

Draft Report



Traveston Railway Station

1.0 Introduction

1.1 Aim of this report

This report argues for the Traveston Railway Station complex to be listed on the Queensland State Heritage Register. Even though just a skeleton remains of the original infrastructure, the site requires state protection to protect the remaining tangible and the intangible historical values attached to the site to prevent them being lost forever.

1.2 Research Methods

In compiling the information for this report a number of sources were used. These sources included local history books, a meeting with a local historian Mrs Glenys Buckley, discussions with my father, internet sites, photographs, Cooloola Shire Planning Scheme, the Queensland Heritage Act 1992 and the Burra Charter.

1.3 Limitations

In compiling the information for this report one limitation was the lack of information from the Queensland Division of the Australian Railway Historical Society. Another limitation was the lack of obvious information, the information that was available had to be pieced together to gain a complete picture.

2.0 Choice and explanation of the site

The site that has been chosen for this report is the Traveston Railway Station Complex. There were many reasons for this selection, primarily because the site currently is not listed on the Queensland State Heritage Register, however the site is listed on Gympie Regional Council's local heritage register. Other reasons for this selection included the site's contribution to the development and growth of the Traveston community and the local residents' association with past history of the station site. The final reason is to examine the cultural heritage significance that the station has, which would potentially lead to a listing on the State Heritage Register.

The Burra Charter is a document that provides guidance for conservation and management of culturally significant or cultural heritage places (Australia ICOMOS, 2000). Places of cultural

significance enrich people's lives and are historical records of important tangible expressions of the Australian identity and experience. Places of cultural significance reflect the diversity of communities. The Burra Charter defines numerous aspects of cultural heritage including place, cultural significance and conservation. Place means 'site, area, land, landscape, building or other work, group of buildings or other works, and may include components, content, spaces and views' (Australia ICOMOS, 2000). Cultural significance means 'aesthetic, historic, scientific, social or spiritual value for past, present or future generations'. It is encapsulated in individual places through fabric, setting, use, records and related objects (Australia ICOMOS, 2000). Finally, conservation means 'all the processes of looking after a place so as to retain its cultural significance' (Australia ICOMOS, 2000).

3.0 History

3.1 Queensland Rail History

Railways have provided a reliable social and transportation network for the past 145 years. The first section of railway in Queensland was constructed between Ipswich and Grandchester in February 1864 (<http://www.queenslandrail.com.au/Community/Pages/CulturalHeritage.aspx>, viewed 29 October 2011) with this section being opened in 1865 (Radio interview 612 ACB Brisbane, 29 October 2011). The demand for the first rail line was for the transportation of freight from the Darling Downs region to the port at Brisbane (Radio interview 612 ACB Brisbane, 29 October 2011). Because of Queensland's large land area the government adopted a decentralised network with railways being built from ports and going inland to mining and pastoral centres (<http://www.queenslandrail.com.au/Community/Pages/CulturalHeritage.aspx>, viewed 29 October 2011). In relation to the Traveston Station, which will be examined in more detail further on in this report, the section of railway to Gympie was completed in 1889, just twenty-four years after the Ipswich-Grandchester line and the line from Gympie to Brisbane was completed in 1891, just twenty-six years after the first rail line (Lambert, 2009).

Railways played an important part in Queensland's history and have been upgraded as technology advanced. In the 1940s Queensland railways provided the basic defence for

Australia during the Second World War

(<http://www.queenslandrail.com.au/Community/Pages/CulturalHeritage.aspx>, viewed 29 October 2011). The 1950s experienced a reinvigoration of the railway system with the introduction of modern diesel electric locomotives. The 1960s marked the end of steam operations and the closure of many branch lines

(<http://www.queenslandrail.com.au/Community/Pages/CulturalHeritage.aspx>, viewed 29 October 2011). In the 1970s and 1980s the electrification scheme of the railway system was completed and in 1998 the electric Tilt Train service began between Rockhampton and Brisbane

(<http://www.queenslandrail.com.au/Community/Pages/CulturalHeritage.aspx>, viewed 29 October 2011).

