



**HERITAGE
COUNCIL**
OF WESTERN AUSTRALIA

REGISTER OF HERITAGE PLACES – ASSESSMENT DOCUMENTATION

11. ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE

The criteria adopted by the Heritage Council in November 1996 have been used to determine the cultural heritage significance of the place.

PRINCIPAL AUSTRALIAN HISTORIC THEME(S)

- 3.8.1 Shipping to and from Australian ports
- 3.8.5 Moving goods and people on land
- 3.8.6 Building and maintaining railways
- 2.23 Catering for tourists
- 3.7.1 Establishing postal services
- 6.1 Forming associations, libraries and institutes for self-education

HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)

- 201 River and sea transport
- 202 Rail and light rail transport
- 203 Road transport
- 206 Mail services
- 408 Institutions
- 506 Tourism
- 507 Water, power, major transport routes

11.1 AESTHETIC VALUE*

The Railway Station Building is a good example of a well-designed timber building in Federation Queen Anne style, which exhibits artistic inventiveness in its detailing and decorative treatments. (Criteria 1.1 & 1.2)

Albany Railway Station and Bond Store (fmr) contributes to the aesthetic qualities of the significant precinct of Victorian and Federation era buildings grouped around the east end of Stirling Terrace in Albany and which are associated with the development of the port and railway. (Criterion 1.4)

* For consistency, all references to architectural style are taken from Apperly, R., Irving, R., Reynolds, P. *A Pictorial Guide to Identifying Australian Architecture. Styles and Terms from 1788 to the Present*, Angus and Robertson, North Ryde, 1989.

For consistency, all references to garden and landscape types and styles are taken from Ramsay, J. *Parks, Gardens and Special Trees: A Classification and Assessment Method for the Register of the National Estate*, Australian Government Publishing Service, Canberra, 1991, with additional reference to Richards, O. *Theoretical Framework for Designed Landscapes in WA*, unpublished report, 1997.

The individual components that make up the *Albany Railway Station and Bond Store (fmr)*, the Railway Station Building and the Bond Store, together with the adjacent remnants of the Great Southern Railway, collectively form a significant precinct of Federation era railway elements. (Criterion 1.4)

11.2 HISTORIC VALUE

Albany Railway Station & Bond Store (fmr) was a significant element in the Great Southern Railway, which was vital to the development of the town and the region in the late 19th and early to mid-20th centuries. (Criterion 2.1)

Albany Railway Station & Bond Store (fmr) contributed significantly to the operation of the port at Albany from the 1880s to c.1920s, providing convenient extended transport options for travellers, and customs and mail services. (Criteria 2.1 & 2.2)

The lack of development of the Railway Station Building that ensured its survival in its original form, resulted from the decline of Albany as a major port in the late 1890s following the opening of the Fremantle inner harbour. During the 20th century, additional factors led to a further decline in Albany's status, such as the establishment of Rottnest as a holiday destination and the opening of the Trans Continental Railway. (Criteria 2.1 & 2.2)

Albany Railway Station & Bond Store (fmr) formed a significant transport centre in association with the Town Jetty and was instrumental in keeping the focus of the commercial development of Albany toward the port. (Criterion 2.2)

The various uses of the Bond Store clearly reflects the changing transport history of the town of Albany. (Criterion 2.2)

The Bond Store was constructed c.1880 for John Frederick Tasman Hassell as part of the extensive pastoral and business operations of the prominent Hassell family in Albany and the Plantagenet district, and demonstrates the importance of Albany during this period. (Criterion 2.3)

11.3 SCIENTIFIC VALUE

Archaeological evidence of the buildings previously on site would probably still be present, and information relating to early activity on the site is likely to have been retained. As the *Albany Railway Station and Bond Store* is in the vicinity of the first residential precinct of Albany, this information is likely to be quite valuable. (Criterion 3.1)

11.4 SOCIAL VALUE

Albany Railway Station & Bond Store (fmr) is highly valued by the community as a principal transport interchange. It was the point of arrival or departure for many visitors to Albany and Western Australia in the late 19th and early to mid-20th centuries and continues to function as a bus station and tourist destination. (Criterion 4.1)

The place contributes significantly to the community's sense of place as both a defining point of arrival and departure and in its aesthetically pleasing presence. (Criterion 4.2)

12. DEGREE OF SIGNIFICANCE

12.1 RARITY

Albany Railway Station and Bond Store (fmr) is rare as a group of buildings that demonstrate the interactive operation of railway and port facilities as the primary method of transportation and communication in the late 19th and early 20th centuries in Western Australia. (Criterion 5.1)

The Railway Station Building is rare as the only remaining example of an 1880s timber railway station building in Western Australia and as the only original West Australian Land Company constructed building remaining on the Great Southern line. (Criterion 5.1)

The Bond Store is an uncommon example of a c.1880s brick warehouse taken over and altered for railway and port use. (Criterion 5.1)

12.2 REPRESENTATIVENESS

The Railway Station Building is representative of timber station buildings designed by the Public Works Department in the 1880s. (Criterion 6.1)

The Railway Station Building is a good representative example of a timber building in Federation Queen Anne style. (Criterion 6.2)

12.3 CONDITION

Albany Railway Station and Bond Store (fmr) is generally in good to fair condition.

The Albany Railway Station was refurbished in the 1990s and recently most of the interior has been repainted. The building is in good condition except that the exterior of the building needs to be repainted in the near future to prevent deterioration of external timber elements. The Bond Store is generally in good to fair condition but some areas of the external brickwork walls are in poor condition. The building appears to be regularly maintained and has recently benefited from conservation works including replacement of the roof cladding, and the removal of cement render from the exterior.

12.4 INTEGRITY

Albany Railway Station and Bond Store (fmr) has moderate integrity as, although the buildings are no longer used for their intended purpose, that purpose is clearly discernable.

12.5 AUTHENTICITY

Albany Railway Station and Bond Store (fmr) has a high to moderate level of authenticity. While the Railway Station Building is largely intact, it only has a moderate degree of authenticity due to recent refurbishment works. This work has removed a number of the internal dividing walls, added other new walls and relocated a number of doors and windows. The full extent of the work is difficult to gauge as the new work carefully copies the original fabric.

The Bond Store has high to moderate degree of authenticity. The interior of the building was modified in the middle of the 20th century. The modifications are easily distinguishable and can easily be removed. Internal modifications included removing the railway track in the northern section of the building and installing a new floor to match the floor height in the remainder of the building. The ground level floor and the tracks could also be restored in the future.

13. SUPPORTING EVIDENCE

The documentation for this place is based on the heritage assessment completed by Irene Sauman, Historian and Gena Binet and Alan Kelsall, Kelsall Binet Architects, in July 2006, with amendments and/or additions by HCWA staff and the Register Committee.

Supporting evidence has been taken from *Old Bond Store Albany: Conservation Plan* by Ronald Bodycoat for the Town of Albany, March 1999.

13.1 DOCUMENTARY EVIDENCE

Albany Railway Station and Bond Store (fmr) comprises the timber and iron Railway Station Building (1888; 1961-63; 1994) in Federation Queen Anne Style and the brick and iron Bond Store (c.1880s, 1897; 1949; 1962).

The Albany area was originally occupied by people of the large Indigenous cultural group known as Nyungar that covers the south west of Western Australia. The hills, harbours and rivers provided a variety of environmental zones and a diversity of resources.¹ In 1827 a settlement was established under Major Lockyer and by 1829 seven houses, a store, a hospital and a small barracks had been built, and in 1831 King George Sound, later to be known as Albany, was officially proclaimed as part of the Swan River Colony. In the 1830s and 1840s the building lots along Stirling Terrace were taken up, with the majority of houses close to the shoreline between Parade Street and the present day Lawley Park, most of which were simple, single-storey cottages. The town developed slowly until the 1850s when it became the official mail port for the colony and a coaling station for ships crossing the Indian Ocean, and a convict depot was set up that provided labour for considerable improvement of the town.²

In September 1884, the West Australian Government accepted the proposal of Anthony Horden's West Australian (WA) Land Company to construct a railway line to Albany under the land grant system. Western Australia, prior to independence, was rich in land but poor in available funds for major construction work, and the land grant system provided the means to obtain a railway link between Perth and the port at Albany, which was at that time the port of call for the mail steamships.

In June 1885, the Commissioner for Railways, C. T. Mason, together with Alexander Forrest and William Angove, both surveyors and agents for Horden, and railway contractor Edward Keane, visited Albany to inspect the route and the proposed site for the Albany station. The foreshore flats below Stirling Terrace between York Street (west) and Spencer Street (east), comprising Albany Town Lots B15 to B28, were approved as a station site.³ It was a central and convenient location; Spencer Street provided access to the Town Jetty, and Stirling Terrace and York Street were the major commercial and public centres in the town.

The choice of route for the railway across the foreshore flats where many families had established homes and businesses, and the location of the station on the water frontage at the foot of York Street, required the resumption of a wide strip

1 Heritage Today (2000) *Thematic framework for the City of Albany municipal heritage inventory*, p1. There is a variety of spellings for the name 'Nyungar'.

