



## 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.

The wording of this document has been adapted from Cue Conservation Plan: Cue Railway Station, with amendments and/or additions by HCWA staff and the Register Committee.

#### PRINCIPAL AUSTRALIAN HISTORIC THEME(S)

- 3.8.5 Moving goods and people on land
- 3.8.6 Building and maintaining railways
- 3.16 Struggling with remoteness, hardship and failure
- 4.6 Remembering significant phases in the development of settlements, towns and cities
- 8.1.1 Playing and watching organised sport

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

- 202 Rail and light rail transport
- 404 Community services and utilities
- 405 Sport, recreation and entertainment

#### 11.1 AESTHETIC VALUE\*

*Cue Railway Station (fmr)* is a good example of a stone building in the Federation Arts and Crafts style. With its proportioned elements and simple form, the building makes a strong and clear statement, appropriate for its rural setting. (Criterion 1.1)

Although on the outskirts of town, *Cue Railway Station (fmr)*'s raised level and isolation make it a prominent landmark in the town. (Criterion 1.3)

*Cue Railway Station (fmr)* is important for its high townscape value through its aesthetic contribution to the historic town of Cue. The granite used in its construction was quarried locally and is characteristic of several other buildings in Cue. (Criterion 1.4)

*Cue Railway Station (fmr)* is a fundamental element of the historic railway precinct in Cue, of which the Station Master's House and crane, sited at the north east of *Cue Railway Station (fmr)*, are still extant. (Criterion 1.4)

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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.

## 11. 2. HISTORIC VALUE

Constructed in 1898, during Cue's first gold boom, *Cue Railway Station (fmr)* continued to function as a station for eighty years. It was an important civic building for the community and reflected the growth of the town, the mining industry in Western Australia and the development of the district. After the closure of *Cue Railway Station (fmr)* in 1978, and after a period of vacancy, the place was used as a sports complex, until the mid 1990s. (Criterion 2.1)

*Cue Railway Station (fmr)* represents the growth of rural areas in Western Australia and was an integral part of the development of the Northern Railway in the Murchison goldfields area. The building was the terminal station for the Mullewa - Murchison line, which was later extended to Nannine, Meekatharra and Wiluna. (Criterion 2.1)

*Cue Railway Station (fmr)* played a crucial role in the development of Cue and the transportation of people and supplies from Geraldton. (Criterion 2.1)

## 11. 3. SCIENTIFIC VALUE

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## 11. 4. SOCIAL VALUE

*Cue Railway Station (fmr)* is highly valued by the local community as a key element of the historic built environment of the town. (Criterion 4.1)

*Cue Railway Station (fmr)* is part of a group of historic places that contributes to the community's sense of place. (Criterion 4.2)

The inclusion of *Cue Railway Station (fmr)* on the Shire of Cue's Municipal Inventory as a Category 2 further indicates a measure of its social significance. (Criterion 4.2)

## 12. DEGREE OF SIGNIFICANCE

### 12. 1. RARITY

*Cue Railway Station (fmr)* is rare as one of a small number of extant late 19<sup>th</sup> Century railway stations which is unobscured by large scale change or redevelopment. (Criterion 5.1)

As a result of the removal of the railway tracks and most of the railway buildings in Cue, *Cue Railway Station (fmr)* is one of only a few surviving elements of Cue's historic railway precinct. (Criterion 5.1)

### 12. 2 REPRESENTATIVENESS

*Cue Railway Station (fmr)* is an example of Federation Arts and Crafts style applied to a rural building. This style was commonly used in the design of railway stations. (Criterion 6.1)

*Cue Railway Station (fmr)* represents the early growth of Cue and its surrounding districts and the necessity of a transport system to support it. It also illustrates the corresponding decline of such gold boom towns through the closing of the station and railway line. (Criterion 6.2)

### 12. 3 CONDITION

*Cue Railway Station (fmr)* is in poor condition due to severe damage caused by vandalism and deterioration. The building will remain uninhabitable until

repair and restoration work is undertaken. The surrounding landscape and platform are unkempt and deteriorating.

The shower fitouts from the 1980s are severely damaged. However, as they are intrusive to the interior of *Cue Railway Station (fmr)*, they should be removed rather than repaired (if no longer required). Most doors and windows require extensive repair.

Much of the original internal fabric is missing due to vandalism and the sports complex conversion.

#### **12.4 INTEGRITY**

*Cue Railway Station (fmr)* has ceased to be used for its intended purpose. Its subsequent use as a sports complex has brought about internal change, but allowed the original intent of most spaces to remain legible. Despite its current dilapidated condition, *Cue Railway Station (fmr)* maintains a moderate level of integrity and conservation of the remaining significant fabric is capable of being undertaken.

#### **12.5 AUTHENTICITY**

The changes to the exterior of the original building have been relatively minor, with the largest alteration being the removal of the ECs. Although the interior has been significantly altered, the layout of the spaces can still be clearly read. Despite the intrusive alterations and additions of the 1980s works and the severe damage to the fabric caused by vandalism, the authenticity of *Cue Railway Station (fmr)* as a whole is moderate.

### **13. SUPPORTING EVIDENCE**

Attached are key sections of the supporting evidence, 'Cue Conservation Plan: Cue Railway Station', prepared by Considine & Griffiths Pty Ltd with Jacqui Sherriff, Historian, for the Shire of Cue in December 2000.

Key sections used: 5.1 Documentary Evidence (pp 198-227), 5.2 Physical Evidence (pp 228-248), 5.3 Analysis of Documentary and Physical Evidence (pp 248-251), 5.6 Graded Zones and Elements of Significance (pp256-261)

#### **13.1 DOCUMENTARY EVIDENCE**

For an analysis of the Documentary Evidence, refer to 'Cue Conservation Plan: Cue Railway Station', prepared by Considine & Griffiths Pty Ltd with Jacqui Sherriff, Historian, for the Shire of Cue in December 2000.

#### **13.2 PHYSICAL EVIDENCE**

For an analysis of the Physical Evidence, refer to 'Cue Conservation Plan: Cue Railway Station', prepared by Considine & Griffiths Pty Ltd with Jacqui Sherriff, Historian, for the Shire of Cue in December 2000.

#### **13.3 COMPARATIVE INFORMATION**

For a Comparative Analysis, refer to 'Cue Conservation Plan: Cue Railway Station', prepared by Considine & Griffiths Pty Ltd with Jacqui Sherriff, Historian, for the Shire of Cue in December 2000.

#### **13. 4 KEY REFERENCES**

'Cue Conservation Plan: Cue Railway Station', prepared by Considine & Griffiths Pty Ltd with Jacqui Sherriff, Historian, for the Shire of Cue in December 2000.

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

Unfortunately no original plan of the building has been found and the precise nature and timing of all changes are not known.

No invasive investigations have been done, so that colour schemes through time have not been ascertained. Floor cavities were inspected in parts where vinyl covering and floorboards were removed due to vandalism. Although there is damage, the substructure appears to be sound.

There appears to be no evidence of the railway buildings which once surrounded *Cue Railway Station (fmr)*, however no thorough site inspection has been made.