



ACT Heritage Council

BACKGROUND INFORMATION ROYALLA WOOLSHED (PART OF RURAL BLOCK 1512, TUGGERANONG)

At its meeting of 6 February 2020 the ACT Heritage Council decided that the Royalla Woolshed was eligible for registration.

The information contained in this report was considered by the ACT Heritage Council in assessing the nomination for Royalla Woolshed against the heritage significance criteria outlined in s10 of the *Heritage Act 2004*.

BACKGROUND

Constructed in 1907 Royalla Woolshed is located on the western side of the Monaro Highway and adjacent railway line. The Highway is the main travel route between Canberra and Cooma and is an important road servicing Canberra's southern suburbs. The Bombala railway line, which was an extension from near Goulburn to Bombala, was completed in stages between Queanbeyan and Cooma from 1887 to 1888. Only portions of this line remain open, and the passenger service south of Queanbeyan (through Royalla) ended in 1988. In the Royalla area, the rail line delineates the ACT - NSW border, with the western side being the ACT. Located within the ACT, Royalla Woolshed is very close to the rail and road transport corridor and is highly visible to passing motorists. (Moore 1981: 47)

Prior to the resumption of land into the ACT, Royalla Woolshed was located within Portion 174, Parish of Burra, in the County of Murray. When the Federal Capital Territory (FCT) was announced part of portion 174 fell within the new territory and became known as Holding 222 Lanyon. On the 25 July 1977 Holding 222 Lanyon was formally resumed into the ACT at which time it was noted as being 127.8 hectares; it was initially known as Rural Block 86, then 1249 and is currently part of Rural Block 1512, Tuggeranong. (ACT Government 1986)

A first grazing lease was prepared for the period 4 July 1978 to 31 December 2005. However, due to boundary changes foreshadowed with realignment of the Monaro Highway, the lease was not signed until 30 June 1983. ACT Government (1986) files note the former freehold owner of the resumed land was Royalla Pty Ltd with correspondence directed to Winston Eric McDonald at the time of resumption, they also show the subsequent grazing lease being owned by Winston McDonald. The current 30 year lease, which commenced on 17 August 2001, is under the name of Kahuna Pty. Ltd. (ACT Government 1986; ACT Government 2019)

Originally part of the Royalla station owned by five generations of the McDonald family, Royalla Woolshed is no longer in the ownership of the McDonald family. The larger pastoral enterprise (Royalla station) of which the woolshed was part, no longer exists and the woolshed is no longer used for shearing. Within NSW, Royalla station has been subdivided into semi-rural blocks. Within the ACT, the rural setting of Royalla Woolshed has been retained, but the Monaro Highway is a dominating feature. Images 7, 8 and 9 show Royalla Woolshed in its setting.

For this assessment, the work of Roger Hobbs has been drawn on substantially as a frame of reference for consideration of Royalla Woolshed. In 1993 Hobbs and students from the University of Canberra finalised a study on pastoral landscapes and woolsheds in the ACT. The primary aim of the project was to provide a

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framework in which the contribution of woolsheds to the pastoral landscapes of the ACT could be assessed and landscape values and management needs determined.

Hobbs' (1993) baseline research was made up of student studies of individual woolsheds within their pastoral setting. The compilation of student studies formed an inventory of sites from which analysis of the aggregate enabled Hobbs to draw conclusions regarding ACT woolsheds and their associated pastoral landscapes. The 1992 National Estate Grants Program funded the project and it is most likely the 1996 nomination of Royalla Woolshed to the ACT Heritage Register by the National Trust of Australia (ACT) arose from the recommendations of Hobb's project. Student Marion Garratt studied Royalla Woolshed in 1991 for Hobbs' project and her research has also been drawn on in this assessment.

HISTORY

History of European Settlement at Royalla

Drought in the Sydney Basin in 1815 led Governor Macquarie (1810–1821) to approve the limited movement of stock west onto the Bathurst Plains. The positive outcome of the move, in terms of stock condition, spurred the westward expansion of European settlement, driven by pastoral enterprise. The move also led to an increase in sheep farming, as inland sheep did well, free from the coastal diseases to which they were susceptible. (Pearson 2010: 8 - 10)

Once the Blue Mountains were crossed by Europeans, further forays inland provided a stream of commentary on the suitability of land for pastoralism. The country was frequently described as 'park-like' and as a 'gentleman's park'. To the excitement of Europeans seeing it for the first time, huge swathes of the countryside appeared eminently well suited to pastoralism with abundant easily traversed grasslands, and sparsely placed large trees. In 1820 Charles Throsby, whilst working on a road to the Goulburn Plains proclaimed to Governor Macquarie that the country beyond the road was 'the finest country as ever was' and it was land 'fit for any purpose, either for grazing or agriculture' (Brown 2014: 10). (Brown 2014: 11; Gammage 2011)

Also in 1820, and whilst working on the Goulburn road, Charles Throsby heard from an Aboriginal guide about the Murrumbidgee River. In 1820 Joseph Wild, James Vaughan and Charles Throsby Smith (Charles Throsby's nephew) set out to locate the river. They were unsuccessful in this endeavour, but they did sight the Limestone Plains and the junction of the Molonglo and Queanbeyan Rivers, and therefore the area later to become Queanbeyan. (Higgins 2011: 23; Lea-Scarlett 1968: 2)

In 1821 Charles Throsby set out to find the Murrumbidgee and was successful in locating the river in the vicinity of Tharwa, where he followed it for a short distance. In 1823 Captain Mark Currie, Brigade Major Ovens and Joseph Wild ventured to the upper Murrumbidgee and Monaro. As shown in image 2, Currie described the area, later to become Royalla, as 'fine forest country intersected by stony ridges' (Moore 1981: 10). (Gillespie 1991: 2; Higgins 2009 23; Lea-Scarlett 1968: 2 - 4)

Following the 1823 exploration, the areas later to become Canberra, Queanbeyan, the Monaro – and Royalla – quickly opened up to grazing and to a lesser extent settlement. On the Limestone Plains, Joshua John Moore took up the first land and Robert Campbell the second in 1824; in the Jerrabomberra and Queanbeyan areas, Campbell's brother-in-law, John Palmer was the first to take up land. When the County of Murray was proclaimed around 1828, it encompassed the Limestone Plains, Queanbeyan and Royalla areas; it also included the emerging settlements of Gundaroo, Murrumbateman and Yass and its eastern boundary was the Murrumbidgee River. (Higgins 2011: 23; Lea-Scarlett 1968: 10)

Within County Murray, the 1828 census documented no settlement at Burra, and therefore likely the same at the nearby Royalla area. The census recorded Duntroon as having the largest population on the Limestone Plains and Queanbeyan areas; at Duntroon Charles Campbell's overseer managed eighteen employees. At

