entered in the Register unless it has some distinctive attribute, or there is no other physical evidence of the person's life or career in existence.*

The Gladstone Bulk Grain Handling Complex is associated with the South Australian Co-operative of Bulk Handling (SACBH). The SACBH was a growers co-operative established in 1954 and held the exclusive right to handle wheat and other grains in bulk within the state, ultimately facilitating South Australia's transition from bagged to bulk handling of grain. The SACBH constructed a comprehensive network of over 100 bulk storage facilities and seven port terminals, including the facility at Gladstone in 1957.

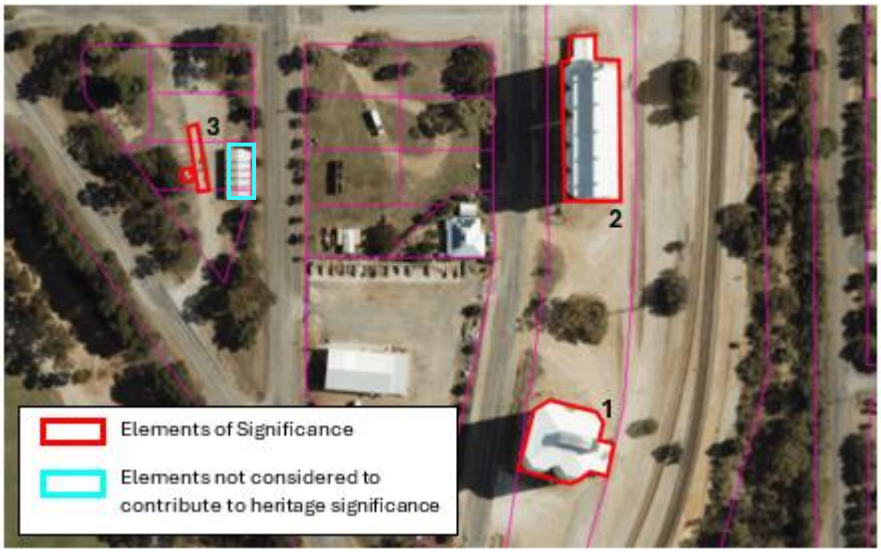
Of the upcountry bulk grain handling facilities that survive, Gladstone is considered to demonstrate a special association with the SACBH. The complex at Gladstone grew considerably during the second half of the twentieth century to become one of the largest inland storage facilities in South Australia with a capacity in excess of 500,000 tonnes. Its remaining structures, representing a variety of storage types, demonstrate the evolution and success of the SACBH and their bulk grain handling network throughout the second half of the twentieth century, in particular their response to various challenges such as market deregulation, increased grain production and diversification and expanding market demand.

It is recommended that the place **fulfils** criterion (g).

PHYSICAL DESCRIPTION

The Gladstone Bulk Grain Handling Complex consists of two separate sites, known as the Town Site and Bunker Site. Each site is described in turn:

Town Site



The Town Site is located on the railway line, with weighing facilities located two streets to the west. The site comprises the following elements:

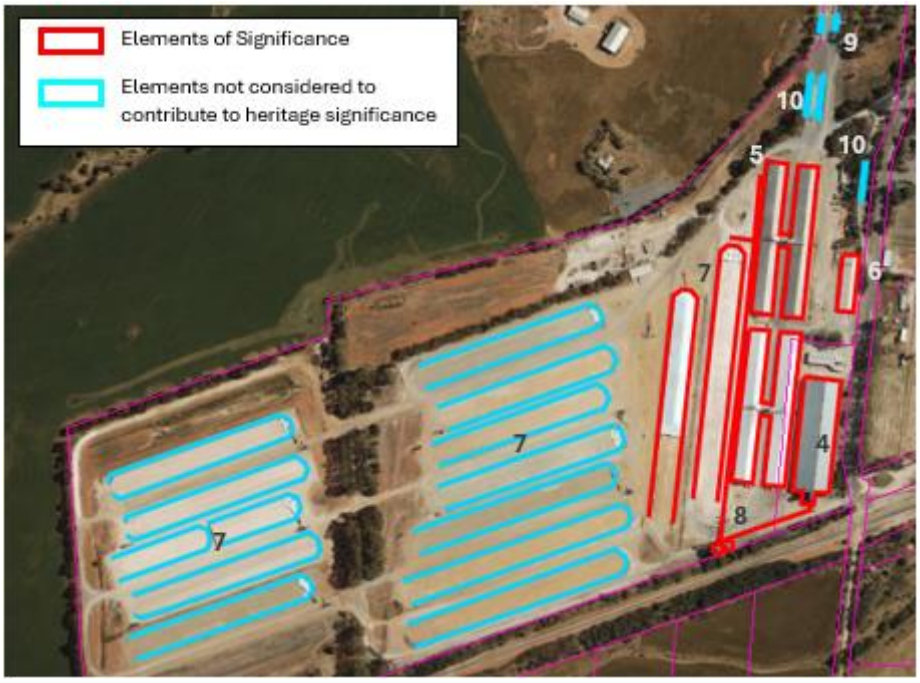
1. 4-cell concrete vertical silo
   - Silo comprising four cylindrical cells,
   - Dual receival hopper partially enclosed by galvanised corrugated steel shed to eastern end,
   - Enclosed concrete grain elevator to eastern end with metal outloading spout suspended downwards over the receival hopper shed to the railway tracks,
   - Enclosed belt conveyor above silo cells,
   - Access cavity to western elevation and an access door to northern elevation,
   - Painted Viterra logo on southwestern concrete cell.

2. 10-cell concrete vertical silo
   - Silo comprising one block of six cylindrical cells and one block of four cells, conjoined in one freestanding structure,
   - Dual receival hopper and enclosed galvanised corrugated iron shed to northern end,
   - Enclosed concrete grain elevator shaft to northern end,
   - Enclosed belt conveyor system above silo cells,
   - Square direct cell outloaders, in steel, at base of each cell,
   - Three metal gravity outloading chutes to the eastern elevation, one suspended over the railway and two over the roadway,
   - Galvanised corrugated steel shed with lean-to roof to southern end.

3. Weighing and sampling

- Corrugated steel weighbridge office with window to the northern end with a window and metal porch to the east,
- Ground-level, pit-type weighbridge with concrete foundation and checker plate steel platform.

Bunker Site



The Bunker Site is located on the south-western edge of Gladstone, approximately 600m from the Town Site. The site features the following:

4. Horizontal shed silo (1969)
   - Corrugated steel shed with exposed structural walls and box gable roof,
   - Dual receival hopper enclosed by galvanised corrugated steel shed to southern end with outloading bin above,
   - Enclosed corrugated steel grain elevator to northern end with overhead metal outloading spout passing through an outloading bin to conveyor belt system,
   - Access ladder with three balconies to northern end, with lean-to shed at base.

5. Paired sheds (1997)
   - Two pairs of white sheds with exposed structural walls and box gable roof,
   - Shared central receival hopper and outloading enclosed by galvanised corrugated steel shed connecting each white shed,
   - Shared grain elevator at centre of shed surrounded by exposed stairwell connected to a grain elevator stretching outwards over each shed to the east and west,
   - Large access doors with direct cell outloaders stationed along inside length of sheds,
   - Access doors at top of gable to both southern and northern ends connected to ladders,

- Circular exhausts protrude from the northern end of each shed.

6. Horizontal shed silo
   - Rectangular shed with corrugated steel box gable roof and rendered walls,
   - Large sliding door to the southern end,
   - Circular wind-driven vents along tip of roofline and square external wall vents along base of walls,
   - Corrugated steel shed with lean-to roof attached to eastern side of building.

7. Bunkers (c.1990)
   - Fourteen above-ground bunkers each comprising three low retaining walls arranged in a U-shape,
   - Bunkers arranged in parallel rows,
   - Retaining walls sloping outwards and comprised of galvanised steel sheeting reinforced by triangular steel and timber framing.

8. Conveyor system and railway out-loading bins
   - Approximately 625m long, uncovered curved steel conveyor belt system connecting the paired sheds and horizontal shed silo (1969) to the railway outloading bins,
   - Corrugated steel cover to southeastern end, between the outloading bins and the horizontal shed,
   - Stretches along western length of paired sheds to bucket elevator surrounded by elevator tower and head platform,
   - Elevator connected to out-loading bins by grain delivery chute,
   - Two cylindrical steel bins with conical base over railway line, supported by steel support structure.

9. Weighbridges and Weighbridge offices
   - Two ground-level, pit-type concrete weighbridges with protection barriers on either side to northern end of paired sheds at entrance to site,
   - Traffic lights and boom barrier gates,
   - Corrugated steel office on stilts with lean-to roof to southwestern weighbridge,
   - One above ground, pit-type concrete weighbridge with protection barriers to the eastern side of the site,
   - Office on stilts to northern end of weighbridge.

10. Classification centre
    - Located to the northern end of bunker site,
    - Rectangular, corrugated steel, ground-level office flanked by two raised automatic sample probes,
    - Probe infrastructure connected to corrugated steel shed with shallow gable roof and undercover area to the north and south,

- West of the automated station is a corrugated steel shed on stilts with a two-storey concrete office directly to its south,
- Both offices are connected by a shared elevated walkway to the east.

Elements of Significance:

Elements of heritage significance include (but are not necessarily limited to):

Town Site

- 4-cell concrete vertical silo (1),
- 10-cell concrete vertical silo (2),
- Weighbridge and weighbridge office (3).

