
Hay

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level of significance

Denmark MUNICIPAL HERITAGE INVENTORY

Considerable

1927 Rail Line



Place Details

Place Name:	Disused Railway Reserves and Bridges
Other Name:	Torbay – Denmark Railway Denmark-Nornalup Railway
Place Type:	Tracks, Roads, Bridges
Original Use:	Parts 1 & 2 – Timber & Passenger/ Goods
Current Use:	Heritage Trail
Reserve No.:	Reserve 41815
Lot/Location No.:	Lots 1022 & 1023; Loc. 7692
Address:	Heritage Trail, Denmark-Nornalup Railway Denmark
Locality:	
Map Reference:	
HCWA Number:	
ASS Number:	3300
Description:	
Other:	Tracks and sleepers removed

There are various lengths of disused railway tracks throughout the Shire of Denmark from Hay River to Nornalup.

History

Construction Date: Phase 1 1896
Phase 2 1927-29
Phase 1 C & E Millar
Phase 2 WA Government

Architect:

Builder:

There were three phases of railway construction. The first, during the Millars' Timber milling era, was built between Torbay and Denmark in c1896. The second era started in 1929 when the railway between Denmark and Nornalup was built. While the lines are no longer evident as they have been removed since closure in 1957, many roads/tracks have been built on these routes.

Significance

Historic Theme: Settlement/ Transport/ Occupations

Sub Theme: Timber Milling/ Rail Transport/
Group Settlement

The railways were significant in the creation of the Denmark townsite for the timber industry and as transport before roads were built. The sites (tracks) are associated with the movement of timber goods and people within the Shire. The Torbay-Denmark Railway was constructed by the Millar Brothers Timber Company to transport the timber felled in the Denmark area to market. Markets were found for the timber in England as street block pavers. In 1929, after the Denmark district expanded with many Group Settlers, a railway was built between Denmark and Nornalup. The 61km line opened up timber, dairying and potato country after taking nearly two years to complete. The railway became a vital link for the isolated group settlement communities. Fishermen also used the service by freighting their catch from places like Parry Beach. With the increased use of motor vehicles and better roads, the railway became less used, finally resulting in the closure of the service in 1957. Today the railway lines cannot be found as most have been dismantled. However, roads and tracks often follow the old routes and many have become part of the heritage trails in the Denmark district.

Level of Significance

Considerable

Very important to the heritage of the locality. High degree of integrity/ authenticity. Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place.

Supporting Information

R McGuinness, *Elleker – Denmark – Nornalup; the railway extended west but never met ...*, Denmark, WA: Cinnamon Coloureds, 2007.

Assessment Date 1999



level of significance

Denmark
MUNICIPAL HERITAGE INVENTORY

Exceptional

Genulup Beela/
Hay River**Place Details**

Place Name: Hay River
Other Name: Genulup Beela
Place Type: As per the local Noongar language, 'Genulup' means *Place of Day Foot Crossing*

Original Use:
Current Use:
Lot/Location No.:
Address:
Locality:
Map Reference:
HCWA Number:
ASS Number:

Description:

History

Construction Date:

Architect:

Builder:

The Noongar name for the Hay River was recorded as Genalup by John Septimus Roe following his exploration of the area in the 1830s with Noongar guide Nakina. The following transcripts from Roe's travels through the area in 1831 identify the Noongar name for the Hay and Denmark Rivers:

We continued our journey at 8am course W by S for 1½ miles when we arrived at the Hay River (called by the natives "Genulup") running South, which course we followed for about 200 yds & came to Wilsons Inlet. The soil upon the banks of this river is very good. We waded across its mouth and walked abt 1 mile round the Inlet & then proceeded due West & in 1 mile came again upon the Inlet & took the following bearings.

29 Green Islands off point N173° Rock off Do. N190° White Island N 210° White Hill N 234° Mt Hallowell (Koorumdinnup) 258° Mt Shadforth N284°. We then continued round the Inlet & at 12 o'clock arrived at the entrance of the Denmark River (native name Koorabup) running from the WNW abt 20 yds wide at its mouth & apparently deep, thus proving its entrance into Wilsons Inlet at this part, where we took bearings & halted for dinner.

Both of these transcripts are printed in full in the Exploration Diaries, the reference to which is at http://www.explorationswa.com.au/The_Volumes/1826-1835/1826-1835.php.

Significance

Historic Theme: Aboriginal (Noongar) Heritage

Sub Theme: Camping, pathways, dreaming stories

The Hay River is an important feature in the Noongar heritage landscape of Denmark. Similarly to the Denmark River and Frankland River it was an important Dreaming place as well as travel route and provider of ample resources during traditional times. The River is a major tributary to the Wilson Inlet (Nullaki) and as such may be considered part of the Nullaki cultural landscape (encompassing the Wilson Inlet catchment).

Level of Significance

Exceptional

Essential to the heritage of the locality. Rare or outstanding example. The place should be retained and conserved unless there is no feasible and prudent alternative to doing otherwise. Any alterations or extensions should reinforce the significance of the place, and be in accordance with a Conservation Plan (if one exists for the place).