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Jerrabomberra and Canberry, Palmer and Moore's overseers were in charge of six men each. Of interest, the five overseers recorded in the census were all from Scotland. Archibald McDonald, the future founder of what would become 'Royalla', would soon join their ranks; arriving from Scotland in 1838 as a Bounty Immigrant for Charles Campbell. McDonald initially worked at Duntroon and after a couple of years, became overseer of another Campbell interest – the Uriarra Run. The Campbell's use of bounty migration and preference for employing free men, rather than convicts or those with a ticket of leave is well documented. (Lea- Scarlett 1993: 56; Moore 1981: 5, 6, 13, 17, 18)

While the human population was formative at the time of the census, sheep numbers were increasing exponentially. By 1828 Campbell sheep were grazing around Queanbeyan and along the length of the Jerrabomberra Creek and by 1833 their stock were almost at the Victorian border. In 1834 the Campbell's flock size was estimated to have grown from an original 800 head to over 25,000 head. To manage their stock around Queanbeyan and Jerrabomberra, the Campbell's had several outstations including at Burra and Mt Campbell, both near current day Royalla. The ongoing southward movement of Campbell stock and the resupply of their outstations from the Duntroon base, likely helped formalise the route south to the Monaro. Image 3 Map of the County of Murray 1844, shows two south roads, the one shown passing through Campbell and Booth land endured to become the Monaro Road, precursor to the Monaro Highway, the other, known as the 'Old Road', was notoriously boggy and eventually fell from use. (Moore 1981: 5 - 7)

Following proclamation of the County of Murray, Governor Darling (1825 – 1831) in 1829, attempted to curtail the expansion of stock, by proclaiming the existing already surveyed Nineteen Counties, the limits of settlement. As evidenced by Campbell's stock expansion, however, the government's attempt at control failed. The pastoralists knew all too well that there were grasslands for their stock available across the country, and they continued to take up huge swathes of unoccupied Crown Lands. By 1834 a great pastoral expansion was well underway; the wool industry was being invested in, the economy was buoyant and new immigrants, many of them with capital to invest, were arriving. (Brown 2014: 11; Moore 1981: 6, 7)

The same year that Archibald and Margaret McDonald arrived in Australia with their children, Captain James Richard Booth, in 1838, became the first to own land at Royalla with his purchase of Portion 174 at 1,200 acres. Booth was an absentee landlord who probably never saw his property, yet the area later to become Royalla was first known as 'Booth's Flat' and a street in Queanbeyan was named after him. (Moore 1981: 11, 17)

After working for the Campbell's for many years, Archibald McDonald, in 1852, purchased Uriarra from them. Thereafter, in 1860 he bought Portion 174 from Booth. In 1861 Coll McDonald, Archibald's son, purchased two more portions near Royalla, these were Portion 13 at 66 acres and Portion 14 at 43 acres. Moore (1981) locates these two blocks at Jerrabomberra Creek. In 1861 Margaret McDonald passed away. Thereafter, Archibald is recorded as building a house near the 'Old Road', possibly in the vicinity of Jerrabomberra Creek. It is noted in Garratt's (1991) report that around 1885 the McDonalds moved their residence close to the Monaro Highway location which is relatively close to the later built woolshed. Archibald McDonald resided at Royalla until his death in 1872. (Cannon 2015: 26; Garratt 1991: 54; Moore 1981: 18, 20)

Upon Archibald's passing, Coll inherited the Royalla properties and his brothers John and Alexander, inherited Uriarra. When Coll passed away in 1918, the Royalla properties passed to a second Archibald McDonald (1861-1943) who became extremely successful capitalising on the sale of goods to workers building the Bombala railway line, which ran through Portion 174. (Moore 1981: 18, 46)

The construction of the railway line was a boon to farmers along its route. As railway workers completed sections of the line, they moved along it in tent towns and landowners had a ready market for any produce they wished to sell. At this time, Archibald McDonald and other landowners obtained slaughtering licences and Archibald additionally ran a delivery service to the workers' camps. Upon completion of the railway line Archibald transferred his business to Captains Flat where mining had commenced. The profits made from his butchering business were invested by Archibald in Goulburn and Queanbeyan real estate and on the purchase

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of land to expand the Royalla property. Over his lifetime McDonald added over 4,000 acres to Royalla station and the property grew to become the largest in the immediate area. It included land at Williamsdale until 1943 when it was divided following the second Archibald's death. (Moore 1981: 11, 46)

Prior to construction of the railway line, the Royalla area had benefitted from traffic along the Monaro Road. A first liquor licence was assigned to 'The Blazing Arms Inn' at Booth's Flat in 1841. When gold was discovered at Kiandra in 1859, traffic along the Monaro Road increased, and the inn at Royalla obtained an unsavoury reputation. Over the years, the licensee, the name of the inn, and locality name changed several times. At one time, the inn was called 'Rob Roy Inn' after nearby Rob Roy Mountain. In time the name 'Rob Roy' replaced 'Booths Flat' and finally, 'Royalla' came into use as the locality name following the naming of the railway siding there 'Royalla' by the railway authority. (Hall Museum and Heritage Centre, Royalla School 2019; Moore 1981:41).

In 1993 Royalla Woolshed was located on Portion 86 Tuggeranong and was still being farmed for sheep and cattle by descendant, Winston McDonald who at the time had 5,600 head of sheep plus cattle with an annual clip valued at \$200,000. Since 1993 the land owned by the McDonalds at Royalla in NSW has been developed into semi-rural blocks. From web searches, it appears Winston McDonald has moved his Royalla Merino Stud to Wallendbeen, NSW. (Garratt 1991: 60; The Rural 2019)

For clarity, the lineage of McDonald family owners of Royalla is as follows; Archibald McDonald – Coll McDonald – Archibald McDonald – Eric McDonald – Winston McDonald. Where necessary, in this assessment and associated documentation, the first and second Archibald McDonalds are differentiated as the 'first Archibald McDonald' and 'second Archibald McDonald'. (Garratt 1991: 60)

History of Royalla Woolshed

The information in this section is drawn largely from Marion Garratt's (1991) report for Roger Hobbs' 1993 project. Garratt's report is informed by personal communication with Mr Winston McDonald the owner of Royalla at the time.

Prior to building their woolshed at Royalla, the McDonalds drove their sheep to the Duntroon 'depot shed' on Woolshed Creek; the use of the larger sheds on the big properties by smaller landowners was common. In 1912 the Duntroon shed however, stopped being used following the resumption of Duntroon for the Federal Capital Territory (FCT). It is highly likely that knowledge of the forthcoming resumption of Duntroon into the FCT encouraged the second Archibald McDonald to build Royalla Woolshed. It is also probable that construction of the railway siding at Royalla in 1888 and the recovery in sheep numbers following the drought of 1894 to 1902 influenced the location and timing of construction of Royalla Woolshed. (Garratt 1991: 59; Hobbs 1993)

In her report Garratt (1991) notes, the woolshed was originally built as a six stand shed (six shearers) for hand shearing and that this was unusual as the technology for machine shearing existed and was being installed in other sheds around Canberra at this time. Research for the background of this assessment suggests that by 1907 the second Archibald McDonald was quite well off from his butchering business and of interest, Garratt notes that Archibald and his son Eric were both shearers. It is unclear therefore, why Archibald built Royalla Woolshed without machine shearing equipment from the onset. Whatever the reason, a machinery shed with steam engine was added in the 1920s. The addition removed from use two of the original six blade shearing stands making the shed a four stand shed. (Garratt 1991: 19, 34, 48)

Of interest Garratt (1991) records that pine planks from a first school in the area were used to construct the floor of the shearers' board (the 'board' being the area where the shearer works). Examination of the Hall Museum and Heritage Centre website, regarding Royalla School, establishes that a first school at Royalla closed in 1897; and that the owner of the land, Mr McDonald refused to allow its continued use on his property and '... would allow no one to touch any of the buildings' (Hall Museum and Heritage Centre 2019).