Bunker Site

- Two paired sheds (5),
- Horizontal shed silo (4),
- Horizontal shed silo (6),
- Conveyor systems and railway outloading bins (8),
- Two bunker storage bays (easternmost in red above) (7).

Elements not considered to contribute to significance of place include (but are not necessarily limited to):

- Sampling and weighing infrastructure (weighbridges, classification centre and offices, weighbridge offices) at Bunker Site (9, 10),
- Western bunker bays (highlighted in blue above) (7).

HISTORY

Mid North Region

Situated well below the geographical centre of the state, South Australia's Mid North region encompasses a roughly rectangular area north from Kapunda to Carrieton and from Port Pirie to the pastoral county east of Burra.[162] Topography, climate and natural resources, most notably copper, cereal grain and wool, determined the principal industries and settlement patterns in the region. Copper was discovered at Kapunda in 1842 and Burra in 1845 with mining activities continuing into the late 1870s.

Sheep and cattle runs were established in the early 1840s. Demand for arable farm land during the 1860s resulted in major land reform legislation such as the *Waste Land Amendments Act 1869*. The Act enabled prospective farmers to buy land on credit transforming many sheep runs into small wheat farms.[163] With these schemes, wheat growing and grazing sheep for wool and meat became, and remain, the dominant farming activities in the region.

Gladstone

Gladstone is situated on Nukunu Country. Prior to colonisation, the Nukunu People lived in a harmonious and respectful relationship with the environment, only hunting or collecting the animals and plants they needed to sustain life and culture.[164]

European settlement in the area from the 1840s onwards devastated the Nukunu people and culture. Land clearing for agricultural and pastoral purposes, the introduction of invasive species such as Salvation Jane, and the relocation of many Nukunu people to places like Point Pearce and Point McLeay had severe consequences for Nukunu traditions, customs, language and survival, and by the late 1800s, the population of Nukunu People had diminished drastically.[165] Today, many Nukunu live in Adelaide but maintain a close connection to country.[166]

Wheat was first grown in the Gladstone area in 1869 as a trial, with commercial production of wheat commencing in 1870.[167] The privately-surveyed town of Gladstone was established in 1872 by civil servant and medical practitioner, Matthew Moorhouse (1813-1876), on a portion of Booyoolie Homestead, once a prosperous sheep and cattle station that was resumed over time by the government for agricultural development.[168] The resumed land was gazetted as the Hundred of Yangya on 15 July 1869.[169] Gladstone was one of two townships surveyed in the Hundred, the second being the nearby Government town of Booyoolie. Gladstone's central location within the surrounding agricultural area and its proximity to Port Pirie brought about the town's rapid development, and by the end of 1872, a mill, general store, public house and the first of numerous private residences were under construction.[170]

Early wheat production in the area experienced regular highs and lows as farmers struggled with problems of weeds, poor soil and diseases such as rust and smut. Wheat varieties grown included Purple Straw, Allora, Blount's Labrigg, Bencubbin and Federation. Following the opening of the railway line from Port Pirie in 1876, Gladstone became a major grain receival site.[171] Each harvest, growers would cart their grain to the railway siding by wagon, trolley or dray in three-bushel bags, which were then stacked to await the rail journey to Port Pirie and later Port Adelaide. Sometimes these bags could wait at Gladstone for up to two years, by which time they were typically infested with mice.[172]

Development of bulk grain storage at Gladstone

Bulk grain handling arrived in Gladstone in time for the 1957/1958 harvest season.[173] A four-cell, concrete vertical silo was built on the western side of the railway line, along Gladstone Street. Unlike many other receival sites, the weighbridge and weighbridge office were established away from the silos and the railway line, on a separate parcel of land between Horrocks Highway and First Street. In 1965, following consecutive bumper harvests which filled the silos at Gladstone to capacity, the South Australian Co-operative of Bulk Grain Handling (SACBH) erected another four-cell concrete vertical silo to the north of the first.[174] An additional six cells were added to the silo at a later date.

An additional horizontal storage shed was erected along the railway line in the 1960s. The shed, initially built to the south-west of the original silo site, was later moved to the receival site at Andrews, a locality 45km southeast of Gladstone.[175] In 1969, the SACBH were struggling to cater for the carry-over of 40 million bushels of unsold grain and an

estimated 100-million-bushel crop expected to arrive over the coming harvest. This was not an isolated problem, and the Commonwealth Government launched a national emergency programme to build storage for the over-quota wheat. $10 million was made available for the construction of two-million-bushel horizontal silos at Port Lincoln, Wallaroo, Tailem Bend and Gladstone.[176] The horizontal silo at Gladstone was built adjacent to the horizontal storage shed erected earlier in the decade.

During the 1990s, grain production grew exponentially due to the adoption of continuous cropping methods and better control of soil, root and foliar diseases in farm management practice. Further diversification of crops also decreased effective storage space whilst increasing the demand for storage segregations.[177] In response, the SACBH developed 33 strategic sites across the state. By consolidating major operations and upgrading a small number of key sites in each division, the SACBH sought to boost storage capacity and offer segregations for all grains and grades. These strategic sites also offered growers expanded services such as increased operating hours and more efficient turnaround times which, in turn, kept charges at a reasonable rate.[178] This strategic plan increased SACBH's storage capacity by 5.2 million tonnes between 1992 and 2000, with more storage being built in this period than in the previous 40 years combined.[179]

Upgrades to the Gladstone facility began in the late 1980s with the acquisition of farmland around the horizontal shed silos. SACBH constructed rows of bunker storage on it in preparation for the 1990/1991 harvest and later it became known as the bunker site.[180] Storage at the strategic site underwent further expansion in late 1997, with the erection of two 45,000 tonne paired sheds connected to two 1,000 tonne outloading bins, located over the railway line.[181] These new sheds provided better segregation of grain and faster intake and outturn rates.[182] Receival hours were extended to 24 hours, 7 days a week.

Prior to the 2019/2020 season, site operator Viterra made several improvements to the bunker site at Gladstone to improve efficiency, safety and service to its customers. Changes included a new state-of-the-art classification centre, automatic grain probes, a fully automated 40 metre weighbridge, and shed resealing.[183] The cost of these works totalled $4 million.

Chronology

Year	Event
1846	Herbert Bristow Hughes occupies 200 square miles of land in the colony's mid-north. He establishes a sheep and cattle station called Booyoolee Station.
1847	Hughes is issued an occupation lease for his land.
	Strangways Act is passed.
1869	The Hundred of Yangya is proclaimed.
	Wheat is first grown in the Gladstone area.

1872 October: The township of Gladstone is privately surveyed on Section 31, Hundred of Yangya, by Frederick George Richardson of Saddleworth.

1876 The railway from Port Pirie to Gladstone via Crystal Brook is opened.

The District Council of Yangya is proclaimed.[184]

1879 - 1880 Gladstone Gaol (SHP 12704) is erected at a cost of about £25,000.

1880 August: The District Council Yanga is renamed the District Council of Gladstone.

1881 The Local Court opens at Gladstone.

1883 7 March: the Corporation of the Town of Gladstone is proclaimed.

1889 Pipes are laid connecting Gladstone with the Beetaloo Reservoir.

1930 Annual wheat production in the Gladstone district reaches 210,000 bushels.

1933 May: The Corporation of the Town of Gladstone and the District Council of Gladstone amalgamate.

1957 A four-cell concrete vertical silo is built by the SACBH at Gladstone.

1965 An additional four-cell concrete vertical silo is erected north of the original silos.

1971 The SACBH acquires a portion of Section 3533, Hundred of Booyoolie to the south-west of the original Gladstone grain receival site (CT 3787/62). SACBH builds a horizontal storage shed on the site. This is later known as the Bunker Site.

1975 The SACBH acquires a portion of the railway reserve to the south-west of the original grain receival site (CT 4057/883).

1984 The 1970s horizontal storage shed is moved to the receival site at Andrews. 45km southeast of Gladstone.

1986 The intake rate of the concrete vertical silo elevators is upgraded to 200 tonnes per hour.

1989 Major mechanical and electrical work is undertaken at Gladstone. This includes upgrading of outloaders and installation of indication, underspeed sensors and high level outloader alarms.

1990 Bunker storage is built at Gladstone.

1988 - 1991 The SACBH acquire the remaining allotments of Section 3533, Hundred of Booyoolie to Gladstone's south-west to expand their storage facility (CT 4295/375, CT 4295/376, CT 4387/326).

1996 The *Bulk Handling of Grain Act* is repealed.

1997 Additional storage in the form of paired sheds is erected at Gladstone's Bunker Site.

1998 The Australian Wheat Board privatises to form AWB Ltd.

1999 The Australian Barley Board privatises to form ABB Grain Ltd.

2000 The SACBH demutualises to form AusBulk, and United Grower Holdings (UGH).

2001 - 2002 Gladstone receives a record breaking 553,162 tonnes of grain in the 2001/2002 harvest.

2004 ABB Grain Ltd., AusBulk, and UGH merge, resulting in the creation of ABB Grain Ltd.

2009 Viterra Canada acquires ABB Grain Ltd for $1.6 billion in September.

2012 Glencore Grain acquires Viterra Australia and Canada.

2019 Viterra make several upgrades to the Bunker Site at Gladstone, including a new classification centre, automatic grain probes and automated weighbridge.

Bunker storage is increased to manage overflow at Roseworthy and Snowtown.

