

Glenferrie Railway Station



Hawthorn Heritage study
1992



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Location

668 Glenferrie Road HAWTHORN, Boroondara City

Municipality

BOROONDARA CITY

Level of significance

Included in Heritage Overlay

Victorian Heritage Register (VHR) Number

H1671

Heritage Overlay Numbers

HO46

Heritage Listing

Statement of Significance

Last updated on -

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.

Heritage Study/Consultant	Boroondara - Hawthorn Heritage study 1992, Meredith Gould, Conservation Architects, 1992;
Architect/Designer	Ballard, Edward,
Hermes Number	14929
Property Number	

Physical Description 1

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 Railways 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.

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.

This place/object may be included in the Victorian Heritage Register pursuant to the Heritage Act 2017. Check the Victorian Heritage Database, selecting 'Heritage Victoria' as the place source.

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