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The subsequent construction of a new school from galvanised iron seems to confirm that the materials from the original school were likely available for use in Royalla Woolshed. (Garratt 1991: 19; Hall Museum and Heritage Centre website, Royalla School, 2019)

Image 4 is a 1957 map of the County of Murray showing Portion 174, still with Booth's name on it. The map also shows 'Royalla PS' which is the Royalla Provisional School, just to the north of Portion 174. The Royalla Railway Station – presumably the siding – is additionally shown on the map, encompassed by Portion 174.

The only other information from the historical record about Royalla Woolshed is that in 1953, possibly coinciding with the wool boom due to the Korean war, the shed was extended with an additional bale store and holding pens. Interestingly, Garratt (1991) notes that at the time of her assessment, the woolshed was, in addition to shearing, being used to house the Royalla merino stud rams. (ACT Government 2019: 3; Garratt 1991: 19, ACT Government 2019)

Hobbs' History of Woolsheds and Pastoral Landscapes in the ACT

Hobbs' (1993) research provides some useful findings on ACT woolsheds and pastoral landscapes that can be used as reference points for consideration of Royalla Woolshed, as follows;

- Since declaration of the Federal Capital Territory pastoralism has declined and the rural landscape is being developed (Hobbs 1993: 1);
- The importance of pastoral landscapes in the ACT was recognised with the inclusion of Lanyon Homestead in a 'Special Rural Landscape' by the National Capital Development Commission in 1983 (Hobbs 1993: 1);
- Pastoralism had a profound effect on the land producing distinctive landscapes and communities in response to 19th century conditions (Hobbs 1993: 7);
- Early woolsheds were usually simple bush timber structures with low floors, shingle roofs and split slab walls; each geographical area was to develop structures in response to local conditions and materials. (Hobbs 1993: 10)
- Correlation of woolshed distribution and frequency is a function of geographical location, time of settlement and system of tenure (Hobbs 1993: 17);
- [Following establishment of the FCT] ... East of the Murrumbidgee River the rural landscape was subject to sub-division and ten-year leases. This meant that it was not economical for people to invest in major improvements, such as woolsheds, with relatively small blocks with relatively short leases; it was not until the introduction of 25-year rural leases in the 1930s, or the 1950s when expansion to two or more blocks was possible, that landholders tended to invest in such facilities. The larger pre-1911 woolsheds have slowly been disappearing as what was previously the best grazing land became favourable for city expansion with the surviving examples located in the periphery of the ACT, such as Kowen. Later woolsheds are usually associated with expansion of properties or the loss of access to facilities requiring smaller landholders to become more independent. (Hobbs 1993a: 18-19)
- Pastoral settlement of the area that was to become the ACT was dependant firstly on accessibility, and then on the availability of water and grazing land. This has been a process in which choice of site has determined both initial and later land use patterns and circulation, the nature and relationship of buildings and the type of vegetation surrounding the site. (Hobbs 1993: 20);
- The expansion of properties and introduction of mechanised shearing resulted in the modification of earlier sheds, creating complex structures by accretion (Hobbs 1993: 26);
- Three broad, overlapping phases in the development of woolsheds can be identified. Firstly, blade woolsheds without raised floors; secondly, blade woolsheds with raised floors; and thirdly purpose built machine woolsheds with raised floors. (Hobbs 1993: 26)

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- The woolsheds in phases 2 and 3 are further classified into three regional groups based on geography and date of construction, as follows;
 - Regional Group 1 – Nass Valley and surroundings were developed as freehold title by pioneering families before and after 1910 and today form a coherent regional group. The traditions of construction found at Kowen and Royalla were to appear in the new sheds in this southern part of the ACT due to continuing pastoral activity and long family involvement. The simple rectangular form of Royalla and Naas woolsheds was repeated from the 1920s to the 1950s. The sheds are characterised by bush carpentry, use of untrimmed bush poles and an external skin of recycled galvanised iron.
 - Regional Group 2 – A second regional group lies east of the Murrumbidgee and consists of two categories of woolshed built on leasehold land since 1911. The date of 1930 delineates the two categories, pre 1930 the sheds were built of recycled materials, post 1930 they were required to meet more stringent construction requirements.
 - Regional Group 3 – Kowen, Goorooa and Royalla comprise the third regional group where the woolshed was built on freehold land in NSW before 1910. They continued the construction with local materials. Royalla was clad with sawn weatherboards on the gables and galvanised iron on other surfaces. Kowen was originally constructed with vertical slabs, but has since been clad with galvanised iron in places during extension and alteration. Both are now equipped with mechanical shearing. Goorooa was originally clad with timber but has since been covered with galvanised iron. (Hobbs 1993: 26, 27)
- Woolsheds in the ACT were constructed in four periods as follows; Period 1 is 1825 – 35, Period 2 is 1890 – 1910, Period 3 is 1917 – 1959 and period 4 is 1960 – 1992 (Hobbs 1993: 26)
- [In the ACT a 'typical' woolshed] is a single storey bush pole building clad in corrugated iron, sitting on timber stump foundations that raise the floor level. It has extensions to accommodate new technology or processes, with newer sections often built with sawn timbers and more modern building techniques, e.g. balloon frames. It has a footprint of ~250m² (~3,000ft²), has 3-4 adjoining stands in a row, areas for pressing, baling, storage and sweating areas; with the areas designated for sheep having battened floors and boarded floors for the areas of human activity. The holding pens service two stands each and each stand has an external chute into the counting pens. There is a Lister power shaft running above the stands (which may have been a later addition requiring the ceiling to be raised) run out of an engine in a separate room or by a later electric motor and there is a Koerstz Selectors manual wool press (often replaced by a later hydraulic press). The roofing is a simple pitched design with lean-tos and other additions surrounding it. Corrugated iron has usually replaced slab walls and is ubiquitous as a roofing material. The simple geometry of the sections are usually in an elongate form aligned with terrain contours. There are recycled windows near the stands to provide natural light for the shearers which are supplemented by later electric lights overhead. The external yards of a typical woolshed have been rebuilt many times over, but still retain the essential relationships between functional areas, such as dips and water access. (Hobbs 1993: 27)
- At a cultural level Taylor has suggested that there is considerable evidence in Australian literature and art for the recognition of a pastoral ideal relating to a distinct sense of place linking the humanised pastoral landscapes that evolved and were recorded, with the Australian identity or national psyche (Hobbs 1993: 30)
- Woolsheds and their settings are historically important links with the wool industry and the growth of pastoralism in Australia. Although in use for only a few weeks of each year, they have been major contributors to the economic base of Australia since the early 19th century. (Hobbs 1993: 32)