2020 Glencore Grain rebrands to Viterra globally.

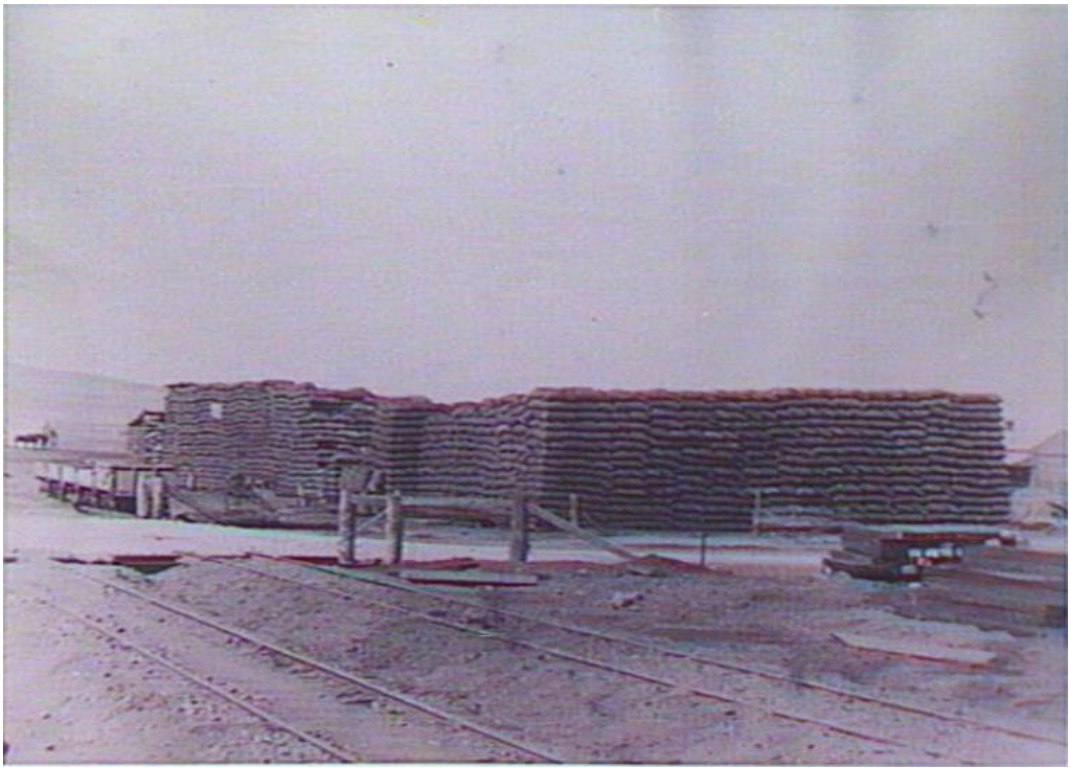
SITE RECORD

NAME:	Gladstone Bulk Grain Handling Complex	**PLACE NO.:**	26603

DESCRIPTION OF PLACE:	Complex comprised of a Silo Site and Bunker Site. The Silo Site features a four-cell concrete vertical silo, a ten-cell concrete vertical silo, weighbridge and weighbridge office. The Bunker Site features two horizontal shed silos, two paired sheds connected to railway outloading bins, weighbridge and weighbridge offices, and a classification centre.	
DATE OF CONSTRUCTION:	1957 - 1997	
REGISTER STATUS:	Council identified: 14 March 2024	
	Provisional entry: 26 June 2025	
CURRENT USE:	Bulk grain storage facility	
	1957 - present	
LOCAL GOVERNMENT AREA:	Northern Areas Council	
LOCATION #1:	**Street No.:**	16251
	Street Name:	Horrocks Highway
	Town/Suburb:	Gladstone
	Post Code:	5473
LAND DESCRIPTION:	**Title Reference:**	CT 5912/49 D63290 A12, CT 5855/563 D187795 A473
	Hundred:	Booyoolie
LOCATION #2:	**Street No.:**	Lot 14
	Street Name:	Gladstone Street
	Town/Suburb:	Gladstone
	Post Code:	5473
LAND DESCRIPTION:	**Title Reference:**	CT 6142/183 D78107 A14
	Hundred:	Booyoolie and Yangya
LOCATION #3:	**Street No.:**	Lot 6
	Street Name:	Horrocks Highway
	Town/Suburb:	Gladstone
	Post Code:	5473
LAND DESCRIPTION:	**Title Reference:**	CT 5834/834 D7491 A8, CT 5834/834 D7491 A9
	Hundred:	Booyoolie

PHOTOS

NAME: Gladstone Bulk Grain Handling Complex **PLACE NO.:** 26603



45,000 bags of wheat stacked ready for transportation at Gladstone in 1884.

Source: SLSA B 43217

Bunker storage at Gladstone during the 2001-2002 harvest. Gladstone received a record 553,162 tonnes of grain during the season.

Source: David Thomas, *A Golden Era*, p.52

NAME: Gladstone Bulk Grain Handling Complex **PLACE NO.:** 26603

The Gladstone Bulk Grain Handling Complex in 1979. The shed (circled in red) was the first structure built on the Bunker Site. The grain storage shed to its east (circled in blue) was later moved to the storage facility at Andrews.

Source: ENV Maps

Northern elevation of the paired sheds.

Source: DEW Files, March 2025

NAME: Gladstone Bulk Grain Handling Complex **PLACE NO.:** 26603

Southern elevation of paired sheds with shared receival hopper and elevator.

Source: DEW Files, March 2025

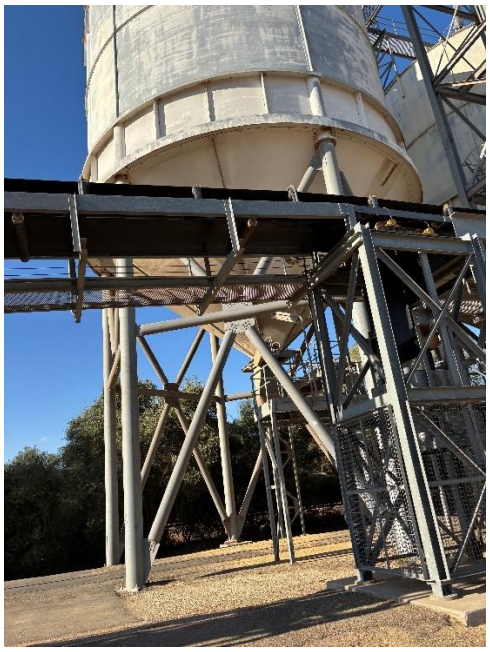
Belt conveyor along western side of paired sheds connecting storage to railway outloading bins (left) and a drive-over-hopper (right).

Source: DEW FIles, March 2025

NAME:	Gladstone Bulk Grain Handling Complex	**PLACE NO.:**	26603

Conveyor belt system connected to railway outloading bins.

Source: DEW Files, March 2025



Railway outloading bins.

Source: DEW Files, March 2025

NAME: Gladstone Bulk Grain Handling Complex **PLACE NO.:** 26603

Horizontal shed silo built in 1969.

Source: DEW Files, March 2025

Grain elevation, receival hopper and outloading chute to eastern elevation of the horizontal shed.

Source: DEW Files, March 2025

NAME:	Gladstone Bulk Grain Handling Complex	**PLACE NO.:**	26603

The horizontal shed silo at Gladstone.

Source: DEW Files, March 2025

Western elevation of the horizontal shed silo.

Source: DEW Files, March 2025

NAME: Gladstone Bulk Grain Handling Complex **PLACE NO.:** 26603

Edge of bunker storage with railway outloading bins.

Bunker storage looking west.

Bunker storage looking south east. When filled with grain, each bay is covered with tarpaulins and secured with tyres.

Source: DEW Files, March 2025

NAME:	Gladstone Bulk Grain Handling Complex	**PLACE NO.:**	26603

Eastern weighbridge and weighbridge office.

Source: DEW Files, March 2025

Classification centre erected in 2019 with paired sheds in background.

Source: DEW Files, March 2025

NAME:	Gladstone Bulk Grain Handling Complex	**PLACE NO.:**	26603

Classification centre with automatic grain probe system.

Source: DEW Files, March 2025

Classification centre.

Source: DEW Files, March 2025

NAME:	Gladstone Bulk Grain Handling Complex	PLACE NO.:	26603

Concrete weighbridges.

Source: DEW Files, March 2025

Eastern classification offices with weighbridges and paired sheds in background.

Source: DEW Files, March 2025

NAME: Gladstone Bulk Grain Handling Complex **PLACE NO.:** 26603

Southern concrete vertical silo (left) of the town site with receival hopper (right).

