



Wickepin **Walk Trails Master Plan**

for the Shire of Wickepin

2014



Project design and documentation by:



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1.1 About This Report

This Walk Trails Master Plan has been prepared to assist the Shire of Wickepin (the Shire) enhance its existing trails' network in the three towns of Wickepin, Yealering and Harrismith.

Located approximately 210 kilometres south-east of Perth, the Shire of Wickepin was formed in 1909 as a service centre for broadacre grain and sheep farming in the area. The Shire contains a number of places of cultural heritage significance, unique lakes, and is well known for its display of spring wildflowers. These unique assets form the heart of the three existing walking trails. However, the supporting infrastructure of the trails needs to be rejuvenated and supplemented in places to:

- improve legibility and enhance accessibility of the trails
- provide better linkages between key attractors and facilities
- enhance the amenity and experience of the trail
- increase usage of the trails by locals and visitors alike
- elicit curiosity and raise awareness of the history and natural beauty of the towns

This Plan has been partially funded by Lottery West and presents a comprehensive, long-range vision and implementation strategy for the evolution and enhancement of the trail network in Wickepin - the primary focus of the project.

Firstly the Plan identifies the opportunities and constraints arising from a recent site reconnaissance and an understanding of the place's history. From this a set of design and interpretation principles have been developed, which have been used to underpin and guide the detailed works and trail improvement strategies. Broader strategies for the Yealering and Harrismith trails are the secondary focus of this project and have been prepared/presented under separate cover.

1.2 Background

In 1998, the Shire commissioned a Townscape and Cultural Plan (1999), which set out strategies to improve its main streets and cultural identity. This report by Michael Tooby and Associates also included a Trails Plan Report for the towns of Wickepin and Yealering.

Many of the recommendations of the above Trails Plan Report have been carried out in Wickepin and Yealering, however there has been some divergence from what was originally proposed, and some of the trail infrastructure remains incomplete. An analysis of the existing trails is presented further in this report.

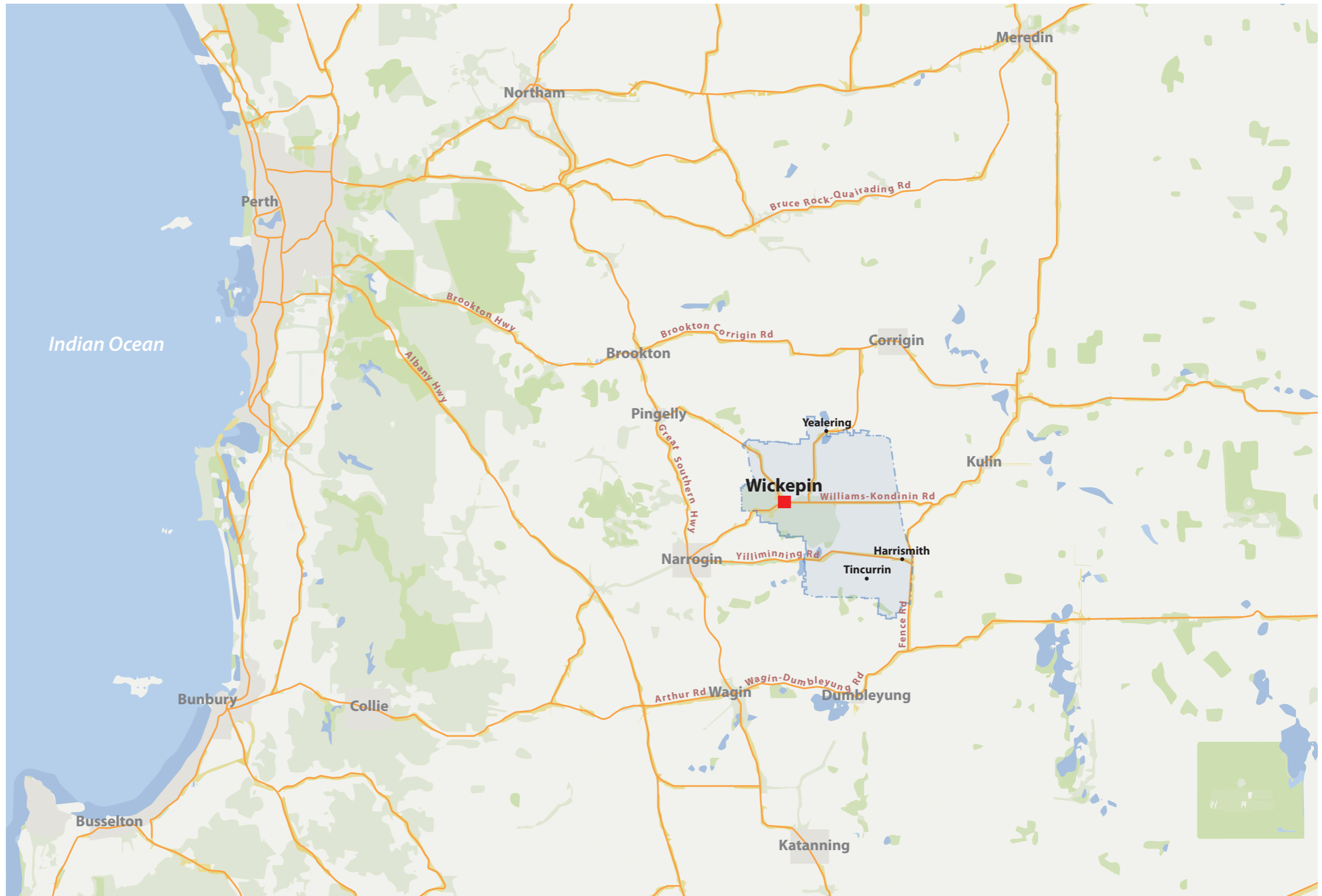
Since the preparation of the 1999 Plan a Wildflower Walk Trail around the Harrismith Township and the Airstrip has been carefully developed by local residents with support of the Shire.

In 2013, the Shire applied for and was successful in obtaining grant funding from Lotterywest for the development of this Trails Master Plan.

2.1 Regional Context

The Shire of Wickepin is a local government area in the Wheatbelt region of Western Australia, which is approximately 220 kilometres southeast of Perth. The Shire covers an area of 198,900 hectares and includes the towns of Wickepin, Yealering, Harrismith and Tincurrin with a combined population of approximately 720 people.

The Shire is located approximately 38 kilometres north-east of Narrogin, which is a commercial administrative hub of the Central South and a convenient stopover for travellers on the Great Southern Highway between Perth and Albany. Other major centres such as Pingelly, Cuballing and Lake Grace also surround the Shire. The Shire is a smaller centre, mainly providing support services for the agricultural industry in their surrounding area.

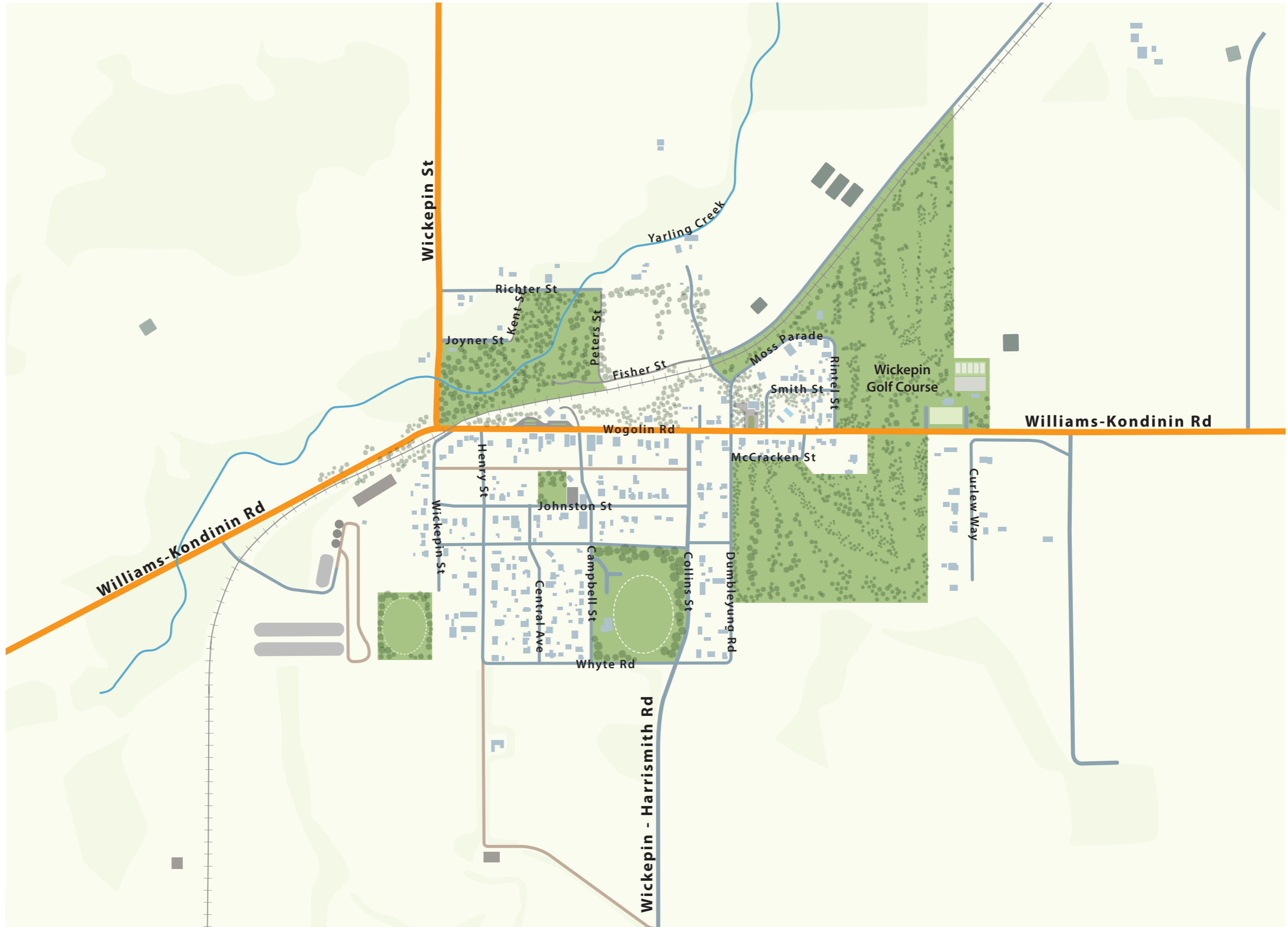


Regional Context

2.2 Local Context

The town of Wickepin is the focus of this Plan. The town is largely concentrated south of the railway line. A general store, Post Office, Community Resource Centre and library, hotel and newsagency are located along the main street - Wogolin Road.

Radiating from the town centre there are residential properties. The town also boasts impressive sporting and recreational facilities including grassed football, hockey and cricket ovals, a 25 metre swimming pool and indoor netball, basketball, badminton and volleyball courts.



Local Context

2.3 Existing Town Places

The town has an array of existing places that have appeal for residents and/or visitors. The majority of these community places are located along Wogolin Road with a clustering towards the centre of the town around the intersection of Campbell and Wogolin Streets.

From a short-term visitor's point of view, some places (such as the Golf Course, the Bowls Club and perhaps the Pool and Oval) are located outside of a realistic easy stroll from the central vehicle arrival area or the caravan park. This is not necessarily a bad thing, as it limits the area of consideration for special treatment.



Albert Facey House



Road Board Hall



Station Building



Wickepin Hotel

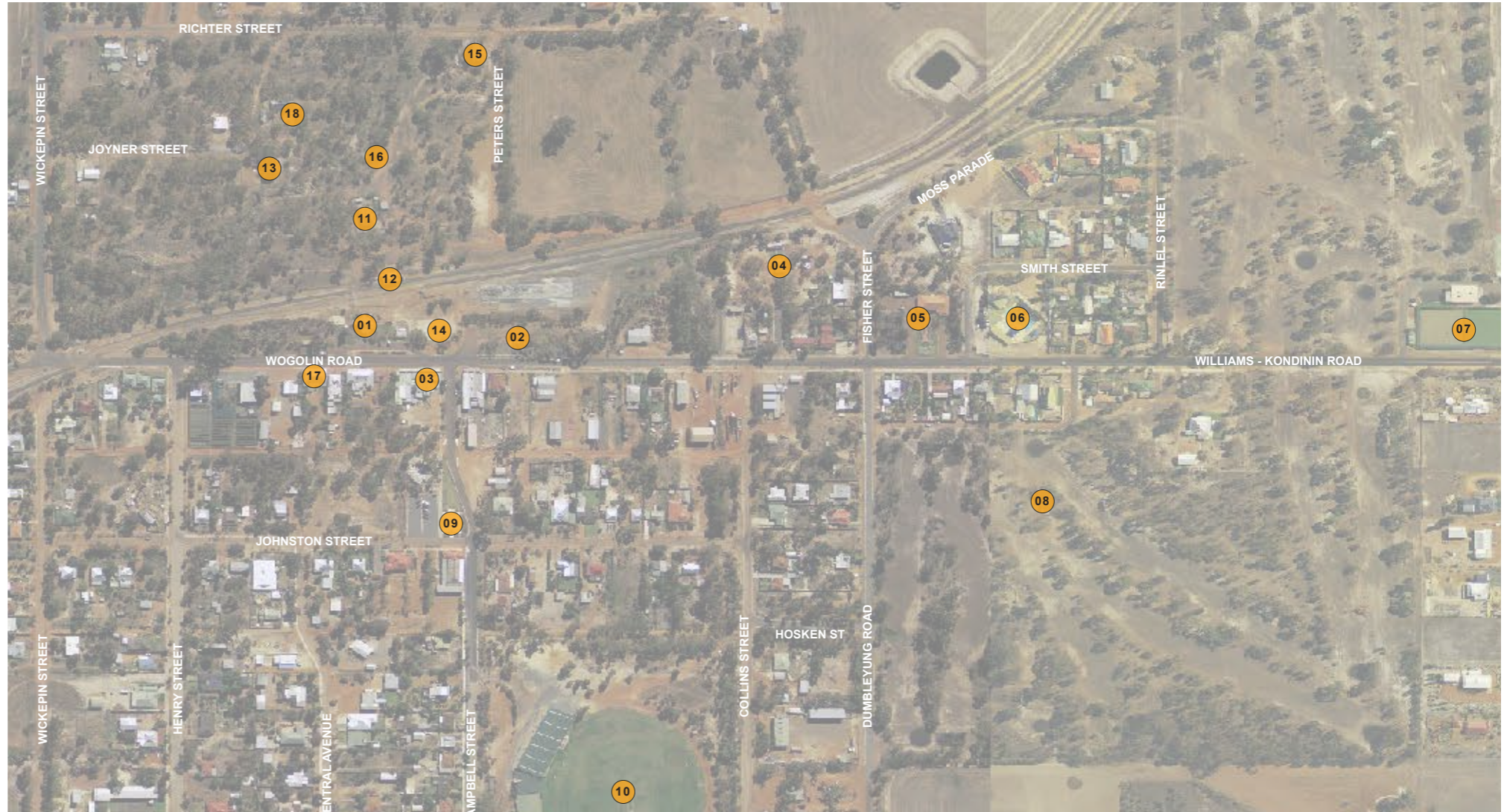


Diagram of Existing Town Places

LEGEND

- 01** Albert Facey House
- 02** Visitor Arrival Area
- 03** Pub
- 04** Caravan Park
- 05** Shire Offices
- 06** Aquatic Centre
- 07** Bowls Club
- 08** Golf Course
- 09** Road Board Hall
- 10** Oval
- 11** Station Master's House (former)
- 12** Station Building
- 13** Roads Board Office & Hall (former)
- 14** Skate Park
- 15** Police Station (former)
- 16** Yarling Creek
- 17** Wickepin Community Resource Centre
- 18** Mens' Shed