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- In their location and form the woolsheds of the ACT illustrate the impact of improvements in sheep breeding and pastoral techniques and 19th century industrial developments in manufacturing and mechanisation on patterns of settlement and land tenure, modified by the impact of Federation. Today these pastoral landscapes have social, historic, aesthetic and cultural values. They are inseparable from local history, their simplicity, visual strength and directness emphasising the value of vernacular forms and the continuity of rural traditions. Today, as discrete landscapes, unvisited and unknown by most Canberrans, they play a key role in maintaining those landscapes which have become synonymous with the notion of 'Canberra' and are an extension of the 19th Century pastoral idyll. (Hobbs 1993: 32 -33)

Woolsheds in the ACT

From research by Hobbs (1993) and an examination of the ACT Heritage Register, the following information is evident of Royalla Woolshed;

- Built in 1907 Royalla Woolshed was the 11th woolshed constructed in the ACT, of the smaller woolsheds it was the 8th constructed;
- It was built prior to announcement of the Federal Capital Territory in 1911, but likely in anticipation that the large Duntroon Woolshed would become unavailable;
- There remain at least 48 extant woolsheds in the ACT. Of these, fourteen are included in the ACT Heritage Register either in their own right or as part of a precinct;
- According to Hobbs (1993) Royalla Woolshed is a period 2, phase 2 woolshed. Of which, according to Hobbs (1993) there are only three in the ACT – Naas, Horse Park and Royalla.

DESCRIPTION

Physical Description Royalla Woolshed

This physical description of Royalla Woolshed is taken in from the 1996 National Trust (ACT) nomination drafted by Dr Peter Dowling;

'Royalla Woolshed was constructed in two stages. The first stage in 1907 was a simple rectangular form with nave and aisles. In 1953 repairs and extensions were made which included an extension of the bale store to the east and more covered holding pens. Material from another dismantled shed was used.

The woolshed was constructed as a six-stand shed for blade shearing at a time when larger sheds were converting to Wolseley machines. It is a good example of the blending of bush carpentry in the frame-work with industrial manufactured corrugated, galvanised iron [more than likely, this is steel, not iron] cladding forming the exterior. The structure features heavy scribbly gum timber posts supporting the central section of the shed, flanked by simple lean-to aisles. The scribbly gum posts were cut from trees on the slopes of Mt. Campbell and hauled down to the woolshed site. The internal frame work is of local bush timbers and remains exposed. Raised 1-1.5 metres from the ground, the floor bearers are housed directly into the posts; the timber structure is continuous from ridge to ground. The floors are a mixture of hardwood and pine. According to the present owner, Mr W. McDonald, the original floor boards were second-hand, coming from a dismantled school-house nearby.

Galvanised iron [or steel] cladding covers the building (walls & roof) with the exception of the [northern and southern walls and gable ends] ... which are covered with a rough sawn hardwood boarding. Hardwood boards were used more extensively in the original construction being progressively replaced with galvanised iron [or steel] cladding. The existing board cladding is an integral part of the shed and an important

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connection with the original construction. The roof is double pitched with the steeper pitch longitudinally along the centre line.

In 1953 the bale store was extended to the east. Machine-sawn timber was used for the frame-work and galvanised iron [or steel] was continued for the external cladding. At the same time ... new ... aluminum-framed windows [were installed] along the length of the shearing board. The aluminum contrasts with the beaded sash windows of the original 1907 construction. More recently, the original flooring of the shearing stand was replaced with new pine planks. Most of the original floor boards were salvaged and fixed to the frame-work to act as a backing wall for the shearing stand. A ceiling of manufactured board has been fixed to the roofing frame-work above the shearing stand to protect the sheep (and the shearers) from condensation.

Internally the shed consists of a drafting race leading into five holding bays and three catching bays separated by a second race. The internal bays are constructed of eucalypt posts and rails with roughly cut mortice and tenon joints. The floors are of spaced timber planking. Access for sheep to the holding pens is on the uphill side taking advantage of the natural levels of the land. The catching areas lead out onto a four-stand shearing floor. The original wool storage and classing bins are particularly tall and are constructed of locally obtained round saplings. A bale storing area leads off from the wool sorting and press area. Leading off from the shearing floor are four tally pens to hold sheep after being shorn. The subfloor area serves as a sheltered area for the sheep.

A motor room is next to the outer tally pen. ... Classing bins constructed of corrugated [steel] over a steel frame are now used together with the original wooden bins.

The holding paddocks to the north and south of the woolshed are a combination of post and rail, wood, steel, and post and mesh. They date from the 1950s and 1960s to recent. The original holding paddock fences adjacent to the shed, were constructed in the 'dog-leg' style. The existing post and rail constructions are good examples of their type.

In general, the composition of the landscape remains intact, with the exception of some earlier structures and fences replaced during the normal functioning of a rural property and the lives of those structures.

Despite the construction of the Queanbeyan to Cooma Railway (1887) and the Monaro Highway, both of which cut through the Royalla Station near to the woolshed, there remains a strong visual relationship between the woolshed and the original rural landscape. This is particularly evident when viewing the woolshed from the highway to the east. The gently rising ridgeline to the west of the woolshed forms a backdrop of cleared rural grazing paddocks interspersed with endemic eucalypt species. The rural setting of the woolshed is further enhanced by its continued use as a functioning woolshed.

Royalla Woolshed is a particularly good example of the smaller type of hand shearing sheds constructed on properties in the Canberra and Monaro regions around the turn of the century. During the late 1980s and early 1990s the shed was in a state of disrepair but sympathetic repairs have been made and the integrity of the shed is good. Much of the original fabric is intact, or has been retained, even though the shed has largely remained in operation since its construction. An example of this is the incorporation of the original hardwood [or pine] floor boards of the shearing stand into a wall feature after they were replaced by new pine flooring. The hardwood board cladding on the northern, gabled end of the shed is beginning to deteriorate and will need to be replaced in the near future'. (National Trust of Australia ACT 1996: 3 & 4)

Please see image 5 which is a plan drawing by Garratt (1991) of Royalla Woolshed. Image 6 is a sketch from Hobbs (1993) of the layout of Royalla Woolshed in relation to the original Royalla station buildings, the Monaro Highway and railway line and the topography of the valley in which it is located.

