

Item Details

Name
Doonside Railway Station Group
SHR/LEP/S170
s170

Address
Doonside Crescent DOONSIDE NSW 2767

Local Govt Area
Blacktown

Local Aboriginal Land Council
Unknown



| | | |
|------------------|-------------------------|---------------------------|
| Item Type | Group/Collection | Category |
| Built | Transport - Rail | Railway Platform/ Station |

All Addresses

| Addresses | | | | | | | | |
|----------------------|-------------------|----------------------|------------------|---------|----------|------------|------------|-------------------|
| Records Retrieved: 2 | | | | | | | | |
| Street No | Street Name | Suburb/Town/Postcode | Local Govt. Area | LALC | Parish | County | Electorate | Address Type |
| | School Parade | DOONSIDE/NSW/2767 | Blacktown | Unknown | | | Unknown | Alternate Address |
| | Doonside Crescent | DOONSIDE/NSW/2767 | Blacktown | Unknown | Prospect | Cumberland | Unknown | Primary Address |

Boundary Description

North: Property boundary to Doonside Cres, Cross St & Coghlan Cres; South: property boundary to School Pde & rear-of the property boundaries fronting Omaroo Ave, Eastwood Ln & Doonside Rd; West: 5 metres from the end of platforms; East: 5 metres from the end of platforms.

Significance

Statement Of Significance

Doonside Railway Station is of local significance as evidence of one of the stations built during the quadruplication of the line between St Marys to Lidcombe during the Post War period in response to increased suburban development in the area. It is a representative example of an austere small, mid-20th century railway station in an urban context, featuring railway Stripped Functionalist style elements similar to other stations along this section of the Western Line, representing the economic policies of the time between and after the World Wars.

Criteria a)

Historical Significance

Doonside Railway Station is of historical significance as evidence of one of the stations built during the quadruplication of the line between St Marys to Lidcombe during the Post War period in response to increased development in the area.

Criteria c)

Aesthetic/Technical Significance

Doonside Railway Station has aesthetic significance as an example of a small railway Stripped Functionalist station in an urban setting. The buildings are very simply detailed with limited ornamentation representing economic policies of the time.

Criteria d)

Social/Cultural Significance

The place has the potential to contribute to the local community's sense of place, and can provide a connection to the local community's past.

Criteria e)

Research Potential

Doonside Railway Station has research significance as it demonstrates design and construction techniques of the mid-20th century railway structures and the use of Functionalist elements in a railway setting. However, the information gained can be found in better examples of this style on the network.

Criteria g)

Representative

Doonside Railway Station is a representative example of a small, mid-20th century railway station in an urban context featuring Railway Stripped Functionalist style elements similar to but simpler than Pendle Hill, Wentworthville, Toongabbie and Seven Hills Railway stations.

The footbridge was identified as an item of little heritage significance in the 2016 ‘Railway Footbridges Heritage Conservation Strategy’. However, the strategy recommended detailed physical analysis prior to any change to confirm the significance of the structure.

Integrity/Intactness

The station buildings have retained a fair degree of integrity externally, though are reported to have been altered internally.

Owners

| Records Retrieved: 0 | | |
|----------------------|----------------------|------------------------|
| Organisation | Stakeholder Category | Date Ownership Updated |
| No Results Found | | |

Description

| Designer | Builder/Maker |
|----------------------------|----------------------------|
| NSW Department of Railways | NSW Department of Railways |

| Physical Description | Updated |
|----------------------|---------|
|----------------------|---------|

BUILDINGS
Station Building- Platform 1/2, type 13 (1955)
Station Building- Platform 3/4, type 13 (1955)
Signal Box - incorporated in Platform 1/2 building (1955, closed 1963)

STRUCTURES
2 x island platforms (c1955)
Footbridge - steel (1958, modified 1990)

PLATFORM 1/2 BUILDING (1955)
External: Constructed of face brick in the railway Stripped Functionalist style the Doonside Station building on Platform 1/2 is located at the Sydney (Up) end of the platform. It features a low pitched Marseilles tiled roof, stepped parapeted gables with bullnosed capping, a centrally located Art Deco style corbelled vertical fin in contrasting brick colour, vertically proportioned steel framed windows on boundary and rail elevations with security mesh, and corner windows on the Up side elevation reflecting the former use of this room as a signal box. The former store room on the Down side of the building seen in the 1955 drawings appears to survive with only one brick wall supporting the metal platform canopy and metal clad upper portion with shallow roof resting above the canopy. Its current function is unclear. A door opening on the Platform 2 elevation and one window opening on the Platform 1 elevation have been bricked up. A corrugated metal canopy supported on steel columns connects the building with the stairs and overhead footbridge.

Internal: Internal access to the station building was not possible, however; it is known that the interiors have been modified over the years.