2 Assessment documentation for P15554 *Kooka's Restaurant Building*, documentary evidence by Robin Chinnery. For more information about the history of Albany, please see this document.

3 Ralph, C. E., 'Chronology of the Great Southern Railway', typescript, 1955, PR 1167.

of private land. As preparation began, realisation spread amongst the community about the number of homes and businesses that would have to be relocated, and the likely deprivation of access to the foreshore. It caused debate amongst the community, between those in favour of compliance with the WA Land Company, and those suggesting other alternatives, but in any case a decision had already been made by the Company, and works commenced. It was the beginning of a deterioration of relations between the Company and the community.⁴

In mid-1886 the Company acquired the old P&O jetty and prohibited public access to it, and in July that year property owners on the foreshore were given three months notice to vacate their premises. Some thirty two families were forced to find alternate accommodation, at a time when there was very little available in the town, due to the influx of railway workers and other employees. Buildings directly in the route of the line were demolished, and others were retained and used by the Company. With the closure of all roads to the foreshore in 1887 access to the foreshore was further diminished, and it soon became clear the Company owned the beach itself, and that the public would no longer have any access to it at all. The community protested, demanding level crossings over the railway on the streets that crossed it, but ultimately the Company was operating within its rights and there was little anyone could do.⁵

The debate escalated with the arrival of Lancel Victor de Hamel, an English lawyer and powerful speaker, who agitated Albany's council on the level crossing issue using his recently established Vigilance Committee. He also established a second newspaper, the *Australian Advertiser* (later *Albany Advertiser*) that voiced an opposing opinion on the issue to that held by the established newspaper, the *Mail*. With an intense bias to Albany, the *Advertiser* increasingly expressed an antagonistic opinion of the Land Company, and entered into conflicts with the Perth papers. With the legal wrangling over the level crossings that ensued over the next few years, some felt De Hamel was a 'self seeking political agitator' who alienated Albany from the State government and Perth.⁶

An 1887 Public Works Department plan of the station site showed that it was occupied at that time by the Ship Inn fronting Spencer Street on Lot B15; a two-storey brick house on the Stirling terrace frontage of Lot B17; three brick cottages (Lots B20, 24 & 26); and, a large warehouse on the southern two-thirds of Lot B16, (the site occupied by the Bond Store).⁷ Lot B16 and the warehouse were owned by John Francis Tasman Hassell, eldest son of John Hassell Sr.

The Hassells were a prominent family in the Plantagenet district, with pastoral properties 'Kendenup', 'Jerramungup' and 'Warriup' and a merchant business in Albany. The sons of John Sr managed the properties from 1863, and in 1877, J. F. T. Hassell moved to Albany where he took over the management of the store

4 Garden, D.S. (1977) *Albany, a panorama of the sound from 1827*. Thomas Nelson (Australia) Ltd, West Melbourne, pp. 197-99.

5 Garden, D.S., op cit, pp. 199-201

6 Garden D.S., op cit, pp 201-03, 208. With the perceived domination of the government in Perth arising from the legal wrangling over the street closure issue, the *Advertiser* began to suggest that Albany should endeavour to separate from the rest of Western Australia and remain a Crown colony after the anticipated formation of responsible government. De Hamel found support for this in British parliamentarian Sir George Baden Powell who favoured retention of a Crown colony for defence purposes. A public meeting in July 1889 put an end to De Hamel's campaign, and a vote in favour of responsible government was passed; Garden, D.S., pp. 211-12.

7 PWD, Plan 623 July 1887, SROWA WAS 399 CONS 1649 Item 00623. Archaeological evidence of the buildings that were demolished to build the Railway Station would still be present, although little is known about the buildings at this stage.

and the sale of stock from the properties, as well as acting as a shipping agent for the P&O Company.⁸ Lot B16 was originally granted to Thomas Bannister in 1836, and while records show that J. F. T. Hassell owned the land in 1887, a Memorial recording his purchase has not been located, so that date, and the date of construction of the warehouse, is not known.⁹ The Conservation Plan for the Bond Store discusses a local source that claims the Bond Store was built by George Cheyne in the 1850s, but concludes that there is no documentary evidence for this and that the physical evidence does not support such an early construction date.¹⁰

In April 1888, the WA Land Company paid £4,500 for J. F. T. Hassell's warehouse and the southern two-thirds of Lot B16, while Hassell retained the northern third of the site.¹¹ In June 1888, construction began on the Albany Station Building:

The last of the old houses situated immediately below Stirling-terrace was pulled down yesterday morning... We understand that the Great Southern Railway propose commencing the construction of their own station at once...¹²

The Albany Station Building was constructed by Millars Bros, the contractors for the railway line. The structural timber would have come from the Torbay Mills, which were established by the WA Land Company for the construction of the line and the buildings, but the internal walls were lined on the diagonal with timber that is believed to have come from the crates used to ship the Company's locomotives to Western Australia. Many of these timbers were stamped with the Company name.¹³

The warehouse on Lot B16 was not demolished for the establishment of the station yard. On the Public Works Department 1897 plan for harbour works the warehouse appears, marked 'Bonded Stores'. The place seems to have fulfilled this function from at least as early as August 1888, as a newspaper report of that time refers to a large shed being built by the WA Land Company to the east of 'the new bonded warehouse'.¹⁴ The Company's shed was located in the Goods Yard and probably only handled duty free goods.

A bond store was a facility for the storage of goods on which duty had to be paid to the Customs Department. It could be a government run facility managed by the Customs Department, or a privately operated concern overseen by a Customs Officer. Whether the new bonded warehouse at Albany was run by the WA Land Company or was leased out is not known, as no information on the place has been located for this period.¹⁵ The physical inspection of the place for this assessment in February 2006 revealed a portion of a company's signage on the brickwork referring to wines and spirits, which were imported goods on which

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- 8 Memorial of conveyance of portion of Albany Lot B16 by J. F. T. Hassell to the WA Land Company, 17 April 1888, researched by DOLA staff for Ronald Bodycoat, *Old Bond Store Albany: Conservation Plan*, March 1999, p. 8; Hassell, Cleve W., *The Hassells: A history of the "Hassells of Albany" covering primarily their activity as settlers in the 19th century*, [C. Hassell, 1973], pp. 48-49 & 194; *The Albany Mail*, 13 June 1888, p. 3, News & Notes.
- 9 Crown Grant 59 to Thomas Bannister, 5 February 1836; Bodycoat, Ron, op cit, p. 8.
- 10 Bodycoat, Ronald, op cit, p. 7. This conclusion is supported by the current assessment.
- 11 Memorial of conveyance of portion of Albany Lot B16, op cit.
- 12 *The Albany Mail*, 13 June 1888, p. 3, two entries in News & Notes.
- 13 Goodman, R. W., p. 8; *Westrail News*, 'Refurbishment of the station', April 1994, p. 5.
- 14 PWD Plan 11217, Albany Harbour Works, 1897, SROWA WAS 399 CONS 1647 Item 11217; *Albany Mail*, 1 August 1888, p. 3, News & Notes.
- 15 West Australian Land Company, *Report of directors and statement of accounts*, 1886-87, 1889-92.

duty had to be paid.¹⁶ The signage could indicate that the Bond Store was operated by the company in question, whose identity has not been discovered, or it may simply have been an advertising sign.

In February 1889, construction of the line was completed, and a ceremony was held for the driving of the last spike. It was decided the ceremony would be held at Beverly, not Albany, which De Hamel's *Advertiser* reported as an act of cowardice on behalf of the Governor, Sir Frederick Broome. De Hamel (by then mayor of Albany, and its member of parliament) was not invited to the ceremony, and when ceremonially tapping in the last spikes of the rail and wishing each station on the line prosperity, the Chairman of the Land Company, T. W. Powell, deliberately ignored Albany.¹⁷

The Great Southern Railway was officially opened on 1 June 1889, and again the ceremony was held at Beverly. The report on the occasion, both in the Albany and Perth newspapers, gives minute details on speeches and events of the day but no description of the line and its buildings. Guests of the WA Land Company left Albany by train on Friday evening, where 'the station platform was crowded with people and as the train moved away, punctually at 8.30 p.m. the crowd cheered the departing travellers'. At Beverley the following morning the Albany group met the train from Perth carrying the Governor and his party. After a simple opening ceremony at the Beverley station, the trains proceeded to York, where the main opening ceremony was celebrated with a banquet.¹⁸

The initial rail service on the Great Southern Railway consisted of a mixed train (goods and passengers) each way every weekday and a through mail train connecting with the mail steamers. The WA Land Company only operated the Great Southern line until 1896. The Company failed to bring in the required number of migrants to take up their land, and from 1891, it had to compete with Government owned land offered at a cheaper rate. There were also complaints about the high cost of freight on the line, and the mail steamers continued to use the Albany Town Jetty in preference to the new deep-water jetty built by the Company, further adding to its financial woes.¹⁹ Poor relations between the Land Company and Albany that had begun with the rail crossing several years earlier, were raised again in 1892 when the Company made a claim to the ownership of Osnaburg Street. They ultimately lost this claim in court, but further claims were made for blocks in the town that went through court but were never resolved. The Company was increasingly perceived as 'avaricious and rapacious', and a campaign was mounted to have the government step in. In November 1896, the Government purchased the Great Southern Railway line and associated lands and buildings for £1,100,000.²⁰

The Albany Station Yard, and the Goods Yard on the east side of Spencer Street, were designated Government Reserve 11325 for railway purposes. On the 1897 survey plan of the Reserve showing the buildings included in the purchase, the Station Building appears in its current form and the Bond Store is shown as the

16 Physical evidence, see for text of signage.

17 Garden, D.S., *op cit*, p. 209.

18 *The Albany Mail*, 5 June 1889, pp. 3-4.

