

## Heritage Citation



### Newmarket Railway Station

#### Key details

<b>Addresses</b>	At 79A Wilston Road, Newmarket, Queensland 4051
<b>Type of place</b>	Railway station
<b>Period</b>	Federation 1890-1914
<b>Style</b>	Queenslander
<b>Lot plan</b>	L59_CP827251
<b>Key dates</b>	Local Heritage Place Since — 1 January 2004 Date of Citation — September 2010
<b>Construction</b>	Roof: Corrugated iron; Walls: Timber
<b>Criterion for listing</b>	(A) Historical; (A) Historical; (D) Representative

Newmarket Railway Station was built in 1899, the same year that the branch line to Enoggera began operating. Since the opening of the Newmarket saleyards in the 1870s, there had been considerable public pressure for the opening of a railway line, however, government bureaucracy saw the line delayed for many years. In 1916, a

station siding was added and in 1921 the railway line was duplicated and the original station building modified. By 1954 the pedestrian tunnel and footbridge had been constructed and the station was located on an island platform along with a detached signal cabin, which was later removed. A shelter shed is also located on the site, however it is not known when this was built.

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## History

Newmarket was an important destination of the branch line to Enoggera when it opened in 1899. The line that now terminates at the Ferny Grove Terminus at one time extended from Mayne through to Dayboro via Enoggera, Ferny Grove and Samford. After the route had been determined and surveying had been completed, the construction contract was let on 24 November 1897 to Valley and Bowser for £19,049/0/0. The railway opened on 5 February, 1899.

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 that rate payers were obliged 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.

With the establishment of the saleyard at Newmarket in the 1870s public pressure for a railway soon followed. After numerous delays parliamentary approval for a line was given in December 1895.

It was envisaged that the saleyard at Newmarket was to provide the most important paying traffic. Initially this was correct with special trains bringing stock from north and west for the weekly sale - 300 cattle and 2000 sheep each week by 1913. A station siding was added in 1916 and duplication of the line occurred in 1921. At this time, the original station building, built to a standard 1898 design, was modified. In 1928 automatic colour light signals were installed. These apparently were the first on the system between Mayne and Newmarket. In addition Newmarket had the only smash signal installed near Brisbane and the only one at the end of the double track.'?In 1954, the level crossing gates were replaced with boom gates.

Although expansion of stock unloading facilities occurred at Newmarket, and despite the reluctance to move the saleyards, new abattoirs were opened at Cannon Hill in 1931 causing a downturn in the rail traffic to Newmarket. With the depression in the early 1930s forcing a reduction in Government expenses and in conjunction with the downturn in revenue the station master was replaced with a station mistress. When the 'smash signal' was removed in 1938, a station master was reappointed.

An indication of the extent to which local industry relied upon the railway is gained from the construction of a number of sidings prior to electrification. These included the siding known as the Brick Builders' Supply Company Siding in 1916 and the Woodrow and Johnson's siding in 1920. The latter served the Newmarket Plywood Company, known as Brown and Broad from 1964 until 1969 when the siding was removed.

By 1954, the subway and two footbridges had been constructed and the island platform contained the station building and a detached signal cabin.

The station at present comprises of a 'Shelter shed,' pedestrian overbridge, and pedestrian tunnel, with the old station master's residence placed beside the track. The signal cabin has been removed and the original boom gates replaced.

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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 evidence of the development of Brisbane's railway system in the late nineteenth century and subsequent improvements throughout the twentieth century.

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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 the construction of the station and railway in the 1890s played an important role in the development of Newmarket as a middle class residential suburb.

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#### 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 nineteenth century railway station complex with interwar alterations.

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## References

1. Brisbane City Council Heritage. *Moorooka District Character Study*. (1996)

2. Brisbane City Council Water Supply and Sewerage Detail Plan No: 617
  3. Kerr, John. *Notes on Queensland Railways*. (1966-1972)
  4. Kerr, J 1988, *Brunswick Street, Bowen Hills and Beyond: the Railways of the Northern suburbs of Brisbane*, Australian Railway Historical Society, Brisbane
  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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