PHYSICAL CONDITION INTEGRITY AND INTACTNESS

A site visit on 6 June 2019 with one of the current owners enabled access into Royalla Woolshed. Based on the site visit, what is of most note regarding Royalla Woolshed is the contrast between the 'making do' appearance of the building exterior, especially the front, and the apparent intactness of the impressive interior. Of particular note are the following features mentioned in the 1996 nomination;

- 'The structure features heavy scribbly gum timber posts supporting the central section of the shed'
- 'The internal framework is of local bush timbers and remains exposed'
- 'Raised 1 – 1.5 meters from the ground, the floor bearers are housed directly into the posts; the timber structure is continuous from ridge to ground'
- 'The internal bays are constructed of eucalypt posts and rails with roughly cut mortice and tenon joints'
- 'The original wool storage and classing bins are particularly tall and are constructed of locally obtained round sapplings'

As noted by Dr Peter Dowling, the timber used for the framing construction and many of the other timber elements within the shed – aside mostly from roof battens and flooring – is bush timber harvested from nearby Mount Campbell. Within the shed, the catching pens, wool bins and roof framing are all constructed from various sized bush timbers. Underneath the building, the overnighting pens for the sheep are also made from horizontal bush poles. The bush timber used for framing are large tree trunks and these are visible at the outside gables, inside the woolshed and underneath the building. The effect of the bush timbers is impressive as in the interior they are very beautiful and golden in colour and on the outside greyed from the effects of weather.

In addition to the extensive and varied use of bush timber, Royalla Woolshed retains additional detailing adding to its character and feeling of originality. Some of this is in keeping with the 'making do approach' and some of it adds to the overall rustic charm of the building.

In keeping with the making do approach a car exhaust extends from the roof of the machinery shed to manage fumes from the engine shed. On the southern side of the shed, the ramp into the building is inset with stonework enabling the sheep to grip the ramp on their way into the shed. Red brick paving has also been laid down in the yard leading to this ramp. On the northern side of the building, the sheep ramp into the building can be raised and lowered. Its counterweights are sections of railway line.

As documented by Dr Peter Dowling (1996), the gable ends of the woolshed are notable. The large bush timber logs used as uprights are visible and the cladding is beautifully weathered and silvered timber weatherboard. Also of note, is the presence of shearing machinery used by the McDonalds when Royalla was an operable shearing shed.

There are two notable intrusive elements. On the northern side of the building, within the boundary, as defined here is a relatively new metal shed. Within the building, the bale store and part of the adjacent shed has been enclosed for storage. While intrusive, this enclosed area has been installed without impact on the original building fabric.

It has been noted previously that elements of the building are in need of repair. This is certainly the case and the owners are cognisant of the current maintenance and repair needs of the building. During the site visit the need for re-stumping was noted, as was the replacement of one of the internal roof beams which is currently held in place with upright props. Replacement guttering along the entire rear of the building is also needed and some of the weather boards at the gable ends are starting to deteriorate. In addition to notable maintenance needs there is likely much other detailed and sympathetic building work required across the building to stabilise it and ensure its longevity. On the whole however, while the building needs maintenance, repair and care, it is intact and relatively weather tight.

BACKGROUND INFORMATION – ROYALLA WOOLSHED – PUBLIC INFORMATION

Of the yards and fences around the woolshed Dr Peter Dowling (1996) noted; 'The holding paddocks to the north and south of the woolshed are a combination of post and rail, wood, steel, and post and mesh. They date from the 1950s and 1960s to recent. The original holding paddock fences adjacent to the shed, were constructed in the 'dog-leg' style. The existing post and rail constructions are good examples of their type'. During the site visit it was difficult to fully assess the yards and pens, particularly at the front of the building, they are concealed with long grasses and equipment. However, the holding yards within the boundary as identified here should, unless other evidence comes to light, be considered part of the fabric of the complex and maintained, cared for and revealed as such. The tally pens especially, at the front of the woolshed, do appear intact and should be retained. In short, any yards or pens connected with use of the woolshed for shearing should be retained. Images 9 to 32 show the features of Royalla Woolshed as discussed here.

Image 1



IMAGES

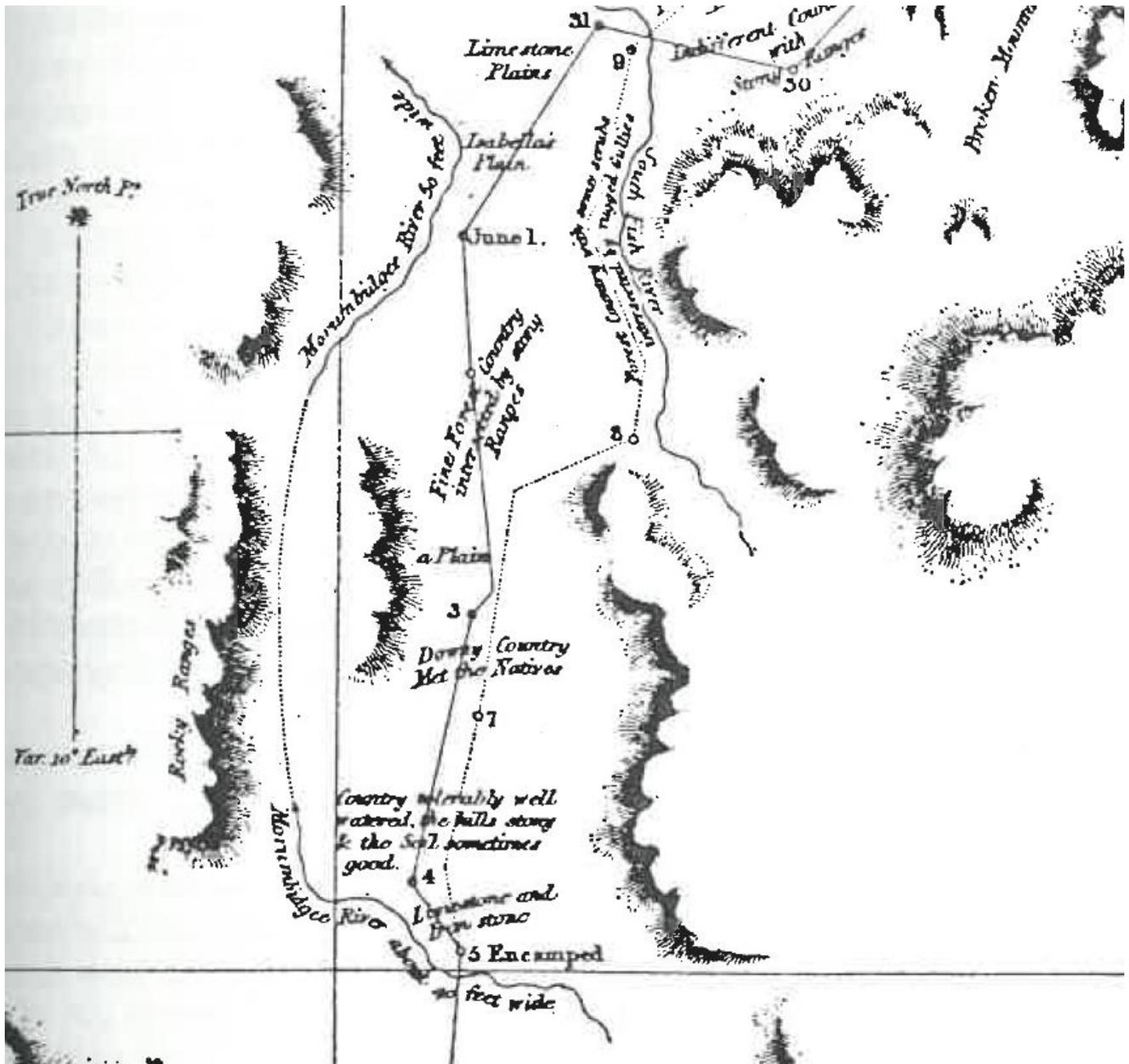


Image 2: Captain Mark Currie's map published 1823. Image taken from Moore (1981).

