REMUERA
RAILWAY STATION + SIGNAL BOX

57-58 Market Rd/122 Great South Rd, Remuera

Postcard of Remuera railway station, C.1910 Image: Sir George Grey Special Collections, Auckland Libraries, 6-BUC105

CONSERVATION PLAN

Prepared for the Remuera Railway Station Preservation Trust & Remuera Heritage

An update of the 1992 Conservation Plan by Dave Pearson of Works Consultancy Services Ltd

By Burgess Treep + Knight Architects Ltd,
Graeme Burgess + Lilli Knight
December 2015

STATION BUILDING

REMUERA

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North elevation of the station building, Image: B, T & K Architects 2015

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Remuera Railway Station Preservation Trust

Remuera Heritage

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Remuera Railway Station as viewed from the southern motorway. Image: Photograph by Les Downey from the Walsh Memorial Library, MOTAT

Aerial view of Remuera Railway Station, with Market Road, (foreground), Great South Road, (left), the area later taken for the southern motorway, to the right of the station, and Mount Hobson Road, (right) 1964 Image: Sir George Grey Special Collections, Auckland Libraries, 580-10441

PART I. CULTURAL SIGNIFICANCE

1.0 INTRODUCTION/EXECUTIVE SUMMARY

This report was commissioned by Remuera Heritage and the Remuera Railway Station Preservation Trust (the Trust) as an update of the 1992 conservation plan prepared by Dave Pearson, then of Works Consultancy.

In May 2015 David Pittman of the Trust in conjunction with Remuera Heritage commissioned Burgess Treep + Knight Architects to update the 1992 conservation plan and to set out revised conservation policies and recommendations which take into account the restoration work that has been carried out on the station buildings to date by the Trust since 1994 and changing circumstances since that time.

This document has been written by Graeme Burgess and Lilli Knight of Burgess Treep + Knight Architects Ltd.

The Remuera Railway Station complex is recognised as one of the most significant remaining groups of suburban railway buildings. The buildings are not currently in use. The Trust is seeking ways to use the buildings while maintaining their historic integrity.

The Remuera Railway Station is an island platform station located on the North Auckland Line to the east of the suburb of Remuera. The station is accessed by a pedestrian ramp leading down to the platform from the Market Road over bridge.

The New Zealand Rail Heritage Trust has listed the designer of the station building as Mr Bagge who was District Engineer at the time of construction. The design and construction of the station is also associated with the Assistant Engineer John K. Lowe, who was involved in the construction of this station and the Newmarket, Ellerslie and Penrose stations that were constructed at that time. The design of the station was a variation of the standard station plan of the time, a design associated with prominent Railways architect George Troup.

The place has a high level of significance as it remains remarkably original.

New Zealand Rail Limited in conjunction with the Rail Heritage Trust commissioned Works Consultancy Services Limited, in a letter dated 19 August 1992, to prepare a conservation plan for the Remuera Station buildings. The purpose of that plan was to provide guidelines to resolve the possible conflicting requirements of conservation and the needs of changing uses. It was also a means by which any proposed work could be checked to ensure it complies with formulated policies.

The following updated version of the conservation plan has been carried out in accordance with the methodologies set out in James Semple Kerr's document *The Conservation Plan* and in accordance with the principles of the NZ ICOMOS Charter.

1.1 SUMMARY OF CULTURAL HISTORY

Constructed in 1907, the Remuera Railway Station, comprising signal box, platform and station building, is a nationally rare example of an 'island' layout in situ. Sited between the Great South Road and the Southern Motorway, Remuera is one of few stations in New Zealand that retains its associated signal box; one of only two signal boxes nationally said to be unmodified and in their original location. The station, with its structures reflecting the influence of New Zealand Railways architect George Alexander Troup (1863-1941), is a well-preserved example of the 'Troup period' of railway building. The Remuera Railway Station represents a significant aspect of New Zealand's transport heritage and reflects the contribution of railways during the rapid growth of the country's urban centres.[1]

The single-line track of the Auckland-Onehunga railway was opened in 1873. Remuera had been associated with the settlement of wealthy Aucklanders since the middle of the nineteenth century; the introduction of the railway increased Remuera's popularity for less well-off city workers.

