Warwick Railway Station
Conservation Management Plan

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Warwick Railway Station

Lyons Street, Warwick, QLD

For

Queensland Rail & Southern Downs Steam Railway

Document revision status

Authors	Revision number	Internal review	Date issued
Peta Dennis	01	BMcA	26.02.18
Bronwyn McAdam	02	PD	14.03.18
PD and BMcA	03	PD & BMcA	16.03.18
PD and BMcA	Final	PD & BMcA	26.04.19

Cover Photograph – Warwick Railway Station during the visit of His Royal Highness Prince of Wales, 1920. Source: State Library of QLD, No. 205408.

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1 EXECUTIVE SUMMARY

1.1 SCOPE AND OBJECTIVES

The Warwick railway complex is entered in the Queensland Heritage Register [QHR 600955]. Sections of the complex that remain in Queensland Rail ownership include a large sandstone Goods Shed, a metal footbridge and a sandstone station building with smaller ancillary buildings (Refer Figure 1 in Section 2.1). The Goods Shed is currently leased to the Southern Downs Steam Railway and the main station building is unoccupied. It is likely that the station building will be leased and repurposed in the future.

This conservation management plans (CMP) is to address the station building, associated outbuildings, and the footbridge. A separate CMP has been prepared for the Goods Shed. The purpose of these CMPs is to:

- Update a previous CMP (dated 2003)
- Better understand the significance of the buildings to the state of Queensland, the local community and Queensland Rail.
- Provide guidance as to appropriate future uses.
- Guide any proposed changes to the building fabric.

1.2 KEY ISSUES

Warwick railway complex includes rare, early, railway infrastructure, including the passenger station, footbridge, ancillary buildings, goods shed and the turntable and timber railway buildings across the track. Finding a viable ongoing use for the Warwick station, as part of a functioning railway complex, is key to the retention of its cultural heritage significance.

The railway station is currently under-utilized with outdated facilities and on-going maintenance and repair costs. Vandalism of vacant buildings and security issues are of concern.

1.3 FINDINGS

There are exciting opportunities for the adaptive-re-use of the Warwick passenger station as a multi-purpose venue, which may include a functioning railway station for steam train tours, an educational museum, visitor information centre, special function venue and/or photographic and film location. The Southern Downs Steam Railway should be part of any adaptive-re-use, as they have the capacity to continue the original use of the station for railway activities.

Finding the original 1886 and 1912 drawings and specification for the station has made it feasible to reconstruct the sections destroyed by fire in 1964. The northern end of the building, if reconstructed, could house much needed modern facilities for the ongoing use of the building.

Essential repairs, conservation works and guidelines for upgrading facilities for the adaptive re-use of the station are outlined in this CMP.

2 INTRODUCTION

2.1 SITE LOCATION

The Warwick railway station, at Lyons Street Warwick, is entered in the Queensland Heritage Register [QHR 600955] as part of the Warwick Railway Complex. This CMP will focus on the railway station building, the footbridge and small ancillary buildings.

The railway station site includes Lot 2 SP278471, Lot 23 SP122156 and part of Lot 4 SP127853 (footbridge). The scope of this CMP is shown on the map below. The Goods Shed is addressed in a separate CMP.

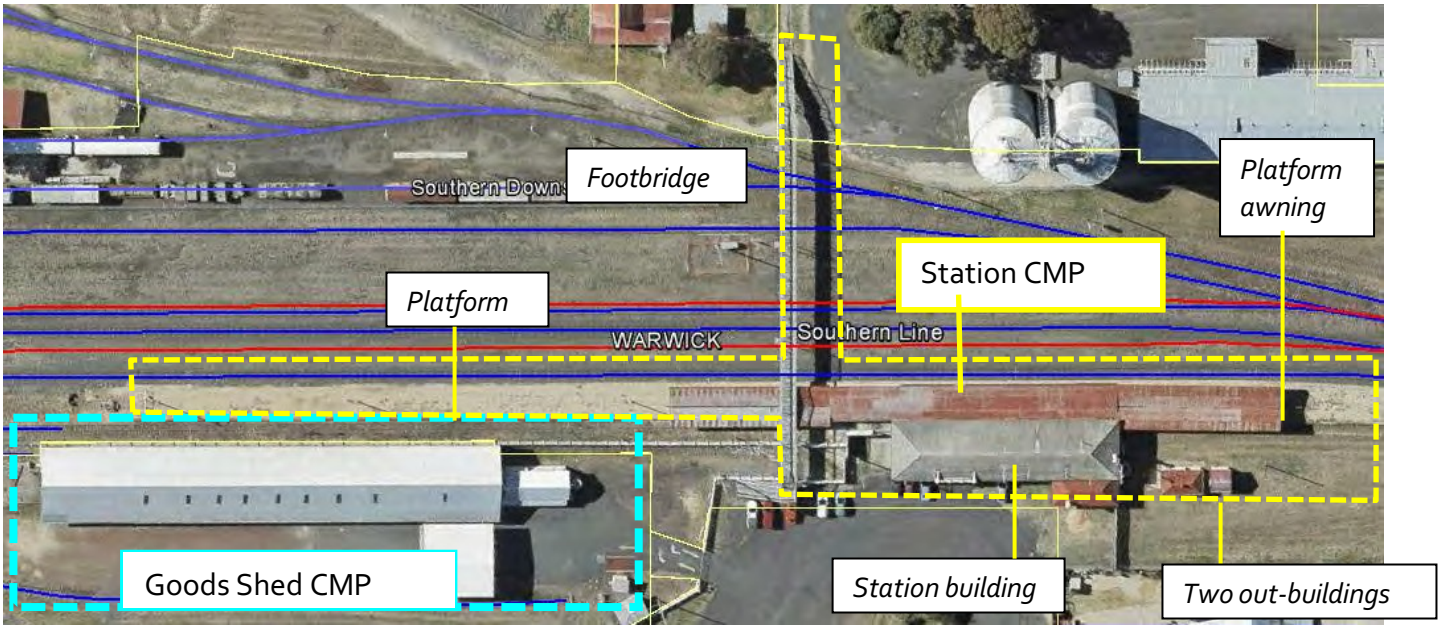


Figure 1. Scope for Station CMP outlined on yellow. (Separate CMP for Goods Shed outlined in blue). Source: QLD Rail Scope of Work.

2.2 METHODOLOGY

This CMP has prepared in accordance with the principles set out in the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance* (the Burra Charter) and the *Guidelines to the Burra Charter.*

2.3 LIMITATIONS

The buildings were inspected in sufficient detail to interpret significant fabric and report on their general condition. It is based on a visual inspection of the reasonably accessible parts of the property at the time of the inspection. In accordance with *Article 28* of the *Burra Charter*, this inspection did not involve any physical intervention in the building fabric. The inspection did not include a structural survey, as this is a specialist field which should be undertaken by a structural engineer, or a detailed condition survey, as this had already been undertaken.

2.4 STUDY TEAM

This CMP was prepared by Peta Dennis, registered architect and heritage practitioner, working in association with Bronwyn McAdam, historian.

2.5 ACKNOWLEDGEMENTS

The assistance of the following people is gratefully acknowledged:

- Peter Osborne, Heritage Strategist, QLD Rail;
- Annette Doherty, Planning and Compliance Coordinator, Southern Downs Regional Council
- Southern Downs Steam Railway

2.6 ACRONYMS

Acronyms and abbreviations used in the CMP.

QLD Rail - Queensland Rail
SDSR – Southern Downs Steam Railway
t&g - tongue and groove boards
vj – vertical joint boards

3 CONTENTS

4 STATEMENT OF SIGNIFICANCE

The statement of significance addresses the significance of the place in relation to the categories of cultural heritage significance as set out in the *Burra Charter*.

The Warwick passenger station and ancillary buildings, platform shades, footbridge and forecourt are culturally significant in the following ways:

Historical significance:

- All elements in scope as part of the greater Warwick Railway Complex which demonstrates the development of Queensland's first railway, the Southern and Western Railway, and the important role it had to play in the growth of the significant pastoral and agricultural region of the Darling Downs. It also demonstrates the Queensland Government's policy to provide a rail link to the New South Wales border to attract trade into Queensland and serve the mining area at Stanthorpe.

- The grand nature of the passenger station building, as a large masonry building with distinctive design features reflected the economic importance of the Southern Darlings Downs and the importance of Warwick, prior to World War II, as a regional centre, freight hub and passenger station on the main route to Sydney. It also demonstrates the fundamental importance of rail freight and passenger services to the growth of any region prior to the War. The importance of the rail link and station declined with the development of more efficient road transport after World War II. .

- The passenger station also reflects the phase of building in Warwick in the late 19th and early 20th centuries when sandstone was the dominant building stock for large public buildings in the town due to its accessibility from sandstone quarries in the local area.

Rarity:

- The passenger station is the only example of a sandstone passenger station in Queensland. Some of the major railway stations of the time were of masonry construction, however, Warwick passenger station remains rare in its construction being predominantly of sandstone, a more unusual choice of building material, reflecting the abundance of sandstone in the local area.

- The steel and wrought iron footbridge built in 1913 is the only remaining rail footbridge of this type in Queensland that continues in its original use. in Queensland.

Aesthetic significance:

- As a prominent sandstone public building in Warwick, set in the distinctive grounds of the Railway Complex with views to the building from Lyons Street enhanced by the driveway and gardens in front, the passenger station is a local landmark in the city of Warwick making a visual impact on the surrounding

area. The detail of the pick dressed stone work on the external walls of the building, enhances its aesthetic merit, as does the entrance portico with its masonry classical columns.

- The steel and wrought iron footbridge also has aesthetic significance as a large and impressive structure with landmark qualities. The design and workmanship of the angle iron braces and curved stays to the bridge trusses create visual impact.

- The former ambulance room is also an uncommon surviving example of its type and the gentlemen's toilets are rare as a surviving example of a 19th century detached toilet block associated with a station.

Architectural significance

- The Warwick rail complex retains sufficient integrity to demonstrate the layout and functioning of an important rail depot of the late 19th and first half of the 20th centuries. The group of passenger station buildings at Warwick make an important contribution to understanding the layout and functioning of the complex.
- As a group, the passenger station and its associated gentlemen's toilets and ambulance room, are important in demonstrating the layout of a typical major passenger station of the late 19th and early 20th centuries.
- The integrity of the station building has been heavily compromised as a result of a fire in the 1960s, but its rarity as a sandstone station increases its importance in demonstrating the principal characteristics of this type of building. The integrity of the southern part of the building, especially the refreshment rooms and kitchen area, remains quite good.
- The building retains elements that make it an example of a large railway passenger station from the 1880s. The layout of entrance vestibule, offices, refreshment room and toilets, and the way they addressed the main platform, followed an established pattern for most passenger stations in Queensland. This type of layout was repeated in various forms at many places. The practice of incorporating ladies waiting rooms and toilet closets within the main station building and having a separate freestanding men's' toilet block was common to railway stations throughout until the 1950s.

  The steel and wrought iron footbridge built in 1913 is unique in its design and construction in Queensland and represented a departure from the more common use of timber for footbridges in Queensland in this period.
- The platform shades (1925 and 1934) are an intact example of a typical steel lattice cantilever design used by the Department of Railways in the first half of the 20th century. The shades were designed by the Department and constructed at its own metal workshops at Northgate in Brisbane and featured in numerous other stations in Queensland.

- The former ambulance room, complete with built-in timber bed and seat, retains a high level of integrity and is important in demonstrating the principal features of this type of building.
- The former 19th century gentlemen's toilet block is rare for its level of integrity and important in demonstrating the principal characteristics of a building of this type and period.

Social significance

- The passenger station and associated elements have a special association with the community of the Southern Darling Downs, as a regional centre of trade and travel for nearly a century. Railway stations played an important role as a community hub when rail travel was the major form of long distance transport in Queensland from the 1860s to the 1960s.

- The place also has a special association with Queensland Rail employees who have worked and lived at the Warwick Railway complex, most notably evident in the passenger station with its marble Honour Board dedicated to Queensland Railway men who served in World War I.

- The passenger station has a special association with the Australian Federal Police (AFP) from 1917 following the infamous "egg throwing incident" which was the impetus for the formation of the federal police. This association was demonstrated by the choice of Warwick Station for an AFP centenary ceremony in 2017 and the establishment of memorial gardens and a stone-mounted plaque situated in the forecourt

Spiritual significance

- Contained in the former entry hall of the passenger station, the marble World War I Honour Board dedicated to railwaymen of Warwick and district who served in World War I would have spiritual meaning to the descendants of these men, and to the wider local community as a place of memorial and remembrance.

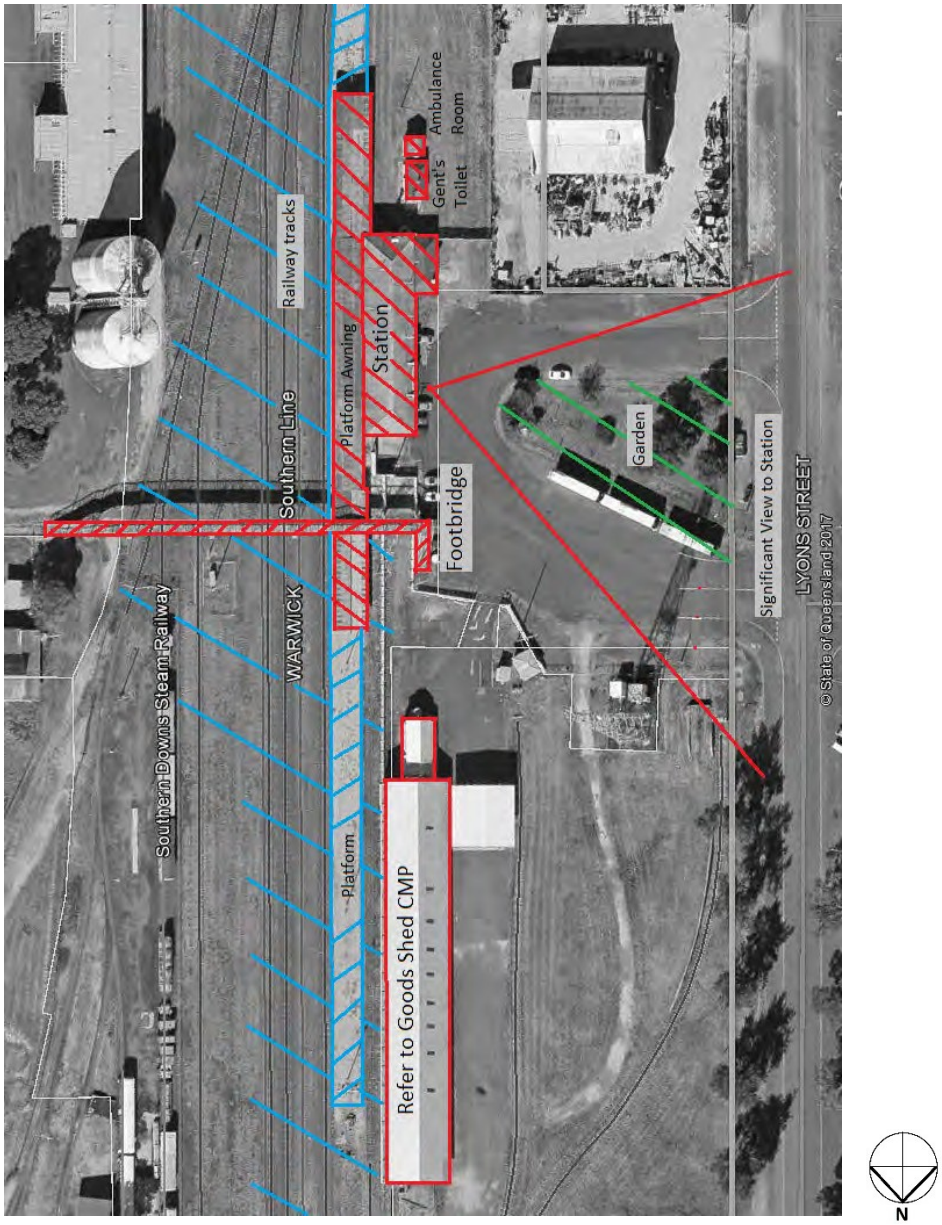
4.1 SIGNIFICANCE DIAGRAMS

The following colour-coded diagrams show significant curtilages, views, infrastructure and areas. A floor plan showing changes to the fabric of the station is included below. An extensive table of significant elements is contained in the following section 4.2.

Heritage Curtilage

Figure 2. Warwick Railway Complex with the QLD heritage register boundary in red.

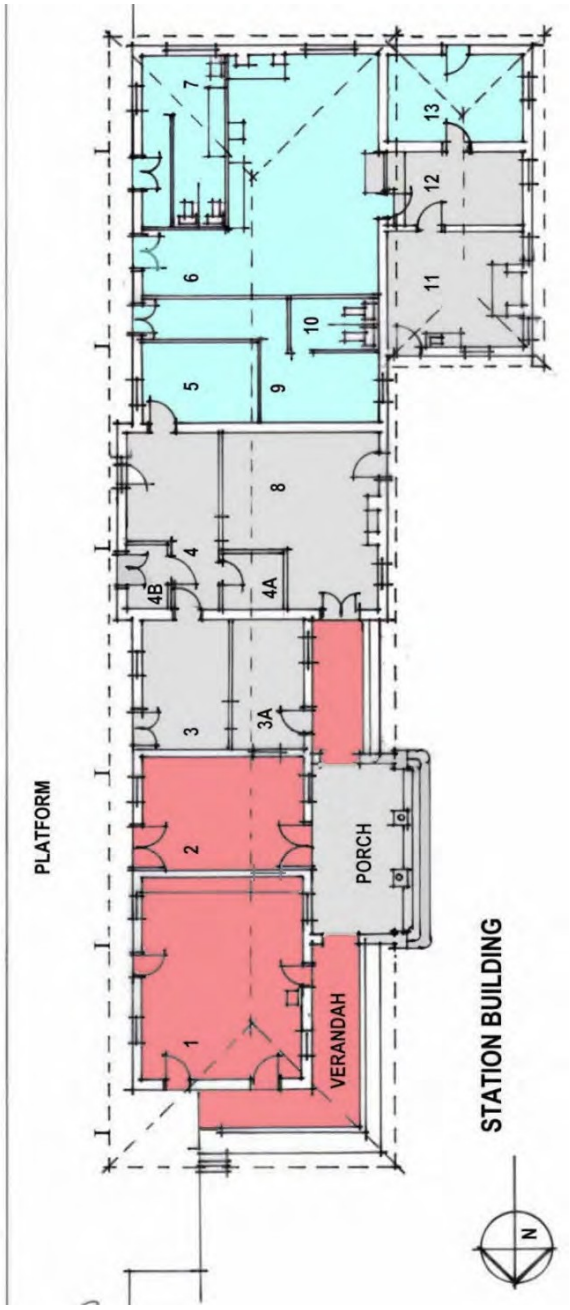
Warwick Railway Station Site – Significant Elements



Significant elements - Site	
/////	Significant buildings and structures
/////	Significant infrastructure
/////	Significant landscape setting

Figure 3. Site Plan of Significant Elements.

Warwick Railway Station - Significant Areas



Legend - Areas of significance		
	Exceptional significance	Areas of most intact 1886 fabric
	High significance	Areas of less intact 1886 fabric (fire damaged)
	High significance	Areas of 1912 fabric

Figure 4. Warwick station showing areas of significance.

Refer to Section 3.2 for significant elements. Refer to Section 9.Annex B for additional detail

Warwick Railway Station – Changes to Fabric

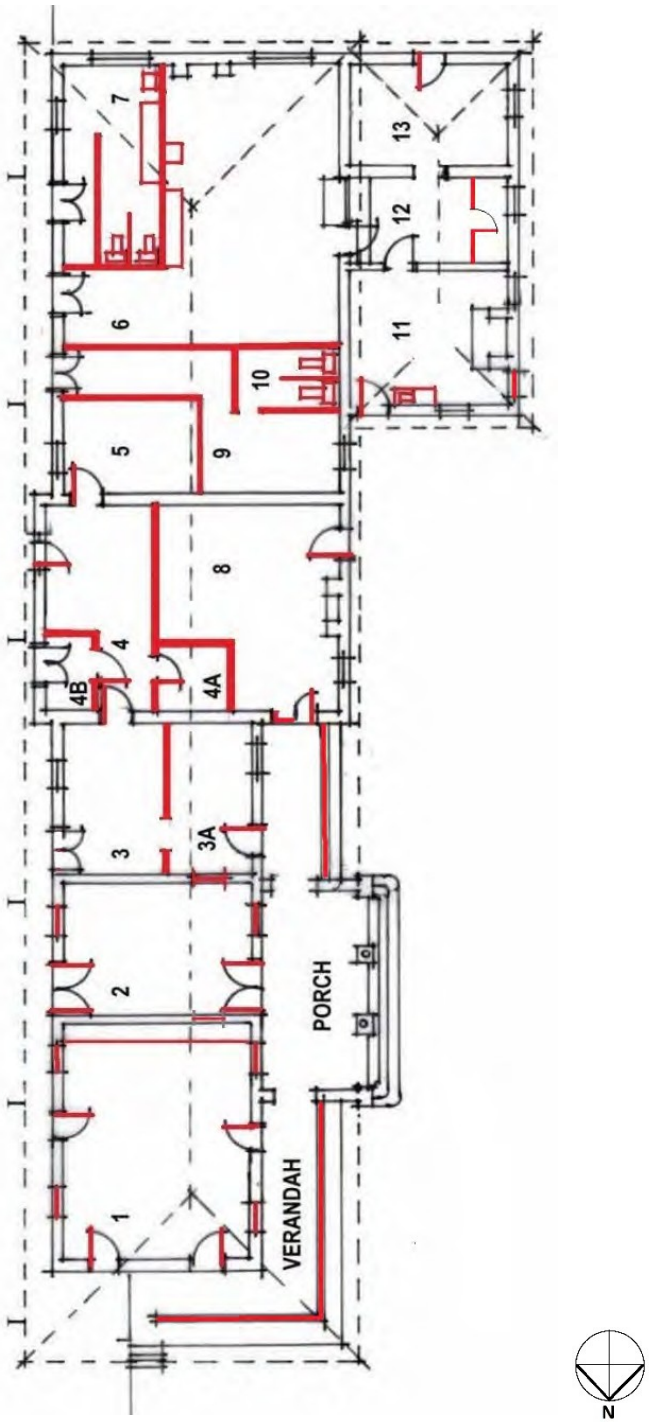


Figure 5. 2018 plan of passenger station with changes to fabric (since 1912) shown in red. Source: pdarchitect on base drawing by Ruth Woods Architect

4.2 SCHEDULE OF SIGNIFICANT ELEMENTS

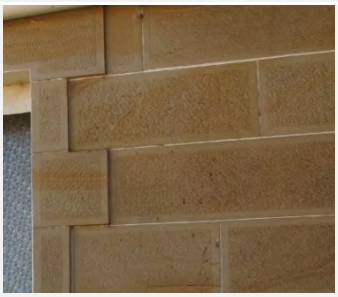
The statement of significance sets out in broad terms the nature and level of the significance of the Warwick Railway Station. Implicit in this statement is the notion that cultural significance is embodied in the physical fabric of the place. Different elements, however, vary in their relative significance. A table is provided below listing the elements of the place and identifying their level of significance. Elements are indexed to the plans in the previous section 4.1.

Schedule of Significant Elements	
Exceptional	Elements that are rare or otherwise of outstanding significance and directly contribute to the significance of the place e.g. intact 1886 fabric
High	Elements that are original or date to the period of significance of the place e.g. fire damaged 1886 fabric; intact 1912 fabric.
Moderate	Elements that are early but have been changed, or Elements that are original but do not date to the period of significance of the place.
Neutral	Elements that neither contribute nor detract from the significance of the place.
Intrusive	Elements that detract from the significance of the place

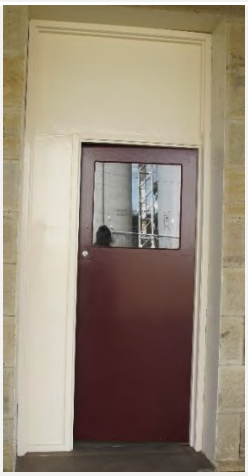
Site and Setting

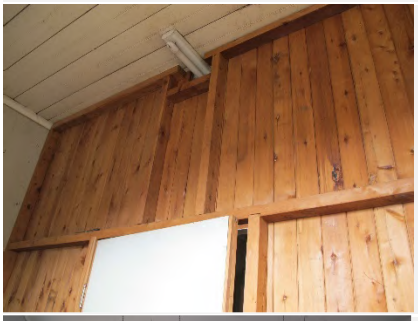
Location	Name	Photo	Significance	Reason for significance
Lyons Street	Station forecourt, park and driveway		High	Significant setting with views to station
Warwick Southern line	Railway tracks		High	Significant infrastructure essential to the functioning of the station
Eastern side of station	Platform		High	Significant infrastructure essential to the functioning of the station
Eastern side of station	Platform awnings		High	Significant infrastructure important to the functioning of the station
Over railway tracks	Footbridge		Exceptional	Rare and significant infrastructure essential to the functioning of the station

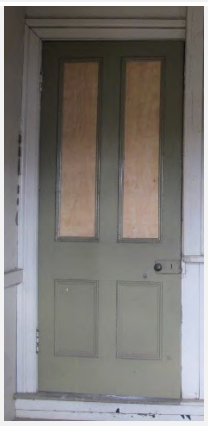
Passenger Station

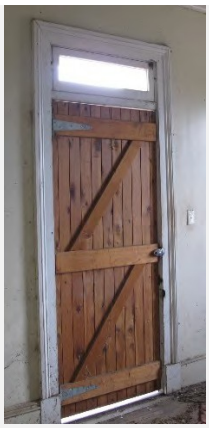
Location	Name	Photo	Significance	Reason for significance
Roof, Verandahs				
Station	Roof sheeting, gutters		Neutral	1960s fabric, replaced after fire – corrugated asbestos cement
Station	Front portico		High	Original entrance portico
Station	Front verandahs each side of portico		Neutral	Concrete floors, timber posts and timber frieze rebuilt after 1964 fire
External walls, windows, doors				
Station	Sandstone walls		Exceptional OR High Refer Figure 4 Areas of Significance	Rare, original fabric from 1886 Fire damaged fabric from 1886; 1912 fabric
Rooms 3, 3A, 5, 11, 12, 13	Six light timber sash windows		Exceptional	Original fabric from 1886

Rooms 6, 7	Two-light timber sash windows in banks of three		High	Original 1912 fabric to Refreshment Room – note raised panels between windows
Rooms 1, 2,	Single, two-light timber sash windows		Neutral	Reproductions installed after 1964 fire
Rooms 3, 4B, 6, 7, 9	Double, timber doors with fanlight above		Exceptional	Original timber doors with raised centre panels inside the bolection moulding
Room 2	Double, timber entrance doors with fanlights above		Neutral	Reproduction double doors installed after 1964 fire – smaller, raised centre panels

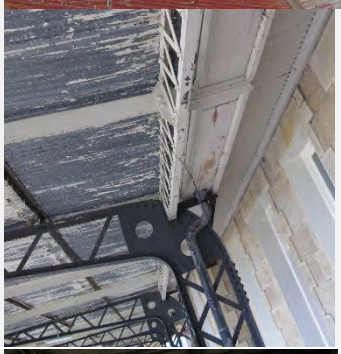
Rooms 1, 3A, 8,	Single, timber door with fanlight above		Neutral	Reproduction double doors installed after 1964 fire – centre panels are not raised
Rooms 4, 5, 8	Flush panel door		Intrusive	Recent replacement doors, some are solid, some with glass panel at top
Interior				
Rooms 11, 12	Beaded timber tongue and groove ceiling		Exceptional	1886 fabric to original kitchen wing
Room 13	Narrower VJ ceiling		High	1912 fabric to kitchen wing

Rooms 1, 2, 3, 3A, 4, 4A, 4B, 5, 6, 7, 8, 9, 10	Masonite sheeted ceilings		Intrusive	1960s fabric
Rooms 6, 11, 12, 13	Plaster walls		Exceptional OR High	1886 solid plaster wall finish (11, 12) 1912 fabric (6, 13)
Between Rooms 6 and 12	Timber servery wall with counter		High	1912 fabric
Dividing Rooms 12 and 12A	VJ partition wall		Intrusive	
Rooms 1, 2, 3, 3A, 4, 4A, 4B, 5, 6, 7, 8, 9, 10	Masonite wall sheeting		Intrusive	1960s fabric

Rooms 7, 10	Toilet cubicles		Intrusive	1960s fabric
Room 2	Ticket windows		Neutral	Windows installed in the 1960s
Between Rooms 6 and 12	Timber panelled door and architraves		High	1912 fabric
Between Rooms 11 and 12	Timber beaded tongue and groove door		Exceptional	1886 fabric

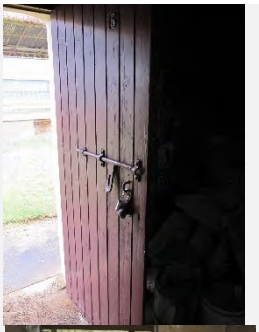
Room 13	Timber VJ door Timber architraves and fanlight		Door – Neutral Architraves and fanlight - High	Recent door within original opening
Rooms 6, 8, 11	Fireplaces, Chimney Breasts		High	Room 6 – 1912 Room 8 – 1886 Room 11 – 1886 Mantlepieces and surrounds are missing
Rooms 11, 12	Timber flooring and steps		High	1886 timber floor boards 1912 steps
Room 6	Timber counter		High	1912 fabric
Room 2	WW1 memorial		High	Marble memorial “In honour of Railwaymen who served in the Great War 1914-1918”

Platform Awning

Location	Name	Photo	Significance	Reason for significance
Platform Awning roofs	Roof sheeting, box gutters, downpipes	 	High	Original 1925 and 1934 fabric – galvanized, corrugated steel
Platform awning supports	Steel columns and girders	 	High	Original steel lattice fabric - Butterfly 1925 and Cantilever 1934
Platform awning bases	Concrete base		High	Original concrete foundations for columns

Gentlemen's Toilet

Location	Name	Photo	Significance	Reason for significance
Roof	Roof sheeting, ventilator		Exceptional	Original corrugated, galvanized steel sheeting and roof ventilator. Gutters not original
Roof	Timber roof framing		Exceptional	Original timber framing
Walls	Brick walls – external and internal		Exceptional	Original brickwork, including internal cubicle partition walls
Walls	Openings		Exceptional	At base of wall – original openings for emptying of toilet pans
Windows	Windows		Openings – Exceptional	Only the openings are original, the windows have been removed and infilled with various materials

Doors	Timber external and internal doors	 	Exceptional	Original tongue and groove timber doors – including hardware
Floor	Concrete floor		Exceptional	Early concrete floor

Ambulance Room

Location	Name	Photo	Significance	Reason for significance
South of Station	Ambulance Room		High	Early building, possibly relocated to site
	Interior fittings		High	Intact interior fittings incl. built-in timber bed and fold-up seat

Footbridge

Location	Name	Photo	Significance	Reason for significance
Across tracks north of station	Footbridge		Exceptional	Rare steel footbridge
Footbridge	Steel members		Exceptional	Original 1912 steel members including supports and bridge structure
Footbridge	Timber and wire balustrades		Neutral	Not original fabric – infill to prevent falls
Footbridge	Timber step treads and deck planks		Moderate	Original fabric that has been replaced to match existing over the years

5 POLICIES

5.1 SIGNIFICANCE – CONSERVATION APPROACH

The accepted approach to the conservation of heritage places is set out in the *Burra Charter*, which embodies seven principles that guide the care of a registered building:

1. The place itself is important
2. Understand the significance of the place
3. Understand the fabric
4. Significance should guide decisions
5. Do as much as necessary, as little as possible
6. Keep records
7. Do everything in a logical order

The use of the terms, *conservation, preservation, reconstruction, adaptation, fabric, maintenance, repair and compatible use* in this report, are defined in the Burra Charter in Appendix 11.6.

