

## Heritage Citation



### Shorncliffe Railway Station

#### Key details

<b>Also known as</b>	Sandgate Railway Station
<b>Addresses</b>	At 2 Railway Parade, Shorncliffe, Queensland 4017
<b>Type of place</b>	Air raid shelter, Railway station, Defence site
<b>Period</b>	Federation 1890-1914
<b>Style</b>	Arts and Crafts
<b>Lot plan</b>	L88_CP827279
<b>Key dates</b>	Local Heritage Place Since — 1 January 2004 Date of Citation — December 2015
<b>Construction</b>	Structure; Walls: Timber
<b>People/associations</b>	Henrik Hansen (Architect)
<b>Criterion for listing</b>	(A) Historical; (B) Rarity; (C) Scientific; (D) Representative; (H) Historical association

The Shorncliffe Railway Station is a unique surviving bayside suburban station in Brisbane, purpose built in 1897 to function as a resort station, and later extended 1912, and 1914 to serve the growing suburb. The station retains unique island bench seating in the waiting area, and has rare timber lattice truss platform shades, and an open ventilated roof structure to the large waiting area, and the majority of original timber detailing, windows and joinery survives. Shorncliffe Railway Station also contains the only surviving WWII railway station air raid shelter in Brisbane, later adapted to male toilets. Shorncliffe Railway Station is a rare surviving design in Brisbane by Queensland Railways Architect, Henrik Hansen, who was responsible for designing a number of the most notable timber railway stations in Queensland, such as those in Mount Morgan [1898] Archer Park [1899] Emerald [1900] and Longreach, [1916].

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## History

The Sandgate Line, opened in 1882, was extended to Shorncliffe (Cabbage Tree Head) in 1897. Originally known as Sandgate, the new station's name was changed to Shorncliffe in October 1938. An addition was made to the parcels office in 1912 and to a roadside verandah in 1914. A timber foot bridge was constructed in the early C20th and an air-raid shelter c.1940.

The Sandgate line was built in 1882 to allow the booming population of Brisbane to more readily access the growing seaside township and its beaches which had become Brisbane's seaside resort. As the resident population grew, as well as the volume of day-trippers, locals lobbied for increased services. In April 1883 a deputation urged the Minister for Works to extend the railway a short distance beyond the existing terminus to Kate and Friday Streets for the convenience of people living in the southern part of the town who had to travel nearly a mile from the station.<sup>1</sup> Initially it was stated that the existing arrangements were suitable for the population. In 1887 a member of the deputation asked when plans would be presented but received only "a diplomatic response"<sup>2</sup>. By 1889 a budget had been made available, but it was not until August 1896 that the route was pegged out. A tender for the construction of the line and new station had been accepted some years previously but had been delayed. On Saturday 1 May 1897 the extension of the Sandgate railway line from the old station to Shorncliffe was opened "without any formality" with the Railway Commissioner, his Deputy and the Chief Engineer paying a visit for a final inspection. Although the station was fully constructed, the painting was not yet completed.<sup>3</sup> The new station was called Sandgate while old terminus station was renamed "Sandgate Central".

The station building was designed by Queensland Railway's architect Henrik Hansen, as an adaptation of a standard design to meet the requirements of a seaside resort station, with a larger than usual waiting area. Although some residents expressed concerns about special excursion trains to Sandgate which would make the station "the scene of a scrambling, pushing, ... noisy crowd on Sunday afternoons", the success of this seaside resort station inspired other seaside locations, such as Yeppoon, Pinalba, Urangan, Cleveland, Southport, Tweed Heads and Coolangatta to construct seaside rail lines and stations. Yeppoon station is the only other surviving seaside resort station in Queensland and is much less intact than Shorncliffe and has no characteristic island seating.

Henrik Hansen was the foremost Architect in Queensland Railways at this time, being responsible for designing a series of impressive timber railway stations across Queensland, notably Mount Morgan [1898] Archer Park [1899] Emerald [1900] and Longreach, [1916]. Hansen worked for Queensland Railways from 1877 until he was retrenched in 1904, and was responsible for the design of a number of fine, heritage-listed railway buildings; Mount Morgan Railway Station (1898) (QHR 600752), the refreshment rooms at Toowoomba (1900) (QHR 600872), and Emerald Railway Station (1900) (QHR 600490) as well as being involved in the design of the

Railway Workshops at North Ipswich 1901-13 (QHR 601526).

The opening of the new station close to the popular Sandgate Pier made seaside excursions for companies and clubs easier. In 1899 the annual seaside trip of the new Swanbank Colliery saw between 400 and 500 workers and their families on board a train that required an additional engine at the rear to make the trip to Sandgate. Picnickers headed for the beach alongside the pier and three-legged races, skipping contests complete with prizes and trophies, concerts and speeches were held in the foreshore park. Excursions to the Town Hall (then in Pier Ave) added a programme of dances to the outing, while the members of the excursion committee had a sumptuous tea at the Musgrave Hotel.<sup>4</sup> Many other companies, clubs and schools enjoyed similar excursions in the late nineteenth and early-mid twentieth centuries. On Boxing Days and New Years' Days record numbers of holiday makers flocked to Sandgate to the extent that the town could not accommodate everyone who wanted to stay. For example, by noon on Boxing Day 1899 over 5,000 passengers had arrived by train; and in the afternoon nine trains left "all excessively crowded" with another three trainloads of passengers waiting for subsequent trains.<sup>5</sup>

Such crowds continued throughout the first half of the twentieth century with a trip to the seaside being a popular Sunday outing. Additions were made to the parcels office in 1912, and to the roadside veranda, protecting the booking windows, and to the ladies' closets in 1914. In 1938 the name of the station was changed from Sandgate to Shorncliffe and Sandgate Central station became just Sandgate. Approval was given by the Railway Department to change the names to avoid confusion, despite a contrary view that favoured the retention of the by then familiar names.