By 1903, the minister for railways recognised the need for increased accommodation at stations along the line. Planned duplication of the line necessitated the redesign and repositioning of the Remuera station. Work on the platform, buildings and signal box was underway by mid-1907. By September, a photograph shows the new buildings as very nearly complete; and by November 1907 the assistant engineer, John K. Lowe was able to advise his superiors that 'the new Station Building at Remuera is now completed'. The signal box was completed soon afterwards, in 1908.[2]

The station in 1908 consisted of the main building, with toilet facilities and 'lamp room' to the northwest and the signal box to the southeast. The twin tracks split to run along either side of the platform creating an island from which this type of station acquired its name. Access to the platform was down a ramp from the Market Road Bridge. The timber-framed station building featured; rusticated weatherboarding, Marseille tiled roof with distinctive 'H' and 'I' cresting, and decorative finials, symmetrical fenestration including double-hung sash windows; all formed part of a well integrated design. The verandahs had corrugated-iron roofs, supported by railway-iron brackets. The signal box had two storeys, with the upper level as the lever floor; it was similarly clad and finished.[3]

The subsequent history of the Remuera station is one of steady decline. In 1942 it ceased to be an officered station. The construction of the motorway in the mid-1960s took away more traffic, with freight services to the station ending in 1979. The toilets and 'lamp room' were demolished in 1982, and the signal box was made obsolete by automatic points in 1987. By that time the remaining buildings were in danger of removal. The Remuera Railway Preservation Trust was established at that time to lobby for the protection and preservation of the station buildings. Work by the Trust in the 1990s restored much of the buildings' fabric. Following the construction of the Britomart Train Station and other improvements to the passenger rail service in Auckland the use of the station platform has increased. In 2011, the raising of the platform necessitated the lifting of both buildings onto new foundations. Works in 2012 updated the signage and seating.[4]

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[1] http://www.heritage.org.nz/the-list/details/634

[2] http://www.heritage.org.nz/the-list/details/634

[3] http://www.heritage.org.nz/the-list/details/634

[4] http://www.heritage.org.nz/the-list/details/634

The Remuera Station illustrates the important role railways played in the communication and development in New Zealand. It is typical of many smaller suburban stations that started as small utilitarian structures but were later replaced by something far grander around the turn of the century.[5]

The present Remuera station continues to be used, as it has been for 108 years, by suburban rail commuters. It is an important reminder of the role played by the rail system in the country's communication, rapid urbanisation and development. It also illustrates the rise, partial decline and then revival of passenger rail in New Zealand's economy and general life.[6]

Aerial photograph of the Remuera Station, Image: Auckland Council GIS

1.2 LEGAL STATUS OF THE PROPERTY

The Remuera Railway Station is owned by Kiwi Rail. The land is owned by the Crown. The current occupier is The Remuera Station Preservation Trust (the Trust). The station is administered by Auckland Transport. The territorial authority is Auckland Council. The address of the Remuera Station is listed as 57-58 Market Rd/122 Great South Rd, Remuera, Auckland.

The property has been zoned as 'Strategic Transport Corridor' under the Proposed Unitary Auckland Plan.

The property has been identified under the PUAP as 'Historic Heritage Extent of Place' and the station and signal box are identified as Category B 'Historic Heritage Place' Schedule ID: 1684. Known heritage values are listed in the PUAP as being:

(a) HISTORICAL: The place reflects important or representative aspects of national, regional or local history, or is associated with an important event, person, group of people or idea or early period of settlement within New Zealand, the region or locality;

(b) SOCIAL: The place has a strong or special association with, or is held in high esteem by, a particular community or cultural group for its symbolic, spiritual, commemorative, traditional or other cultural value;

[5] http://www.heritage.org.nz/the-list/details/634

[6] http://www.heritage.org.nz/the-list/details/634

(f) PHYSICAL ATTRIBUTES: The place is a notable or representative example of a type, design or style, method of construction, craftsmanship or use of materials or the work of a notable architect, designer, engineer or builder; and

(g) AESTHETIC: The place is notable or distinctive for its aesthetic, visual, or landmark qualities.

The New Zealand Rail Heritage Trust has listed the station building and signal box as Category A buildings. Heritage New Zealand has the station listed as a Category 1 Historic Place, Register No. 634.