19 West Australian Land Company, *Report of the directors and statement of accounts, 1886-1887, 1889-1892*; *West Australian*, Editorial urging government purchase of the railway, 17 April 1896, p. 4; Bollans, A. R. (ed), *One Hundred Years of the Great Southern Railway of Western Australia*, Australian Railway Historical Society, WA Division, Bassendean, 1989, pp. 3-4.

20 'Agreement for purchase of the Great Southern Railway and other interests of the company in the Colony,' Sutton, Ommanney & Randall, London, 1896. Garden, D.S., *op cit*, pp. 227-228.

rectangular building, which was purchased by the WA Land Company from J. F. T. Hassell.²¹

It was found that, to carry on the operation of the line effectively, improvements were needed including 'considerable extension of the station at Albany'.²²

At Albany a Customs office and mail room have been provided by making alterations to an existing store, and the platform leading thereto has also been extended. Plans and specifications have also been prepared for the extension of the Albany station buildings, the estimated cost of the work being £2,300.²³

It is believed that the reference to extensions to the station buildings does not refer to the Station Building itself but to the addition of other buildings in the station yard, including a lamp room and carpenter's workshop, which were added in 1897.²⁴

The reference to 'alterations to an existing store' for creation of a Customs office and mailroom refers to the remodelling of the Bond Store. In this work, the southern half of the building was dismantled and re-erected on the eastern side of the northern half, with the northern section of the original east wall becoming the common wall between the two sections. It is this original east wall that bears the partial signage. A lean-to extension was then constructed on the east side of the newly rebuilt section, likely using the remaining bricks. This remodelling created the double gabled building with lean-to that forms the current Bond Store, which then comprised a Luggage Room in the original western half, a Customs Room in the new eastern half and a Mail Room in the east side lean-to.²⁵

The platform and track were extended eastwards from the Station Building across the south face of the Bond Store. A letter from J. Davies, General Manager of Railways, which was tabled at an Albany Council meeting in April 1897, sheds more light on the work that was done at this time:

In connection with the improvements at Albany Station, it is proposed to extend the present siding (dealing with passengers' luggage ex steamer) from its termination along Spencer-street to opposite the entrance to station, and to provide turntable there, so as to admit of vehicles being so placed that luggage can be taken direct to new luggage-room about to be erected on the station platform. I shall be glad to know if your Council has any objection to the work being carried out.²⁶

The Council did not object, as these plans greatly improved the amenity for steamship passengers embarking at Albany. Luggage from steamers appears previously to have been transported by hand trolley along a track down the Jetty to the railway line at the point where it crossed Spencer Street, from where it was collected by the passengers. With the creation of a Luggage Room in the Bond Store, this track was extended further north along Spencer Street to a small turntable where another track ran off westward at right angle into the northern end of the Bond Store. This allowed passengers to collect their luggage in an orderly fashion from the relative comfort of the covered platform.²⁷

21 Lands & Survey File, Reserve 11325, SROWA WAS 211 CONS 8614 Item 12063/1905, Vol. 1.

22 PWD, *Annual Report*, 1896-97, p. 50.

23 PWD, *Annual Report*, 1896-97, p. 50.

24 PWD Plan 11217, Albany Harbour Works, 1897, op cit.

25 WAGR EEL Plan 3001, Albany station yard, 1900s, SROWA CONS 1781 Item 283.

26 *Albany Advertiser*, 22 April, 1897, p. 2.

27 PWD, *Annual Report*, 1898-99, p. 28; Goodman, R. W. *The Great Southern Railway: A short talk delivered to the Albany Historical Society on 14th February 1963*, typescript, [p. 8]; WAGR, Progress Plan 283, Albany station yard, 1917-1920s, SROWA CONS 1781 Item 283.

In 1898-1900, extensions were made to the Town Jetty to connect it to the railway system, with the construction the length of the Jetty of a 'timber viaduct' suitable to carry a locomotive, as well as lengthening of the Jetty head. The Government considered the Town Jetty to be in a more suitable location in relation to the town and the Railway Station than the WA Land Company's deepwater jetty located further east on Hanover Bay.²⁸

During the 1890s, the Albany Railway Station was the site of much activity, much of it a result of the gold boom, which brought an unprecedented number of people to WA, both from the east of Australia and from overseas.²⁹ Travellers arrived by ship and disembarked at Albany where they made the rest of their journey by train, generally to either Perth or the goldfields. Shipping agents facilitated their journey by providing train bookings as part of the service. This influx was reduced with the construction of Fremantle's Inner Harbour in the late 1890s, which saw that port take over from Albany as the point of call for the mail steamers and many of the passenger ships. The purchase of the Great Southern Railway by the Government resulted in the relocation to Narrogin of maintenance and administration services for the whole of the line, and took with it numbers of railway employees and their families and some businesses.³⁰

In the first decade of the 1900s, Albany took on greater importance as a transport centre for the export of agricultural produce as the hinterland was settled, and the Railway Station welcomed large numbers of tourists in the summer months, especially during the Albany week sporting program, which was extended to a six week event in 1913-14 due to its popularity in attracting visitors to the town. Some 9,500 visitors arrived by train in that season, but this was reduced to around 5,000 for the 1914-15 event due to World War I, and did not increase again. The development of Rottneest Island as a tourist resort is also believed to have diverted tourist traffic from Albany from around this time. In 1917, the Transcontinental Railway was opened, which had the effect of reducing sea travel between the States and further reducing the number of people travelling through Albany.³¹

In 1927, the turntable for trolley access to the Luggage Room in the Bond Store was removed. Later plans of the Railway Station show the Bond Store entirely occupied as a Luggage Room. The Mail Room function would have been taken over by the Post Office eventually, and the construction of a customs house in Brunswick Road made the Custom Room unnecessary.³²

In 1948, the PWD requested the use of portion of the Bond Store as an office for the Hydraulics Branch district engineer. The eastern half of the building was occupied as an ambulance room at this time but the western portion was made available. PWD district architect J. A. Callow designed alterations and renovations, which were carried out by contractor P. H. Jewell. Four windows and several roof lights were installed, partition walls erected and steps provided

28 PWD, *Annual Report*, 1898-99, p. 28 & 1899-1900, p. 26; WAGR, Progress Plan 283, op cit.

29 Photograph, Battye Library 9350P.

30 HCWA assessment documentation for P3521 Narrogin Railway Station.

31 Johnson, Les, *Albany Links: a history of the Albany Golf Club*, Albany Golf Club, 1998, pp. 34-36; Garden, D., op cit, p. 293.

32 WAGR, Progress Plan 283 & Plan 59782, c.1930s, op cit. See HCWA assessment documentation P6307 Albany Town Jetty for associated history.

at the western side entrance. A timber floor was installed in a portion of the place. The PWD occupied the building on 6 April 1949.³³

On 3 November 1953, W. C. Clark, stationmaster at Albany, retired at age 65 after 41 years and 8 months service on the railways. He was presented with a 'handsome inkwell and date stand' and his wife received a set of polished wood salt and pepper shakers.³⁴ In the 1950s and 1960s, reclamation along the foreshore of the Railway Reserve allowed the creation of Princess Royal Drive between the Station and the foreshore and reduced the physical connection between the railway and the Jetty.³⁵

In 1961, luxury 'Scenicruiser' buses replaced the passenger train to Perth on alternate days.³⁶ The main Booking Hall of the Railway Station Building was altered at this time to accommodate the changing operations, and the lean-to signal cabin was added at the western end of the Building.³⁷ What the internal alterations comprised at this time is unclear, as no plans for the work have been located, but a 1980 WAGR plan indicates that the alterations are likely to have been relatively minor. The extension of the station platform to the west, which appears on plans of the 1970s, may have been done around this time. In September 1962, a weatherboard clad toilet block was added at the east end of the Railway Station Building.³⁸

In the early 1960s, the Missions to Seamen organisation was looking for a venue and the PWD, who were only using their Bond Store section for storage at that time, agreed to vacate and make the space available.³⁹ The Albany branch of the Railway Institute, however, was also looking for a place to use as a reading room and the Commissioner for Railways considered this a more pertinent use of the Bond Store than a seamen's' mission. Further improvements were made to the western portion of the building for the Institute's occupation, including plastering of the walls, the installation of fluorescent lighting, and new partitioning, which was timber-framed and lined with Masonite. The Institute comprised a classroom (31' x 20'), library and reading room (27' x 18' 8") and kitchen (14' x 12'). The work was finished in July 1963. In November 1964, a porch and new steps were added at the western entrance. The eastern section of the Bond Store was in use as a guards' room in 1965. In 1968 it was noted that 'our Institute is receiving increasing patronage from members and from the public on a hire basis'.⁴⁰ By the mid 1970s, the whole of the Bond Store had been given over for the use of the Institute.⁴¹

The Railway Station Building continued to provide offices for railway staff, a parcels office, and a passenger booking service for both bus and train until December 1978, when the last passenger train ran from Albany to Perth. By 1980, both the Albany Chamber of Commerce and Albany Tourist Bureau were

33 WAGR file, Lease of old customs shed, correspondence September 1948 & plan, 20 January 1949, SROWA WAS 82 CONS 689 Item 1948/1624.

