

Heritage Citation



Bus Shelter No. 2

Key details

Addresses	Opposite 96 Kennedy Terrace, Red Hill, Queensland 4059
Type of place	Tram / bus shelter
Period	World War II 1939-1945
Style	Queenslander
Geolocation	-27.454546 152.99693
Key dates	Local Heritage Place Since — 1 July 2002 Date of Citation — June 2007
Construction	Roof: Terracotta tile; Structure: Timber

People/associations Brisbane City Council Department of Works (Builder);
Frank Costello (Architect)

Criterion for listing (A) Historical; (D) Representative; (E) Aesthetic

This timber bus shelter was built constructed circa 1940-1941 for the comfort of bus passengers along Kennedy Street, Red Hill. It provides evidence of the introduction of a diesel bus service to the city in 1940 and was the Brisbane City Council's second attempt at trialing buses in areas not serviced by trams. Due to a concern for passenger safety, the timber and tile shelter is no longer in use but still makes a pleasant contribution to the streetscape.

History

This timber bus shelter was built between 1940 and 1941 when a diesel bus service was introduced to Red Hill. Most early bus shelters are presently located on existing or abandoned Council bus routes. The majority were constructed by BCC as a result of petitioning by community groups or progress societies.

During the first half of the 20th century, trams dominated the city's public transport. On 1 January 1923, the Brisbane Tramway Trust took over the Brisbane Tramway Company. During the period 1918-1922, no new lines or extensions were built, and few rolling stock constructed (in spite of growing traffic and serious overcrowding) due to the company nearing the end of its franchise. However trams continued to be the dominant form of public transport in Brisbane until 1969.

Other forms of transport were considered by the Trust and several motor buses were purchased in 1925. This venture did not turn out to be a financial success, with the newly formed Greater Brisbane City Council deciding to sell the fleet in November 1927. These services were then transferred to private individuals who subsequently provided the city's bus services for over a decade.

Thirteen years would pass before Council would reintroduce buses. The new technology of the diesel engine would be introduced to Brisbane in July 1940. Twelve Albion-Gardiner buses were trialed, with imported chassis and locally built bodies. A new garage was built on North Quay to service both the buses and the Council's fleet of vehicles.

The reintroduction of Brisbane City Council operated bus services in July 1940 was due to three factors. Newer economical diesel engines with reduced running costs, a larger population and better road services all contributed to making the service more cost effective. The buses began to run on four routes and were soon providing transport in some fourteen new areas not serviced by trams.

In 1937, the Council commissioned a transport adviser to conduct a report on public transport in Brisbane. This report would foreshadow future Council policy:

The judicious use of trolley-buses or motor-buses is required as an adjunct to the tram services in districts where the traffic would not warrant the building of a tramline.

In 1940, a diesel bus service began running along Kennedy Terrace. Diesel buses would eventually become the

backbone of BCC public transport after April 1969 when trams were phased out on the recommendation of the Wilbur Smith Report.

Waiting sheds, identical to those located on tram routes were constructed to encourage usage. Of a 1932 design, this particular shelter is a 'standard four-post waiting shelter' or four-poster 'A type'.

Many waiting sheds were constructed by the BCC as a direct result of petitioning by community or progress societies. The Council would then complete a survey over several days to see if a stop was needed. Waiting sheds promoted the system of public transport by providing a comfortable waiting area protected from the elements, and were often internally lit. Letters of thanks to the editor of the Telegraph and Courier Mail record that this detail was appreciated by passengers who could read the daily paper while waiting for buses or trams at night. After 1945, the Council realised revenue could be gained from the structures, and many were adorned with billboards and illuminated signs.

A number of former bus and tram shelters have been moved or demolished for road works (eg. at the Normanby Five-ways). Those that remain provide an attractive shady shelter for bus passengers and make an aesthetic contribution to the streetscape. The shelter on Kennedy Terracer is no longer officially in use. On the inside of the structure, a notice has been placed by the Brisbane City Council. It reads:

This official bus stop has been moved (to the left) by Brisbane transport due to our concern for passenger safety. Road width, speed and visibility of traffic have combined to increase passenger perceptions of insecurity at this site.

Brisbane transport will maintain this historic shelter, but please note that buses will no longer stop here for passengers.

Description

This bus shelter is a four-post structure located on a concrete platform and over the footpath on Kennedy Terrace. The structure is timber with vertical timber boards cladding the back and part of the sides.

The short-ridge hipped roof is made up of terracotta tiles and is supported by four square timber posts with solid, elongated timber brackets. Two rows of timber seating are fixed to the ground and both face the street.

This shelter is in poor condition with missing tiles and guttering. Spalling of the concrete foundation to the right-rear of the shelter has resulted in the sinking of one of the posts, giving the structure an uneven appearance. Its poor appearance combined with the addition of a new bus shelter (as the official stop) some 12 feet to the left leave its future in doubt. The shelter should be put to use again as a bus shelter and consequently repaired and maintained.

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 as a physical reminder of the early Brisbane City Council diesel bus route introduced in 1940.

Representative

CRITERION D

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

as one of a group of similar shelters in the district constructed during the 1930-1940 period which share characteristics such as construction materials, structure design and seating arrangements.

Aesthetic

CRITERION E

The place is important because of its aesthetic significance

as, unlike post 1945 examples, the shelter was designed to blend in with nearby suburban architecture and is a pleasing addition to the streetscape.

References

1. Brisbane City Council Archives
2. Brisbane City Council Minutes and Meetings, 1915-1945
3. Brisbane City Council Water Supply and Sewerage Detail Plans

4. Clark, Howard & Keenan, David. *Brisbane Tramways: the last decade*, Transit Press, Sydney, 1977
 5. Greenwood, Gordon. *Brisbane 1859-1959 A History of Local Government*. Council of the City of Brisbane, Brisbane, 1959
 6. Steer, G.R. "Brisbane Tramways: Their History and Development". *Historical Society of Queensland Journal*, Vol. 3, No.3, May 1944, pp.209-233
 7. Tyrrell, S. *The Trams of Brisbane*, The Brisbane Tramway Museum Society, Brisbane, 1971
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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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