View north from the Market Road Bridge, of the station building and signal box, Image: B, T & K Architects 2015

1.3 BRIEF DESCRIPTION OF THE PROPERTY

Remuera occupies a very prominent position next to the SH1 Southern Motorway and is a well-known Auckland landmark. The station is connected by pedestrian ramp to Market Road.

The station building is in good condition and is augmented by an equally fine signal box, designed and built to a similar style. It exemplifies the Edwardian Domestic Revival style favoured by George Troup during this period of station design.

Remuera is one of the oldest remaining island-platform stations in the country. Built as part of track duplication, island-platform stations are still found on suburban lines in Auckland and Wellington. The Remuera Station, and Wingatui Station on the Dunedin-Mosgiel line, are the only Stations in New Zealand that still have both the station building and the signal box building.

The Remuera station building is a gabled structure with verandahs on both platform elevations. The station was finished to a particularly high standard at the time of construction. The building is timber-framed and clad with rusticated weatherboards. The roof is finished in Marseilles tiles with distinctive cresting and has two brick chimneys and pots. There were decorative cast-iron finials at both gable ends. In contrast the verandahs have corrugated-iron

roofs, supported by railway-iron brackets. Each platform elevation has a symmetrical arrangement of doors and double-hung sash windows. The northern gable end has three small four-pane windows, and the southern elevation has a set of double doors opening into the former luggage room.[7] The signal box has similar detailing and finishes.

1.4 PURPOSE OF THE CONSERVATION PLAN

The conservation plan is intended to be a template to assess the impact of change on the future care, development, and interpretation of a place. It is a document that, as accurately as possible, from available records and examination of the physical fabric of the place, establishes the history of that place and a record of its development.

From this evidence an assessment has been made of the cultural significance of the place and its component parts. The conservation plan also discusses processes for appropriately protecting the most culturally significant fabric of the place, and considers other factors influencing the future of the place as a whole.

The heritage assessments, set out at the conclusion of the first section of the document, are intended to clarify which components are most significant to the heritage value of the place. There is a hierarchy of values and a defined set of appropriate conservation processes which may take place according to the particular value. These processes are defined in the ICOMOS (NZ) Charter. *(Appendix 1. of this document)*

1.5 METHODOLOGY

This document is based on *The Conservation Plan: A Guide to the Preparation of Conservation Plans for Places of European Cultural Heritage Significance*, National Trust (N.S.W.), 1990, by James Semple Kerr, and on the principles and practices set out in the *ICOMOS New Zealand Charter For The Conservation Of Places Of Cultural Heritage Value*, 1995, and the *NZHPT Guidelines for the Preparation of Conservation Plans,* 1994.

This document is intended to provide as full as possible a record of the buildings and site, as it is, from readily available primary and secondary historical sources, a survey of its present state, and from the recollections of those associated with the property.

The conservation plan is in two sections: Cultural Significance, and Conservation Policy.

Part One: Cultural Significance establishes the history of the place, how its structures reflect a significant aspect of New Zealand's transport heritage and the contribution of railways during the rapid growth of the country's urban centres, Remuera in particular. Part one also establishes the influence of New Zealand Railways architect George Alexander Troup (1863-1941). This has been summarized in the "Statement of Cultural Significance" at the end of the section.

Part Two: Conservation Policy is intended as a management tool to guide the future development and care of the place, in a manner which will retain and reinforce its significance. The policies are also intended to allow for future planning.

[7] http://www.railheritage.org.nz/Register/Listing.aspx?c=21&r=2&l=210

Maori group at Orakei, Hebert Deveril, Image: Auckland Art Gallery Toi o Tāmaki, purchased 1996

Chief Te Kawau and his nephew Tamahiki, or Te Rewiti. Te Kawau is seated on the ground in a feather cloak holding a mere, while his nephew stands holding a taiaha, and wearing a woven cloak, and huia feathers in his hair, Image: Alexander Turnbull Library

2.0 HISTORY OF THE SITE + CONTEXT

2.1 EARLY MAORI OCCUPATION

Tāmaki Herenga Waka –'Tāmaki - where waka are tied to', is an ancient name for the Auckland Isthmus. This narrow piece of land between the Pacific Ocean and Tasman Sea was known well by the great Polynesian navigators who settled Aotearoa a thousand years ago. Tāmaki quickly became heavily populated as a result of the areas excellent gardening soils, fish stocks and natural fortifications – the volcanic cones.