3.2 History of the Traveston Railway Station

3.2.1 Construction of the railway line

Traveston is a rural locality situated on the North Coast Railway between Gympie and Pomona (<http://queenslandplaces.com.au/traveston>, viewed 26 October 2011). Traveston was originally a siding town with the railway linking Traveston to Gympie and Maryborough reaching completion in 1889 (Lambert, 2009). In July 1891 the section of railway to Brisbane was finished providing Traveston residents with rail access from Brisbane in the south to Bundaberg in the north (Lambert, 2009).

3.2.2 Reasons for establishing a Railway Station at Traveston

The railway station at Traveston reduced travel time for bullock teams that were loaded with timber and produce from the Mary Valley destined for the Cooran Station, which at that time was the closest transport centre (Lambert, 2007). Rail services were also justified by population densities and distributions, industry and mining operations (Lambert, 2011).

The Traveston district also had considerable amounts of produce to offer the railway in freight revenue, including good quality timber stands, bananas,

sugarcane, beans, pineapples and cream. The station also provided a regular passenger service.

3.2.3 Official opening of the Gympie to Brisbane Railway line

The official opening of the section of railway from Gympie to Brisbane took place in Gympie on the 16th July 1891 (The Gympie Times, 1891). The celebrations included a banquet given to receive the Premier, Ministry and the Members of Parliament (The Gympie Times, 1891).

3.2.4 Station facilities and building layout

The Station complex included the appropriate infrastructure required for a fully functioning station siding and station. This included a Station Master's residence, a Night Officer's and Ganger's residence, workers quarters, a platform and administration buildings, and a trucking and loading yard (Lambert, 2009).

The station also incorporated the local post office which encompassed the telegraph station dealing with official railway communications, private telegrams and Morse code (Lambert, 2007). The station also featured a savings bank (Lambert, 2009) and there was a butchers shop and general store situated near-by (Pedley, 1979).

When the powder magazine was relocated to Traveston in 1898 (Pedley, 1979) a special railway line was constructed for the 400 yard journey to the magazine from the station (The Gympie Times, 2004 pg 34-35). The railway was then used to transport the explosives from the powder magazine to the gold mines in the Gympie area (<http://www.qldheritage.org.au/traveston-power-magazine-blasts-into-heritage-register>, viewed 6 October 2011).