Skate Park



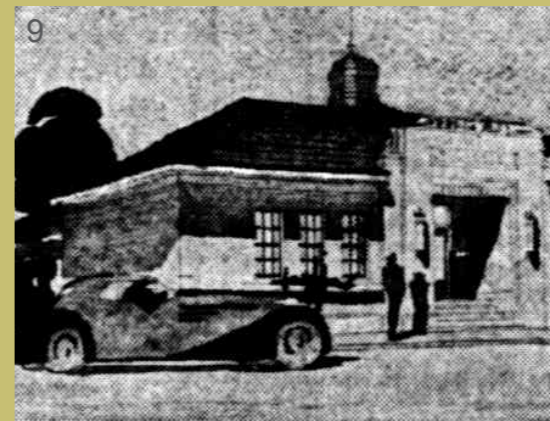
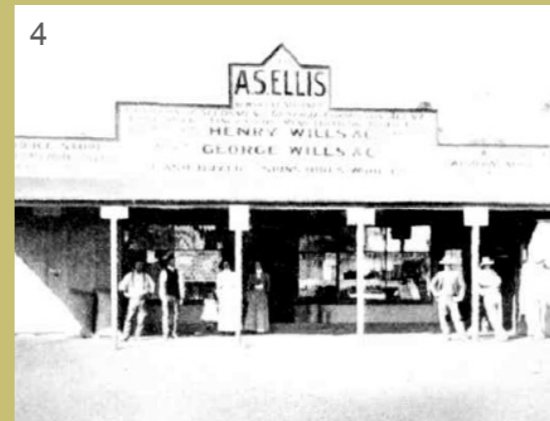
Post Office



Bank Building



Mens Shed



1) Sandalwood Cutters House, Western Mail 9 December 1911. 2) Roads Board Hall 1921, Shire of Wickepin. 3) ANZ Bank (fmr), Shire of Wickepin. 4) Shop at Wickepin, Western Mail 23 April 1910. 5) Shop at Wickepin, Shire of Wickepin. 6) Railway at Wickepin, Western Mail 4 October 1912. 7) Wheat at Wickepin, Western Mail 23 April 1910. 8) Shops at Wickepin, Western Mail 23 April 1910. 9) Roads Board Hall extension, The West Australian 30 July 1938. 10) Wickepin Hotel, Shire of Wickepin

2.5 Existing Trail Condition

The existing walking trail in Wickepin is largely located on the northern side of the town and is loosely defined as the area between Wogolin Road, Wickepin Street, Richter Street and Peters Street.

The walking trail connects a number of historic buildings, known as the 'Wickepin Group,' and landscape elements.

The precinct is lightly timbered with a mix of native trees and low shrubs. The Yarling Creek runs through the precinct. The creek has three bridged crossing points, even though it is dry in summer.

The southern side of town includes many items of interest (including the Roads Board Office) and the main shopping strip. It is understood that there is a desire to create stronger linkages from the trail to the southern side of town.

LEGEND

- 01** Albert Facey House
- 02** Toilet Block
- 03** Railway Traffic Office (former)
- 04** Roads Board Office & Hall (former)
- 05** Men's Shed
- 06** Police Station (former)
- 07** Former Railway Spur
- 08** Vehicle Arrival Signage
- 09** Station Master's Residence (former)
- 10** Palm Tree
- 11** Yarling Well
- 12** Childrens Playground

LEGEND



-  Existing Building
-  Existing Tree Canopy
-  Existing Gravel Footpath
-  Existing Bitumen Footpath
-  Existing Bridge
-  Existing Fence
-  Existing Creekline
-  Existing Bench
-  Heritage Building / Main Attraction
-  Areas with Limited Visual Connection between Places of Interest.



Diagram of Existing Heritage Precinct Trail Conditions

Existing Trail Condition (Con'd)

Identified Issues & Opportunities

Missing Links

There are three identified gaps between the existing paths. Although the areas between them are trafficable, the location of the next section of path is at times unclear and may discourage people to venture onwards.

- These areas could benefit from visual cues such as directional signage or improved path definition.

Daunting or Uninspiring Journeys

There are sections of the path where the next destination cannot be seen and the desire to continue the journey may wain.

- In open sections of the path, the journey would benefit from the addition of some elements of visual interest.
- In enclosed sections of the path, the journey may benefit from some selective cow-pruning or clearing of existing vegetation to improve viewlines.

Blurred Residential Interface

There are several areas where residential properties may be influenced by the impacts of the heritage trail, or indeed the trail experience.

There are some areas where the boundary between public and private domain is unclear.

- Some areas may benefit from screening or enhancements to improve the definition between the public and private domain.

Faded and Inconspicuous Signage

Many of the existing signs are badly weather affected and, in some cases, are faded to the point of illegibility.

- Future signage should consider overall durability of the structure and ability to replace signage panels.

Unclear connections

The caravan park is a source of potential trail users. However, there is no information available at the park to encourage or explain to guests how they can connect with the trail. Equally, encouragement should be given to trail users to cross over to the southern side of the Wogolin Road, to the shops and other items of interest.

- Trail information should be provided at the caravan park
- A crosswalk should be provided to safely channel and connect trail users to the southern side of town.

Vacant Spaces

The Police Station (former) and Railway Traffic Office (former) are currently vacant. Finding a use for these is not in the scope of this project. However, if occupied they have potential to add a layer of interest to the trail.

- Consider an interim use for the Railway Traffic Office, which is connected and relates to the trail.
- There is a fenced area behind the Railway Traffic Office (former). It is understood this may be used to display machinery that would add another layer of interest to the trail.



Examples of existing weathered signage including fading and coating failure.



Existing trailside seating.



Former Roads Board Office & Hall.



Yarling Creek.



Former Police Station.



Toilet Block.



View of Point E - Some sections of the existing paths terminate with no obvious indication of where they resume.



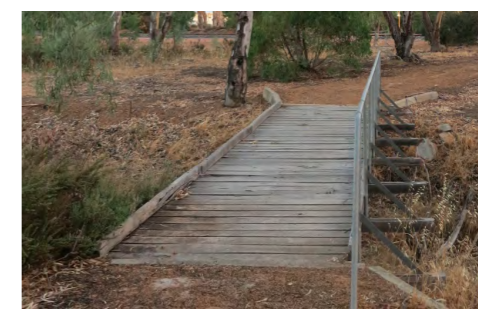
Men's Shed



Visitor Information Board.



Existing former Station Master's House (now a residential dwelling) north of Point A.



The creekline has bridged crossing points.



Former Railway Traffic Office.



...Mr Adams gave me a job wheat-lumping at the Wickepin railway yard. He employed two other men. Our wages were one penny for every bag of wheat that we lumped...it was very hard work – the farmers around Wickepin had had a bumper harvest (1913)...

3.0 Key Themes & Principles

3.0

3.1 Reflections on Wickepin's Past

This thematic framework provides a historical overview of key elements in the history and development of Wickepin. The thematic framework is not intended as a complete social or political history of the municipality, but rather as a summary of human use and impact upon the landscape.

This thematic history, the previous historic context and the Place Record Forms (refer to Appendix), help provide a holistic understanding of the evolution of Wickepin and have helped inform the interpretation strategies later in this report.

Main Theme

Living in the country settlements: Since its establishment, Wickepin has continued to evolve as a service centre for broadacre grain and sheep farming in the area, with strong community and social networks.

Sub Themes

Selecting Townships: Yarling Creek and the supply of rich agricultural lands influenced the settlement and growth of Wickepin. The town was originally planned to be located along the northern banks of the creek. However the flooding of the creek saw the town concentrate along the southern side of Wogolin Road.

Early Settlers : Wickepin's early settlers and farmers played an important role in the formative years of the town's establishment. From sandalwood cutters, to those associated with the New Jerusalem settlement and the Survey Before Settlement programme, to returned servicemen who all cleared land and helped establish agriculture in the region.

Rail Transport : Opened in 1909, the Narrogin-Wickepin railway line was a strong catalyst for the development of the area. Not only did the Station provide for the movement of chaff and yards of livestock but was also important for the movement of the town's people and social interaction between different districts.

Developing Local Government Authorities: The Wickepin Roads Board (established in 1909) played an important role in the development of the district and its infrastructure. The remaining Roads Board buildings were a place of administration and social interaction.

Commercial Spaces : The provision of retail and hospitality services spans back to the earliest days of settlement and includes small stores, farmers' co-op, banks and a hotel. These outlets have adapted to meet shoppers' needs and are a significant part of Wickepin's history and character.

Community Wickepin is a reflection of the people who lived there in the past and those who live there today. Residents have built and established churches, memorials, cemeteries, schools, public halls, sporting venues and parks. These places demonstrate civic pride, bring people together and sustain community wellbeing.

Creating Literature: A number of significant literary figures are associated with the town. Of these, the most widely known is Albert Facey who lived in the area between 1924 and 1934. Facey's autobiography, *A Fortunate Life*, became a classic in Australian literature and includes references to Wickepin. Another is poet Dorothy Hewett who spent many of her early years in Wickepin.

Once I rode with Clancy through the wet
hills of Wickepin,
By Kunjin and Corrigin with moonlight
on the roofs,
And the iron shone faint and ghostly on
the lonely, moonlit siding
And the salt earth rang like crystal
underneath our flying hoofs

Extract from Dorothy Hewett's poem *Once I Rode with Clancy*

3.0 Key Themes & Principles

3.0

3.2 Foundation Principles

The following principles apply across the various places and sub-projects within the trails and should be considered as informing the objectives for each.

Principle 1 - Create a Chain of Special Places

The Heritage Trails provide the opportunity to build physical and perceptual links between existing town assets and destinations. By creating a range of smaller special places between, the journeys between destinations become richer and a range of incidental opportunities can be created. A special place need be no more complicated than a shaded place to sit with an interesting or calming vantage.

Principle 2 - Create Lagoons of Shade

Provision of areas with generous deep shade will permit more regular and sustained usage of civic spaces. In particular, shade should be provided for all spots where pause is intended e.g. benches and signage.

Principle 3 - Create Inviting and Rewarding Journeys

The existing path network generally has a nice sinuous flow with curves and bends that set the tone for a leisurely promenade. There are several points where the path ahead appears either concealed and daunting or overly open and uninteresting.

A useful strategy for getting the most out of the existing curves is to create or enhance view deflections and reveals. Enclosing or framing the outside shoulder of a curve add visual interest and brings the viewer's focus off the path and into the landscape. However, enclosing the inside of the shoulder limits views of the path ahead and can make some curves feel unsafe.

The process of alternating between enclosure, hinting at a destination object and then revealing it is seen to be of benefit and use to this project.

Principle 4 - Creating Places to Pause, Rest and Linger

Projects should look to creating opportunities for people to stop and sit, both formally on seats and informally on and around objects. Secondary ledges are often the most appealing places to sit.

Principle 5 - Design for Durability

Many of the existing signs are badly weathered and faded. The master plan seeks to provide signage that is made from durable materials and whose parts can be readily replaced or repaired as needed.

Principle 6 - Reference the Past but Look to the Future

While the primary purpose of the trail may be to explore and discover historic elements of the town, the project has the opportunity to also serve as an exercise track, a nature trail and a sculptural walk.

Principle 6 – Interpretation is key

Heritage interpretation is 'a means of communicating ideas and feelings which help people understand more about themselves and their environment' (Interpretation Australia). However, the principle aim for interpretation generally, and as part of this project, is not simply the presentation of information; rather the aim is to encourage the visitor to explore, reflect and think about the past, present, future and change.

Principle 7 – Options

A traveller may be on a carefully timed mission and may not want to embark on a long walk around the precinct. Options where visitors can pick and choose the length of trail and items of interest to them is important.

Principle 8 – Community Ownership

There are several components to ensure the ultimate success of the walks trail - one being community involvement. The range of strategies proposed recognise the need to engage with the local community and to draw on them to help get 'things done'.



The above diagram depicts a hypothetical walk through an imagined city and illustrates some key elements for creating a rewarding and inviting journey through a series of changing apertures. Source: Gordon Cullen



A clear but long, straight and ultimately uninviting path.



A curved path with an open inside shoulder that adds visual interest and focusses attention on the landscape.



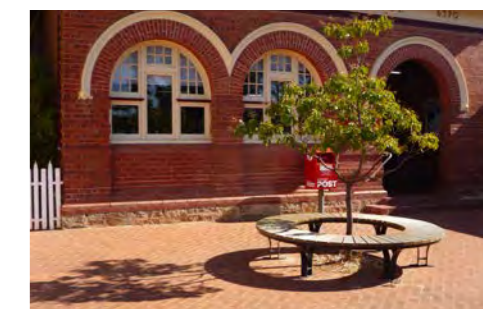
A curved path with an enclosed inner shoulder that conceals the upcoming path.



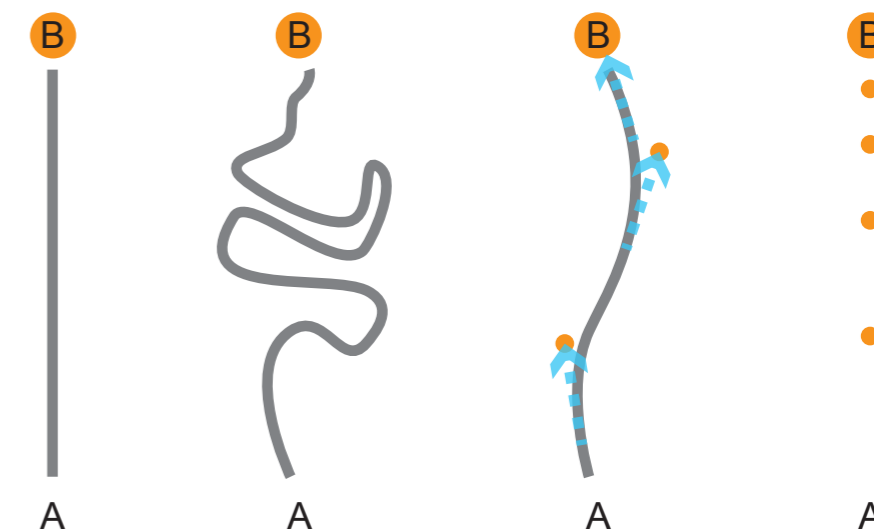
This curve has a well placed seat and tree located at the view termination which creates a visual destination for this section.



The Roads Board Hall building is an excellent example of a building terminating a street vista and providing a logical visual destination.



The forecourt of the Post Office is a good example of well-located shaded seating.



Diagrammatic depiction of different path types and their relationship with their destinations and rewards.

4.0 People

4.0

4.1 Audience Analysis

This Master Plan seeks to achieve benefits for several different user groups. It is worthwhile outlining who these are and may be, so as to better cater to their needs and ensure that all user groups are represented and catered for. Audiences include those seeking a:

Local Leisure Experience

A key objective of the project is that the project outcomes should contribute to the townscape experience for current and future residents of the town. Our observations noted mums with prams and people with dogs using the trail, which sign posts that the trail is already an important piece of community infrastructure. Whilst the heritage and interpretation experience will be incidental to this audience, it will ensure a variety of audiences are exposed to the site and its history, who can help monitor and report damage.

Ultimately the trail should be somewhere interesting for locals, somewhere where they want to bring their guests and somewhere that instills community pride.

Traveller Rest Experience

It is not belittling to acknowledge that Wickepin is 'part of the journey, not necessarily the destination'. This means the trail has an important role to encourage travellers to stop in Wickepin, to stay a while and to engage with the town. A good experience may result in return visits and positive word of mouth that Wickepin is a good and interesting place to stop and explore.

Those travellers staying the night at the caravan park are a source of potential trail users, which needs to be 'tapped into.'

An All Ages Experience

It may be an uphill battle for parents to entice their children away from the playground, which exists at the start of the trail.

Play opportunities along the trail to entertain kids whilst allowing the adults to read signage and engage with the elements of the trail is a consideration of the Master Plan. Interesting stories to engage with the children are also important, whilst still providing interest to adults is also key.