Policy 1. ***Burra Charter***	***Future work on the place should be in accordance with the principles of the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (the Burra Charter) and its Guidelines.***

Significant elements

Much of the cultural significance of Warwick railway complex is embodied in the physical fabric of the place. The Schedule of Significant Elements (section 4.2 of this CMP) sets out the relative significance of these elements with a graded scale ranging from those elements of exceptional significance down to those that are intrusive. It follows that conservation action should be related to an element's relative level of significance.

Policy 2. ***Significant elements***	***Conservation action should be appropriate to the level of significance of individual elements.***

5.2 FEASIBLE USES

Warwick railway complex was constructed on various stages and has been in continuous use for railway activities, firstly by QLD Rail and then by the Southern Downs Steam Railway. The original role of the place is considered to be its most appropriate primary use and essential to conserving its cultural heritage significance

Policy 3. ***Compatible Use***	***The continuing use of the place as a functioning railway complex is the most appropriate use of the place and should be its primary use.***

However, as the complex encompasses a large site containing many buildings and structures, there is scope for additional, compatible uses for the place. Additional activities within the buildings are feasible and considered necessary for the continued economic viability of the place.

Policy 4. ***Alternative, compatible Use***	***A use other than that set out in Policy 3 may be considered if it is compatible with the place's cultural heritage significance. Compatible uses may include:*** • ***visitor information centre,*** • ***restaurant,*** • ***educational museum,*** • ***special function venue,*** • ***temporary market venue, or*** • ***photographic and film location.***

If alternative uses are to be considered for the Warwick railway complex, a master planning process should be undertaken which should address cultural heritage significance as a core matter in the planning process. The master planning process should explore different options which conserve the setting and significant elements of the place. The history of the place may be read in the hierarchy of the buildings and their relationship to the railway infrastructure. All key components of the place should be retained in a meaningful relationship and not repositioned within, or removed from, the site. The ornamental garden, which was established c. 1913, could be reconstructed in the forecourt to enhance and interpret the historical setting of the station.

Policy 5. ***Master planning***	***Master plans for the Warwick railway complex should address cultural heritage significance as a core matter in the planning process.***

Policy 6. ***Setting and significant elements***	***The setting and elements of exceptional and high significance should be conserved in their existing positions within the site, including:*** • ***Driveway and park at the entrance on Lyons Street,*** • ***Footbridge,*** • ***Railway station,*** • ***Railway platforms,*** • ***Platform awnings,*** • ***Former Gentlemen's toilet*** • ***Goods shed (subject to separate CMP).*** ***Reconstructing the ornamental garden (est. c. 1913) in the forecourt of the passenger station would enhance the historical setting of the station.***

5.3 FABRIC AND SETTING

Changes and alterations should be carried out in a way that respects significant planning arrangements. The passenger station is one of the oldest buildings on the site and views to its front façade from Lyons Street are highly significant. As the passenger station is the "front door" of the railway complex, its setting is important. Views to the passenger station should not be compromised by new development or unsympathetic fencing or landscaping.

Policy 7. ***Retain significant settings and views***	***When planning new buildings or additions, retain the significant views to the passenger station from Lyons Street:*** • ***Do not position new buildings or additions which will block these views;*** • ***The loop driveway and centrally positioned park should be retained,*** • ***Use of the station as the "front door" of the railway complex should be retained.***

5.4 INTERPRETATION

Interpretation is about communicating and presenting the significance of a place. Interpretation through the care of its fabric is central to its heritage conservation. An interpretation strategy should be prepared for the Warwick railway complex This strategy should include suggestions raised in Section 6 and be appropriately funded.

Policy 8. ***Interpretation***	***An interpretation strategy should be prepared for the Warwick station complex and could include interpretive signage and brochures and a planned series of events and tours.*** ***Interpretation should be carried out in conjunction with the Southern Downs Steam Railway, as they share the use of the site.***

5.5 CONTROLS ON INTERVENTION AND NEW STRUCTURES

Intervention into original fabric and the possible insertion of new structures may be necessary for the adaptive-re-use of the place. In the first instance, physical intervention should be planned for areas of the least heritage significance.

Not all of the fabric of the place has cultural significance. More recent fabric and repairs and service installations have little cultural significance or are intrusive elements. It is therefore appropriate that little or no constraint be placed on intervening in these elements.

Policy 9. ***Physical intervention***	***Where intervention is unavoidable, such intervention should be planned to occur in areas of least cultural significance and to cause the least possible damage to fabric of exceptional or high cultural significance.*** ***Fabric identified as being of neutral significance may be removed at any appropriate future time.*** ***Identified intrusive elements should be removed or redesigned at an appropriate future time.***

Where it is decided to introduce a new permanent or temporary building, the cultural heritage significance of the place should be taken into account.

Policy 10. ***New buildings***	***New buildings should follow these principles:*** • ***Be located at a suitable distance from the passenger station, footbridge and gent's toilet;*** • ***Be a separate, stand-alone building not attached to other significant buildings or structures;*** • ***Their form and scale should be similar and compatible and not dominate nearby significant buildings and structures;*** • ***No period detailing or decorative elements should be applied to the new building;*** • ***Materials, finishes and colour schemes should not mimic historic themes but should be compatible;*** • ***The location and points of access for new structures should not impact on the points of access to the heritage structures; and*** • ***"Landmark" and streetscape qualities of heritage structures should be retained.***

Toilet facilities and possibly, a commercial kitchen, will be required in any station upgrade. Temporarily locating these facilities in a separate building may present the least impact on spaces and fabric of heritage significance. The new, temporary, building could house DDA compliant toilets and kitchen facilities and be accessed from the station platform.

Policy 11. ***Temporary toilet and commercial kitchen facilities***	***New toilet and commercial kitchen facilities could be accommodated in a new, stand-alone building.*** ***This building could be accessed from the station platform.***

Policy 12. ***Permanent toilet and commercial kitchen facilities***	***Permanent toilet and commercial kitchen facilities should be accommodated in the reconstructed northern part of the station building.*** ***(Refer next section for reconstruction policies.)***

Adapting the buildings

Planning of adaptations should respect the original sizes of rooms, room layouts and cultural significance of the passenger station when considering proposed uses. Smaller rooms should not be amalgamated and large rooms should not be divided into smaller spaces.

Policy 13.	***The room size and configuration of the station should dictate the use; the use should not result in unsympathetic alterations to significant rooms and spaces.*** ***Original walls should not be removed to create larger spaces.***

However, some of the large rooms have historically been divided into smaller spaces when operational needs have dictated. As long as partition walls are installed in a reversible manner, this approach is also acceptable.

Policy 14.	***Any insertion of partition walls into the original large room spaces should be done in a reversible manner –*** • ***With minimal impact to adjoining significant fabric;*** • ***Use part-height partitions or*** • ***Full height partitions with glazed sections above head height to reveal the original high ceilings; and*** • ***lowered ceilings are not acceptable at the perimeter of the building as this would impact on window heads.***

Services

The insertion of any new services should be carefully considered and take into account the original structure and significant fabric of the railway buildings to minimise impact.

The passenger station was constructed with sandstone external walls with brick portico and internal walls, finished with a plaster finish. No penetrations into sandstone walls should be allowed for services. The floors are concrete to the northern end of the station and timber framed with timber floor boards to the southern, 1912 section. It will be difficult to run services, such as electrical, data and air-conditioning under the concrete floors. The roof space is recommended for the insertion of services, as it is of minimal heritage significance being constructed in the 1960s.

Policy 15. ***Sandstone walls***	***Do <u>not</u> penetrate sandstone walls for the installation of services;*** ***Service runs should be either through the ceilings or floors.***

Policy 16. ***General principles for installation of electrical and data services***	***Services should be minimized in their extent and service runs carefully planned to minimize damage to significant fabric – either through ceilings or floors;*** ***Services should be run in existing conduits and ducts wherever possible;*** ***Ceiling-mounted fittings, such as detectors and light fittings with minimal fixings are recommended;*** ***Surface-mounted vertical risers are permitted. Wherever possible, vertical risers should be located in minor spaces of least cultural significance;*** ***Chases (cutting grooves or channels) for cables or pipes into internal plaster walls should be a last resort solution,*** ***Light fittings and electrical accessories (switch plates, GPOs) should not be period reproductions but discrete modern fixtures.***

Policy 17. ***Air-conditioning***	***The preferred location for air-conditioning services is in the ceiling space of the station, as this is the area of least heritage significance (e.g. ducted systems);*** ***Air-conditioning units should be discreet in location and appearance. Any associated works should be positioned to avoid damage to significant fabric;*** ***Window-mounted air-conditioners should <u>not</u> be used;*** ***External air-conditioning units should be concealed from view, <u>not</u> located on the front façade of the building; and positioned to avoid damage to significant external fabric,*** ***Do <u>not</u> attach air-conditioning units to external sandstone walls, mount the units securely on the ground.***

5.6 MANAGEMENT OF CONSERVATION AND RECONSTRUCTION

The original 1886 and 1912 drawings and specifications provide evidence that would enable the northern end of the station and original roof configuration to be reconstructed. Reconstructing this missing section would restore the original symmetry of the station. There is some flexibility in the reinstatement of the original interior spaces. The interior rooms would not need to be faithfully reconstructed, providing an opportunity to install new toilet and kitchen facilities in the northern end of the station. New air-conditioning services could be located in the ceilings of the reconstructed end to avoid impacting on original, more significant areas of the building.

Policy 18. ***Reconstruction of the northern end of the station.***	***The northern end of the station, destroyed by fire, should be reconstructed, including the external walls, original roof configuration and small verandahs flanking the entrance portico.*** ***Reconstruction should be guided by the original 1886 drawings and specification, but may be confined to the external areas of the building.*** ***The original interior spaces of the reconstructed building would not need to be re-instated, but should accommodate new toilet and commercial kitchen facilities, with air-conditioning plant in the ceiling area.***

In the other areas of the railway station and the gent's toilet and footbridge, the general approach to the extent of conservation work should be one of restraint. Do only as much work as is necessary to conserve the significance of the place but intervene as little as possible. If some material needs to be replaced, then the extent of new material introduced should be limited to the minimum possible. The wholesale replacement or treatment of any significant element should be avoided in favour of a highly specific approach, e.g. the replacement of individual floor joists or lengths of flooring, etc.

Policy 19. ***Conservation work***	***Do only as much work as is necessary to conserve the significance of the place but intervene as little as possible;*** ***If material of exceptional or high significance needs to be replaced, then the extent of new material introduced should be limited to the minimum possible;***

	Conservation work on the place should be carried out by tradespeople skilled in traditional building trades and should be overseen by professionals skilled in conservation practice.

Although the integrity of the passenger station has been compromised by alterations, there are some areas of internal fabric that are of exceptional and high significance. These areas should not be negatively impacted by alterations.

When the 1960s ceiling and wall linings are removed, the extent and condition of original ceiling and wall finishes will need to be assessed. According to the original drawings and specification, wall finishes were lime plaster, which may need careful conservation by skilled tradespeople. An inspection inside the roof area revealed that no original ceilings remain and restoration work would involve total reconstruction of the ceilings. The original 1886 ceilings timber tongue and groove ceilings (like those remaining in the kitchen wing) and the refreshment room ceilings were pressed metal.

Policy 20. ***Timber ceilings***	***Conserve and retain the original timber beaded tongue &grove and vj ceilings to the former kitchen wing - Rooms 11, 12 ,1 3.***

Policy 21. ***1960s ceilings***	***1960s sheeted ceilings to the station may be removed.*** ***New ceilings using modern materials may be installed for economic reasons, or,*** ***Original ceilings (timber tongue and grove, pressed metal or plaster) may be reconstructed from the 1886and 1912 drawings and specifications.***

Policy 22. ***Walls***	***1960s sheeted wall linings and timber-framed sheeted partition walls may be removed;*** ***Investigate and confirm if original plaster wall finishes in the station remain under the wall sheeting;*** ***Internal plaster walls should be conserved using traditional techniques and materials, including lime-based plaster applied by a tradesperson skilled in traditional finishes.***

Policy 23. ***Fireplaces***	***Fireplaces, existing hearths and chimneys should be retained and conserved using traditional techniques and materials.***

The station contains original timber joinery – windows, doors, fanlights and the timber servery counter. These elements are of high significance and will require ongoing conservation work for their continued operation.

Policy 24. ***Joinery***	***Significant timber doors, windows, fanlights and associated original hardware should be retained;*** ***Refurbish windows and doors, including original hardware, so they are operable (not painted shut);*** ***Windows should not be replaced in aluminum or vinyl;*** ***Original glass to windows should be retained where possible.***

Repainting should only be undertaken to previously painted surfaces. Consideration should be given to reinstating the original colour schemes to timber doors, windows and internal spaces, based on colour analysis and documentary research.

Policy 25. ***Finishes***	***Do not apply water repellant sealants to internal stone and brick plastered walls;*** ***Internal wall finishes should be permeable to allow the walls to breathe;*** ***Colour schemes to timber elements and internal areas of the station should be based on an analysis of documentary and physical evidence;*** ***Floor treatments should be reversible, with minimal impact to timber floors below.***

External Areas

The main roof to the station is not original – the timber frame, roof sheeting, gutters and downpipes were replaced in the 1960s. It would be a major exercise to reconstruct the original station roof form but would be feasible as the original 1886 drawings and specification are available. Roof sheeting to the main station building is asbestos and will require replacement when it becomes friable. As this roof sheeting is not original, replacement with a corrugated steel profile would be acceptable. Other roofs to the kitchen wing, platform awnings, gent's toilet and ambulance room are original and should be conserved.

Policy 26. ***Roofs***	***The original corrugated steel roofs to the kitchen wing, platform awnings, gent's toilet and ambulance room should be conserved. If replacement becomes necessary when the sheeting is damaged beyond repair, then replacement should be in corrugated profile to match existing in galvanized steel;*** ***Galvanized steel should be used for any replacements or repairs to gutters and downpipes to the kitchen wing, platform awnings, gent's toilet and ambulance room to prevent corrosion from dissimilar metals.*** ***The asbestos roof sheeting to the station may be replaced with corrugated steel sheeting;*** ***If the station roof is to be restored to its original configuration, reconstruction should be based on 1886 documentary and physical evidence.***

The 1886 specification contains valuable information for conserving the portico, including the cement mortar mix that was originally used.

Policy 27. ***Portico***	***Original rendered parapet and portico details to the front entrance of the station should be retained and conserved by a tradesperson skilled in traditional finishes;*** ***The original mortar mix is described in the 1886 specification.***

Repainting should only be undertaken to previously painted surfaces. The sandstone external walls and sills are rare and highly significant and should not be painted or coated.

Policy 28. ***Walls***	***Original sandstone walls to the station should be conserved using traditional stone working techniques and lime-based mortar;*** ***Do not render, paint or seal the sandstone walls with waterproof coatings.*** ***Original brick walls to the gent's toilet should be conserved using traditional brick working techniques and lime-based mortar.***

Policy 29. ***Platform awnings***	***Steel platform awning supports, including columns and girders, should be retained and conserved.***

Policy 30. ***Footbridge***	***The footbridge should be retained and conserved.*** ***It should be retained in its existing position and not relocated within, or removed from, the railway complex site.***

Policy 31. ***Finishes***	***Unpainted surfaces e.g. sandstone walls, should not be painted;*** ***Rendered surfaces – the entrance portico - may be painted using permeable paint systems;*** ***Painted brick walls to the gent's toilet may be re-painted with permeable paint, or the paint finish removed to reveal original brickwork;*** ***Steel surfaces to the platform awnings and footbridge should be coated with appropriate paint finishes to retard rust;*** ***Original colour schemes should be derived from an assessment of documentary and physical evidence.***

5.7 MANAGEMENT

The Warwick station complex should ideally remain in the ownership and under the management of Queensland Rail. The continued use as a functioning railway station is important for the retention of its heritage significance.

Policy 32. ***Ownership***	***Warwick station should remain in the ownership and under the management of Queensland Rail as part of a functioning railway complex.***

Scheduled QLD Rail passenger services have not been run from the Warwick railway station since 1972 and the railway station is currently utilized by the Southern Downs Steam Railway to run steam train tours. This use enhances the heritage significance of the station by ensuring an ongoing operational role for the place. QLD Rail should consider retaining the SDSR, or a similar railway-focused organisation, as primary tenants and also leasing the passenger station to other groups.

Policy 33. ***Leases***	***The SDSR, or a similar railway focused organisation, should be the primary tenants of the Warwick railway station to ensure the ongoing use of the station for railway activities;*** ***The station may also be leased to other groups for activities such as a visitor information centre, a wedding/function venue and/or as an education centre.***

A systematic maintenance program and a dedicated maintenance budget will ultimately be a more cost-effective method of maintenance than irregular major maintenance. It is good management practice to put into place a maintenance plan that will regularly monitor the condition of the place and attend to minor maintenance issues before they become major issues. Systematic maintenance will also conserve significant fabric longer for the ultimate benefit of the station and future generations.

Policy 34. ***Maintenance Plan***	***A comprehensive maintenance plan with a dedicated budget should be implemented to guide on-going maintenance work on the significant buildings and structures.***

Policy 35. ***Funding***	***Appropriate funding methods should be put in place by QLD Rail to provide financial resources to conserve the Warwick station complex according to this plan.***

This conservation management plan was prepared using a range of expert advice. For successful long-term implementation of this Plan, continuity of competent advice is important to avoid ad-hoc or ill-advised decisions.

Policy 36. ***Expert Advice***	***Persons with relevant expertise and experience in conservation projects should be engaged for the resolution of conservation issues, as well as for input into the design and administration of conservation work to the station.***

While the majority of issues dealt with in this plan are unlikely to change, changes in use, tenure or legislation may require consideration of new or different information affecting the conservation management of the station complex. The plan should respond to any changes in circumstances.

Policy 37. ***Plan review***	***This plan should be reviewed at the end of any major refurbishment program and thereafter every ten years or when major changes that significantly affect the place occur; such as disposal by the owners, change in use or significant damage to, or destruction of fabric, by natural disaster. Such reviews should include a new inventory of significant elements and a review of the physical condition of the fabric.***

5.8 EQUITABLE ACCESS AND DDA REQUIREMENTS

As the station is not actively used, it is difficult to determine all Disability Discrimination Act (DDA) requirements. Different building classifications have different DDA requirements and the eventual use of the station will determine the exact requirements of the DDA. However, the following policies will set in place some broad guidelines.

The main entrance to the station is via the stairs under the impressive entry portico. It is important to retain the existing entry and its historical associations with the heritage significance of the station.

Refer section 6.5 for additional details regarding equitable access.

Policy 38. ***Equitable Access to station***	***Equitable access to significant buildings should avoid unsympathetic modifications that are not reversible;*** ***The entrance under the entry portico to the station should be retained as the main entry point;*** ***A small platform lift or a lightweight ramp would be acceptable to access the verandah on the northern side of the entry portico, if installed in a reversible manner.***

Equitable access to the steel footbridge is not possible and it would be highly detrimental to its heritage significance if it were to be made DDA compliant. If equitable access across the railway tracks is required, a separate structure is recommended.

Policy 39. ***Equitable Access - footbridge***	***The footbridge should be retained in its current location.*** ***If equitable access across the railway tracks is required, it should be via a new structure.*** ***Any new accessible structure should be less dominant in the landscape than the significant footbridge and located at a suitable distance from it and other significant buildings.***

Policy 40. ***Disability Discrimination Act (DDA)***	***An Access Plan should be prepared by a suitably qualified person to help resolve or minimise the impacts of the DDA.***

Wayfinding signage is a requirement of the DDA so that disabled visitors can easily navigate around the buildings and the immediate area. Signage should be reversible and not damage significant fabric of the buildings.

Policy 41. ***Wayfinding signage***	***External signage should be freestanding and not attached to the exterior sandstone walls of the station or brick walls of the gent's toilet.*** ***Internal signage should be attached using small, reversible fixings.***

5.9 FIRE SAFETY

If not already in place, a fire safety audit should be carried out. It is possible to combine safety with the retention of significant elements.

Policy 42. ***Fire Safety***	***As a minimum, the following systems should be in place:*** • ***Smoke detection systems installed in a reversible manner.***

5.10 MANAGEMENT OF POTENTIAL ARCHAEOLOGY OF THE STATION.

As part of any development works, opportunities may arise to learn from existing archaeological evidence on the site. Any items found, such as footings of earlier buildings or infrastructure, should be recorded and left insitu if possible.

Policy 43. ***Archaeology***	***Any archaeological remnants and evidence encountered through future demolition and/or development work on the site should be recorded prior to further disturbance. Where possible, this evidence should then be covered and left insitu.***

5.11 MAINTENANCE AND APPROVALS

Station buildings and infrastructure were constructed using standard drawings and specifications, the majority of which are held by QLD Rail. Information drawn from these resources as well as from physical evidence is extremely useful in planning future maintenance and conservation works.

Policy 44. ***Access to historical building records***	***Railway, maintenance personnel and consultants should be provided with access to historic building records.***

Refer to section 6.1 for additional information on exemption certificates and approvals.

Policy 45. ***Approvals – exemption certificates and development applications***	***Maintenance work should be carried out according to General Exemption guidelines where appropriate; and*** ***The appropriate approval should be obtained for all other work to significant buildings and elements.***

5.12 LANDSCAPE

When designing new landscaping around the station buildings and railway platforms, it is important that garden beds are not located against the base of sandstone or brick walls. Irrigation and soil build up in garden beds can lead to rising damp, deterioration of the stone or brickwork and intrusion by termites.

Policy 46. ***Garden beds around base of buildings and platforms***	***Garden beds should be located minimum 300mm (preferably 500mm) away from the base of stone and brick walls;*** ***Garden irrigation should be drippers, not sprays, and minimum 500mm away from stone and brick walls;*** ***The space between garden beds and stone and brick walls should be filled with coarse gravel.***

5.13 SUSTAINABILITY

The heritage status of the place should not preclude the implementation of environmentally sustainable measures, including the installation of rainwater tanks and solar energy systems.

Policy 47. ***Sustainability measures***	***New rainwater tanks should be located at the side or rear of the heritage buildings;*** ***Solar panels on the roofs of the station should not be located on the roofs facing the street.***

5.14 IDENTIFY PRIORITIES FOR URGENT CONSERVATION WORKS.

A scope of urgent conservation and maintenance works were identified in the *Condition Assessment Report*, prepared for QLD Rail in August 2017 by Ruth Woods Architect. The report recommends that work should be undertaken "top down" with roof and rainwater goods, such as gutters, downpipes, stormwater lines and overland flow issues, undertaken in the first instance. Concurrently with this, termite eradication should be commenced to the passenger station. Repairs to stonework, timberwork and painting can be carried out after the urgent works are done. Refer to section 6.7.

Policy 48. ***Urgent conservation Works***	***The urgent conservation works identified in the Condition Assessment Report should be carried out according to the timeframes in that report.***

6 CONSTRAINTS AND OPPORTUNITIES

6.1 OBLIGATIONS AND CONSTRAINTS ARISING FROM SIGNIFICANCE

Queensland Rail owns and is responsible for managing the Warwick railway complex. The place is listed in the Queensland Rail Heritage Register, the Queensland Heritage Register and the Local Heritage Register. The place needs to be managed in accordance with the *Queensland Heritage Act 1992.*

The *QR Heritage Framework* document provides guidelines to QLD Rail staff on how to properly manage QLD Rail heritage assets and should be referred to in conjunction with this CMP. All building and development work on the site should be carried out in accordance with this CMP and after the appropriate heritage approvals have been granted.

Approval is usually needed before changes are made. The type of approval depends on the level of heritage listing of the place and the type of work. The following advice has been sourced from the *QR Heritage Framework* document.

General Exemption Certificate

The General Exemption Certificates contain a list of minor work that can be undertaken without further approval.

The General Exemption Certificates and application forms can be found on the Queensland Rail portal page.

Exemption Certificate

Exemption Certificates are processed by Queensland Rail Heritage and are for work not included in the General Exemption Certificates. Exemption Certificates cover all such work proposed for Queensland Rail significant places but, for State listed places, they only cover work that will have no, or minimal, detrimental impact on heritage significance.

Applications for Exemption Certificate are forwarded to a sub-committee of the Queensland Rail Heritage Committee (QRHC) for recommendation. The Manager Corporate Real Estate approves the issue of an Exemption Certificate on the recommendation of the subcommittee.

Development Application

Development Applications are for work on State listed places that will have a greater than minimal impact on heritage significance. A Development Application will not normally be approved if the proposed work will substantially reduce or destroy the heritage significance of the place. Development Applications are assessed externally to the Queensland Rail. Consultation with Queensland Rail Heritage should be sought prior to any formal lodgment.

Heritage Asset Inspections

The frequency for inspection of heritage assets will be in accordance with the Asset Management Plan and recorded in the Enterprise Asset Management System (EAMS). The Queensland Rail Asset Managers are responsible for the ongoing maintenance of Queensland Rail's heritage assets and ensuring they are kept in good condition.

The State government has a program of compliance inspections in place. This is designed to ensure that minimum maintenance standards are maintained at state listed places and that all work to these places is approved.

6.2 OPERATIONAL USES AND ISSUES.

Scheduled QLD Rail passenger services have not been run from the Warwick railway station since 1972. The railway station is currently utilized by the Southern Downs Steam Railway to run steam train tours. This use enhances the heritage significance of the station by ensuring an ongoing operational role for the place.

The facilities inside the station, including the office, toilet and kitchen facilities, have not been upgraded or adequately maintained for some years. If these facilities were upgraded, then the operation of the railway station would have a more economically viable future.

Because the buildings are under-utilized and are vacant for long period of time, there are issues with vandalism and theft of tools from the site. Security lighting is in place, but this is inadequate at night as the place is so large and there are many areas that are hidden from public view. If the buildings were to be used daily, vandalism and theft are likely to be reduced, as there would be regular supervision and inspection of the place, which would deter criminal activity.

6.3 OPPORTUNITIES AND ASPIRATIONS

It is rare for early railway infrastructure to still be in place and being actively used for railway activities (passenger station, footbridge, ancillary buildings, goods shed, turntable and timber railway buildings across track) Finding an ongoing viable use as a functioning railway complex is a key part of retaining the cultural heritage significance of the railway station. There are exciting opportunities for the adaptive-re-use of the Warwick passenger station as a multi-purpose venue which may include a functioning railway station for steam train tours, an educational museum, visitor information centre, special function venue and/or photographic and film location, as outlined below.

The Southern Downs Steam Railway (SDSR) currently use the railway station as a venue to board steam train tours. There is a steady stream of steam train tours visiting Clifton, Stanthorpe, Hendon, Goondiwindi and the QLD/NSW border at Wallangarra. Often these train tours are enhanced with stops to wineries and national parks, which are very popular. The tours depart and arrive back at the passenger station, which currently contains limited facilities for visitors. The existing dining, kitchen and toilet facilities are outdated and not conducive to a high-quality tourism experience. The SDSR would prefer updated facilities to enhance the steam train visitor experience, including facilities to provide morning and afternoon tea for train passengers and a shop to sell railway merchandise. There are opportunities to upgrade the basic facilities within the station, which would not negatively impact on the cultural heritage significance of the station and ensure an ongoing viable use.

There are also opportunities for the passenger station to house an education centre with railway interpretation displays, which would further enhance the visitor experience. Opportunities exist to liaise with the Ipswich Railway Workshops Museum and offer tours to schools and children on holidays.

A number of stakeholders consulted in the preparation of this CMP suggested that there are opportunities to move the Warwick Visitor Information Centre, currently located in the centre of Warwick's CBD, to the Warwick railway station. Benefits would include increased ease of access from the New England highway through the town and the generous parking area at the front of the station, which could accommodate buses and caravans. The existing visitor information centre is managed by the Southern Downs Regional Council. Negotiations with the Council could explore the viability of relocating the visitor centre to the station. The visitor centre would require updated toilet and kitchen facilities, office facilities and equitable access to the main entrance.

The railway station is often used for photographic shoots for weddings and school formals. There are opportunities, if the station contained upgraded facilities, to operate as a venue for weddings and other celebrations. The former refreshment room, if restored, would be eminently suitable for large functions. A commercial kitchen would be a requirement if catering were to be done on-site.

Markets are occasionally held in the Goods Shed and include craft, produce and cookery goods. The station complex adjoins an established market site to the north, which hosts a farmer's market every Wednesday. There may be an opportunity to attract patrons of the existing farmer's market to a neighbouring market on the railway station site.

There are exciting opportunities to adapt the station building for the above-mentioned uses. The majority of the existing partition walls are not of heritage significance and these walls could be removed to open up the once-generous spaces inside the station. The original Refreshment Room offers a large area which could house a function room. Reconstruction of the northern end of the station could provide additional areas for upgraded facilities and further enhance the heritage significance of the station.

6.3.1 Leasing arrangements

The aim of QLD Rail is "*to be Australia's best performing railway delivering safe, on time, customer-focused and efficient rail services*"[1]. It has traditionally been focused on the business of delivering railway services. However, as part of its 150-year history, QLD Rail hold many assets which are of significant cultural heritage value to the state of Queensland. A method of

[1] QLD Rail website – Our Organisation - www.queenslandrail.com.au/about us/Pages/Ourorganisation.aspx

managing these assets is required that provides ongoing funds to maintain the buildings and railway infrastructure, while conserving their cultural heritage significance.

Leasing arrangements for QLD Rail properties may be granted by various methods - competitive selection, or by direct negotiation. In certain situations, the direct negotiation method may be preferable, particularly in the case of an asset with cultural heritage significance. Warwick railway station's heritage significance is linked to its ongoing use as a functioning railway complex. The SDSR are rare tenants which have the capacity to run railway services from the station. They have been long-standing tenants of several buildings within the Warwick railway complex, including the station, goods shed and turntable. It is recommended that SDSR be granted the opportunity to enter into direct negotiations as the primary tenant, as their use of the railway is key to retaining the use of the place.

It is in the public interest to conserve the cultural heritage values of the Warwick railway complex. Also, the maintenance of the buildings and infrastructure need to be adequately funded in the long-term. QLD Rail should consider retaining the SDSR as primary tenants, but also leasing the passenger station to other groups to run a visitor information centre, a wedding/function venue and/or as an education centre. Funds from these additional leases should be used for the ongoing maintenance of the heritage buildings.

6.4 STATUTORY LISTINGS

6.4.1 Queensland Heritage Register

The passenger station, footbridge and ancillary buildings are part of the Warwick Railway Complex, which is entered in the Queensland heritage register, no. 600955. The heritage register boundary is shown on the map in the Figure below.

6.4.2 Local Government Heritage Register

The Warwick Railway Complex is entered in the Local Heritage Register of the Southern Downs Regional Council. The statement of significance in the local heritage register is the same as that in the QLD heritage register.