34 *Western Australian Railway Institute Magazine*, 1 May 1954, p. 27.

35 Lands & Survey File, Reserve 11325, op cit.

36 Affleck, Fred, *On Track: The Making of Westrail 1950-1976*, Perth, Westrail, 1978, p. 11.

37 Goodman, R. W., op cit, p. 8.

38 WAGR file, Albany Railway Institute, SROWA, WAS 1213 CONS 4801 Item CEO4075; WAGR Plan 75711/3 Sheet 2A, 1980, WAS 1208 CONS 5704 Item 4757, Albany Station buildings, Vol. 1.

39 WAGR file, Lease of old customs shed, correspondence September 1948 & plan, 20 January 1949, SROWA WAS 82 CONS 689 Item 1948/1624;

40 WAGR file, Albany Railway Institute, SROWA WAS 1213 CONS 4801 Item CEO4075.

41 WAGR Plan 59782, c.1975, Item 283, op cit.

pressing Westrail to improve the facilities and operations at the Railway Station for bus travellers, and in late 1980 plans were put in place for the work.⁴²

Westrail has announced plans to upgrade the bus terminal at the Albany railway station. The plans involve the construction of a platform in front of the existing booking office and the general improvement of other facilities. The work is expected to be carried out over several years and the total cost has been estimated at \$50,000.⁴³

The canopy over the central entrance to the Railway Station Building had been added by the mid 1970s, but other planned work in the 1980s refurbishment included new seats on the verandah of the Railway Station Building, carpet in the foyer and upgrading of the carpark and service areas.⁴⁴ Removal of some of the railway houses and other buildings on Lower Stirling Terrace (now the northern loop of Proudlove Parade), which are shown on various WAGR and PWD plans into the 1970s, is also likely to have taken place during the 1980s.

In 1990, a major redevelopment was begun to upgrade the Railway Station and Jetty foreshore area and provide entertainment, cultural and tourist facilities. As part of this project, the redevelopment of the Railway Station Precinct was Stage 1.⁴⁵ The Railway Station Building was restored externally, with major alterations to the layout of the interior, including removal of walls, insertion of new partitions, removal of the ceiling to reveal the original roofline, and removal of access to the railway platform. Cost of the work was \$350,000 provided by a grant from the State Government. 'Traditional' colours of rich reds and deep greens were used on the exterior, with 'jade' blue and pale yellow in the interior. According to Great Southern Development Authority Project Coordinator Jay Cook: 'Changes have been made to the inside so it can function as a modern building'.⁴⁶

In 1993, the land on which *Albany Railway Station and Bond Store (fmr)* was situated was resurveyed as Lot 1404 (Reserve 42792, historical building and arts centre) and Lot 1405 (Reserve 42793, preservation of historical building and community centre).⁴⁷

The refurbished Railway Station Building was opened on 24 April 1994 by Deputy Premier Hendy Cowan.⁴⁸ After the reopening, the Railway Station Building housed the Albany Tourist Bureau and the Westrail Booking Office.

A conservation plan for the Bond Store was commissioned in 1998, and work undertaken as a result of this report included new roof cladding and roof plumbing, and repair of deteriorating wall and floor elements.⁴⁹

In 2000, Westrail's freight corridor was sold to a consortium known as the Australian Railway Group (ARG), and the Great Southern Railway line came under the management of Australian Western Railroad, a branch of ARG. Westrail became WAGR, and then part of the Public Transport Authority (PTA),

42 WAGR Plan 75711/3 Sheet 2A, 1980, op cit.

43 *Albany Advertiser*, 28 October 1980, p. 4.

44 WAGR Plan 59782, c.1975, Item 283, op cit; *Albany Advertiser*, 28 October 1980, p. 4.

45 Donaldson Smith Architects & Urban Designers, *Railway station precinct, Albany, Stage 1: Proposal for development*, Great Southern Development Authority, Perth, July 1990.

46 *Westrail News*, April 1994, p. 5. Changes made to the interior layout can be seen by comparing the 1980 WAGR Plan 75711/3 Sheet 2A to the February 2006 sketch plan made during the inspection for this assessment.

47 DLI Reserves index, Reserve 42792 & 42793.

48 *Great Southern Development Commission Bulletin*, no. 13, May 1994, p. 1.

49 Bodycoat, Ronald, op cit; physical evidence.

and its country bus services became TransWA, the rural equivalent of TransPerth. The sale of the freight corridor meant that railway staff were no longer in the employ of Westrail, and the Railway Institute in the Bond Store, which had already been declining in use over the years, was abandoned.⁵⁰

In 2001, *Albany Railway Station and Bond Store (fmr)* was placed on the City's Municipal Inventory of Heritage Places with a recommended high level of protection.⁵¹ In that year, the two Reserves for the site were vested in the City of Albany.⁵² In 2002, the place was classified by the National Trust.

In 2006, work commenced on the construction of the Pedestrian Footbridge associated with the first stage of the Albany Waterfront project. The footbridge connects Stirling Terrace with the foreshore, passing over the east side of the RSL Memorial Gardens and the western end of the *Albany Railway Station and Bond Store (fmr)* and over the platform and railway line. The footbridge, costing \$2.4m, was constructed as a joint venture between Western Australian Companies Bocol Constructions and BG & E Consulting Engineers. The footbridge was prefabricated off-site and consists of a concrete deck supported by steel trusses spanning on to concrete piers at the eastern end of the RSL Memorial Gardens and the western end of the *Albany Railway Station and Bond Store (fmr)* and steel towers either side of Princess Royal Drive. Concrete and steel stairs are provided down to the former Station building on the western side. Removable sections were also incorporated into the bridge to allow for over-height vehicles requiring access along Princess Royal Drive, the Port and the waterfront. Part of the construction works for the footbridge required the removal of the original linear planting of Poplars (*Populus sp.*) on the east side of the RSL Memorial Gardens. The stand of trees was replaced by a three-sectioned garden bed planted with Red Kangaroo Paws (*Anigozanthos rufus*), Rosemary (*Rosmarinus officinalis*) and a white flowering prostrate shrub. The footbridge was completed by mid 2007.

In 2007, the Railway Station Building is occupied by the Albany Tourist Bureau and TransWA, with three office staff and four drivers, and the Bond Store is occupied by the Albany Local Studies Collection and the Model Railway Society.

13.2 PHYSICAL EVIDENCE

Albany Railway Station and Bond Store (fmr) comprises the timber and custom orb Railway Station Building (1888) in Federation Queen Anne Style and the brick and iron Bond Store (c.1880s, 1897).

Albany Railway Station and Bond Store (fmr) is a linear group of buildings sited between Proudlove Parade and the Great Southern Railway Line at the southern end of the historic centre of Albany on Hanover Bay in Princess Royal Harbour. The historic centre of Albany is located between Mt. Melville and Mt. Clarence on the north shore of Princess Royal Harbour and is focused on York Street and Stirling Terrace.

York Street, the main commercial street of Albany, slopes steeply downwards from Albany Highway at the northern end towards the harbour at the southern end. Situated along York Street are the historic Albany Town Hall and a number of important historic churches, banks and commercial buildings.

⁵⁰ Information provided by Colin Hall of TransWA, PTA offices, East Perth.

⁵¹ Heritage TODAY, *City of Albany Municipal Heritage Inventory*, 1999.

⁵² DLI Reserves index, Reserve 42792 & 42793.

Near its southern end Stirling Terrace intersects York Street. Stirling Terrace is located on the high ground just above the harbour shore and it curves around following the topography of the shoreline. The section of Stirling Terrace to the west of York Street contains a precinct of early government buildings including the Court House complex, Police Complex and the former Residency. The section of Stirling Terrace to the east of York Street, and directly to the north of *Albany Railway Station and Bond Store (fmr)*, contains a precinct of hotels, warehouses and government buildings associated with the Town Jetty. The Town Jetty, located at the base of Spencer Street, was the main port facility for Albany until after World War II. The Old Albany Post Office (1869, 1896) is located at the intersection of Spencer Street and Stirling Terrace. Spencer Street runs past the east end of *Albany Railway Station and Bond Store (fmr)*.