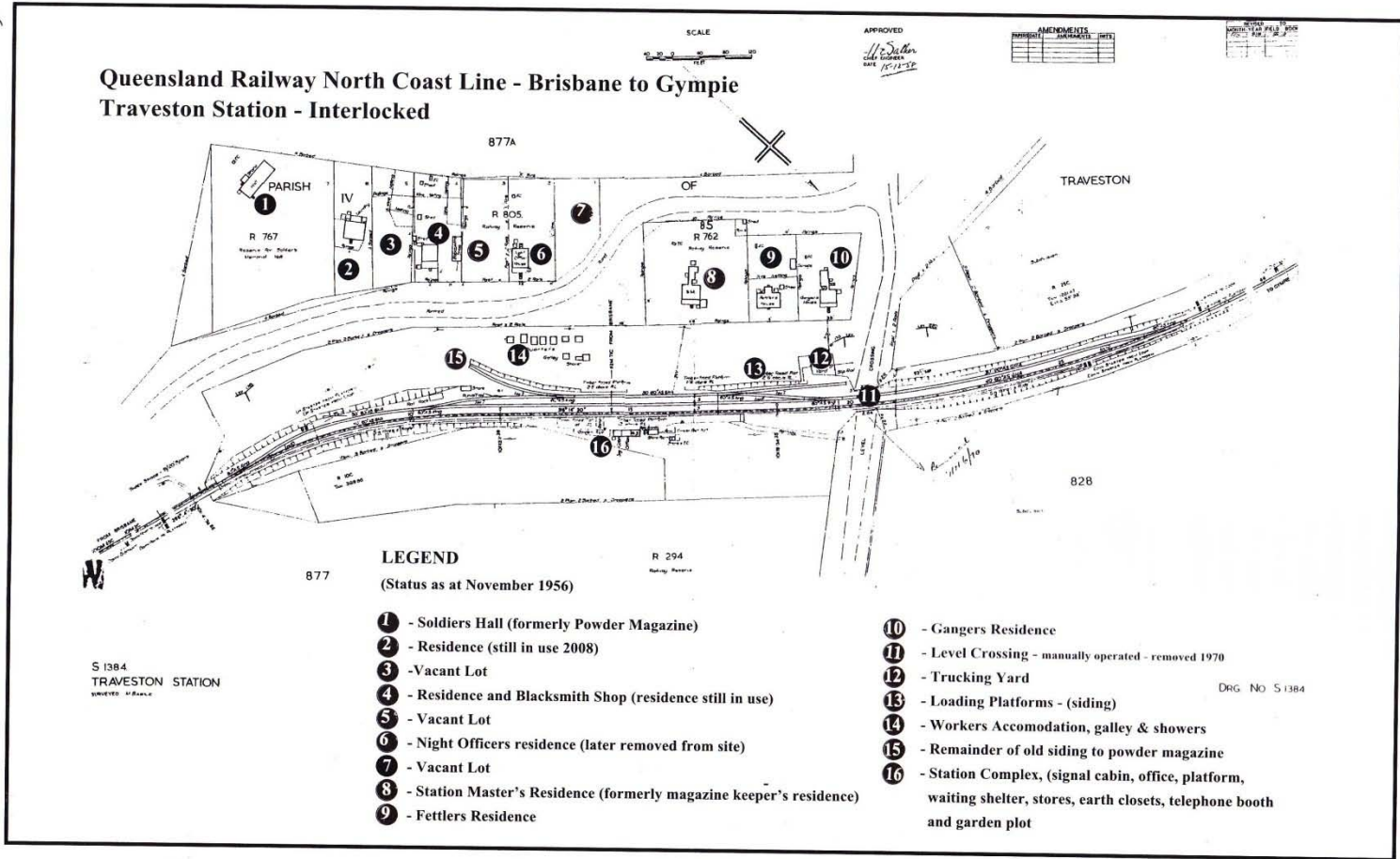


Figure 1: Diagram displaying layout of the Traveston Station – Lambert, 2009

3.2.5 Freight activity of the Traveston Station

The railway station was a busy timber loading centre and provided transport of cream from the thirty dairy farms in the Traveston district to the butter factory in Pomona (Pedley, 1979). The railway also transported sugarcane south to the Nambour mill and north to the mill at Bauple (Lambert, 2009). Other produce including cotton, maize, bananas, beans and citrus fruit which were also transported to various markets (Lambert, 2009). The following are figures from a newspaper article detailing activity at the station in 1921:

- Issued 1000 passenger tickets = £358 in freight revenue
- Parcel freight = £89
- 1287 tons of log and sawn timber = £829 in freight revenue
- Forwarded 197 tons of agricultural produce = £95 in freight revenue
- 22 tons in general merchandise = £51 in freight revenue
- Livestock = £72 in freight revenue

Therefore:

- Transported 1456 tons of goods outwards = £847
- Transported 183 tons of goods inwards = £217 (The Gympie Times, 1921)

3.2.6 Current Station facilities

Queensland Rail still has Traveston Station listed as a designated stop even though all that remains is the platform and the passenger's shelter which is inaccessible to the public (<http://www.queenslandrail.com.au>, viewed 26 October 2011). The Traveston Station was still a functioning freight transport centre that loaded pineapples from Gympie and the Mary Valley until operations ceased in the early 2000s. Since the pineapple operations stopped no activity has occurred (discussions with dad).

Figure 2: Current station buildings



Photo taken by Lauren McVicar on 25/0/11

3.3 Historical links between the Traveston Railway Station and the Traveston Powder Magazine

Gympie became known as the “town that saved Queensland” as the state was caught in a severe economic depression with the Queensland Government offering a reward for the discovery of gold. James Nash discovered gold in Gympie in 1867 (Towner, date unknown). The resources associated with the mining boom including timber, which required transportation. Horse drawn wagons and bullock teams were the preliminary mode of transport but were considered too slow. Farmers and consumers wanted faster transport, and at that time railways were in great demand throughout Queensland (Towner, date unknown).