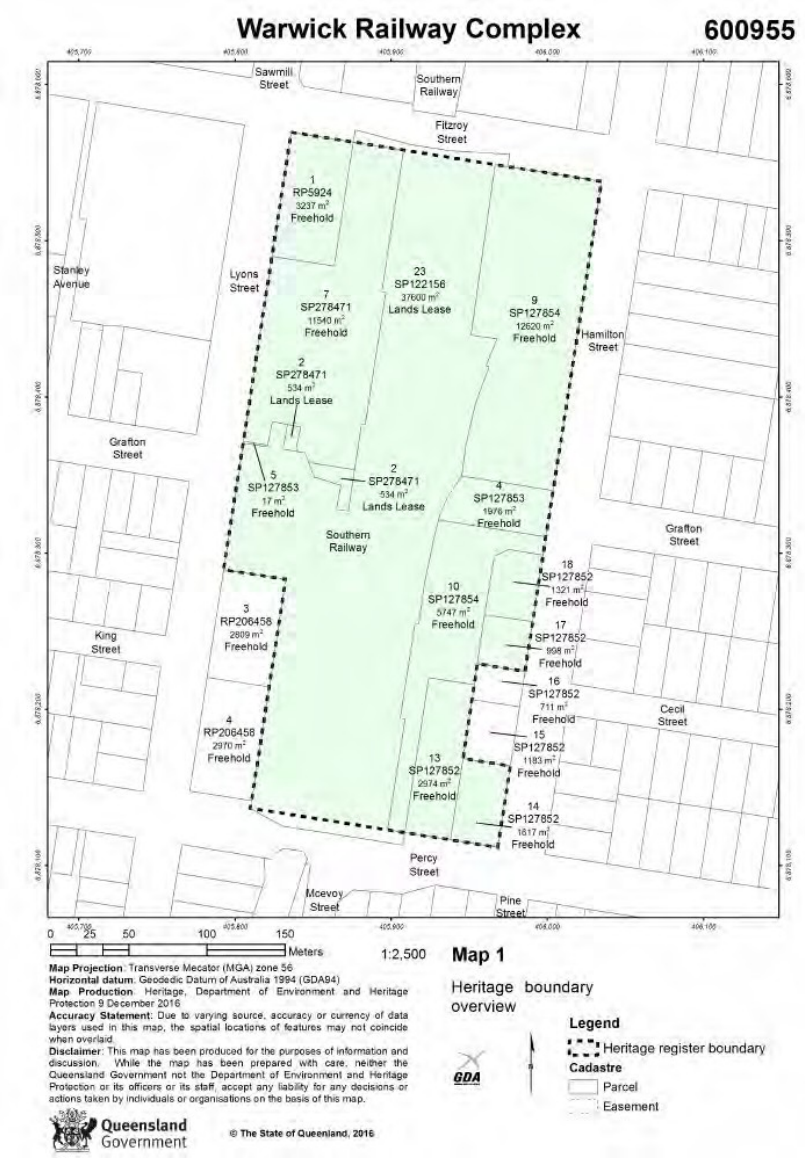


Figure 6. Warwick Railway Complex QLD heritage register boundary map

6.5 VISITOR AND PUBLIC ACCESS

Equitable Access

It is important for the on-going viability of the station to increase visitor use and public access. The railway station is currently accessed by the public for boarding steam train tours two to three times a month. There is no disabled access into the station building via the stairs under the portico. Ramp access is available to the station platform via the loading bay ramp, but this does not comply with the current non-discriminatory access legislation.

It would be feasible to install either a small platform lift or a ramp at the northern side of the entrance portico without too much impact on the heritage significance of the station. The

height of the verandah floor varies between 600mm and 700mm high, which would suitable for the installation of a small platform lift. Alternatively, a lightweight ramp could be constructed for equitable access.

Interpretation
Any re-use and increase of public access should include some degree of interpretation. Interpretation is about communicating and presenting the significance of a place. Interpretation through the care of the fabric is central to its heritage conservation, however most people need information to understand the heritage significance of a place and interpretation is the means of providing this information. Interpretation can include a variety of ways and media and may include:

- Booklets, brochures and interpretative sign boards around the place itself;
- Displays set up in the significant buildings selected for re-use;
- Oral histories taken from the people who used to work at the railway complex;
- Opportunities for people to help with maintenance of the place by setting up a "Friends" group, in conjunction with the SDSR;
- Open days at the station and associated buildings across the tracks at the SDSR;
- Events for special interest groups e.g. National Trust, Railway Associations.

6.6 EXTERNAL STAKEHOLDER VIEWS

The Southern Downs Regional Council has an interest in the Warwick railway complex as the place is entered in the Council's Local heritage register. Input from the Council was sought in the preparation of this CMP, particularly regarding their views on the relocation of the Warwick visitor information centre, as this is managed by the Council. Qualified support was given for the possible relocation of the visitor information centre to the station. However, Council would require adequate facilities, including standard office accommodation, upgraded toilets and staff kitchen facilities. More organized parking arrangements would be required in the forecourt of the building and equitable access to the entrance would be essential.

The Southern Downs Steam Railway has an ongoing interest in the place as it operates from the railway buildings on the eastern side of the railway lines and also use the station to run steam train tours. As outlined in Section 6.3, the SDSR would be keen to have access to upgraded facilities in the station, which would then create increased visitor numbers and opportunities for special event days.

6.7 CONDITION AND THREATS.

A Condition Assessment Report was prepared for QLD Rail in August 2017 by Ruth Woods Architect. The current condition of the buildings are threats to their continued use and their heritage significance. It is recommended that the findings of the Condition Report are acted upon. The following findings and recommendations in this report are listed below:

The complex displays a condition that could be expected from a lack of active use over 47 years as a QR passenger and goods station. It ceased as a passenger station in 1972. The facilities have not been upgraded since its closure and have suffered from the lack of continual maintenance that

would have been undertaken had it remained operational. The general condition of the buildings is fair to poor.

The hydraulic issues are significant with failing roofs, gutters, downpipes, stormwater dispersal and where connected; blocked drains. The overland flow of water towards the western side of the goods shed is also a major concern which has led to long term issues. Generally hydraulic fittings are broken, supply services in need of replacement and redundant services are recommended to be removed as they are causing some issues with the fabric of the buildings. QR should investigate whether fittings are required, if not removal rather than repair is recommended.

Electrically, the buildings have switchboards and communications systems in poor condition and non-compliant emergency and egress lighting. Generally, light fittings and general power outlets are also in poor condition. There is no functioning security system.

Structurally there are issues, but most which have been highlighted do not require immediate attention except for the timber to the pedestrian bridge which should be addressed within six months.

Architecturally, the noted service issues, lack of use and insufficient maintenance have caused most of the concerns with the Station's condition. While it would improve the place to undertake all the repairs noted and to remove the later detracting elements such as the blockwork balustrades to the western porches of the station building, or later internal walls and fixtures, until a new use has been determined, this would be premature.

There is evidence of termite infestation in both the goods shed and a later wall in the station building. It is recommended that a termite inspection be undertaken and then the buildings inspected annually.

Currently there is no complying access in accordance with AS 1428 to any of the buildings.

Until a new, viable use is found for the buildings, backlog and regular maintenance as outlined in each of the condition schedules should be undertaken.

In the long term, facilities that are required for its re-use and the continuing use by the Southern Downs Steam Railway such as new toilets or dining room, should be considered.

7 MAINTENANCE SCHEDULE

The table below is a recommended schedule for ongoing maintenance of the station buildings and platform awnings. Note: some information has been sourced from the DEHP Technical Note – Inspection Cleaning and Maintenance.

Frequency	Elements	Description and notes
Monthly	Protective fencing and barriers	• Inspection to ensure fences and any safety barriers remain in place and effective. • Inspect and test security alarms and lighting.
Half yearly	Gutters and downpipes	• Inspect gutters, downpipes and rainwater heads for cracks, rust, drips on the outside, loose and missing brackets, moss and stains near downpipes. • Look for downpipes that are squashed or damaged and restrict water flow. Check if downpipes are connected to the stormwater system and, if so, whether joints are sound. • Check fall of gutters and clear any leaf litter. • Inspect discharge of downpipes adjacent to the buildings – ensure that rainwater does not pool at the base of the building. • Check stormwater drains—either when raining or by running a garden hose into the downpipe to check that the water flows away freely. • If replacement is required, use galvanised steel gutters and downpipes
Half yearly	Roofs	• Check the roofs - where access is difficult by using binoculars. • Look for loose sheets and flashings. • Check whether birds are nesting on downpipe offsets and polluting the building.
Half yearly	Ceiling spaces	• Inspect for light visible through holes or water staining on framing elements. Water often travels a tortuous path from where it enters a building to where it exits. • Check for wildlife – possums, pigeons.

Frequency	Elements	Description and notes
Annually	Weed control	• Undertake an annual poisoning program for invasive weed and grass species.
Annually	Termite Inspections	• Undertake termite inspections and treatment if necessary to all buildings
Annually	Painting and joinery	• Check for paint deterioration such as chalking, weathering, flaking, cracking, blistering or staining; • Check timber joinery for splits, cracking joints or failed fixings. • Tap sills and bottom rails of windows and doors to make certain they are solid. • Check paintwork on platform awning columns and girders.
Annually	Exterior	• Record and monitor all cracks in the stonework and rendered portico. Seek advice from a structural engineer for large cracks. • Check that spoon drains, paving and concrete paths drain away from the structure. • Check that garden watering systems do not spray onto walls. • Check for fire hazards, e.g. rubbish, undergrowth, combustible materials. • Check doors and windows are secure and water is not getting into the building. • Are external stairs stable and sound? Are there any signs of structural distress (e.g. movement and cracking) that a structural engineer should inspect? • Trim vegetation and overhanging tree branches if necessary.
Annually	Base of buildings Railway Platforms	• Monitor any hairline cracking in the base of walls or platforms. If cracks are getting larger, consult a structural engineer. • Check for termite infestations (mud tunnels up walls or footings). • Check that ground levels (including paving and garden beds) adjacent to buildings and platforms have not been built too high and that underfloor vents are clear.
Annually	Services	• Check that air-conditioners are not leaking water into ceiling spaces or onto external stone walls. • Check that the water from air-conditioners is being piped away from the building into the downpipes or by other methods. • Check fire extinguishers and other fire services are operational. • Check batteries in smoke alarms and security systems.

		• Check if light bulbs are blown or the fittings damaged, and if fittings are well secured to walls or standards. Are light standards or poles in parking areas stable and undamaged? • Check taps and plumbing fixtures for drips. Keep a supply of washers of the correct size and type. Repair dripping taps as soon as dripping is noticed. • Loose screws should be tightened. Repair or refix simple items such as broken handles, locks and bolts as necessary. Clean and oil.
Annually	Paving/bitumen/concrete	• Inspect for broken bitumen and concrete—is it lifting or undulating from heavy vehicular traffic? Are there areas of ponding? Does surface water fall to pits satisfactorily? Check for any loose or lifting paving blocks that could be hazardous to pedestrians, and for growth from the construction joints. Inspect kerbs for damage from vehicles and clear them of rubbish.

Frequency	**Elements**	**Description and notes**
5 Yearly	Stone	• Check for loose, fretted, broken or missing mortar joints to stones around windows, doors, along flashings and on cornices and other projections; • crumbling stone or surface salts—this can indicate a moisture problem; • signs of delamination that can affect the soundness of stone; • rising or falling damp; • appropriateness of joint mortar— use lime-based mortar for repairs or repointing, not cement based mortar; • cracking and spalling around metal fixtures; • loose stones at cornices and mouldings
5 Yearly	Brickwork	• loose, fretted, broken or missing mortar joints and bricks; • crumbling brickwork or surface salts—this can indicate a moisture problem; • rising or falling damp; • air vents that are blocked or covered over with soil; • cracked or drummy render; • appropriateness of joint mortar – use lime-based mortar for repairs or repointing, not cement based mortar.

8 ANNEX A – HISTORY

8.1 CHRONOLOGICAL HISTORY:

8.1.1 Scope

The Warwick Railway Station is an amalgam of buildings and structures dating from the mid-1880s, when this site became the principal railway station in Warwick. The buildings included on the QLD Heritage Register comprise the sandstone goods shed and passenger station, a turntable, various staff dwellings and recreational buildings, warehouses and a goods sale yard complex.[2]

For the purposes of this report, the scope of the following history will focus on the passenger station building and separate male toilets, platform, platform shades, footbridge, the former ambulance room, and the forecourt in front of the station, while taking into account the contextual history of the greater railway complex.

8.1.2 Brief historical overview of structures in scope

The current Warwick Railway Complex was the second railway station to be established in Warwick on the Southern Railway Line, preceded by what is now known as Mill Hill station to the north of the Condamine River which was opened in 1871.

The site for the current Warwick Railway Complex was established in 1880 and opened in 1881 coinciding with opening of the Warwick to Stanthorpe Extension of the Southern Line in May of that year. Initially the station comprised of a platform and timber closets (toilets) for passengers, and by 1882 a timber shelter shed was added. It was known at the time as East Warwick. By 1885, East Warwick had been chosen as the principal station for the town and large-scale development of the site ensued. The current sandstone passenger station building replaced the earlier timber structures in 1886/87 accompanied by a separate brick male toilet to the south of the station, and a separate sandstone kitchen at the south west corner of the building both of which remain today. (The separate kitchen was later incorporated into the station building when the station was enlarged in 1912.) A new passenger platform was also constructed in 1886 using sandstone with an "umbrella"-style platform shade which ran the length of the passenger station (no longer extant). At this time, a large sandstone goods shed was also constructed to the north of the passenger station.

In 1887, the original timber shelter shed from East Warwick (1882) was relocated to Mill Hill station to replace the first timber station building there (1870) which had been destroyed by fire in that year. (This replacement building from East Warwick was in turn destroyed by fire at Mill Hill in 1912.)

The construction of the new East Warwick sandstone passenger station and associated structures was completed by 1888, and the new building was open for operation in January of that year.

[2] (DES 600955, 1999)

In 1900 a timber foot bridge was built over the railway tracks, providing pedestrian access to either side of Grafton St. This timber footbridge was replaced in 1913 with the current steel footbridge, a rare example of its type.

During the period 1910 to 1915 the Warwick Railway complex underwent a large-scale rearrangement and enlargement to meet the needs of its increasing rail traffic – both in goods and passenger services. This included the replacement of the timber footbridge with the current steel footbridge, the enlargement of the platform, the enlargement and rearrangement of the passenger station to include improved refreshment room facilities and the redesign of the approach to the station to allow for ease of traffic and the establishment of a decorative garden. Many other improvements to the Warwick Railway Complex and surrounding railway network were completed during this period which saw activity at the Warwick Station reach its peak.

From 1924 to 1925, two new steel "butterfly"-style platform shades were built at either end of the passenger station platform to provide improved shelter for passengers, with the original 1886 umbrella-style shade remaining in its central position on the platform. In 1926, the 1886 umbrella shade was extended to the south to provide shelter in front of the new refreshment rooms. In 1936, the original umbrella shade, along with its 1926 extension, were replaced with the current cantilevered steel shade, still flanked today by the 1920s butterfly shades.

In 1917, the legendary "egg throwing incident" occurred at the railway station when a local protester threw an egg at Prime Minister Billy Hughes whilst he was visiting Warwick during the conscription referendum. This incident led to the establishment of the Commonwealth Police.

On 12 February 1922, the Commissioner for Railways unveiled a marble honour board in the entrance hall of the Warwick passenger station dedicated to the railwaymen of Warwick and district who served in the First World War. The honour board remains in place.

In 1928 the passenger station was reconfigured to allow for expansion of the ladies waiting room and the relocation of the guards' room to the former servants' quarters built in 1912 adjacent to the kitchen.

From about 1915 up to the 1950s the forecourt area in front of the passenger station contained a decorative garden.

In September 1963 a fire spread through the passenger station destroying much of the interior. The northern wing of the building was damaged and subsequently demolished and not replaced. Repairs to the remaining station were undertaken including replacing the roof, ceilings and a complete reconfiguration of the internal spaces. A breezeblock verandah balustrade was added to the front and northern end of the building. The refreshment rooms were not reopened after the fire.

The Warwick Railway Complex began to experience a gradual decline from the 1950s with the introduction of diesel trains and the increase in road transport, eventually resulting in its closure as locomotive depot in the early 1970s. The last Sydney Mail train ran in 1972 and the Brisbane-Wallangarra passenger service was withdrawn the same year, resulting in the closure of the passenger station. The passenger station has remained disused since this time.

A revitalisation of the Southern Line as a tourist route by the Southern Downs Steam Railway was commenced in 1995 with the group leasing and restoring parts of the locomotive depot on the eastern side of the railway lines, and leasing the goods shed for function purposes. Steam trains currently stop at the passenger platform; however, the passenger station is not used due to its lack of appropriate conveniences and poor condition internally.

In 2017, some restoration to the passenger station was undertaken, repainting and the removal of the 1960s breezeblock balustrade. A commemorative garden and plaque were established in the forecourt celebrating the centenary anniversary of the establishment of the Australian Federal Police and the "egg throwing incident".

8.1.3 Chronological table of development

Date	Element	Development/Event
1871	Southern Line Mill Hill Station	Southern Line opened to Warwick terminating at the first Warwick terminus (Mill Hill) on the northern side of the Condamine River.
1881	Southern Line East Warwick	Southern Line extended to Stanthorpe and rudimentary station facilities opened at East Warwick (now Warwick railway station)
1884	Southern Line	Parliament approved extension of Southern Line from Stanthorpe to the New South Wales border.
1885	East Warwick	Decision by government to development East Warwick station as the principal station for Warwick, not old Warwick station (Mill Hill).
1886	Passenger Station	Plans drawn, and specifications prepared for the new sandstone passenger station with detached kitchen and separate brick male toilets, and platform.
1888	Passenger Station	Buildings and platform completed and opened in January ready to receive first passenger service from Sydney to Brisbane.
1911	Passenger Station	Plans drawn, and specifications prepared for enlargements to the passenger station in particular additions to accommodate improved refreshment rooms.
1912/13	Passenger Station	Construction work on additions and alterations to passenger completed by 1913
1913	Forecourt	Driveway and entrance reconfigured, and ornamental gardens established.
1913	Steel Footbridge	Current steel footbridge constructed and replaced earlier timber footbridge from 1900.
1917	Historical Event	Protester threw an egg at Prime Minister Billy Hughes resulting in creation of Australian Federal Police.
1922	Honour Board	Marble honour board unveiled in entrance hall of passenger station dedicated to railwaymen who served in World War I
1928	Passenger Station	Ladies waiting room enlarged and guards room moved to former servants' room at south-west of the building.
1950	Forecourt	Picturesque gardens flourishing in forecourt
1963	Passenger Station	Fire damages much of the passenger station and northern wing demolished.
1964/65	Passenger Station	Station building reopened but without refreshment rooms which remained closed.

1972	Passenger Station	Passenger services on the Southern Line withdrawn after gradual decline of the inland railway line and the passenger station was closed and had remained disused.
2017	Forecourt	Memorial garden and plaques established to celebrate centenary anniversary of egg throwing incident which gave birth to the Australian Federal Police.
2017	Passenger Station	Restoration work undertaken to remove 1960s breezeblock balustrades as well as painting..

8.2 CONTEXTUAL HISTORY

8.2.1 Development of the Darling Downs and the City of Warwick

8.2.1.1 The Darling Downs: Pastoralism, Agriculture and Industry

The Warwick Railway Complex is situated in rich pastoral and agricultural region to the south-west of Brisbane called the Darling Downs. Known as the "Garden of Queensland" in the early 1900s the area of the Darling Downs was expressed as '4 million acres of the richest soil in the world'.[3]

An early and historically significant region in Queensland, the Darling Downs, with Warwick as one of its major centres, reflects the very beginnings of the development of Queensland. From the 1840s until the present, the Darling Downs has held a position as a highly important and valuable pastoral and agricultural region of Queensland. From the 1860s to the 1880s, the establishment of the railway to this region not only reinforced its significant economic contribution to Queensland, but sustained it and expanded it, ensuring its prosperity by connecting it to export markets and in the process bringing population growth and all the associated development of infrastructure with it, creating villages, towns and cities and connecting farms and communities. The Darling Downs was considered of such importance for pastoralism and farming, that it was prioritised for connection to the coastal ports with the first railway planned for Queensland, the Southern and Western Railway, opened in 1865 from Ipswich to Grandchester and connected to Warwick via Toowoomba by 1871.

The Darling Downs region, lying south west of Brisbane, was one of the earliest districts to be settled for pastoral purposes in what was to become the colony of Queensland. The discovery of the rich soils of the Darling Downs by Alan Cunningham in 1827 led to the first pastoral settlement being established in the district in 1840 by the Leslie Brothers at Canning Downs Station.

The Moreton and Darling Downs pastoral districts were proclaimed by the New South Wales government in 1842 and 1843 respectively.[4] Runs were quickly established and within a couple of years almost all of the Darling Downs was occupied as pastoral runs. The ensuing success of the Darlings Downs pastoral industry was pivotal in driving the growth of the emerging colony.

[3] (Centre for the Government of Queensland, "Warwick", *Queensland Places*, UQ, http://queenslandplaces.com.au/warwick, 2015)
[4] (Bennett, *Queensland's Timber Railway Stations Pre WWII*, 2018, p. 12.)

By the time Queensland separated from New South Wales in 1859 the pastoral grazing of sheep and cattle had completely transformed at least a quarter of the land use in Queensland and had become the cornerstone of the colonial economy. Three and a half million sheep and some 500,000 cattle grazed across a quarter of the colony's land mass, and pastoral concerns generated 70 per cent of revenue and over 90 per cent of exports.

As pastoralism expanded, townships were established at key stages along the dray routes now criss-crossing the landscape feeding into the ports established along the coast of Queensland.[5] One of the many difficulties pastoralists faced in this early period was a lack of access to markets due to the poor transportation system in the colony at the time, making the need for a railway network all the more pressing.

Much of the expansion was driven by Victorian wealth re-invested in Queensland pastoral properties. But with the economic downturn of 1866, commercial uncertainty and the flow of capital drying up, many squatters went bust. As Palmer saw it in 1903, pastoral expansion 'was instantly checked, and the outward flow of civilisation turned backwards'.[6]

Thereafter four fundamental changes consolidated the industry in the course of the 1870s and 1880s.

- Cheap wire fencing
- Tapping of the artesian water basin
- Development of refrigeration allowing for export of meat; and
- Extension of the railways permitting more efficient despatch of livestock and wool coast[7]

The Darling Downs proved to be most suitable for wool growing, and large pastoral properties dominated the region including Canning Downs, Ellangowan, Glengallan, Goomburra, Jimbour, Eton Vale, Cecil Plains, Talgai, Yandilla, Jondaryan, Rosenthal, Rosalie Plains, Toolburra Westbrook and Gowrie.[8]

A number of properties developed into substantial pastoral empires during the latter part of the 19th century, giving rise to a Darling Downs squattocracy. Through their wealth and status, this group became a powerful political force in Queensland during the 19th century.[9]

Despite their political influence, the Darling Downs squattocracy could not resist efforts to subdivide their runs into small farms. In the push to expand the economy and encourage migrants, land for selectors was a high priority in the 19th century. Under a succession of land acts, extensive areas of the Darling Downs runs were resumed for closer settlement.[10]

[5] (Bennett, 2018, p. 12)
[6] (Ginn, "Pastoralism - 1860s to 1915", *Queensland Historical Atlas*, http://www.qhatlas.com.au/pastoralism-1860s-1915, 2010)
[7] (Ginn, 2010)
[8] (Blake, "Darling Downs Region", *Queensland Cultural Heritage Places Context Study*, 2005, pp. 88 - 91)
[9] (Blake, 2005, pp. 88 - 91)
[10] (Blake, 2005, pp. 88 - 91)

The physical environment of the Darling Downs was well suited for agriculture, with rich soils and a reasonable rainfall. Closer settlement began soon after separation, with the establishment of agricultural reserves at Warwick and Dalby. However, selectors were not attracted to the region in significant numbers until the 1890s. Between 1894 and 1914, agriculture exploded on the Darling Downs and the region led Queensland in the production of wheat and dairy products.[11]

By the end of the nineteenth century the region became known as 'The Garden of Queensland'. Pastoral villages were replaced by the large service towns of Warwick, Dalby, Pittsworth and, above all, Toowoomba.[12]

Dairying on the Downs was fostered by several developments, including advances in technology such as cream separators and refrigeration, the establishment of butter and cheese factories as a result of government incentives, the opening up of overseas markets and the expansion of the railway network. The importance of the railways in fostering the development of dairying was no better illustrated than on the Darling Downs. Butter factories depended on rail to transport their goods to ports and markets. Not surprisingly, all eleven butter factories on the Darling Downs were located adjacent to a rail line. Dairying grew at a remarkable rate between the mid- 1890s and 1914 on the Downs. Production of butter increased tenfold and cheese production jumped 25 times. By 1914 the Downs, with more than 50 cheese factories, was a leading cheese-producing region in Australia.[13]

Dairying continued to dominate the Downs' economy between the world wars – in the 1930s there were about 6500 dairy farms with an average of 30 cows each – and the cream cheque saved many a farm and town in the Great Depression. However, wheat (and other cereal crops) also boomed, despite falling prices; broad-acre farming with large combine harvesters appeared in the landscape.[14]

During World War II, the Downs landscape was dotted with military airfields, especially at Oakey, Cecil Plains and Leyburn the last of which was the training field for Z Force. Toowoomba – headquarters for General Lavarack – also became an 'R & R base' for American service personnel. A signal station at Cabarlah, a RAAF Stores Depot for Toowoomba and Oakey Army Aviation Field would remain as important post-war national defence installations and regional economic inputs.[15]

Post-war, dairying and wheat continued their domination, although large wheat fields were now varied by safflower, sunflower and sorghum. Sealed roads rendered the rail network superfluous; and tracks were pulled up. Rural electrification saw poles and wires strung across open plains. Economic forces mandated the replacement of small family farming with larger commercial farms; ring dams and concrete wheat silos dominated the scene while cotton grew

[11] (Blake, 2005, pp. 88 - 91)
[12] (French, "Darling Downs", *Queensland Historical Atlas*, http://www.qhatlas.com.au/content/darling-downs, 2010)
[13] (Blake, 2005, pp. 88 - 91)
[14] (French, 2010)
[15] (French, 2010)

on the Cecil Plains. By century's end rationalisation had completely gutted the regional dairying industry and globalization forced the closure of many associated factories. Moreover, the long century-end drought posed major challenges for local governments with dam levels falling alarmingly just as the north-western Downs landscape has seen the development of water-intensive coal-mining and coal-seam gas power generators.[16]

8.2.1.2 The town of Warwick

The establishment of towns and settlements throughout the Downs followed the pattern of firstly pastoral expansion and then agriculture and closer settlement. Allora, Warwick, Leyburn, Dalby, Drayton and Toowoomba developed in the 1840s and 1850s as centres for the pastoral industry. Condamine, Pratten, Oakey and Jondaryan emerged in the 1860s as small settlements serving the pastoral industry. With closer settlement and the construction of railways, these centres were consolidated, and new towns were established including Clifton, Killarney, Millmerran, Chinchilla, Miles, Tara, Pittsworth and Crows Nest.[17]

Warwick was established as the business centre for the southern Darling Downs, an important pastoral district discovered and named by Allan Cunningham in 1827. It was first settled by the Leslie Brothers in 1840 who were closely followed by other graziers. The town of Warwick was surveyed by James Burnett in 1849, with the first sale of crown land in July 1850. Warwick was declared a municipality in 1861 and was subsequently transformed from a squatters' town into the principal urban centre of this prosperous pastoral and agricultural district.

Warwick was established as an administrative centre for the emerging Darling Downs region in 1847 when the Leslie brothers, who had established Canning Downs Station in 1840, were commissioned by the NSW government to select a suitable site for a town on the Condamine River.[18] A post office was established in the town in 1848[19] and in this year the first survey work of the embryonic town was completed by surveyor, JC Burnett, with further surveys in 1850, and the first sale of crown land in July 1850. Patrick Leslie, the pioneer settler, was induced to purchase the first block offered; Section 2 Allotment 1 on the north side of Victoria Street.[20]

Warwick was set on the path of being a regional centre with the opening of a slab courthouse in 1849. The first National School opened in 1855, while Church of England, Presbyterian and Methodist churches were erected in 1857-58.

Warwick was proclaimed a municipality on 25 May 1861. The town of Warwick was among the earliest municipalities established in Queensland following The Municipalities Act of 1858 (NSW) including Brisbane (6 September 1859) Ipswich (2 March 1860); Toowoomba (19 November 1860); Rockhampton (13 December 1860); Maryborough (23 March 1861); Drayton (15 June 1862); Gladstone (20 February 1863), Dalby (21 August 1863); and Bowen in north Queensland (28 August 1863).[21]

[16] (French, 2010)
[17] (Blake, 2005, pp. 88 - 91)
[18] (Brixley, *Warwick: Celebrating 125 Years of Local Governement 1861 to 1986*, 1986, p. 5)
[19] (DES, Entry in the QLD Heritage Register for Warwick Railway Complex 600955, 1999)
[20] (Brixley, 1986, p. 5)
[21] (Bennett, 2018, p. 13)

Discussions were held soon after the proclamation concerning the introduction of the railway which was in the primary stages of planning in Queensland.22

The Southern Railway reached Warwick from Toowoomba in 1871 and by 1881 the line fed into the Granite belt area to Stanthorpe, putting Warwick in the centre of a fertile agricultural region with improving freight transport.[23] By 1885, the East Warwick railway station was marked for redevelopment as the major railway hub in Southern Downs area and the current sandstone passenger station and goods were constructed from 1886 to 1887 and open for operation in 1888.

Major municipal projects completed in this period included the Municipal Waterworks (1879); the new sandstone Town Hall (1888); and a gasworks (1889), serving a population of about 3000. The substantial growth and development of Warwick in the 1880s reflected what was happening more widely across Queensland with economic boom due to mining, pastoral and agricultural success, aided by improved transport with the massive growth of the railways in the State.[24]

The railway was extended westwards from Warwick to Goondiwindi in 1902. Warwick diversified its agricultural production with the opening of a butter factory in 1903. A technical college opened in 1906, followed by a State high school and a Christian Brothers college (1912), Presbyterian and Church of England girls' secondary colleges (1918) and Scots College (1919). Branch lines from Allora and Maryvale (1911) strengthened Warwick's regional role.[25]

The municipality was raised to city status in 1936. Warwick's population grew by steady, small increments between 1901 and 1947. In the immediate postwar period it increased by 25% and touched 10,000 people in the early 1960s. Agriculture then began to change from intensive to broader acre, causing the city's population to decline. In the 1980s, as private motor transport improved, smaller surrounding towns felt the 'sponge' effect of the better appointed regional Warwick. [26]

In 1994 Warwick city was amalgamated with the Shires of Allora, Glengallan and Rosenthal and constituted as the Shire of Warwick (4425 sq km). Further municipal amalgamation occurred in 2008 when Stanthorpe and Warwick Shires were amalgamated to form Southern Downs Regional Council.

8.2.1.3 Warwick's Sandstone building stock

Deposits of continental sandstone in the district surrounding Warwick provided a ready source of good quality building stone for the town. As Warwick developed and early buildings were replaced, this sandstone was used for a number of the city's finest buildings and has become a distinguishing feature of the place. [27]

As early as 1861 Warwick boasted 16 stone houses. By 1886, there were 14 stone masons working in Warwick, as opposed to four bricklayers. Warwick's sandstone buildings indicated

[22] (DES 600955, 1999)
[23] (Centre for the Government of Queensland, UQ, 2015)
[24] (Centre for the Government of Queensland, UQ, 2015)
[25] (Centre for the Government of Queensland, UQ, 2015)
[26] (Centre for the Government of Queensland, UQ, 2015)
[27] (DEHP, Entry in the Queensland Heritage Register - Pringle Cottage 600945, 1992)

prosperity and importance, which reinforced its position as the major town on the southern Darling Downs.[28]

By 1864 two local quarries were supplying 28% of Queensland's sandstone. Ten years later, facilitated by rail transport, 87% of Queensland's sandstone was taken from four quarries in the Warwick district. [29]

John McCulloch was the most prominent of Warwick's masons. He had learned his trade in Scotland and arrived in Warwick in 1863. It is difficult to assess the full extent of McCulloch's work in Warwick due to inadequate records from his yard, however, he is known to be responsible for a number of churches and commercial buildings, as well as the Courthouse, Town Hall, Sisters of Mercy Convent, St Andrews Church, Central School, Albion Street Post Office and the Railway Passenger Station and Goods Shed.[30]


ESTABLISHED 1863.