On the southern side of Stirling Terrace there is the elegant late 19th century Rotunda, a cast iron and timber structure that has sweeping views across the roof of the *Albany Railway Station and Bond Store (fmr)* towards Princess Royal Harbour. Steps beside the Rotunda lead down to the lower ground around Proudlove Parade and the RSL Memorial Gardens. The eastern most set of steps associated with the Rotunda are now covered over by the northern end of the Pedestrian Footbridge (2007), which links Stirling Terrace with the foreshore.

Proudlove Parade is a small loop road that leads off the east side of York Street. The north section is at the base of the steep hill that leads up to Stirling Terrace, and the *Albany Railway Station and Bond Store (fmr)* is located on the south side.

The RSL Memorial Gardens is a small, square, formally arranged garden located within the loop made by Proudlove Parade. The west side of the gardens is delineated by a linear planting of Coral trees (*Erythrina x skyesii*). At the east side of the garden, where a linear planting of Poplars (*Populus sp.*) was originally located, are two concrete piers supporting the overhead Pedestrian Footbridge with a three-sectioned garden bed planted with Red Kangaroo Paws (*Anigozanthos rufus*), Rosemary (*Rosmarinus officinalis*) and a white flowering prostrate shrub in between the piers. A small timber arbour on the northwest corner of the garden, near the base of the steps leading to Stirling Terrace, provides a formal entrance to the garden. The arbour is covered with climbing roses (*Rosa sp.*) and bears a sign carved with the inscription 'Memorial Gardens'. A carved urn on a granite plinth stands in the centre of the garden. The plinth, which appears to be recent, bears the inscription:

RSL Memorial Garden 1935
These gardens were planned
in thankful remembrance of
the services of nurses who
served in the Great War
1914-1918
the Boer War
and also those who served
in subsequent conflicts

A series of three concentric garden beds radiate from the memorial. Two paths run diagonally across the garden from corner to corner and divide each bed into four. The garden beds are planted with a variety of floribunda and hybrid tea roses (*Rosa sp.*) surrounded by annuals such as Petunias (*Petunia x hybrida*) and ornamental Salvias (*Salvia hybrid cultivar*). There is a fourth semi-circular garden bed on the western side of the garden, which is planted with a low hedge

of blue flowering Plumbago (*Plumbago capensis*). All the beds have cast concrete kerb edges and are surrounded by lawns of buffalo grass.

There is a large timber flagpole in the north east corner of the garden.

To the east of this garden there is a small bitumen car park and to the east of this an expanse of lawn and then a number of late 20th century single and double storey commercial developments. The area in the loop formed by Proudlove Parade originally contained a number of residences, offices and storage buildings but no evidence of these earlier structures, including mounds or depressions in the ground, is discernible on site today.

Albany Railway Station and Bond Store (fmr) is a linear group of buildings whose long axis runs east to west, parallel to the Great Southern Railway line which follows the sweeping curve of the harbour shore. The two buildings are tied together physically and aesthetically by the station platform. The Railway Station Building stands near the western end of the platform and the Bond Store near the eastern end nearer to the Town Jetty. The station platform extends from approximately 20 m west of the Railway Station Building to approximately 20 m east of the Bond Store.

On the north side of the Railway Station Building there is a brick paved slip road leading off the access road and running under the large porte-cochère attached to the building. Beneath the porte-cochère a set of three brick steps lead up to the building which is set at the same height as the station platform, approximately 600mm above natural ground level. There is a brick and concrete disabled ramp to the east side of the steps. On either side of the entrance steps there are long lineal garden beds lining the front elevation of the building. The garden beds are enclosed with white timber picket fences and are planted with a mix of drought resistant native Australian plants and exotics. These plants include variegated and plain Mirror Plants (*Coprosma repens*), Hills Fig (*Ficus Hilli*), Veronica (*Hebe speciosa*), Lavender (*Lavandula dentata*), Dwarf Peppermint Trees (*Agonis flexuosa nana*), Native Hibiscus (*Hibiscus heterophyllus*), a fruit tree (*Prunus sp.*), Daisy Bushes (*Argyranthemum frutescens*) and Geraniums (*Pelargonium zonale*).

On the west side of the former Station building there is a small timber shelter set within an area of bush garden style landscaping. This shelter marks the Albany end of the Bibbulman Track and contains fixed display boards giving information about the Track. The shelter has a rectangular plan and the corrugated galvanized steel clad gable roof has barge boarded gables with a half timbered style infill to the gable ends. The form and some of the detailing of this structure has been derived from the Railway Station Building. The area around the shelter is paved and the landscaping surrounding this has been built up to form undulating 'natural looking' mounds and depressions. This ground has been covered with woodchips and planted with a selection of native Australian shrubs and ground covers, mostly a variety of *Grevillea species* and some Kangaroo Paw cultivars (*Anigozanthos sp.*). A number of small granite boulders have been scattered throughout the landscaping (they are not part of the natural topography).

At the western end of the station platform is a display of two historic maritime artefacts (anchors) mounted on horizontal timber supports and an accompanying plaque.

On the west side of former Station building is the Pedestrian Footbridge associated with the Albany Waterfront project. The footbridge spans from Stirling Terrace, east of the Rotunda, to the foreshore on the southern side of Princess Royal Drive. The footbridge consists of a concrete deck supported by steel trusses with three removable sections over Princess Royal Drive to allow for over-height vehicles, and three rest shelters spaced along the decking. The footbridge spans on to four concrete piers which have been constructed along the eastern end of the RSL Memorial Gardens and the western end of the former Station building, and steel towers either side of Princess Royal Drive. Concrete and steel stairs are provided off the footbridge down to the former Station building on the western side, with the stair landing approximately 2400mm distance from the white timber picket fence surrounding the front garden. There are two supporting concrete piers also located at the western end of the former Station building, one to the front of the building and the southern-most pier at the side of the building approximately 2700mm from the timber framed lean-to room.

The area between the eastern end of the Railway Station Building and the Bond Store has been paved with bitumen and is used as an informal car park. The main entrance to the western half of the Bond Store opens onto this car park. Small garden beds planted with *Agapanthus* (*Agapanthus praecox*) line the west face of the building. There is only a narrow concrete block paved footpath between the north face of the Bond Store and the southern part of Proudlove Parade. On the east side of the Bond Store there is another bitumen car park. There is a narrow strip of unpaved and unplanted ground between the carpark and the building, which is lower than the carpark. The station platform runs along the south side of the building and beyond this are three sets of railway tracks. These tracks are only used for goods trains. Passenger trains no longer stop at the Railway Station Building.

There is a 1200mm high chain link fence on the south side of the tracks and beyond this is Princess Royal Drive, a wide road with a grassed median strip and verges planted with juvenile Norfolk Island Pine Trees (*Auracania heterophylla*). There is a wide 'park' planted with grass between Princess Royal Drive and the Princess Royal Harbour beyond. Princess Royal Drive and the foreshore parkland are constructed partly on the southern part of the railway land and partly on reclaimed land. A number of sets of railway tracks and small service buildings have been removed to construct the road but no evidence of these earlier structures is visible. There is also no evidence of the location of the original shoreline of the harbour.

Railway Station Building

The Railway Station Building is a simply composed, single storey timber framed building that exhibits some of the characteristics of the Federation Queen Anne Style. Federation Queen Anne was a style typically employed for domestic buildings in masonry construction, but it was also used for smaller scale public buildings, with timber construction not uncommon in regional areas.

The elements of the railway station that show the influence of the Federation Queen Anne Style include the dominant roof form where the verandah roofs are continuous with the main roof, and the prominent barge boarded gables which face the street and have a half timbered treatment. The building also has fretted woodwork detailing and multi-paned casement sashes. An interesting feature of the station building is the use of contrasting vertical and diagonal timber board

cladding, which is similar to the use of dichromatic brickwork to provide contrasting effects in Queen Anne style buildings.

The Railway Station Building has an elongated rectangular footprint and the long axis runs from east to west parallel to the railway lines. The front façade of the building is symmetrically arranged around a central projecting bay with a large barge boarded gable. This gable has been extended to form a porte-cochère to shelter cars and tourist buses. Similar but narrower projecting bays with barge boarded gables terminate the north and south ends of the façade. All the gable ends have a half-timbered treatment and are lined with vertical tongue and groove timber boards. The larger central gable has a more complex half-timbered composition but all the gables have the same rectangular vent with fixed timber louvres as well as decorative, fretted bargeboards and a turned timber finial to the apex.

Verandahs run between the central and side projecting bays. The verandah roofs are continuous with the main roof and extend to the edge of the projecting bays. The verandah eaves have pre-painted corrugated galvanized steel colonial profile gutter with timber scotia under and a fascia board with stop chamfered corners. The soffit is unlined. The square section timber verandah posts also have a stop chamfered corner. The base of the posts are embedded into the concrete verandah floor. The verandah balustrades are of simple construction with a timber top and bottom rail and a number of vertical mid posts to provide stability. The concrete floor is of recent construction and has been laid flush with the internal floor level rather than set down as in the traditional manner.

