Resource 3B: Example 2 – Serial listing Grain Silos Horsham Advertised C85hors

Hermes No.	**197096**
Place name	Horsham Rural City, Silo Serial Listing
Address	• 860 Henty Highway DOOEN and • ~~off~~ 14 Railway Street JUNG and • 15 Station Street NATIMUK and • ~~Station Street~~36 Pimpinio Tip Road PIMPINIO and • ~~off~~ 273 Vectis Station Road VECTIS and • 70 Wail Nursery Road WAIL
What is significant?	The reinforced concrete tower silos, roof top sheds, associated machinery and infrastructure of silo complexes, built 1938-39 by the Grain Elevators Board~~:~~: **Dooen** –– 860 Henty Highway:, Dooen –– reinforced concrete towers/ bins and grain collection infrastructure (metal silo and large shed/ bunker silo excluded) **Jung** –– 14 Railway Street:, Jung reinforced concrete towers/ bins and grain collection infrastructure (metal silo and shed/ bunker silo excluded) **Natimuk** –– 15 Station Street:, Natimuk – remaining reinforced concrete towers/ bins and grain collection infrastructure **Pimpinio** –– ~~Station St~~36 Pimpinio Tip Road:, Pimpinio –– reinforced concrete towers/ bins and grain collection infrastructure (metal silo and shed/ bunker silo excluded) **Vectis** –– ~~cnr~~ 273 Vectis Station ~~and Remlaw Rds~~Road:, Vectis –– reinforced concrete towers/ bins and grain collection infrastructure (metal silo excluded) **Wail** –– 70 Wail Nursery Road:, Wail – reinforced concrete towers/ bins and grain collection infrastructure (metal silo excluded)
How is it significant?	The 1938-39 GEB silos at Dooen, Jung, Natimuk, Pimpinio, Vectis and Wail are of local historic, representative~~,~~ and aesthetic ~~and landmark~~ significance to Horsham Rural City ~~Council~~.
Why is it significant?	The 1938-39 GEB silos at Dooen, Jung, Natimuk, Pimpinio, Vectis and Wail are of historic significance, reflecting the introduction of bulk handling of grain to Victoria, and Horsham in particular. The silos also have important associations with the Grain Elevators Board, which played an integral role in the development of Victoria's grain industry from its inception in 1934. The number of the silos and their combined capacity demonstrate the significant growth in Horsham's wheat industry during the twentieth century, which led to the need for bulk handling facilities. (Criterion A) The 1938-39 GEB silos at Dooen, Jung, Natimuk, Pimpinio, Vectis and Wail are also of historic significance as represent active ~~local~~ examples of standard types of rural elevator silos and associated infrastructure erected for the Grain Elevators Board for the bulk handling project. (Criterion D) The 1938-39 GEB silos at Dooen, Jung, Natimuk, Pimpinio, Vectis and Wail are of aesthetic significance as iconic landmark structures within the rural landscape of the Shire. The silos mark settlements or rail junctions. The silos are a key landmark feature in the cultural landscape of rural Horsham - standing as a highly visible illustration of the role of grain production and railways in the historic development of the Shire. (Criterion E)
History	The passing of the *Grain Elevators Act* in 1934 and the creation of the Victorian Grain Elevators Board (GEB) resulted in a network of reinforced concrete silos established at rail sidings throughout the Wimmera, Mallee and Western Districts. The GEB facilities were designed to provide a single point of receipt, storage and distribution, whereby bagged grain delivered to elevator stations was transferred into receiving hoppers and elevated into the concrete storage bins for dispatch at a later date. This bulk handling system replaced the earlier stockpiling of jute bags at country rail sidings (which when stored in the open-air were susceptible to rot and rodent infestation) prior to the grain being dispatched by freight trains to market in the off-season. Another advantage of the new regime saw jute bags retrieved, rather than being forfeited, after the grain was emptied into the hoppers, saving costs for the farmer through re-use. From the 1920s, grain produced in the Wimmera district had been transported to the Port of Portland via the Hamilton - East Natimuk railway line, an important north-south trunk line originating from the Horsham Railway Station. The line had been constructed piece-by-piece between 1887 and 1920 and comprised six individual lines which were eventually linked to form a chain that extended from Horsham to Portland. Completion of the through-line had been hindered by war-time material and labour shortages and the poor quality of sections of the line resulted in various speed and weight limits, including major restrictions in the hauling of heavy grain trucks. The *Horsham Times* reported that in January 1927 the Horsham Station was dispatching (the maximum line limit of) two grain trains of forty trucks daily to the Port of Portland via the north-south line. It noted bags of grain destined for Portland were being collected from rail sidings in the northern Wimmera region from Dimboola, Pimpinio, Antwerp, Kiata, Kaniva, Serviceton, Lillimur, Jeparit and Sailsbury and in the south from Noradjuah and Kanagulk.[1] At first, the GEB proposed to construct a network of 160 reinforced concrete silos at railway stations throughout Victoria's grain-growing regions, which were to be linked to shipping terminal elevators at Geelong, Williamstown and Portland. It appeared that both the Horsham to Ararat main line and the Hamilton - East Natimuk trunk line would play important roles in the new bulk handling scheme. However, by the late 1930s the scope of the GEB roll-out was reduced to 140 country silos and two export terminals at Geelong and Williamstown (although the Williamstown Elevator Terminal was never constructed). The decision to omit the Portland terminal from the scheme was met with local