Monumental Stone Yard.

MONUMENTS, TOMBSTONES, HEADSTONES (of Stone or Marble), GRAVE RAILINGS, and all kinds of Cemetery and General Masonry, at the most Reasonable Prices. ☞ Stones for the Country carefully packed for transit.

J. M'CULLOCH,

Stone Cutter, Builder, &c.,

Corner of Wood and Dragon Streets,

WARWICK. 21

Figure 7. Advertisement for John McCulloch, Stone Mason. Source: Warwick Examiner and Times, 1902.

8.2.2 Development of the Railways in Queensland

(Parts of this section have been taken directly from Helen Bennett's report: "Queensland's timber railway passenger station pre-WWII", 2018. These sections have been italicised and footnoted, but not indented.)

Probably the greatest influence on the spread of closer settlement was the railway building programme embarked on so enthusiastically by the Queensland Government under Premier

[28] (DES, Entry in the Queensland Heritage Register - Warwick Town Hall 600961, 1992)
[29] (DES 600945, 1992)
[30] (DES, Entry in the Queensland Heritage Register - Warwick Uniting Church 601757, 2000)

Herbert in the 1860s and supported by successive governments right up to 1930 when the present network, excluding recent mineral lines, was substantially completed.[31]

Prior to the separation of Queensland in 1859, an efficient transportation system, vital to the continued pastoral growth and closer settlement of the northern districts of New South Wales, was non-existent.

Four key issues faced Queensland's Parliament when it sat for the first time on 22 May 1860:

- *how to encourage population growth;*
- *how to expand agriculture to create self-sufficiency in foodstuffs;*
- *how best to support pastoralism (the colony's key economic driver); and*
- *how to provide a network of transport and communication links essential to foster expanded settlement and economic growth.*[32]

Given that the railway promoters and builders of the 1860s had to contend with a newly-created colony of vast area, tiny population, limited infrastructure, straitened government financial resources, and competing political and economic interests, their decision to aim for a government-funded railways system was remarkable.[33]

In 1863 Abraham Coates Fitz-Gibbon was invited to Queensland by Robert Tooth and Co. to investigate their proposal to build a railway from Ipswich to Toowoomba. When this project lapsed, he was engaged by the Queensland government to investigate a route from Ipswich to Toowoomba and Dalby on the Darling Downs, and from Toowoomba to Warwick and to provide an estimate of costs. His report, submitted on 9 July 1863, recommended a light gauge of 3' 6", 'based on the knowledge that the Government wished to open up the country at a minimum capital outlay, and that it was a question of a cheap and light, as well as substantially constructed railway, for the colony, or no railway at all. [34]

Given the extent of railway required, Premier Macalister favoured a narrow gauge (3ft 6in or 1.067m), as recommended by consultant engineer Abraham Coates Fitz-Gibbon (1823-1887). The colony simply could not afford the wider gauge (4ft 8½in or 1.435m) adopted in New South Wales.

After considerable debate both in Parliament and in the press, the Government accepted Fitz-Gibbon's recommendation. On 30 September 1863 he was appointed Engineer-in-Chief on a contract basis, 'for surveys, specifications and supervision'. On 23 December 1863 he was also appointed Commissioner for Railways in Queensland. Holding this position contemporaneously with his contract to construct a railway was perceived in many quarters as a conflict of interest. He was replaced as Commissioner on 24 October 1864 but remained Chief Engineer for the Southern

[31] (Cameron, *125 Years of State Public Works in Queensland 1859-1984*, (Revised edition), Bowen Hills, Qld: Boolarong for Director-General, Premier's Dept, Qld, 1989, p.13) – contained in (Bennett, 2018, p. ix)
[32] (Bennett, 2018, p. 11)
[33] (Bennett, 2018, p. ix)
[34] (Bennett, 2018, p. 30)

and Western Railway until, as mutually agreed, his services were terminated by the government on 1 August 1867.[35]

Macalister, along with Darling Downs pastoralists, lobbied successfully to make Ipswich the terminus for Queensland's first railway: the Southern and Western Railway to the Darling Downs.[36]

Tenders for the first section of the Southern and Western Railway, 33.8km from Ipswich to the foot of the Little Liverpool Range, were called in late 1863 and the contract was let early in 1864 to well-regarded British railway contractors Peto, Brassey and Betts. The first sod was turned at North Ipswich on 25 February 1864 by Lady Roma Bowen, wife of the Queensland governor, and the line was opened to the foot of the Little Liverpool Range, just past Bigge's Camp (subsequently Latinised as 'Grandchester'), on 31 July 1865. [37]

Significant engineering achievements in the construction of tunnels and cuttings saw the Main Line of the Southern and Western Railway breach the Little Liverpool and Main Dividing ranges in less than two years, being opened to Toowoomba on 1 May 1867. From there the Western Line was opened to Dalby in April 1868, with wayside stations established at Gowrie Junction, Oakey Creek and Jondaryan in 1867. The Southern Line, which branched off the Western Line at Gowrie Junction, on the north-west outskirts of Toowoomba, was opened to Warwick (Mill Hill) in January 1871, with way-side stations opened at Cambooya and Clifton in 1868 and Hendon in 1869.[38]

The Southern Line, which had been extended to Hendon in 1869, was finally opened to Warwick (Mill Hill) on 9 January 1871. By this time, however, railway construction in Queensland had reached an impasse. The Southern and Western Railway had cost substantially more than anticipated. The Northern Railway from Rockhampton to Westwood was too short to be viable. Politicians were querying whether the colonial government could afford to extend its railways construction program.

After taking evidence, the 'Royal Commission on Railway Construction within the Colony of Queensland', appointed in 1872 to consider this question, recommended railway extensions. The Commissioners relied particularly on the evidence of H.C. Stanley, Resident Engineer for the Southern and Western Railway, who suggested that costs could be reduced by letting small contracts, with overall supervision by Departmental staff.[39]

In August 1872, and largely in consequence of the findings of the Commission, Parliament approved extensions to the Northern Railway and to the Southern and Western Railway.

The Railway Department was re-organised to facilitate this development, with H.C. Stanley appointed Chief Engineer of the Southern and Western Railway on 20 September 1872 and Robert Ballard, a highly respected engineer whose work on the Main Range railway during the mid-1860s

[35] (Bennett, 2018, p. 34)
[36] (Bennett, 2018, p. 15)
[37] (Bennett, 2018, p. 15)
[38] (Bennett, 2018, p. 15)
[39] (Bennett, 2018, p. 45)

was much admired, appointed on 1 October 1872 as Chief Engineer for the Northern Railway from Rockhampton. Both reported directly to the Railways Commissioner.

The Southern Line, which branched off the Western Line at Gowrie Junction, on the north-west outskirts of Toowoomba, had opened to Warwick (Mill Hill – on the northern side of the Condamine River) in January 1871, completing the line approved in the 1860s. Further extension south, to the tin-mining centre of Stanthorpe, was approved in August 1877 and opened in May 1881.[40]

For Warwick residents, one of the most important results of the extension to Stanthorpe was that the Condamine Bridge was finally built, and a station could be developed in a more central location, at East Warwick on the site of the current railway complex.[41]

Parliament approved plans for a further extension from Stanthorpe to the New South Wales border in 1884. NSW had originally proposed that the Queensland main line be extended 20km beyond the border to the existing town of Tenterfield, but this was later rejected. The change of gauge between Queensland (narrow gauge) and New South Wales (standard gauge) occurred at the border where two townships developed, Wallangarra on the Queensland side and Jennings on the NSW side. After wrangling about costs, a small station was built on the Queensland side. The line was completed in 1887. Interstate rail services began in January 1888.[42]

Ironically, this meant that Brisbane was linked with all the southern capitals, but not with its own northern towns -the North Coast Railway was not completed between Brisbane and Cairns until 1924.[43]

Between 1860 and 1915 seventy-five per cent of gross public investment was in rail, and the railways were one of the largest employers in Queensland. Rail lines did not radiate from the capital, Brisbane, but were built to link primary producers to coastal ports. Rail brought prosperity to country towns with rail heads and railway stations – and decline to those without. Rail meant cheap travel for people and contributed to a more mobile population in Queensland and across Australia.[44]

On 16 January 1888, the first passenger trains commenced between Brisbane and Sydney using the Southern Line from Wallangarra to Brisbane.[45] Passenger stations had been built along the line to serve the prospective increase in passenger traffic that the twice daily Sydney Mail service would bring. The grand new sandstone passenger station at East Warwick (now Warwick) was finished just in time to provide services to the passenger traffic.

With the opening of the interstate standard gauge railway through Kyogle in 1930, the importance of the inland interstate link diminished. The exception was during World War II

[40] (Bennett, 2018, p. 15)
[41] (Buchannan Architects, *Warwick Railway Complex: A Conservation Management Plan – Draft*, 2003, p. 6)
[42] (Buchannan Architects, 2003, p. 6)
[43] (Buchannan Architects, 2003, p. 6)
[44] (Powell, "Movement: how people move through the landscape", Queensland Historical Atlas, http://www.qhatlas.com.au/essay/movement-how-people-move-through-landscape, 2010)
[45] (Queensland Rail, "Our History", Queensland Rail Website, https://www.queenslandrail.com.au/ourhistory/150years/1900-1950s, 2015)

when the inland route assumed strategic importance. The last Sydney Mail ran in 1972 and the Brisbane-Wallangarra passenger service was withdrawn the same year. A revitalisation of the Southern Line as a tourist route has now been proposed.[46]

With changes in the economy during the second half of the twentieth century, rural communities slowly declined, and the population moved toward economic and social opportunities on the coast. Cars, cheap fuel, and the dream of home ownership fuelled suburban expansion in cities along the eastern coastal plain.[47] While the metropolitan rail system in Brisbane grew, the rail services to the inland centres in Queensland declined.

8.3 THE WARWICK RAILWAY STATION

8.3.1 The early stations at Warwick – Mill Hill (1871) and East Warwick (1880)

The current Warwick Railway Complex was the second railway station to be established in Warwick.

The first station to service Warwick opened in 1871 with the completion of the Southern Railway Line from Toowoomba to Warwick and was located on the northern side of the Condamine River.[48] One of the principal forces shaping the government's construction of the line from Toowoomba to Warwick was economy, hence, the cheapest possible route was chosen. The positioning of the Warwick Terminus on the northern side of the Condamine River meant the construction of a bridge could be avoided, minimising cost. This initial terminus, later known as Mill Hill, was furnished with a stone goods' shed and timber station building and later a station master's house and other ancillary buildings.[49]

Figure 8 Mill Hill railway station complex c1875. Source: Picture Queensland

[46] (Buchannan Architects, 2003, p. 6)
[47] (Powell, 2010)
[48] (Southern Downs Steam Railway, "Historical Information", http://www.southerndownssteamrailway.com.au/historical_info/index.php, 2017)
[49] (Southern Downs Steam Railway, 2017)

The discovery of tin at Stanthorpe prompted the government to make surveys for extending the Southern Line from Warwick to Stanthorpe in 1873. This extension made necessary the construction of a bridge across the Condamine River and therefore another railway station was established closer to the settlement of Warwick.[50]

By May 1881, with the completion of the Southern Line to Stanthorpe, a platform and closets for passengers had been established at the new "East Warwick" station on the southern side of the river, the site of the current railway complex. By 1882, a timber shelter shed had also been built. [51]

In August 1887, the original timber passenger station at Warwick (Mill Hill) was destroyed by fire. It was replaced immediately relocating the 1882 shed from East Warwick, where the new sandstone passenger station was under construction.[52]

From 1888, the original Warwick station north of the river became known as Mill Hill station. In 1912, the replacement passenger station at Mill Hill was also destroyed by fire, however, the station continued to operate simultaneously with the new East Warwick station until it closed in the 1970s.[53]

8.3.2 Redevelopment of East Warwick – 1885 to 1888

With the Government's plans for extension of the Southern Line to the New South Wales border, agreed to by Parliament in 1884[54], and other proposed expansions of the railway network in the region including the Via Recta, a proposed direct route from Brisbane to the Southern Border via Warwick (which was never completed), and the proposed rail line to St. George (also never completed), and the construction of the Warwick to Killarney branch line in 1885 to the serve the surrounding agricultural industry, East Warwick's position as the major station for the town and the region was cemented.[55] The Department of Railways resolved in 1885 to develop the East Warwick site, as opposed to Mill Hill, as the principal station for Warwick.[56]

In 1885, a plan was put in place for the redevelopment of the station at East Warwick. Architectural drawings and specifications were prepared for the passenger station and accompanying structures in May 1886.

It is not known who designed the passenger station, however the drawings were prepared by the Department of Railways, which at the time employed several engineers and architects who were responsible for designing passenger stations and other railway infrastructure. Unlike the smaller way-side timber passenger stations which were increasingly of a standard design during the 1880s, East Warwick passenger station was a bespoke design, larger and to be constructed

[50] (DES 600955, 1999)
[51] (DES 600955, 1999)
[52] (Bennett, 2018)
[53] (Southern Downs Steam Railway, 2017)
[54] (DES 600955, 1999)
[55] (Southern Downs Steam Railway, 2017)
[56] (Ward, "Warwick railway complex", *Queensland Railway Heritage Places Study: Stage 2*, 1997)

of sandstone to reflect its position as the major railway junction on the Southern Darling Downs.

The Warwick passenger station bears a general resemblance to the one at Ipswich, completed the same year. which also had an entry portico. Some of the surviving Ipswich plans are initialed WAH (presumably railway architectural draftsman William Alexander Hoghton) and JSL (railway draftsman Joseph Samuel Langham).[57]

Other railway architectural staff at the time Warwick and Ipswich were designed included draftsmen Henrick Hansen and Joseph Ainscow. Hansen later became prominent for his design of station such as Emerald and Longreach (which had an entrance portico), but there is no evidence he had any input into the initial design of Warwick Station, although his initials appear on later alterations.[58]

Tenders were called on 22 June 1886 for the construction of a passenger station and goods shed. These were the second set of tenders called for the station buildings as the previous tenderers were all too high.[59] A 40-foot turntable was also planned for the Warwick Railway Station at this time.[60]

The contract for the passenger station was let to Richard Godsall, John Gargett, and John Mulhane Flynn for £5624. The drawings and specifications were signed by the successful contractors in 1886. [61] The full set of the original specifications is available in Appendix 2 of this document, sourced from Queensland State Archives Item ID 649518.

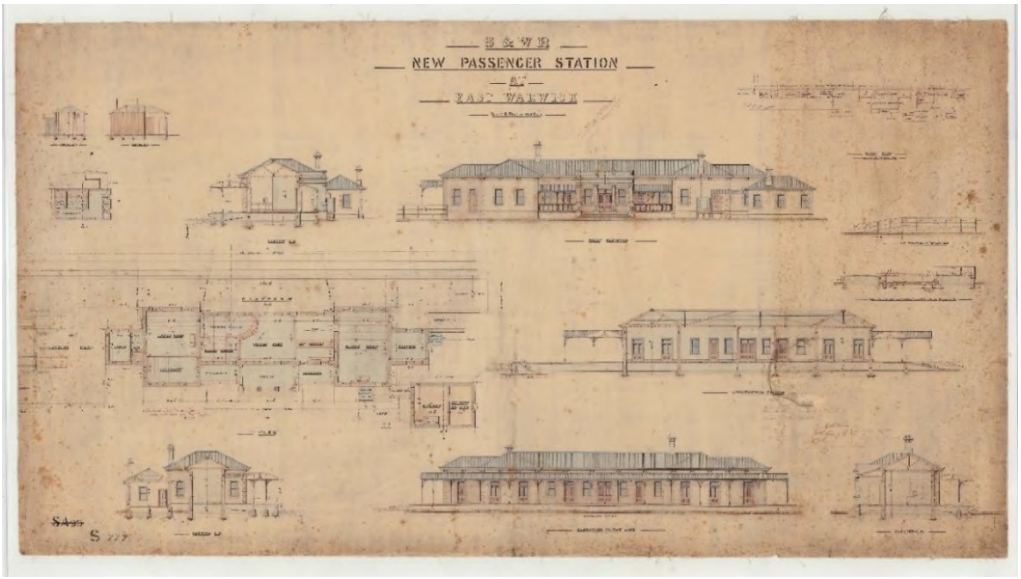


Figure 9 Architectural drawing of the New Passenger Station at East Warwick, signed and dated by HC Stanley, Chief Engineer of the Southern and Western Railway, 25 May 1886. Note handwritten comments read, "This is the drawing

[57] (Buchannan Architects, 2003, p. 25)
[58] (Buchannan Architects, 2003, p. 17)
[59] (DES 600955, 1999)
[60] (DES 600955, 1999)
[61] (QSA Item ID 649518 - Specifications, 1886) (QSA Item ID 120966)

referred to in our tender…" and then signed by successful contractors. See Appendix 1 for a larger version of this drawing. Source: (QSA Item ID 120966)

The passenger station and platform were to be constructed using local sandstone. The specifications stated that, "…all cut stones must be from Lockyer's Creek or Murphy's Creek Quarry", reflecting the trend in usage of local sandstone for public buildings in Warwick at the time.[62]

The stonework for both were superintended by John McCulloch, Warwick's most prominent stone mason at the time.[63] McCulloch had previously been the principal contractor for the construction of the railway station buildings at Mill Hill station, which also included a stone goods shed.

Work commenced in 1886 and was still ongoing at the end of 1887. A report in the *Warwick Examiner and Times* from October 1887 revealed the details of the construction and a less than positive perspective on the design of the building:

> *The station house at East Warwick is fast approaching completion, and it is expected by the end of the present month…*
>
> *The architecture is not of a very elaborate character, and is said by connoisseurs, not to be of any particular order, being a "homologation" of various orders, such as flitted across the mind of the draftsman when preparing the plans. There is nothing elaborate or pretentious about the building. Four columns or pillars support the porch, at the top of which there is a parapet almost as plainly worked as possibly – but, of course in keeping with the plans…*
>
> *The building is no-doubt a substantial one, and although the Government did not seem anxious that it should be a specimen of architectural skill, it will, when completed present a passable appearance.*[64]

Whilst thus dismissed the passenger station constructed was a substantial single storeyed stone building, with rendered brick portico of classical derivation presented as a grand structure in the town of Warwick.

According to early photographs of the building, the roof of the passenger station was originally covered with both rolled iron sections and corrugated iron sections.

[62] (QSA Item ID 649518 - Specifications, 1886)
[63] (*Warwick Examiner and Times*, "East Warwick Railway Station", 12 Oct 1887, p. 2)
[64] (Warwick Examiner and Times, East Warwick Railway Station, 12 Oct 1887, p.2)

Figure 10 Drawing of entrance to Warwick Passenger Station 1889. Source:

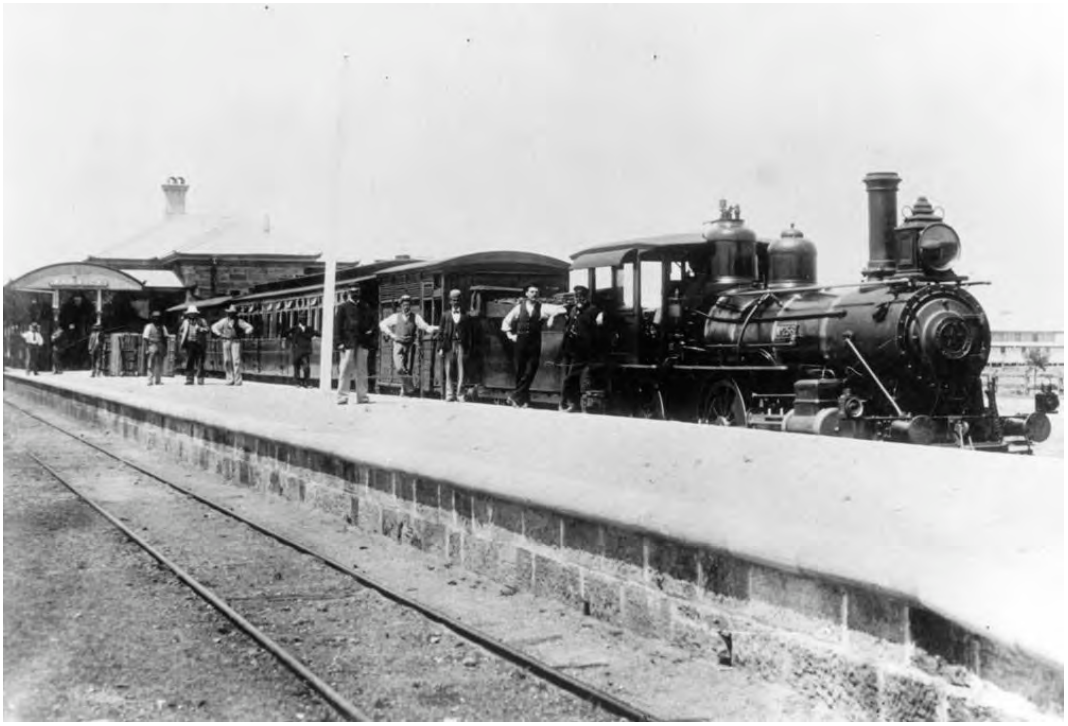


Figure 11 Warwick Railway Station, northern end showing steam locomotive in the siding for loading luggage, 1899. Note the stone of the platform base, the umbrella platform shade, and northern end of passenger station building – none of which remain. Source: Picture Queensland.

Figure 12 Town of Warwick in 1897 showing in the background the Warwick Passenger station (centre) and the stone Goods Shed (left). At this time the two buildings were still the major structures on the site. Source: Picture Queensland

8.3.2.1 The Warwick Passenger Station in context

Most of Queensland's railway passenger stations were constructed between 1865 and 1930, as successive Colonial and State governments wrestled to sustain a concept first identified in 1863: the provision of a government railways system to facilitate resource exploitation, settlement and economic growth throughout Queensland.[65]

After persuading the government to adopt the narrow gauge, Fitzgibbon set about providing the colony with a scaled down model of an English railway. This was most evident in the station buildings. These needed to be of a certain standard since the major stations housed the administrative offices as well as basic facilities for passengers. Nevertheless, the two-storey station buildings built of imported materials at Ipswich, Laidley and Rockhampton, and that planned for Toowoomba were hardly those for a colony which could not even afford a basic education system for many of its children. The lavishness of early station buildings surprised visitors familiar with railways in the United States in frontier territory and given the choice of narrow gauge to save money.[66]

[65] (Bennett, 2018, p. ix)
[66] (Kerr, *Queensland Rail Heritage Report*, 1993, p. 6)

This excess was soon pruned, even to the extent of not erecting the magnificent station imported for Toowoomba even though most of the cost had been incurred. Local control meant a much more accurate assessment of need. Prior to World War II, most stations were built in timber and iron. The exceptions were few. In the Brisbane area they included:

- Brisbane Roma Street of 1875 and the new country station 1945
- Brisbane Central as rebuilt in 1899-1901
- South Brisbane Melbourne Street built in 1891-92
- Ipswich Station built in 1887

Principal suburban stations on double track: Toowong, Corinda, Oxley, Wooloowin

Suburban stations rebuilt in unit concrete: Chelmer, Northgate, Windsor, Wilston

In the country masonry structures were principally:

- Toowoomba rebuilt in 1874
- Warwick of 1886-87
- Wallangarra of 1887
- Gympie rebuilt in 1913
- Rockhampton up platform additions 1928
- Mackay new location 1924
- Townsville 1914, headquarters of the Great Northern Railway
- Kuranda rebuilt 1914-15 in concrete.[67]

While there were numerous masonry passenger stations constructed, Warwick passenger station remains rare in its construction being predominantly of sandstone, a more unusual choice of building material, reflecting the abundance of sandstone in the local area and the status with which the station was granted. (see section 7.2.1.3)

The commodious nature of the Warwick passenger station as it was originally designed in 1886, with its spacious amenities including waiting room, ladies room, separate male toilets, dining room and bar, and the subsequent improvements to the refreshment rooms in 1912, reflect a commitment to the provision of comfort for passengers who were undertaking long journeys on steam locomotives devoid of toilets or dining cars until the 20th century. The necessity for steam locomotives to stop and re-fuel, load and unload goods and luggage, meant passengers spent considerable amounts of time at each station, resulting in the need for passenger stations to provide comfortable amenities.

Passenger stations, large or small, with some or all of these amenities were built throughout Queensland at this time creating a large stock of buildings with a similar purpose to provide comfort for passengers. These buildings formed a significant element of the railways in Queensland at this time.

[67] (Kerr, 1993, p. 7)

8.3.3 Enlargement and rearrangement of Warwick Railway Complex 1911-1913

From 1911 to 1913 (with some works extending through to 1915) the Warwick Railway Complex was enlarged and rearranged.

By the 1910s, Warwick Railway Station was experiencing its peak in railway traffic, for both passengers and goods. In this period, the Darling Downs was at the height of its highly productive dairy industry, as well a major producer of cereal crops, beef, and wool. Stanthorpe had become a major producer of fruit and was using the Southern Line to export its produce north to Brisbane, via Warwick and Toowoomba (up to 20 freight trains a day).

By this time Warwick had established itself as the major centre on the Southern Downs with a population of 5248 people in 1911.[68]

The railway had been extended westwards from Warwick to Goondiwindi in 1902 and Warwick had diversified its agricultural production with the opening of a butter factory with its own railway siding in 1903. A technical college opened in 1906, followed by a State high school and a Christian Brothers college (1912), Presbyterian and Church of England girls' secondary colleges (1918) and Scots College (1919). It had become a hub, particularly for boarding schools, and other services including hospitals, churches, banks, markets, shops, theatres, clubs and societies as well as events such the annual Agricultural Show and Rodeo.

Branch lines from Allora and Maryvale (1911) strengthened Warwick's regional role [69], and the Sydney Mail train, continued to stop at Warwick twice daily carrying both mail and passengers as it had done since 1888. This steady increase in activity since the opening of the station in 1888, saw calls for improvements to the size and capability of the Warwick railway station from early in the decade.

In September 1911, *The Warwick Examiner and Times* reported in an article entitled "Warwick Railway Station: Future expenditure £40,000 – Important Improvements at Once", that:

> *Yesterday an influential deputation from the Warwick Chamber of Commerce… waited on the Commissioner for Railways.*
>
> *The Chamber of Commerce desired to point out that the accommodation of the station yard was inadequate, and increased goods shed space, more siding accommodation and improvements to the main station premises were required. The station master at Warwick was poorly provided with office accommodation while the refreshment room was inadequate for the demands made upon it.*
>
> *The Commissioner, in reply, said he was prepared to put down two new sidings, and also construct a subway in Percy Street. It was also proposed to extend the platform of the main station, and considerably extend the refreshment rooms.*[70]

Overcrowding on the passenger platform at the Warwick Railway Station was described in the following piece from the *Warwick Examiner and Times* in April 1911:

[68] (Centre for the Government of Queensland, UQ, 2015)
[69] (Centre for the Government of Queensland, UQ, 2015)
[70] (*Warwick Examiner and Times*, "Warwick Railway Station: Future expenditure of 40,000 - Important Improvements at Once", 2 Sept 1911, p. 1)

> *During the Easter holidays the railway traffic at the Warwick station has been exceptionally heavy, owing in the main, to the Eisteddford being held in Warwick this year. On Good Friday the up mail train ran in three divisions. Over 100 platform tickets were issued, with the result that the platform was overcrowded. However, on Saturday and Sunday only train passengers were allowed on the platform, the large crowd who were expecting friends having to wait outside. On Friday and Saturday visitors simply poured into Warwick…*
>
> *Platform accommodation is inadequate at ordinary times at the Warwick railway station, but when there is such heavy passenger traffic as there has been during the last few days, the necessity for having the station enlarged is most marked.*[71]

A similar situation was experienced further down the Southern Line at Stanthorpe at this time, and seemingly in many other train stations in Queensland. The *Brisbane Courier* reported that:

> *…a deputation waited on the Premier (Hon. W Kidston) at Stanthorpe and asked that a new railway station be provided…*
>
> *Mr Kidston pointed out that the railway traffic had increased so tremendously during the last four years that many station buildings were too small for the work. He thought the Government would have to consider the question very soon of providing adequate accommodation at many stations where it had become altogether too small. …(he) would discuss the matter with the Railway Commissioner on his return to Brisbane.*[72]

In April 1912, the Government publicly announced the full extent of the improvements to be made at Warwick railway station. The *Warwick Examiner and Times* reported that Mr Harnes M.L.A. advised them to be:

- *Widening platform 7 feet, and lengthening same by 350 feet.*
- *Enlarging station building by 48 feet*
- *Enlarging goods shed by 80 feet.*
- *Erection o f a new 30,000 gallon tank.*
- *Substituting subway at Percy Street for present crossing.*
- *Laying 43 chains of 21 inch concrete pipe for drainage subway.*
- *Removal of Asst. Traffic Manager's and inspector's house.*
- *Erection of second-class station master's house.*
- *Erection of new camping quarters for train men.*
- *Erection of round house to take place of present engine shed.*
- *Erection of 58 feet turntable.*
- *Erection of coal stage to take 550 tons of coal.*
- *Laying two new sidings between Fitzroy Street and Condamine Bridge.*
- *Laying two new sidings between Percy Street and Silverwood Butter Factory.*

[71] (*Warwick Examiner and Times*, "Easter Railway Traffic", 17 Apr 1911, p. 5)
[72] (*Brisbane Courier*, "Stanthorpe Railway Station", 21 March 1910, p. 4)

- *Laying several additional sidings in yard.*

*Removal of grain shed to east side of line, and also lengthening of the footbridge between Grafton and Hamilton Streets. (*This was replaced with the new steel footbridge).

In addition to these several new ashpits are to be put in, and a 7 foot galvanized iron fence is to be erected along Fitzroy-street and Hamilton-street as far as Grafton-street.

Some of the above works are now in progress.[73]

Most of the works detailed above were completed by mid-1913, with the exception of the awning over the station platform (not undertaken until 1925), the interlocking gear in the station yard, the signal cabins and the entrance to the station. Approximately £50,000 was reportedly spent in a three-year period.[74]

8.3.3.1 Changes to the passenger station

The most significant change for the passenger station building at this time was a major addition at the southern end for a large refreshment room and minor alterations to the interior. An additional room was added to the kitchen wing and the kitchen wing was connected to the main station building. Alterations were carried out to the counter in the booking office and in the telegraph and parcel rooms, and the platform was enlarged.

Plans were drawn for the alterations and additions to the passenger station in 1912 and signed by Mr. F. Betts, Government Inspector of Works, 20 February 1912. [75] (NB a larger version of the drawing is available in Appendix 1 of this document). Specifications were also prepared for the works at this time and the full set of specifications dated February 1912 are available in Appendix 2 of this document, sourced from the Queensland State Archives.[76]

The below floor plans from 1886 and then 1912 show the changes to the passenger station building, the alterations are highlighted in pink.

