

<b>Area:</b> Geraldton	<b>Place Number:</b> 50	<b>Category:</b> 1
<b>Assessment Date:</b> 29/10/1996	<b>Last Revision Date:</b> 02/10/2009	
<b>HCWA Number:</b> 1052	<b>Asset ID:</b> MCH126742	

### PLACE DETAILS

<b>Name:</b>	Geraldton Railway Station & 0 Mile Peg
<b>Other Names:</b>	75 Chapman Road
<b>Type of Place:</b>	Railway Station
<b>Address:</b>	75 Chapman Road
<b>Suburb:</b>	Geraldton

### LOCATION

<b>Map Reference:</b> 15.15	<b>GPS Northing:</b> 6815190.00	<b>GPS Easting:</b> 266985.000
	<b>GPS Northing:</b> 0000	<b>GPS Easting:</b> 000



**Photo Description:**

13/04/2008

Tanya Henkel

Front facade of Geraldton Railway Station from Chapman Road.

## SITE DETAILS

<b>Lot No.:</b>	Lot 3067	<b>Assess No.:</b>	19434
<b>Reserv No.:</b>		<b>Vol/Fol:</b>	3098/679
<b>Dia/Plan:</b>			

## USE OF PLACE

<b>Original Use:</b>	Railway Station		
<b>Current Use:</b>	Transport Terminal & Offices		
<b>Ownership:</b>		<b>Occupied:</b>	Occupied
<b>Public Access:</b>	Restricted		

## DESCRIPTION

<b>Walls:</b>	Brick	<b>Roof:</b>	Corrugated Iron
<b>Condition:</b>	Good	<b>Integrity:</b>	
<b>Original fabric:</b>			
<b>Modifications:</b>	New two storey office to east.		

### RAILWAY STATION

The Geraldton Railway Station is a "Federation Freestyle" building by the State Public Works for the state railways; most likely under the hand of Principal Architect Hillson Beasley. The plan form is linear, running north-south along the railway platform. The building has a central two storey entry with single storey wings extending out either side. The front of the painted brick building, facing the street, is dominated by the two storey entry with decorative rendered mouldings on a large pediment and parapet. Below this, a timber verandah with panel work frieze provides protection along the frontage where otherwise the CGI roof finishes simply with a narrow eaves overhang. On the rail side, the roof extends out on timber beams and columns which support a continuous cantilevered roof out to, and along, the edge of the concrete and bitumen platform. The large timber columns support four-way struts at the top which connect to beams and adjacent roof purlins and provide a strong structural statement. The gable ends of the platform roof structure are finished with vertical boarding, scalloped at the bottom. Several brick chimneys with rendered mouldings punctuate the long roof scape. Other decoration to the building is simple with rendered horizontal bands (typical of the "blood and bondage" style of the time) at window sill level and door head level. The banding steps up and over highlight windows, many with flat arched heads. The central two storey entry has been extended later on either side and, whilst the symmetry has been maintained, smaller module awning window sashes have been incorporated where otherwise double

hung single pane windows have been used. A small timber gable with decorative timber work punctuates the northern end of the front elevation at a secondary entry. Although the associated rail-yards have been removed in the vicinity of the station, the railway line immediately adjacent to the platform still provides a focus on the west side of the building. A row of olive trees have been planted to the eastern forecourt while a modern 2 storey government office building has been constructed to the northern end extending towards Chapman Road.

#### "ZERO" MILE PEG

The "Zero" mile peg is a precast concrete bollard like structure, approximately 700 mm high and 300mm wide, located just beyond the southern end of the railway platform, on the rail side. It is sited at the edge of a former garden bed (currently overgrown with weeds) and is partly obscured by a low pipe balustrade. The face of the peg has "Zero M.P." cast into the face and is the point where distance was officially measured from Geraldton.

(Source: Apperly, R. Et al., "A Pictorial Guide to Identifying Australian

Architecture: styles and terms from 1788 to the present", Sydney, Angus & Robertson, 1989.)