Connection Experience

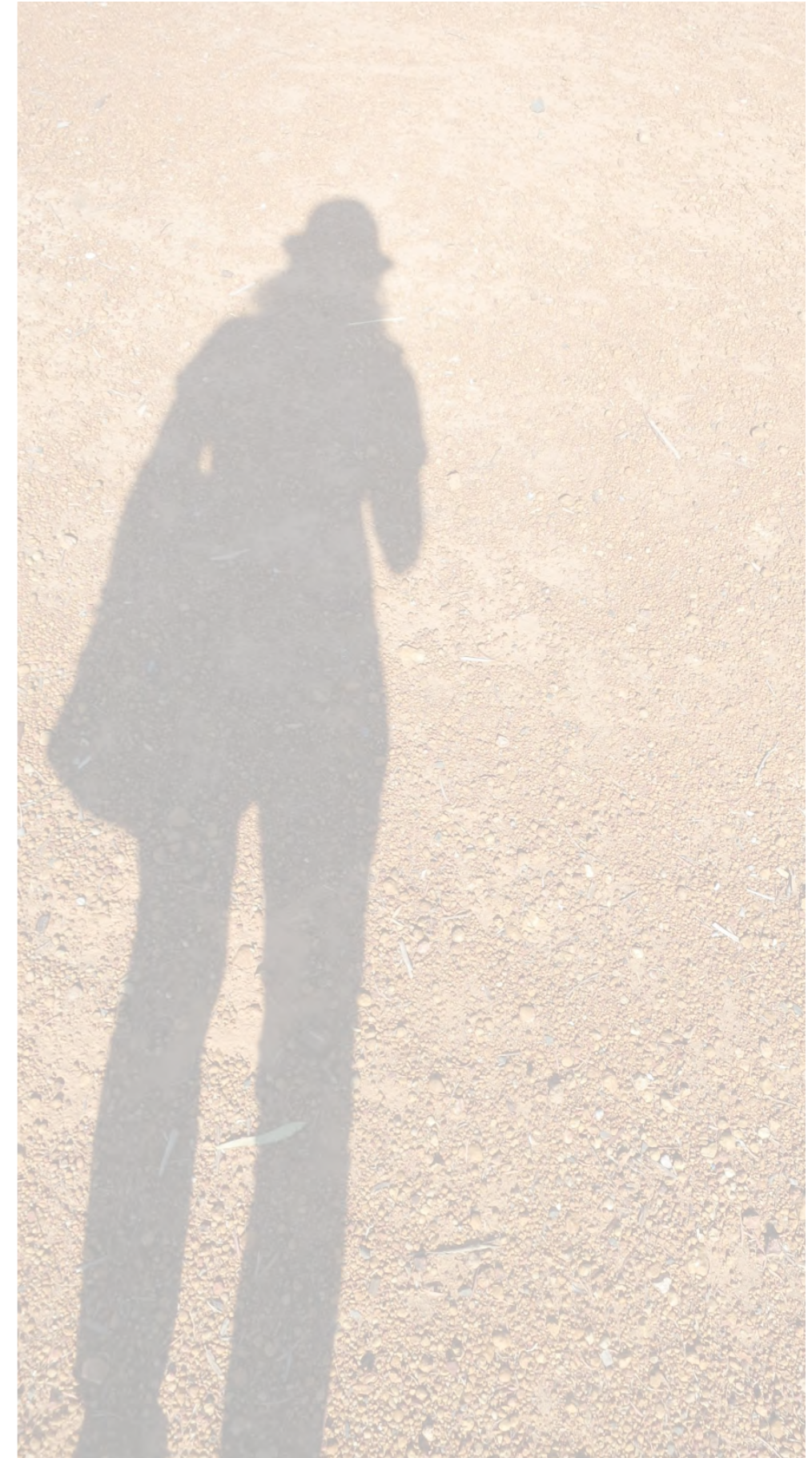
This audience includes people with personal, family and/or other connections to Wickepin and the wider cultural landscape. The heritage and interpretation experience has the potential to be purposely sought out by this audience as a means of connecting to the place and understanding the past.

Educational Experience

This audience should be targeted to promote the historic, cultural and environmental value associated with the area. This audience can include school groups and other groups (such as Rotary Clubs) who would find value in a heritage experience. Schools include those in the Shire of Wickepin, in Narrogin and Pingelly.

NOTE: Various schools could be contacted to discuss incorporating the history and heritage of Wickepin in their History Framework. Under the Australian Curriculum Framework the Year 2 curriculum provides a study of local history where students 'explore, recognize and appreciate the history of a local area by examining remains of the past and considering why they should be preserved'. Year 3 students investigate how communities have changed in the past. These year groups should be targeted.

'The existing path network generally has a nice sinuous flow with curves and bends that set the tone for a leisurely promenade.'



5.1 Master Plan Strategies

The following interpretation strategies outline the ways in which the trail can be enhanced and the heritage of the town could be interpreted. These strategies will ensure a lasting legacy for the enjoyment of locals and visitors alike. The Strategies are set out in the following two sections:

- Access and Circulation
- Interpretive Nodes and Signage

Specific projects that build on these strategies are explained and illustrated in more detail in **Section 6 - Projects**.

5.2 Access and Circulation

These projects are not about reinventing the wheel accordingly the existing walking trail is to be used and enhanced. However, new infrastructure will be placed along its length to increase its appeal and to help visitors better navigate the trail. The following strategies to improve access and circulation include:

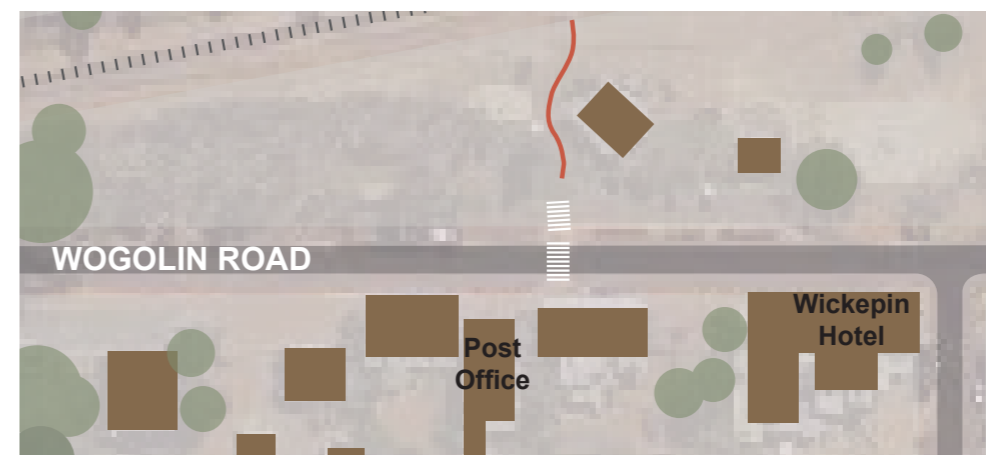
Strategy 1 - Create trail options to enable visitors to pick their own routes through the trail and cover as many or as few points as they wish.

Strategy 2 - Provide directional signage along the routes to guide people through the trail, particularly where the trail does not have a clear-formed track.

Strategy 3 - Improve the connection of the trail in front of the Roads Board Hall and Office (fmr) by bitumising the gap in the existing trail (Refer to Project 6.5 Arts & Crafts Connection).

Strategy 4 - Provide points of interest between the heritage buildings to enrich the journey between destinations (Refer to Projects 6.2; 6.3; 6.4; 6.6 and 6.7).

Strategy 5 - Investigate the opportunity to create of a formalised pedestrian crossing point (zebra crossing) over Wogolin Road from the visitor resting bay to the shops.



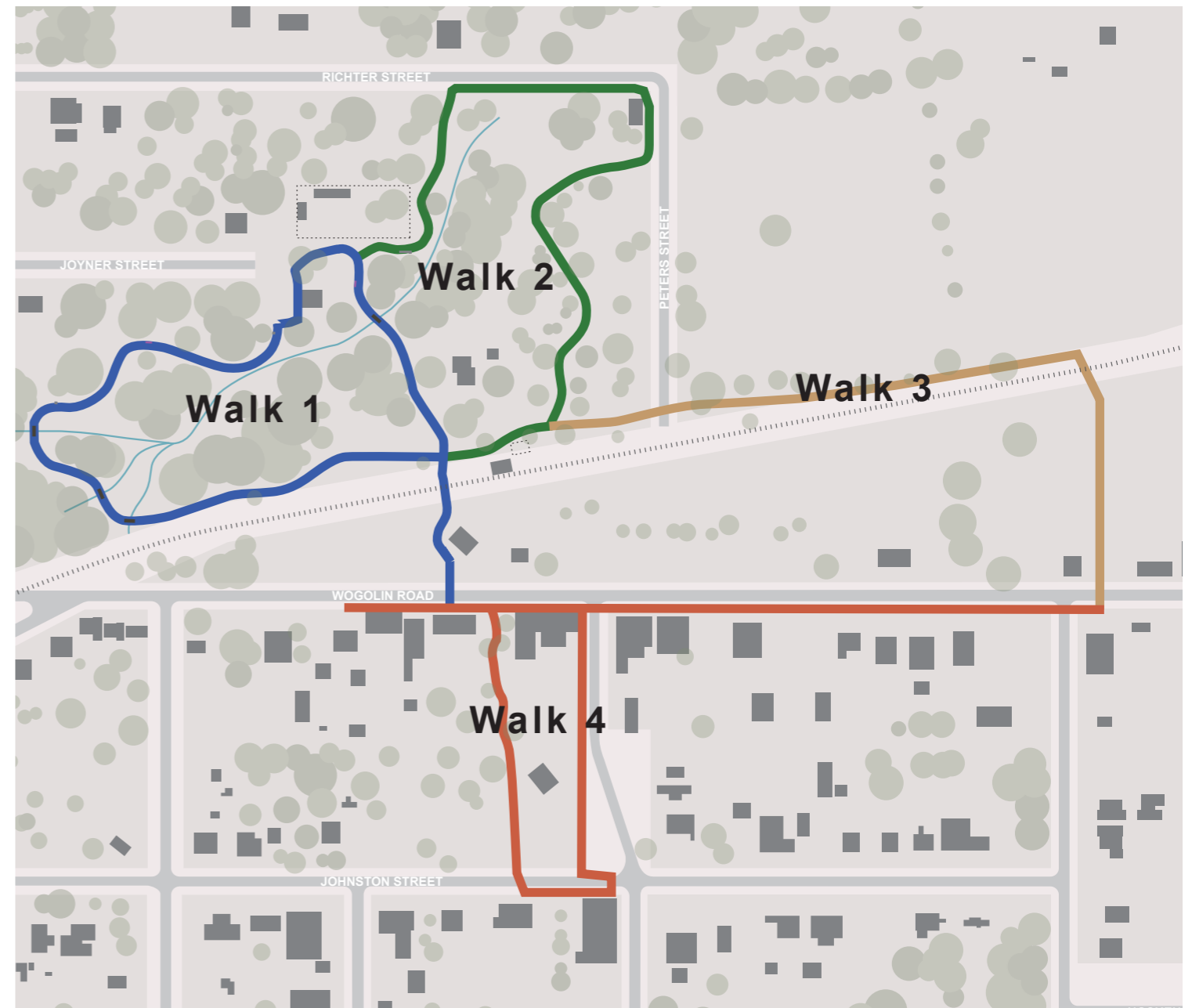
Potential location of zebra crossing.

5.0 The Master Plan

Access and Circulation (con'd)

Detailed Design Suggestions - Provide four walk options that can be undertaken as one experience or as individual experiences depending on the visitors length of stay and interest. Suggested walk options include:

<p>Walk 01 - Wickepin Wander</p>	<p>Purpose: To view heritage buildings, interpretive material and natural environment Length: approximately 900 metres (return to Albert Facey House) Gradient: Flat Quality of Path: Both well formed bitumen track and gravel Directional Signage: Limited. To be improved Experience required: Nil</p>
<p>Walk 02 - Prison Parade</p>	<p>Purpose: To view heritage buildings, interpretive material and natural environment Length: approximately 820 metres (return to Albert Facey House) Gradient: Flat Quality of Path: Gravel both formed and rough Directional Signage: Limited. To be improved Experience required: Nil</p>
<p>Walk 03 - Caravan Connection</p>	<p>Purpose: To connect caravan park to network of trails and town Length: approximately 600 metres (from Albert Facey House to Caravan Park) Gradient: Flat Quality of Path: Gravel both formed and rough Directional Signage: Nil. To be improved Experience required: Nil</p>
<p>Walk 04 - Townside Trail</p>	<p>Purpose: To view heritage buildings and interpretive material and to connect to Roads Board Hall Length: approximately 700 metres (from Albert Facey House return to town) Gradient: Flat and gentle slope Quality of Path: Footpaths Directional Signage: Nil. To be improved Experience required: Nil</p>



Wickepin Circulation & Access Plan

5.3 Interpretive Nodes

The main interpretative devices will be in the form of interpretive nodes that will occur in strategic locations through the town, which largely focus on the area north of the railway line. A hierarchy of sign types has been developed to provide both wayfinding and specific thematic interpretive information relating to their location.

The purpose of the hierarchy is to help define and enforce the various nodes (Primary and Secondary); and to structure information and interpretive content according to the node/theme it defines and its location on site.

Strategy 6 - Consider replacing existing signage and providing new signage at key nodes to communicate the history of the buildings and the evolution of the town. Interpretative nodes should be co-located with items of interest and be positioned to ensure they are high-visible to trail users, whilst not detracting from the places they are interpreting.

Detailed Suggestions for the Wickepin Group

- Albert Facey House, Railway Traffic Office (fmr), Roads Board Office and Hall (fmr) and Police Station (fmr) should be designated as Primary Nodes, as they are key sites, which played an important role in the formative years of the town's establishment. Signage here will explore the challenges and achievements of early settlers and how the town evolved.
- Secondary Nodes will complement the primary nodes and introduce story lines that aren't necessarily associated with a built and/or tangible element. These nodes will help provide a deeper and more holistic understanding to the history of the place. Secondary Nodes include the Palm Trees, the location of the Wickepin Well, Yarling Creek and Station Masters House (fmr).

Refer to the Nodes Table for further information on each suggested node.