[73] (*Warwick Examiner and Times*, "Warwick Station: Improvements decided upon", 24 Apr 1912, p. 5)
[74] (*Maryborough Chronicle, Wide Bay and Burnett Advertiser*, "Improvements at Warwick Station", 2 July 1913, p.5)
[75] (QSA Item ID 121511, 1912)

[76] (QSA Item ID 649517, 1912)

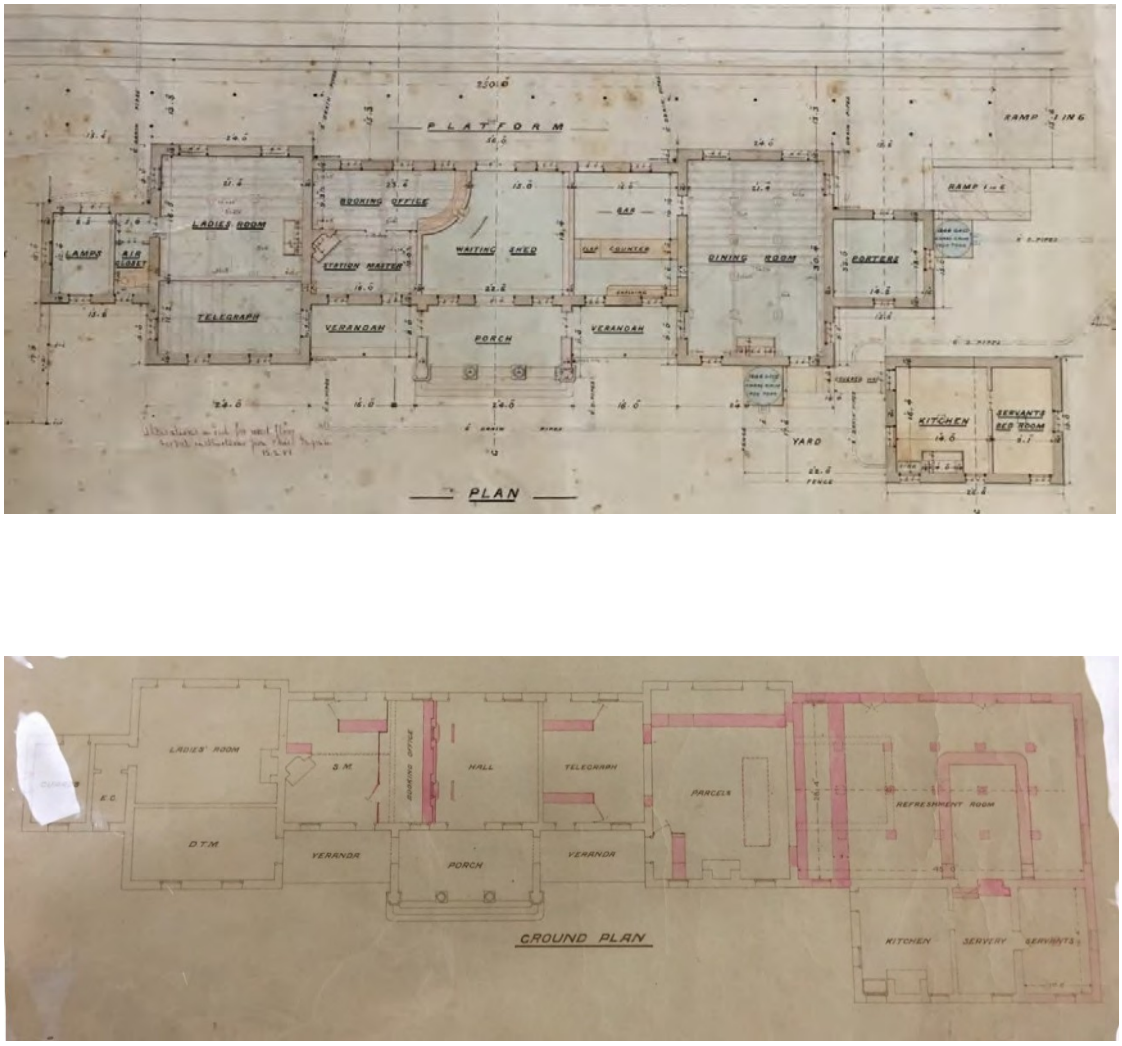


Figure 13 Above: Floor plan from original 1886 drawing, Source: (QSA Item ID 120966) Below: Floor plan from 1912 showing alterations and additions in pink, Source: (QSA Item ID 121511, 1912)

Detailed drawings for the new ticket windows in the booking office were prepared and were specified to be of pine framing and cedar sashes.[77]

[77] (QSA Item ID 649517, 1912)

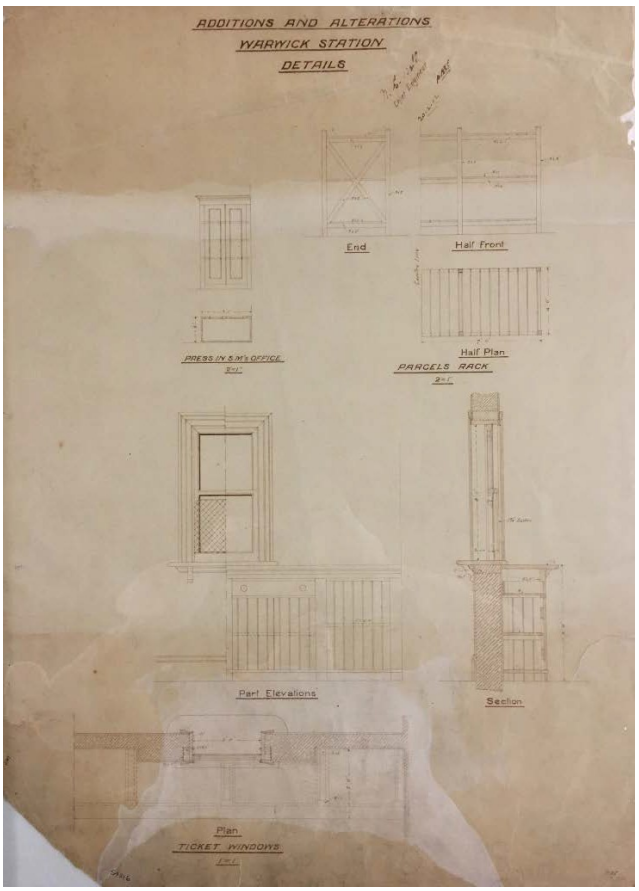


Figure 14 Detailed drawing of ticket windows for the 1912 alterations of the passenger station. Source: (QSA Item ID 121277, 1912)

In the new refreshment rooms, the specifications detailed that the counter from the original bar be moved into the new refreshments rooms and added to in similar construction to make up the extra length required.[78] Below are detailed drawings of the new counter for the refreshment rooms:

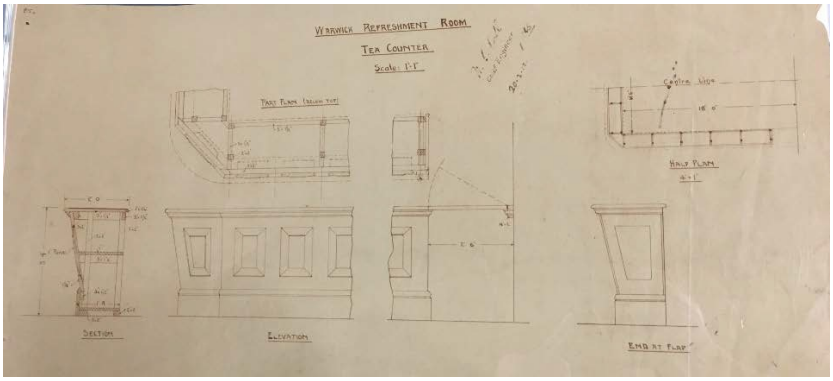


Figure 15 Detailed drawings of the tea counter for the alterations to the refreshment rooms in 1912. Source: (QSA Item ID 121277, 1912)

[78] 1912 Specifications QSA

The detail of the ceilings was specified to be stamped metal of approved design with molded cornices, and to supply and fix six "centre flowers" of 2'6" diameter of an approved design.[79]

A cellar was also added at this time under the kitchen for which detailed plans were prepared, see below.

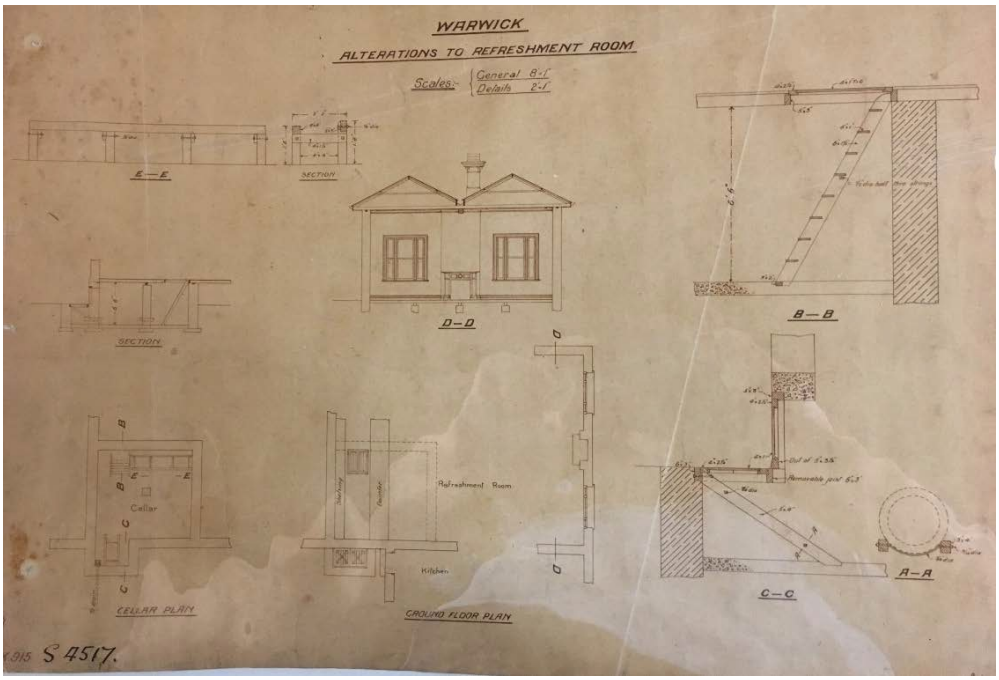


Figure 16 Detailed drawings of the cellar to be built under the kitchen in 1912 as part of the additions and alterations to the refreshment rooms. Source: (QSA Item ID 121277, 1912)

The new railway refreshment rooms were completed by June 1913 and the new lessee, Mr D. Allman, took possession of the rooms on 30 June 1913. Allman had successfully tendered for a three-year lease for the amount of £1510 per annum.[80]

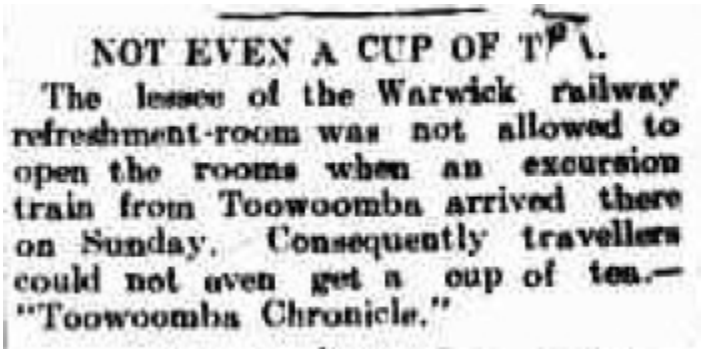
The Allman family, hoteliers from Warwick, had numerous refreshment rooms at railway stations on the Darling Downs, including at varying times Toowoomba, Ipswich, Warwick, Wallangarra, and Helidon, which they furnished with their own brand of attractively badged and patterned china. The Allmans had leased the refreshment rooms at Warwick since the 1890s and Mr D. Allman became the General Manager of Refreshment Rooms when the Railway Department later took control of all refreshment rooms in Queensland in 1917.[81]

[79] 1912 Specifications QSA
[80] (Warwick Examiner and Times, Railway Refreshment Rooms, 5 Jul 1913, p. 2)
[81] (Mate & Volker, "Railway Refreshment Rooms", *Queensland Historical Atlas*, http://www.qhatlas.com.au/railway-refreshment-rooms, 2012)

Figure 17 QSA Item ID 1052323: Warwick Railway Refreshment Room showing the kitchen garden, c1925

In 1909 the Warwick Refreshment Rooms were the subject of some contention in connection with a court case dealing with the arrest and charging of a local man who purchased a beer on a Sunday at the railway station. For some years prior, the popularity of visiting railway stations as a social outing on a Sunday became problematic. With laws in place that prohibited hotels from serving liquor on a Sunday, railway refreshment rooms became the only option for buying alcoholic beverages and often contributed to overcrowding and sometimes drunken behavior at railway stations. From 1903, the commissioner of railways prohibited the sale of alcohol to anyone at the station who did not have a ticket for train travel. By 1904 this was amended to allow for service of alcohol to visitors within the hour of arrival and departure of a train. The 1909 court case was dismissed, and the man was not considered to have broken the law. However, by 1914, refreshment rooms were no longer allowed to operate on a Sunday.

This resulted in some inconvenience and dissatisfaction and was worthy enough to be reported in newspapers at the time[82]:



NOT EVEN A CUP OF TEA.

The lessee of the Warwick railway refreshment-room was not allowed to open the rooms when an excursion train from Toowoomba arrived there on Sunday. Consequently travellers could not even get a cup of tea.—"Toowoomba Chronicle."

The refreshment rooms operated until the fire in the passenger station in late 1963, at which time the final lessee, Thomas Ferry, applied on 7 November to surrender his license for the refreshment rooms, which he had held since 1959.[83] After the fire, the refreshments rooms were not re-opened.

[82] (Queensland Times, "Not even a cup of tea", 29 April, 1914, p.4)
[83] (QSA Item ID 327769, Licences – liquor, revoked)

8.3.3.2 Refreshment rooms in context

Further contextual material on the history and significance of railway refreshment rooms in Queensland is available in Appendix 5 of this document: "Railway refreshment rooms" - (Mate & Volker, 2012), also available at http://www.qhatlas.com.au/railway-refreshment-rooms [84]

8.3.3.3 The Grafton St Footbridge 1912

Part of the improvements to the Warwick railway complex at this time included the replacement of the timber footbridge, erected in 1900, with the current steel footbridge in 1913.

Prior to 1900, people living near the station had developed the risky habit of walking through the railyards as a shortcut. To solve this problem, a timber footbridge was constructed across the lines in 1900. The contractor was Tighe Bros who signed a contract on 28 November 1899.[85] Specifications for the first timber footbridge are available at Queensland State Archives – Item ID 649466.[86]

Figure 18 Warwick Station 1908, showing the original timber footbridge which was built in 1900 and demolished in 1913. Source: QR Collection

The old timber footbridge was closed in February 1913 and instructions were given for it to be dismantled and reused in any way deemed suitable.[87]

Plans for the new steel footbridge were drawn in 1912 (see below) and it was constructed in February 1913.[88]

[84] (Mate & Volker, 2012)
[85] (Buchannan Architects, 2003, p. 42)
[86] (QSA Item ID 649466, 1900)
[87] (QSA Item ID 1028180, 1913 - 1917)
[88] (Warwick Argus, 25 Feb 1913)

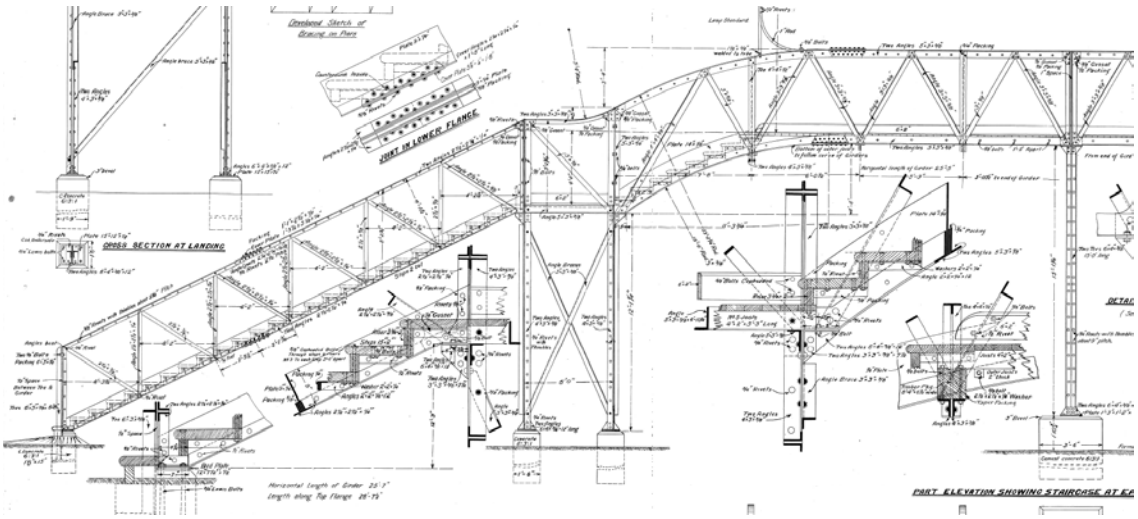


Figure 19 Original 1912 drawing of foot bridge (extract). Source: QLD Rail archive drawing no. S04366_0001_1

Figure 20 Soldiers parading on Warwick Railway Station platform Queensland c1916/18, showing the 1913 footbridge in use. Source: Picture QLD

Figure 21 Rail motor RM30 at Warwick Station, with the replacement 1913 footbridge in the background. Source: QR Collection

The footbridge crosses the yard in 3 c.60' spans with approach spans, the supports being marked D.L. and Co. Ltd (possibly Dorman Long and Co.) back to back T sections with angle iron braces and curved stays to the bridge trusses. The steps and deck are of timber and although not as decorative as the now demolished footbridges at Toowong and Roma St, the western span incorporates the graceful upwards curve characteristic of these earlier bridges.[89]

The footbridge is still in use in 2018 and is now considered unique in Queensland, in terms of its cast iron and steel frame design. There are numerous footbridges on Brisbane's metropolitan lines built to an entirely different design in timber framing, and generally modified for electrification. The Warwick footbridge is more reminiscent of the former footbridge at Toowoomba Station (now relocated).[90]

8.3.4 The driveway and forecourt

The public entrance to the Warwick Railway Station was set out on the western side of the tracks, in front of the passenger station with access from Grafton Street. The passenger station was set well back from Lyons Street and the unsealed driveways to the station were the subject of local complaints, particularly in wet weather.

[89] (Ward, 1997)
[90] (Buchannan Architects, 2003, p. 42)

Figure 22 The Warwick Passenger Station in 1910 showing the driveway area prior to being redesigned in 1913. Source: Picture Queensland

Congestion and lack of aesthetic appeal were acknowledged as issues for this area, and by the time of the general enlargements to the railway complex c1912, plans to enlarge and improve the flow of traffic for the entrance were made.

The *Darling Downs Gazette* reported in June 1913 that the "…Railway Department contemplates closing the Grafton-street entrance to the Warwick Railway Station and diverting the traffic into Lyons St with an entrance immediately in front of the station".[91]

Department correspondence from June 1913 states in regard to the rearrangement of the station yard that the Town Council has "…thrown that part of Grafton Street and the old gates into the entrance area. The Department's scheme provided for the separation of goods and passenger traffic by a footpath and they ask that this be eliminated so that a much larger area would be left for the movement of vehicles".[92] The Department agreed to the alteration and the work was carried in 1913 as seen below:

[91] (Darling Downs Gazette, "General Items", 27 Jun 1913, p.4)
[92] (QSA Item ID 1028180, 1913 - 1917)

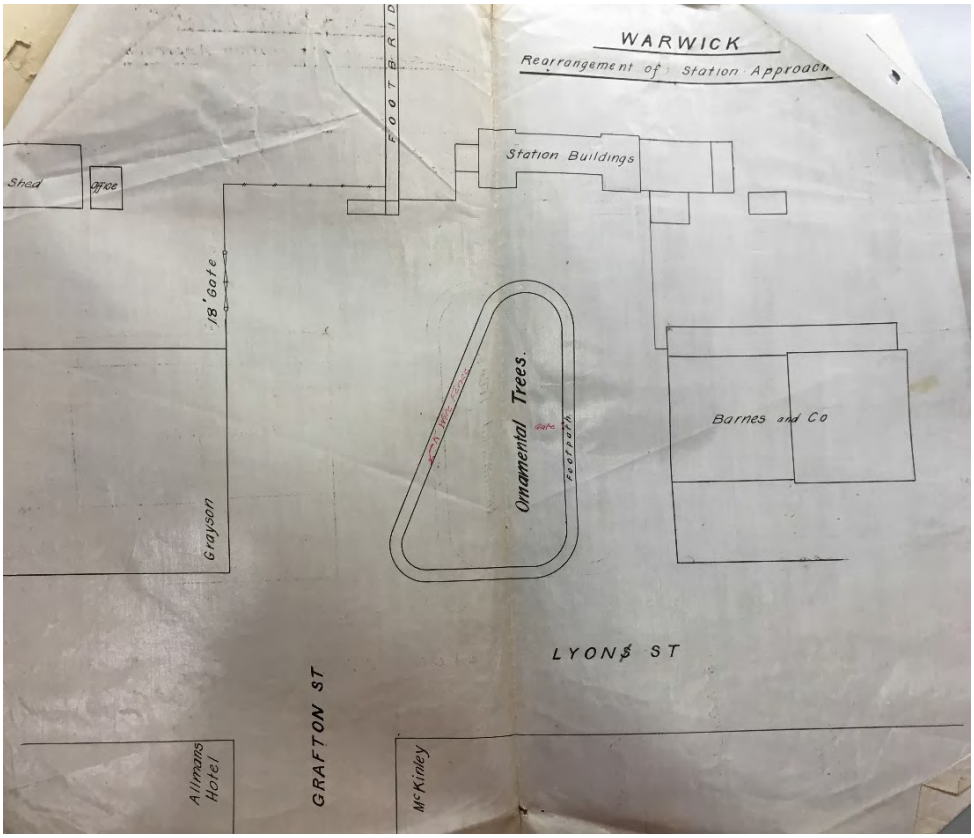


Figure 23 Site plan for the rearrangement of the forecourt area showing the oval marked out for ornamental trees which were sourced from the Botanical Gardens in Brisbane. Source: (QSA Item ID 1028180, 1913 - 1917)

At the completion of the majority of the redevelopment at the railway complex, complaints were made at the unattractive state of the entrance to the station and plans were made to improve the area by establishing a decorative garden on the "oval" in the driveway area.

Further correspondence in July 1913 indicates that the trees for an ornamental garden on the "oval" in the driveway were to be sourced from the curator of the Brisbane Botanical Gardens. The District Superintendent complained in September 1913 about weeds and long grass growing in the garden area and recommended the ground be planted with couch grass.[93]

In October 1916, the traffic manager took receipt of a delivery of "Blue Cooch" [sic] grass to be planted "in our ornamental gardens fronting the station".[94]

In 1914, the Annual Garden Competition was started by the Commissioner for Queensland Railways. This competition ran until the 1950s and was the motivation for the staff at many railway stations to create and maintain picturesque gardens.[95]

[93] (QSA Item ID 1028180, 1913 - 1917)
[94] (QSA Item ID 1028180, 1913 - 1917)
[95] (Queensland Rail Website, 2015)

The staff took great pride in keeping the gardens at Warwick well-maintained. However, during World War II, it was neglected due to a shortage of manpower and the Warwick Council complained about its disgraceful condition.[96] The driveway was not bitumened until 1946.

By 1950 the gardens were revitalised and featured in the Warwick Daily News of 30 September 1950.[97]

Railway Gardens

For weeks now, the railway gardens have given visitors arriving at Warwick by train a preview of the lovely spring blooms for which this city is noted. The square has been a riot of brilliant colour, set off to perfection by the rich green of the well kept lawns. Picture shows a particularly attractive corner, with Iceland poppies and marigolds competing for notice. —Staff Picture.

Figure 24 Warwick Railway Gardens 1950. Source: (Warwick Daily News, 1950)

The gardens most likely fell into decline with the decline and eventual closure of the station in the 1960s and 1970s.

[96] (Buchannan Architects, 2003)
[97] (*Warwick Daily News*, "Railway Gardens", 30 Sept 1950, p. 1)

However, in 2017, the central oval area was redeveloped by the local council, as a centenary memorial garden to the famous "egg throwing incident" of 1917, which saw the creation of the Australian Federal Police.

The driveway area remains and continues to provide access to the passenger station and goods shed, as well as unobstructed views.

8.3.5 Significant historical events: 1917 and 1920

Warwick Railway Station is associated with several notable events.

In 1901, the Duke and Duchess of Cornwall (later King George V and Queen Mary) visited Australia to open the first Commonwealth Parliament. They travelled by train and on 24 May, stayed at Warwick station for dinner. A cook was sent up in advance by mail train with the necessary cutlery, napery and tableware to serve the Duke & Duchess and their suite in the Royal Train. About 30 staff and others travelling on the train were given dinner in the Refreshment Room and the Station Master was ordered to make sure the platform was kept clear and clean.[98]

A legendary event of 1917 at the Railway Station catapulted the site to national significance when a protester threw an egg at Prime Minister Billy Hughes whilst he was visiting Warwick during the conscription referendum. This incident led to the establishment of the Commonwealth Police.[99]

In 2017, the central oval area was redeveloped by the local council, as a centenary memorial garden to the famous "egg throwing incident" of 1917, which saw the creation of the Australian Federal Police.

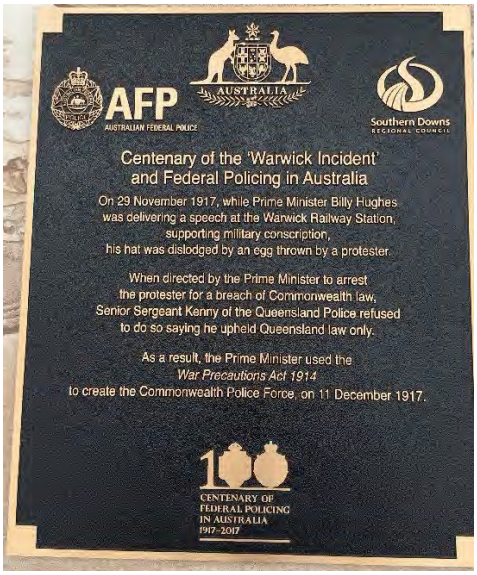


Figure 25 Plaque celebrating the centenary anniversary of the "egg throwing incident" at Warwick Railway Station and the subsequent birth of the Australian Federal Police. Source: Bronwyn McAdam 2017

[98] (Buchannan Architects, 2003, p. 10)
[99] (DES 600955, 1999)

Figure 26 The gardens with plaques established to celebrate the centenary of the formation of the Australian Federal Police. Source: Bronwyn McAdam 2017

In 1920 the Prince of Wales toured Australia visiting Warwick. The Warwick Railway Station was the scene of an official welcome.

Figure 27 The Prince of Wales visiting Warwick officially greeted at the Railway Station c 1920. Source: Picture Queensland

Figure 28 Prince of Wales on his visit to Warwick and official greeting at the Warwick railway station. Source: Picture Queensland.

8.3.6 World War I Honour Board – 1922

On 12 February 1922, the Commissioner for Railways unveiled a marble honour board in the entrance hall of the Warwick passenger station dedicated to the railwaymen of Warwick and district who served in the First World War.

War memorials resulted from a ground swell of community sentiment following the tragic losses experienced as a result of the First World War. Until the Vietnam War, the remoteness of conflict locations led to policies that prohibited the return of soldiers' remains to their homeland. Early war memorials tended to be sited in cemeteries. However, as the mass casualties of the First World War affected almost every family in Australia, communal memorials in prominent public places were established as a tangible symbol of national mourning. These war memorials also symbolised the growing sense of nationhood for the young Australia and they remain as places for honouring the fallen and those who have served our nation.[100]

The first honour boards appeared on railway stations around mid-1915. As the war progressed, many local communities approached the Queensland Railways asking for honour boards to be placed at railway stations, places of prominence in local communities at the time. Consequently, many railway stations in Queensland became home to these community expressions of pride, grief, and remembrance.[101]

[100] (Queensland War Memorial Register, 2014)
[101] (Queensland Rail Website, 2015)

The first Honour Board constructed at Ipswich Railway Workshops was unveiled in October 1915 at Central station. At that stage it listed 500 Queensland Railways employees who had enlisted. By the end of the fighting in 1918, 2500 employees or approximately 16% of the Queensland Railways workforce would enlist voluntarily. [102]

Some of the more impressive Honour Boards honour the contribution of Queensland Railways employees. These include the magnificent examples at Toowoomba railway station (unveiled in mid-April 1918), old Townsville railway station, Rockhampton railway station and Warwick railway station (1922). The Warwick honour board prominently features a steam locomotive in recognition of the local railway workers.[103]

Figure 29 Marble Honor Board unveiled in 1922 in honour of railwaymen who served in the Great War. Note the steam locomotive featured in relief at the top. Source: Bronwyn McAdam 2017

At the time of unveiling the honour board at the Warwick railway station, the Commissioner for Railways, Mr. J. W. Davidson, gave a speech which was reported in several newspapers at the time. The Daily Mail reported:

> *The Commissioner for Railways, Mr. J. W Davidson yesterday unveiled an honour board at the Warwick Railway Station in honour of the railwaymen from Warwick and the District who served in the Great War. The memorial has been constructed in handsome marble, and possesses 101 names, seven of which are marked "killed".*
>
> *Mr. Davidson, when performing the ceremony, mentioned that over 3000 railway men from Queensland had enlisted, of whom 10 per cent had made the supreme sacrifice. This was a record of which any body of men might be proud, and the list*

[102] (Queensland Rail Website, 2015)
[103] (Queensland Rail Website, 2015)

> *on the Warwick board showed that the men of Warwick contributed in no mean way to that enviable record. The Commissioner went on to speak of the important part railwaymen were called upon to play in the war, both in the matter of transport at home and military operations on the other side. Many of the Queensland railwaymen, he said, were called on in utilising their experience in the railways in France and elsewhere, but by far the greater number of them took their place in the front firing lines. The loss of 300 young railway officers was sad to relate, but his audience would join with him in reverent respect for the glorious dead. To bereaved relatives and other dear ones the deepest sympathy was extended, and he hoped that the Great Healer was building up broken hearts and enabling them to realise with pride the great honour that came to them by the patriotism, the bravery, and self-sacrifice of those they held so dear. Sympathy had also to be given to those who were injured and returned maimed, perhaps disfigured, but beautiful in character. A grateful country should surely see that these men were provided for according their needs, and that provision should be on a generous scale.*
>
> *The railwaymen of Queensland had not forgotten their comrades who were away, as during the war nearly £40,000 had been contributed to the Railway Patriotic Fund, besides large sums by railwaymen and their families to other funds. He concluded by pointing out that the erection of an honour board was an outward sign of the community's feeling, but they should show by their daily lives how they appreciated what had been done for them. They had a glorious country, the development of which was in their own hands. He asked them to try and make it a land worthy of the great sacrifice which their comrades had made, a land where earnest work should be ennobled, and where, by mutual help, they would brothers be.*[104]

The designer and craftsman for the honour board are not known. In the town of Warwick, it was preceded by the honour board erected in 1917 for the Warwick Amateur Rugby League dedicated to 19 footballers who gave their lives in the war. It was followed by the erection of the Warwick War Memorial for the town in Leslie Park in 1923. This memorial is thought to have been designed by Roy and Hugh Campbell of Warwick and executed by Frank Williams, of the highly regarded masonry firm of F. Williams and Company of Ipswich.[105]

[104] (*Daily Mail,* "Railwaymens Part: War Memorial at Warwick - Speech by the Commissioner", Feb 13 1922, p. 10)

[105] (Queensland War Memorial Register, 2014)

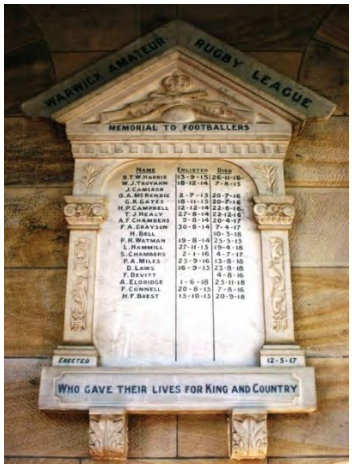


Figure 30 Honour Board erected as memorial to 19 members of the Warwick Amateur Rugby League in 1917.

