

## Heritage Citation

# Cannon Hill Railway Station

### Key details

<b>Addresses</b>	At 66 Barrack Road, Cannon Hill, Queensland 4170
<b>Type of place</b>	Railway station
<b>Period</b>	Federation 1890-1914
<b>Style</b>	Arts and Crafts
<b>Lot plan</b>	L49_SP122773
<b>Key dates</b>	Local Heritage Place Since — 30 November 2012 Date of Citation — August 2011
<b>Construction</b>	Walls: Timber
<b>People/associations</b>	Cannon Hill Saleyards (Association)
<b>Criterion for listing</b>	(A) Historical; (F) Technical; (G) Social

The Cannon Hill Railway Station was constructed in 1910 as a response to the Cannon Hill community's request for a station. The timber station building retains many of its original features such as sash windows and decorative brackets. The timber footbridge was constructed in 1914 and is significant in demonstrating the Queensland Government Railway's attempts to ensure passenger safety in this period. With the establishment of Swift's Meat Works and construction of a siding to the abattoir's wharf from the Cannon Hill station in 1913 as well as the founding of the Cannon Hill Saleyards in 1931 adjacent to the station, the Cannon Hill Railway Station has a strong connection to the Queensland meat industry. In 1913 the Cannon Hill station was the first railway station in Queensland to have boom gates installed in an attempt to increase safety at railway stations.

## History

In the late nineteenth century the suburb of Cannon Hill was a rural outpost, with large farms and limited

transportation into and out of the area. With the coming of the railway line to Cleveland in 1889, Cannon Hill became more accessible and suburban development escalated with increased land subdivision and sale. At this time, however, there was no station at Cannon Hill, the closest was Morningside Station (then known as Bulimba Station). It was after 1913 that Cannon Hill's development intensified due to the construction of the Swift Company Meatworks beside the river. Many of the employees moved to Cannon Hill and as a result a small village community developed. By 1915 the Cannon Hill State School had been built, a reflection of the area's population increase. By the interwar period Cannon Hill had a cluster of stores and a Post Office as well as several churches.

Prior to the construction of a railway station at Cannon Hill the residents in the area had requested one be built. In response, the Commissioner for Railways inspected a proposed site for the construction of a new railway station at Cannon Hill, "for the purpose of urging the claims of residents along the Cleveland line, between Coorparoo and Murarrie, to additional facilities in the shape of stations at Cannon Hill and Norman Park"<sup>1</sup>. The Commissioner acknowledged the advantage to having a station at Cannon Hill as it would encourage suburban development. He continued by stating "the request for a station at Cannon Hill was a reasonable one. The site was suitable in every way"<sup>2</sup>. The station was constructed in 1910 and officially opened in July 1910. The gable ended timber station house still retains many original features such as sash windows and decorative brackets.

The Cannon Hill Railway Station was not only important for the local residents it also played a major role in the growth of industry in the area. In 1913 a large siding was constructed from the station that led down to the Brisbane River where the recently established Swift's Meat Works had established an abattoir. The livestock would be transported through the Cannon Hill station toward Lytton Road where the cattle would be unloaded into holding yards. In 1915 this siding was extended further to reach the abattoir wharf. The siding also provided transport for the meat workers. The meat works was credited as providing the only passenger rail service for its workers in Brisbane.

In 1913 the newly erected Cannon Hill Railway Station played host to an experiment carried out by the Railway Department. The first set of 'boom' barriers in Queensland were installed at the station. This important addition to the level crossing was reported in January 1914:

An experiment has been made by the Railway Department at Cannon Hill, on the Cleveland line. At this station, the ordinary gates have been discarded in favour of a long boom, which tilts up to allow vehicular traffic to pass through and descends across the roadway when trains are due.<sup>3</sup>

The new 'boom' system would provide greater safety for both the trains and the crossing vehicular traffic. This increased protection was heralded a success as it reduced the number of serious accidents caused by the crossing gates closing prematurely on passing trains, endangering the lives of engine drivers, passengers, station workers and crossing motorists. The new boom gates ran parallel to the rail tracks rather than cross over them and "can be either lowered into a horizontal position so as to barricade the road or raised perpendicularly in order to leave the road clear"<sup>4</sup>.

In 1914 a footbridge was built across the line at the Cannon Hill Railway Station costing £297. This timber structure remains at the station and is noted as significant in the Queensland Rail Heritage Management Survey for demonstrating the Queensland Government Railway's response to passenger safety in this period.

In 1930 the Cannon Hill Saleyards were constructed and in November 1931 the first sale was carried out at the yards. The saleyards sat adjacent to the Cannon Hill Railway Station and the siding to the abattoir ran past the saleyards. The Cannon Hill Station was an integral part of the industry as the trains that were filled with livestock

would go through the station to the adjacent saleyards. The station played a role in the transportation of workers to the saleyards.

The Cannon Hill Railway Station retains its 1910 timber station building and 1913 footbridge. The station is historically significant to the area as its construction heralded the increased suburban growth in Cannon Hill. The station is also important as a reminder of the suburb's central role as a leader in Queensland's meat industry throughout the twentieth century.

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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 surviving example of a timber station building and footbridge that when built heralded suburban growth in Cannon Hill.

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#### Technical

##### CRITERION F

The place is important in demonstrating a high degree of creative or technological achievement at a particular period

as the first railway station in Queensland to adopt boom gates that improved the safety at railway stations throughout the state

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#### Social

##### CRITERION G

The place has a strong or special association with the life or work of a particular community or cultural group for social, cultural or spiritual reasons

for its association with the once important Cannon Hill Saleyards that were located adjacent to the station and

the station's role as provider of transport into and away from the yards.

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## References

1. *The Brisbane Courier*, Friday 3 September 1909, p2
  2. *The Brisbane Courier*, Friday 3 September 1909, p2
  3. *The Brisbane Courier*, Wednesday 7 January 1914, p4
  4. *Morning Bulletin*, Friday 16 January 1914
  5. Historic Titles, Department of Environment and Resource Management
  6. Metropolitan Water and Sewerage Survey Map
  7. Richard Apperly (et al), *A Pictorial Guide to Identifying Australian architecture* Sydney: Angus and Robertson, 1989
  8. University of Queensland, 'Queensland Places: Cannon Hill'
  9. Cannon Hill School of Arts: 75th Anniversary 1923-1998, Cannon Hill Community Association, 1998
  10. Brisbane City Council Building Cards
  11. John Kerr, "The Evolving Railways of Brisbane", *Public, Practical, Personal, Brisbane History Group Papers*, 1981
  12. *A Heritage Management Survey for Queensland Railways, Metropolitan South Part 1*, Bruce Buchanan Architects, 2002
  13. *The Brisbane Courier*, Tuesday 8 September 1914, p6
  14. *The Brisbane Courier*, Wednesday 8 July 1914, p4
  15. *The Brisbane Courier*, Saturday 3 May 1913, p4
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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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