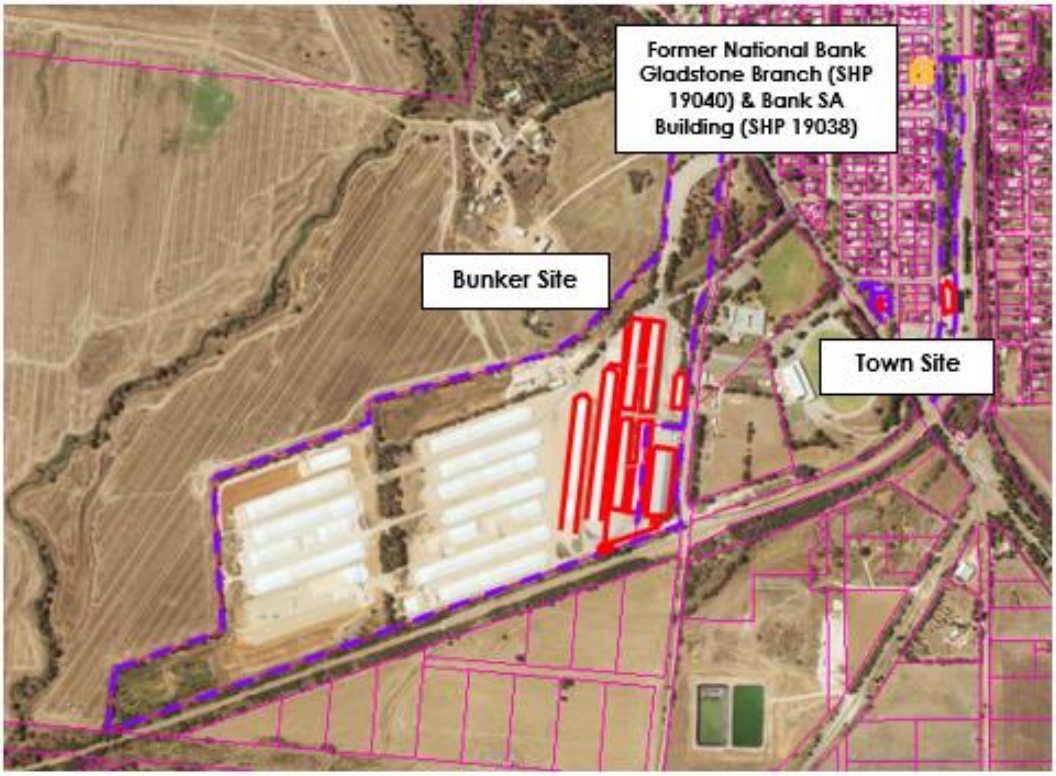
Source: DEW Files, March 2025

Northern concrete vertical silo (left) and treadplate weighbridge and weighbridge office (right).

Source: DEW Files, March 2025

SITE PLAN

NAME:	Gladstone Bulk Grain Handling Complex	**PLACE NO.:**	26603



Gladstone Bulk Grain Handling Complex, 16251 Horrocks Highway, Gladstone 5473 (CT 5912/49 D63290 A12, CT 5855/563 D187795 A473, Hundred of Booyoolie), Lot 14 Gladstone Street, Gladstone 5473 (CT 5834/834 D7491 A8, CT 5834/834 D7491 A9, Hundred of Booyoolie and Yangya), and Lot 6 Horrocks Highway, Gladstone 5473 (CT 6142/183 D78107 A14, Hundred of Booyoolie)*

N ↑

LEGEND

Parcel boundaries (Indicates extent of Listing)

Existing State Heritage Place(s)

Outline of Elements of Significance for State Heritage Place

* Red outline is indicative of elements of significance, noting imperfect alignment of aerial imagery with parcel cadastre.

SITE PLAN (TOWN SITE)

NAME:	Gladstone Bulk Grain Handling Complex	**PLACE NO.:**	26603

Town Site, Gladstone Bulk Grain Handling Complex, Lot 14 Gladstone Street, Gladstone 5473 (CT 6142/183 D78107 A14, Hundred of Booyoolie and Yangya), and Lot 6 Horrocks Highway, Gladstone 5473 (CT 5834/834 D7491 A8, CT 5834/834 D7491 A9, Hundred of Booyoolie)*

N ↑

LEGEND

Parcel boundaries (Indicates extent of Listing)

Outline of Elements of Significance for State Heritage Place

* Red outline is indicative of elements of significance, noting imperfect alignment of aerial imagery with parcel cadastre.

Elements of Significance:

Elements of heritage significance include (but are not necessarily limited to):

- 4-cell concrete vertical silo (1),
- 10-cell concrete vertical silo (2),
- Weighbridge and weighbridge office (3).

Elements not considered to contribute to significance of place include (but are not necessarily limited to):

- Sampling and weighing infrastructure (weighbridges, classification centre and offices, weighbridge offices) at Bunker Site,
- Western bunker bays.

SITE PLAN (BUNKER SITE)

NAME:	Gladstone Bulk Grain Handling Complex	**PLACE NO.:**	26603

Elements of Significance:

Elements of heritage significance include (but are not necessarily limited to):

- Two paired sheds (5),
- Horizontal shed silo (4),
- Horizontal shed silo (6),
- Conveyor systems and railway outloading bins (8),
- Two bunker storage bays (easternmost in red) (7).

Elements not considered to contribute to significance of place include (but are not necessarily limited to):

- Sampling and weighing infrastructure (weighbridges, classification centre and offices, weighbridge offices) at Bunker Site,
- Western bunker bays.

Bunker Site, Gladstone Bulk Grain Handling Complex, 16251 Horrocks Highway, Gladstone 5473 (CT 5912/49 D63290 A12, CT 5855/563 D187795 A473, Hundred of Booyoolie)*

N ↑

LEGEND

Parcel boundaries (Indicates extent of Listing)

Outline of Elements of Significance for State Heritage Place

* Red outline is indicative of elements of significance, noting imperfect alignment of aerial imagery with parcel cadastre.

[162] John Mannion, 'Mid North,' *The Wakefield Companion to South Australian History*, ed. Wilfred Prest (Kent Town: Wakefield Press), p.350.
[163] Mannion, 'Mid North,' *Wakefield Companion,* p.351.
[164] South Australian Native Title Services, 'Nukunu native title recognised,' *Aboriginal Way*, Issue 75 (2019), p.1.
[165] South Australian Native Title Services, 'Nukunu native title,' *Aboriginal Way*, p.10.
[166] Mobile Language Team, 'Nukunu,' https://mobilelanguageteam.com.au/languages/nukunu/ (accessed 4 March 2025).
[167] Gladstone Centenary Committee, *Gladstone: a Meeting of Creeks – a Breaking of Gauges* (Adelaide, 1981), p.64.
[168] Austral Archaeology, *Heritage of the Upper North: General Report*, prepared in association with Flightpath Architects and Historical Research Pty Ltd for the Department for Environment and Heritage (2000), p.29; Gladstone Centenary, *Gladstone: a Meeting of Creeks*, pp.1-4.
[169] *The South Australian Advertiser*, 'Government Gazette,' 16 July 1869, p.2.
[170] *South Australian Chronicle and Weekly Mail*, 'Gladstone, December 10,' 14 December 1872, p.7.
[171] Donovan and Associates, *Railway Heritage of South* Australia,' report commissioned by the National Trust of South Australia (January 1992), p.51.
[172] State Library of South Australia, 'Gladstone,' Gladstone collection, B 43217, photo (1884).
[173] *Port Lincoln Times*, 'Bulk Handling,' 29 August 1957, p.4.
[174] South Australian Co-operative Bulk Handling Limited, *Annual Report and Balance Sheet, 31st October 1965* (1965).
[175] *Port Lincoln Times*, 'CBH predicts 3.5 million tonne receival,' 16 November 1984, p.15.
[176] *Port Lincoln Times*, 'Land Reclaim For New Silo,' 13 November 1969, p.1.
[177] David Thomas, *A Golden Era: Celebrating 5 Years of Bulk Grain Handling in South Australia* (Adelaide: ABB Grain Ltd, 2006), pp.39-40.
[178] Thomas, *A Golden Era*, p.39. And *Port Lincoln Times*, 'Top 13 earmarked for major upgrade,' 27 March 1997, p.4.
[179] Thomas, *A Golden Era*, p.41.
[180] South Australian Co-operative of Bulk Handling, *35th Annual Report 1989* (1989).
[181] *Port Lincoln Times*, 'Hat-trick harvest record,' 29 January 1998, p.7.
[182] *Port Lincoln Times*, 'Grain handling jobs lost at Cummins, Minnipa silos,' 8 February 1996, p.13.
[183] Viterra, 'Viterra unveils multi-million dollar upgrade at Gladstone site,' https://www.viterra.com.au/media/news/News-older/Viterra-unveils-multi-million-dollar-upgrade-at-Gladstone-site (accessed 19 March 2025).
[184] *The Express and Telegraph*, 'The Government Gazette,' 11 August 1876, p.3.

HERITAGE ASSESSMENT REPORT

NAME:	Kimba Bulk Grain Handling Complex	**PLACE:**	26604
ADDRESS:	Barngarla Country 27 Railway Terrace, Kimba 5641 and Lot 1 Aerodrome Road, Moseley 5641		

Kimba Bulk Grain Handling Complex.

Source: DEW Files, March 2025

ASSESSMENT OF HERITAGE SIGNIFICANCE

Statement of Heritage Significance:

As this place is not considered to meet any of the State criteria, a Statement of Heritage Significance has not been prepared.

Relevant South Australian Historical Themes

In addition to the themes outlined in part one of this report, the Kimba Bulk Grain Handling Complex demonstrates the following themes and subthemes in *Historic Themes for South Australia* (2022):

4. Building Settlements, Towns and Cities

4.4 Making regional centres

4.7 Marking significant phases in development of SA's settlements, towns and cities

5. Developing South Australia's economies

5.11 Developing SA's tourism industry (welcoming tourists and visitors)

6. Developing Social and Cultural Life (Supporting and building communities)

6.5 Participating in sport, leisure and recreation (including eating, drinking and holidays)

Assessment against Criteria under Section 16 of the *Heritage Places Act 1993*. All Criteria have been assessed using the 2020 Guidelines.