Maori had their food production organised into gardening and fishing circuits dictated by soils, fish stocks and the native calendar (maramataka). There were many fishing stations supported by gardens throughout the Isthmus. These satellite-fishing stations supported the main camps that by the 15th century included the several volcanic Pa throughout Tāmaki.

Tamaki Maori ancestors occupied kainga (villages) and pa (elevated and usually stockaded villages), by the sea and on the volcanic cones, tending extensive cultivations of crops, principally kumara, while having ready access to kai moana (food from the sea). They moved east and west between the two harbours, always alert to attack from other tribes' travellers and war parties passing north and south through the isthmus.[8]

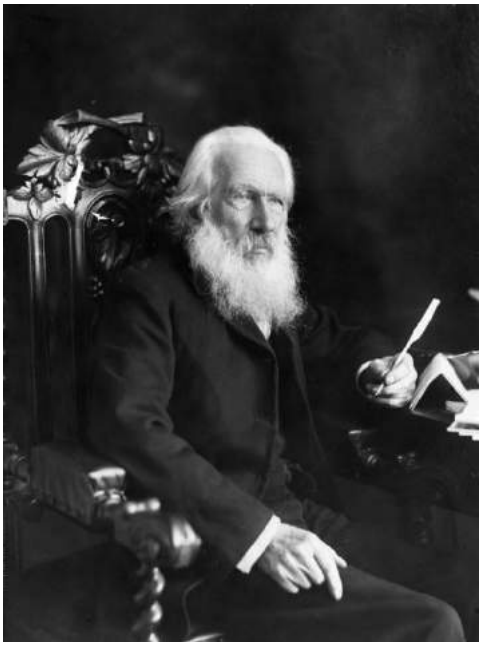
Through the leadership of Hua Kaiwaka in the 16th century, the various tribes of the Tāmaki Isthmus were united under the confederation known as Te Waiohua. Under Hua Kaiwaka's reign, Tāmaki saw an unprecedented period of peace and prosperity that lead to saying; 'Te pai me te whai rawa o Tamaki'; 'The wealth and luxury of Tamaki'.[9]

Remu-wera is reputed to be the Maori name of an area near Mt Hobson, situated in Tamaki-Makau-Rau, The name Remu-wera comes from two words: remu meaning edge or hem, and wera meaning burnt. It is said to relate to an incident when a visiting chieftainess was killed and put in an umu (oven), still in her piupiu (skirt).

Remuera has had a long history of human occupation. The lush valleys, the sunny ridges, and sweeping views of the Waitemata Harbour have long been admired and coveted. Maori first arrived in Remuera in the early 13th century. By the early 17th century, Te Waiohua of Tamaki was the dominant tribe. Eventually, inter-tribal envy, friction and deceit led to their downfall. Ngati Whatua from Kaipara began sustained attacks in about 1750, killed Kiwi Tamaki, the paramount Waiohua chief, and succeeded, after an unconfirmed massacre at Maunga Rahiri (Little Rangitoto in Upland Road) in subjugating Waiohua.

Ngati Whatua, who remained in Tamaki, retained complete control of the isthmus for the next (at least) three generations. This reign came to an end when Ngati Whatua were attacked by Hauraki tribes and then, to devastating effect, by Nga Puhi from the north. Tamaki suffered through a prolonged period of conflict and by the time the first Europeans arrived, the whole isthmus was largely deserted by Maori.[10]

8 http://www.remuera.org.nz/about-us/history-and-heritage
9http://www.aucklandcouncil.govt.nz/EN/planspoliciesprojects/plansstrategies/Councilstrategies/Documents/ponsonbyroadmasterplanmaoriheritagereport.pdf
10 http://www.remuera.org.nz/about-us/history-and-heritage




Sir John Logan Campbell (left), Image: Wikipedia.com, Chief Te Hira Te Kawau, Image: www.lindaueronline.co.nz

2.2 EARLY EUROPEAN – MAORI CONTACT

By the 1800s European settlers had arrived in Aotearoa and quickly recognised the value of the land in the region. In the beginning, settlers made futile attempts to obtain it from Maori, who were reluctant to sell what was regarded as a prized and fertile possession.

