



## 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)

- 3.8.6 Building and maintaining railways

#### HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)

- 202 Rail and light rail transport

#### 11.1 AESTHETIC VALUE\*

*York Railway Station (fmr)* is significant aesthetically as a major regional railway station dating from the earliest phase of railway construction in the state in the 1880s and as a fine example of a Federation Arts and Crafts style building designed by George Temple Poole in his role as the chief architect of the Public Works Department. (Criterion 1.1)

*York Railway Station (fmr)* is significant as a fine example of a group of stations, of which four remain extant, designed by Poole in the Federation Arts and Crafts style in the 1880s. Poole is a recognised master of this particular architectural style which was used extensively in the design of the public buildings during his period as chief architect of the Public Works Department. (Criterion 1.2)

*York Railway Station (fmr)* has landmark qualities as a component of the historic town of York. The two storey building is prominent in the context of the adjacent park environment. (Criterion 1.3)

*York Railway Station (fmr)* is significant because the station building, platform, track and landscaped grounds together form a railway precinct in their own right. (Criterion 1.4)

#### 11.2 HISTORIC VALUE

*York Railway Station (fmr)* has historic significance as a representation of the early regional importance of York in providing a vital means of transport for the agricultural lands in the area. (Criterion 2.1)

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\* For consistency, all references to architectural style are taken from Apperly, Richard; Irving, Robert and Reynolds, Peter *A Pictorial Guide to Identifying Australian Architecture: Styles and Terms from 1788 to the Present*, Angus & Robertson, North Ryde, 1989.

*York Railway Station (fmr)* is an important example of a railway station in Western Australia which was used continuously for railway purposes from 1885 to 1987. (Criterion 2.2)

*York Railway Station (fmr)* is significant because it provides a link with the early railway heritage of Western Australia for its associations with the development of the railway line east from Perth to the agricultural districts of the Avon. The decision to develop the railway to the goldfields through Northam instead of York had the effect of slowing the development that might otherwise have occurred in the town in the period after the gold rushes. During the gold rush of the 1880s however, the station at York enjoyed a period of prosperity as the easternmost station on the route to the goldfields. (Criterion 2.2)

*York Railway Station (fmr)* is an important example of the work of George Temple Poole, chief architect of the Public Works Department of Western Australia from 1885 to 1897. (Criterion 2.3)

*York Railway Station (fmr)* is a good example of the Federation Arts and Crafts style employed by Poole. As such, it exhibits the fine qualities of design which are found in the extensive body of Poole's work which remains extant throughout the state. (Criterion 2.4)

### **11. 3. SCIENTIFIC VALUE**

*York Railway Station (fmr)* has scientific value as a reference point in the cultural history of Western Australia illustrating the importance and reliance on rail for movement of passengers and goods over the long distances between centres of population and regions of industrial and agricultural activity. (Criterion 3.1)

*York Railway Station (fmr)* provides information relevant to the human occupation of the region and the importance of York in the development of the railway network in the state from the 1880s to the present. (Criterion 3.2)

### **11. 4. SOCIAL VALUE**

*York Railway Station (fmr)* has significant social and cultural associations for the town of York, the region and the state as evidence of the role and importance of the railways to communities in rural Western Australia from the late nineteenth to the mid to late twentieth century. (Criterion 4.1)

*York Railway Station (fmr)* and the railway has been prominent in the life of the town of York and has contributed to its sense of place. This is supported by the public response to the closure of the station and support for its continued use for museum purposes. Continuing support for the use of the station for museum purposes is evidenced by the appreciation of the Shire of York and the local community for the heritage of the area generally. (Criterion 4.2)

## **12. DEGREE OF SIGNIFICANCE**

### **12. 1. RARITY**

*York Railway Station (fmr)* is a comparatively rare example of a railway station dating from the 1880s designed to incorporate quarters for the stationmaster within the main station building. The station is one of four extant stations designed in this manner at this period by chief architect George Temple Poole. The others are at Beverley, Claremont and Walkaway. (Criterion 5.1)

The place demonstrates an activity, way of life and industry that has now substantially disappeared from most regional centres around the state. Due to the increase in the use of road transport, private cars and Government trends to privatisation etc., the role of railways has altered. As a result, railway buildings such as the former York Railway Station are generally no longer required for railway purposes. *York Railway Station (fmr)* represents a period when the movement of goods and passengers was centred on the railway and a lifestyle no longer practiced when the stationmaster lived at his place of employment. (Criterion 5.2)

## **12.2 REPRESENTATIVENESS**

*York Railway Station (fmr)* is a representative example of the Federation Arts and Crafts style of architecture typical of the work of George Temple Poole, chief architect of the Public Works Department of the period. (Criterion 6.1)

*York Railway Station (fmr)* is a representative example of a railway station in a regional centre of Western Australia. (Criterion 6.2)

## **12.3 CONDITION**

The condition of *York Railway Station (fmr)* is fair. The continued use of the place throughout its history has ensured a continuing program of maintenance and repair. However, there has been some deterioration due to vandalism in recent years because the place is not permanently occupied.

There is evidence of extensive deterioration resulting from rising damp. There are no outward structural defects; however, the building has not been inspected by a structural engineer.

## **12.4 INTEGRITY**

The integrity of *York Railway Station (fmr)* is moderate. The station is no longer used for railway purposes; however, the line adjacent to the station is still used for freight trains. The use of the station by the Hotham Valley tourist railway indicates that it can still be used for some activities associated with railway purposes.

## **12.5 AUTHENTICITY**

The authenticity of the station building is high. The building remains substantially as constructed in 1885 and 1906.

## **13. SUPPORTING EVIDENCE**

Attached are key sections of the supporting evidence prepared by Heritage and Conservation Professionals, 'York Railway Station (fmr) Conservation Plan' (prepared for Landcorp on behalf of Westrail in July 1999).

Key Sections Used: 2.0 Documentary Evidence (p13-34), 3.0 Physical Evidence (p35-56), 4.0 Analysis of Documentary and Physical Evidence (p57- 58), 7.0 Graded Zones and Elements of Significance (p67-70)

### **13.1 DOCUMENTARY EVIDENCE**

For a discussion of the documentary evidence refer to Heritage and Conservation Professionals, 'York Railway Station (fmr) Conservation Plan' (prepared for Landcorp on behalf of Westrail in July 1999).

### **13. 2 PHYSICAL EVIDENCE**

For a discussion of the physical evidence refer to Heritage and Conservation Professionals, 'York Railway Station (fmr) Conservation Plan' (prepared for Landcorp on behalf of Westrail in July 1999).

### **13. 3 COMPARATIVE INFORMATION**

For a discussion of the comparative information refer to Heritage and Conservation Professionals, 'York Railway Station (fmr) Conservation Plan' (prepared for Landcorp on behalf of Westrail in July 1999).

### **13. 4 REFERENCES**

Heritage and Conservation Professionals, 'York Railway Station (fmr) Conservation Plan' (prepared for Landcorp on behalf of Westrail in July 1999).

### **13. 5 FURTHER RESEARCH**

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