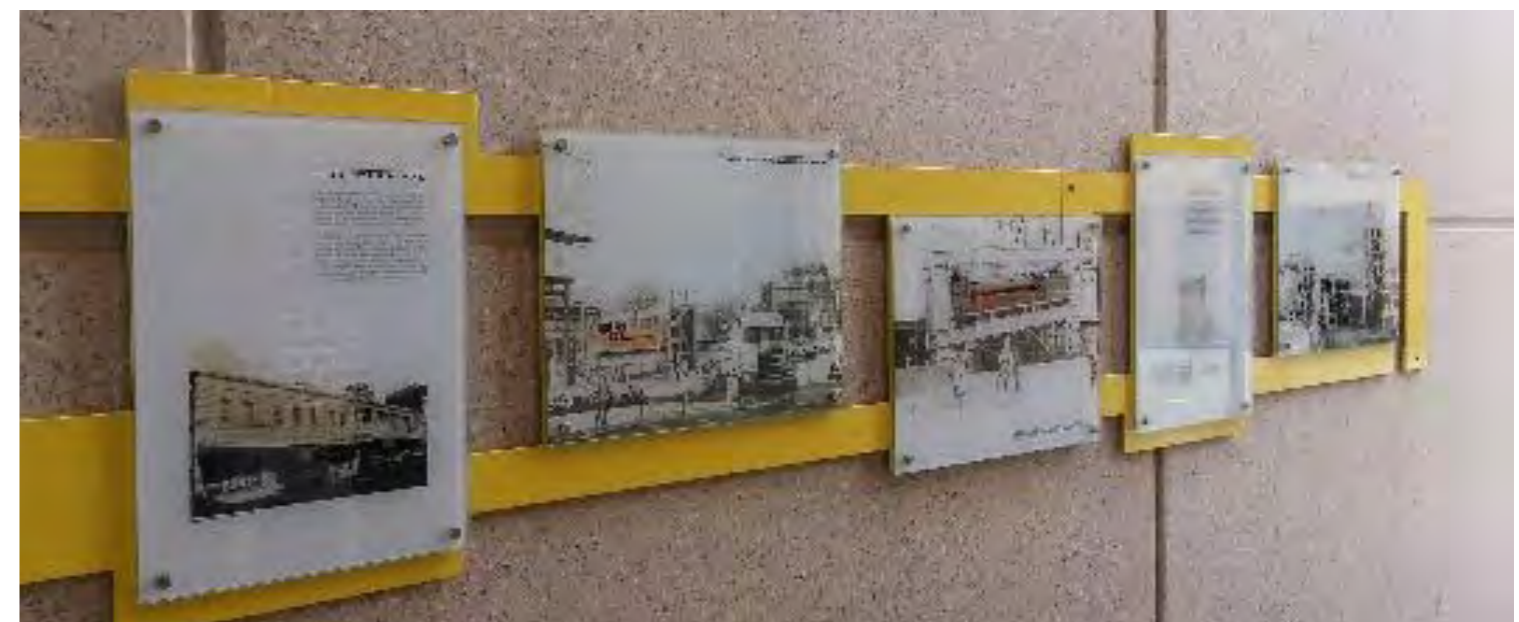
Detailed Suggestions for the Townside Trail

The need for interpretive signage is not as strong within the Townside Trail because the majority of the buildings continue to be occupied for the use that they were originally intended for. In many instances the tenants have historic images on display, which provide a sense of what the buildings/main street once looked like. However, there are opportunities for discrete interventions to provide a complementary interpretive overlay and to encourage visitors to explore, including:

- Original parapets detailing could be reinstated to the existing shops along the main street to enhance the vibrancy and historic character of the streetscape.
- Plaques could be installed within the adjacent footpath of historic buildings, located along Wogolin Road. Plaques could provide the date of construction and brief history of the place. These plaques should be developed with input from the tenant/owner.
- A header board should be placed next to the hotel providing way-finding to the Roads Board Hall beyond the main street. A historic photograph of the main street could be a focus of the signage to enable visitors to visualise what Wogolin Road looked like in the early twentieth century.
- A historic photograph display of images Wickepin could be located on the eastern facing wall of the shops adjacent to the Post Office.



Example of plaque for Townside Trail



Example of historic photograph display on historic building

5.0 The Master Plan

Interpretive Nodes (con'd)

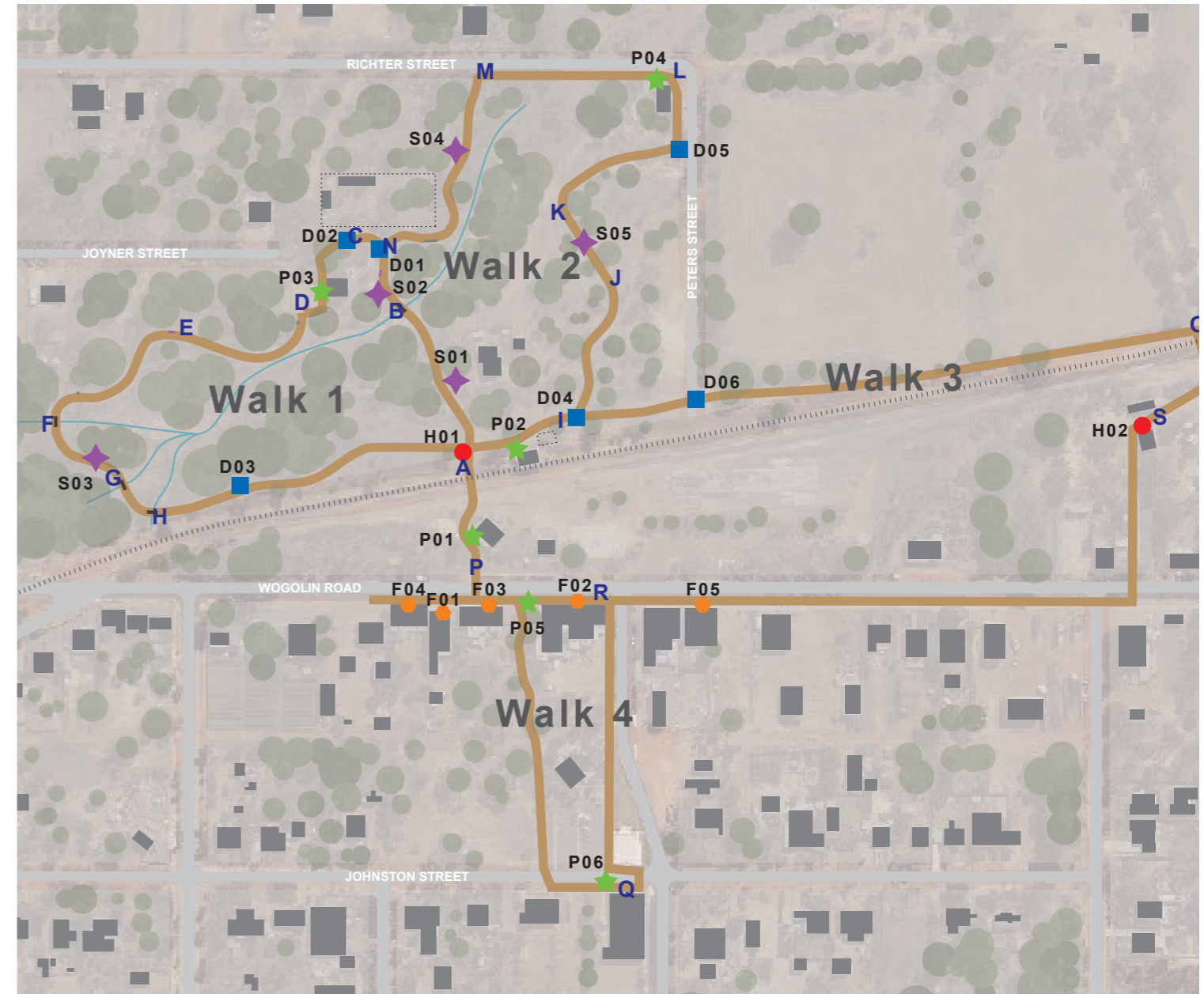
Strategy 7 - The trail entrance should be visible from the car park and evoke a sense of arrival and exploration (refer to Project 6.2 – Trailhead Gateway).

Strategy 8 - Advertise the heritage walking trail to caravan park customers by providing clear visual information and directions (refer to Project 6.10 – Caravan Park Connectins).

Strategy 9 - Enhance the section of the trail that runs alongside the railway tracks between the bridges and the trail entrance by providing new interpretive/sculptural elements (refer to Project 6.7 – Timeline Poles).

Strategy 10 - Enhance the interpretive experience at the historic railway spur, which is located on the Prison Parade (refer to Project 6.8 – The Spur).

Strategy 11 -The existing tourist information board is well located for vehicle arrival. The integrated seating and shade structure are good design elements that could perhaps be enhanced and expanded upon to create a genuine local place and to improve wayfinding.



Interpretation Node and Signage Plan

LEGEND

- New Header Board Signage
- ★ New Primary Interpretation Node
- ◆ New Secondary Interpretation Node
- New Directional Signage

5.0 The Master Plan

5.4 Signage Concepts

This interpretive signage concept has been prepared; however it is intended as a guide and the detail design and specification of the signage will need to be undertaken in future stages of work. Place Record Forms have been developed for those places/areas of interest that form either primary or secondary nodes. Contained in Appendix A, the Place Record Forms provide historic information on each node that could be used in future signage. There are many interesting stories associated with the nodes such as 'horse racing in the main street' (prior to the arrival of the first Wickepin Police Officer) that would add richness to the trail and encourage the visitor to wander further in search of more snippets from Wickepin's past.

The following are principles to guide the design and fabrication of the interpretive signage in the future:

- nodal interpretation signage should be designed and presented in a consistent way so that visitors can clearly identify signage relating to heritage interpretation;
- text is readily accessible, imaginative, concise and accurate in conveying information; and
- historical maps and photographs should be included to provide visitors with an understanding of past scenes in Wickepin.

The header board is important tool and must include clear and appropriate and adequate mapping, which:

- provides a quick visual representation of the trail route – indicating various trail options and lengths
- includes a north point and scale bar
- highlights points of interest along the trail – heritage buildings and/or interpretive material
- shows the location of trail rest points

Refer to the Nodes Table for further information.



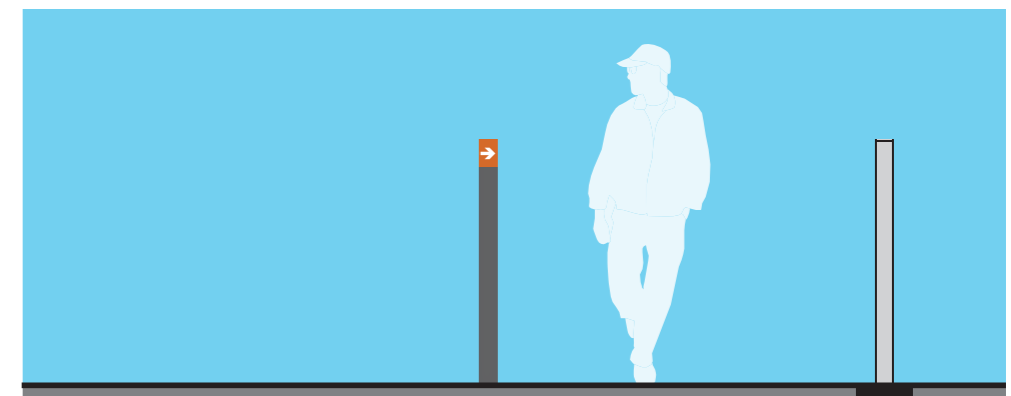
Typical elevation and section of header board signage.



Typical elevation and section of primary interpretation node.



Typical elevation and section of secondary interpretation node.



Typical elevation and section of directional marker.

After a few weeks we employed a carpenter who built us another house; a four roomed, jarrah weatherboard house with an iron roof and a brick chimney... it had a verandah at the back and front and we could only afford to line the main bedroom and lounge room properly – the rest of the house was lined with hessian...

Extract from a Fortunate Life p, 381



5.5 Wickepin Walk Node Table

Sign No.	Node Type	Location	Purpose	Theme	Message	Notes	Replacement
H01	Header Board	In location of existing trail head – to the north of the railway line.	<ul style="list-style-type: none"> To provide clear starting point for the trail. To provide an overview of the various trails and their extent “Where to” and Orientation map 	N/A	<ul style="list-style-type: none"> Welcome to Wickepin and the heritage trail Introduce audience to the area and interpretive elements Challenge the visitor to explore the town through embarking on one of the walks There are a number of walk options that vary in terms of duration and length 	Value add option – construct prominent gateway element to attract people’s attention from the nearby car parks (Refer to Project 6.2 Trail Gateway)	Yes
P01	Primary Interpretation Node	Albert Facey House	<ul style="list-style-type: none"> Interpretive content and orientation element Directional to nearest attraction/ node 	<ul style="list-style-type: none"> Creating Literature (AT 8.10.3) Early Settlers (SHO 602) Famous and infamous people (SHO 605) 	<ul style="list-style-type: none"> Albert Facey was an Australian writer and World War I veteran, whose main work was his autobiography, A Fortunate Life, now considered a classic in Australian literature. Albert built the home in 1924 and his family resided there until 1934. The home was donated to the Shire in 1999 and it was relocated to its current location in 2000. Due to its association with Facey, the place is highly valued by the community of Wickepin. 	There are two existing signs. These signs are in a good condition and could be retained until they require replacement.	When signs reach the end of their life.
P02	Primary Interpretation Node	Railway Traffic Office (fmr)	<ul style="list-style-type: none"> Interpretive content and orientation element Directional to nearest attraction/ node 	<ul style="list-style-type: none"> Making Settlements to serve rural Australia (AT 4.5) Rail and light rail transport (SHO202) 	<ul style="list-style-type: none"> The siding and railway line was the catalyst for the development of the area. The railway line provided transport for the town’s people and interaction between different districts. The siding was once a bustling and busy place with stacks of chaff and yards of live stock awaiting shipment. These scenes were a testament to the fertility of the district. 	Potential use of building as a ‘Reading Room’ to display and celebrate the writers who once lived in the area, including Albert Facey and Dorothy Hewett. (Refer to Project 6.3 Station Precinct)	Yes
P03	Primary Interpretation Node	Roads Board Office and Hall (fmr)	<ul style="list-style-type: none"> Interpretive content and orientation element Directional to nearest attraction/ node 	<ul style="list-style-type: none"> Developing Local Government Authorities (7.6.1) Maintaining religious traditions and ceremonies (8.6.2) Creating Visual Arts (8.10.2) 	<ul style="list-style-type: none"> The important role of the Roads Board in the development of the district and its infrastructure. The place was the earliest civic and administrative centre in the town of Wickepin. Since the relocation of the Roads Board Offices the place has continued to be used for community based activities. 	Consider extending bitumen path along front of hall and block side access. (Refer to Project 6.6 Arts and Crafts Connection)	Yes
S01	Secondary Interpretation Node	Station Masters Residence (fmr)	<ul style="list-style-type: none"> Interpretive content Directional to nearest attraction/ node 	<ul style="list-style-type: none"> Making Settlements to serve rural Australia (AT 4.5) Rail and light rail transport (SHO202) 	<ul style="list-style-type: none"> The Station Master was associated with and integral to the running of the nearby railway station. To encourage visitors to respect the privacy of those living in the dwelling. 	To be installed close to the path to prevent an invasion of privacy for the residents.	New Sign
S02	Secondary Interpretation Node	Yarling Creek	<ul style="list-style-type: none"> Interpretive content Directional to nearest attraction/ node 	<ul style="list-style-type: none"> Selecting Township sites (AT 4.1.1) Establishing water supplies (AT 3.11.5) 	<ul style="list-style-type: none"> The Yarling Creek along with springs, soaks attracted early settlers to the area. The Yarling Creek flooded on a number of occasions and influenced the location of settlement of the town. 	-	New Sign
S03	Secondary Interpretation Node	Palm Tree	<ul style="list-style-type: none"> Interpretive content Directional to nearest attraction/ node 	<ul style="list-style-type: none"> Living in the country and rural settlements (AT 8.13) 	<ul style="list-style-type: none"> The Holdaway family, early settlers in the Wickepin District, planted these palm trees in the 1920s. Explore the contribution of the Holdaway family to the Wickepin District and how the trees came to be planted. 	-	Yes

5.6 Prison Parade Node Table

Sign No.	Node Type	Location	Purpose	Theme	Message	Notes	Replacement
P04	Primary Interpretation Node	Police Station (fmr)	<ul style="list-style-type: none"> Interpretive content Directional to nearest attraction/node 	<ul style="list-style-type: none"> Policing Australia (AT 7.6.3) Living in the country and rural settlements (AT 8.13) 	<ul style="list-style-type: none"> Explore the antics that resulted in a constable being located in Wickepin. Explore the evolution of police facilities at the town from a tent; to a dual use station and living quarters; through to separate quarters and station. Explore the duties of a country police officer in the early part of the twentieth century. 	<p>Two signs in this location to cover the original Police Station and Quarters (now demolished) and the later existing jail.</p> <p>Sign to include historic plans showing former footprints of the buildings and/or elevations.</p> <p>Consider adaptive reuse project for building. (Refer to Project 6.9 Artists Cottage)</p>	Yes
S04	Secondary Interpretation Node	Yarling Well	<ul style="list-style-type: none"> Interpretive content Directional to nearest attraction/node 	<ul style="list-style-type: none"> Living in the country and rural settlements (AT 8.13) Establishing water supplies (AT 3.11.5) 	<ul style="list-style-type: none"> Water is and remains a scarce and much needed resource. The provision of water to rural towns was not as simple as turning on a tap 	-	Yes
S05	Secondary Interpretation Node	Railway Spur	<ul style="list-style-type: none"> Interpretive content Directional to nearest attraction/node 	<ul style="list-style-type: none"> Rail and light rail transport (SHO202) 	<ul style="list-style-type: none"> The siding and railway line was the catalyst for the development of the area with the trains frequenting the town on a regular basis to transport both goods and people. 	-	Yes