The Queensland War Memorial Register records the sites that are sacred to the memory of those that served. The Honour Board at Warwick Railway Station is not listed on this register; however, it would be worthwhile investigating its inclusion on the register.[106]

8.3.7 New platform shades: 1924/25 and 1936

From 1924 to 1925, two new steel "butterfly" platform shades were built at either end of the passenger station platform to provide improved shelter for passengers. These new shades flanked the original 1886 umbrella-style shade built central to the passenger station. A further section of new platform shade was built in 1926, to provide shelter for the uncovered area in front of the refreshment rooms (built as an addition in 1912). In 1936, the original umbrella shade, along with the 1926 extension were replaced with the current cantilevered steel shade, still flanked today by the two 1920s butterfly shades.

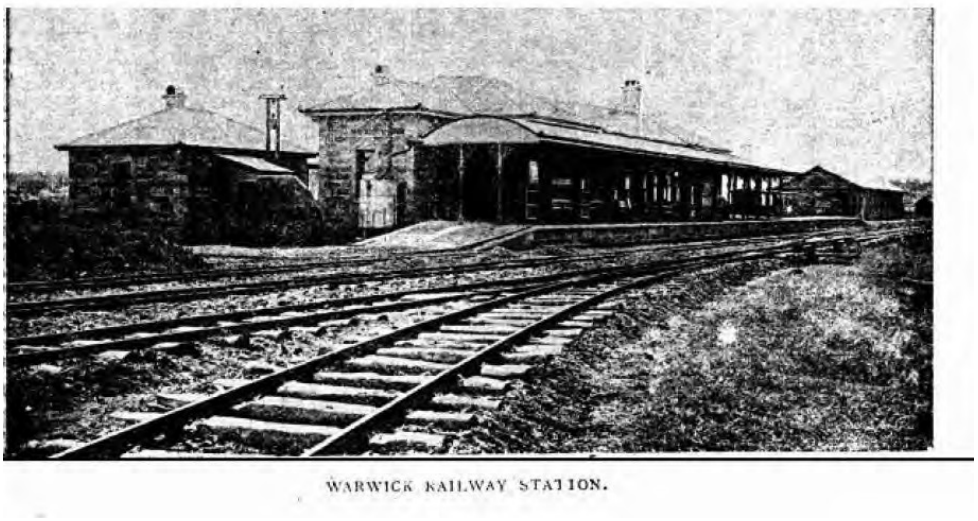


Figure 31 Warwick Railway Station in 1907 showing the original Umbrella platform shade. Source: (Queensland Country Life, 1907)

[106] (Queensland War Memorial Register, 2014)

Figure 32 Warwick Passenger Station c1911 showing northern end of original umbrella shade. Source: Picture Queensland

The requirement for improved platform shades were recognised by the Department of Railways as early as 1915, closely following the completion of the major works undertaken to enlarge and improve the station complex from 1911 to 1913. Overcrowding on the station platform was cited as the main reason for further shelter on the platform for passengers. The first application to construct additional platform shades with a butterfly-style roof were made in 1915, however lack of funds was cited as reason to delay the additions.

It was not until 1924 that the application was finally approved and an expenditure of £1200 was committed to the construction of two butterfly-style steel framed platform shades to be built extending beyond the length of the passenger station at each end and also to extending the original platform shade in front of the refreshment rooms. The two butterfly shades were built at workshops in Northgate Brisbane and were erected in 1925. A short time later in 1926 the extension to the original shade was completed in front of the Refreshment Rooms.

Figure 33 An aerial view from 1929 showing the different platform shade structures in place. Source: (Buchannan Architects, 2003)

By 1934 plans were made to replace the original 1886 umbrella shade (and 1926 extension) with a new steel framed cantilevered platform shade. The design of the original 1886 umbrella-style platform shade with its iron columns along the platform were seen to be an obstruction to the easy movement of passengers and luggage.

The new steel cantilevered platform shade was estimated to cost £870 and the tender for construction of the steel frame was awarded to A. Sargent & Co of Alice Street in Brisbane. Plans from the Department of Railways were supplied to the contractor and were of a standard design used widely in Queensland at the time. At the same time as the cantilevered shade was constructed for Warwick, similar shades were constructed at Graceville, Bundaberg, and Nundah stations. Erection of the cantilevered shade was completed by 1936. The butterfly shades and the cantilevered shades remain in place in 2018.

Figure 34 Warwick Railway Station Complex, 1950s, aerial view showing the two butterfly shades from 1925 at either end of the platform, and the cantilevered platform shade erected in 1936 in place. Source: Southern Downs Steam Railway - Taken from (Buchannan Architects, 2003)

8.3.8 The station in the mid-20th century and its gradual decline – 1920s to 1960s

The Warwick Railway Complex continued to thrive during the interwar years.

By 1926, almost 300 people were employed by the railways at Warwick. There were 130 employees in traffic (Station staff, guards, signalman, wagon maintenance), and 152 on the locomotive staff (drivers, firemen, mechanics, cleaners). As many as 60 trains were dealt with in a 24-hour period.[107]

For the year ending 30th June 1926, 40 461 passengers passed through the station (exclusive of season ticket holders) with a total revenue of £15,332 (including sales of season tickets). In 1928 the passenger station was reconfigured to allow for expansion of the ladies waiting room and the relocation of the guards' room to the former servants built in 1912 adjacent to the kitchen.[108]

Trains were a popular attraction in the days gone by and Warwick was one place were the Commissioner reserved the right to charge sixpence for platform tickets on Sundays to reduce the crowd of onlookers.[109]

[107] (Southern Downs Steam Railway, 2017)
[108] (*Brisbane Courier*, "Warwick", 14 Nov 1928, p. 16)
[109] (Southern Downs Steam Railway, 2017)

Reflecting this activity, the position of Station Master was raised to District Superintendent. However, the inland route declined in importance after the Kyogle link to Brisbane was completed in 1930 which provided a faster route from Brisbane to Sydney along the coast on a standard gauge line. The Southern Line briefly assumed importance again during World War II, due to its strategic position. From 1 January 1962, the position of District Superintendent was abolished, and Warwick came under direct control of the GM in Toowoomba.[110]

By 1959 with the Via Recta unfulfilled, goods and especially passenger traffic to Warwick was very susceptible to competition and in this post-war period Warwick railway complex had further declined in importance.[111]

The station building was gutted by fire on 29th September 1963. The building was restored internally (but without the refreshment room) and re-opened in late 1964 or early 1965. (see section 8.2.11)

With dieselisation in 1967, Warwick was no longer viable as a locomotive depot. Full closure was not implemented due to political and union pressure until early 1970's. Hundreds of railway employees lost their jobs or were transferred elsewhere. This had a detrimental impact on businesses in Warwick, with the loss of over a million dollars in wages that was spent in the district every fortnight.[112]

The locomotive depot closed in late 1969/70, and many of the associated buildings and structures were demolished or removed. Although the Station Building and Goods Sheds survived, a significant amount of Warwick Yard was lost at this time.[113]

With the gradual decline in importance of the Southern Line and hence Warwick, activity at the station was reduced. Passenger services were withdrawn in 1972 and the building is now virtually disused. The last Sydney Mail ran in 1972.

8.3.9 Passenger Station Fire – 1963

In September 1963, fire broke out in the northern end of the Passenger Station. The section of the building up to the vestibule was badly damaged. On the southern end, the timber frame and roof of the Refreshment Room, Parcels Office and Ticket Office had collapsed into the building. Four bond wood huts were brought in as temporary accommodation, with radiators provided to help staff survive the cold winters.[114]

Although the early reports were pessimistic, principal railway architect Mr Egan thought most of the walls were sound and by December, a decision was taken to restore the building, removing the worst damaged section at the northern end. The cellar under the Refreshment Rooms was filled in as it was said to be continually filled with water.[115]

[110] (Buchannan Architects, 2003, p. 9)
[111] (Southern Downs Steam Railway, 2017)
[112] (Southern Downs Steam Railway, 2017)
[113] (Southern Downs Steam Railway, 2017)
[114] (Buchannan Architects, 2003, p. 26)
[115] (Buchannan Architects, 2003, p. 26)

Tenders were called in March 1964 and the contract was awarded to Cliff Brown and Sons. Work was completed by November. Part of the concrete block balustrade at the southern end was demolished in 1966 when it was in danger of collapse. The problem was thought to have been caused by people trying to carry large parcels through the small opening.[116]

Figure 35 The passenger station in 1968 showing changes after the fire if 1963. Source: QSA Department of Public Works Album for Warwick.

8.3.10 Recent developments

In 1995, the Southern Downs Steam Railway leased the former workshops area at the north-east corner of the site. A small area along Hamilton Street was leased to the Council for a children's playground.[117]

A revitalisation of the Southern Line as a tourist route by the Southern Downs Steam Railway was commenced in 1995 with the group restoring parts of the locomotive depot on the eastern side of the railway lines, and leasing the goods shed for function purposes. Steam trains currently stop at the passenger platform; however, the passenger station is not used due to its lack of appropriate conveniences and poor condition internally.

In 2017, some restoration to the passenger station was undertaken, including reroofing, repainting and the removal of the 1960s breezeblock balustrade. A commemorative garden and plaque were established in the forecourt celebrating the centenary anniversary of the establishment of the Australian Federal Police and the "egg throwing incident".

[116] (Buchannan Architects, 2003, p. 26)
[117] (Buchannan Architects, 2003, p. 26)

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9 ANNEX B – DESCRIPTION AND FABRIC ANALYSIS

9.1 DESCRIPTION

9.1.1 Passenger Station

The Warwick railway complex is located to the east of the New England Highway and the town centre on land bounded by Lyons, Fitzroy, Hamilton and Percy streets. The buildings addressed in this CMP are the passenger station, steel footbridge and two small ancillary buildings. The goods shed on this site is the subject of a separate CMP. The railway station is generally unoccupied, except when used for steam train tours when the platform, entrance hall and toilets are utilized.

Figure 36 Location of Warwick Railway Complex, with station in centre. Source: Google Maps

The station is centrally located on a loop road fronting Lyons Street, opposite the intersection with Grafton Street. Within the loop road is a recently landscaped area which contains a memorial to the 'Warwick Incident' which led to the founding of the Federal Police.

The passenger station is a single-storey sandstone and brick building with the rail line on its eastern side. The western side features a central entrance portico, which is rendered with columns and pilasters of Tuscan order mounted on pedestals. Above, is a parapet with the words 'Railway Station' in steel lettering. Small verandahs flank the entry on each side. The main, hipped roof is corrugated asbestos cement sheeting and the roof to the kitchen wing is of corrugated steel sheeting. There are two rendered chimneys with decorative mouldings. The station has had two major alterations since its construction – the first in 1912 with the addition of a large extension for refreshment rooms; the second after the fire in 1964, which resulted in demolition and alterations to part of the northern section and the roof of the station.

Figure 37 Forecourt of Warwick passenger station with footbridge at left and memorial park at right

Figure 38 Eastern elevation of Warwick passenger station, kitchen wing at right.

The walls of the station building are sandstone, laid in edge-margined ashlar coursing with picked finish. The stones of the quoins, openings and corners project slightly. Stonework to the southern half of the building (c.1912) is more finely finished with white tuckpointing. Stonework to the northern, earlier part of the building is of rougher texture and not tuck pointed.
External windows are of timber double-hung sashes, with single-light sashes to the main building and six-light sashes to the kitchen wing. Some of these windows are original fabric, those to the northern end are reproductions installed after the fire damage. Original doors are of bolection moulded paneled design with glass fanlights over, reproduction doors are in a similar style. Sills to windows are of sandstone.

Figure 39Eastern façade of passenger station.

Figure 40Railway platform on western side of station.

Figure 41. Entrance portico

Figure 42. Sandstone walls with quoins to door and window openings.

Figure 43. Northern end of station with reconstructed verandah. Figure 44. Early kitchen wing on southern end of station.

The interior of the passenger station was extensively damaged by fire and little original fabric remains to the northern end. The entrance portico leads into the ticket office which contains a WW1 memorial. The ceilings and walls of the interior have been lined with Masonite and the

floor is of concrete slabs. The northern end of the station has been divided by timber framed and sheeted walls into a number of offices. There are the remnants of a telephone distribution frame, cabling and communication equipment throughout the building. Toilet facilities have been inserted into the former refreshment room at the southern end. Floors to the offices and toilets are of timber covered with vinyl sheeting. Lighting throughout the building consists of modern fluorescent fittings. The open fireplace remains in the refreshment room, although there is no mantlepiece. The original timber counter/servery divides the former refreshment room from the kitchen wing. The kitchen wing contains an open fireplace and modern sink and cupboards. Walls are of solid plaster with beaded tongue and groove ceilings to the earlier section and narrower vj ceiling to the c.1912 room.

Figure 45. Ticket Hall with ticket windows at each side.

Figure 46. Inserted partition wall in Parcels Office.

Figure 47. Former Telegraph Office divided into smaller spaces.

Figure 48. Former Refreshment Room fireplace.

Figure 49. Fireplace in original kitchen.

Figure 50. Original servery in former refreshment room.

9.1.2 Platform Awning

The platform awning was constructed in stages – the butterfly roof sections to the north and south of the station were constructed on 1925. The cantilever awning to the station building was constructed in 1934.

The platform awnings are made up of cantilevered, steel lattice columns and girders, which extends to double cantilever (butterfly) roof-forms to the north and south of the passenger station building. The roof sheeting of the platform shade is corrugated galvanized steel with bullnose profile towards the rail line. The platform is concrete over a brick base, with precast concrete coping. The earlier sections of platform contain stone walls. A set of signals is located at the southern end of the passenger station platform.

Figure 51. View of rail side of station with platform awnings. *Figure 52. Brick and concrete platform and awning.*

Figure 53. Cantilever type platform awning.

Figure 54. Butterfly type platform awning.

9.1.3 Footbridge

The footbridge was constructed in 1912, replacing an earlier timber footbridge. It is constructed of steel angles with rivetted and bolted connections, supported by steel angled and braced supports set into concrete footings. The stairs at each end have timber step treads with chain-wire mesh balustrades. The bridge section has timber plank flooring and curved steel balustrades with chain-wire mesh infills. Some of the steel members bear the manufacturer's name, 'Dorman and Long'. The bridge is approximately 17 metres long with approach spans of 7.5 metres.

Figure 55. Western end of footbridge, near Station.

Figure 56. Eastern end of footbridge.

Figure 57. Footbridge over railway tracks

Figure 58. Timber steps and deck of footbridge.

9.1.4 Ancillary Buildings

Former Gentlemen's Toilet

The former gentlemen's toilet is located at the southern end of the passenger station and is a small brick building with a corrugated steel, hipped roof, topped with a ventilator. The interior contains two brick walled toilet cubicles. The timber roof framing is exposed inside the building. The building is currently vacant and used for storage of building materials.

Former Ambulance Room

The former ambulance room is a small single-room building with a gable roof. The external walls are chamferboard and the interior has been lined. The windows have been replaced with glass louvres. The building is currently used for storage of stationary.

Figure 59. Gentlemen's toilet at right with ambulance rom on left. Figure 60. Toilet and ambulance room in foreground.

Figure 61. Interior of gent's toilet.

Figure 62. Interior of ambulance room.

9.2 INTEGRITY OF FABRIC

9.2.1 Passenger Station

A series of drawings were sourced for this CMP – the drawings shown below are from the QLD State Archives [118] and the QLD Rail archives. The 1886 and 1912 drawings were particularly useful in determining original fabric.

Original drawings show external and internal load-bearing walls constructed of 16-inch-thick stonework. Internal walls were 9 inches thick brickwork with applied lime plaster. The original floor to the main station building was concrete, as was the platform. Raised timber floors were laid over the concrete sub-floors in the Station Master's room, Booking Office, Telegraph Office, Ladies Room and the original Dining Room. Floors to the kitchen wing were timber framed and boarded.

The drawings show 6-light double-hung sashes to the kitchen wing and single-light double-hung windows to the main station building. Doors are bolection moulded paneled design doors, either single or double leaf, some are glazed at the top, all have glazed fanlights above. The smaller verandahs, which flank the entrance portico, feature curved roofs, decorative posts and balustrades in cast ironwork. The original curved platform awning was also supported by decorative iron columns and brackets.

1886 – Original passenger station

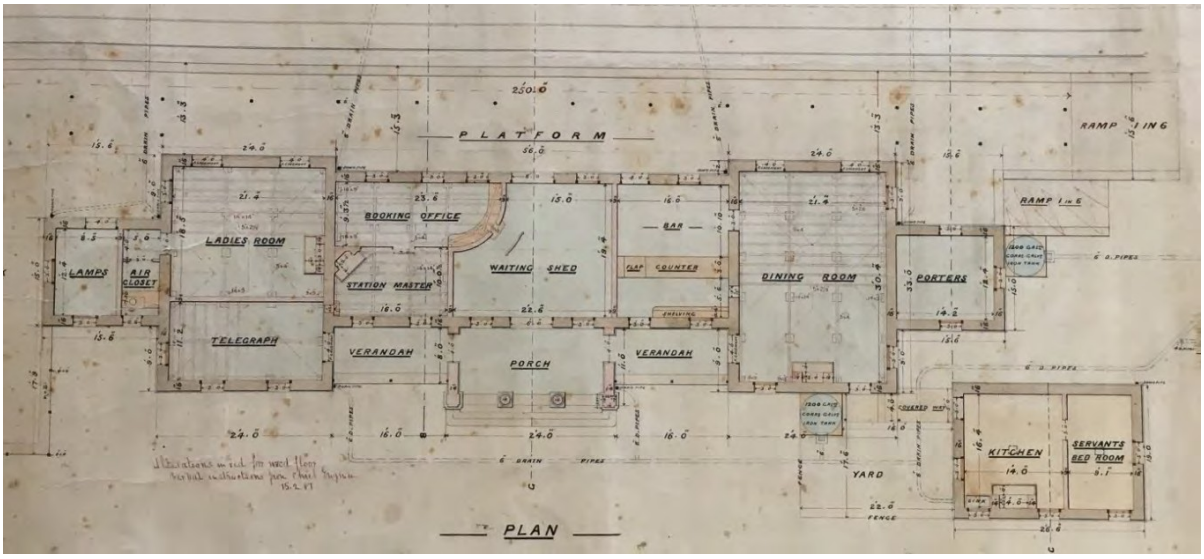


Figure 63. Warwick passenger station original floor plan - extract from drawing dated 25.5.1886. Source: QSA Series 17692 Plans of Queensland Railway Station Buildings etc., Item ID 120966.

[118] *QSA Series 17692 Plans of Queensland Railway Station Buildings etc., Item ID 120966, "Southern and Western Railway: New Passenger Station at East Warwick", 1868 – 1897.*

Figure 64. Warwick passenger station original front elevation - extract from drawing dated 25.5.1886. Source: QSA Series 17692 Plans of Queensland Railway Station Buildings etc., Item ID 120966.

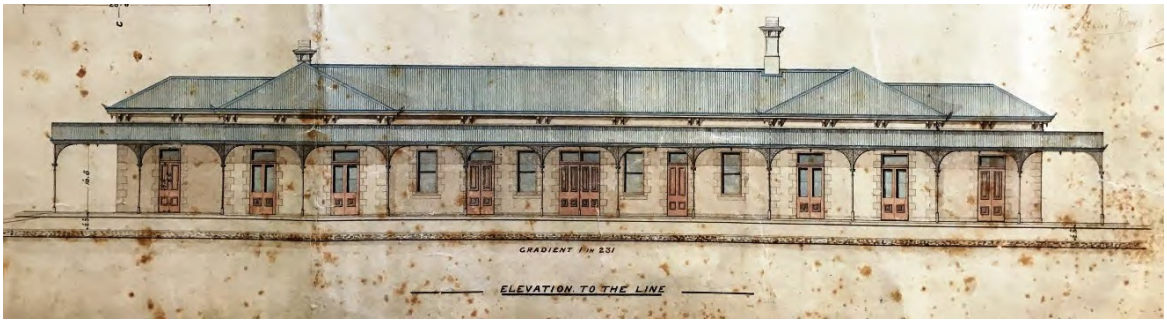


Figure 65. Warwick passenger station original elevation to railway line - extract from drawing dated 25.5.1886. Source: QSA Series 17692 Plans of Queensland Railway Station Buildings etc., Item ID 120966.

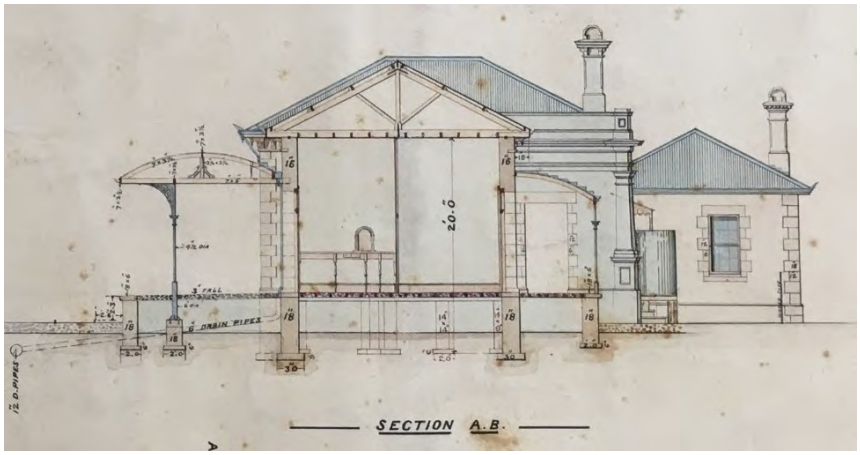


Figure 66. Original section through Booking Office – note curved roofs to verandah and platform awning - extract from drawing dated 25.5.1886. Source: QSA Series 17692 Plans of Queensland Railway Station Buildings etc., Item ID 120966.

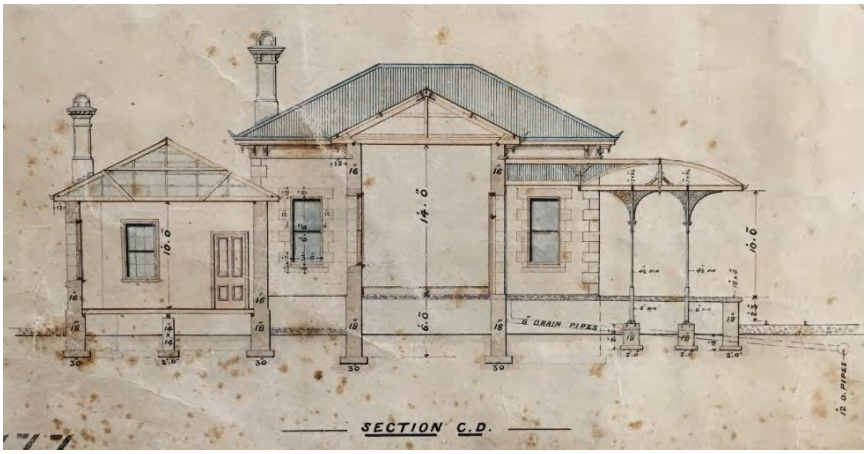


Figure 67. Original section through Porter's room and kitchen wing - extract from drawing dated 25.5.1886. Source: QSA Series 17692 Plans of Queensland Railway Station Buildings etc., Item ID 120966.

Figure 68. Photograph of Warwick railway station before the 1912 addition - note the curved verandahs each side of the portico, window hoods and single-light windows. Source: Trove

1912 – Alterations for refreshment room and internal counters

In 1912, plans were drawn for a major addition to the Warwick station for a large refreshment room and minor alterations to the interior. An additional room was added to the kitchen wing and the kitchen wing was connected to the main station building. Alterations were carried out to the counter in the booking office and in the telegraph and parcel rooms.

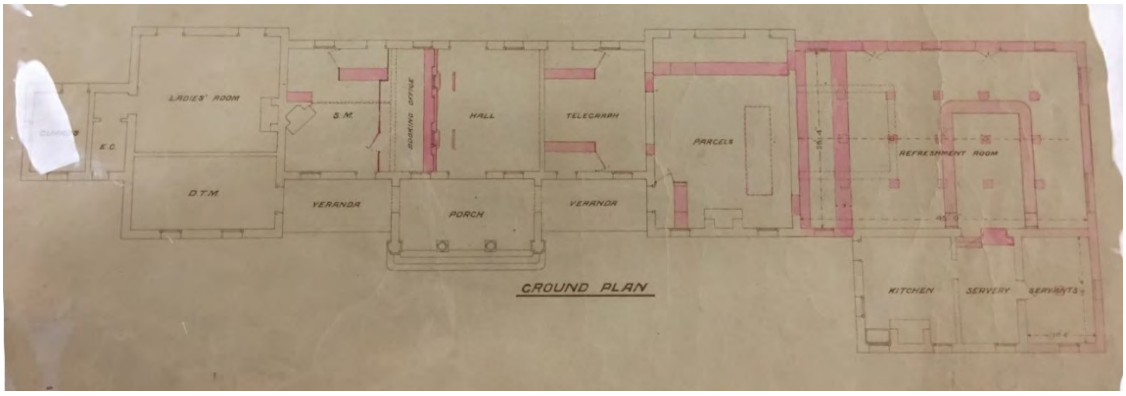


Figure 69. Alterations to Warwick passenger station - floor plans – new additions are shown in pink. Drawing dated 20.2.1912. Source: QSA Series 17692 Plans of Queensland Railway Station Buildings etc., Item ID 120966

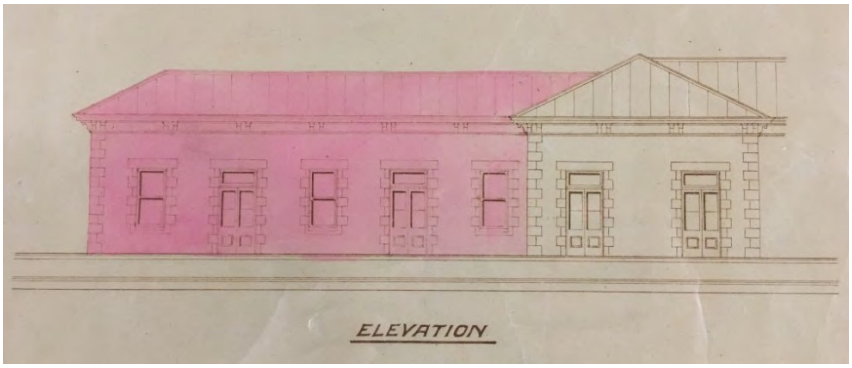


Figure 70. Elevations of new refreshment room – new additions are shown in pink. Drawing dated 20.2.1912. Source: QSA Series 17692 Plans of Queensland Railway Station Buildings etc., Item ID 120966

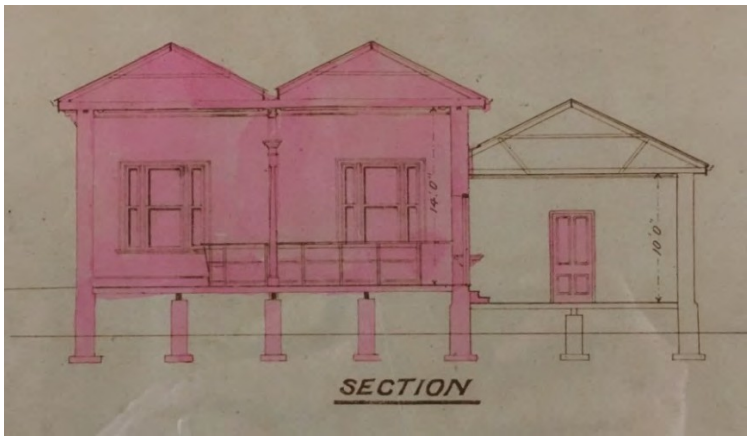


Figure 71. Section through new refreshment room showing raised timber floor. Source: QSA Series 17692 Plans of Queensland Railway Station Buildings etc., Item ID 120966

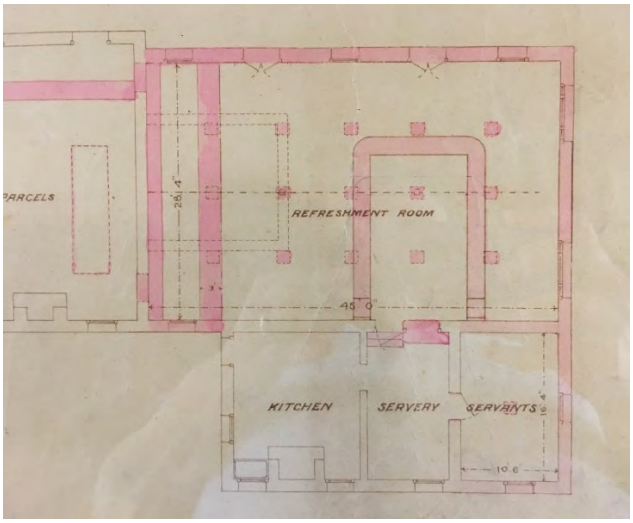


Figure 72. Floor plan of refreshment room and additional room in kitchen wing – new additions are shown in pink. Source: QSA Series 17692 Plans of Queensland Railway Station Buildings etc., Item ID 120966

1967 – Alterations after 1964 fire

In 1964, a major fire severely damaged the northern end of the station. As a result of this fire, the original Ladies Room, DTM and Guards Room to the northern end were demolished. The roof was also demolished and a new, timber-framed hip roof in a simpler configuration was built. The curved roofs over the verandahs each side of the entrance portico were not re-constructed. Concrete floors were installed to the verandahs and inside the ticket hall.

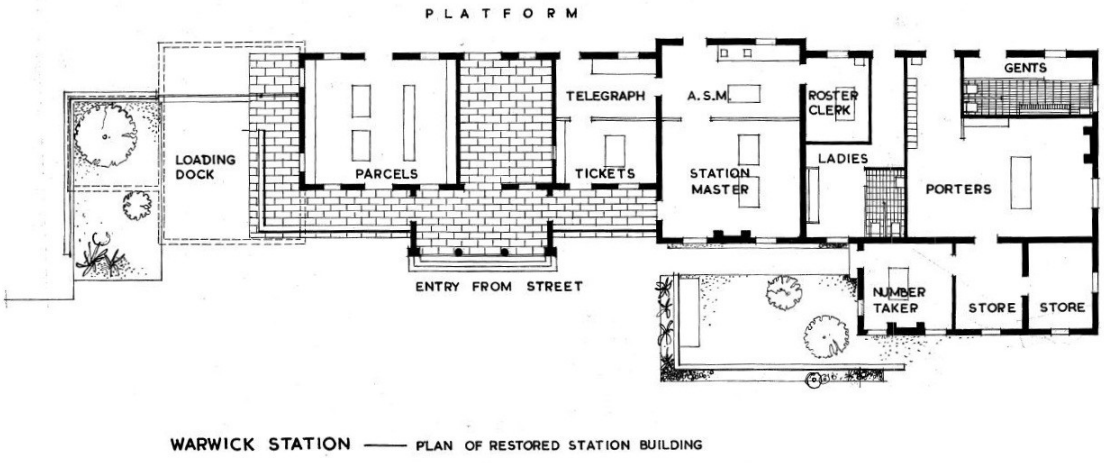


Figure 73. Alterations to Warwick passenger station plan after 1964 fire. Drawing dated 1967. Source: QLD Rail drawing no. K06844.

