

## Heritage Citation



**Tram Shelter (former)**

### Key details

|                              |                                                                                  |
|------------------------------|----------------------------------------------------------------------------------|
| <b>Addresses</b>             | Outside 101 Waterworks Road, Ashgrove, Queensland 4060                           |
| <b>Type of place</b>         | Tram / bus shelter                                                               |
| <b>Period</b>                | Interwar 1919-1939                                                               |
| <b>Style</b>                 | Queenslander                                                                     |
| <b>Geolocation</b>           | -27.448092 152.999763                                                            |
| <b>Key dates</b>             | Local Heritage Place Since — 30 October 2000<br>Date of Citation — February 1997 |
| <b>Criterion for listing</b> | (A) Historical; (E) Aesthetic                                                    |

First operational in 1897, Brisbane's tramway system was one of the most popular forms of public transport in Brisbane in the first half of the twentieth century. In 1924, the tramline was extended to Oleander Drive in Ashgrove fuelling rapid population growth in the area and was extended again in 1935 to Ashgrove State School. By the 1950s, an increase in buses and car ownership had caused the popularity of trams to decline and the tramway ceased operation in 1969. This tram shelter serves as a reminder of the changing modes of transportation throughout Brisbane's history and contributes to the streetscape of Waterworks Road.

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## History

In 1884 the privately owned Metropolitan Tramway and Investment Company laid Brisbane's first tram tracks. These covered six and a half miles from Woolloongabba to Breakfast Creek, with branches to the Exhibition Building and New Farm.

The first electric trams were introduced in Brisbane in 1897. In the following decades, Brisbane's tramway system experienced rapid expansion in response to the growth of the city itself. The number of cars operating increased from 20 in 1897 to 172 in 1916. In this period before the dominance of private motor vehicles, the electric tram provided mass transportation for Brisbane residents. Their immense popularity is illustrated by the fact that by the 1950s, Brisbane had one of the highest levels of public transport usage in Australia at that time.

At the end of the First World War, it was clear that the tramway system had become a necessity for mass transport of the people and it was generally felt that it should be owned and operated by a public body rather than by a private company. Thus in 1922 the Brisbane Tramway Trust was formed by Act of Parliament. The Trust took over ownership and control on 1 January 1923. The private company had allowed the system to fall behind in catering for the demands of Brisbane's growing population. The Trust therefore had a considerable task ahead of it. It arranged for the duplication of tracks, additional tramcars and the construction of more adequate repair workshops and car depots. Remote control of points was introduced at busy city intersections to improve safety. Other innovations introduced by the Trust were passenger shelter sheds such as this one, advertising in trams and a suggestions board scheme.

Among the projects undertaken by the Trust in its second year of operation was the extension of the tram service to Ashgrove, a move which demonstrated a confidence in the future of the suburb. The decision to extend the tramline along Waterworks Road to Ashgrove was made in March 1924, the same month as Glenlyon Garden Estate was opened for sale. The release of the 855 allotment Glenlyon Gardens estate was the catalyst for the development of Ashgrove as a residential suburb. Until this time the area had been dominated by a few large holdings, with some scattered housing in between.

After the extension of the tramline to Oleander Drive in 1924 and the sale of Glenlyon Gardens Estate and other residential estates at Ashgrove and Dorrington during the 1920s, the population of the Ashgrove district increased rapidly. The Oakleigh State School at Dorrington opened in 1934 to accommodate the growing number of children in the district. In 1935, the tramline was extended to the Ashgrove State School, which again increased the numbers of local residents.

The Trust only held office for three years and in December 1925 the newly formed Greater Brisbane City Council took over control and administration of the tramways system. After the Second World War the increasing reliance on the private motor car and the growth of Council's bus fleet gradually reduced the number of tram

passengers. In 1969, after 72 years as the basic means of public transport in Brisbane, the use of trams was officially discontinued. The tram sheds have remained, providing evidence of a way of life that no longer exists.

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## Statement of significance

### Relevant assessment criteria

This is a place of local heritage significance and meets one or more of the local heritage criteria under the Heritage planning scheme policy of the *Brisbane City Plan 2014*. It is significant because:

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#### Historical

##### CRITERION A

The place is important in demonstrating the evolution or pattern of the city's or local area's history

as a physical reminder of Brisbane's once prominent tramway system; and, as evidence of the expansion of the tramway system in the interwar period to cater for Ashgrove's growing population.

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#### Aesthetic

##### CRITERION E

The place is important because of its aesthetic significance

as the shelter, with its simple design, provides a pleasing addition to the Waterworks Road streetscape.

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## References

1. Lawson, Ronald, *Brisbane in the 1890s: A Study of an Australian Urban Society*, UQ Press, 1973, p. 11
2. Morwood, J E, "History of Electric Tramways in Brisbane", Institution of Engineers Australia, *Queensland Division Technical Papers*, 1970
3. Brisbane Tramway Trust, *Second Annual Report*, 1924, p 13
4. Clark, Howard & Keenan, David. *Brisbane Tramways: the last decade*, Transit Press, Sydney, 1977

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**Note:** This citation has been prepared on the basis of evidence available at the time including an external examination of the building. The statement of significance is a summary of the most culturally important aspects of the property based on the available evidence, and may be re-assessed if further information becomes available. The purpose of this citation is to provide an informed evaluation for heritage registration and information. This does not negate the necessity for a thorough conservation study by a qualified practitioner, before any action is taken which may affect its heritage significance.

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