

Heritage Citation



Alderley Railway Station

Key details

Addresses	At 75A South Pine Road, Alderley, Queensland 4051
Type of place	Railway station
Period	Federation 1890-1914
Lot plan	L67_SP253700
Key dates	Local Heritage Place Since — 1 January 2004 Date of Citation — December 2010 Date of Information — December 2010
Criterion for listing	(A) Historical; (D) Representative

Following increasing public pressure for a railway line to Newmarket, this railway station was opened in February

1899. By 1910 the number of passengers using the station had almost tripled and by 1920 had more than tripled again to 132 000, demonstrating not only an increasing reliance upon public transport but also the rapid growth of the local population. Throughout the early twentieth century, additions to the site have included a 1926 shelter shed, pedestrian footbridge and a 1920s pre-cast concrete railway station building. This railway station has continued to service the local community's transport needs for more than a century.

History

The Alderley Station opened as part of the initial line to Enoggera on 5 February, 1899. This line, which now terminates at the Ferny Grove Terminus, once ran from Mayne through to Dayboro via Enoggera, Ferny Grove and Samford.

With the establishment of the saleyard at Newmarket in 1880, public pressure for a railway soon followed. After numerous delays, parliamentary approval for a line was given in December 1895. After the route had been determined and surveying completed, the construction contract was let on 24 November 1897 to Valley and Bowser for £19,049/0/0.

From the outset, the Windsor Shire Council and The Enoggera Divisional Board committed ratepayers' funds to ensure this scheme would succeed. Unfortunately this agreement also required ratepayers to pay an annual share of the deficit for running the railway. This was not well received within the area when the railway ran at a loss.

A shelter for passengers was built on the outbound side in 1897. This has since been demolished. A gatehouse similar to that built at Newmarket Station was also constructed. The location of this is not known.

The initial numbers of passengers disclose that the station was well utilised; 15 280 in 1900 rising to 42 024 in 1910 and 132 432 in 1920. In 1921 duplication of the track occurred. However unlike most other stations along the Enoggera line an island platform was not installed. The timber footbridge was raised with electrification.

In 1921, a dead-end siding, with loop, was also installed at Alderley for Messrs William and Albert Poultney who owned a sawmill at Alderson Street in the area. This siding, also used by Fowler's Potteries, was used until 1950.

The shelter shed on the outbound platform was built in 1926 and is a cantilevered structure made from 60lb rail of a unique design.

The station building on the inbound platform was constructed circa 1950-52 to standard E2a 12x18 feet design using precast concrete. A ladies room and toilets have since been added.

The location of a station at Alderley contributed to the development of the suburb, providing transport for residents commuting to the city or neighbouring suburbs to the north which developed in the postwar period.

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:

Historical

CRITERION A

The place is important in demonstrating the evolution or pattern of the city's or local area's history for the evidence it provides of the provision of railway services to the local area in the early to mid 20th century.

Representative

CRITERION D

The place is important in demonstrating the principal characteristics of a particular class or classes of cultural places

as an example of a pre-cast concrete railway station building which was a popular method of railway station construction used throughout Queensland in the twentieth century.

References

1. Brisbane City Council Detail Plan No: 940
2. Brisbane City Council Heritage. *Moorooka District Character Study*. (1996)
3. Kerr, John. *Notes on Queensland Railways*. (1966-1972)
4. Kerr, John 1988, *Brunswick Street, Bowen Hills and Beyond: The Railways of the Northern Suburbs of Brisbane*, Australian Railway Historical Society
5. A.Ward *Queensland Railway Heritage Places Study: Stage 2 Vol.4*. April 1997

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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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