disappointment, as the deep-sea port was considered to be unsafe due to a lack of a breakwater. A further blow was dealt when no silo facilities were allocated on the Hamilton - East Natimuk line.

Tenders were called in August 1937 for the construction of 60 bulk handling facilities on the Wimmera, Mallee and Western District railway network to feed the Geelong export terminal. The *Argus* newspaper of 21 January 1938 announced that the Railway Construction Branch of Victorian Railways had won the tender.

Six country elevators were erected in the area that is now the Horsham Rural City Council, at Jung, Dooen, Wail, Pimpinio, Vectis and Natimuk between 1938 to 1939.[2] The grain elevators comprised reinforced concrete silos that ranged in capacity from 61,000, 110,000 and 130,000 bushels, with receiving hoppers connected to an elevator boot from which the grain was to be elevated to the top of the tower and diverted to concrete storage bins.

Contract No. 23 issued by the GEB included provisions for two sites on the main western railway line at Pimpinio (150,000 bushels) and Wail (two x 110,000 bushels plus hopper weight scales) and on the Horsham - Carpolac branch line at Vectis (65,000 bushels) and Natimuk (110,000 bushels).[3]

Contract No. 24 included two sites on the main western railway line at Dooen (two x 110, 000 bushels and Jung (two x 130,000 bushel).[4]

During the construction phase, representatives from the GEB and the Transport Regulation Board met with local branch member of the Victorian Wheatgrowers Association to determine delivery areas for each of the proposed silos. The *Horsham Times* subsequently reported that boundaries were drawn up at each meeting, for example, 25 farmers attended a meeting at Jung and agreed on the following catchment area to serve the Jung silo:

- 'Commencing to Yarriambiack Creek at Longerenong; northerly along creek to Darlot Swamp; easterly for two miles; northerly to Kewell township; westerly to creek; northerly along Creek; north and westerly to Barratt Reserve; southerly to railway between Jung and Dooen; south and east to starting point'. [5]

At Horsham the GEB chose not to construct a separate facility but engaged local flour miller Noske Brothers as receiving agents for approximately 170 grain farmers within the Horsham delivery area. Noske's was located at the Horsham rail head and had substantial storage capacity (approximately 350,000 bushells in 1939). [6]

The arrangement at the Noske flour mill at Horsham was not always a happy one for district wheat farmers who endured long waiting periods during peak delivery times. As recorded by the *Horsham Times,* farmers contracted to the GEB and those contracted to the mill competed for the use of the same bulk handling equipment, in particular 'one grain hopper, moving only the one type of grain at the one time'.[7]

Outloading of the grain from the GEB concrete silos took place outside of peak delivery periods. GEB contracts specified that stored grain was to be 'fed through the bin discharge chute into the elevator boot and will be elevated to the top of the tower and diverted either direct, or through garner and scales where provided, to the truck loading spout. Grain will be weighed on arrival at the Terminal Elevator' and transferred to ships for export.[8]

Considerable growth in grain production, particularly wheat, oats and barley, following World War II resulted in the expansion of the GEB bulk storage network at country rail heads and the erection of the Portland export terminal at the Port of Portland in the 1960s.

The peak-period bottle-neck encountered at the Horsham bulk handing facility was eventually addressed in 1967 when the GEB erected five new 70,000 bushel capacity steel Ascom silos to provided a separate bulk handling facility.[9]

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[1] *Horsham Times*, Tuesday 25 January 1927, pg 4.