The gold discovery in Gympie contained one of the most significant gold reefing deposits on Queensland (Lambert, 2007). With the alluvial gold supplies reaching exhaustion in 1875 this led to the discovery of rich hydrothermal veining and faulting of Permian shales. This discovery led to increased confidence levels resulting in the establishment of permanent infrastructure, in particular a railway connection (Lambert, 2007). After the completion of the Maryborough to Gympie railway line in 1881 support began for a rail line connection from Gympie to Brisbane (Lambert, 2007).

The powder magazine was relocated to Traveston in 1898 as authorities considered explosives too dangerous to be stored in town (Pedley, 1979). Most shops in Gympie at that time stored dangerous explosives in sheds behind the shops. Finally, after several accidents authorities realised how dangerous the situation was becoming and called for the removal of the explosives from the township (The Gympie Times, 2004 pg 34-35). The site selected for the powder magazine was Traveston as the area was easily accessible by the main rail line. In 1898 three buildings were constructed for the purpose of holding dangerous materials (The Gympie Times, 2004 pg 34-35). James Nash, discover of gold had been employed as care taker of the magazine in Gympie and has moved along with the powder supplies to Traveston where he lived in the Station Master's house (The Gympie Times, 2004 pg 34-35). A specifically designated rail line was constructed for the 400 yard journey to the magazine from the railway station, with the explosives being transported to the gold mines by the railway (The Gympie Times, 2004 pg 34-35). As mining declined in Gympie, explosives were no longer needed and the wooden buildings were sold for removal. The original 1887 brick building (<http://www.qldheritage.org.au/traveston-power-magazine-blasts-into-heritage-register>, viewed 6 October 2011) with some additions remained on site with the Traveston & District Progress Association buying the building and converted it into the Traveston Soldier's Memorial Hall (The Gympie Times, 2004 pg 34-35). On the 14th April 1923 the building was officially opened as the Traveston Soldier's Memorial Hall and still is today (Lambert, 2009).

Figure 3: Traveston Soldier's Memorial Hall



Photo taken by Lauren McVicar on 25/9/11

Figure 4: Section of the Hall that was the Traveston Powder Magazine



Photo taken by Lauren McVicar on 25/9/11

3.4 Historical links between the Traveston Railway Station and the Cobb & Co service

The well organised and administered service of the Cobb & Co coaches started in the 1860s that saw a shift in travel from the slow drays to a faster, more reliable travel. The first Cobb & Co run in Queensland was in 1865 (Lambert, 2011). The discovery of gold in Gympie in 1867 was the catalyst for the government to establish a northern route to the goldfield. The first coach arrived in Gympie on Friday 13th November 1868, and ended in 1891 (Lambert, 2011). The coach services were gradually displaced by the advance of a cheaper, faster and more comfortable train service (Lambert, 2011), with the rail lines following the coach routes (Lambert, 2009).

The link between the Traveston Railway Station and the Cobb & Co service is the Cobb & Co Nine Mile which was established by Cobb & Co as a staging site and stable. This site is located at 1484 Noosa Road, relatively close to the Traveston train station (Lambert, 2009). The station's proximity to the Cobb & Co stop may have been a possible reason for positioning the station in its current location.

4.0 Assessment of significance criteria

4.1 Queensland Heritage Act criteria

Section 23.(1) stipulates the criteria for entry in the Queensland Heritage Register. 'A place may be entered in the Heritage Register if it is of cultural heritage significance and satisfies one or more of the following criteria:

- (a) The place is important in demonstrating the evolution or pattern of Queensland's history;
- (b) The place demonstrates rare, uncommon or endangered aspects of Queensland's cultural heritage;
- (c) The place has potential to yield information that will contribute to an understanding of Queensland's history;
- (d) The place is important in demonstrating the principal characteristics of a particular class of cultural places;

- (e) The place is important in exhibiting particular aesthetic characteristics valued by the community or a particular cultural group;
- (f) The place is important in demonstrating a high degree of creative or technical achievement at a particular period;
- (g) The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons;
- (h) The place has a special association with the life or work of a particular person, group or organisation of importance in Queensland's history.' (Queensland Government, 1992).

