



# 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)

- 3.7.3 Moving goods and people on land
- 3.7.4 Building and maintaining railways

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

- 202 Rail and light rail transport

#### 11.1 AESTHETIC VALUE\*

*Bridgetown Railway Station (fmr)* is a substantially intact example of a timber railway station building which includes elements of the Arts and Crafts style in the detail of the building and the entrance porch. (Criterion 1.1)

*Bridgetown Railway Station (fmr)*, comprising the timber station building and associated timber framed structures, forms a cultural environment which contributes to the aesthetic qualities of the Bridgetown township. (Criterion 1.3)

#### 11.2. HISTORIC VALUE

*Bridgetown Railway Station (fmr)* is a tangible reminder of the importance of railways in the economic development of the Blackwood region and the State. It illustrates the railway's vital role in the provision of passenger, goods, produce and mail transport, as well as the importance given to stations and other buildings and structures that were integral components of the railway system. (Criteria 2.1 & 2.2)

*Bridgetown Railway Station (fmr)* is representative of the late nineteenth century railway station design work of the Public Works Department of Western Australia for the Department of Railway and Tramways, under the leadership of Engineer in Chief, C Y O'Connor. It is an important example of the development and implementation of standard designs for railway stations in the growing WAGR network in the 1890s and 1900s. (Criteria 2.3 & 2.4)

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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. 3. SCIENTIFIC VALUE**

*Bridgetown Railway Station (fmr)* has potential to inform on human occupation and use of the area. The significant ground level increases over the years may have preserved such archaeological deposits. (Criterion 3.2)

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

*Bridgetown Railway Station (fmr)* has social value for the role it has played in the community providing a staging point for the transport of passengers, goods and mail from 1898 until the late 1970s. It is also important for providing a venue for community based organisations such as the Blackwood Environment Society and Gallery which reflect the changing socio-demographic make up of Bridgetown. (Criterion 4.1)

*Bridgetown Railway Station (fmr)* contributes to the community's sense of place because of its social history and aesthetic qualities. (Criterion 4.2)

## **12. DEGREE OF SIGNIFICANCE**

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

*Bridgetown Railway Station (fmr)* is one of the few surviving stations of the Donnybrook-Bridgetown Railway. As the terminus building, it was the largest of the stations built on this line. (Criterion 5.1)

### **12. 2 REPRESENTATIVENESS**

*Bridgetown Railway Station (fmr)* represents the type of place considered appropriate for the provision of services for passenger and goods transport in the late 1890s and subsequently. (Criterion 6.2)

### **12. 3 CONDITION**

*Bridgetown Railway Station (fmr)* is in reasonable condition for its age and construction; however urgent works are required to ensure its retention. The community-based management of the place, whilst appropriate in terms of use, does not support the financial resources required to maintain the building so that its cultural heritage value is not lost. Past works, including cladding the walls with asbestos cement and re-aligning ground levels around the station detract from the place, and the latter is contributing to its demise.

Current maintenance programs are limited due to the volunteer/non-profit nature of the organisations that lease the building. The building is generally kept clean and tidy and the gardens are well maintained. Recent maintenance works have involved termite treatment and replacement of gutters.

### **12. 4 INTEGRITY**

Whilst no longer used for passenger transport, the location of the building adjacent to the railway line informs the observer of its original intention. Whilst the original layout of the rooms is reasonably intact, their former use is not readily discernible in their current state.

The current use provides public access to and regular use of the building that will aid in its conservation.

The existence of original documentation for the place makes the re-creation of missing details possible and contributes to the interpretation of the place's history and use. The place has a moderate to high degree of integrity.

## **12.5 AUTHENTICITY**

Much of the fabric of *Bridgetown Railway Station (fmr)* is in its original state. The place has a high degree of authenticity.

## **13. SUPPORTING EVIDENCE**

Attached are key sections of the supporting evidence prepared by Curtin Consultancy Services, 'Conservation Management Plan for the Bridgetown Station', prepared for the Blackwood Environment Society in March 1999.

### **13.1 DOCUMENTARY EVIDENCE**

For a discussion of the Documentary Evidence refer to Curtin Consultancy Services, 'Conservation Management Plan for the Bridgetown Station', prepared for the Blackwood Environment Society in March 1999.

### **13.2 PHYSICAL EVIDENCE**

For a discussion on the Physical Evidence refer to Curtin Consultancy Services, 'Conservation Management Plan for the Bridgetown Station', prepared for the Blackwood Environment Society in March 1999.

### **13.3 COMPARATIVE INFORMATION**

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### **13.4 REFERENCES**

Curtin Consultancy Services, 'Conservation Management Plan for the Bridgetown Station', prepared for the Blackwood Environment Society in March 1999.

### **13.5 FURTHER RESEARCH**

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