5.7 Caravan Connection Node Table

Sign No.	Node Type	Location	Purpose	Theme	Message	Notes	Replacement
H02	Header Board	On the north facing wall of the toilet block at the Caravan Park	<ul style="list-style-type: none"> To provide clear direction on the location of and how to connect with the trail. To provide an overview of the various trails and their extent "Where to" and Orientation map 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Welcome to Wickepin and the heritage trail Introduce audience to the area and interpretive elements Challenge the visitor to explore the town through embarking on one of the walks There are a number of walk options that vary in terms of duration and length 	Refer to Project 6.10 Caravan Connection	Yes

5.8 Townside Trail Node Table

Sign No.	Node Type	Location	Purpose	Theme	Message	Notes	Replacement
P05	Primary Interpretation Node	Between the Wickepin Hotel and newsagency	<ul style="list-style-type: none"> To provide clear direction to the Roads Board Hall. To provide some historic context to the main street. 	<ul style="list-style-type: none"> Living in the country and rural settlements (AT 8.13) Marketing and Retailing (AT 3.19) 	<ul style="list-style-type: none"> Welcome to Wickepin and the heritage trail and identify other walks, which commence near Albert Facey House. Challenge the visitor to explore the town through embarking on one of the walks Encourage the visitors to 'Look Back into the Past' by showcasing a historic photograph of the town. 	<ul style="list-style-type: none"> Sign to display historic picture of the main street. 	New Sign
P06	Primary Interpretation Node	Roads Board Hall	<ul style="list-style-type: none"> Interpretive content Directional to nearest attraction/node 	<ul style="list-style-type: none"> Developing local government authorities (AT 7.6.1) Organising recreation (AT 8.1) Pursuing common leisure interests (AT 8.5.4) 	<ul style="list-style-type: none"> The place played important role in the civic and social life of the town. The place expanded in response to the growth and needs of the community and their social activities. 	<ul style="list-style-type: none"> Sign to display historic picture of the Roads Board in 1921 prior to front addition. 	Yes
F01	Plaque Feature	Post Office	<ul style="list-style-type: none"> To provide brief historic context for the building. 	<ul style="list-style-type: none"> Establishing Postal Services (AT 3.7.1) 	<ul style="list-style-type: none"> The building was built in 1912 as both a Post Office and Living Quarters Former home of the local telephone exchange, which provided employment for many of the town's young ladies. The building continues to be used as a Post Office and is a place where the community can socialise and collect their mail. 	<ul style="list-style-type: none"> Engage the property owner in terms of the content of the plaque 	Yes
F02	Plaque Feature	Hotel	<ul style="list-style-type: none"> To provide brief historic context for the building. 	<ul style="list-style-type: none"> Retailing Food and Beverages (AT3.12.5) 	<ul style="list-style-type: none"> The Hotel was built in 1909 and predated the railway. EB Johnston, who bought and subdivided 10 acres of the new townsite, was responsible for its construction as well encouraging development south of the railway line. The Hotel is a social focus for a sector of the rural community, and for travellers. 	<ul style="list-style-type: none"> Engage the property owner in terms of the content of the plaque 	Yes
F03	Plaque Feature	Shops west of Post Office	<ul style="list-style-type: none"> To provide brief historic context for the building. 	<ul style="list-style-type: none"> Retailing Food and Beverages (AT 3.12.5) Marketing and Retailing (AT 3.19) 	<ul style="list-style-type: none"> The shops were built in 1912 and their appearance has changed dramatically over the years. The functions and owners of the shops have changed over the years and have included tailor shop, the chemist shop, dressmaker and bootmaker. 	<ul style="list-style-type: none"> Engage the property owner in terms of the content of the plaque 	Yes
F04	Plaque Feature	Shops east of the Post Office	<ul style="list-style-type: none"> To provide brief historic context for the building. 	<ul style="list-style-type: none"> Retailing Food and Beverages (AT 3.12.5) Marketing and Retailing (AT 3.19) 	<ul style="list-style-type: none"> The shops were built in 1912 and their appearance has changed dramatically over the years. The functions and owners of the shops have changed over the years. Further research required for details on former uses. 	<ul style="list-style-type: none"> Engage the property owner in terms of the content of the plaque 	Yes
F05	Plaque Feature	ANZ Bank (fmr)	<ul style="list-style-type: none"> To provide brief historic context for the building. 	<ul style="list-style-type: none"> Banking and Lending (AT 3.18.2) 	<ul style="list-style-type: none"> The building was built in 1923 as a bank, which also contained living quarters. The Bank closed in 1996/97. 	<ul style="list-style-type: none"> Engage the property owner in terms of the content of the plaque 	Yes

6.0 Projects

6.1 Location of Key Projects

As noted in the preceding Section 5 - Master Plan and associated Nodes Tables several projects are proposed, which seek to enhance various aspects of the walk.

These projects are explained in more detail in the subsequent pages.



6.2 Trailhead Gateway

The trailhead gateway is a key location on the trail since it provides both the launching point and a key path crossover point. The existing signage is already well-placed at a natural pause point, just after crossing the train tracks.

Objectives:

- To provide a clear starting point for the walking trail.
- To provide an overview of the trail extents and approximate walking times.

Principles:

- Use large signage with a key feature colour that can be seen from Albert Facey House.
- Creating a chain of special places including incidental kids' play while adults consult the sign.

Detailed Design Suggestions:

Signage

- Suggest simple post and face header board sign with feature colour capping to tip of rectangular hollow section steel tubing to enhance visibility from oblique angles.

Gateway

- Suggest timber gateway with iron infill detailing to evoke sense of arrival and commencement of a journey. Such a structure will be highly visible from the car park and will aim to draw people across the railway track to explore.

Surrounds

- Suggest new stepping stone/stumps and additional climbing notches be carved into existing stump.



Indicative view of Trail Head enhancements with gateway structure beyond.



Indicative detail of trailhead signage construction.



The existing trail head signage.



Master Plan detail for the Trailhead Gateway.

6.3 Station Precinct

The existing former Railway Traffic Office is currently disused. It provides a strong visual cue to draw people across the railway tracks to commence the heritage trail.

There is an open caged area behind the former Railway Traffic Office which has been flagged for use.

Objectives:

- To capitalise on the visual prominence of the existing building.
- Work with the existing structures to provide an integrated learning and physical exploration experience.

Principles:

- Create a chain of special places through using existing structures.
- Encourage community ownership through the donation or loan of farm machinery

Detailed Design Suggestions:

Station Building

- Use the interior of the existing building for weatherproof interpretive signage display, with a similar access arrangement to the Harrismith Goods Shed, which is open for casual inspection.

The Office could be used as a 'Reading Room' where extracts from the work of famous authors who have had an association with the town could be displayed along with a short bibliography.

An interactive panel where current residents/or artists in residence work could be displayed on a rotational basis.

- Provide seating opportunities under the shade of the building's eaves.

Caged Area

- Enclose the eastern end of the cage, with a lockable gate to the western end, and roof that responds to pitch found in surrounding historic buildings.
- Construct a lightweight roof structure to shelter machinery.
- Interpretive signage would be required to assist visitors understand what is on display.

General

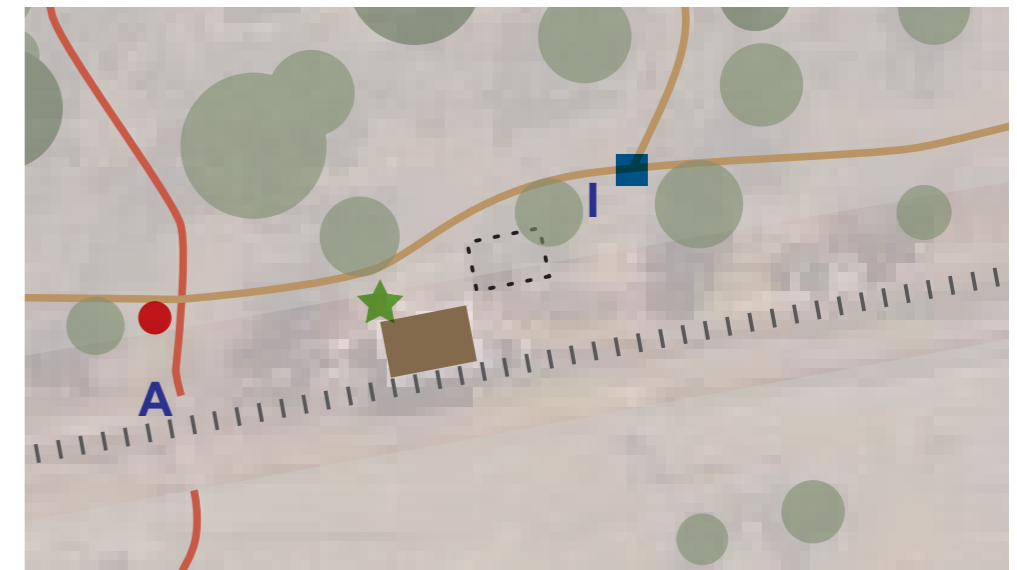
- Define the path leading around the cage structure using gravel and intermittent stone framing.



Indicative view of Station Building enhancements.



Machinery shelter precedent from Harrismith.



Master Plan detail for the Station Building.

6.4 The Confluence

The area behind the Arts Craft building next to the river provides a good opportunity for open play and rest at a central point to the trail. However, the Arts & Crafts building creates a strong visual cue and perhaps draws attention away from primary trail journey. The Arts & Crafts building is a worthy destination, but one that is reached later in the journey.

Objectives:

- To create an inviting, family friendly area to gather.
- To maintain focus on the onward journey as defined by the path and limit short-cutting opportunities.

Principles:

- Provide lagoons of shade to encourage people to pause and linger.
- Creating a chain of special places including interactive elements for kids' play.

Detailed Design Suggestions:

Path

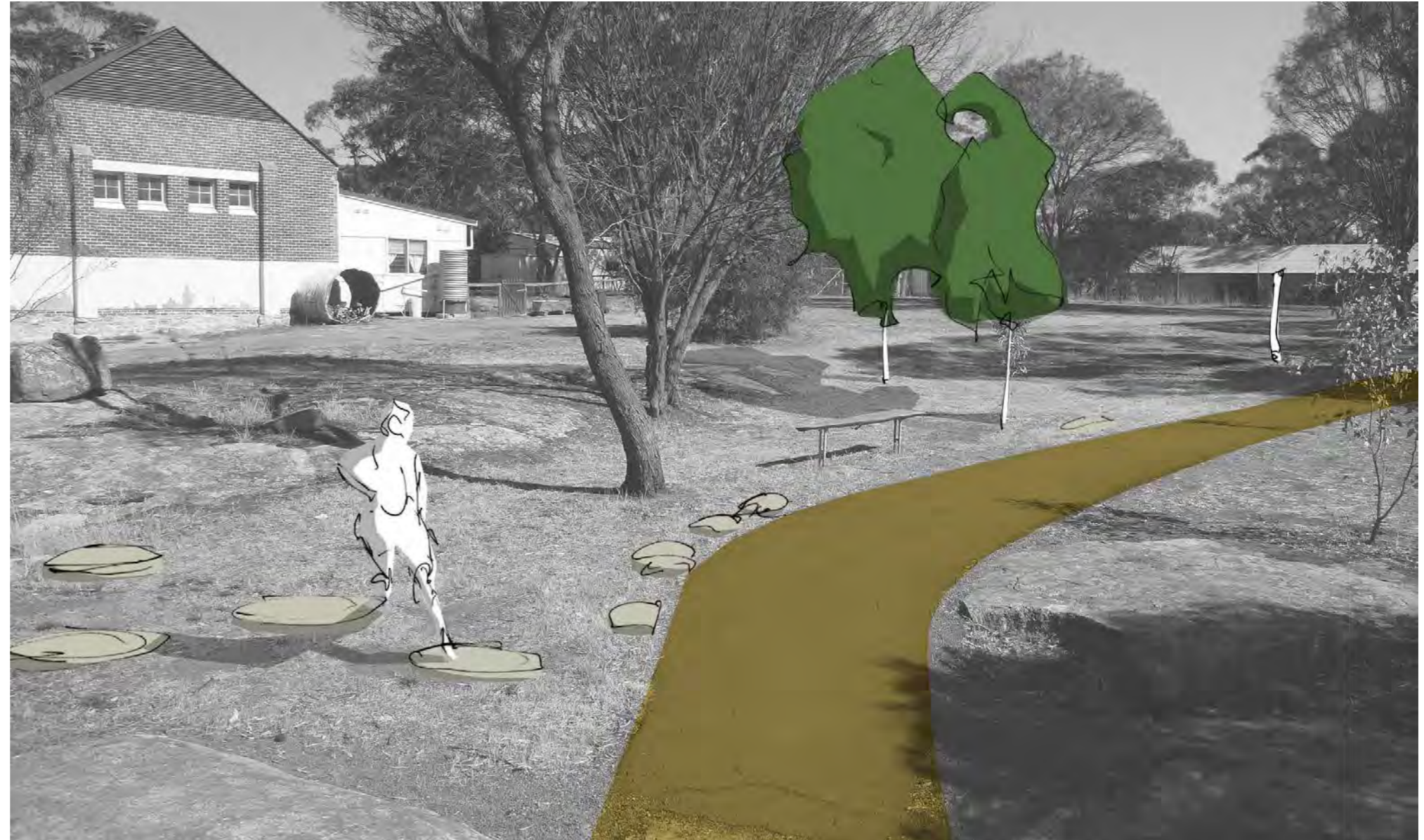
- Frame and support the outer edge of the bend in the path with rocks.

Opportunities to Linger

- Provide additional shade to existing bench through selective tree planting.
- Provide an interpretive sign to recognise the importance of Yarling Creek in the settlement and evolution of the Town.

Interactive Play

- Suggest providing stepping stones / stumps or similar to encourage kids' play.



Indicative view of potential enhancements to the Confluence.



An interactive stepping stone / stump play precedent from the local primary school.



Master Plan detail for the Confluence.

6.0 Projects

6.5 Sculptural Settings

There are a number of existing concrete slabs and infrastructure along the pathway that could serve as plinths for the location of sculpture or machinery within the landscape setting.

Objectives:

- To add to the natural and historic visual interest of the trail with a new cultural overlay.
- To re-purpose historic artefacts as artworks and make use of existing man-made infrastructure.

Principles:

- Locate sculpture on existing man-made elements so as to give it visual prominence and elevation

Detailed Design Suggestions:

Pipe Plinth Near Point N

- Suggest locating a sculpture of re-purposed agricultural machinery or similar on the raised linear concrete plinth.

Sewer Cap Plinth Near Point D

- Suggest locating a sculpture of re-purposed agricultural machinery or similar on the raised bitumen slab.
- Suggest stepping stones / stumps to allow for different viewing angles.

Tree Slab Near Point E

- Suggest providing a seating opportunity underneath the existing established tree to the south of the path.
- Suggest locating a sculpture of re-purposed agricultural machinery or similar on the existing bitumen slab.