The Traveston Station satisfies criteria (a) as it is part of the evolution of Queensland's rail history and was an example of a fully functioning railway station and siding. The Traveston Station also satisfies criteria (g). The station complex was considered to be the activity hub of the community. The community assembled at the station for travel, to collect mail, to work if employed by the railway and to load freight. The older residents of the Traveston district still remember these activities and therefore have a strong and special attachment with the Station site.

4.2 Threshold indicators

Threshold indicators are levels or degrees of significance. Threshold indicators are applied to determine whether a place is of historical significance and is important in demonstrating the evolution or pattern of Queensland's history (Trudinger, 2011 wk 4 lecture slides). The state significance or importance of a place in demonstrating criteria (a) can be identified through the application of one or more of the following indicators:

- Earliness
- Representativeness
- Regional importance
- Distinctiveness
- Exceptionality/rarity

In relation to the indicators associated with criteria (a) the Traveston Station is an example of earliness. The rail section linking Traveston to Gympie and Maryborough,

which was completed in 1889, was only twenty-four years after the opening of the first railway in Queensland in 1865. The rail section linking Gympie to Brisbane, incorporating the Traveston section, was finished in 1891, only twenty-six years after the opening of the first railway in Queensland in 1865.

The threshold indicators associated with criteria (g) are closely related with social significance. The characteristics of social significance include the social significance of a place or object derived from the perceived meaning or value in a place that is important to particular community or cultural groups and which generates a strong sense of attachment (Trudinger, 2011 wk 4 lecture slides).

In relation to the Traveston Station, it was an informal meeting place for the community. Community members assembled for travel, to collect mail, to work and to load freight. The station also holds special meanings for particular community members, in particular the older members that still remember the station as the community centre.

5.0 Conclusions about Cultural Heritage Values

The cultural heritage values attached to this site can be demonstrated by identifying past contributions. The community facilities that were located at the station contributed to the development of the local community, with the site becoming the activity hub of the community. The station was also a major transport centre that serviced Traveston and the surrounding areas, including the Mary Valley (Lambert, 2009).

However to adequately describe the cultural heritage values of the Traveston Station, it would be described as heritage lost and an unwillingness to preserve what little value still remains.

Queensland Rail warned Gympie Regional Council that it would not upgrade the Traveston Station, but instead close it down (The Gympie Times, 2010). TransLink informer Queensland Rail, that upgrading the station to the required standards was not feasible given the low volume of passenger traffic using the station and the considerable costs involved with an upgrade (The Gympie Times, 2010). There were also attempts by the Traveston Progress Association to have

the station sign removed from the platform and erected in the Traveston Soldier's Memorial Hall. However, after repeated requests to the Transport Minister through the Local Member regarding the removal of the sign, the Progress Association has not received any information as of the 30 January 2011 (emails TPA and Gympie Electorate Office, 2010-2011).

It can therefore be said that the Traveston Station is experiencing a loss of cultural heritage values with Queensland Rail both currently and previously not being willing to preserve or protect the site to acknowledge the contribution and attachment to the community. Also the Transport Minister not approving the request to have the sign moved to the Traveston Hall has contributed to the loss of heritage value.

Appendix 2 – Statement of Significance (N.B. this is a Statement of Significance that I created)

Statement of Significance – Traveston Railway Station Complex

Place Details

Place ID: SP121967 and SP142151 – Traveston Railway Station, MCH2359
– Station Master's Residence block

Place Name: Traveston Railway Station

Place Classification: Zoned Community under the Cooloola Shire Planning Scheme

Place Type: Railway Station

Location

Address: Traveston Road

Town/Suburb: TRAVESTON

Post Code: 4570

LGA: GYMPIE REGIONAL COUCNIL

Cultural Significance

Principal Period of Significance: 1891 to present

Criteria: Criterion (a) and (g) under the Queensland Heritage Act 1992

History

History: Traveston is a rural locality situated on the North Coast Railway between Gympie and Pomona. Traveston was originally a siding town with the railway linking Traveston to Gympie and Maryborough reaching completion in 1889. In July 1891 the section of railway to Brisbane was finished providing Traveston residents with rail access from Brisbane in the south to Bundaberg in the north. The railway station at Traveston reduced travel time for bullock teams that were loaded with timber and produce from the Mary Valley destined for the Cooran Station, which at that time was the closest transport centre. Rail services were also justified by population densities and distributions, industry and mining operations.

