

Heritage Citation



Windsor Railway Station

Key details

Addresses	At 140Q Eildon Road, Windsor, Queensland 4030
Type of place	Railway station
Period	Interwar 1919-1939
Style	Arts and Crafts
Lot plan	L21_SP252647
Key dates	Local Heritage Place Since — 1 January 2004 Date of Citation — October 2006
Construction	Roof: Corrugated iron; Walls

The Windsor Railway station building and timber pedestrian footbridge were constructed circa 1921 when the railway line was duplicated and an island platform constructed. This railway redevelopment occurred some 23 years after the Enoggera branch railway line had first opened. The precast concrete station building comprises an office, ladies room, closet, and shelter shed, and has undergone a number of alterations since World War II. The provision of rail transport to the Windsor community most certainly aided its residential development, making it a sought after area for the middle class from the early twentieth century.

History

The Windsor Railway Station is the first station along the branch line to Enoggera from Mayne. The line now terminating at the Ferny Grove Terminus at one time extended from Mayne through to Dayboro via Enoggera, Ferny Grove and Samford. A railway line had been called for as early as 1880 when the saleyards were established at Newmarket. After a route had been determined and surveying had been completed, the construction contract was let on 24 November 1897 to Valley and Bowser for £19,049. The Enoggera branch railway line finally opened on 5 February 1899.

From the outset the Windsor Shire Council and the Enoggera Divisional Board committed ratepayers' funds to ensure this scheme would succeed. Unfortunately this agreement also required that rate payers were obliged to pay an annual share of the deficit for running the railway. This was not well received within the area when the railway ran at a loss.

Although the saleyard at Newmarket was to provide the bulk of the paying traffic, the number of recorded passengers in 1900 was quite large with 17 710. This figure had risen rapidly to 104 393 by 1914, providing not only an indication of how popular and essential the line was but, also an indication of how the area was developing.

The station underwent continuous development with a loop siding (named Bowser's after the quarry operator William Bowser) put in 1912 and duplication of the line in 1921. This duplication resulted in the installation of an island platform. The Detail Plan from 1935 indicates that by this stage the timber pedestrian bridge was in place, as was the station building. The pedestrian footbridge was elevated following electrification. The station building is of the precast concrete panel type and was frequently utilised by the railway during the interwar period. It was an adaptation of the E series standard designs and is similar to the station building at nearby Wilston Station. The station building includes a ladies room and "closet" (altered), shelter shed (altered) and office.

Windsor Railway Station has undergone continuous alteration following WWII. In 1951 Bowser's Quarry Siding was deleted and in 1955-56 the platforms were raised and extended. In 1977 renovation of the station and the accompanying residence commenced. The station at present is an important departure and return point for commuters in the Windsor area.

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 evidence of the growth and development of Windsor in the early 1920s and the crucial role the presence of the railway line and station played in the development of the area as a middle class residential suburb.

Representative

CRITERION D

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

as a good example of a 1920s timber pedestrian bridge and a precast concrete railway station, the form and style of which was a popular method of railway station construction throughout Queensland in the early twentieth century.

References

1. Brisbane City Council Heritage. *Moorooka District Character Study*. (1996)
2. Brisbane City Council Detail Plan No. 563B
3. Kerr, John. *Notes on Queensland Railways*. (1966-1972)
4. Kerr, John, *Brunswick Street, Bowen Hills and Beyond – the railways of the northern suburbs of Brisbane*, (Brisbane: Australian Railway Historical Society, 1988)
5. 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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