

PLACE IDENTIFICATION FORM

ADDRESS

Glenferrie Road

TYPE

- Single Residence
- Shop
- Office
- Landscape feature
- View
- Multiple Unit Res.
- Outbuildings
- Industrial Building
- Public building
- Other *Station, overpasses*

TITLE

Glenferrie Station Precinct

EXISTING DESIGNATION

HBR GBR AHC NT VAS

STREETSCAPE LEVEL

1 2 3
SIGNIFICANT SIGNIFICANT
STREET TREES KERB & GUTTERS

GRADING

A B C D E
(Shops)
KEYNOTE BUILDING

RECOMMENDED FOR

HBR/GBR AHC URBAN CONSERVATION AREA
VAS PLANNING SCHEME PROTECTION
CULTURAL LANDSCAPE OTHER

SURVEY DATE *Nov. 91.*
NEG FILE *70.03-05.*
Title
Vol.
Fol.

THEME

- Early Settlement
- Mansions
- Victorian Garden Suburb
- Municipal dev.
- 1870s growth
- Garden villas
- Working enclaves
- Commercial Centres
- Edwardian Prosperity
- Interwar Housing
- Flats and Offices



CONSTRUCTION DETAILS

Date *c1920.*
Architect *Edward Ballard.*
Builder
Elements - *ramps, platforms, embankment, canopies, shops, ticket office and associated works.*

- Contributing garden
- Landmark tree
- Original or early hard landscape layout
- Original or early fence

NOTABLE FEATURES/SIGNIFICANCE

See *Butler, Upper Hawthorn Study* and attached *Ward, et al, Victorias Railway Stations, 1982.*

Identical design to Auburn Station.

INTEGRITY Good Fair Poor
CONDITION Good Fair Poor

CROSS REFERENCED INFORMATION

Associated significant garden



Glenferrie Station,
Glenferrie Road.

LOCATION: GLENFERRIE RAILWAY STATION, RAILWAY ARCADE,
OFF GLENFERRIE ROAD
MMPS ZONE: Railway Reserve
BUILT: 1918

HISTORY - Glenferrie Station and its track reserve were to occupy part of the former property of Henry Alcock, billiard table maker to the Queen. The Alcock family was resident in Burwood Road from the end of the 1860s, acquiring extra land in Wakefield Street from the Purchalls in 1879. This was cut off by the railway line and resold with three new streets, Alfred, Frederick and Columbia, before 1887. One of the first cottages there, was the weatherboard on Frederick Street occupied by the station master, Lonergan and later bought by the Railway Department. The first station, built in 1882, was on street level, but was rebuilt after the line was raised over the road in 1916.¹

'Gatekeepers cottages and platforms' on the line were being built in June 1882, a second platform at Glenferrie a year later, a shelter shed and subway by 1887, under the lines, which had been duplicated between Hawthorn and Camberwell by late 1885) and the station was decorated for Christmas at the end of 1888. A new brick station was to be built at last on the down side in 1901, two decades before the line was raised and all those structures were redundant.²

DESCRIPTION - Unique in the use of two-storey brick station structures to serve the elevated line of 1915 from the lower ground-level entrance, Glenferrie Railway Station and Auburn also show a new boldness and austerity of form and a dearth of applied ornament, from the Railway's architectural department (Edward Ballard) under Chief Architect, J.W. Harding, Reinforced concrete beams and barrel vaults support the island and side platforms, and the ramp access to them, which is accessible from a transverse passage under the railway itself. A booking office is supplied at ground level whilst waiting rooms, a goods lift, toilets and staff rooms are at platform level, the latter being lit by a clerestory over the platform canopy.

Designed in the manner of the monumental railway D.C. substations, dotted around inner Melbourne, and not unlike the approach used by Haddon at Swinburne, these massive red brick and stucco facades are punctuated by bold arches, blind and open, set between wide brick Piers which are themselves vehicles for tall blind arches, with stucco keystones and bands, within which centred down pipes and rain water heads are applied as part of the facade composition (as Haddon might). Instead of Haddon's Egyptian pylons, at either end of this facade is a raised broken-base segmental pediment which is continued on the middle facade as a deeply bracketted cornice.

LOCATION: GLENFERRIE RAILWAY STATION

The tripartite keystone, seen elsewhere emphasised on D.C. substations, is used over the large segment-arched windows placed within these end bays whilst similar sized, paired windows are centred between the other facade bays, echoed by lower-level rectangular windows centred in the blind archways. Glenferrie, unlike Auburn, does not have the landscaped forecourt to this facade and hence its dramatic scale is not fully perceivable.