The Traveston district also had considerable amounts of produce to offer the railway in freight revenue, including good quality timber stands, bananas, sugarcane, beans, pineapples and cream. The station also provided a regular passenger service. The official opening of the section of railway from Gympie to Brisbane took place in Gympie on the 16th July 1891. The celebrations included a banquet given to receive the Premier, Ministry and the Members of Parliament.

The Station complex include the appropriate infrastructure required for a fully functioning station siding and station. This included a Station Master's residence, a Night Officer's and Ganger's residence, workers quarters, a platform and administration buildings, and a trucking and loading yard.

The station also incorporated the local post office which encompassed the telegraph station dealing with official railway communications, private telegrams and Morse code. The station also featured a savings bank and there was a butchers shop and general store situated near-by.

When the powder magazine was relocated to Traveston in 1898 a special railway line was constructed for the 400 yard journey to the magazine from the station. The railway was then used to transport the explosives from the powder magazine to the gold mines in the Gympie area.

Description

The Station complex include the appropriate infrastructure required for a fully functioning station siding and station. This included a Station Master's residence, a Night Officer's and Ganger's residence, workers quarters, a platform and administration buildings, and a trucking and loading yard. The station also incorporated the local post office which encompassed the telegraph station dealing with official railway communications, private telegrams and Morse code. The station also featured a savings bank and there was a butchers shop and general store situated near-by.

Now, all that remains is the platform and the disused passenger shelter.

Images

Traveston Railway Station



Photo taken by Lauren McVicar on 25/9/11

Vacant Station Master's Residence block



Photo taken by Lauren McVicar on 25/9/11

6.0 List of References

Australia ICOMOS 2000, *The Burra Charter: the Australian ICOMOS Charter for places of Cultural Significance*, Australia ICOMOS Incorporated, Deakin University Burwood, Australia.

Cooloolo Shire Council 2005, *Cooloolo Shire Council Planning Scheme*, Cooloolo Shire Council, Gympie.

Discussions with my father.

Emails between the Traveston Progress Association and Gympie Electorate Office, 2010-2011.

Heritage and history of Queensland Rail n.d., viewed 29 October 2011, <<http://www.queenslandrail.com.au/Community/Pages/CulturalHeritage.aspx>>.

Lambert, J 2007, *DRAFT Traveston Book – Railway*, Jeff Lambert, Traveston.

Lambert, J 2009, *The Traveston Story Pioneering Days of the Traveston District*, Traveston Residents Association, Traveston.

Lambert, J 2011, *Pathways to Gold The Gympie Contribution and Associated History*, New Pearl River Printing, GuangZhou, China.

Morrissey, C 2010, 'QR sounds death knell on Traveston rail stop', *The Gympie Times*, 25 March 2010.

Pedley, I 1979, *Winds of Change 100 years in Widgee Shire*, The Gympie Times, Gympie.

Queensland Government 1992, *Queensland Heritage Act 1992*, Queensland Government Brisbane.

Radio interview on 612 ABC Brisbane, 29 October 2011.

The Gympie Times 1891, 'Opening of the Brisbane-Gympie Railway', *The Gympie Times*, Thursday 16 July 1891.

The Gympie Times 1921, 'Traveston', *The Gympie Times*, 29 October 1921.

Towner, P 2004, 'A Town like Traveston', *The Gympie Times*, Saturday 3 April 2004.

Towner P date unknown, *Rock 'N' Rails The History of the Mary Valley railway line*, publisher and place unknown.

Traveston Powder Magazine blasts into Heritage Register n.d., viewed 6 October 2011, <<http://www.qldheritage.org.au/travesto-powder-magazine-blasts-into-heritage-register.html>>.

Traveston n.d., viewed 26 October 2011, <<http://queenslandplaces.com.au/traveston>>.

Trudinger, D 2011, Lecture slides – week 4.

<<http://www.queenslandrail.com.au>>, viewed 26 October 2011.