The walls of the building are clad with timber tongue and groove boarding. The wall is divided into three sections by half timbering. The lower section from floor level to the underside of the window sill is clad with vertical boards as is the upper section from the window head to the wall plate. The central section is divided into panels by evenly spaced vertical half timbering. Each panel is clad with diagonal timber boarding but the direction of the boards alternates creating a herringbone effect. The faces of the projecting bays are treated slightly differently with the central section extending from the window sill to the wall plate level.

The Railway Station Building is raised above ground level to suit the train platform height. The building is supported on timber stumps and the front face of the stumps is clad with closely spaced horizontal boarding.

The windows to the building are all pairs of multi-paned casement sashes. The upper section of the sash has an unusual St Andrews Cross motif worked in the glazing bars.

There are a variety of timber door types employed in the front façade of the building, most with fanlights. There are several sets of original ledged, framed and braced tongue and groove board doors and some four panel doors with bolection mouldings. Pairs of clear finished timber French doors open into the main public spaces of the building but these appear to date from the recent refurbishment of the place.

Several extensions have been made to the Albany Train Station (fmr). At the west end of the building there is a small timber framed lean-to room (former signal room) that extends for about half the length of the west wing. The custom orb lean-to roof of the building is set just below the eaves of the main building and the walls are clad with either lapped timber weatherboards or horizontal

tongue and groove boards. A window containing eight, three-pane casement sashes extends for almost the full length of the west wall. On the south wall there is a window with a pair of three-pane casement sashes and a four-panel door with bolection mouldings. A set of two timber steps leads up to this door from the station platform.

During the recent refurbishment work a small wing was added to the east end of the Railway Station Building to accommodate new toilet facilities. The extension is the same width as the main body of the existing building and continues the original roof form. The external finishes, materials, composition and detailing have been carefully copied from the original building making the extension almost indistinguishable from the original. The only discernible difference between the old and new sections is that the new building sits on a painted brickwork plinth rather than timber stumps as elsewhere.

The south façade of the Railway Station Building, which faces the railway line, has been treated with the same level of finish and detail as the front façade and continues the use of decorative timber cladding. The gables to the central and end wings are also treated in the same manner as those on the façade.

The south façade is located against the rear edge of the station platform. The platform is approximately 600mm above the railway lines and the sides are retained with random rubble stone walls topped with timber sleepers. The surface of the platform has been laid with bitumen. The platform is sheltered by a wide covered verandah. This verandah extends from the western end of the Railway Station Building to the eastern end of the Bond Store.

The platform verandah roof is a lean-to structure that is continuous with the main roof of the former Railway Station but set at a lower pitch. The roof is clad with pre-painted corrugated galvanized steel and has a colonial profile gutter and fascia to the eaves. The verandah ends have a half gable clad with vertical tongue and groove timber board with a decorative fretwork treatment to the bottom edge. The verandah roof structure is all timber and does not make use of steel railway lines. Sizeable stop chamfered square section timber posts run down the centre of the platform. These posts support a substantial timber beam that carries the timber rafters, which cantilever to the front edge of the platform. Steel straps and tie rods tie the structure together. Where the platform verandah spans between the railway station and the bond store there is a second set of timber posts, which align with the north side of the platform and support the rear edge of the structure. Timber knee braces tie the structure together. A timber valance lines the upper section of the north side of the verandah. The valance matches the treatment to the half gable ends of the platform verandah in that it consists of vertical boarding with a fretted bottom edge and it aligns with the window head height of the building.

The interior layout of the Railway Station Building has been altered during the recent refurbishments. The building has been opened up internally and is now focused towards the road and carpark to the north with no real connection to the station platform to the south. Previously most rooms opened onto the platform and/or north verandahs, which then served as the main circulation spaces but now most circulation is contained within the building.

On the north side of the building, a wide set of steps under the porte-cochère lead up to the main entrance and also the narrow verandahs. The main entrance opens into a large space that houses the Tourist Information Office. This room

extends for the full width of central wing/ bay and contains the former station waiting room and booking office. Large openings have been made in the east and west walls of this room connecting it into adjacent rooms.

On the west side of the large central room a former office contains a reception desk. A door leads from the reception area into a wide corridor/ open plan office space to the west. This office area has been created by the removal of the internal walls between three original offices. Wall nibs and structural beams under the ceiling indicate where the original walls were located. On the north side of this space three small rooms have been enclosed with new stud framed walls. These rooms accommodate a small office, a storeroom and a tea prep area.

To the west of this much modified area is a large original room which extends for the entire length and width of the west wing. This room is currently used for storage. Doors from this room provide access to the platform, the front verandah and the adjacent office space. A door that led into the West Extension has been blocked up and this room is now only accessible from the platform.

On the east side of the large central Tourist Information Office a wide opening leads into the Display Area. At the east end of this area is the Booking Office for TransWA. There is a small Lobby on the south side of this office that provides the staff entrance to the Booking Office and the Female Staff Toilet. To the east of the Female Staff Toilet is the Male Staff Toilet but this can only be entered from the exterior on the platform side. To the east of the Booking Office and north of the staff toilets is the TransWA Office.

Documentary evidence from 1980 shows that the Display Area, Booking Office, TransWA Office and staff toilets are all located within what was the Parcels Office. There is no evidence of this earlier use nor is there any evidence of the various door and window openings that have been modified or blocked up. There are exposed structural beams under the ceiling in the Display Area indicating where original walls have been removed to create this space.

In the east wing there are two rooms that originally served as waiting rooms. The northern room is entered from the front verandah and serves as a large Lobby for the public toilets. The southern room, which is now entered from the Lobby, has been divided to accommodate the Male Toilet. A door in the east wall of the Lobby leads into the East Extension, which contains the Female Toilet and the Female Disabled Toilet.

Generally the finishes and treatments to the interior of the Railway Station Building are very homogenous with the exception of the large Store in the west wing of the building and the Lobby in the east wing. These two rooms would appear to be largely intact, whereas the remainder of the building has been modified to varying degrees during recent refurbishment. New walls tend to have been lined with plasterboard so that they contrast with original walls but there is no evidence to show where door and window openings have been modified, blocked up or added.

The finishes in the Tourist Information Office are typical of those found throughout the building with the exception of the ceiling, which is truncated in form as it follows the underside of the roof structure. The timber floor to the Tourist Information Office is laid with carpet and it has a 200mm high painted timber skirting board with a lambs tongue moulding to the top edge. The walls are lined with horizontal tongue and groove timber boards. The ceiling is also

lined with tongue and groove boards and has a timber cornice block with a moulded scotia under. The doors and windows all have moulded timber architraves. New doors have clear finished jarrah leaves.

The Offices (2, 5, 6 and 7), Store Room (4) and Tea Room (3) to the west of the Tourist Information Office all generally exhibit the same range of finishes and treatments. The exceptions to this are the new internal walls, which are lined with plasterboard, and the Store and Tea Prep which have vinyl floor coverings and 90mm high bullnose timber skirting boards.

The large Store in the west wing has a timber floor laid with carpet and a 90mm clear finished timber skirting board. Unlike the other rooms in the building, the walls have a 1200mm high dado of painted tongue and groove timber boards with a clear finished timber top rail. The upper section of the wall is clad with plasterboard and has a clear finished timber picture rail set at window head height. The ceiling to this room is of plasterboard with a simple cove cornice. The room has typical timber doors and windows with moulded architrave and new brass hardware.

In the section of the building to the east of the Tourist Information Office, the finishes in the Display Area (9), TransWA Booking Office (10), Office (11) and Corridor (12) are typical of those throughout the building. As elsewhere, new internal walls are clad with plasterboard and new doors are clear finished. The only exception is Office (11), which has a vinyl floor covering.

The Lobby (15), located in the east wing of the building has a floor of 125mm wide clear finished jarrah boards and a 200mm high painted timber skirting board with a lambs tongue moulded top. The walls are lined with clear finished Oregon pine, tongue and groove boards with a typical cornice consisting of a timber block with a moulded scotia. In the centre of the ceiling is a round vent with a timber frame and flywire panel. In the south-west corner of the room there is a corner fireplace with a painted plastered chimneybreast, a simple clear finished timber fireplace surround and an arched firebox of painted bricks. A slate hearth is set into the floor in front of the fireplace. The internal doors to this room are all four-panel clear finished jarrah doors. In the north-east corner of the room there is a fixed bench with a trough for changing babies' nappies and a timber bench seat.

The Toilets (1990) at the east end of the building, including the staff toilets, all utilise a typical range of finishes. Generally these rooms have a concrete floor laid with 250mm x 250mm tiles. The plasterboard walls have a 250mm high skirting of 50mm x 50mm tiles. 50mm x 50mm tiles are also used for splashbacks. The ceilings are also of plasterboard and have a simple cove cornice. These rooms are fitted out with vitreous china toilets and hand basins and some have shower cubicles. The windows to these rooms are all typically pairs of casement sashes with the lower panes frosted for privacy.