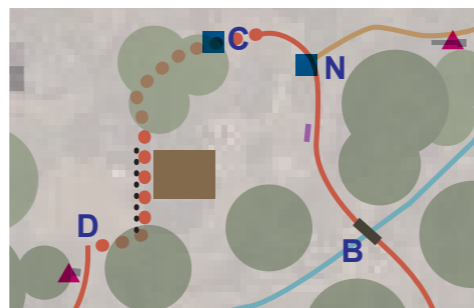
Re-purposed machinery can be placed in situ or incorporated into a piece of contemporary art. All installations should have a small sign to indicate what the machinery was used for.



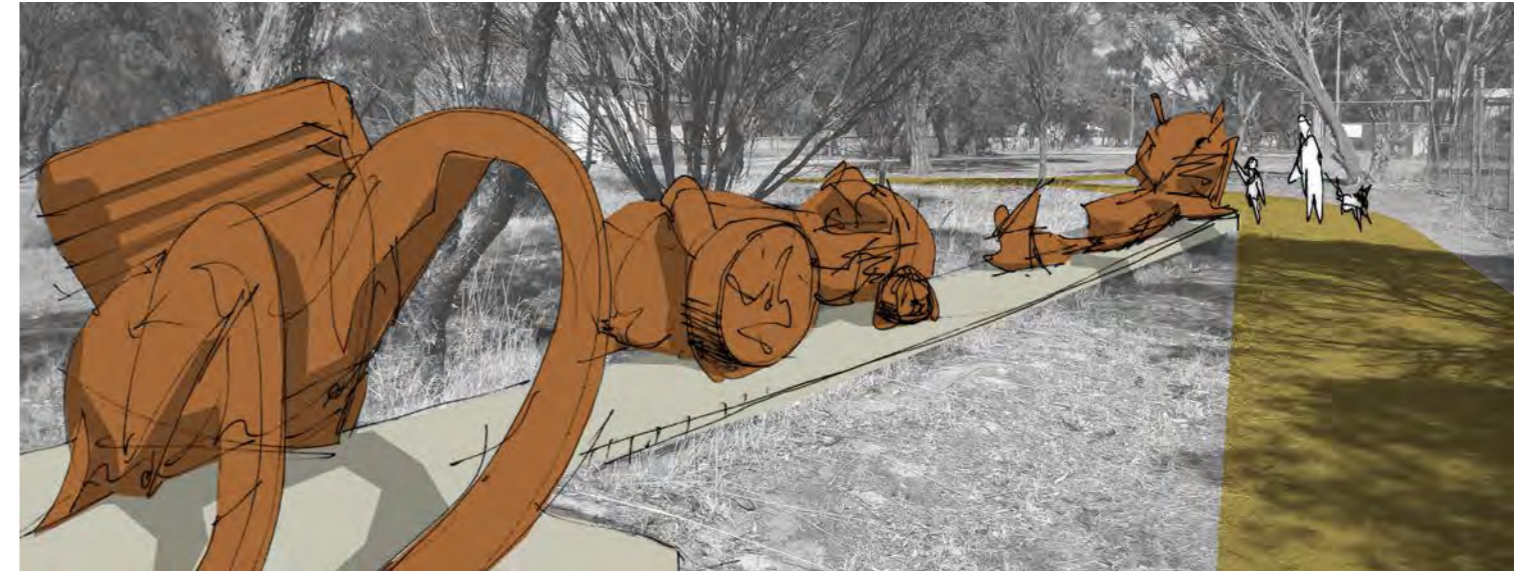
Stepping stone stump precedent.



Re-purposed machinery sculpture precedent (Ironhorse by Dixie Hewett).



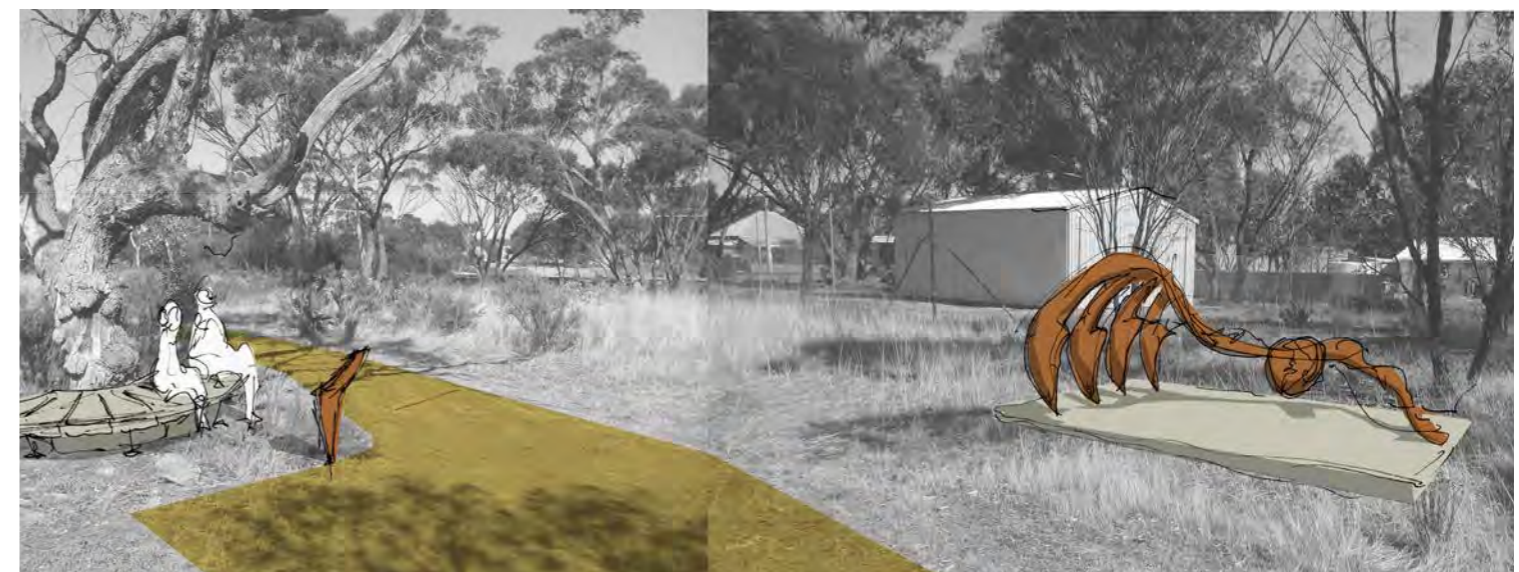
Master Plan detail for locations of sculptural pieces.



Indicative view of potential sculpture placement along the pipe plinth near Point N.



Indicative view of potential sculpture placement on the sewer cap plinth near Point D.



Indicative view of potential sculpture placement and seating opportunity near Point E.

6.6 Arts & Crafts Connection

The vehicle access around the building creates erosion and amenity issues and confusion between the front and back of the building. The free movement of vehicles has led to poor definition and blurring of the loose gravel area for parking in front of the building.

The existing bitumenised path ends to the north-west of the building and then resumes to the south-west approximately 40m away across the forecourt of the Arts & Crafts building. Although the distance between the two paths is not far, the visual connection between the two is poor. The existing plaque signage for the building is small.

Objectives:

- To improve and define the dedicated pedestrian area.
- To improve the connection between existing pedestrian paths.
- Restrict non-emergency vehicular access to the side and rear of the building.

Principles:

- Create inviting and rewarding journeys through careful planning.

Detailed Design Suggestions:

- Suggest locating bollards or rocks in line but set forward of the front facade to restrict vehicle movements to the designated parking area.
- Suggest bitumenising of path in front of building to connect with the bitumen path past the Arts and Crafts carpark.
- Suggest planting along the side of the Arts & Crafts building to prevent short cuts from the 'Confluence'.



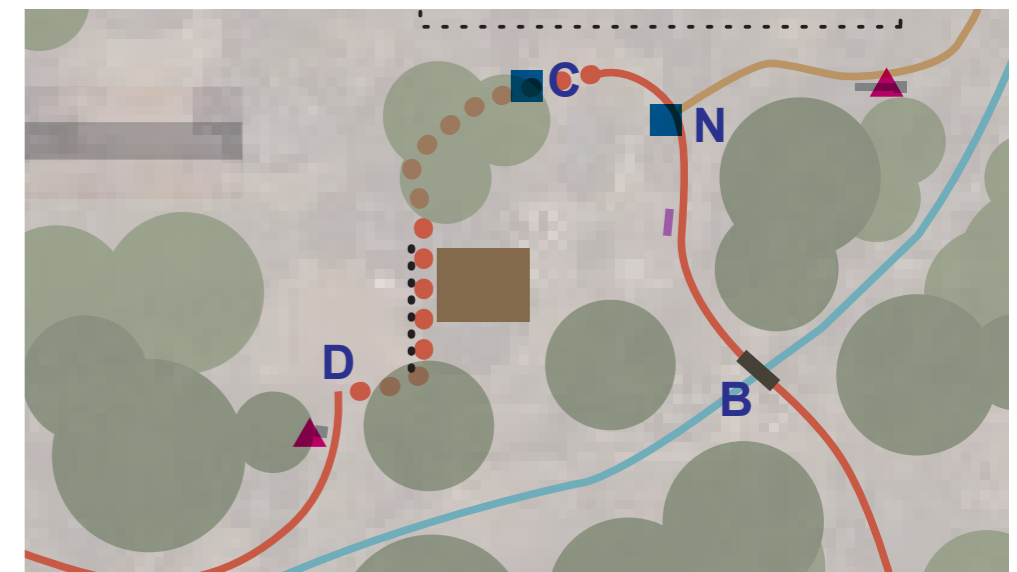
Indicative view of potential treatments of the Arts & Crafts building curtilage.



Rocks can be used as an effective and low-cost substitute for formal traffic bollards.



Vehicle activity blurring of the extents of the loose gravel parking area.



Master Plan detail for the Arts & Crafts Connection.

6.7 Timeline Poles

The section of the trail between Point H and Point A runs alongside the railway tracks and is fairly uneventful and not particularly visually stimulating. In addition, the path in this section becomes rather unclear and, although the area is fairly open so wayfinding is not necessarily a problem, it is a section where enthusiasm may wain.

Objectives:

- To add to the visual and historic interest of the trail.
- To improve trail definition and reduce the perceived length of the section of this section of the trail.

Principles:

- Mark the trail using visually prominent marker elements.
- Involve the community in the development of the poles.

Detailed Design Suggestions:

Spacing & Location

- Suggest the provision of vertical poles marked with key historic milestones in the town's history along the trail path.
- Suggest placing the poles in roughly chronological order, to create the pattern of space between them.

Materials

- Poles may be re-purposed objects such as old telegraph poles.
- Recommend timber poles to allow for carving and routing of durable letterforms and patterns.
- Recommend recessed, painted bands to add visual interest and tactility.

Content

- Recommend markings and text on poles to make reference to elements such as:
 - » 1860s - Sandalwood cutters in Wickepin.
 - » 1891 - Wickepin agricultural area declared.
 - » 1906 - Settlement known as Yarling developed on Yarling Creek.
 - » 1908 - Townsite surveyed and named Wickepin.
 - » 1912 - Railway station and Station Masters House constructed.
 - » 1922 - Albert Facey moves to Wickepin (until 1935).
 - » 1961 - Passenger train services cease.
 - » 2000 - Albert Facey's house re-located to Wogolin Road.

Alternatively poles could identify key authors or poets who have had associations with the district. The Community should be involved in determining the content of the poles.



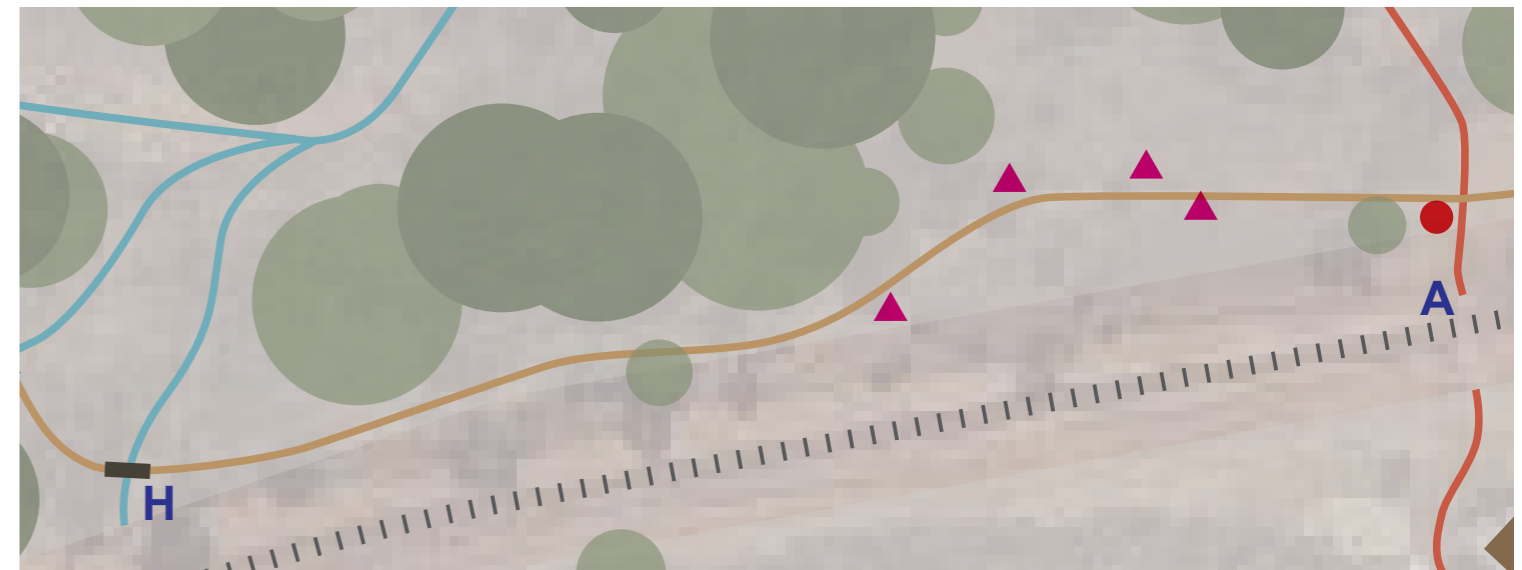
Indicative view of potential timeline poles.



Etched and coloured post precedent.



Coloured timber poles precedent.



Master Plan detail for the Timeline Poles location.

6.8 The Spur

There is an historic railway spur located within the Heritage Precinct where carriages were shunted in order to change direction. The tracks have long been removed, but a raised mound upon which the tracks formerly laid remains.

The historic spur line is currently marked by a small sign. This sign is hard to locate, given that the trail path is fairly indistinct at this point.

Objectives:

- To provide a more visible interpretation of the historic railway spur.

Principles:

- To use larger format man-made materials to create an obvious visual cue and destination.

Detailed Design Suggestions:

Signage

- Recommend installing a larger format information sign to aid in navigation and to better explore the history of the site.

Spur Mounding

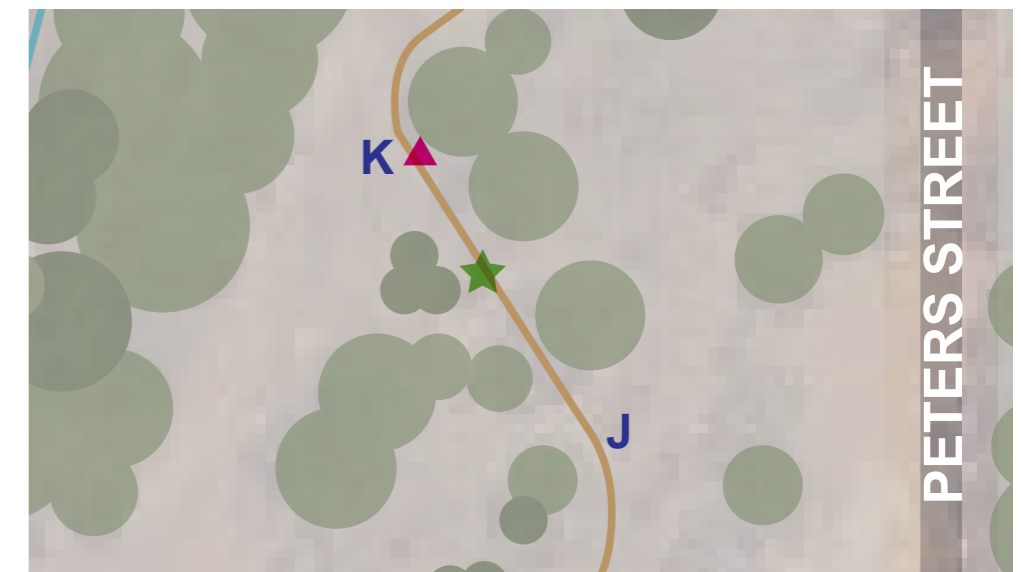
- Suggest the re-laying of a short section of track at the end of the spur mound.
- Suggest installing an historic railway carriage upon the tracks with windows and doors boarded shut, but with an accessible open deck area. Or interpretive artwork to convey original use.



