

Heritage Citation



Key details

Addresses	Outside 695 Cavendish Road, Holland Park, Queensland 4121
Type of place	Tram / bus shelter
Period	Postwar 1945-1960
Style	Arts and Crafts
Geolocation	-27.517969 153.074663
Key dates	Local Heritage Place Since — 1 January 2003 Date of Citation — July 2001
Construction	Roof: Corrugated iron; Walls: Timber
People/associations	Brisbane City Council Department of Works (Architect)

This four-posted double-sided timber trolley bus shelter with a corrugated iron roof dates from the early 1950s. Its size indicates the role of this locale as a terminus or junction stop along the Cavendish Road trolley bus route. It also demonstrates the needs of the growing population in the Holland Park area after World War II and has contributed to the streetscape for more than 50 years.

History

This trolley bus shelter is situated in Cavendish Road near Cavendish Road State High School and dates from the early 1950s. The electric trolley bus route ran from the tram terminus at Lade Street to Elgar Street on Cavendish Road at that time in order to accommodate the needs of Cavendish Road State High School, which opened in 1951.

The land along Cavendish Road was initially purchased and settled by the Brisbane elite. Land subdivisions and sales in the area accelerated in the mid 1920s, however, with the extension in 1925 of the tramline to the corner of Cavendish Road and Lade Street.

Increased vehicular traffic in the 1950s led to the introduction of the trolley buses on many routes as these were considered to be more trafficable on the increasingly busy city streets. Cavendish Road tramline was closed in 1955 and the entire length of the road serviced by electric trolley bus.

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.

Brisbane's association with trolley buses began in 1947-48 with an order by the Brisbane City Council for thirty electric trolley buses. In some cases the trolley buses provided an extension of the existing tramline, such as that on Cavendish Road. As the 1950s progressed, trolley buses began to be the preferred transport for servicing new routes. For example the bridging of Norman Creek and expansion of East Brisbane allowed the extension of the trolley bus route out to Carina and down the length of Cavendish Road.

Trolley bus shelters were identical to tram shelters. There are several remaining types to be found in Brisbane. The most common is the four-posted 'standard waiting shelter'. The 'standard small-type' two-posted shelters is also found, with the six-posted inner city shelter less common.

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.

This trolley bus shelter is still in a serviceable condition but is not currently part of the Brisbane bus system. It continues to be an integral part of the Cavendish Road streetscape and has been so since the early 1950s.

Description

This trolley bus shelter is a four-post structure located over the footpath on Cavendish Road. The structure is timber with horizontal timber board cladding at the back.

The short-ridge roof is sheeted with corrugated iron and is supported by square timber posts. The front two posts have elongated timber brackets. A row of timber seating is fixed to the footpath against the timber board back wall.

The shelter appears to be in fairly original condition with its original seating.

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 trolley bus system in Brisbane, particularly the extension of services into new suburbs.

Rarity

CRITERION B

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

for the evidence it provides of the patterns of development in the Holland Park area in the post-war 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.

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, Howard & Keenan, David. *Brisbane Tramways: the last decade*, Transit Press, Sydney, 1977
 5. Greenwood, Gordon. *Brisbane 1859-1959 A History of Local Government*. Council of the City of Brisbane, Brisbane, 1959
 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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