In 1840, a young John Logan Campbell, who later became a successful Auckland businessman, philanthropist and prominent public figure, visited the Waitemata, with the intent to purchase land from Ngati Whatua. He described with passion, the natural beauty of Remuera as viewed from the summit of Mt Hobson, in his book *Poenamo: Sketches of the Early Days in New Zealand*:

> *Ah! I shall never forget the feelings of gratified amazement with which I gazed on the wonderful panorama which lay revealed to my sight for the first time on that now long ago day. 'Age cannot wither nor time stale' its infinite beauty in my eyes...*
>
> *...Beautiful was Remuera's shore, sloping gently to Waitemata's sunlit waters in the days of which I write. The palm fern-tree was there with its crown of graceful bending fronds and black feathery-looking young shoots; and the karaka, with its brilliantly-polished green leaves and golden-yellow fruit, contrasting with the darker crimped and varnished leaf of the puriri, with its bright cherry like berry.*
>
> *Evergreen shrubs grew on all sides, of every shade from palest to deepest green; lovely flowering creepers mounted high overhead, leaping from tree to tree and hanging in rich festoons; of beautiful ferns there was a profusion underfoot. The tui, with his grand rich note made the wood musical; the great fat stupid pigeon cooed down upon you almost within reach, nor took the trouble to fly away.*[11]

After visiting Remuera, Campbell attempted to purchase the land he was so impressed by but was firmly rejected by the Maori owners, Chiefs Apihai Te Kawau and his son Te Hira Te Kawau for Remuera, at that time was considered to be a treasured tribal asset.

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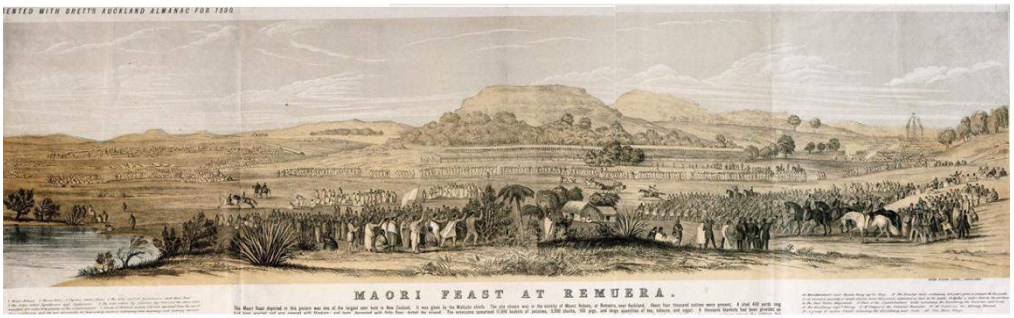
[11] John Logan Campbell, *Poenamo: Sketches of the Early Days in New Zealand*, Williams and Norgate, London, 1881

Unknown to Campbell, the Treaty of Waitangi was being signed around New Zealand at the time, limiting Maori to selling land to the Crown. A few months later, in October 1840, Te Kawau offered 3000 acres to Lieutenant-Governor Hobson for the establishment of the town of Auckland, but this did not include Remuera. Then, in 1841, Ngati Paoa sold land to the east of Remuera, called the Kohimarama Block, to the Crown.[12]

In March 1844 Governor Fitzroy issued a proclamation, which allowed Maori to sell directly to settlers. The settlers took advantage of this and ended up acquiring much of the area around Mt Hobson and on the southern side of the Tamaki Road (Remuera Road).[13]

In May of that year (1844) a great feast was hosted by Waikato iwi at Remuera. Pre-eminent Waikato chief Te Wherowhero, who was later to become the first Maori King, attended the event. Many thousands attended the feast, which featured large quantities of potatoes, shark, pigs, tea, sugar and tobacco; blankets were given as presents.

A lithographic reproduction of a watercolour by J J Merrett depicts this celebrated event. This shows the arrival of Governor Fitzroy.