Indicative view of potential treatments of historic railway spur mounding.



Existing railway spur signage.



Master Plan detail for the railway spur line area.

6.9 Artist's Cottage

The former Police Station is a humble weatherboard structure that sits at the northernmost extent of the heritage trail. The building has a timber fenced garden area, a small front porch and a fairly blank eastern and southern side.

The existing signage is faded beyond recognition, but the building hints at its past with iron bars visible in some of the windows.

The site has a delightful, quiet setting nestled in the landscape.

Objectives:

- To facilitate the ongoing maintenance of the building.
- To encourage an intimate interactive understanding of the building's past.

Principles:

- Capitalise on the unique features of the building and landscape.
- Seek to change as little as possible of the original building.

Detailed Design Suggestions:

Building Re-use

- Suggest re-using the building for use as temporary accommodation and assist in establishing an artist residency programme. Or as a temporary studio space for artists who are seeking inspiration in the country.

Building Re-Design

- Suggest adapting the eastern addition as a workspace / verandah with openable shutters to create a controlled, shaded spot that connects with the outdoors.
- Upgrade and make functional the outhouse.



Indicative view of potential treatments of the Artist's House building.



Existing cottage signage.



Iron bars can be seen across some windows and hint at the building's past.



Typical extent of artist area requirements.



Master Plan detail for the Old Police Station area.

6.10 Caravan Park Connection

As a primary port of call, the caravan park plays an important role in Wickepin's tourist strategy. The caravan park is located approximately 400m to the east of the heritage precinct, which is an easy walk along the railway tracks, but there are no visual cues to encourage people to venture in that direction.

Objectives:

- To advertise the heritage walking trail to caravan park customers.

Principles:

- Provide simple visual information and directions in a location that is highly visible and frequently used.

Detailed Design Suggestions:

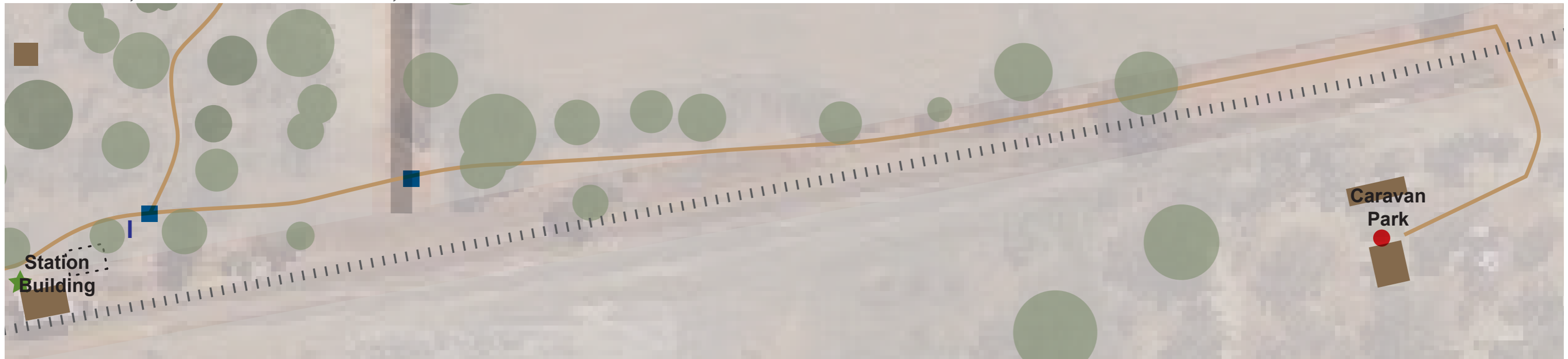
- Suggest using the amenities block wall as the location for key information and directional signage.
- Suggest additional painted graphics to toilet block wall to draw the eye.
- Suggest a simplified location map to guide visitors to the heritage walking trail.



Looking west from caravan park along the south side of the railway tracks.

Looking west from caravan park along the north side of the railway tracks.

Indicative view of potential treatment of caravan park toilet block.



Master Plan detail showing relationship of Caravan Park to Station Building.

7.1 Ongoing Maintenance

The condition of the trail and signage is impacted by inclement weather, strong sunrays, falling branches and regrowth. These key factors will damage, deteriorate and conceal the trail and signage. Ongoing maintenance is therefore vital to ensure that the trail and supporting infrastructure remains safe and legible for many years to come.

The following activities should be undertaken before and after winter to help maintain the trail:

- Walk the trail to undertake a physical audit of its condition noting the deterioration of the trail, of the signage (fading etc) and the condition of the buildings of interest. Ensure funds are set aside to make good both signage and buildings as a matter of priority.
- Cow prune trees, which are obscuring view lines to the building of interest along the trail and cut back overhanging vegetation. View lines through to the Prison from the trail should be carefully maintained through select pruning to reduce the sense of isolation.
- Sweep the trail to remove leaf litter and any other items that may have accumulated on the path.
- Prepare a 'Trail Condition' report to the Council annually.

7.2 Moving Forward

This Master Plan recommends the development of a trail network that better connects the heritage buildings contained within the 'Wickepin Group,' with the town centre along Wogolin Road and the caravan park a nucleus for local visitors. Improving legibility of the existing path system, and enhancing the amenity and experience of the trail are key aims, all of which seek to ensure the trail caters for a variety of users including those wanting a local leisure, traveller rest and/or educational experience.

An understanding of the unique history and evolution of Wickepin has been a key task and has also informed the various strategies, which encourage the visitor to explore, reflect and think about the past, present, future and change. Detailed Place Record Forms, contained within the Appendix, provide historic context from which the final signage can be developed. In addition a variety of Project Sheets have been prepared (section 6) to provide further detail on the strategies and to help illustrate the potential of the trail and its elements.

The Master Plan has been set up so that the implementation of the trail can be staged and developed in line with Council's construction and budget program and available funding sources, which may include:

- Lotterywest Interpretation Grant
- Lotterywest Trails Grant
- Country Arts WA

The specific order and grouping of when and how elements are implemented depends in part upon funding sources, but should also respond to community sentiment and enthusiasm. There are a number of 'quick wins' that can be implemented at low cost such as rock bollards, timber stepping stones and tree plantings.

The specific strategies for key projects can be approached as needs and means demand, but the enhancement of the Wickepin Walk, Prison Parade and Caravan Connection are considered to be key items for the early stage of revitalisation, in particular the Trailhead Gateway and Station Precinct projects which have the highest visual prominence early in the sequence and can help to 'set the tone' for future stages. The Trailside Trail and the various supporting initiatives/projects such as the Timeline Poles, the Confluence and Trail Gateway can be done at later stages without greatly compromising the trail experience.

It is also important to remember that much of what is proposed here has been designed to be able to be implemented, constructed and maintained all or in part by the Shire's own works department or concerned members of the community. And all elements should be considered as both reflections on the past and as people-focussed places for the future.

Appendices

Place Record Forms



App. A: Place Record Forms - Wickepin Walk

A

Albert Facey Homestead

Date of Construction:

1924

Theme:

- Creating Literature (AT 8.10.3)
- Early Settlers (SHO 602)
- Famous and infamous people (SHO 605)

Historic Background:

Albert Facey was an Australian writer, farm labourer, boxer bushman and World War I veteran, whose autobiography, *A Fortunate Life*, became a classic in Australian literature.

Albert and his family settled on a farm 20 kilometres south of Wickepin in 1922, assisted by the Government's Solider Settlement Scheme. His original home was destroyed by fire and rebuilt in 1924, the present day Albert Facey House.

The combination of wheat and sheep proved successful for many farmers in the region until the great depression of the 1930s caused wool and wheat prices to slump dramatically. A severe rabbit plague swept across rural areas adding to the farmers' plight, forcing many to abandon their properties. The Faceys' reluctantly left their farm in 1934 and returned to Perth.

After being donated to the Shire of Wickepin the homestead was relocated to Wogolin Road, the main street of Wickepin.

Key Messages:

- Albert Facey was an Australian writer and World War I veteran, whose main work was his autobiography, *A Fortunate Life*, now considered a classic in Australian literature.
- Albert built the home in 1924 and his family resided there until 1934.
- The home was donated to the Shire in 1999 and it was relocated to its current location in 2000.
- Due to its association with Facey, the place is highly valued by the community of Wickepin.

Resources:

- Gray, L & Sauman, I (2009) Wickepin Group Conservation Plan, pg. 14



Railway Traffic Office (fmr)

Date of Construction:

1911

Theme:

- Making Settlements to serve rural Australia (AT 4.5)
- Rail and light rail transport (SHO202)

Historic Background:

The Narrogin-Wickepin railway line was officially opened in 1909, the Wickepin (then Yarling) siding was one of four on the line from Narrogin including Boundain, Yilliminning and Wandering.

The opening of the railway spurred the growth of the town. In 1911-12 tenders were called for a post office, school, police station and railway station buildings, including Traffic Office, Station Master's House, a goods shed, siding and road approaches.

The station staff oversaw the shipment of wheat, wool, fodder and grain, the transport of horses, cattle, pigs and sheep; and also carried cream cans for the Great Southern Butter Factory and eggs for the Eggs Board in Narrogin. It was not an uncommon site to see huge stacks of chaff and bark awaiting shipment, and manure and machinery ready for next season's cropping.

The railway line was also important for the movement of the town's people and interaction between different districts. The Football train to Williams was a popular annual event from 1913 to 1915; Boxing Day picnics to Lake Yealering and shopper trains in the 1930s were also popular.

In 1981 the railway passenger service was ended, and a road bus service introduced to Perth once or twice a week. At that time the station-master was withdrawn from the Wickepin Railway Station. Today the only trains that pass through the Wickepin station are the grain and super-phosphate haulers.

Key Messages:

- The siding and railway line was the catalyst for the development of the area.
- The railway line provided transport for the town's people and interaction between different districts.
- The siding was once a bustling and busy place with stacks of chaff and yards of live stock awaiting shipment. These scenes were a testament to the fertility of the district

Resources:

- Gray, L & Sauman, I (2009) Wickepin Group Conservation Plan, pg. 6, 11-14
- inHerit, Wickepin Railway Station (P02721)
- Image in the Western Mail, 23 April 1913 p.24
- Image in the Western Mail, Friday 4 October 1912, p. 25



App. A: Place Record Forms - Wickepin Walk

A

Station Master's House (fmr)

Date of Construction:

1912

Theme:

- Making Settlements to serve rural Australia (AT 4.5)
- Rail and light rail transport (SHO202)

Historic Background:

The Narrogin-Wickepin railway line was officially opened in 1909.

In December the following year, the first stationmaster was appointed to the then unmanned Wickepin Railway Station. The Station Masters House was built in 1912. It was a standard brick five-roomed house, built to a standard WAGR plan.

The stationmasters changed every few years or so with the exception of PM Taylor who served from November 1955 to February 1979.

The Station Master's House was occupied by the station master until 1981. Since this time it has been used as a small catering business and private residence.

Key Messages:

- The Station Master was associated with, and integral to, the running of the nearby railway station.

Resources:

- Gray, L & Sauman, I (2009) Wickepin Group Conservation Plan, pg.11-14
- inHerit, Wickepin Railway Station (P06860)



Yarling Creek

Date of Construction:

N/A

Theme:

- Selecting Township sites (AT 4.1.1)
- Establishing water supplies (AT 3.11.5)

Historic Background:

The town of Wickepin was originally a watering point called Yarling, where main roads came in from all directions. Opened for selection in 1893, the area was said to have excellent land 'suited for cereals and fruit', and there was an abundance of fresh water easily obtained from springs, soaks and shallow bores, such that it was reported that there was 'practically no fear in regard to a water famine during the summer months'.

The original part of the town was on the north side of the Railway Line around Yarling Creek, but it was soon discovered that this was not a good area to build as the creek flooded on numerous occasions, so the town slowly extended south of the railway line.

A newspaper article 1926 reported that heavy rains resulted in Yarling Creek overflowing its banks at Wickepin with water extending as far south as the Hotel. In 1937, another downpour resulted in further flooding. It was reported that the creek carried away part of the fencing and outhouses of the police station and part of the fencing, of the Masonic Lodge (Roads Board Office and Hall fmr) building.

Although the land continues to produce a range of cereal crops, Yarling Creek is today somewhat sadly degraded and does not flow as it once used to.

Key Messages:

- The Yarling Creek along with springs, soaks attracted early settlers to the area.
- The Yarling Creek flooded on a number of occasions and influenced the location of settlement of the town.

Resources:

- Gray, L & Sauman, I (2009) Wickepin Group Conservation Plan, pg. 6
- Examiner, Heavy Rain in WA, Thursday 1 April 1926, pg. 4
- The West Australian, Damage at Wickepin, Monday 28 June 1937, pg. 16
- Metcalf, W & Featherstone, G (2007) A Messiah for the West: J. C. M. Fisher and the Church of the Firstborn in Western Australia, in Journal of Colonial History, vol 8.



App. A: Place Record Forms - Wickepin Walk

A

Roads Board Hall and Office

Date of Construction:

1912

Theme:

- Developing Local Government Authorities (7.6.1)
- Maintaining religious traditions and ceremonies (8.6.2)
- Creating Visual Arts (8.10.2)

Historic Background:

The Wickepin Roads Board was formed by altering the boundaries of a number of adjoining Road Districts; Cuballing, Narrogin, Mourambine (Pingelly), by notice in the Government Gazette on 19 February 1909. The duty of the Roads Board was to make and maintain roads and bridges; to construct and maintain wells, bores, tanks along the lines of roads; to provide drainage from the roads; and to plant and maintain trees and shrubs along roads and in public places.

One of the first Acts of the Board was to ask the Public Works Department to make £850 available for works, including Boards Offices. It was not until 1912 that the Road Boards Secretary, who was also a local architect/agent/attorney, design was selected for the new building. The building was completed in 1912 and in the same year a contract for the erection of stables and a fence around the site was let.

The Hall was used for public meetings and for church services by the Roman Catholic Church. The first Wickepin Show in 1915 was held in the hall, and in 1916 the Governor Sir Harry Barron was entertained by a concert of local and Narrogin performers in the hall. He was on a Vice-regal tour of the region. The district and town grew rapidly and facilities were soon outgrown, while flooding of the nearby Yarling Creek also presented some problems of maintenance.

The Roads Board moved to the new Town Hall offices, along the southern side of town on 1918. The 1912 Roads Board Hall and Offices was transferred to members of the Narrogin Lodge Freemasons, in October 1924, which was sponsoring the creation of a new lodge at Wickepin. In 1984, reduced membership of the Wickepin Lodge resulted in its amalgamation with the Narrogin Lodge, from whom it had originally separated, and the Wickepin Lodge vacated. Today it is used by the Wickepin Arts and Crafts Group.

Key Messages:

- The important role of the Roads Board in the development of the district and its infrastructure.
- The place was the earliest civic and administrative centre in the town of Wickepin.
- Since the relocation of the Roads Board Offices the place has continued to be used for community based activities.