Generally the Railway Station Building is in good condition. The building was substantially refurbished in the 1990s and most of the interior has been recently repainted. The exterior paintwork is starting to deteriorate and become chalky in parts. There is some peeling paintwork around the base of verandah posts and the bolts, straps and other structural steelwork to the underside of the platform verandah are starting to rust. The condition of the external paintwork to the West Extension is poor. Part of the gutter to the west façade of the building has deteriorated and the fascia below has been damaged.

Bond Store

The Bond Store is a simple rendered brickwork and corrugated galvanized steel Federation era service building that exhibits some of the very broad characteristics of the Federation Queen Anne style of its more ornate neighbour, the Railway Station Building. In particular, the dominant roof form and barge boarded gables are typical of the style plus the use of timber fretwork to verandahs. While this building has evolved gradually over the last 120 years, its current footprint and composition were largely achieved during its extension and refurbishment in the late 1890s when the Great Southern Railway was taken over by the Government.

The Bond Store has a rectangular footprint whose long axis runs east to west parallel to the railway lines. This simple building is composed of three volumes. Two adjacent gable roofed sections of approximately the same width make up the bulk of the building and a narrower lean-to section runs along the east side. The ridges to the gable roofs and the gutter line of the lean-to all run north to south at right angles to the railway lines. The north and south ends of the lean-to section are concealed behind a parapet with a flat top. The station platform and the platform verandah line the south side of the building. The building was constructed in two main stages but this development is not obvious in the surviving fabric.

The building has a custom orb profile corrugated galvanized steel roof with rolled ridge and hip caps. The twin gables to the north and south facades have projecting bargeboards with a reed moulding to the bottom edge, a scotia moulding under the barge cap and a decorative turned timber finial to the apex. The projecting eaves are lined with timber battens. The west face of the building has a colonial profile pre-painted corrugated galvanized steel gutter with a timber fascia and scotia mould beneath. The downpipes are PVC. The central box gutter does not have a rainwater head.

The lean-to roof is continuous with the main roof but set at a lower pitch and the eaves project slightly from the building. The gutter, bargeboard and downpipes match those to the west side of the building. A rendered brick parapet with a corbelled coping conceals the ends of the lean-to roof.

The walls of the building, including the gable ends, are of solid Flemish bond brickwork. The north and west walls of the building and the section of the south wall below the verandah roof have all been rendered. The remaining areas of wall are painted. A large portion of the render on the north and west walls has fallen off or has been removed and is exposing badly fretted brickwork as well as evidence of earlier door and window configurations. Paintwork to the east wall has delaminated at low level and the brickwork has fretted.

In the centre of each gable end there is a rectangular vent with fixed timber louvres. The opening has an arched head and a projecting sill.

There are a number of different door and window types in the Bond Store illustrating the way it has been modified over the years. Documentary evidence shows that while the section of the building under the western gable roof is the oldest part of the building, it is also the section that has been the most modified since the building was extended and refurbished in 1897. This change is evident in the variation in the door and window types in the two sections of the building.

The west façade of the building, which faces the small car park between the Bond Store and the Railway Station Building, contains the entrance to the western section of the building. This façade has a central door flanked by two

windows on each side. The arched opening contains a pair of doors with a small obscured glass pane at high level and a panel of diagonal tongue and groove boards below. Above the door there is a moulded timber cornice with capitals to the top of the frame and above this is a single pane semi-circular fanlight. The windows are two-pane double hung sashes with obscured glass to the lower panes. These windows have concrete lintels and projecting concrete sills, a detail in common use when they were added in 1949.

A small irregularly shaped porch with a flat roof protects the doorway. The porch has a concrete floor and the timber framed walls are clad with fibrous cement sheeting above and below a band of fixed glazing. The soffit of the porch roof is also lined with fibrous cement sheeting. Concrete steps lead up to the landing outside the door.

The south façade of the former Bond Store faces the platform and is sheltered by the platform verandah. This façade has three sets of two-panel double doors with a three-pane fanlight over. The doors have bolection mouldings to the panels and a moulded cornice above the doors. The openings have a segmental arched head. There are also three windows each of which contains a pair of three-pane casement sashes. In addition, there is an unusually wide three-pane double hung sash window with a wide timber shelf projecting from the sill. This may have served as a service hatch when this section of the building handled luggage.

On the south-west corner of the building there is a large set of scales probably for weighing luggage and goods. The tray of the scales is level with the platform floor.

The east façade of the building appears to be largely unchanged since its construction in 1897. At the north end of this façade there is a large opening with ledged and braced doors clad with painted corrugated iron. Originally a set of railway tracks ran into the building through this opening allowing luggage and goods to be delivered. These railway tracks have been removed.

The remainder of the east façade is roughly symmetrically arranged with two windows flanking a central door with a semi-circular arched head. The door contains a set of ledged, framed and braced tongue and groove board doors with a two-pane semi-circular arch over. Both the windows have two-pane double hung sashes. The window openings have segmental arched heads and protruding sills. There is also a small vent at the top of the wall between the doors and the northern window. This vent opens into a former plant room.

The north façade of the building has a large opening containing a pair of ledged and braced, tongue and groove board doors with a three-pane fanlight over. The threshold of this door is just above paving level because the room behind it was set at ground level (this floor has since been raised). As with the windows in the east façade, the three windows in this façade all have two-pane double hung sashes and the openings have segmental arch brick heads, protruding sills and external iron bars.

Since 1897 when the building was altered to reach its current configuration, the Bond Store has housed several functions, including different functions in the separate sections at various times. Today, the Local Studies Collection uses the western section of the building and the Model Railway Society uses the remainder. During our assessment of this building we were unable to gain

access to the western section so this area is omitted from the following description of the interior of the Bond Store.

The central section of the building, the area housed under the eastern gable, is divided into two sections by a timber stud framed wall that is clad in corrugated iron. The smaller northern area used to contain a railway line that ran into the building and the larger southern area was used as offices. The southern area has been sub-divided into rooms with stud-framed walls. These walls would appear to date from the mid to late 20th century period.

A pair of double doors leads from the station platform into the Reception/Office (4). To the north of this room are the Shop (5), which is entered from the Reception/Office, and the Store (6), which is entered from the Northern Display Area (8). These three rooms are all part of a stud framed structure built within the original space. On the eastern side of the Office/Reception a door leads into the West Display Gallery (7), a long narrow space which was left over after the stud framed rooms were constructed. Part of the wall cladding at the northern end of this room has been removed to provide access to the adjacent North Display Gallery (8). The large openings at either end (east and west) of the North Display Gallery (8), which used to allow rail access into the building, have been blocked up. A door in the east wall opens into the lean-to wing on the eastern side of the building.

The main entrance to the lean-to wing is also located on the south side of the building. A set of double doors leads into the Office (1). A stud framed partition wall divides this room from the Workroom (2) to the north. A door in the stud wall connects these rooms. At the north end of the Workroom (2) there is a masonry wall and a pair of double doors leading to the Store (3), which were part of the rail access.

The internal finishes in the Office/Reception (4), Shop (5) and Store (6) are generally identical. Typically the timber floors are laid with carpet and have 150mm high timber skirtings. The stud framed walls are clad with fibrous cement sheeting with cover battens. The suspended fibrous cement sheet ceilings have cover battens and scotia cornices. Doors set in the internal stud walls are simple flush panel doors. Lighting consists of suspended fluorescent tube fittings.

In the Office/Reception (4) the external and internal brick walls have been dry lined with plasterboard. In the Shop (5), however, the internal brick wall has only been painted. The internal brick wall is in solid Flemish bond.

On the northern side of these rooms, where they adjoin the earlier full height stud wall that divides the northern end of the central section, the internal face has also been lined with fibrous cement sheeting with battens. In the north wall of the Shop (5) there is a two-pane double hung sash window with iron security bars. There are no windows in the Store (6) and a cast plaster ceiling vent provides ventilation. There is a double width door opening in the north wall but the western half has been enclosed with studwork and a flush panel door has been fitted into the open section.

The West Gallery (7) appears to have remained largely unaltered. The timber floor has been carpeted but the solid Flemish bond internal and external brick walls are exposed. There are remnants of earlier painting schemes on both walls. On the west wall there are the remains of an earlier sign that would have been painted on the (external) east wall of the pre-1897 Bond Store. This sign is truncated at the south end where the southern section of the Store was removed

and at the north end where an opening was made for the track that ran into the building. The top line of the sign reads “..... Ltd Wines, Spirits and General N [or M]” and the lower line reads “.... oed stores”. A plasterboard panel conceals the double doors to the south wall. There is no ceiling to this room and the timber roof structure is exposed. The substantial jarrah king post roof trusses are clearly visible.

The east wall of this room is formed by the stud framed rooms inserted into the larger space. The fibrous cement sheet and batten clad wall only extends up to the underside of the roof trusses. The stud wall that sub-divides the northern end of the Central Wing forms the north wall of this room. This wall extends up to the underside of the roof and is unlined on this face. The corrugated iron cladding to the other face has been cut back to allow access to the North Gallery (8).

A large model railway has been set up in this room against the west wall. It is approximately half the room wide and extends for the full length of the room. It then passes through the openings in the north stud wall and into the North Gallery where it turns 90 degrees and runs along the full length of the room against the north wall.