PLATFORM 3/4 BUILDING (1955)

External: Constructed of face brick in the railway Stripped Functionalist style the Doonside station building on Platform 3/4 is located approximately at the centre of the platform. It features similar architectural elements to the Platform 1/2 Building including low pitched Marseilles tiled roof, stepped parapeted gables with bullnosed capping, centrally located Art Deco style corbelled vertical fin in a contrasting brick colour, vertically proportioned steel framed windows on both Platform elevations with security grilles, and a wide corrugated metal awning providing protection along Platform elevations and ticket window elevation where it is supported on two brick columns. The building appears to be in its original configuration with only one ticket window being enclosed or blocked for the provision of a ticket machine. A corrugated metal canopy below the building's awning and supported on steel columns covers the remaining portion of the platform between the building and the stairs linking to the overhead footbridge.

Internal: Internal access to the station building was not possible, however; it is known that the interiors have been modified over the years.

SIGNAL BOX (1955, closed 1963)

The signal box was incorporated at the Up end of the station building on Platform 1/2 and was closed in 1963. All equipment is believed to be removed. Internal access to the building was not possible therefore this could not be confirmed.

PLATFORMS (c1955)

Two brick faced island platforms with concrete decks and asphalt finish. Modern aluminium palisade fencing provides safety at both ends of the Platforms. Other modern additions are lighting and signage. Platforms 2 and 3 are brick with concrete coping. Platforms 1 and 4 precast concrete with concrete coping.

FOOTBRIDGE (1958)

A steel beam and column structure over platforms and tracks with street ramps finished on concrete piers and brickwork between the piers at the lowest end. It is a standard footbridge used from the 1940s on the Western line quadruplication, however; all elements other than the structural steel elements have been replaced with contemporary materials and detailing since the 1990s.

MOVABLE

Platform:

Two single timber rollover indicator boards are still in use at the station. They display services from Platform 1 into the City and include clock faces and foot pedals

Cast iron and concrete door thresholds and boot scrapers

“Penrith” indicator board metal covers x2 attached to exterior wall of station building

In storage:

Steel and canvas ambulance stretcher with painted lettering “Doonside Station”, large fitted timber ticket bench with drawers and cupboards, early telephone, Railcorp sign “Important notice – About train Running”, early wall-mounted telephone communication box, wall-mounted timber noticeboard / poster case

In staff offices:

Small white Ajax cast iron safe, small timber stationery organiser, red and white “Emergency Response” cabinet, several wall-mounted timber shelves, wall-mounted timber key safe, early wall-mounted telephone communication box, small timber cupboard containing electrical switch gear, canvas despatch bags

Physical Condition

Updated 10/15/2008

STATION BUILDINGS

Both of the Station buildings are in generally sound condition however, brickwork and roof tiles require cleaning.

PLATFORMS

Platforms are generally in good condition.

FOOTBRIDGE

It is structurally sound and in good condition.

Modifications And Dates

27 Sep 1880 - Platform built.
10 Feb 1922 - Toilets erected on platform.
5 Oct 1955 - New signal box and interlocking of level crossing gates.
29 Sep 1958 - Removal of pedestrian wicket gates at level crossing.
9 Apr 1963 - Half-boom gates and ‘F’ type lights at level crossing provided and closure of signal box.
17 Feb 1980 - Rearrangement of Down Main track.
13 Apr 1980 - Rearrangement of Up Main track.
12 Jul 1980 - Level crossing closed.
1990s - Internal fabric of station buildings is considerably altered, and the footbridge modified.

Further Comments

Current Use

Railway Station

Former Use

Railway Station, signal box

Listings

Listings

| Heritage Listing | Listing Title | Listing Number | Gazette Date | Records Retrieved: 1 | |
|---|---------------|----------------|--------------|----------------------|---------------|
| | | | | Gazzette Number | Gazzette Page |
| Heritage Act - s.170 NSW State agency heritage register | | | | | |

Procedures/Exemptions

| Records Retrieved: 0 | | | | | |
|----------------------|-------------|-------|----------|-------------|---------|
| Section of Act | Description | Title | Comments | Action Date | Outcome |
| No Results Found | | | | | |

History

Historical Notes or Provenance

Updated

A single line opened from Blacktown to Rooty Hill on 23 December 1861. The construction contract for the Blacktown to Kingswood section was awarded to Peto, Brassey & Betts in August 1859. The line was duplicated in 1886 and the station opened on 27 September 1880. The station was renamed Wolkara on February 1, 1921, and was subsequently renamed again to Doonside on February 12, 1921. The line was electrified on 9 October 1955.

The present station was upgraded in 1955, replacing the original buildings. The design of the station buildings applied the railway Stripped Functionalist style, as was done at other stations between Lidcombe and St. Mary’s. The station was one part of a much larger scheme to increase the tracks to four main lines between Lidcombe and St. Mary’s during World War II in order to provide maximum track capacity to the American ammunition and general store built at Ropes Creek. Quadruplication was completed in 1981.

A signal box was incorporated into the 1955 building but was closed in 1963 when automatic boom gates were provided at an adjacent level crossing which was itself removed in 1980. The signal box equipment has been removed.