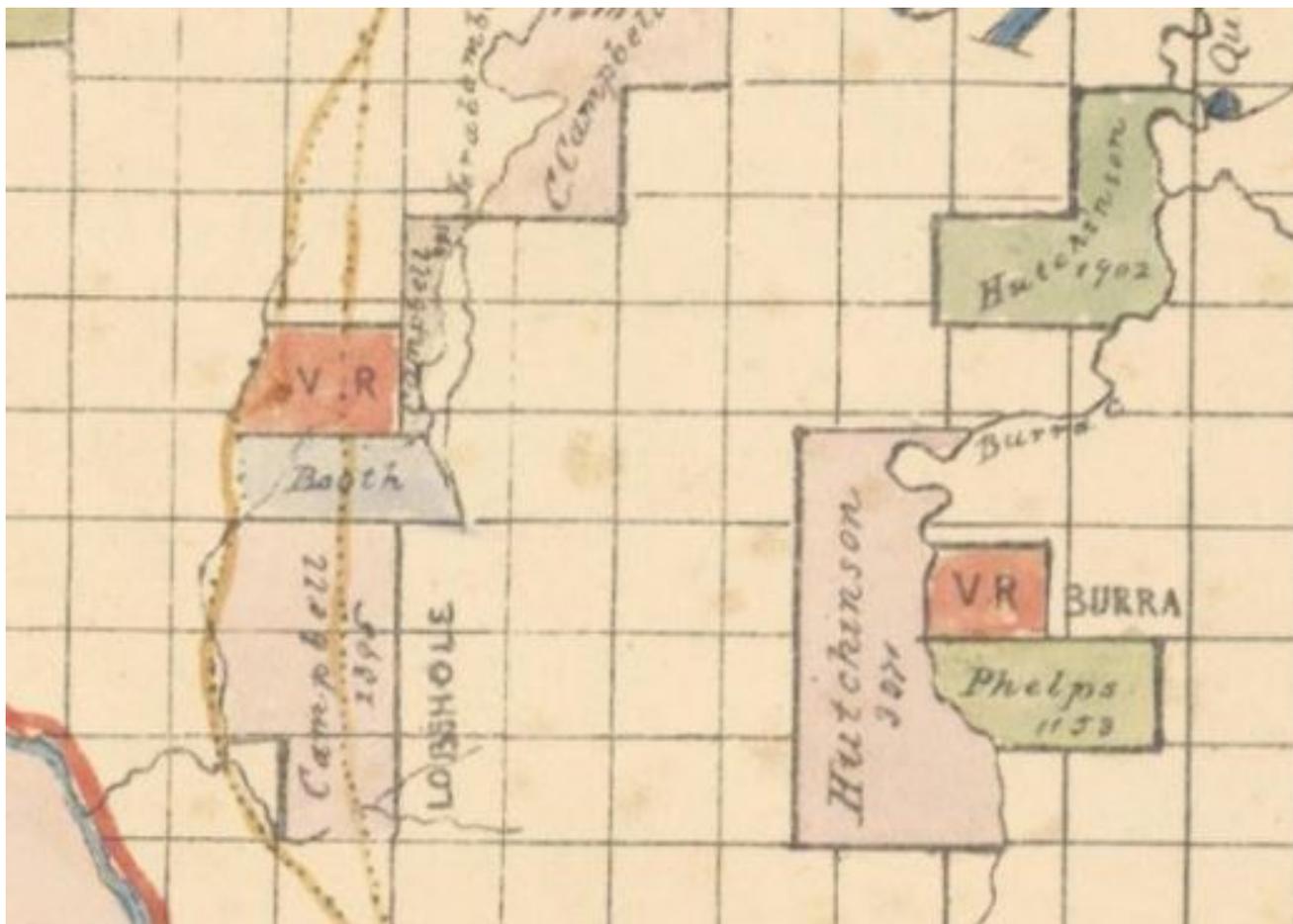


Image 3: Map of the County of Murray 1844 from Bakers Australia Country Atlas. Image from Gillespie (1981). Note the image shows the two roads between Queanbeyan to the Monaro which are referred to in this assessment.