Like the contemporary Box Hill, Essendon and Heidelberg stations the ramp approaches and platform canopies use wrought and cast-iron, rivetted and bolted, as graceful linear elements, contrasting against the massiveness of the station building. Two-way lattice trusses take the canopy roof and rest on arch-segment steel or iron angles which spring from the Tuscan cast-iron columns as brackets, with roundels within the spandrels, or segment arches.

Three segment-arch parapetted brick and stucco shops, housed between the rail lines at (664-68) Glenferrie Road, are part of the complex; an original shop front exists on 664. A glazed metal canopy which extends to Glenferrie Road was also built for the Victorian Railways.

INTEGRITY - Some openings have been bricked up and the scalloped ripple-iron valence at the canopies is gone; the shop front to (666) has been replaced and the parapet obscured on (668) by numerous signs.

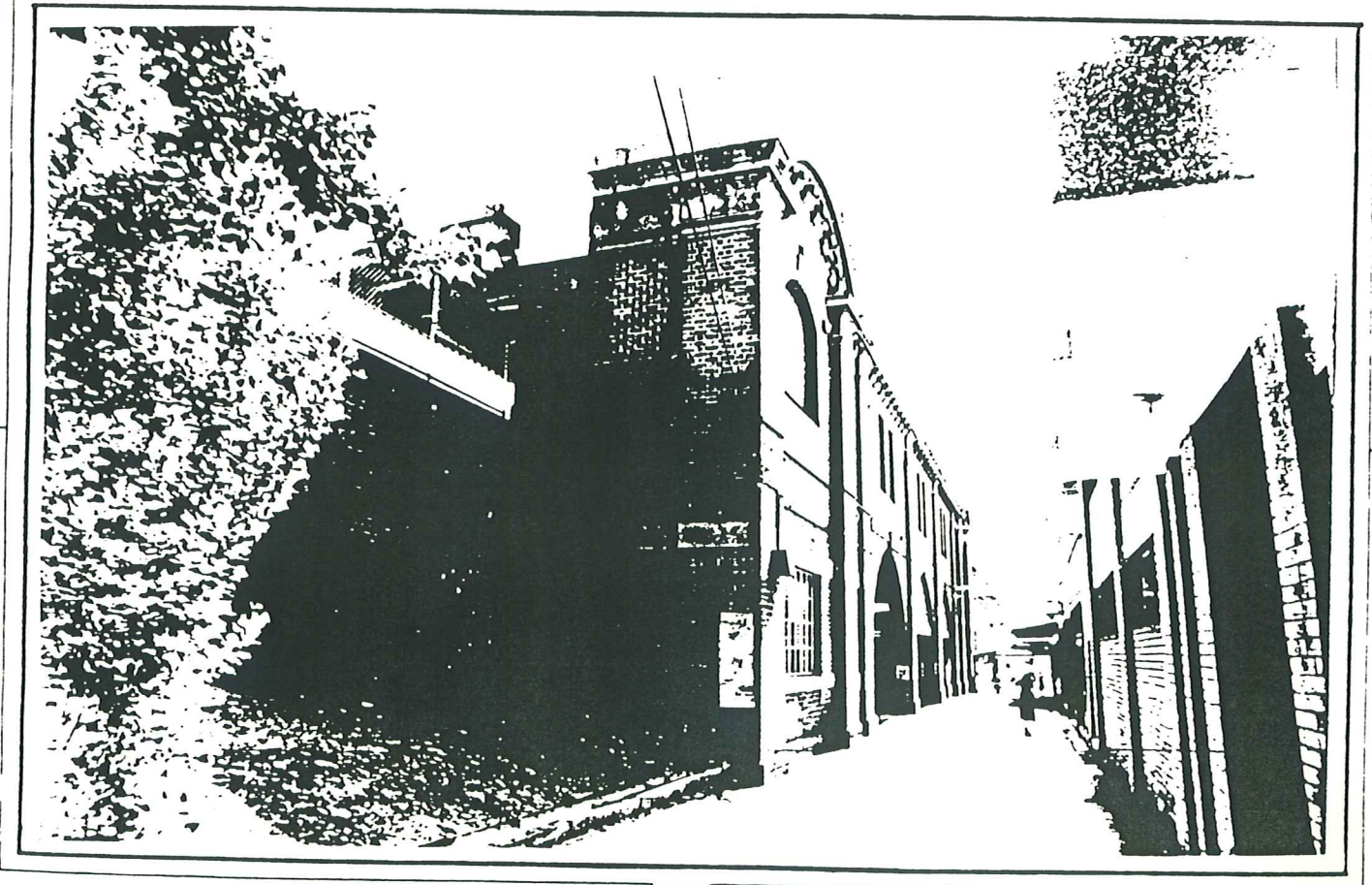
STREETSCAPE - The symmetry of the building design is obscured by its cramped siting in the Railway Arcade but its huge scale, juxtaposed against the narrow arcade is impressive; its arched facade also parallels with the adjacent (670-80) Glenferrie Road and the shops at (664-66) contribute directly to streetscape (4.5).