The pedestrian bridge that provides access to the platforms was built in 1958. Its twin beam construction is typical of 1940's footbridges on the Western line quadruplication. Since 1990, every component of the bridge, except the steel structure, has been replaced.

Historic Themes

Records Retrieved: 2

| National Theme | State Theme | Local Theme |
|----------------|---------------|------------------------------|
| 3. Economy | Transport | Building the railway network |
| 3. Economy | Communication | Signalling and safe working |

Recommended Management

Management Summary

- 1. Conservation principles: Conserve cultural heritage significance and minimise impacts on heritage values and fabric in accordance with the ‘Australia ICOMOS Charter for Places of Cultural Significance’.
- 2. Specialist advice: Seek advice from a qualified heritage specialist during all phases of a proposed project from feasibility, concept and option planning stage; detailed design; heritage approval and assessment; through to construction and finalisation.
- 3. Documentation: Prepare a Statement of Heritage Impact (SOHI) to assess, minimise and prevent heritage impacts as part of the assessment and approval phase of a project. Prepare a Conservation Management Plan (CMP) prior to proposing major works (such as new additions, change of use or proposed demolition) at all places of State significance and all complex sites of Local significance.
- 4. Maintenance and repair: Undertake annual inspections and proactive routine maintenance works to conserve heritage fabric in accordance with the ‘Minimum Standards of Maintenance & Repair’.
- 5. Movable heritage: Retain in situ and care for historic contents, fixtures, fittings, equipment and objects which contribute to cultural heritage significance. Return or reinstate missing features or relocated items where opportunities arise.
- 6. Aboriginal, archaeology and natural heritage: Consider all aspects of potential heritage significance as part of assessing and minimising potential impacts, including Aboriginal, archaeology and natural heritage.
- 7. Unidentified heritage items: Heritage inventory sheets do not describe or capture all contributory heritage items within an identified curtilage (such as minor buildings, structures, archaeology, landscape elements, movable heritage and significant interiors and finishes). Ensure heritage advice is sought on all proposed changes within a curtilage to conserve heritage significance.
- 8. Recording and register update: Record changes at heritage places through adequate project records and archival photography. Notify all changes to the Section 170 Heritage & Conservation Register administrator upon project completion.

Management

Records Retrieved: 0

| Management Category | Management Name | Date Updated |
|---------------------|-----------------|--------------|
| No Results Found | | |

Report/Study

Heritage Studies

Records Retrieved: 16

| Report/Study Name | Report/Study Code | Report/Study Type | Report/Study Year | Organisation | Author |
|---|-------------------|-------------------|-------------------|--------------|--|
| Railway Footbridges Heritage Conservation Strategy | | | 2016 | | NSW Government Architect's Office Heritage Group |
| Heritage Platforms Conservation Management Strategy | | | 2015 | | Australian Museum Business Services |
| Heritage Platforms Conservation Management Strategy | | | 2015 | | Australian Museum Consulting |
| S170 Heritage & Conservation Register Update | | | 2009 | | Office of Rail Heritage (ORH) - Australian Rail Track Corporation (ARTC) |
| S170 Heritage & Conservation Register Update | | | 2009 | | City Plan Heritage |
| S170 Heritage & Conservation Register Update | | | 2009 | | Godden Mackay Logan |
| S170 Heritage & Conservation Register Update | | | 2009 | | Hughes Trueman |
| S170 Heritage & Conservation Register Update | | | 2009 | | NSW Department of Commerce |
| S170 Heritage & Conservation Register Update | | | 2009 | | OCP Architects |
| S170 Heritage & Conservation Register Update | | | 2009 | | Office of Rail Heritage - Australian Rail Track Corporation |
| S170 Heritage & Conservation Register Update | | | 2009 | | ORH |
| S170 Heritage & Conservation Register Update | | | 2009 | | Paul Davies Pty Ltd |
| Interwar Station Buildings: Analysis and Significance | | | 2001 | | Andrea Humphreys and Donald Ellsmore |
| State Rail Authority Heritage Register Study | | | 1999 | | State Rail |
| State Rail Authority Heritage Register Study | | | 1999 | | State Rail Authority |
| State Rail Authority Heritage Register Study | | | 1999 | | SRA |

Reference & Internet Links

References

Records Retrieved: 3

| Type | Author | Year | Title | Link |
|-----------------|------------|------|---|------|
| Written | ARHS | 2009 | Historical information prepared for S170 update project | |
| Written | Sharp, S.A | 1982 | The Railway Stations of NSW 1855-1980 | |
| Management Plan | NSWR | | NSWR Signal Diagram: WN 43-1981 | |

Data Source

The information for this entry comes from the following source:

| Data Source | Record Owner | Heritage Item ID |
|------------------|----------------------|------------------|
| State Government | TAHE - Sydney Trains | 4801908 |

Every effort has been made to ensure that information contained in the State Heritage Inventory is correct. If you find any errors or omissions please send your comments to **SHeritage@transport.nsw.gov.au**

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