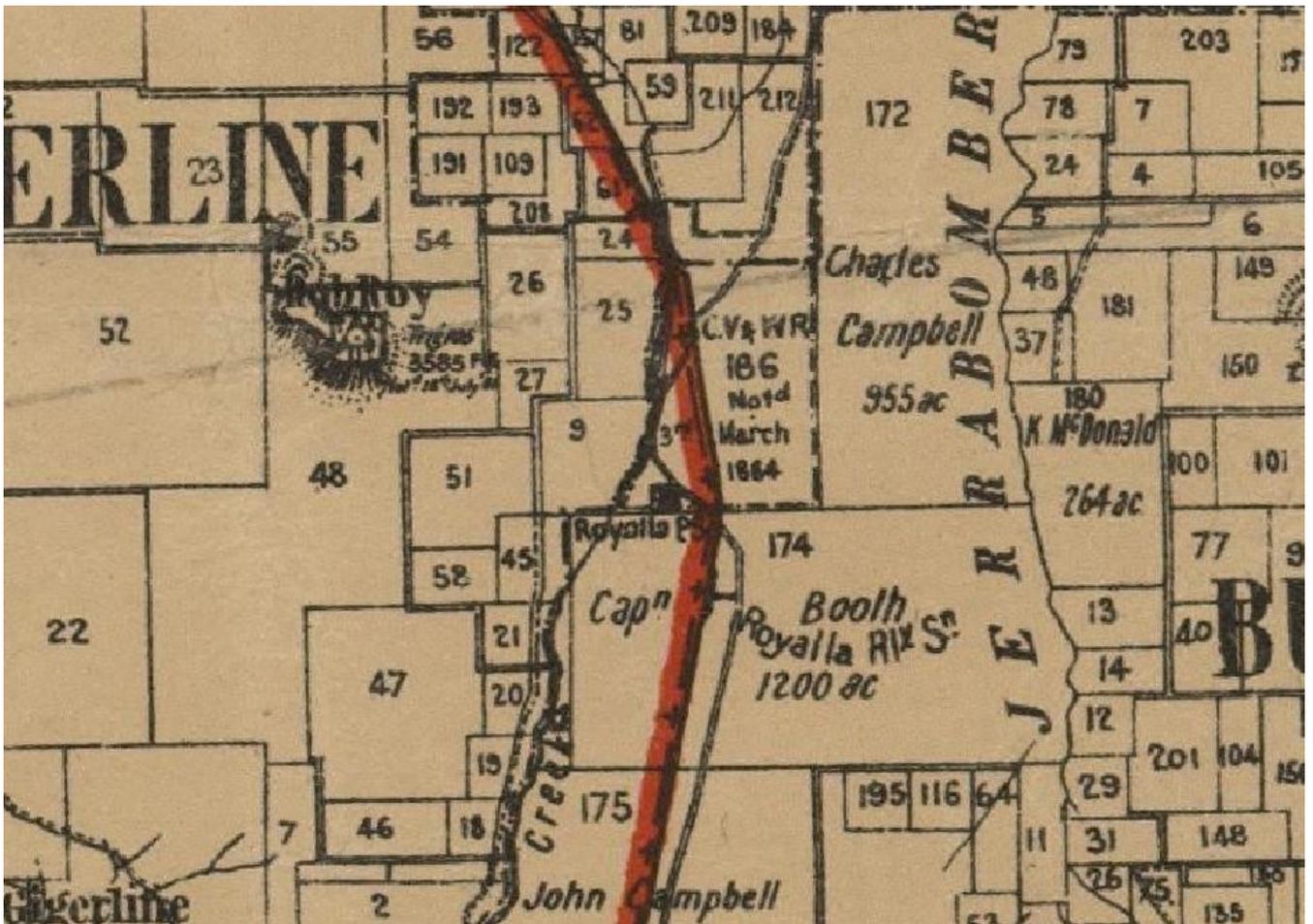


Image 4: Map of the County of Murray dated 1957. The map shows the land initially by Captain Booth as such in the middle of the image. It also shows 'Royalla PS' which is Royalla Provisional School, from where some of the timbers used in the woolshed were sourced.

BACKGROUND INFORMATION – ROYALLA WOOLSHED – PUBLIC INFORMATION

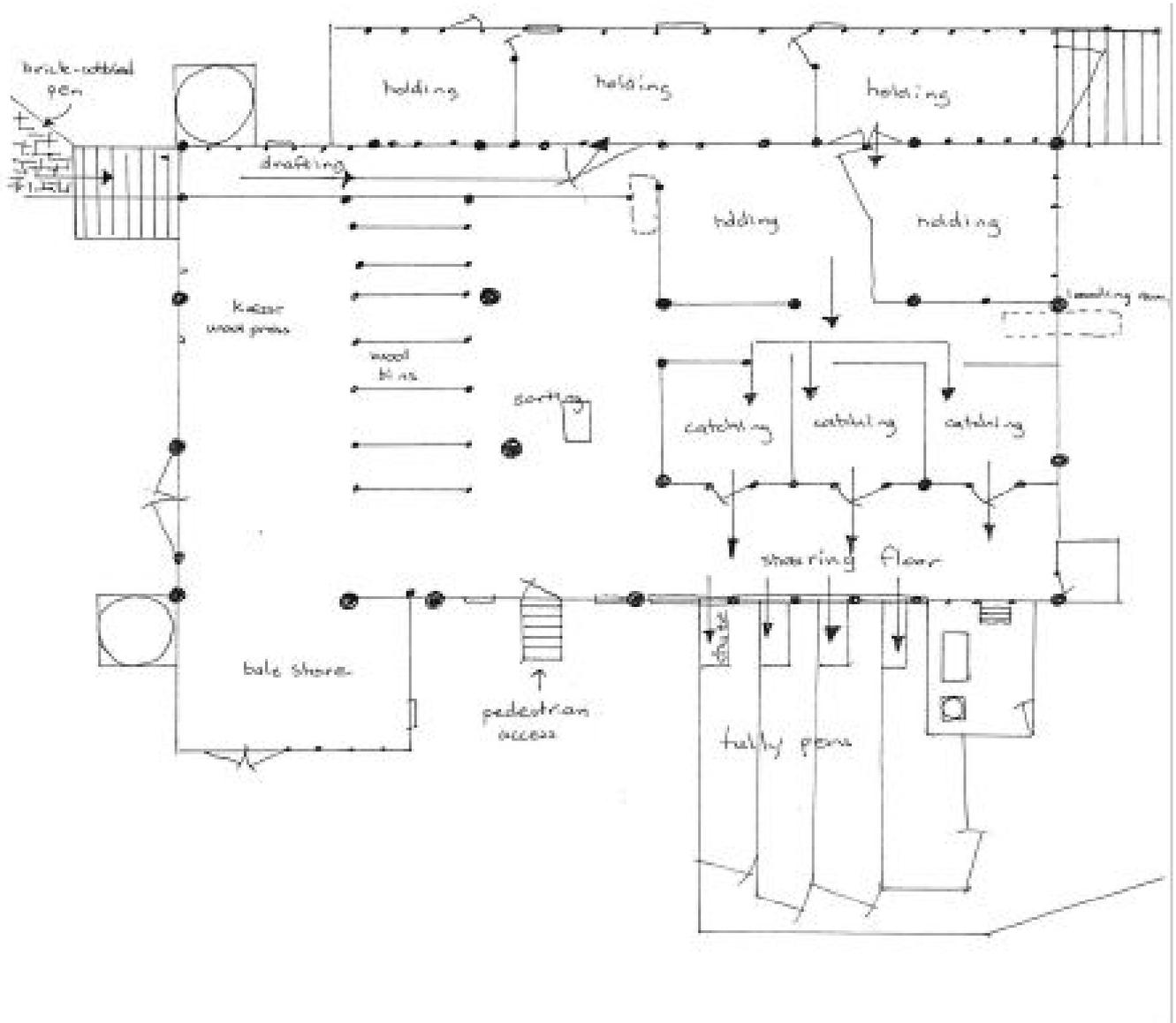


Image 5: Plan drawing of Royalla Woolshed from Garratt (1991).