[2] *Argus,* Thursday 23 December 1937, pg. 12; *Argus*, 21 January 1938, pg 2.

[3] Grain Elevators Board, Conditions of Contract: specification and schedule, contract no. 23, held by the Geelong Heritage Centre Archives, GRS 1040: 22.

[4] Grain Elevators Board, Conditions of Contract: specification and schedule, contract no. 24, held by the Geelong Heritage Centre Archives, GRS 1040: 23.

[5] *Horsham Times,* 3 November 1939, pg 2.

[6] Horsham Times, Friday 17 February 1939, pg. 5, *Horsham Times*, 11 December 1968.

[7] *Horsham Times*, 28 July, 1972.

[8] Contract No. 24, GRS 1040: 23

[9] *Horsham Times*, 22 September, 1968.

References:

Argus Newspaper

Brooke, Brian and Alan Finch. *A Story of Horsham: A municipal century*. City of Horsham, Horsham, 1982

Dingle, Tony. *The Victorians: Settling*, Fairfax, Syme and Weldon Associations, Sydney, 1984.

Grain Elevators Board, Conditions of Contract: specification and schedule, contract no. 23, held by the Geelong Heritage Centre Archives, GRS 1040: 22.

Grain Elevators Board, Conditions of Contract: specification and schedule, contract no. 24, held by the Geelong Heritage Centre Archives, GRS 1040: 23.

Horsham Times

Noradjuha Centenary Celebrations Committee *Noradjuha 1873-1973*. Noradjuha Centenary Celebrations Committee, Noradjuha, 1973

Comparisons	Grain Elevators Board Concrete silo erected between 1938-40*:* Silos from this period common in neighbouring Shires - Yarriambiak, Hindmarsh, West Wimmera, Northern Grampians, Southern Grampians. Exist as a part of a grain collection network across western Victoria - as a collection, of cultural heritage value. There are currently no comparable places currently in the Horsham Heritage Overlay.
Heritage Criteria	Relevant HERCON Criteria **Criterion A:** Importance to the course, or pattern, of our cultural or natural history. (bulk handling of grain required such storage facilities post *Grain Elevators Act* 1934. New construction type for period, to save time and cost. Also reflected need for greater storage capacity as harvest yields increased inter and post WW11 due to improved practices and agricultural activity. Reflects the local impact of the GEB, a government organisation which played an integral role in the development of Victoria's grain industry from 1934.) **Criterion D*:*** Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (Part of a class of GEB grain silos scattered across the Shire (and Victoria), reflecting changes to bulk handling of grain (1934 Act) and increases in agricultural production and importance of the railway in transporting grain to markets) **Criterion E*:*** Importance in exhibiting particular aesthetic characteristics. (The silos are of aesthetic significance as iconic landmark structures within the rural landscape of the Shire. Silos mark settlements or rail junctions. Silos are a key landmark feature in the cultural landscape of rural Horsham - standing as a highly visible illustration of the role of grain production and railways in the historic development of the Shire.)
Integrity	Fair to high integrity - silos still in use at all sites. Recent open hopper bunkers also now in use.
Physical Conditions	N/A
Physical description	This group listing comprises the elevator silos built for Grain Elevators Board from 1938 to 1939. The silos are typically situated within railway station reserves adjacent to the main railway lines or sidings. They are all built of reinforced concrete to standard designs and comprise single or two bin elevators according to capacity as follows: Type 'A', 65,000 bushel capacity - Vectis silo. The 'Type A' silos comprise a single circular silo 65,000 bushel 'bin' attached to twin circular towers containing the elevator shafts. There is a hipped corrugated iron roof with a projecting gabled tower rising above that contains the elevator machinery. The Vectis silo is in good condition and is of a high degree of integrity, with only minor modifications. Type 'B', 110,000 bushel capacity - Dooen, Wail and Natimuk This type is of the same design as Type 'A' but larger, with six towers and two roof gable structures. The Dooen, Wail and Natimuk silos are in good condition and have a high degree of integrity. 150,000 bushel capacity - Pimpinio Similar design as Type 'B' with two larger bins that appear to be of the same capacity and a central gable roof over the towers (presumably 75,000 bushels each). The 150,000 bushel silo is in active use, in good condition and has a high degree of integrity.