(a) it demonstrates important aspects of the evolution or pattern of the State's history.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should be closely associated with events, developments or cultural phases which have played a significant part in South Australian history. Ideally it should demonstrate those associations in its fabric.*
>
> *Places will not normally be considered under this criterion if they are of a class of things that are commonplace, or frequently replicated across the State, places associated with events of interest only to a small number of people, places associated with developments of little significance, or places only reputed to have been the scene of an event which has left no trace or which lacks substantial evidence.*

Established by the South Australian Co-operative of Bulk Handling (SACBH) in 1958, the Kimba Bulk Grain Handling Complex is associated with the historic theme: Developing South Australia's economies, and its subthemes Developing South Australia's economy, Developing primary production, and Developing SA's tourism industry (welcoming tourists and visitors). It is also associated with the historic theme: Building Settlements, Towns and Cities, and its subtheme Making regional centres.

The complex at Kimba is associated with the industrialisation of South Australia's grain industry through the adoption of bulk handling and, consequently, the agricultural expansion and economic development of the state during the second half of the twentieth century. Bulk handling transformed the state's agricultural industry, facilitating cost- and time-effective storage and transportation of grain to export terminals, ensuring that South Australian farmers remained competitive on the world market.

SACBH's storage network underwent its largest period of expansion during the 1990s in response to market deregulation, increased grain production and diversification, greater market demand, and limitations on shipping caused by international conflicts such as the Gulf War (1990-1991). Growth was concentrated at 33 strategic sites developed by the SACBH to increase efficiency of the state's bulk handling network. Each site was upgraded to offer greater storage capacity, grain and grade segregations, faster intake and outloading facilities, longer operating hours and faster turnaround times. Preferred storage types constructed by the SACBH during this period were bunkers and paired sheds with shared elevators. Between 1992 and 2000,

SACBH's storage capacity increased by 5.2 million tonnes, with more storage having been built during this period than in the previous 40 years combined.

SACBH expanded their operations at Kimba to include a bunker storage site with its own weighing and sampling facilities on the north-eastern edge of town in the late 1990s. When compared to other strategic sites established by SACBH, Kimba exhibits only one of the favoured storage types of this period. Gladstone is considered to better demonstrate this period of expansion, the complex featuring a wider range of storage types, including both bunker and paired shed storage, typical of the late twentieth century, as well as a sitewide conveyor belt system connected directly to railway outloading bins. Consequently, Kimba is not considered to meet this criterion for its association with the expansion of bulk grain handling in the latter part of the twentieth century.

The Kimba Bulk Grain Handling Complex is also associated with the remaking of regional communities and the rise of art tourism, in particular silo art, in the twenty-first century. From the 1960s onwards, South Australia's once prosperous agricultural supply towns began to experience economic and population decline due to the mechanisation of farming, the urbanisation of major manufacturing and service industries, and increased mobility which enabled people to access more sophisticated services elsewhere. This resulted in the gradual closure of services such as banks, supermarkets, and post offices and, in turn, the permanent migration of young adults to cities in search of higher education and employment opportunities.

In the mid-2010s, a silo art movement emerged in the state's wheat growing regions. Characterised by the adaptation of monolithic grain silos into large scale canvases, the movement sought to leverage arts and culture to improve local economic conditions and create stronger communities. The silos at Kimba were painted by Australian artist Cam Scale in September 2017 as part of the Igniting Kimba Arts Program, an initiative aimed at attracting travellers to the town. It was the second silo art project to be completed in the state, preceded by the Coonalpyn silos in March that same year. As of March 2025, there have been eighteen silo art projects undertaken in South Australia.

The silo art movement has only been active in South Australia for 8 years and is still developing. As such it is not yet possible to ascertain if the silo art movement is an important aspect of the evolution or pattern of the state's history.

It is recommended that the place is **reconsidered in the future** when it is possible to more rigorously and objectively assess if the silo art movement has made a strong or influential contribution to the evolution or pattern of South Australia's history.

(b) it has rare, uncommon or endangered qualities that are of cultural significance.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should demonstrate a way of life, social custom, industrial process or land use which is no longer practised, is in danger of being lost, or is of exceptional interest. This encompasses*

both places which were always rare, and places which have become scarce through subsequent loss or destruction.

Places will not normally be considered under this criterion if their rarity is merely local, or if they appear rare only because research has not been done elsewhere, or if their distinguishing characteristics have been degraded or compromised, or if they are at present common and simply believed to be in danger of becoming rare in the future.

The Kimba Bulk Grain Handling Complex was established in 1958 for the bulk storage of grain grown on the Eyre Peninsula. The complex was one of over 100 storage sites built by the SACBH between 1955 and 1997. Approximately 100 of those sites still survive. Therefore, facilities for the bulk handling and storage of grain built by the SACBH in the second half of the twentieth century are not considered to be rare, uncommon or endangered.

It is recommended that the place **does not fulfil** criterion (b).

(c) it may yield information that will contribute to an understanding of the State's history, including its natural history.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

The place should provide, or demonstrate a likelihood of providing, information that will contribute significantly to our knowledge of the past. The information should be inherent in the fabric of the place. The place may be a standing structure, an archaeological deposit or a geological site.

Places will not normally be considered under this criterion simply because they are believed to contain archaeological or palaeontological deposits. There must be good reasons to suppose the site is of value for research, and that useful information will emerge. A place that will yield the same information as many other places, or information that could be obtained as readily from documentary sources, may not be eligible.

From the opening of the railway line from Port Lincoln in 1913 until the construction of the first concrete vertical silo at the Kimba Bulk Grain Handling Complex in 1958, grain was delivered by farmers to the railway siding in jute sacks and stored in stacks. The storage capacity at Kimba grew steadily throughout the second half of the twentieth century, SACBH's operations expanding beyond the original site to include a bunker site on the northern edge of the town. Both the history of the railway and of cargo handling, including bulk handling on the site are well-documented through both primary and secondary sources. Consequently, there is no evidence to suggest that the Kimba Bulk Grain Handling Complex will yield meaningful information to the history of South Australia that is not already available from a variety of other sources.

It is recommended that the place **does not fulfil** criterion (c).

(d) it is an outstanding representative of a particular class of places of cultural significance.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

The place should be capable of providing understanding of the category of places which it represents. It should be typical of a wider range of such places, and in a good state of integrity, that is, still faithfully presenting its historical message.

Places will not be considered simply because they are members of a class, they must be both notable examples and well-preserved. Places will be excluded if their characteristics do not clearly typify the class, or if they were very like many other places, or if their representative qualities had been degraded or lost. However, places will not be excluded from the Register merely because other similar places are included.

The Kimba Bulk Grain Handling Complex is a member of the class of place known as bulk grain handling facilities. Bulk grain handling facilities emerged in South Australia during the second half of the twentieth century and were critical in enabling the collection, storage, transport and export of the state's grain in bulk.

The silo and bunker sites at Kimba demonstrate several of the principal characteristics of the class, namely two concrete vertical silos, a steel vertical silo, a horizontal shed silo, bunkers, classification centres, weighbridges and weighbridge offices. The general arrangement of these characteristics, however, are unusual for the class, with the weighing and sampling infrastructure of the silo site being located on an adjacent parcel of land from the concrete vertical silos. When compared to other storage sites built by the SACBH such as the highly intact and complete complex at Brinkworth, the Kimba Bulk Grain Handling Complex does not exhibit the principal characteristics that define the class to an outstanding level.

It is recommended that the place **does not fulfil** criterion (d).

(e) it demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

The place should show qualities of innovation or departure, beauty or formal design, or represent a new achievement of its times. Breakthroughs in technology or new developments in design would qualify, if the place clearly shows them. A high standard of design skill and originality is expected.

Places would not normally be considered under this criterion if their degree of achievement could not be demonstrated, or where their integrity was diminished so that the achievement, while documented, was no longer apparent in the place, or simply because they were the work of a designer who demonstrated innovation elsewhere.

The Kimba Bulk Grain Handling Complex is typical of the facilities constructed by SACBH during the second half of the twentieth century. All aspects of the facility, from its storage silos to supporting infrastructure like the classification centre, utilised standard designs replicated by the SACBH across the state. For example, the bunkers built in the late 1990s are of the same design as those first erected in 1984 at Ardrossan and in 1990 at Gladstone. Likewise, the designs for the steel vertical silo erected in

1979 and the concrete vertical silos built between 1958 and c.1974 were also already widely in use by SACBH. As a consequence, the complex at Kimba is not considered to demonstrate qualities of innovation or departure, beauty or formal design, or represent a new achievement of its time.

It is recommended that the place **does not fulfil** criterion (e).

(f) it has strong cultural or spiritual association for the community or a group within it.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place should be one which the community or a significant cultural group have held in high regard for an extended period. This must be much stronger than people's normal attachment to their surroundings. The association may in some instances be in folklore rather than in reality.*
>
> *Places will not be considered if their associations are commonplace by nature, or of recent origin, or recognised by a small number of people, or not held very strongly, or held by a group not widely recognised, or cannot be demonstrated satisfactorily to others.*

The bulk grain handling complex at Kimba has a strong and enduring cultural association with the growers and residents located in and around Kimba, and the employees that operated the facility during harvest season. Continuously operating as an active bulk grain receival site for almost 70 years, the complex has become a part of the town and broader Eyre Peninsula's identity. This association is strengthened by the silo art commission completed in 2017, which formed part of a community initiative to attract visitors to the town. While the Kimba community has demonstrated a strong association with the Kimba Bulk Grain Handling Complex, their association is considered to be of local significance and does not resonate with the wider South Australian community.