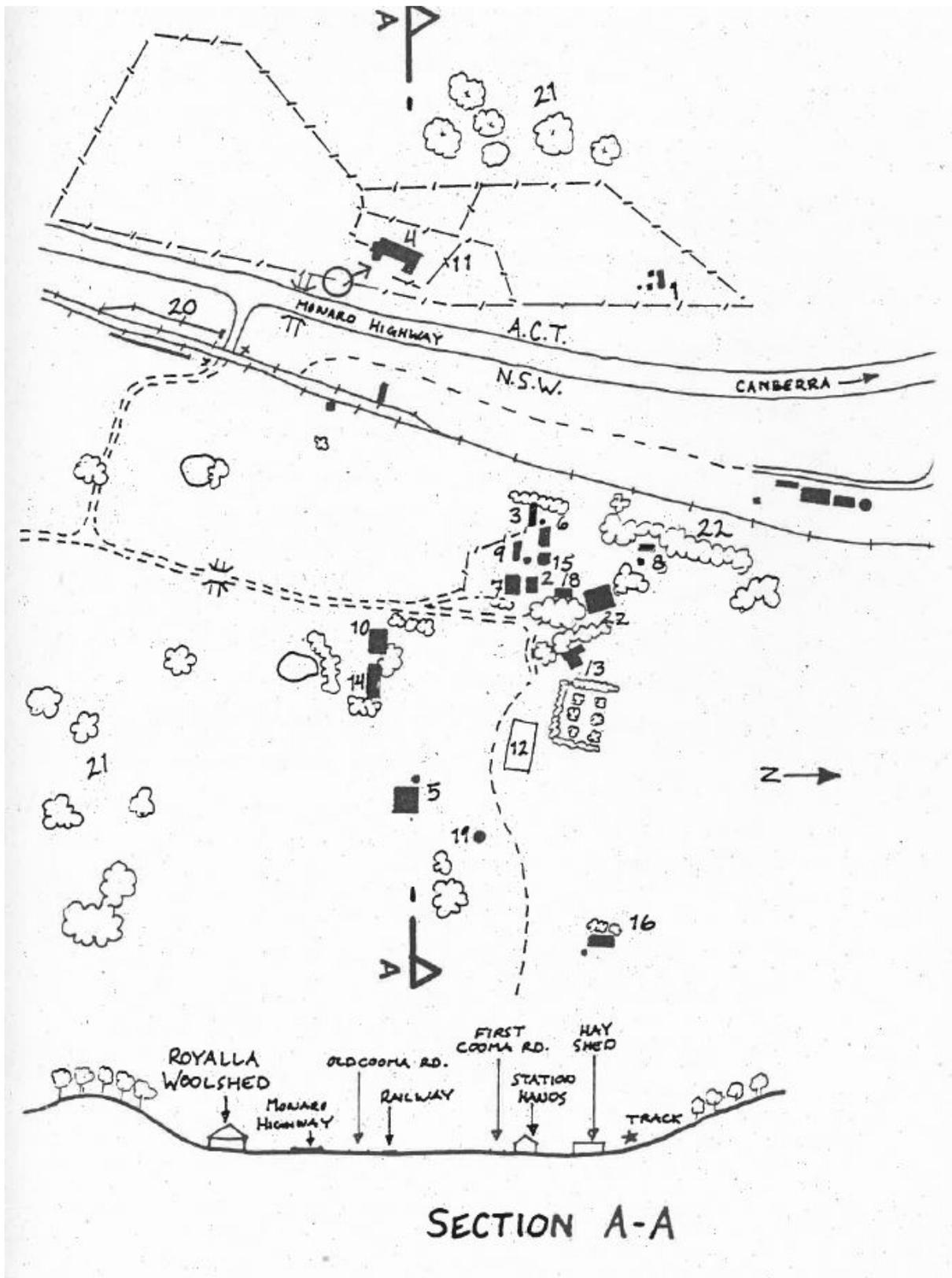


Image 6: Sketch of Royalla Woolshed (building 4) from Hobbs (1993) in relation to other Royalla station infrastructure on opposite side of the Monaro Highway. Many of the buildings from the original Royalla Station appear to remain absorbed into the Royalla Station housing estate.

BACKGROUND INFORMATION – ROYALLA WOOLSHED – PUBLIC INFORMATION



Image 7: Air photo of Royalla Woolshed in its setting. The Monaro Highway and rail line are visible in the right of the image.



Image 8: Google Maps Streetview image of Royalla Woolshed as it appears from the Monaro Highway.



Image 9: Shows the rear of Royalla Woolshed looking towards the Monaro Highway.



Image 10: Shows the frontage of Royalla Woolshed. Note the car exhaust extending from the machinery shed roof. The tally pens are located on the far side of the machinery shed.



Image 11: looking towards the south. The dilapidated building in the foreground is the original toilet for the shearing shed. The tree and the toilet site are included within the boundary as defined here. The intrusive shed is visible, it is located with the boundary.



Image 12: The northern gable wall of Royalla Woolshed.



Image 13: Window detail of the northern gable wall.



Image 14: Door detail of the northern gable wall.



Image 15: The southern gable wall.

BACKGROUND INFORMATION – ROYALLA WOOLSHED – PUBLIC INFORMATION



Image 16: The southern gable wall, showing holding yards and sheep access into the building via the ramp shown below.



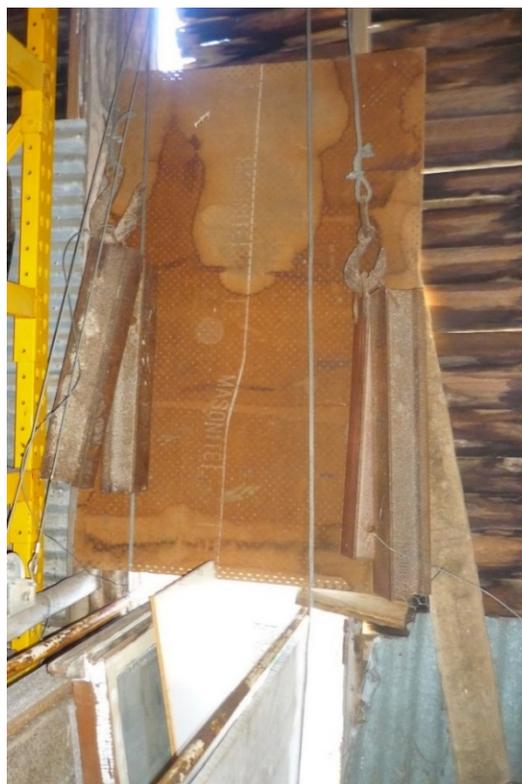
Images 17 and 18: Detail of the yard leading into the southern end of the shed. Shows stones inset into the ramp for the sheep to grip. This same yard is paved with red bricks, possibly this is a boggy area.

BACKGROUND INFORMATION – ROYALLA WOOLSHED – PUBLIC INFORMATION

Image 19 declared restricted by the ACT Heritage Council under section 54 of the *Heritage Act 2004*

Image 20 declared restricted by the ACT Heritage Council under section 54 of the *Heritage Act 2004*

Image 21 declared restricted by the ACT Heritage Council under section 54 of the *Heritage Act 2004*



Images 19 – 21: Declared restricted by the ACT Heritage Council under section 54 of the *Heritage Act 2004*. Image 22 shows the counter weights for the sheep ramp on the northern gable end of the woolshed.



Image 23: Shows the bush poles of the tall wool sorting bins.

BACKGROUND INFORMATION – ROYALLA WOOLSHED – PUBLIC INFORMATION

Image 24 Declared restricted by the ACT Heritage Council under section 54 of the *Heritage Act 2004*



Images 25 – 27: Shows bush pole framing and top of tall wool sorting bins. Shows large framing timber and large timber and bush pole pens under the building.

BACKGROUND INFORMATION – ROYALLA WOOLSHED – PUBLIC INFORMATION



Image 28 and 29: The front of the woolshed. The bottom image shows the chutes from the shearing board to the tally pens. Can also see the car exhaust from the machinery shed roof.

BACKGROUND INFORMATION – ROYALLA WOOLSHED – PUBLIC INFORMATION



Images 30 – 32: Details of yards and gate.

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