

Heritage Citation



Tram Shelter No. 2 (former)

Key details

Addresses Outside 830 Logan Road, Holland Park, Queensland 4121

Type of place Tram / bus shelter

Period Interwar 1919-1939

Style Arts and Crafts

Geolocation -27.515323 153.056689

Key dates Local Heritage Place Since — 1 January 2003
Date of Citation — July 2001

Construction Roof: Terracotta tile;
Structure: Timber

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

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

This four-posted, double-sided timber tram shelter dates from the early 1930s. Its size indicates the role of this locale as a junction stop along the Logan Road tramline. It is significant for the evidence it provides of the tramway system as well as the progressive policies of the Jolly administration of the first Greater Brisbane Council. It also demonstrates the needs of the growing population in the Greenslopes/Holland Park area after the World War I and has contributed to the streetscape since the early 1930s.

History

This tram shelter is located along what used to be the Logan Road tramline that ran from Woolloongabba Fiveways to Mt Gravatt. The line along the section of the road where this shelter is situated was constructed in 1926. Research indicates that this type of timber shelter, with its four-posts, and terracotta tiled roof, was built during the early part of the 1930s.

Brisbane's association with trams began in August 1885 with the horse tram, owned by the Metropolitan Tramway & Investment Co. A contract to electrify the system was given in 1895 to the Tramways Construction Co. Ltd. of London. It was officially opened on 21st June 1897 with a tram running from Logan Road to Victoria Bridge. Other lines opened in that year included the George Street, Red Hill and Paddington lines.

The Brisbane Tramway Trust took over the Brisbane Tramway Company on 1 January 1923. Prior to this no new lines or extensions were built and little rolling stock was constructed - in spite of growing traffic and serious overcrowding. After the formation of the Greater Brisbane Council in 1925, the Council took over the tramway system and instigated immediately a programme of route extensions and shelter construction. For example, provision was made in the budget for construction of shelters for the comfort and convenience of passengers.

The extension of the tramline system to the Greenslopes/Coorparoo/Holland Park districts stimulated development in the area in the early decades of the twentieth century. The first part of the Logan Road tramline was opened in 1897. It was extended south along Logan Road in 1914 and branched off along Chatsworth Road. In 1926, the line was extended once again along Logan Road as far as Arnold Road.

The impact of this new public transport service on residential development can be seen in many estate map advertisements for the area during the interwar period. Proximity to the tramline was considered to be a major selling point for these new estates. One 1926 estate with "22 splendid building sites close to the New Logan Road Tram Extension" was named the "Logan Road Tramway Extension Estate".

Prior to the formation of the Greater Brisbane Council in 1925, Greenslopes and Holland Park were part of the Shire of Coorparoo. A souvenir publication at the time described the building boom in the Shire:

...as one of the most progressive in the metropolitan area. In 1923, there were 280 buildings erected and 90 buildings permits issued in the 5 months of 1924. The boom has set in and allotments which were unsaleable six months ago are to-day (June) fetching from £60 to £100...

Many of the fine interwar residences from the tramway era have survived in the Greenslopes/Holland Park area, particularly on the elevated hilltops with fine views. A more obvious remnant of the tramways is the tram shelters.

There are several remaining types of tram shelters to be found in Brisbane. The most common are the "standard waiting shelters" with 4 posts. The "standard small-type" two-posted shelters can also be found while the 6 posted inner city shelters are now very rare. (One of which was been relocated further along Logan Road, Holland Park West, in the 1980s).

All types were built of timber with either terracotta-tiled roofs (during the earlier period) or corrugated iron roofs. They were built to service not only tram routes, but also trolley buses and, later, buses. Referred to as "A" type shelters, their construction was phased out by the Brisbane City Council during the 1960s with the introduction of aluminium and steel shelters, known as "J" type shelters.

The four-posted shelters of this type on Logan Road were more commonly found at terminus and major junctions. This illustrates the significance of this particular shelter. As well, it is still in its original condition, with some original terracotta roofing tiles and electricity meter box for the light, all of which help to maintain the character and original appearance of the structure.

Description

The tram shelter is a four-post structure located over the footpath on Logan Road. The structure is made of timber.

The short-ridge roof is made up of terracotta tiles and is supported by four square timber posts with solid, elongated timber brackets. One row of timber seating is fixed to the ground between the back two posts. A gutter runs around the perimeter base of the roof and is connected to a downpipe attached to the left post.

The shelter appears to be in fairly original condition although it needs some maintenance work.

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

for the evidence it provides of the development of the tramway system in Brisbane, particularly the improvement program undertaken by the first Greater Brisbane Council, and the patterns of development in the Holland Park area during the interwar years.

Aesthetic

CRITERION E

The place is important because of its aesthetic significance

as the shelter, with its simple design, is a prominent and pleasing addition to the streetscape of Logan Road.

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, Bill. *Brisbane City Council Trolley Bus, Tram and Bus Shelters*. Brisbane: Queensland University of Technology. 1992
5. Clark, Howard & Keenan, David. *Brisbane Tramways: the last decade*, Sydney: Transit Press. 1977
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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