

## Heritage Citation



### Salisbury Railway Station ticket office & footbridge (part)

#### Key details

<b>Addresses</b>	At 100A Dollis Street, Salisbury, Queensland 4107
<b>Type of place</b>	Railway station
<b>Period</b>	Postwar 1945-1960
<b>Style</b>	Queenslander
<b>Lot plan</b>	L12_SP122191
<b>Key dates</b>	Local Heritage Place Since — 1 January 2005 Date of Citation — May 2004

**Construction**

Roof: Corrugated iron;  
Walls: Timber

**Criterion for listing**

(A) Historical; (D) Representative

The Salisbury railway station ticket office and footbridge are significant as evidence of the establishment and subsequent expansion of rail transport services from South Brisbane to Beenleigh. As part of that rail system, Salisbury station has served the local community's transport needs for more than a century. The site developed throughout the twentieth century and the present ticket office, constructed in 1950 is a good example of the precast concrete buildings that Queensland Rail erected at stations since 1919.

## History

Salisbury Railway Station ticket office and footbridge form part of site first used for railway purposes in the mid-1880s. Discussion on the need for a railway line to service the agricultural areas to the south of Brisbane commenced late in the 1870s. By June 1884 a railway line from the city served residents south to Logan Junction (now Yeerongpilly), before branching west towards Corinda. An extension of this line to Beenleigh and the South Coast, commencing at Logan Junction, was first proposed in 1882. Construction appears to have commenced in 1884. The first section of railway line to Loganlea, including the new Salisbury station, was opened to traffic on 9 April 1885.

With the development of this transport infrastructure a number of portions of nearby land were subdivided into residential estates. These included the Salisbury Park Estate (1888), the Salisbury Court Estate (1890) and the Salisbury Station Estate (circa 1890s). Although an efficient means of travelling to the city was now available, an oversupply of allotments and the economic downturn development of the 1890s meant that by 1900 the number of households in Salisbury still totalled only nine.

The first railway station at Salisbury was constructed on the eastern side of the then single line, but was relocated 700 metres south to its present site in 1891.

In 1950, when work on line duplication was undertaken, the former weatherboard station building on the eastern side of the then single line, with its skillion roof sloping away from the platform, was replaced by the current precast concrete building. This new ticket office and waiting room was located on an island platform between the inbound (western) and outbound (eastern) tracks. A footbridge to allow passengers to move safely to Fairlie Terrace/Lillian Avenue in the east and Dollis Street/Beaudesert Road in the west became necessary.

The section of footbridge to the east, towards Fairlie Terrace and Lillian Avenue, is built to the standard design used by Queensland Rail throughout the twentieth century and is of timber frame construction with timber treads, deck and landings. This type of footbridge is now familiar only on the Brisbane metropolitan lines and the Ipswich to Toowoomba Main Line.

The section of footbridge towards Dollis Street and Beaudesert Road is not included in the listing.

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## Description

The station office is of standard E6 design and measures 12 feet by 32 feet. The material used is pre-cast concrete. The office is situated on an island platform. Shades (extensions of the office's gable roof) cover both sides. The footbridge is a standard traditional design, constructed in timber and steel.

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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 the ticket office and earlier (timber) section of footbridge are evidence of the establishment and subsequent expansion of rail services to the local area in the early to mid twentieth century.

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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 it is an existing 1950s precast ticket office built to a design Queensland Rail used since 1919 with associated timber footbridge (part).

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## References

1. Brisbane City Council Water Supply and Sewerage Detail Plans
2. Coopers Plains Local History Group, *A closer look at Salisbury and Nathan Heights*, Brisbane: CPLHG, 2000
3. Department of Natural Resources, Queensland Certificates of title and other records.
4. Environmental Protection Agency
5. JOL Estate Map Collection and photographic collection
6. Kerr, John. *Destination South Brisbane*. Australian Railway Historical Society, Brisbane, 1984
7. McKellar's Map of Brisbane and Suburbs. Brisbane: Surveyor-General's Office, 1895
8. *A Heritage Management Survey for Queensland Railways, Metropolitan South Part 1*, Bruce Buchanan Architects, 2002
9. Survey of railway assets, Andrew Ward, Architectural Historian, Queensland Rail files
10. Queensland Post Office Directories

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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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