SIGNIFICANCE - Architecturally, second to Auburn Station and comparable with other metropolitan D.C. substations, this station is still one of two of a small and important form type among Victoria's railway stations, is near to original and complements an adjacent commercial streetscape; it is also a boldly modelled design signalling the departure from Medieval revival designs to neo-Classicism within the Victoria Railways : of regional interest.

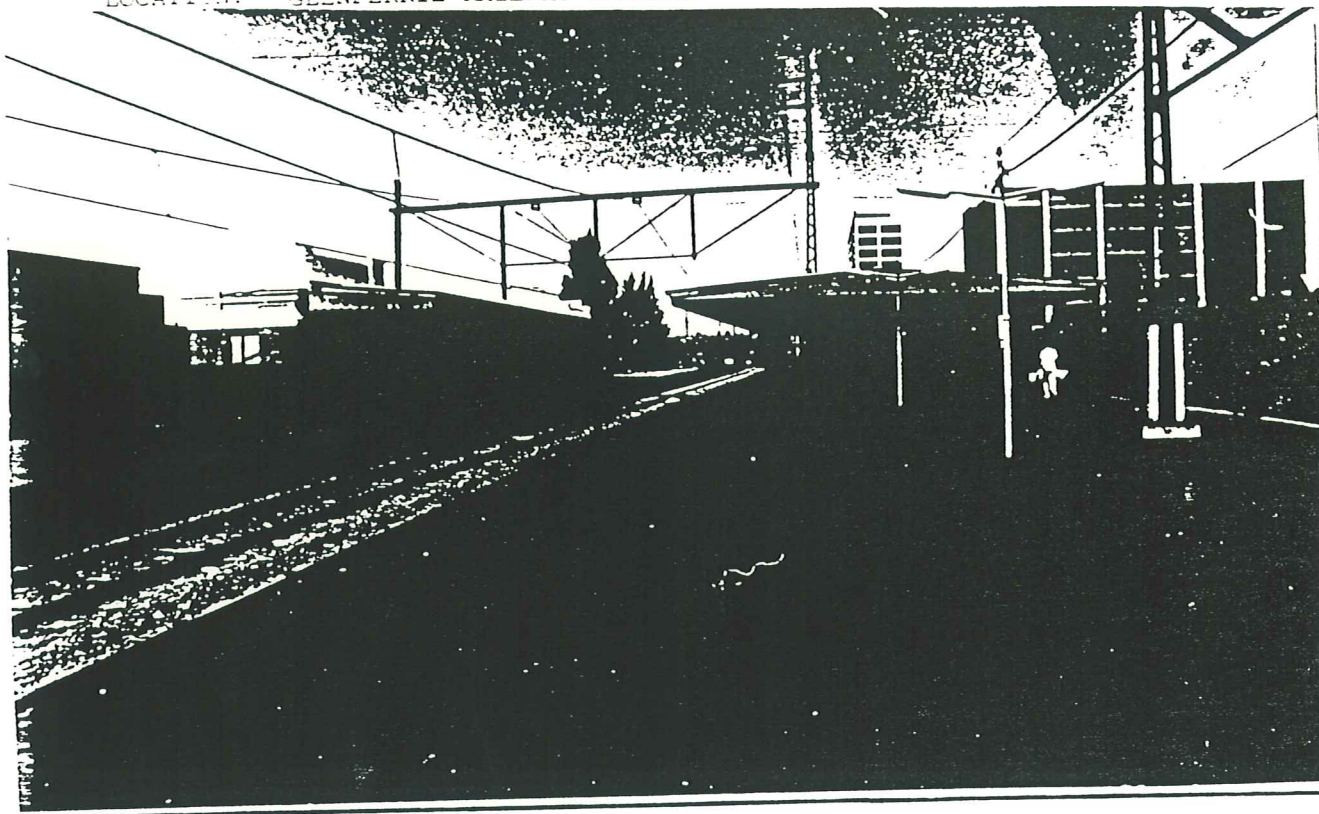
Historically, of local importance as a major public building.

LOCATION: GLENFERRIE RAILWAY STATION

ENHANCEMENT - Prepare and carry out a detailed restoration programme which would include replacement of the canopy valences, unblocking of openings and repainting general trim in original colours, after removal of structures and signs from (668) Glenferrie Road.