Supporting Information

J Shoobert (ed.), *Western Australian exploration. Vol. 1. December 1826 - December 1835: the letters, reports & journals of exploration and discovery in Western Australia*. Victoria Park [WA]: Hesperian Press [in conjunction with Department of Land Information], 2005.

Shire of Denmark Dual Naming Project

Previous Listing

Assessment Date 2011



level of significance

Denmark
MUNICIPAL HERITAGE INVENTORY

Exceptional

Springdale Beach Ochre
Source**Place Details**

Place Name:	Springdale Beach
Other Name:	Ochre Source and Stone Arrangement
Place Type:	
Original Use:	
Lot/Location No.:	DIA Site Number 4643. Linked to Springdale stone arrangement (in process).
Address:	
Locality:	Springdale Beach on the upper banks of the heritage trail (the old railway line)
Map Reference:	
HCWA Number:	
ASS Number:	

Description:

History

Construction Date:

Architect:

Builder:

The ochre source at Springdale Beach is found naturally in the ground of the surrounding area. It is exposed in the banks of the old railway track.

Significance

Historic Theme: Aboriginal (Noongar) and Natural Heritage

Sub Theme: Ceremonial

Ochre is a significant ceremonial material in Noongar culture. As a source of this material, the site of Springdale Beach was an important ceremonial and spiritual area. Wilson Inlet was an important inter-tribal meeting place between the Minang people from the Albany area and the Kanean people from inland. All the neighbouring tribal groups would travel along the rivers and pathways up to twice a year for ceremonies with the Pibbulmun saltwater people who lived there. The ochre at Springdale beach played an important part in these ceremonies and continues to have important cultural significance for Noongar people today.

Level of Significance

Exceptional

Essential to the heritage of the locality. Rare or outstanding example. The place should be retained and conserved unless there is no feasible and prudent alternative to doing otherwise. Any alterations or extensions should reinforce the significance of the place, and be in accordance with a Conservation Plan (if one exists for the place).

Supporting Information

Previous Listing

Assessment Date 2011

level of significance

Denmark
MUNICIPAL HERITAGE INVENTORY*Considerable***Reso Seats****Place Details**

Place Name:	Reso Seats
Other Name:	
Place Type:	Seating on the beach
Original Use:	
Lot/Location No.:	Road Reserve Lot 19, Springdale
Address:	
Locality:	Denmark
Map Reference:	
HCWA Number:	
ASS Number:	

Description:

Condition:	Fair
Integrity:	Most

The two benches/seats are moulded with cement. They have the initials CES (for CE Smith) inscribed into the top of the seats and also the date of 1934 in the front. One of the seats has a large crack due to upheaval from the roots of nearby trees.

History

Construction Date: 1934

Architect:

Builder:

The Springdale siding on the Elleker-Denmark railway was located on the property of the Smith family and it was adjacent to Wilson Inlet. The Smith family pioneered fishing and farming in that area, and later diversified into tourism.

In 1926, Charles Smith ('C.E.') built the Springdale Guesthouse, which accommodated holidaymakers on the shore of Wilson Inlet. There was a boatshed, and guests could hire rowboats to explore Wilson Inlet. The best-known boat was named Britannia.

As well as accommodating paying guests at the Springdale Guesthouse, day trippers from Albany and Denmark would catch the train to visit the popular picnic spot. The Denmark school would also hold their annual swimming carnival at Springdale.

CE Smith built these seats down the hill from the Guesthouse for use by visitors and day trippers. He inscribed his initials (CES) on each seat and also the date (1934). They are the last remaining evidence of the establishment. Arthur Fowler bought the Guesthouse from the Smith family and constructed chalets for visitors. However, after the Guesthouse burned down in the 1960s, the holiday property closed, and a large fire in the late 1970s also removed evidence of the former establishment.

The name 'Reso Seats' came originally from the name of a special train developed in Victoria, titled the Reso (or Victorian Natural Resources Development) Train. The original aim of this train was to transport residents to farming areas to educate them about current farming practices and developments. The name Reso came to indicate holidaymakers in later times.

Significance

Historic Theme: Historic

Sub Theme: Social

The Reso Seats have historic significance as they are the last evidence of a thriving tourist enterprise developed by the pioneer Smith family on the shores of Wilson Inlet in Denmark. In 1926, there was little tourist development in Denmark as the town was still recovering from the end of the timber industry (1905) and the aftermath of World War I. The Elleker – Denmark railway, constructed in 1929, provided a further boost to the Springdale site.



The Reso seats have social significance as it provides evidence of recreational activities for the Denmark community from the 1920s to the 1960s when the Springdale Guesthouse closed. In particular, the annual Denmark School swimming carnival at Springdale Beach brought many locals to that place at the same time

Level of Significance

Considerable

Very important to the heritage of the locality. High degree of integrity/ authenticity. Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place.

Supporting Information

R McGuinness, *Elleker – Denmark – Normalup; the railway extended west but never met ...*, Denmark, WA: Cinnamon Coloureds, 2007.

Pers. comm., Fred Scott, September 2010.

Previous Listing

Assessment Date 2011