The following year saw the start of World War Two. In 1941, after the bombing of Pearl Harbour, the northern half of Australia was seen to be particularly at risk and air raid precautions were rapidly organised and constructed. Queensland's Premier, William Forgan Smith, ordered the construction of public air raid shelters where over 30 people would normally be present. By March 1942 the Public Works Department reported that Queensland Railways had built shelters at larger stations, suburban commuter stations and stations with refreshment rooms. An air raid shelter to a plan approved by Queensland Railways and the Public Works Department was constructed at Shorncliffe for the protection of patrons and staff. After the war had ended in 1945, like the air raid shelters designed to be reused as bus shelters in metropolitan Brisbane, the Shorncliffe station concrete shelter was converted to a men's toilet in the 1950s.

Shorncliffe Station is now a unique surviving bayside suburban station in Brisbane containing the only extant island bench seats in Queensland. Shorncliffe Station is also unique in having the only surviving reinforced concrete railway air raid shelter in Metropolitan Brisbane, which has been converted to male toilet facilities.

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## Description

A substantial timber framed and weatherboarded station structure under a corrugated cement gable roof, with a platform shade constructed of cantilevered timber lattice trusses sheeted in corrugated galvanised iron. The open waiting room has curved brackets to the posts and curved brackets to the room and to the lean to roof to the street. The waiting room retains purpose-built island seating, unique in Queensland Railway stations. The building includes a staff room, station masters' office and parcel store. A number of original doors and windows survive.

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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 railway station, constructed in 1897 as a resort station, complete with larger than standard waiting and unique seating arrangements, it demonstrates the importance of providing services to the day-trippers and holiday-makers of the population of Brisbane from the 1880s, and the role it played in the establishment and growth of the seaside suburb of Shorncliffe. The former WW II air raid shelter demonstrates Queensland Railways' response to the threat of war in Brisbane.

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### Rarity

#### CRITERION B

The place demonstrates rare, uncommon or endangered aspects of the city's or local area's cultural heritage

as the Shorncliffe station building is important as a rare surviving and substantially intact late C19th seaside resort station, compared with Yeppoon (surviving 1910) and Pialba (moved) and others including Urangan, Cleveland, Southport, Tweeds Heads and Coolangatta since demolished; and Shorncliffe station contains a rare surviving reinforced concrete air raid shelter constructed in metropolitan Brisbane during World War Two to protect railway employees and patrons.

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### Scientific

#### CRITERION C

The place has the potential to yield information that will contribute to the knowledge and understanding of the city's or local area's history

as a station designed to accommodate crowds travelling to the seaside resort which a shelter to protect patrons and workers during World War II.

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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 a substantial and reasonably intact example of a seaside resort railway station with a large waiting area with fixed purpose built island seating (unique) under an open ventilated roof structure; a rare platform shade constructed of cantilevered timber lattice trusses sheeted in corrugated iron and other surviving original timber detailing. The former WW II air raid shelter is a rare surviving Queensland Railways air raid shelter, with other known examples all outside Brisbane at Landsborough, Maryborough and Toowoomba.

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## Historical association

### CRITERION H

The place has a special association with the life or work of a particular person, group or organization of importance in the city's or local area's history

Shorncliffe railway station, while a modest example of his work, has a special association with the life and work of Henrik Hansen, who designed a number of notable State heritage-listed stations across Queensland including Mount Morgan, Archer Park, Emerald and Longreach.

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## References

1. 'Deputations' *The Queenslander* 2 April 1883, p.626. [www.nla.gov.au/newspaper](http://www.nla.gov.au/newspaper)
2. *The Brisbane Courier* 11 August 1887, p.4. [www.nla.gov.au/newspaper](http://www.nla.gov.au/newspaper)
3. Sandgate Railway Extension: Opened Today' *The Telegraph* 1 May 1897, p.6. [www.nla.gov.au/newspaper](http://www.nla.gov.au/newspaper)
4. 'Railway Excursion to Sandgate' *Queensland Times, Ipswich Herald and General Advertiser*, 14 February 1899, p.2. [www.nla.gov.au/newspaper](http://www.nla.gov.au/newspaper)
5. 'The Holidays at Sandgate' *The Brisbane Courier* 27 December 1899, p6. [www.nla.gov.au/newspaper](http://www.nla.gov.au/newspaper)
6. Brisbane City Council. Property Records
7. Bruce Buchannan Architects *A Heritage Management Survey*, Queensland Railways, 2002.
8. DEHP. Entry in the Queensland Heritage Register for *Yeppoon Railway Station QHR 602363*
9. John D Kerr, *Queensland Rail Heritage Report* Final report, July 1993. Prepared for DEH and Queensland Rail.
10. National Library Australia digitised newspapers online <https://trove.nla.gov.au/newspaper>
11. Queensland Government. *Queensland WWII Historic Places* <http://www.ww2places.qld.gov.au/>
12. Sandgate & District Historical Society & Museum *By the Seaside* 1993.
13. 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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