LOCATION: GLENFERRIE RAILWAY STATION



REFERENCES: (Abbreviations Key: Appendix 5)

1. HBI;
RB 1887;
Private collection, estate maps (HHS)
2. B.S. 29/6/1882;
B.S. 26/7/1883;
V.R. letter 3/9/1887;
A.R.R.C. Sept 1881;
VPP c June 1887;
B.S. 4/1/1889;
C.H.A. 30/8/1901;
V.M.D. 1899
3. Contract Drawings dated 5.4.18, 13.11.16 (VPR)

Victoria's Railway Stations

An Architectural Survey

Volume 4

The Twentieth Century, 1900 - 1930
(including Portable Station Buildings)

A. Ward
A. Donnelly

in association with the

AUSTRALIAN RAILWAY
HISTORICAL SOCIETY

March, 1982.

Auburn and Glenferrie are identical station buildings, erected during the early 1920's as part of a regrading project between Hawthorn and Camberwell. Its purpose was to eliminate the level crossings on this section of line, and it did so by elevating the line along most of its length. It is this feature which gives rise to the unique qualities of these buildings, for they include ground level and platform level facilities and present an imposing facade, some ten metres high along their north alignment. They are also interesting in that they are the first buildings of the modern movement erected by the Department. Their final claim for special attention rests in their interesting use of reinforced concrete, a feature imposed by the need to rise from ground level up to track level through a distance of some six metres.

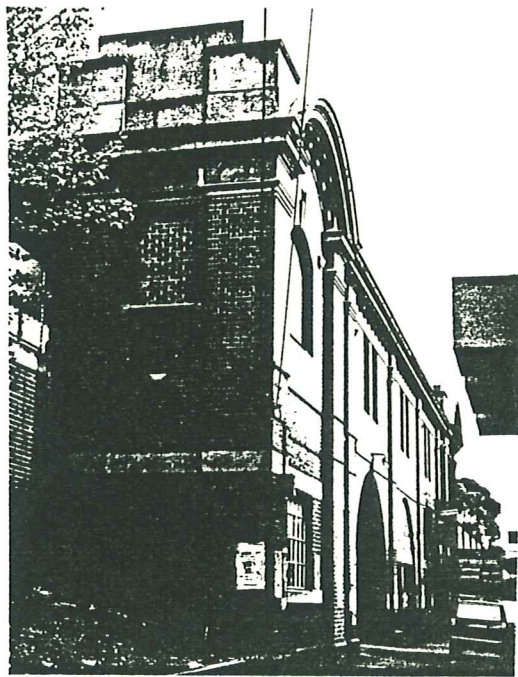
Their design is a far cry from that of the elevated stations on the Sandringham, Port Melbourne and Clifton Hill lines, where timber buildings and decked platforms teeter on high timber sub-structures reminiscent of a trestle bridge. At Auburn and Glenferrie, the platforms are supported on reinforced concrete beams and barrel vaults spanning between brick retaining walls and arched arcades. The ramps are internal and also supported on reinforced concrete barrel vaults spanning between I beams supported on brickwork or into mild steel (?) columns.

Access to the platforms is provided along a pathway crossing under the running lines and leading to the platform ramps. A booking office is provided at this level with a light well, framed by reinforced concrete beams, over the lobby and opening onto the island platform above. The northern entrance to the accessway is framed by rooms below the first platform which appear to be available for lease.

At platform level, passenger waiting facilities and toilets are provided whilst a staff room is located next to a lift, - out of use at Auburn - linking both levels for the conveyance of parcels. A large clerestory roof is situated in the middle of the island platform and sheds light on the activities in the station master's office below.

The north elevation at both stations consists of a massive brick wall relieved by windows and the entrance to the ground level accessway. This facade also featured a popular symbol of the modern movement at that time - the arch, "huge in scale and used decoratively and quite independantly of any structural needs. Usually it was independant of any vertical support at the corners or, if it were not, (as in these buildings) the support was so squat and stocky as to appear as an extension of the great sweep of the arch. Large semi-circles of recessed brickwork were sunk in the faces of walls. Sometimes they were left blank leaving the arch form without competing elements; sometimes they were thrown over a bank of three or so rectangular windows placed close together..... Wherever they (arches) were used, which means on practically every new office building, church or factory in every city of the nation, their huge scale stood in extreme contrast to the complicated fussiness of the High Victorian confections which surrounded them". These words from J.M. Freeland's "Architecture in Australia" could have been written to describe the stations in this small group - save, however, for relatively minor classical aberrations in the form of curved pediments at either end of the facade.

At Auburn, the details of the original design are in tact. The windows are not bricked up, as at Glenferrie, and the verandahs retain their "rippling" corrugated g.i. valance. The main facade faces a landscaped forecourt featuring mature palms which echo the shapes of the arches on the building behind. This building is described further in the data sheets.



Glenferrie



Glenferrie Road
Glenferrie Station Precinct



Alentferie Road
Alentferie Station Precinct.