2018

In December 2017, a comprehensive site inspection was undertaken of the railway station and surrounding buildings and structures. This inspection focused on determining the integrity of the station and surrounding structures. The diagrammatic floor plans below depict firstly, the 1886 and 1912 stages of the station and the section demolished after the 1964 fire.

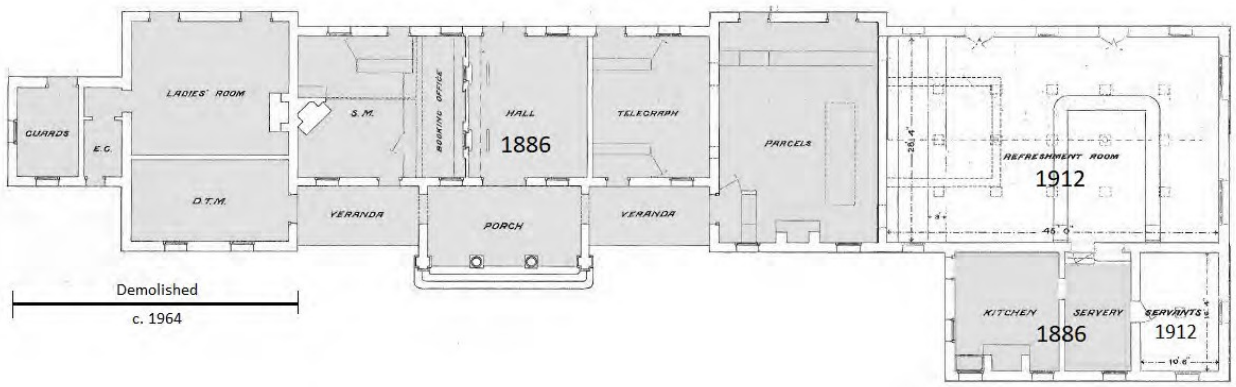


Figure 74. Warwick passenger station stages of construction – light grey – 1886; white – 1912; and section demolished after the 1964 fire. Source: pdArchitect.

The following floor plan, sourced from Condition Report by Ruth Woods Architect, depicts the floor plan as it is now and contains the room numbering system used in this CMP.

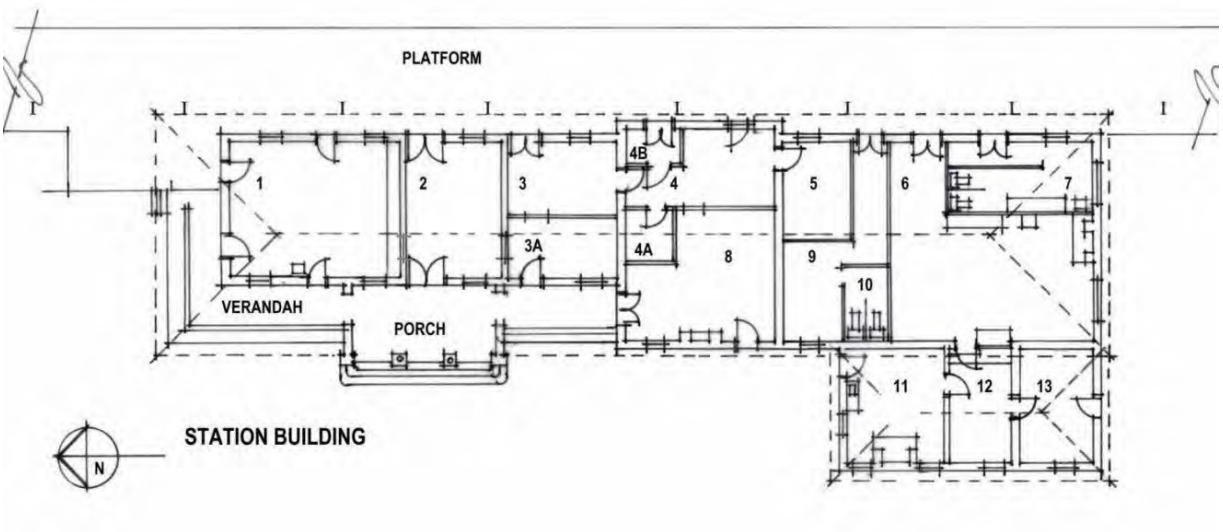
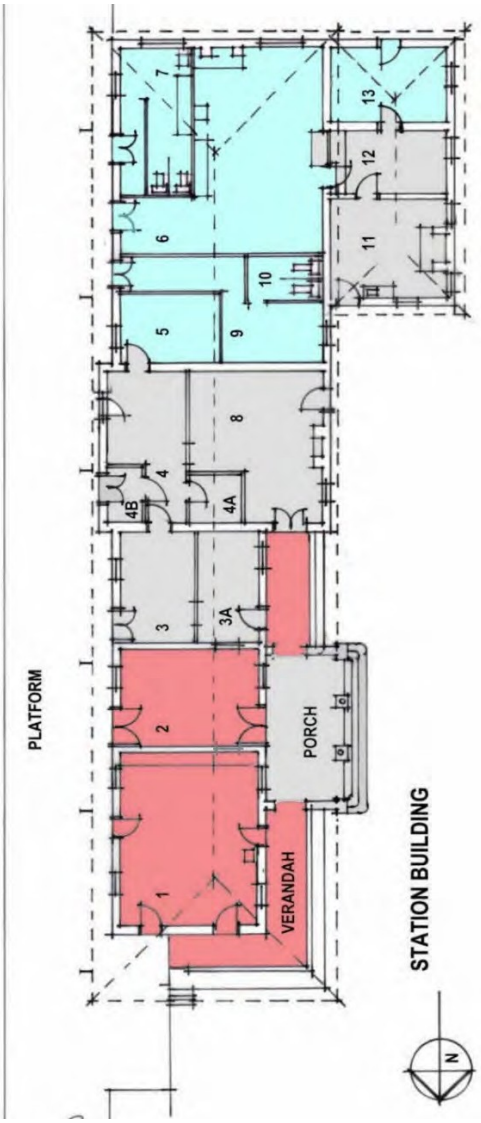


Figure 75. 2018 floor plan of passenger station. Source: pdArchitect, base drawing by Ruth Woods Architect.

The following floor plan indicates the levels of significance of the different areas of the station. The 1886 sections that sustained minimal fire damage are of exceptional significance as the majority of original fabric remains intact. The 1886 sections that were most damaged by fire are considered to be of high significance – although compromised, the rare sandstone walls are still in place. The 1912 fabric is also considered to be of high significance as it is early and original.



Legend - Areas of significance		
	Exceptional significance	Areas of most intact 1886 fabric
	High significance	Areas of less intact 1886 fabric (fire damaged)
	High significance	Areas of 1912 fabric

Figure 76. Warwick station showing areas of significance. Refer to Section 3.2 for significant elements.

The following 2018 floor plan shows the changes that have been made to the station since 1912, which are highlighted in red. A larger copy of this drawing is contained in the significance diagrams in Section 4.1.

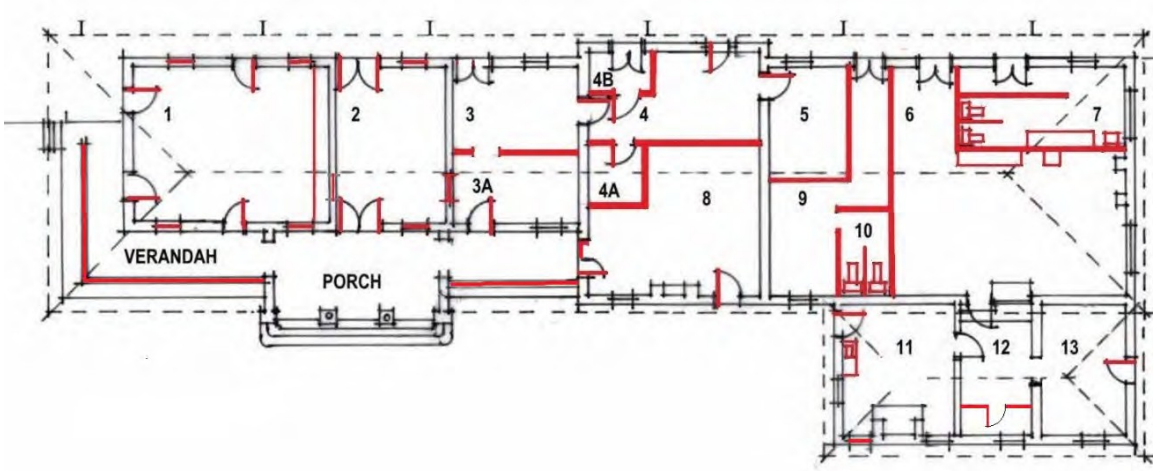


Figure 77. 2018 plan of passenger station with changes to fabric (since 1912) shown in red. Source: pdarchitect on base drawing by Ruth Woods Architect

Figure 78. Comparison of original 1886 station and the station today. Note, the kitchen wing was joined to the main building in 1912, the northern end of the building was demolished after the 1964 fire and the roof rebuilt in a simpler form.

The most intact sections of the station dating from 1886, which sustained the least fire damage, include rooms 3, 3A, 4,4A, 4B, 8 and the kitchen rooms 11 and 12. Rooms 1 and 2 and the verandahs flanking the portico sustained major fire damage and are less intact; the 1886 fabric remaining consists mainly of the stone walls and entrance portico. The 1886 roof structure was completely demolished after the fire and rebuilt in a different configuration. The smaller hip roofs and the curved verandah roofs each side of the entrance portico were not

reconstructed and a large hipped roof was built. An inspection inside the ceiling space revealed that the timber roof, ceiling framing and Masonite sheeted ceilings date to the 1960s. However, the timber roof structure, corrugated steel sheeting and timber boarded ceilings in the kitchen wing (rooms 11, 12 and 13) did survive the fire and are largely intact.

Figure 79. 1960s timber roof and ceiling framing to main building.

Figure 80. Inside roof – tops of stone and brick walls.

The floors to rooms 1 and 2 were reconstructed with concrete flooring slabs after the 1964 fire. Timber floor framing and floor boards survive in the kitchen wing and in the 1912 refreshment room.

Figure 81. 1960s concrete floor slabs in room 2.

Figure 82. 1886 timber flooring in room 12.

The walls and ceilings of the 1886 sections of the station have been lined with Masonite sheets. The exception is the kitchen wing and some walls of the original refreshment room, which have lime plaster walls. The timber-framed partition walls are sheeted with the same material and it is probable that the work was done in the 1960s after the fire. Wall sheeting was not removed

during the inspection and it is difficult to determine the condition and integrity of the walls without removing the wall linings. The fire damage may have resulted in the original plaster walls stained by soot and smoke. It is probable that when the wall linings are removed, the walls will require repair and re-plastering in a lime-based plaster.

Figure 83. Original plaster wall in room 6.

Figure 84. Original timber ceiling and plaster walls in rook 12.

The timber doors in rooms 1 and 2 were replaced after the fire and are reproductions. These reproduction doors do not have raised panels inside the bolection mouldings, whereas the original doors in the southern part of the station feature raised panels of a flat, pyramidal shape – refer figures. The exception are the reproduction doors to Room 2 (the large, double entrance doors), which have raised panels that are smaller and in a different configuration to the original raised panels. The door hardware was largely replaced in the 1960s renovations, with uniform lever handle fittings.

Figure 85. Original door with raised panels in a flat, pyramidal shape.

Figure 86. Reproduction doors with smaller raised panels.

Figure 87. Reproduction door with flat panels.

The timber windows to rooms 1 and 2 were also replaced after the fire and are not original fabric. These windows were reconstructed as single-light double-hung windows, as depicted on the original 1886 drawings.

The 1912 specification instructs that windows from the older, demolished sections of the station be re-used in the new addition. The six-light window to Room 13 in the kitchen wing is most likely an 1886 window relocated to this position during the 1912 extension. Some windows to the main station building (in rooms 3 and 3A), which were shown as single-light windows on the original 1886 drawings, are now six-light windows. There are also some windows in the 1912 section consisting of six-light panes (Rooms 5 and 13). Close examination of these windows has determined which are most probably original fabric. These windows are listed in the Schedule of significant elements. The majority of window hardware has been replaced with the exception of some original brass sash pulls.

Figure 88. Single-light reproduction window in room 1.

Figure 89. Six-light original window in kitchen wing.

9.2.2 Platform Awnings

The original 1886 platform awnings featured decorative iron columns and brackets supporting curved umbrella roofs.

1886

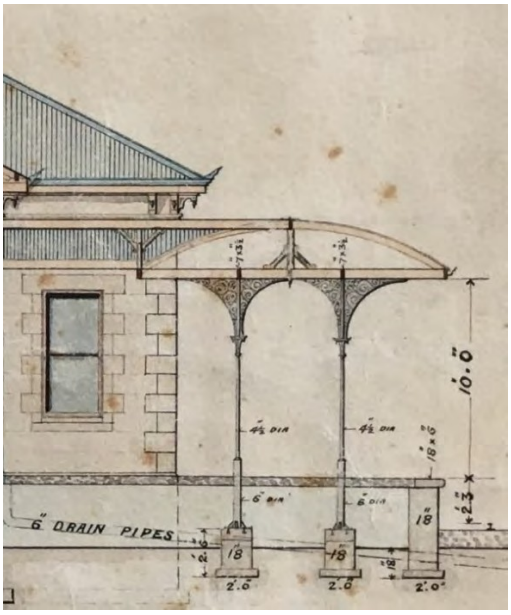


Figure 90. Original 1886 platform awning with curved roof. extract from drawing dated 25.5.1886. Source: QSA Series 17692 Plans of Queensland Railway Station Buildings etc., Item ID 120966.

1910

Drawings dated 1910 show alterations to the platform awning, which consisted of the removal of the 1886 iron columns and the insertion of new iron columns at different spacings and an iron frieze. This awning covered the area at the rear of the station fronting the railway lines.

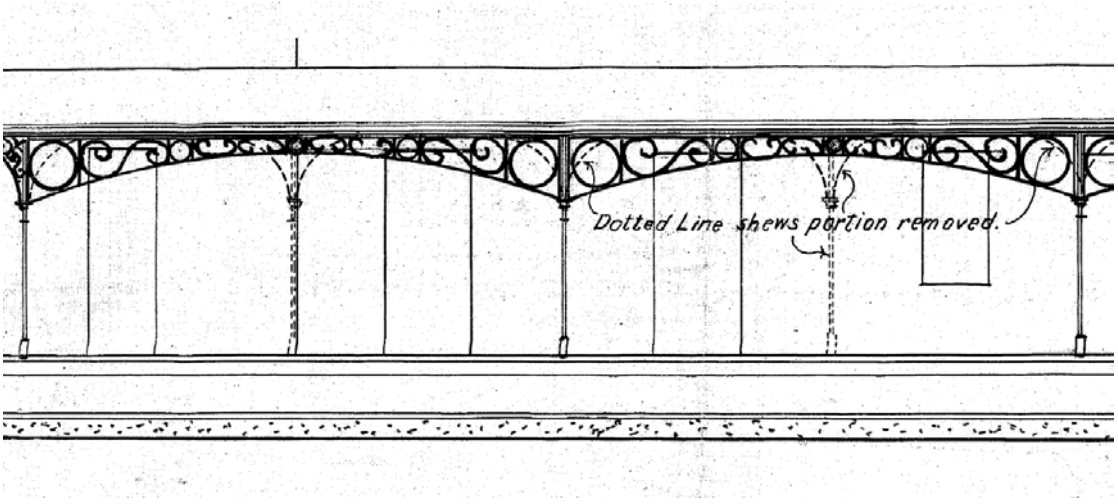


Figure 91. Alterations to platform shade. Drawing dated 1910. Source: QLD Rail archive drawing no. K00323

1924-25

Several sets of drawings for new platform awnings were prepared in 1924-25. One set of drawings were for an extension of the existing curved roof awning to cover the area in front of the refreshment room. The extension was not constructed in iron like the original awning, but was a timber-framed, curved roof awning. The other set of drawings depict a new style of awning - steel truss awnings with a cantilevered or butterfly roof – which were constructed to the platforms north and south of the station building.

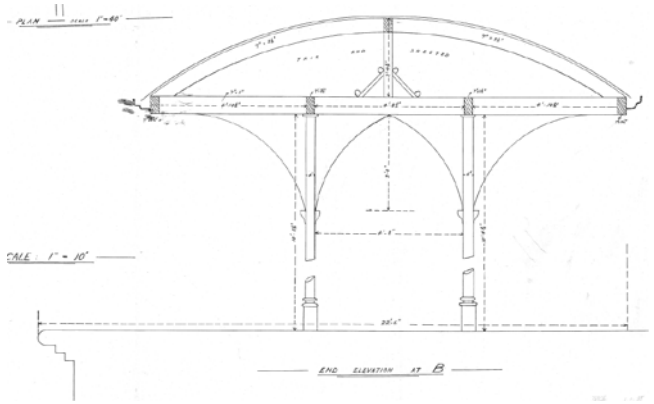


Figure 92. New timber-framed platform awning to the refreshment room. Drawings dated 1925. Source: QLD Rail archive drawing no. K03021

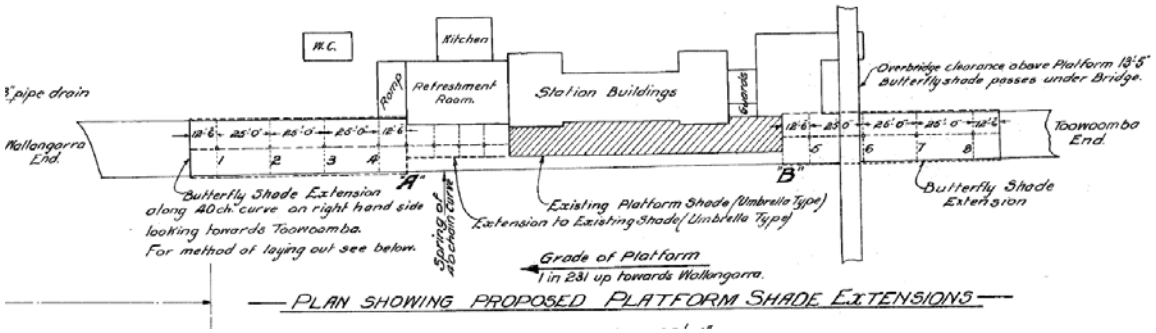


Figure 93. Plan of new platform awnings to refreshment room and to the north and south of the station, leaving existing curved roof awning in the centre. Source QLD Rail archive drawing no. L02377.

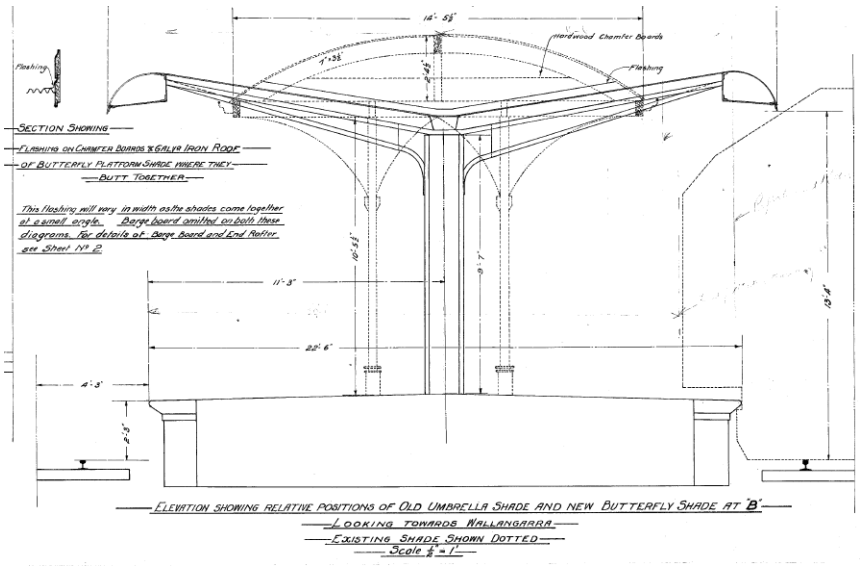


Figure 94. New style of platform shade in drawings dated 1925, with older curved roof awning shown behind. Source QLD Rail archive drawing no. L02377.

1934

In 1934, drawings were prepared for a new cantilevered steel awning in front of the station to match the platform awnings constructed in 1925. The curved roof platform awnings from 1886 and 1925 were demolished to make way for the new cantilevered awning.

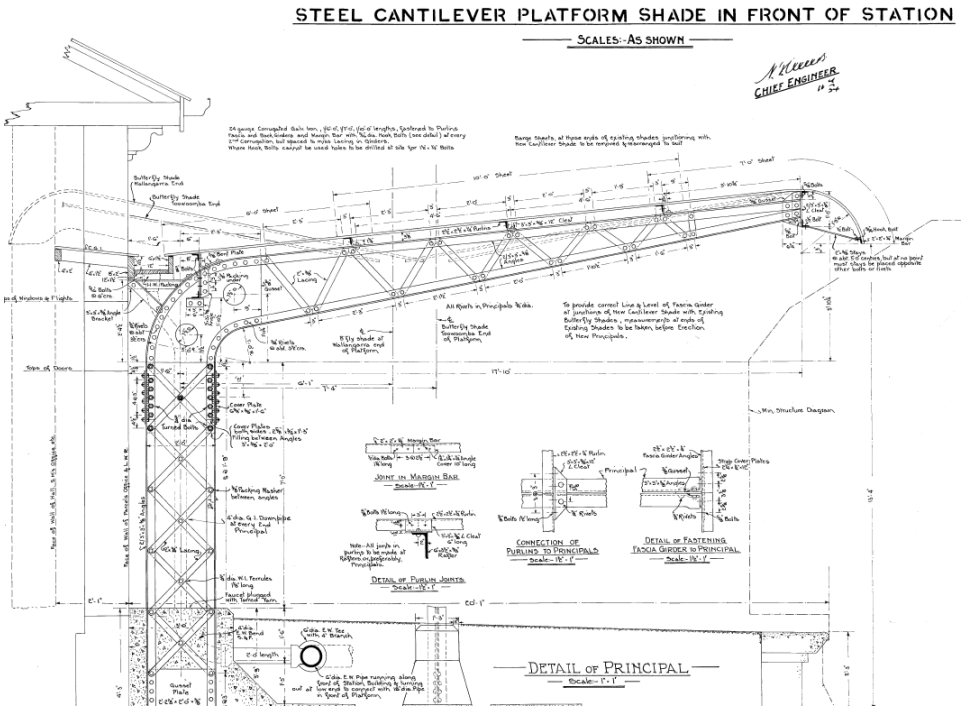


Figure 95. New cantilever platform awning to station. Drawing dated 1934. Source: QLD Rail archive drawing no. L02377.

2018

In 2018, the steel cantilever type platform awnings from 1925 and 1934 are extant and the majority of fabric is original. Their locations are shown in the diagram below.

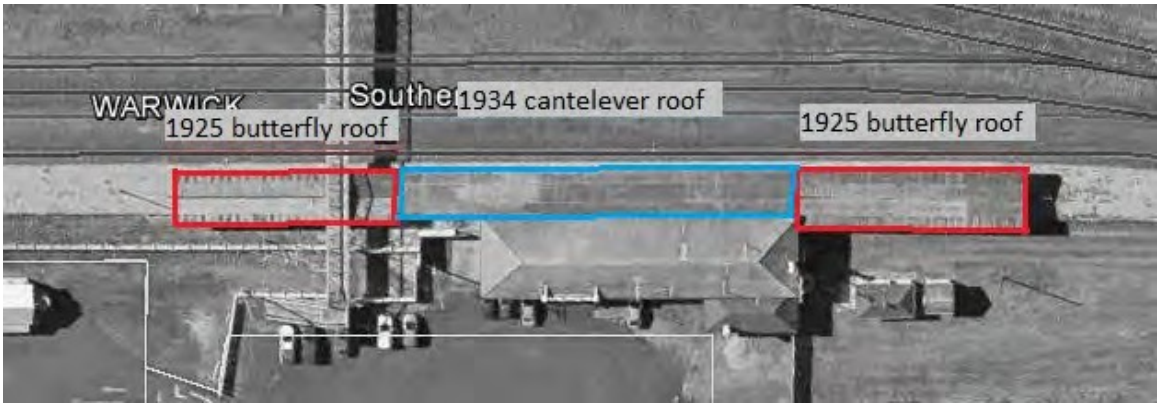


Figure 96. Diagram showing positions of 1925 and 1934 platform awnings. Source: pdarchitect

Figure 97. Top of awnings showing join between cantilever and butterfly roofs. Figure 98. Cantilevered platform awning.

9.2.3 Footbridge

The steel footbridge, built in 1912 to replace the original timber footbridge, is largely intact including the steel frame and supports. Some of the timber step treads and planks have been replaced as the timber has deteriorated. The timber-framed chain-wire balustrades are not original fabric and were probably installed for safety reasons.

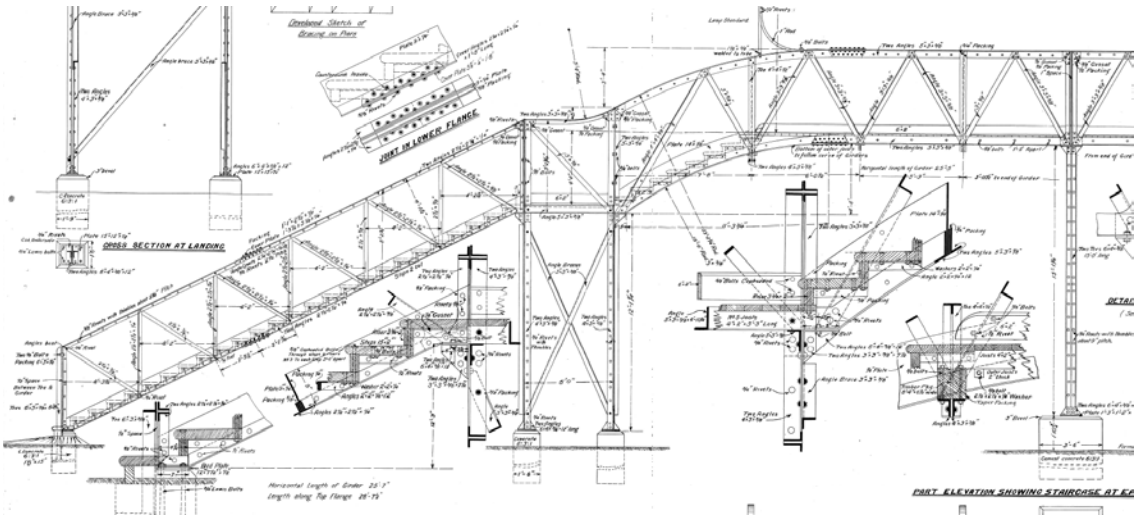


Figure 99. Original 1912 drawing of foot bridge (extract). Source: QLD Rail archive drawing no. S04366_0001_1

Figure 100. Steel footbridge at Lyons Street end.

Figure 101. Non-original timber and chain wire inserts.

9.2.4 Ancillary Buildings

Former Gentlemen's Toilet

The former gentlemen's toilet is surprisingly original for its age c. 1886. The brick walls, timber-framed roof, roof sheeting and roof ventilator are all intact. The openings in the base of the wall, which were used for emptying the toilet pans are still extant. The timber-boarded doors to the entrance and toilet cubicles are extant. The building has undergone some change, including the demolition of one internal brick wall, leaving two cubicles instead of the original three and the removal of window frames and toilet and sanitary fixtures. The timber framed entrance screen, shown on the original drawings, is no longer extant.

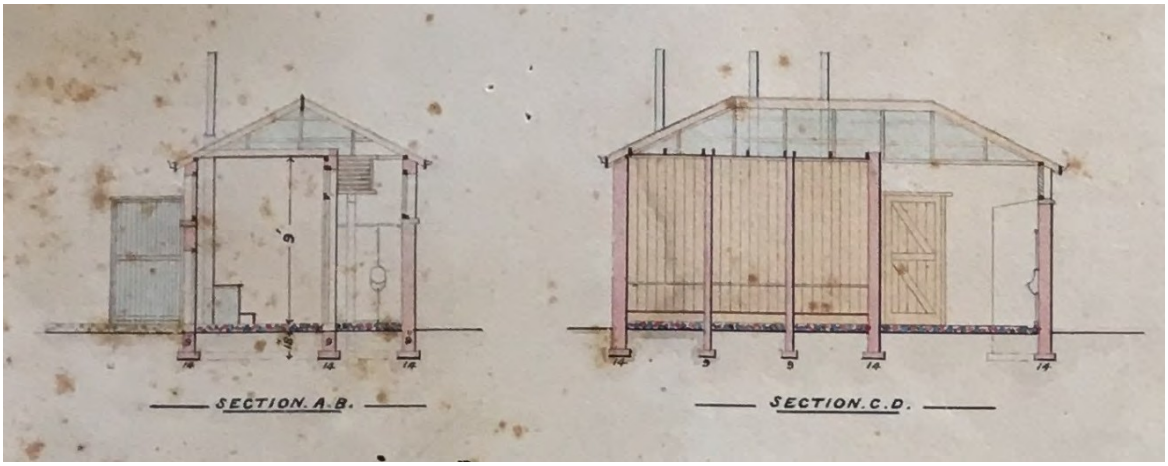


Figure 102. Original 1886 elevation and section of gentlemen's toilets. Source: QSA Series 17692 Plans of Queensland Railway Station Buildings etc., Item ID 120966.

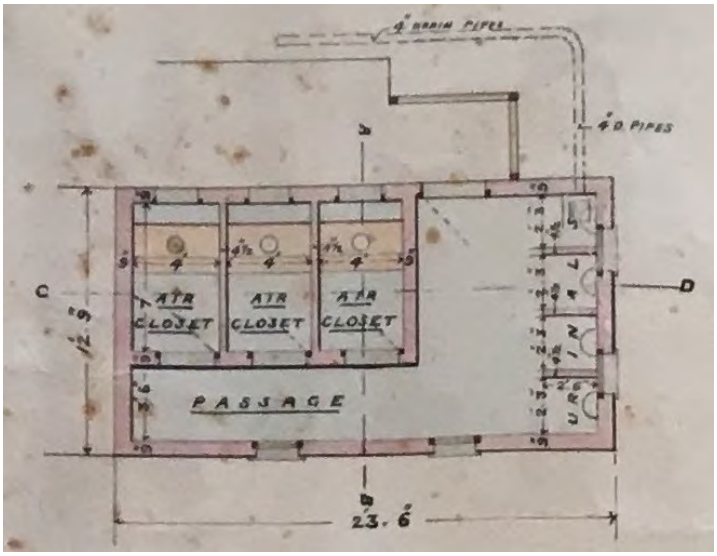


Figure 103. Original 1886 drawing of gentlemen's toilets. Source: QSA Series 17692 Plans of Queensland Railway Station Buildings etc., Item ID 120966.

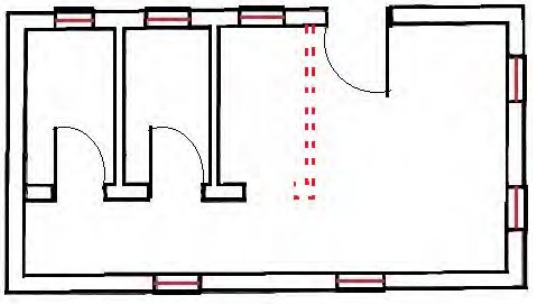


Figure 104. 2018 floor plan of gentlemen's toilets with changes shown in red. Source: pdarchitect

Figure 105. Former gent's toilet with hatches for emptying toilet pans intact.