Maori feast at Remuera 1844. Merrett, Joseph Jenner, Image: Alexander Turnbull Library, Wellington, New Zealand, www.natlib.govt.nz/records/23134519, Ref: D-001-009.

An account published in the New Zealand Herald in 1905 describes in detail, the historical event which took place on the site that the Remuera Railway Station now occupies:

> *Endeavouring to secure a basis upon which dealing in native lands could be legalised, Governor Fitzroy enacted that persons might make their own purchases from the natives on payment to the Government of a royalty of 10s an acre. Both races objected to this provision (which might have supplied some funds for the empty Government coffers) as complicating their transactions, and the Maoris determined upon a demonstration of strength while demanding the repeal of this obnoxious clause.*
>
> *With this object they assembled in immense numbers on a spot near where the Remuera Railway Station is now situated. Here they erected a shed 400 yards long. Covered with blankets and surrounded by enormous piles of potatoes and dried sharks.*
>
> *They invited Governor Fitzroy to attend on a given date and made a display of savage customs; nearly 2000 fully armed warriors danced native war dances, and the air was rent by their demonic shrieks and yells.*

[12] http://www.remuera.org.nz/about-us/history-and-heritage

[13] http://www.remuera.org.nz/about-us/history-and-heritage

They committed no acts of violence, visiting the town in companies to gaze in at the shop windows or make purchases, delighting in arraying themselves in odd garments.

Though civil to the townspeople they carried arms and gave plain indications of an independent spirit, while demanding a repeal of the obnoxious law, which was annulled, and a substitution made of the penny an acre policy, that sum to be paid to the Government for every acre purchased from natives.[14]

2.3 SUBURBAN DEVELOPMENT

Looking north from Remuera Road showing the farm 'Dunholme' in Remuera, Parnell (left distance) and Orakei (right distance), Hobson Bay (centre distance) 1877, Image: Sir George Grey Special Collections, Auckland Libraries,15-1

Most of Remuera's prominent pioneers arrived in New Zealand from Britain in the 1840s & 1850s. Despite the initial refusal to sell and aim to retain the land by local Maori, over the next two decades almost all of it had been sold off.

Buying and selling property in the area became particularly rewarding for the pioneers, and those who managed to purchase Maori land in Remuera and Epsom from 1844 to 1845, under Governor Robert Fitzroy's 10 shilling, pre emption waivers, were fortunate to acquire large blocks of fertile land for very little money. These large blocks were then cultivated, leased or subdivided and sold off.[15]

The Ngati Whatua presence on Tamaki makau rau was soon to be restricted to the 700 acre Orakei Block, and Remuera became the name of a sought after residential suburb favoured by a prosperous class of European settlers.[16]

Among these early European purchasers were James Dilworth and Joseph Newman. Between 1847 and 1854, the Crown purchased much of the northern slopes of Remuera; it was subdivided and auctioned, mainly to settler-farmers. Many built large two-storey homes surrounded by gardens and orchards and transforming the untamed landscape into paddocks of grain, cattle and sheep.

James Dilworth had arrived in Auckland in 1841. He purchased around 160 acres between Mount Hobson and Mount St John, including the land on which the Remuera Railway Station

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[14] New Zealand Herald, Volume XLII, Issue 12764, 14 January 1905, Page 1

[15] Carlyon, Jenny & Morrow, Diana. A Fine Prospect – A History of Remuera, Meadowbank and St Johns. Random House NZ, 2001. Pg 46

[16] Ibid pg 20

now sits. Dilworth developed this land as a suburban farm over several decades, adding to its size incrementally and investing in its profitability. In 1846 he erected Ivy Cottage (near the corner of today's Mount Hobson and Market Roads) as a residence for his farm manager, and he lodged there for a time himself.[17]

Dilworth's success was partly owed to the fact that he purchased this valuable land when he did. In 1844 Auckland had a population of 2754. By 1852 the figure had risen to over 9000. Population growth made land a valued commodity and created a market for farm produce. In the early 1860s Dilworth was awarded a number of lucrative commissariat contracts to supply the British Army during the Land Wars.

In 1873 he also received generous compensation when the tracks of the Auckland – Onehunga railway were put through the property.