The North Gallery (8) is similar to the West Gallery. The timber floor has been carpeted, the walls are unplastered and there is no ceiling. The timber floor is a later addition as originally the floor was at ground level. A raised timber framed platform has been constructed between the model railway and the south wall. This timber platform has been carpeted.

The north, east and west walls are of solid Flemish bond brickwork that has been painted. The windows in the north wall are concealed with internal timber shutters. There are large openings with segmental arch heads to the east and west walls but both have been blocked up. The west opening has been enclosed with studwork clad with timber tongue and groove boards. The east opening has been enclosed with timber studwork clad with ‘Beauty Board’ panelling. There is a flush panel door in the south side of this panelling. The south wall of this room is stud framed and clad with corrugated iron. The iron has been painted up to window head height and is unfinished above.

The finishes in the Office (1) and the Workroom (2) in the lean-to wing are very similar. In the Office the timber floor has been laid with carpet but against the east wall a section of timber floor has recently been replaced with 85mm wide jarrah tongue and groove boards. The east, west and south walls are painted face Flemish bond brickwork and the north wall is stud framed. There is a beam running across this wall at approximately 2400mm above floor level which supports a studwork wall clad with horizontal tongue and groove boards. The lower section of the wall is clad with fibrous cement sheeting with battens and was probably fitted in some time after the construction of the wall. A flush panel door in this wall leads to the adjacent Workroom (2). The ceiling to the Office is lined on the rake with painted timber tongue and groove boards with a scotia cornice. There is a window with a pair of three-pane casement sashes to the south wall of this room and a two-pane double hung sash window with external bars to the east wall.

The Workroom (2) has a floor of 125mm wide jarrah tongue and groove boards but, as with the adjacent Office (1), a section beside the east wall has recently been replaced with narrower boards. In the centre of this room there is a rectangular concrete pad that originally supported a piece of heavy machinery.

The walls and ceiling are the same as in the adjacent Office (1) except that the ceiling does not have a cornice. A timber wall plate fixed to the underside of the raked ceiling indicates that at some time this room was further sub-divided with stud framed walls. In the east external wall of this room there is a pair of framed, ledged and braced, tongue and groove board doors with a two-pane semi-circular arched fanlight above. There is also a two-pane double hung sash window with external bars. Changes in paintwork colour suggest that the earlier stud wall that divided this room ran partly in front of this window. In the north wall there is a pair of two-panel timber doors with a semi-circular arched fanlight above. The fanlight has been blocked up with a board. These double doors open into the Store (8) on the north east corner of the building.

A false floor has been built in the Store (3) to match the height of the raised platform in the adjacent North Gallery (8). The platform has a chipboard floor supported on pine timber studwork. Several steps lead down to the double doors of the Workroom (2) and to the external doors. As described earlier, the large opening in the west wall has been blocked up. The Flemish bond brickwork walls to the room have been painted. The ceiling is unlined.

Generally the Bond Store is in good to fair condition and would appear to have benefited from recent conservation works. These works have included replacement of the roof sheeting and rainwater goods, removal of cement render to the exterior of the north and west walls and replacement of deteriorated floorboards on the east side of the building.

There would, however, appear to be ongoing problems with damp in the brick walls leading to fretting brickwork and paint. As all the external walls of the building are of solid brickwork, there is no internal cavity to assist the walls to dry out and to prevent moisture from reaching the internal face of the walls. The application of impervious cement renders and plastic paints to the exterior of the building has further exacerbated problems with damp in the walls, leading to the deterioration and fretting of the soft clay bricks. Generally the deterioration of brickwork is more severe in the unprotected older parts of the building – the west wall and the part of the north wall under the western gable.

Most of the render to the west wall has been removed. There are small areas of fretting brickwork around some windows but it could not be determined if this damage was recent. Internally, this wall appears to be in fair condition but as the model railway conceals the lower 1000mm of the wall, the condition of this section of the wall could not be assessed. There is no impervious paint on the interior of this wall.

The exterior of the north wall is in the worse condition. A large area of render has been removed from the brickwork but there is still a 1000mm high band of render at the base of the wall under the western gable end as well as render to both gable ends. There are large patches of fretted brickwork around the western window and near the north-west corner of the building. It is not known if this damage occurred before or after the removal of the render. The interior of the north wall is in reasonable condition although again the base of the wall could not be inspected due to the presence of the model railway.

Most of the south wall of the building, the wall that faces the harbour, is protected by the roof over the station platform. The wall above the verandah is painted only but the wall below has been cement rendered. Some delaminating paint and fretting bricks are visible in the upper section. The lower section appeared to be

in good condition but close inspection revealed the presence of patching consistent with fretting render. Internally (only the east gable was inspected) fretting brickwork could be seen in the gable and the occupants commented that dust and debris was constantly falling from the wall. The lower section of this wall could not be inspected as it has been dry lined but the presence of dry lining itself suggests an ongoing problem with damp.

The east wall of the building is painted only. There is delaminating paintwork and fretting brickwork in places at low level in a pattern consistent with rising damp. The ground levels beside this wall have been lowered so this may alleviate the problem. Internally there have also been problems caused by rising damp. In particular, a one metre wide strip of floorboards against the east wall has recently been replaced. In the Office (1) and Store (3) the inner face of the brick wall has recently been repainted and is still in good condition. The east wall of the Store (3) has not been repainted and there is some fretting brickwork at low level around the door. There is also some fretting brickwork at high level on the north wall of the Store (3). This damage is probably due to falling damp which has occurred due either to a failed parapet flashing or to damp seeping down through the back of the parapet (which faces the harbour) or the coping. The recent replacement of the roof sheeting, rainwater goods and flashings may reduce this problem.

13.3 COMPARATIVE INFORMATION

There are nine bond stores entered on the HCWA database, some under the name of customs house. The bond store function was often part of the operation of a post and telegraph office in rural ports, where the postmaster also acted as customs officer. In larger centres, such as Albany, the Resident Magistrate acted as Customs Officer.

The former bond stores entered on the Register are *Busselton Court House and Police Complex* (1860), which included a customs house connected to the jetty by a tramway; *Bunbury Post Office and Bonded Store* (1864), which was used as part of the Police complex after a new Post Office was built on another site in 1896; *Customs House & Bond Store, Cossack* (1895), built in stone to a Temple Poole design and operated only until the turn of the century when the centre of pearling moved to Broome, it was later used as a cafe, munitions store and a holiday house; *Geraldton Customs House Complex*, constructed in the 1930s on the c.1860s site of earlier customs functions; and, *Broome Historical Museum*, leased by the government in 1904 for use as a customs house and bonded store.

Another, not yet assessed, is HM Customs House & Bond Store (fmr), Bunbury (1896).

None of these are comparable with the Albany Bond Store for either date of construction or original purpose. The Bond Store was built as a simple warehouse for the storage of produce from the Hassell properties, basically a woolstore. One comparable place on the State Register is Warehouse (fmr), 52 Henry Street Fremantle, dating from at least 1880 and possibly earlier; it was used for a number of years as a bonded store and warehouse, and later as a woolstore. It has a portico with Doric columns added some time after the original construction. This building, however, retains its original rectangular form.

Surviving 19th century railway station buildings in Western Australia are invariably of brick or stone construction. They include: Original Railway Station, Geraldton (1878), brick, enlarged with an upper storey for use as the Mechanics

Institute for many years; Perth Station Building (1881), a brick construction in Victorian Free Classical style, which has been considerably enlarged; and York (1885), Claremont (1886), Beverley (1886) and Walkaway (1888), which all include the station master's residence.⁵³

Timber railway stations are represented in the rail system by Donnybrook (1893, registered), with a hipped tile roof; Bridgetown (1898, registered), with similar gabled extensions at each end of the front verandah; and the four larger Type 2 station buildings, which were constructed at country railway junctions, namely Brookton (1924), Tambellup (1926), Donnybrook (1929) and Wyalkatchem (1937).⁵⁴

The original station buildings on the Great Southern line were comparatively small timber structures. All were replaced by more substantial buildings after the Government purchased the line in 1897, except for the Albany Station Building, which is the only original West Australian Land Company constructed building remaining on the line. In its design, it featured elements seen in the first Fremantle Railway Station, which was superseded by a new station building in 1907 and subsequently demolished. Shared features included the timber construction, timbered gables and window treatment featuring a St George Cross design. These similarities mark the Albany Station Building as having also been designed by the PWD.

On an ironic note, the Fremantle Customs House (1908) occupies the site of the former Fremantle station building.

The Bond Store is an uncommon example of a c.1880s brick warehouse taken over and altered for railway and port use. The Railway Station Building is the only remaining of an 1880s timber station building in WA.

13.4 KEY REFERENCES

Bodycoat, Ronald, *Old Bond Store Albany: Conservation Plan*, Town of Albany, March 1999.

13.5 FURTHER RESEARCH

Information about the buildings on site prior to construction of the Railway Station would contribute to an understanding of the earlier use of this place.

⁵³ HCWA database and assessment documentation.

⁵⁴ HCWA database and assessment documentation.