Resources:

- Gray, L & Sauman, I (2009) Wickepin Group Conservation Plan, pg.7-18



Palm Trees

Date of Planting:

c1920

Theme:

- Living in the country and rural settlements (AT 8.13)
- Providing for the common defence (AT 7.71)

Historic Background:

The existing plaque highlights that the palm trees were planted by the Holdaway boys in the 1920s. In later years children picked the fronds to be made into crosses for Palm Sundays.

Upon his death in 1954, it was reported that Mr Alfred James Holdaway had spent over 70 years in the Wickepin district, farming and later, contracting; making him an early settler dating back to approximately 1884. Alfred and his wife Clementine had 17 children. Eight of their children served in the Army; four in the Middle East, one in New Guinea, one in Queensland in the AIF and two others in the AIF in this State. An article in the Mirror dated 1943 acknowledged the family's war time contribution and stated 'is there any other family in the State – or in Australia for that matter – that can equal their patriotic record of devoted service.'

Key Messages:

- The Holdaway family, early settlers in the Wickepin District, planted these palm trees in the 1920s.
- Explore the contribution of the Holdaway family to the Wickepin District and how the trees came to be planted.

Resources:

- Wickepin Lions Club and Yearling Writers Group - As they Remember It, pg. 17
- The West Australian, Friday 18 June 1954, Pioneer Leaves 14 Children, pg. 18
- The Mirror, Saturday 30 January 1943, Vol. 30 – No. 981 Can Any State Beat This Family's Record? pgs 1 & 6

Further Research:

Confirmation that the Holdaway boys planted the trees? Was it their property?



Yarling Well

Date of Construction:

c. 1900

Theme:

- Living in the country and rural settlements (AT 8.13)
- Establishing water supplies (AT 3.11.5)

Historic Background:

The existing plaque outlines that 'a well in the vicinity provided water for early settlers. It was also used by surrounding farmers who carted water back to their properties. The well probably became saline until it was rendered unsuitable and later filled for safety reasons.'

The town of Wickepin was originally a watering point called Yarling, where main roads came in from all directions. Although the land continues to produce a range of cereal crops, Yarling Creek is today somewhat sadly degraded and does not flow as it once used to.

A reference to the Yarling Well in the West Australian in 1911 highlights that a tender for £10.15s was accepted by the Roads Board for the construction of a windmill at Yarling Well. Windmills were considered one of the cheapest and most effective methods of drawing water from a well along with other methods such as a horse whip, or, failing that, a windlass with two five or six gallon buckets, one of which would go down whilst the other came up.

The town's water supply, like that of many other country towns, left much to be desired. In 1908, a huge tank, which could hold about 25,000 gallons of water was erected on 40ft jarrah poles. Originally erected to serve the needs of the rail transport and steam locomotives, the water provided water to the town's residents when long hot summers depleted domestic supplies. This tank was replenished with water reticulated from the railway dam two miles away.

Apart from the dam water, individual catchments and wells were relied upon to supply householders' wants.

By 1964, scheme water was connected and by 1982 a deep sewerage scheme was completed. The 1908 tank, which had become a local landmark, near the centre of town, was demolished in 1974.

Key Messages:

- Water is and remains a scarce and much needed resource.
- The provision of water to rural towns was not as simple as turning on a tap

Resources:

- The West Australian, Saturday 28 January 1911, Roads Board Notices, pg. 7
- Western Mail, Saturday 29 April 1911, Drawing Water From a Well, pg. 6
- Western Mail, Thursday 27 October 1932, Wickepin Town & District, pg. 10
- inHerit, Railway Water Tank Site (P07147)



Railway Spur

Date of Construction:

c. 1909

Theme:

- Rail and light rail transport (SHO202)

Historic Background:

The existing signage highlights that when the Wickepin Railway Station was the end of the line, this embankment was part of a railway spur to enable the locomotives to turn around and move to the other end of the train for the return trip.

Between 1912 and 1914, the railway line was extended to Corrigin and Bruce Rock, linking Wickepin to a wider network.

Key Messages:

- The siding and railway line was the catalyst for the development of the area with the trains frequenting the town on a regular basis to transport both goods and people.

Resources:

- Existing Signage
- InHerit, Yealering Railway Reserve Group (7348)
- Gray, L & Sauman, I (2009) Wickepin Group Conservation Plan, pg.6



App. B: Place Record Forms - Prison Parade

Police Station (fmr)

Date of Construction:
1921

- Theme:**
- Policing Australia (AT 7.6.3)
 - Living in the country and rural settlements (AT 8.13)

Historic Background:

The existing plaque outlines that this building was built in 1912. However, from our research this appears incorrect. It was a later building, built in 1921.

Police from Narrogin patrolled the Wickepin District in the early 1900s, but once the town was established, there were requests for a constable to be stationed in town. A report in the Wickepin Argus from 1911 'many are the outcries at Wickepin for a guardian of the law. Horse racing in the main street and other antics are indulged in which should at once be stopped.'

In March 1911 a constable arrived and set up camp in a 'canvas structure' on the site of the Police Station (fmr), which had been reserved for such a purpose. The camp sufficed until the following year when a timber police station building, with prison cell and living-quarters was established for a cost of £718-16-0. The living quarters were small and the proximity to the charge room and cell within the same building was unsatisfactory from the outset with it being reported that 'the noise and foul language made use of by the drunks, disorderly and lunatics when confined in the lockup can be heard clearly and distinctly through the quarters.'

Plans were drawn up by the Public Works Department for a separate Police Department, with renovations planned for the existing building to convert it wholly to quarters. The new Police Station (the one that is extant today) was completed in 1921 at a cost of £939. It included a courtroom, a charge room, two cells and a gravel floored exercise yard.

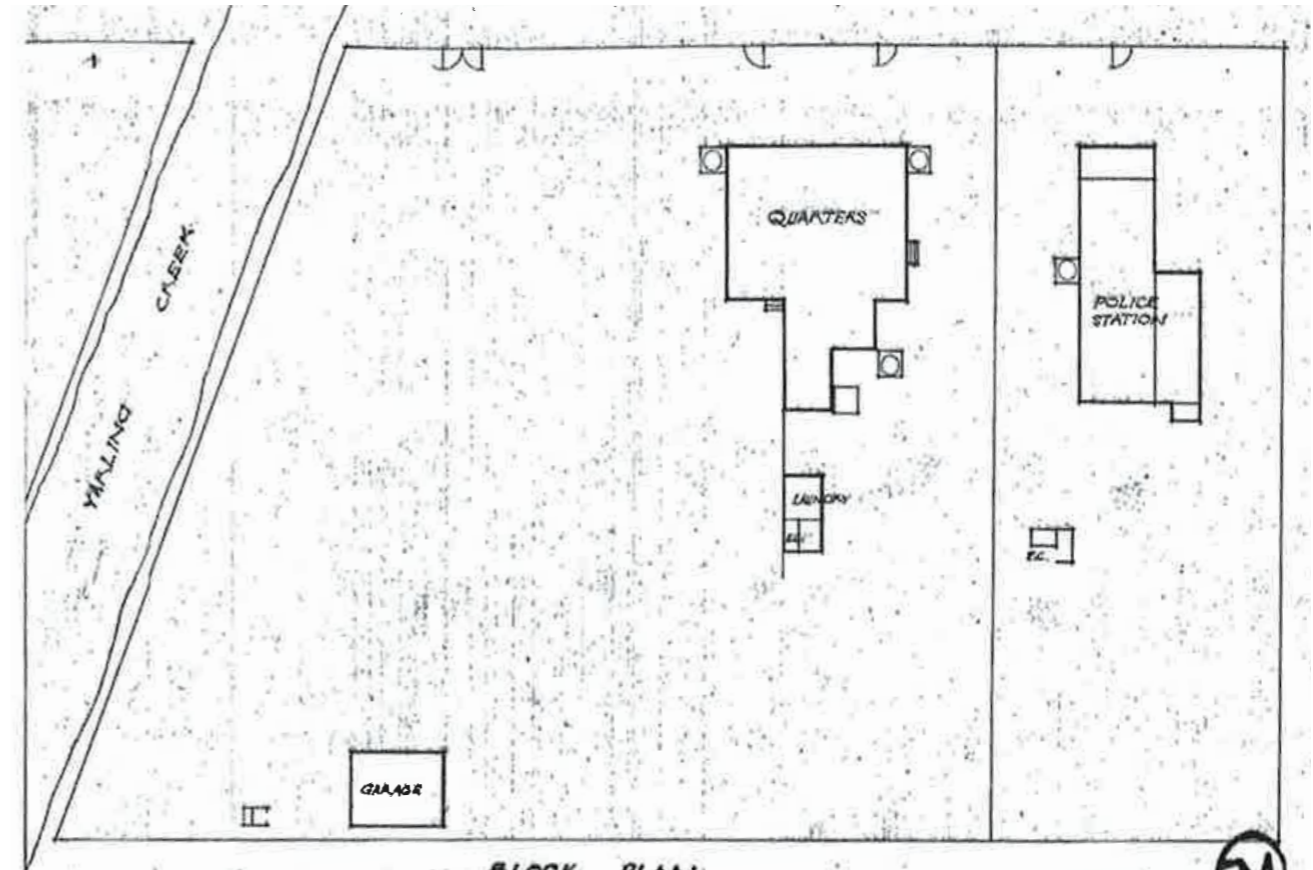
To meet demands and to improve the living and working environments of the police and their families a new police station was constructed in 1980 on the southern side of the railway. The Police Station and Quarters were vacated and the quarters removed.

Key Messages:

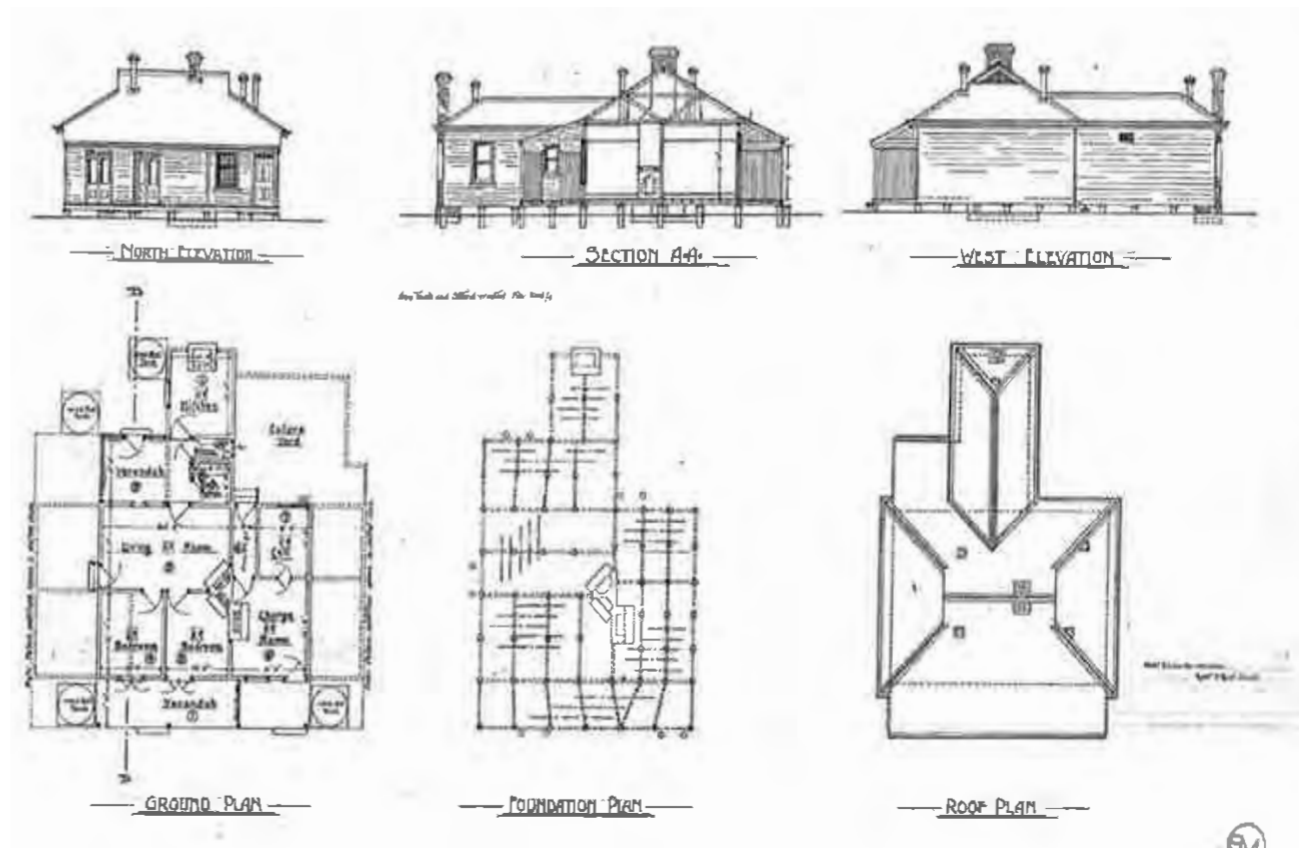
- Explore the antics that resulted in a constable being located in Wickepin.
- Explore the evolution of police facilities at the town from a tent; to a dual use station and living quarters; through to separate quarters and station.
- Explore the duties of a country police officer in the early part of the twentieth century.

Resources:

- Wickepin Argus, 11 February 1911, pg. 3
- Gray, L & Sauman, I (2009) Wickepin Group Conservation Plan, pg.14-17
- Police Station Quarters and Station Plans site plans and elevations – contained within the Wickepin Group Conservation Plan



Site Plan of Police Station and Police Quarters Source: Gray, L & Sauman, I (2009) Wickepin Group Conservation Plan



Police Station and Quarters - Now demolished. Source: Gray, L & Sauman, I (2009) Wickepin Group Conservation Plan

Roads Board Hall

Date of Construction: 1918, 1936

Theme:

- Developing local government authorities (AT 7.6.1)
- Organising recreation (AT 8.1)
- Pursuing common leisure interests (AT 8.5.4)



Historic Background:

The original 1912 Roads Board Office and Hall was outgrown by 1917 and discussions began about a suitable replacement, way from the often flooding Yarling Creek. A replacement Roads Board Hall was opened on Anzac Day, 25 April 1918, by the Hon. B. Underwood (Minister). The building, which was capable of seating 500 persons, was erected without any subsidy from the State.

In 1927 the Wickepin Tennis Club leased part of the hall grounds on the west side, and built tennis courts. With the popularity of the dances, pictures and other uses of the hall in the 1930s it was decided to modernise the building.

In 1938, a tender for additions to the front of the existing Roads Board Hall was accepted for £2,090. The office section included a boardroom, secretary's office, general office, and a members' room, and the hall at the rear was increased in length from 59ft. to 73ft and by a width of 29ft. Provision was made for moving pictures, dressing rooms, and public lavatories at the back of the hall. The architects are Messrs. Baxter, Cox and Leighton.

At that time, the laws were enforced with regard to the prohibition of drinking and smoking in the hall. The balls at the hall during the 1930s, 40s and 1950s were held as a number of annual events, special fundraisers or celebrations; New Years Eve Balls, CWA Balls, Catholic Ball, Military Ball, RSL, Show Ball, Sportsclubs Balls (Football, Tennis). Weddings and dances were often held at the hall as well as luncheons which attracted large crowds during World War Two.

In 1980 the Shire Administration Offices moved from this building to new Shire offices and the vacated offices have since been used by various community groups and government agencies.

Key Messages:

- The place played important in the civic and social life of the Town.
- The place expanded in response to the growth and needs of the community and their social activities.

Resources:

- Western Mail, Country, Friday 3 May 1918, pg. 18
- The Western Australia, Wickepin Hall and Office, Saturday 24 September 1938, pg. 26
- Gray, L & Sauman, I (2009) Wickepin Group Conservation Plan, pg.9
- inHerit Wickepin Town Hall (P02723)