The Kimba Bulk Grain Handling Complex is also associated with the travellers that visit the town with the sole purpose of viewing the silo art. While it could be argued that some travellers may have intense feelings or memories of the silo, there is no evidence to suggest that this association resonates with the broader South Australian community.

It is recommended that the place **does not fulfil** criterion (f).

(g) it has a special association with the life or work of a person or organisation or an event of historical importance.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

> *The place must have a close association with a person or group which played a significant part in past events, and that association should be demonstrated in the fabric of the place. The product of a creative person, or the workplace of a person whose contribution was in industry, would be more closely associated with the person's work than would his or her home. Most people are associated with many places in their lifetime, and it must be demonstrated why one place is more significant than others.*

Places will not generally be considered under this criterion if they have only brief, incidental or distant association, or if they are associated with persons or groups of little significance, or if they are associated with an event which has left no trace, or if a similar association could be claimed for many places, or if the association cannot be demonstrated. Generally the home or the grave of a notable person will not be entered in the Register unless it has some distinctive attribute, or there is no other physical evidence of the person's life or career in existence.

The Kimba Bulk Grain Handling Complex is associated with the South Australian Co-operative of Bulk Handling (SACBH), the District Council of Kimba and its advisory group, the Kimba Community Development group, and artist Cam Scale.

The SACBH was a growers co-operative established in 1954 and held the exclusive right to handle wheat and other grains in bulk within the state, ultimately facilitating South Australia's transition from bagged to bulk handling of grain. The SACBH constructed a comprehensive network of over 100 bulk storage facilities. Of the bulk grain handling facilities that survive, Gladstone is considered to better demonstrate a special association with the SACBH. As the state's largest grain storage facility at the time of the SACBH's demutualisation, Gladstone represents not only the co-operative's success, but the later consolidation of its network.

It is recommended that the place **does not fulfil** criterion (g) for its association with SACBH.

The District Council of Kimba and its advisory group, the Kimba Community Development group, were responsible for the silo art project as part of their Igniting Kimba Arts Program. While it could be argued that the silos have made a notable contribution to the course of South Australia's history, the activities of the Council more broadly are considered to be of local importance.

The twelve-cell concrete vertical silo was painted by Australian artist Cam Scale in 2017. A prominent figure in Australia's art and mural-painting scene, Scale's practice explores the intricacies of the human experience. Scale has completed several public murals in South Australia, including collaborating on other silo art projects with artist Andrew Davis at Kingscote (2022) and Robert Hannaford at Owen (2021). While Scale has made a significant contribution to Australia's history, he cannot be considered to have made the same contribution to the course of South Australia's history. Of the murals painted in Australia, it is Scale's work in Melbourne and in particular, that city's street art and graffiti scene, which has a special association with Scale.

It is recommended that the place **does not fulfil** criterion (g).

PHYSICAL DESCRIPTION

The Kimba Bulk Grain Handling Complex consists of two separate sites, known as the Silo Site and Bunker Site. Each site is described in turn:

Silo Site

The Silo Site is located on the railway line between Railway Terrace and the Eyre Highway, with weighing and sampling facilities positioned on an adjacent parcel on the other side of the Eyre Highway. The Silo Site comprises the following elements:

1. 10-cell concrete vertical silo
    - Silo comprising one block of six cylindrical cells (1958-1964) and one block of four cylindrical cells (c.1974), conjoined in one freestanding structure,
    - Dual receival hopper partially enclosed by galvanised corrugated steel shed to southern end,
    - Enclosed concrete grain elevator shaft to southern end,
    - Enclosed belt conveyer system above silo cells,
    - Square direct cell outloaders, in steel, at base of each cell,
    - Steel outloading gravity chute suspended over railway tracks connected to the western side of the six-cell block,
    - Corrugated galvanised steel shed with lean-to roof to northern end,
    - Freestanding galvanised corrugated steel storage shed.

2. Site office
    - Transportable building facing Railway Terrace.

3. 12-cell concrete vertical silo
    - Silo comprising two blocks of six cylindrical cells (1958-1964 and 1969),
    - Mural painted by Cam Scale on eastern elevation,

- Dual receival hopper enclosed by corrugated steel shed to northern end,
- Enclosed concrete grain elevator shaft to northern end,
- Enclosed belt conveyer system above silo cells,
- Square direct cell outloaders, in steel, at the base of each cell,
- Metal outloading spout, fed by two north-eastern cells, suspended over railway tracks.

4. Steel vertical silo (c.1979)
   - Two flat-bottomed cylindrical cells made of horizontal riveted steel panels,
   - Dual receival hopper with lean-to galvanised corrugated steel shed and switchboard office to southern end connected to grain elevator,
   - Grain elevator partially enclosed by supporting steel framework including staircase with platform at top,
   - Three overhead gravity chutes protrude from top of grain elevator tower, one feeding the southern cell, another feeding a railway outloading bin to the west, and the third connecting directly to the horizontal shed to the north,
   - Railway outloading bin with conical bottom supported by U-shaped steel framework with access platform,
   - Direct cell outloading access points situated along base of cells.

5. Horizontal shed silo (c.1964)
   - Timber- and steel-framed shed with box gable roof approximately 131m in length, linked to steel vertical silo on the northern side by overhead gravity chute,
   - Entrance door to eastern end of northern elevation,
   - Walls to northern elevation of earlier construction of corrugated steel supported by vertical timber posts and reinforced with thin horizontal timber girts.
   - Galvanised corrugated steel roof and timber-reinforced retaining walls,
   - Internal dirt flooring,
   - Base of central vertical posts painted white with stencilled numbers above,
   - Double entrance doors to southeastern corner of shed with outdoor shower,
   - Viterra signage to southern face of shed and in the southeastern corner.

6. Weighing and sampling
   - Corrugated steel weighbridge office with security bars on window to southern elevation,
   - ATCO portable weighbridge office with blue 'WEIGHBRIDGE 1' signage to upper corner of southern elevation,
   - Ground-level, pit-type weighbridge with concrete foundation and treadplate steel platform,
   - Corrugated steel classification centre on stilts with elevated walkways along the northern and eastern elevations, extending outwards to the west,
   - Airconditioning unit to northern elevation,

- Corrugated steel shed on eastern side of classification office.

7. Ancillary infrastructure including fumigant shed and maintenance and storage sheds.

Bunker Site

Located approximately 2km northeast of the Silo Site. The site features the following:

8. Bunkers
   - Seven above-ground bunkers each comprising three low retaining walls arranged in a U-shape,
   - Bunkers arranged in parallel rows,
   - Retaining walls sloping outwards and comprised of galvanised steel sheeting reinforced by steel framing.

9. Weighing and sampling buildings
   - Corrugated steel office on stilts with lean-to roof,
   - Blue 'WEIGHBRIDGE 2' signage below barred window on eastern elevation,
   - Ground-level, pit-type concrete weighbridge with concrete fenders on either side,
   - Barred windows to first storey of office, with access doors on the southern and northern elevations,
   - Two-storey, cream Colorbond classification centre with elevated undercover walkways along the northern, western and southern elevations,
   - Stairwell access on eastern elevation,
   - Ground storey access through double doors of the eastern elevation.

HISTORY

Eyre Peninsula

Eyre Peninsula is South Australia's largest peninsula, forming an inverted triangle of 70,000 square kilometres, lying 200 kilometres west of Adelaide. The area is home to the Nauo, Barngarla and Wirangu peoples. Named after explorer Edward John Eyre, the western coast of the Peninsula was first glimpsed by the Dutch in 1627, before being charted by Matthew Flinders in 1802.[185] American and French whalers preceded the arrival of Colonel William Light in 1836, who surveyed the area in consideration for the colony's capital, a proposal that Light ultimately vetoed. Nevertheless, the first British colonists arrived at Port Lincoln from Adelaide in March 1839, where they established a small settlement.[186]

At the time of European colonisation, the predominant cultural groups living on Eyre Peninsula were the Nauo, Barngarla, Wirangu, Mirning and Kokatha Peoples.[187] As settlement expanded, forcing First Nations people off their lands, interactions became tense. Conflict occurred on stock drives from Adelaide, on early pastoral runs, and during interior exploration by Europeans. The establishment of remote missions, first at Koonibba (1901), and later at Ooldea (1933) and Yalata (1954), facilitated the mass relocation and forced assimilation of First Nations Peoples, greatly disrupting their ways of life and suppressing their languages, traditions, and cultural practices.[188]

Noticeably drier than the other agricultural areas of the state, the Eyre Peninsula was one of the last areas to be developed for cereal agriculture. Serious attempts at wheat-growing commenced on parts of the peninsula from about 1890, and by 1901 cereal crops covered 175,388 acres. Farming became the dominant way of life with the passage of the *Closer Settlement Act 1897*. In the 1920s, the completion of the Tod River pipeline and development of soil additives such as superphosphate facilitated agriculture on the interior lands of the peninsula, which had previously been unsuitable for cultivation.[189] Following the First World War, the peninsula's wheat industry received a stimulus from returned soldiers seeking rural land on which to farm. Aided by good seasons and favourable prices, the area under cultivation reached 1,230,609 acres in 1930-1931, totalling 30 percent of the state's total acreage.[190]