## HISTORY

<b>Construction Date:</b>	1912	<b>Source:</b>	Uhe, P.
<b>Architect:</b>	PWD		
<b>Builder:</b>	Unknown		

This is the third railway station to be built in Geraldton. The first station, situated on Marine Terrace, was built in 1878 and formed part of the Geraldton-Northampton railway line. ("Government Gazette", 1878, p132) The railway ran along Marine Terrace until 1893 when the second station was built and the rails were subsequently removed from the street. The timber building was located on the site of what later became the shipping sheds.

Located on Eleanor Street (now Chapman Road), work on the third station commenced in 1912. The building was opened on 13 June, 1914. (Uhe, P., "Survey of Railway Heritage in WA", National Trust of WA, 1994 & Geraldton Library Local Studies Collection Vertical File - Railways) The buildings comprising the second station were dismantled and re-erected near the Railway Institute as offices for the District Engineer and District Superintendent and their staffs. ("Geraldton Express", 15/6/1915)

A local newspaper article describes the third railway station in detail; from its external "solid and substantial appearance," which will be "an ornament to the town", to the internal dimensions of the offices. ("Geraldton Express", 27/4/1915) The article continues to describe the station and its surrounds: including the stone for the facings quarried from Nolba in Chapman

Valley; the Railway Institute situated at the southern end of the station building comprising a class room, reading room and library; and the various railway sheds and workshops in the near vicinity. In the 1950s diesel locomotives replaced steam engines; a move which resulted in the demolition of the railway condenser, a large building constructed in c1903. ("Geraldton Guardian", 11/10/1956, p1) Adjacent to the railway station were a number of large Westrail sheds which were demolished in 1989. ("Geraldton Guardian", 4/8/1989, p6) Until recently the railway station building was used as Westrail offices. The central section of the building continues to function as a transport terminal while other parts of the building are now used as offices.

### HISTORIC THEMES

<b>HCWA:</b>	202 Rail and light rail transport
<b>AHC:</b>	3.8.6 Building and maintaining railways

### STATEMENT OF SIGNIFICANCE

The Geraldton Railway Station has very high significance for the State and the people of Geraldton. Whilst not the original station, it is one of the most significant remaining elements of the historic railway heritage of Geraldton which saw the first State rail line to Northampton and the vital links to Perth, the hinterland and Geraldton's role as a major export port. The environs around the station including the adjacent rail line, platforms and "Zero" mile peg are an intrinsic part of the area's heritage significance and must be preserved.

#### MANAGEMENT RECOMMENDATION

A precinct should be formed encompassing the existing building, rail track, platform and "Zero" mile peg. Compatible uses must be found for the place that do not conceal or compromise the railway heritage of the place. The adjacent railway track should be preserved for interpretive purposes.

### MANAGEMENT CATEGORY

<b>Management Category:</b>	1
<b>Level of Significance:</b>	EXCEPTIONAL SIGNIFICANCE: Essential to the heritage of the locality.
<b>Management Recommendation:</b>	Conservation of the place is considered essential. Any proposed change should not unduly impact on the significance of the place

and be in accordance with either a Conservation Plan or Heritage Impact Statement.

### **OTHER LISTINGS**

Heritage Council of WA - Register, 27/02/1998

### **SUPPORTING INFORMATION**

Rosemary Rosario, "Conservation Plan for the Geraldton Railway Station".  
"Geraldton: a photographic history", Geraldton Regional Library, 2004.  
WAGR Commissioners Reports and Weekly Notices.  
"Government Gazette", 1878.  
Uhe, P., "Survey of Railway Heritage in WA", 1994.  
"Geraldton Express".  
"Geraldton Guardian".  
GLLSCVF - Railways.  
GLLSPC - Railways, Geraldton (General).  
Geraldton Library - Railway Station Plan No. 13408, 1912-13.  
Feilman & Associates, "Survey of Places of Historic and Landscape Significance in Geraldton", 1977.

### **OTHER PHOTOS**



**Photo Description:**

13/04/2008

Tanya Henkel

Platform to the west side of the Geraldton Railway Station.



**Photo Description:**

29/10/1996

Suba, Callow & Grundy

Platform and 0 Mile peg in right foreground.



**Photo Description:**

29/10/1996

Suba, Callow & Grundy

Front facade of the Geraldton Railway Station prior to olive tree plantings.