Figure 106. Original roof framing and brick wall to gent's toilet.

Figure 107. Original toilet cubicle with timber door.

Former Ambulance Room

Original drawings of the former ambulance room have not been found and its age is uncertain. It may have been relocated to this site. The timber framed building consists of a single room with a gable roof and is low-set on stumps. The windows have been replaced with glass louvres and the interior walls and ceiling have been lined. The chamferboard walls, roof sheeting and floor framing appear to be original fabric.

Figure 108. Exterior of ambulance room.

Figure 109. Interior view of ambulance room.

10 ANNEX C – SIGNIFICANCE ASSESSMENT.

10.1 CULTURAL HERITAGE SIGNIFICANCE – CRITERIA FOR ENTRY IN THE QUEENSLAND HERITAGE REGISTER

The cultural heritage significance of Warwick Railway Complex has been recognised by its entry in the Queensland Heritage Register. File No.600955.

Cultural significance is defined in the Australia ICOMOS Burra Charter as aesthetic, historic, scientific or social value to present and future generations.

The Queensland Heritage Act 1992 embraces these areas of significance and further expands the meaning in eight separate criteria. A place is entered in the Queensland Heritage Register if it satisfies one or more of these criteria. The criteria are:

(a) the place is important in demonstrating the evolution or pattern of Queensland's history;

(b) the place demonstrates rare, uncommon or endangered aspects of Queensland's Cultural Heritage;

(c) the place has potential to yield information that will contribute to an understanding of Queensland's history;

(d) the place is important in demonstrating the principal characteristics of a particular class of cultural places;

(e) the place is important because of its aesthetic significance;

(f) the place is important in demonstrating a high degree of creative or technical achievement at a particular period;

(g) the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons; and

(h) the place has a special association with the life or work of a particular person, group or organisation of importance in Queensland's history.

This conservation management plan has refocused the analysis of the criteria in relation to the structures in scope which are the passenger station building and male toilets, the footbridge, the platform awnings. In the below analysis the significance statements for the railway complex as a whole have been provided, then followed by statements more specific to the particular significant elements stated:

(a) The place is important in demonstrating the evolution or pattern of Queensland's history.

The Queensland Heritage Register states:

> *The railway station complex demonstrates the pattern of growth of Warwick, and the development of the railway in southern Queensland and the network of rail-lines centred on Warwick.*

Further to this statement:

The development of railways in Queensland is inextricably linked to the successful settlement and economic development of the Colony in the first decades of Queensland's history.

As a whole, the Warwick Railway Complex remains as evidence of the development of Queensland's first railway, the Southern and Western Railway, and the important role it had to play in the growth of the significant pastoral and agricultural region of the Darling Downs. It also demonstrates the Queensland Government's policy to provide a rail link to the New South Wales border to attract trade into Queensland and serve the mining area at Stanthorpe.

The grand nature of the passenger station building, as a large masonry building with distinctive design features reflects the economic importance of the Southern Darlings Downs and the importance of Warwick as a regional centre and rail hub prior to World War II. It also demonstrates the fundamental importance of rail freight and passenger services to the growth of any region prior to the War. The importance of the rail link and the Darling Downs to the economic success of the colony was such that its connection to coastal ports was prioritised with the first railway in Queensland. Warwick was the principal urban centre of the Southern Darling Downs, serving the administrative and educational needs of the region. It developed as a regional rail hub and an important stop on the passenger route between Brisbane and Sydney after this route commenced operation in 1888. The importance of the rail link and station declined with the development of more efficient road transport after World War II. .

(b) The place demonstrates rare, uncommon or endangered aspects of Queensland's cultural heritage.

The Queensland Heritage Register States:

> *The Passenger Station and Goods Shed are unusual among Queensland railway buildings, as they were constructed from stone, reflecting the abundant supply of local sandstone. The sale yards are another rare feature of the railway complex. Many saleyards were constructed within railway complexes in Queensland and few of these survive.*

Further to this:

Warwick passenger station remains rare in its construction as the only passenger station in Queensland built predominantly of sandstone, a more unusual choice of building material. Timber, concrete and brick are more common materials in Queensland's rail network. .

The sandstone for Warwick passenger station was sourced from the abundant local sandstone quarries in the area. The use of sandstone was a distinctive feature in the townscape of late 19th century Warwick, making the town unusual its high volume of sandstone public and

commercial buildings and houses. The railway station (and goods shed) demonstrate this pattern of unusual development in Warwick.

Additionally, the steel and wrought iron footbridge built in 1913 is the only remaining rail footbridge of this type in Queensland that continues in its original use.The former ambulance room is also an uncommon surviving example of its type and the gentlemen's toilets are rare as a surviving example of a 19th century detached toilet block associated with a station.

(c) The place has potential to yield information that will contribute to an understanding of Queensland's history.

The Queensland Heritage Register states that the place does not meet criterion c which is upheld by this conservation management plan.

(d) The place is important in demonstrating the principal characteristics of a particular class of cultural places.

The Queensland Heritage Register states that:

> *The Warwick Railway Complex is an intact example of a railway precinct dating from the late 19th century. The additions and alterations which have occurred reflect the changes and development of the railway system in southern Queensland. The site with extant passenger station, goods' shed, footbridge, turntable pit, various residences, camping quarters, railway workers' institute and other communal buildings, sale yards and various other smaller buildings and structures, including the extant sidings is an important document of Queensland railway history.*

This CMP suggests rephrasing the above statement as follows:

Many of the buildings in the Warwick Railway Complex were demolished or removed after its closure as a locomotive depot in the early 1970s. However, the complex retains sufficient integrity to demonstrate the layout and functioning of an important rail depot of the late 19th and first half of the 20th centuries. Few, if any, pre-war regional rail depots remain intact in the state. The additions and alterations which have occurred reflect the changes and development of the railway system in southern Queensland. The site with extant passenger station, goods' shed, footbridge, turntable pit, various residences, camping quarters, railway workers' institute and other communal buildings, sale yards and various other smaller buildings and structures, including the extant sidings is an important document of Queensland railway history.

Further to this:

The group of buildings associated with passenger travel at Warwick make an important contribution to understanding the layout and functioning of the complex as a whole. As a group, the passenger station and its associated gentlemen's toilets and ambulance room, are

important in demonstrating the layout of a typical major passenger station of the late 19th and early 20th centuries. The integrity of the station building has been heavily compromised as a result of a fire in the 1960s, but its rarity as a sandstone station increases its importance in demonstrating the principal characteristics of this type of building. The integrity of the southern part of the building, especially the refreshment rooms and kitchen area, remains quite good.

As a unique design, the station is also important in understanding the work of the Queensland Government Railway architectural office in the late 19th century. The former ambulance room, complete with built-in timber bed and seat, retains a high level of integrity and is important in demonstrating the principle features of this type of building.

The former 19th century gentlemen's toilet block is rare for its level of integrity and important in demonstrating the principle characteristics of a building of this type and period.

(e) The place is important because of its aesthetic significance.

The Queensland Heritage Register states:

> *Several individual buildings on the site have aesthetic merit including the goods' shed which is a fine stone building; the passenger station; the goods yards; and the corrugated iron buildings on the eastern side of the block.*

Further to this:

The Passenger Station (although the subject of some derisory comments in the press at the time), was intended as a building featuring stylistic elements including Revival Classical details and proportions, with an imposing entrance portico facing the town. In this sense, it compares with other single-storeyed provincial stations including Longreach, Emerald, Maryborough and the second Ipswich station (now demolished).

As a prominent sandstone public building in Warwick, set in the distinctive grounds of the Railway Complex with views to the building from Lyons Street enhanced by the driveway and gardens in front, the passenger station is a local landmark in the city of Warwick making a visual impact on the surrounding area. The detail of the pick dressed stone work on the external walls of the building, enhances its aesthetic merit, as does the entrance portico with its masonry classical columns.

The steel and wrought iron footbridge also has aesthetic significance as a large and impressive structure with landmark qualities. Additionally, the design and workmanship of the angle iron braces and curved stays to the bridge trusses create visual impact.

(f) The place is important in demonstrating a high degree of creative or technical achievement at a particular period.

The entry in the Queensland Heritage Register does not rely upon this criterion for heritage listing, although it can be argued that the aesthetics of the ironwork of the footbridge demonstrate a high level of creativity at the time, when timber footbridges were more common. The steel footbridge is unique in its design and demonstrated a departure from the

more common timber footbridges. Further peer recognition of the footbridge would be required to establish merit for this criteria.

(g) The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.

The passenger station and associated elements have a special association with the community of the Southern Darling Downs, as a regional centre of trade and travel for nearly a century. Railway stations played an important role as a community hub when rail travel was the major form of long distance transport in Queensland from the 1860s to the 1960s. Railway stations were often popular places to gather as a community to witness important or entertaining events (eg royal visits or arrival of other distinguished persons) and were significant as places for greetings and farewells, often holding special memories for a local community (eg the transportation of troops and the associated farewells and welcomes of loved ones during war time). The arrival of a train in itself was often seen as a social event, with platform tickets being sold and food available at refreshments rooms, or liquor at a bar. As the major station in the regions which processed a high level of traffic, the railway station was a well-known and highly frequented locality and as such has developed high level of community value over time.

The place also has a special association with Queensland Rail employees who have worked and lived at the Warwick Railway complex, most notably evident in the passenger station through the Honour Board to Queensland Railway men who served in World War I.

(h) The place has a special association with the life or work of a particular person, group or organisation of importance in Queensland's history.

The passenger station has a special association with the career of Billy Hughes – former Prime Minister of Australia, and the development of the Australian Federal Police from 1917 following the infamous "egg throwing incident" which was the impetus for the formation of the federal police. The association was demonstrated by the choice of Warwick Station for an Australian Federal Police centenary ceremony in 2017 and the establishment of memorial gardens and a stone-mounted plaque situated in the forecourt driveway in front of the station.

Due to its earliness and the length of association, the passenger station, footbridge, and platform shades are also significant for their association with the work of Queensland Rail (formerly the Department of Railways) from an early point in its history, reflecting the evolution of its approach to running a state-owned railway network in Queensland for over 150 years.

10.2 QUEENSLAND RAIL HERITAGE REGISTER CRITERIA

The Queensland Rail Heritage Register is based on a state-wide survey completed by Buchanan Architects in 2002. In order to be entered as a place of Queensland Rail heritage significance, an asset must meet one or more of the following criteria. These are based on the five values in Article 1.2 of the Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance. It should be noted that the criteria.

The assessment of the Queensland Rail Heritage Register Criteria for the passenger station and male toilets, the platform shades, footbridge and driveway are as follows:

(a) The asset has outstanding aesthetic value:

The Passenger Station (although the subject of some derisory comments) in the press at the time, was intended as a building featuring stylistic elements including Revival Classical details and proportions, with an imposing entrance portico facing the town. In this sense, it compares with other single-storeyed provincial stations including Longreach, Emerald, Maryborough and the second Ipswich station (now demolished).

As a prominent sandstone public building in Warwick, set in the distinctive grounds of the Railway Complex with views to the building from Lyons Street enhanced by the driveway and gardens in front, the passenger station is a local landmark in the city of Warwick making a visual impact on the surrounding area. The detail of the pick dressed stone work on the external walls of the building, enhances its aesthetic merit, as does the entrance portico with its masonry classical columns.

The steel and wrought iron footbridge also has aesthetic significance as a large and impressive structure with landmark qualities. Additionally, the design and workmanship of the angle iron braces and curved stays to the bridge trusses create visual impact.

(b) The asset is recognised for its direct relationship to an important phase or figure in the historic development of the local government area or Queensland Rail

As a whole, the Warwick Railway Complex remains as evidence of the development of Queensland's first railway, the Southern and Western Railway, and the important role it had to play in the growth of the significant pastoral and agricultural region of the Darling Downs. In particular the Warwick passenger station, built between 1886 and 1888 as part of the redevelopment of the complex remains as evidence of the extension of the Southern Line to the NSW border in 1887 to capture the export trade from New South Wales and provide a rail link to the southern capitals, a highly priotised and important project for the colonial government of the time in promoting the economic development of the Colony of Queensland. East Warwick Station was selected to be redeveloped as the major rail hub for the Southern Darling Downs during this period of expansion. The Warwick passenger station was ready for operation in January 1888 to meet the needs of the new interstate passenger service from Sydney to Brisbane, marking a significant advancement for transportation of people to and from Queensland.

It reflected the rise of Warwick as a major trade and transport centre for the Darling Downs, the seat of many influential pastoralists, and its role as the gateway to the surrounding pastoral and agricultural areas. In turn, the establishment of Warwick as the major station in the area from the 1880s further influenced its development as regional centre. Branch lines developed from Warwick contributed to the success of the industry in the area, and the Warwick Railway Station

The passenger station also reflects the phase of building in Warwick in the late 19th and early 20th centuries when sandstone was the dominant building stock for large public buildings in the town due to its accessibility from sandstone quarries in the local area.

(c) The asset is recognised for its direct relationship to an important phase or figure in the technical evolution of Queensland rail network.

Many of the buildings in the Warwick Railway Complex were demolished or removed after its closure as a locomotive depot in the early 1970s. However, the complex retains sufficient integrity to demonstrate the layout and functioning of an important rail depot of the late 19th and first half of the 20th centuries. Few, if any, pre-war regional rail depots remain intact in the state. The additions and alterations which have occurred reflect the changes and development of the railway system in southern Queensland. The site with extant passenger station, goods' shed, footbridge, turntable pit, various residences, camping quarters, railway workers' institute and other communal buildings, sale yards and various other smaller buildings and structures, including the extant sidings is an important document of Queensland railway history.

The group of buildings associated with passenger travel at Warwick make an important contribution to understanding the layout and functioning of the complex as a whole. As a group, the passenger station and its associated gentlemen's toilets and ambulance room, are important in demonstrating the layout of a typical major passenger station of the late 19th and early 20th centuries. The integrity of the station building has been heavily compromised as a result of a fire in the 1960s, but its rarity as a sandstone station increases its importance in demonstrating the principal characteristics of this type of building. The integrity of the southern part of the building, especially the refreshment rooms and kitchen area, remains quite good.

As a unique design, the station is also important in understanding the work of the Queensland Government Railway architectural office in the late 19th century. The former ambulance room, complete with built-in timber bed and seat, retains a high level of integrity and is important in demonstrating the principle features of this type of building.

The former 19th century gentlemen's toilet block is rare for its level of integrity and important in demonstrating the principle characteristics of a building of this type and period.

(d) The asset has outstanding scientific or technical value related to Queensland's rail network.

The Warwick passenger station and toilets, platform shades and footbridge do not meet criterion d, in the relation to the interpretation of this criterion in the Queensland Rail Heritage Framework.

(e) The asset is closely associated with a community or cultural group for social, political or other cultural reasons.

The passenger station and associated elements have a special association with the Warwick community, as a centre of trade and travel for nearly a century. Railway stations played an important role as a community hub when rail travel was the major form of long distance

transport in Queensland from the 1860s to the 1960s. Railway stations were often popular places to gather as a community to witness important or entertaining events (eg royal visits or arrivals of other distinguished persons, or travelling circuses and shows) and were significant as places for greetings, farewells, and homecomings, (eg the transportation of troops and the associated farewells and returns of loved ones during war time), often holding special memories for a local community The arrival of a train in itself was often seen as a social event, with platform tickets being sold and food available at refreshments rooms, or liquor at a bar. As a major passenger station on the Darling Downs which processed a high level of traffic, the railway station was a well-known and highly frequented locality in the town of Warwick, and the surrounding areas and as such has developed high level of community value over long period of time.

The place also has a special association with Queensland Rail employees who have worked and lived at the Warwick Railway complex, most notably evident in the passenger station with its marble Honour Board dedicated to Queensland Railway men who served in World War I.

(f) The asset has important spiritual meaning to a group in the local community or Queensland Rail.

Contained in the former entry hall of the passenger station, the marble World War I Honour Board dedicated to railwaymen of Warwick and district who served in World War I would have spiritual meaning to the descendants of these men, and to the wider local community as a place of memorial and remembrance.

Statement of Significance

The Warwick passenger station and ancillary buildings, platform shades, footbridge and forecourt are culturally significant in the following ways:

Historical significance:

- All elements in scope as part of the greater Warwick Railway Complex which demonstrates the development of Queensland's first railway, the Southern and Western Railway, and the important role it had to play in the growth of the significant pastoral and agricultural region of the Darling Downs. It also demonstrates the Queensland Government's policy to provide a rail link to the New South Wales border to attract trade into Queensland and serve the mining area at Stanthorpe.

- The grand nature of the passenger station building, as a large masonry building with distinctive design features reflects the economic importance of the Southern Darlings Downs and the importance of Warwick, prior to World War II, as a regional centre, freight hub and passenger station on the main route to Sydney. It also demonstrates the fundamental importance of rail freight and passenger services to the growth of any region prior to the War. The importance of the rail link and station declined with the development of more efficient road transport after World War II.

The passenger station also reflects the phase of building in Warwick in the late 19th and early 20th centuries when sandstone was the dominant building stock for large public buildings in the town due to its accessibility from sandstone quarries in the local area.

Rarity:

- The passenger station is the only example of a sandstone passenger station in Queensland. Some of the major railway stations of the time were of masonry construction, however, Warwick passenger station remains rare in its construction being predominantly of sandstone, a more unusual choice of building material, reflecting the abundance of sandstone in the local area.
- The steel and wrought iron footbridge built in 1913 is the only remaining rail footbridge of this type in Queensland that continues in its original use. unique in its design and construction in Queensland.
- The former ambulance room is also an uncommon surviving example of its type and the gentlemen's toilets are rare as a surviving example of a 19th century detached toilet block associated with a station.

Aesthetic significance:

- As a prominent sandstone public building in Warwick, set in the distinctive grounds of the Railway Complex with views to the building from Lyons Street enhanced by the driveway and gardens in front, the passenger station is a local landmark in the city of Warwick making a visual impact on the surrounding area. The detail of the pick dressed stone work on the external walls of the building, enhances its aesthetic merit, as does the entrance portico with its masonry classical columns.

- The steel and wrought iron footbridge also has aesthetic significance as a large and impressive structure with landmark qualities. The design and workmanship of the angle iron braces and curved stays to the bridge trusses create visual impact.

Architectural significance

- The Warwick rail complex retains sufficient integrity to demonstrate the layout and functioning of an important rail depot of the late 19th and first half of the 20th centuries. The group of passenger station buildings at Warwick make an important contribution to understanding the layout and functioning of the complex.
- As a group, the passenger station and its associated gentlemen's toilets and ambulance room, are important in demonstrating the layout of a typical major passenger station of the late 19th and early 20th centuries.
- The integrity of the station building has been heavily compromised as a result of a fire in the 1960s, but its rarity as a sandstone station increases its importance in demonstrating the principal characteristics of this type of building. The integrity of the

southern part of the building, especially the refreshment rooms and kitchen area, remains quite good.

- While the passenger station building itself is not highly intact due to fire damage and rebuilding in the 1960s, the building retains elements that make it an example of a large railway passenger station from the 1880s. The layout of entrance vestibule, offices, refreshment room and toilets, and the way they addressed the main platform, followed an established pattern for most passenger stations in Queensland. This type of layout was repeated in various forms at many places. The practice of incorporating ladies waiting rooms and toilet closets within the main station building and having a separate freestanding men's' toilet block was common to railway stations throughout until the 1950s.
- The steel and wrought iron footbridge built in 1913 is unique in its design and construction in Queensland and represented a departure from the more common use of timber for footbridges in Queensland in this period.
- The platform shades (1925 and 1934) are an intact example of a typical steel lattice cantilever design used by the Department of Railways in the first half of the 20th century. The shades were designed by the Department and constructed at its own metal workshops at Northgate in Brisbane and featured in numerous other stations in Queensland.
- The former ambulance room, complete with built-in timber bed and seat, retains a high level of integrity and is important in demonstrating the principal features of this type of building.
- The former 19th century gentlemen's toilet block is rare for its level of integrity and important in demonstrating the principal characteristics of a building of this type and period.

Social significance

- The passenger station and associated elements have a special association with the community of the Southern Darling Downs , as a regional centre of trade and travel for nearly a century. Railway stations played an important role as a community hub when rail travel was the major form of long distance transport in Queensland from the 1860s to the 1960s.

- The place also has a special association with Queensland Rail employees who have worked and lived at the Warwick Railway complex, most notably evident in the passenger station with its marble Honour Board dedicated to Queensland Railway men who served in World War I.

- The passenger station has a special association with the Australian Federal Police (AFP) from 1917 following the infamous egg throwing incident which was the impetus for the formation of the federal police. This association was demonstrated by the choice of Warwick Station for an AFP centenary ceremony in 2017 and the establishment of memorial gardens and a stone-mounted plaque situated in the forecourt

Spiritual significance

- Contained in the former entry hall of the passenger station, the marble World War I Honour Board dedicated to railwaymen of Warwick and district who served in World War I would have spiritual meaning to the descendants of these men, and to the wider local community as a place of memorial and remembrance.

11 APPENDICES

11.1 WARWICK RAILWAY STATION ORIGINAL DRAWING 1886

Refer separate PDF

11.2 WARWICK RAILWAY STATION ORIGINAL SPECIFICATION 1886

Refer separate PDF

11.3 WARWICK RAILWAY STATION ALTERATIONS DRAWING 1912

Refer separate PDF

11.4 WARWICK RAILWAY STATION ALTERATIONS SPECIFICATION 1912

Refer separate PDF

11.5 "Railway Refreshment Rooms", by Geraldine Mate and Merve Volker

Railway Refreshment Rooms offered dining pleasure to people travelling across Queensland for over 100 years. Ideals of congenial surroundings, with fine china and white linen, contrasted with the rush to feed a train load of passengers and the often remote location of the rooms on a rail network stretching across the state. The industry was a widespread entity, with everything from waitresses to water jugs controlled primarily by the State. It boasted an interesting array of personalities engaged in the provision of food and beverage. Despite a variable reputation for quality, the enjoyment of comestibles on long rail trips was an integral part of rail travel in Queensland.

Early refreshment rooms

The advent of Queensland's first railway in 1865 was very soon followed by proposals to provide food and liquor. Mrs Littleton of the Royal Hotel in Toowoomba was very quick off the mark. Only months after the opening of the line to Toowoomba in 1867, she was trading in a purpose-built Refreshment Room close to the station. James Bassingwaite, licensee of the Lady of the Lake Hotel in Helidon was even quicker, applying for permission to sell refreshments, wine and spirits in February 1867.

In 1868, the Railway Refreshments Room Act was passed to oversee the control of all licences. As rail spread north, south and west across Queensland, a vast network of Refreshment Rooms came into existence. In just over 10 years, seven rooms were operating. By Queensland Railway's fiftieth anniversary in 1915, 47 rooms and stalls were operating, 15 of these temperance rooms, and five owner-built on leased land. At the extremities of the State were Kuranda in the north, Wallangarra on the border with New South Wales in the south, Hughenden in the northwest, Barcaldine in the central west, and as far west as Charleville and Inglewood on the southern main line.

More enterprising lessees had highly profitable ventures. S. Allen and Sons ran two Refreshment Rooms at Mareeba and Homestead which they sublet and then supplied their lessees with their own brand of liquor and supplies. On the Darling Downs, the Allman family, hoteliers from Warwick, had four rooms which they furnished with their own brand of attractively badged and patterned china. Mr D. Allman became the General Manager of Refreshment Rooms when the Railway Department later took control.

Railway Department controls

Most rooms had been established by local entrepreneurs and many proved lucrative. In 1917, the Labor government of Queensland led by Premier T.J. Ryan, under an economic policy aimed at competing with private sector businesses, encouraged the Railways Department to take control of the most popular rooms. In Central Queensland, Mrs Sarah Balls had built up a chain of 13 rooms since 1917, together with the business for the Central Buffet Car operating out of Emerald. Her daughter, Mrs Eva Lissner, leased Bethania Junction Rooms. Mrs Balls, incensed by the Government's action in resuming control of her rooms, refused to talk to the

Department's agents. Her daughter Eva negotiated the resale of stock and equipment on her behalf.

Most Refreshment Room staff transferred their labour to Queensland Railways with the takeover of the leases, as the unions had achieved better wages and conditions. However, the change was not wholly successful, with many passengers decrying the deterioration in standards of cuisine and service with the change to State control. After only two years under Queensland Railways the control of Refreshment Room operations was handed over to the Queensland State Trade Board. This body also bought and ran cattle properties and a Government-run butcher shop chain across the State. It built and ran the State Hotel at Babinda, an enterprise established by the State to support the growth of the 'sugar' town.

There were still rooms that were run privately – those marginally profitable or totally not so. In all, 14 rooms remained under individual contract when the Railways took over in 1917. Generally, only those with a liquor licence made a living. But there were always people willing to 'have a go'. At Eidsvold in the mid-1920s, a local grazier sought to build a tea stall to give his daughter self sufficiency. His initial letter to the Department would have taken the recipients quite by surprise – it opened 'I have a daughter 17 years of age who lost an eye through a gun accident'. Eventually the lease was granted to the girl's father and brother. They built the stall and the girl spent the next three years dispensing tea to what would have hardly been a multitude.

Light refreshment

Tea and coffee, cakes and scones and in some cases alcoholic refreshment, as well as sit down meals, were provided for passengers alighting from trains. For many years Refreshment Rooms also provided hampers for travellers to take on their continuing journey. Fitted with crockery, cutlery, napkins and provisions, the railway hampers spread branded crockery and cutlery across Queensland. (Over 95,000 drinking vessels were 'lost' by Queensland Railways Refreshment Rooms in 1945). Refreshment Rooms were divided between Temperance Rooms and Licensed Rooms; licensed rooms were often the only legitimate outlet for alcohol for 100 miles making them very popular and highly profitable but pressure was applied to ensure the supply of liquor was adequately controlled.

The quality of provisions and service of Refreshment Rooms provided endless material for newspaper cartoonists and part time poets – the 'Rush and Crush', and the quality, age and price of the food were a constant source of gibes. In Parliamentary Papers, Department correspondence and newspapers alike there were complaints about the cost of pies, the quality of sandwiches, the inadequate service and the temperature of the beer. The service at Refreshment Rooms was a worldwide phenomenon – novelist Charles Dickens had famously satirised his experiences of poor accommodation, poor quality of food and beverage, a lack of cleanliness and poor service at a Railway Refreshment Room in Rugby in the UK in 1866.

Some rooms, however, had exceptional reputations for their management and, most particularly, the fare they served. Bororen, south of Gladstone, was renowned as having the best pies in Queensland, while Cardwell Refreshment Rooms on the coast in North Queensland was noted for the quality and quantity of their fish. Refreshment Rooms were often popular

destinations in their own right; excursion tickets featured meals at Refreshment Rooms as a key attraction.

Most Refreshment Rooms were located on railway platforms or in adjacent buildings. The dining rooms could be laid with very formal settings and the rooms were supplied with linen, standard crockery and cutlery. In some cases they featured elaborate printed menus, in others, very functional menu boards. Dining in well-run Refreshment Rooms such as the Rooms at Toowoomba was a pleasure much anticipated. At times Refreshment Rooms were even used for local weddings. However, some refreshment stalls were very basic, notably the 'room' on the Bowen-Proserpine line.

A meritorious career for women and girls

Little is known about operations of Refreshment Rooms before 1917 but with the takeover, the paper bureaucracy imposed by the Government provided an insight into day-to-day activities.

A reasonable proportion of the women employed were young, starting out between 15 and 16 years of age. They held various positions at different times – employees could work as barmaids, waitress, cooks and generals, often moving up and down the hierarchy at different postings. They were paid according to the job they were doing rather than the skill level they had. In 1918, the going rate for a 48 hour week for a waitress was between 15 and 27 shillings and managers were paid between 20 shillings and £4 per week. However, in contrast to the equity of pay for managers, male cooks or chefs were paid £3 to £4 while a female cook was paid 35 shillings to £3. In 1929, salaries dropped by 10% in response to the economic depression and it took many years before salaries regained their pre-1929 levels. The girls were nevertheless reasonably well looked after. In addition to salaries, they also received allowances for accommodation and some board, and in many cases accommodation was provided next to the rooms.

Staff moved around the State regularly, with little notice and, in the cases of prolonged careers, at frequent intervals over many years. From 1917 up until World War II, most Refreshment Room staff moved from one town to another and from one job to another, postings sometimes being for only a few weeks. Refreshment Room employee Kathleen Young made 46 moves in a career of 35 years, in spite of spending the last 15 of them as the Officer in Charge at Ipswich. From 1919, she was variously stationed at Oakey, Ipswich, Toowoomba, Gladstone, Wallangarra, Bundaberg, Cardwell, Bowen, Dalby and Landsborough, working at different times as Head Waitress, Officer in Charge and Relieving Officer in Charge. She settled in Ipswich in 1936 and remained there until her retirement in 1952.

Many of the girls went to work at one time or another at the Babinda State Hotel and were also transferred to and from the Parliamentary Refreshment Rooms on George Street in Brisbane – their experience and expertise adding to their desirability as employees. Staff also transferred to and from the Dining or Buffet Cars provided on long distance trains.

A pleasure curtailed

Refreshment Rooms reached the height of their popularity in the years between the Wars, with almost 100 rooms operating across Queensland. During World War II, Refreshment Rooms

supplied troops on the move – in Rockhampton in July 1943 they reported 35 staff serving 4000 meals between 5am and midnight in one day. However, by the 1950s Refreshment Rooms were in decline. The advent of air conditioned carriages meant that passengers were less inclined to disembark at stations when they could use the Buffet Car on the train. Travel was also changing – by the end of the 1950s the number of people travelling and vacationing more regularly in cars was rising quickly with over 400,000 vehicles on Queensland's roads.

The final nail in the coffin for Refreshment Rooms was the phasing out of steam locomotives in favour of diesel. With dieselisation came a much more focused approach to the scheduling of rail travel. Without the need to stop to take on water and clean the fire and the smokebox of a steam locomotive, the passenger comfort stops, initially established for operational reasons and the mainstay of regional Refreshment Rooms, were no longer required. One by one, the station Refreshment Rooms closed.

Refreshment Rooms did continue to operate in the major stations, with rooms at Central Station, Toowoomba and Roma Street Station continuing in use into the 1980s but the standards of dining experience had changed – Formica had replaced formal linen. The era of the Refreshment Rooms and the elegant dining whilst travelling had gone forever.[119]

[119] (Mate & Volker, 2012)

11.6 BURRA CHARTER DEFINITIONS

For clarity and consistency of meaning, the Burra Charter defines many of the terms which are used in the conservation policy. These are set out briefly below:

Place	*means a geographically defined area. It may include elements, objects, spaces and views. Place may have tangible and intangible dimensions.*
Cultural significance	*means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects. Places may have a range of values for different individuals or groups.*
Fabric	*means all the physical material of the place including elements, fixtures, contents and objects.*
Conservation	*means all the processes of looking after a place so as to retain its cultural significance.*
Maintenance	*means the continuous protective care of a place, and its setting. Maintenance is to be distinguished from repair which involves restoration or reconstruction.*
Preservation	*means maintaining a place in its existing state and retarding deterioration.*
Restoration	*means returning a place to a known earlier state by removing accretions or by reassembling existing elements without the introduction of new material.*
Reconstruction	*means returning a place to a known earlier state and is distinguished from restoration by the introduction of new material.*
Adaptation	*means changing a place to suit the existing use or a proposed use.*
Use	*means the functions of a place, including the activities and traditional and customary practices that may occur at the place or are dependent on the place.*
Compatible use	*means a use which respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.*
Setting	*means the immediate and extended environment of a place that is part of or contributes to its cultural significance and distinctive character.*