Today, Eyre Peninsula remains one of the state's most productive regions, its economy primarily driven by established agriculture, manufacturing, mining, commercial fishing and aquaculture industries. The region is renowned for high quality and niched grains, producing, on average, 40% of the state's wheat crop, 24% of barley, and 22% of oats, with approximately 97% of Eyre Peninsula grain being exported.[191]

Kimba

Kimba is situated 100 miles south-west of Port Augusta on Barngarla Country. Prior to European settlement, the Barngarla People lived seasonally by the coast and inland. They fished for a wide variety of seafood, mainly fish, and hunted land animals like kangaroos, emus, birds, snakes and lizards. Nondo beans (acacia seeds) from wattle trees and Karkalla (pigface) plants were also a favourite food.[192]

The first European settlers in the Kimba region were lease-holding pastoralists, who established Curtinye Station, incorporating the future site of Kimba, during the 1870s.[193] The Kimba region's economic focus shifted from pastoralism to wheat farming in the early 1900s, beginning with brothers James and Jack Haskett, who planted the first wheat crop on 17 June 1908. Twenty acres of wheat were sown that year, a figure which rose to 72,987 acres by 1935.[194] Recognising the potential for agricultural expansion, the colonial government opened an isolated narrow-gauge railway line from Port Lincoln to Cummins in November 1907, which was extended from Cummins to Kimba via Ungarra and Darke Peak in July 1913.[195] Kimba was proclaimed a government town on 29 April 1915, and the District Council of Kimba was formed in 1924.[196]

Bulk Grain Handling

Considering the vast quantities of grain produced on the Eyre Peninsula and the high likelihood of future expansion, the SACBH began constructing terminal storage at Port Lincoln in early 1958.[197] In March 1958, the SACBH called tenders for the construction of two concrete vertical grain silos of 400,000-bushel capacity at Kimba and Rudall, near Cleve, to be completed by mid-November for the 1958/59 harvest.[198] Described by a local newspaper as being of a 'very modern design,' the silos were to have six cells, each 35 feet in diameter, and 80 feet high with two fumigation cells, and capable of handling 5,600 bushels of wheat per hour both into and out of the silos.[199]

The upcountry bulk grain storage facility at Kimba opened in time for the 1958/59 harvest season. Due to heavy yielding crops in the district, Kimba received over 1 million bushels in its first season - more than two and a half times its capacity.[200] In 1964, following consecutive successful seasons, the SACBH expanded storage at Kimba, erecting another six-cell concrete vertical silo with a 440,000-bushel storage capacity and a horizontal shed silo with a 50,000-bushel storage capacity.[201] The horizontal shed silo was approximately 137m in length and had a corrugated iron roof and walls supported by timber posts and beams.

In preparation for the 1969/70 harvest season, the SACBH launched a program to construct additional silo storage totalling 14 million bushels across the state. Of this, 4,450,000 bushels was to be erected across twelve locations on Eyre Peninsula, including 450,000 bushels at Kimba.[202] This storage was added to the southern silo in the form of six additional cells, connected to the existing cells through the extension of the horizontal conveyor belt loading system above.

Five cells, including one interspace cell, were added to the northern concrete vertical silo in 1974. Built to the SACBH's standard design, the 240,000-bushel capacity silo was intended predominantly for the storage of barley, with two cells reserved for wheat.[203] Storage was further supplemented in 1979 with the construction of a 13,600 tonne, two-cell steel vertical silo.[204] A loading spout connecting the steel vertical silo to the nearby horizontal shed was also installed to enable more efficient delivery of grain to the shed. Following the completion of the steel silo, the total storage capacity at

Kimba was 1,960,000 bushels or 51,900 tonnes, the highest of any facility in the Port Lincoln division outside of the Port Lincoln terminal.[205]

The 1990s was a period of significant change for the SACBH and bulk grain handling in South Australia. The passage the *Wheat Marketing Act 1989* resulted in the deregulation of Australia's wheat market and the removal of the monopoly powers of the SACBH. The adoption of continuous cropping methods and improvements in disease control caused grain production to grow faster than ever, placing strain on the pre-existing storage network. This was exacerbated by international conflicts such as the Gulf War (1990-1991) which limited shipping and necessitated the construction of emergency storage, including bunker storage. At the same time, the export market was expanding and diversifying to include cereals such as peas and lentils creating storage demand for different grain and grade segregations at receival sites.[206]

In response, the SACBH developed a forward plan for 33 of its upcountry storage sites across the state. By consolidating major operations and upgrading storage at a select number of key sites in each division, the SACBH aimed to increase the efficiency of the bulk supply chain while maintaining quality and keeping grower fees to a minimum. These strategic sites also offered growers expanded services such as increased operating hours and quicker turnaround times.[207] This strategic plan saw SACBH's storage capacity increase by 5.2 million tonnes between 1992 and 2000, with more storage being built during this period than in the previous 40 years combined.[208]

Kimba became one of these storage sites and was upgraded with bunker facilities in the late 1990s to retain harvest overflow and avoid flooding the terminal ports with grain.[209] These bunkers were refurbished by AusBulk in 2001 to further increase capacity.[210]

Igniting Kimba

The idea of painting the Viterra grain silos was first proposed in October 2016, the community hoping that it would bring economic benefits by attracting travellers to the town.[211] The twelve-cell concrete vertical silo at Kimba was painted by Melbourne-based artist Cam Scale in 2017. Completed in September, the mural depicts a young girl standing in a wheat field at sunset. Standing 25 metres high and 60 metres wide, the work represents youth and the future whilst paying tribute to Kimba's agricultural history.[212]

Born in Sydney, Cam Scale developed his craft within Melbourne's street art and graffiti scene and has since become a respected and prominent figure in Australian art. Specialising in large-scale figures and portraits, Scale uniquely employs a combination of aerosol techniques and acrylic/oil mediums, 'seamlessly blending the world of fine art and street aesthetic.'[213] His practice explores the intricacies of the human experience, which he renders with a raw and emotive touch.

The project, costing $100,000, was commissioned by the Kimba Community Development group as part of their Igniting Kimba Arts Program. The community driven initiative was funded by the District Council of Kimba, Country Arts SA, Grants

SA, Foundation for Rural and Regional Renewal, EP Community Foundation, community donations and sponsorships.[214] In addition to the silo art, the program included the restoration of the town's Pioneers Memorial Mural on North Terrace, a 'Fashions of the Era Parade', and the Kimba Art Prize and exhibition.

Once Scale had been engaged to paint the silo, and sufficient funds raised, the Igniting Kimba Working Group held several community and student workshops where people were encouraged to suggest ideas of what they wanted to see painted on the silos. These ideas were refined down to recurring themes. These themes, Scale explains, were 'around the farming community, the youth and looking towards a brighter future – that's how this work came about.'[215] The mural took 26 days for Scale to paint using 200 litres of paint.[216]

Following its completion, the silo art at Kimba, as well as the Igniting Kimba Art Project, has received numerous accolades. In 2017, Kimba received the Sustainable Communities Award (Best Medium Town) at the KESAB Awards, in recognition of community projects that create culture, sense of place, beautify, maintain, support and foster resilience.[217] It was awarded the Award of Merit at the Australian Civic Trust Awards in 2019 and was finalist for the Best Mega Mural at the Australian Street Art Awards in 2020.[218]

Chronology

Year	Event
1627	First recorded European interaction with the Eyre Peninsula occurs near Ceduna.
1802	Matthew Flinders maps the coastline of the peninsula in the HMS *Investigator*.
1803	Louis-Claude de Freycinet charts the Eyre Peninsula coastline for the Nicholas Baudin expedition.
1820 – 1850	French and American whalers hunt the bays and islands near Port Lincoln.
1836	Colonel William Light surveys the Port Lincoln area as a potential capital for the colony of South Australia. He later rejects Port Lincoln in favour of Adelaide due to the lack of water supply.
1839	The first British settlers arrive at Port Lincoln. Edward John Eyre passes through the Kimba area on this passage from Streaky Bay to the head of Spencer Gulf.
1896	The Hundred of Kelly is proclaimed. It is the first hundred to be surveyed as grazing blocks on Eyre Peninsula.
1900s	Superphosphate and other fertilizers are used by growers along the Eyre Peninsula.

1907 The government begins building a narrow-gauge railway system on Eyre Peninsula. The first line between Port Lincoln and Cummins opens 18 November.

1908 The first wheat is sown in the Kimba area.

1910 The colonial government grubs a road from Iron Knob to the Hundred of Kelly.

1913 11 July: A railway line opens connecting Cummins and Kimba via Ungarra and Darke Peake.

1917 The first public building in the Kimba area, Kelly Hall, opens. It is used for the first school in January the following year.

1920 The inaugural agricultural show is held at Kimba.

1924 The District Council of Kimba is elected.

1926 5 August: the Kimba-Buckleboo railway line is opened.

1957 December 1957: the Minister of Agriculture, G. G. Pearson, announces plans for the construction of a bulk terminal silo at Port Lincoln.[219]

1958 The SACBH opens an export terminal at Port Lincoln to service the Eyre Peninsula.

A six-cell concrete vertical silo with a storage capacity of 400,000 bushels is erected at Kimba.

