

Heritage Citation



Tram Shelter No. 7 (former)

Key details

Addresses	Adjacent 99 Enoggera Terrace, Red Hill, Queensland 4059
Type of place	Tram / bus shelter
Period	Interwar 1919-1939
Style	Queenslander
Geolocation	-27.456045 153.001573
Key dates	Local Heritage Place Since — 1 July 2002 Date of Citation — April 2011
Construction	Roof: Terracotta tile; Structure: Timber

People/associations	Brisbane City Council Department of Works (Builder); Frank Costello (Architect)
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Criterion for listing	(A) Historical; (D) Representative; (E) Aesthetic; (H) Historical association
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This timber tram shelter was constructed on the tram route on Kennedy Terrace sometime between 1932 and 1939. It is significant as evidence of the tramway system in Brisbane during the interwar period and for its aesthetic contribution to the streetscape.

History

In 1905, the tramline was extended along Enoggera Terrace, linking La Trobe Terrace with Waterworks Road, both of which had existing tramlines. This timber tram shelter, situated adjacent to the State listed former Ithaca Town Chamber, was most likely constructed between 1932 and 1939. Most ex-tram shelters are presently located on existing or abandoned Council bus routes. The majority were constructed by BCC as a result of petitioning by community groups or progress societies.

Brisbane's association with trams began in August 1885 with the horse tram, owned by the Metropolitan Tramway & Investment Co. In 1895, a contract was let to the Tramways Construction Co. Ltd. of London to electrify the system. In 1897, the Paddington, Red Hill (Enoggera Terrace & Waterworks Rd) and Petrie Terrace lines were opened.

On 1 January 1923, the Brisbane Tramway Trust took over the Brisbane Tramway Company. During the period 1918-1922 no new lines or extensions were built, and little rolling stock constructed (in spite of growing traffic and serious overcrowding) due to the company nearing the end of its franchise. After the takeover, an urgent works program began, with most shelters of four poster design being constructed in the period 1925-1940.

This shelter shed was built to a 1932 design. Constructed during the Great Depression, it was constructed as part of a BCC works program to alleviate unemployment. This particular shelter is marked on a BCC map for 1939-40 and is a "standard four-post waiting shelter" or "A type".

Many waiting sheds were constructed by the BCC as a direct result of petitioning by the community or progress societies. The Council would then complete a survey over several days to see if a stop was needed. Waiting sheds promoted the system of public transport by providing a comfortable waiting area protected from the elements, and were often internally lit. Letters of thanks to the editor of the Telegraph and Courier Mail record that this detail was appreciated by passengers who could read the daily paper while waiting for trams or at night. After 1945, the Council realised revenue could be gained from the structures and many were adorned with billboards and illuminated signs.

Two factors were responsible for the decrease in public transport usage after 1945: the end of petrol rationing in 1950 and the affordability of locally built cars such as the Holden. However, on 28 September 1962, the trams were dealt a blow from which they would never recover. The Paddington tram depot, a landmark in the district since 1915, was destroyed by fire along with 67 trams - 20 per cent of the fleet. To compensate for the loss, aging "Dreadnought" trams and buses borrowed from Sydney were hurriedly brought into service. This incident

forced the Brisbane City Council to consider whether to rebuild the trams or convert to buses.

By the 1960s, the car was unquestionably king of the road, this twentieth century phenomenon strangling the efficiency of trams and trolley buses. The Lord Mayor, Clem Jones, believed that diesel buses would provide the most effective service for the city.

In 1964, the tide began to turn for the tramway system. Reduced numbers of passengers and rising losses forced cuts in the frequency of many services. Also, the State Government had commissioned the US town planning company Wilbur Smith and Associates, to carry out a comprehensive survey of Brisbane's traffic requirements for the foreseeable future. The fate of trams and trolleybuses was sealed, as they stood in the way of proposed road widening and traffic islands and were seen to be inflexible, unlike the diesel bus.

On the night of Sunday 13 April 1969, the last tram passed along Queen Street with a police escort on its final run to the workshops at Boomerang Street, Milton. On that day, 72,000 people travelled on the trams.

A number of former tram shelters have been moved or demolished for road works. Those that remain provide an attractive shade and shelter for bus passengers and make an aesthetic contribution to the streetscape. This shelter is still used by bus passengers on the Paddington and Red Hill routes.

Description

This former tram shelter is a four-post structure located parallel to Enoggera Terrace. It is partly located over the footpath and partly over the property behind. The structure is timber.

The short-ridge roof is made up of 'diamond pattern' roof tiles with terracotta decorative tiles to the ridge and hipped ridges and acroterions to the top. Four square timber posts with solid, elongated timber brackets support the roof. A timber picket fence with lattice mesh above is located at the rear face of the structure and provides a visual screen between public and private space.

The existing two 'park bench type' timber seating adjacent to the back face appear to have replaced the original seats.

The shelter is in good condition and fairly well maintained.

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

as it is a physical reminder of the tram route along Enoggera Terrace and the city's former public transport formats - trams and trolleybuses.

Representative

CRITERION D

The place is important in demonstrating the principal characteristics of a particular class or classes of cultural places

as similar shelters in the district constructed during the 1930-1940 period share characteristics such as construction materials, structure design and seating arrangements.

Aesthetic

CRITERION E

The place is important because of its aesthetic significance

as, unlike post 1945 examples, the shelters were designed to fit in with nearby architecture. This timber structure in particular appears to have been designed to complement the adjacent old Council Chambers and is an important and pleasing addition to the streetscape.

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

as it was built during the Great Depression as part of a BCC works program to alleviate unemployment. It also provides evidence of the Tramway Trust and BCC implementing the proposals of progress societies and community groups to improve public transport.

References

1. Brimson, Samuel. *The Tramways of Australia*. Dreamweaver Books, Sydney, 1983
 2. Brisbane City Council Archives
 3. Brisbane City Council Minutes and Meetings, 1915-1945
 4. Brisbane City Council Water Supply and Sewerage Detail Plans
 5. Brisbane Tramway Museum Society Archives, Ferny Grove
 6. Clark, Howard. *The Australian Tram: a selection of views depicting the development and operation of Australian tramways*. Sydney: Australian Electric Traction Association. 1969
 7. Clark, Howard & Keenan, David. *Brisbane Tramways: the last decade*, Transit Press, Sydney, 1977
 8. Greenwood, Gordon. *Brisbane 1859-1959 A History of Local Government*. Council of the City of Brisbane, Brisbane, 1959
 9. Larkins, John. *Romance of Australian Trams*. Adelaide: Rigby Press. 1977
 10. Steer, G.R. "Brisbane Tramways: Their History and Development". *Historical Society of Queensland Journal*, Vol. 3, No.3, May 1944, pp.209-233
 11. 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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