1964 Another six-cells concrete vertical silo is added to the site at Kimba, increasing the site's storage capacity by 440,000 bushels.[220]

A 50,000-bushel shed is constructed at Kimba.[221]

1969 Six cells are added to the northern concrete vertical silo.

1974 Five new silo cells with the capacity of 330,000 bushels are added to the southern concrete vertical silo.

1979 A pair of steel vertical silos directly connected to a rail outloading bin are erected at Kimba.

1989 – 1990 The SACBH receive a record 4.5 million tonnes of grain during the harvest season.

1995 – 1996 An Eastern Eyre Peninsula area office of the SACBH is established at Kimba.

1996 The *Bulk Handling of Grain Act* is repealed.

c.1997 The Kimba facility is upgraded with bunker facilities.

1998 The Australian Wheat Board privatises to form AWB Ltd.

New computer data capture systems are installed at receival sites to speed up collection of harvest receival data.

1999 The Australian Barley Board privatises to form ABB Grain Ltd.

2000 The SACBH demutualises to form AusBulk, and United Grower Holdings (UGH).

2001 AusBulk refurbishes the bunker storage at Kimba.

2004 ABB Grain Ltd., AusBulk, and UGH merge, resulting in the creation of ABB Grain Ltd.

2009 Viterra Canada acquires ABB Grain Ltd for $1.6 billion in September.

2012 Glencore Grain acquires Viterra Australia and Canada.

2007 The Eyre Peninsula Water Pipeline is completed connecting Kimba to the River Murray.

2017 The Kimba silos are painted by artist Cam Scale.

22 September: The official opening ceremony for the Kimba silo art takes place.

2020 Glencore Grain rebrands to Viterra globally.

SITE RECORD

NAME:	Kimba Bulk Grain Handling Complex	**PLACE NO.:**	26604

DESCRIPTION OF PLACE:	Complex comprised of a Silo Site and Bunker Site. The Silo Site features two concrete vertical silos (10-cell and a 12-cell), a steel vertical silo connected to a horizontal shed silo, site office, and weighbridge and sampling facilities. The Bunker Site features seven rows of bunker storage and weighbridge and sampling facilities.	
DATE OF CONSTRUCTION:	1958 – 1997	
REGISTER STATUS:	Council identified: 14 March 2024	
CURRENT USE:	Bulk grain storage facility	
	1958 - present	
LOCAL GOVERNMENT AREA:	District Council of Kimba	
LOCATION (SILO SITE):	**Street No.:**	27
	Street Name:	Railway Terrace
	Town/Suburb:	Kimba
	Post Code:	5641
LAND DESCRIPTION:	**Title Reference:**	CT 6029/873 D32674 A2, CT 6266/888 D128222 A55, CT 5428/912 D38941 A101
	Hundred:	Solomon
LOCATION (BUNKER SITE):	**Street No.:**	Lot 1
	Street Name:	Aerodrome Road
	Town/Suburb:	Moseley
	Post Code:	5641
LAND DESCRIPTION:	**Title Reference:**	CT 5661/23 D51538 A1
	Hundred:	Moseley

PHOTOS

NAME:	Kimba Bulk Grain Handling Complex	PLACE NO.:	26604

Large stacks of bagged wheat at the Kimba railway station c.1917.

Source: SLSA PRG 559/3/54

Wheat stacks by the railway line at Kimba c.1924.

Source: SLSA B 28040

NAME:	Kimba Bulk Grain Handling Complex	**PLACE NO.:**	26604

The crane, goods shed, and silos at Kimba in 1967.

Source: Alex Grunbach, Port Lincoln Railway Museum

Aerial map of the Kimba Bulk Grain Handling Complex c.1979.

Source: ENV Maps

NAME:	Kimba Bulk Grain Handling Complex	PLACE NO.:	26604

Silo art by Cam Scale.

Source: DEW Files, March 2025

The southern concrete vertical silo with the steel vertical silo in the background.

Source: DEW Files, March 2025

NAME:	Kimba Bulk Grain Handling Complex	PLACE NO.:	26604

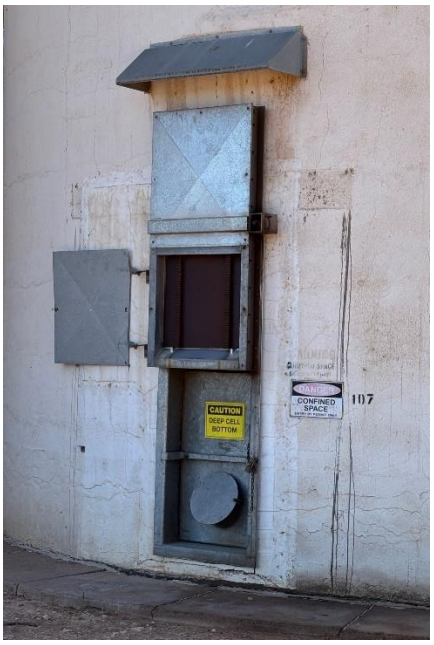
The northern concrete vertical silo showing the receival hopper shed, grain elevator, direct cell outloader, and railway outloading spout.

Source: DEW Files, March 2025

Detail of railway outloading spout (left) and receival hopper (right) of the northern concrete vertical silos.

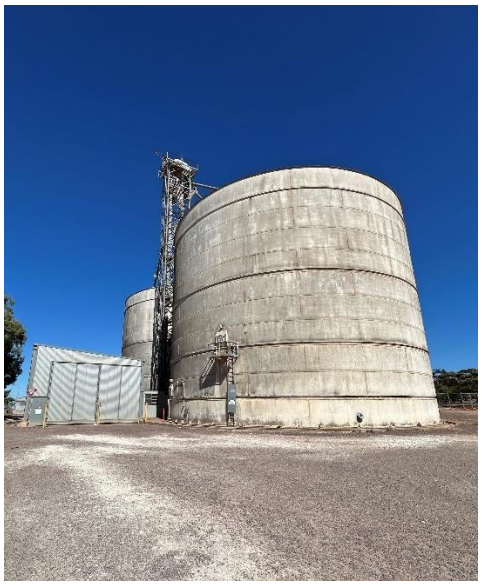
Source: DEW Files, March 2025

NAME:	Kimba Bulk Grain Handling Complex	PLACE NO.:	26604



A direct cell outloader (left) and the southern elevation of the southern concrete vertical silos (right).

Source: DEW Files, March 2025



The steel vertical silo with exposed grain elevator and receival hopper (right).

Source: DEW Files, March 2025

NAME:	Kimba Bulk Grain Handling Complex	**PLACE NO.:**	26604

Steel vertical silo connected to railway outloading bin.

Source: DEW Files, March 2025

The gravity chute connecting the steel vertical silo with the horizontal shed silo.

Source: DEW Files, March 2025

NAME:	Kimba Bulk Grain Handling Complex	PLACE NO.:	26604

The horizontal shed silo.

Source: DEW Files, March 2025

Example of earlier construction on the horizontal shed silo and its interior, currently used for general storage (right).

Source: DEW Files, March 2025

NAME:	Kimba Bulk Grain Handling Complex	PLACE NO.:	26604

Retaining walls built of galvanised corrugated iron and timber.

Source: DEW Files, March 2025

Southern end of horizontal shed silo.

Source: DEW Files, March 2025

NAME:	Kimba Bulk Grain Handling Complex	PLACE NO.:	26604

Classification centre.

Source: DEW Files, March 2025

Weighbridge and weighbridge offices with concrete vertical silos in the background.

Source: DEW FIles, March 2025

NAME:	Kimba Bulk Grain Handling Complex	PLACE NO.:	26604

The classification centre and weighbridge and weighbridge office at the Bunker Site.
Source: DEW Files, March 2025

External (left) and internal (right) views of the grain bunkers at Kimba.
Source: DEW Files, March 2025

SITE PLAN

NAME: Kimba **PLACE NO.:** 26604

Kimba Bulk Grain Handling Complex, 27 Railway Terrace, Kimba SA 5641 (CT 6029/873 D32674 A2, CT 6266/888 D128222 A55, CT 5428/912 D38941 A101, Hundred of Solomon), and Lot 1 Aerodrome Road, Moseley SA 5641 (CT 5661/23 D51538 A1, Hundred of Moseley)*

N ↑

LEGEND

Parcel boundaries

Elements not considered to contribute to heritage significance

SITE PLAN (SILO SITE)

NAME:	Kimba Bulk Grain Handling Complex	**PLACE NO.:**	26604

Silo Site, Kimba Bulk Grain Handling Complex, 27 Railway Terrace, Kimba SA 5641 (CT 6029/873 D32674 A2, CT 6266/888 D128222 A55, CT 5428/912 D38941 A101, Hundred of Solomon)*

N ↑

LEGEND

Parcel boundaries

1. 10-cell concrete vertical silo
2. Site office
3. 12-cell concrete vertical silo
4. Steel vertical silo
5. Horizontal shed silo
6. Weighing and sampling
7. Ancillary infrastructure including fumigant shed and maintenance and storage sheds

SITE PLAN (BUNKER SITE)

NAME:	Kimba Bulk Grain Handling Complex	**PLACE NO.:**	26604

Bunker Site, Kimba Bulk Grain Handling Complex, Lot 1 Aerodrome Road, Moseley SA 5641 (CT 5661/23 D51538 A1, Hundred of Moseley)*

N ↑

LEGEND

Parcel boundaries

8. Bunkers
9. Weighing and sampling buildings

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