View over Dilworth's farm - Panoramic view looking south west from Mount Hobson showing Great South Road and the railway line running parallel, Market Road, (left), Mount St John Avenue, (centre), and the Dilworth residence, (right), Mount Eden (centre)c. 1883, Image: Sir George Grey Special Collections, Auckland Libraries, 4-1091

View over Dilworth's Farm- Showing Great South Road (foreground), the Dilworth estate (centre), and Mount St John Avenue (left) 1880s, Image: Sir George Grey Special Collections, Auckland Libraries, 4-806

[17] Ibid Pg 46

2.4 GENERAL HISTORY OF RAILWAY STATIONS IN NEW ZEALAND

Most of New Zealand's early settlers from Britain would have come here with some firsthand knowledge of the railway and its tremendous advantages as a means of transport.[18] The first railway in New Zealand, connecting Christchurch to Lyttleton, opened in 1863. The railway line from Invercargill to Bluff opened in 1867, from Dunedin to Port Chalmers 1872. The first passenger train from Christchurch to Lyttleton ran in December 1867.[19]

From 1870, under Julius Vogel, railway development became one of the great infrastructure projects of the government, intended to promote growth and to encourage immigration. The design of stations became the responsibility of the newly created Public Works Department. Vogel's philosophy was to create the maximum length of track for the prescribed amount of money and this resulted in utilitarian stations. This became ingrained, and remained the underlying philosophy driving the aesthetic of railway stations for the first decades of development.[20]

Between 1900 and 1914 NZR installed 651 miles of new railway. One of the most important new lines was the Main Trunk Line 1908 contributing to an unbroken travel route from one end of the country to the other, with the aid of inter-island ferries. Generally stations were of wood frame and weatherboard construction with corrugated iron roofs. Nineteenth century and early twentieth century railway stations were patterned on the generally accepted domestic building techniques and architectural styles of the time. The gables, lean-tos and station verandahs were copied from the railway stations in Britain but were relatively modest in size and appearance. [21]

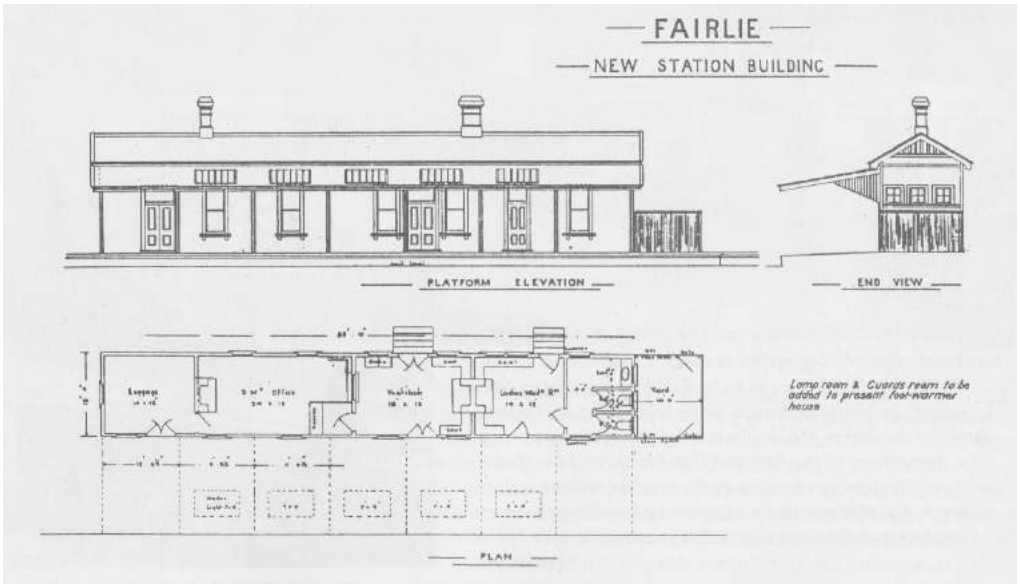
On 6 November 1908 Prime Minister Joseph Ward ceremonially opened the North Island main trunk line by driving in a final polished silver spike at Manganuioteao, between National Park and Ōhakune. Image: http://www.nzhistory.net.nz/media/photo/final-spike-nimtl

[18] Mahoney, J.D. Down at the Station - A Study of the New Zealand Railway Station. Dunmore Press Ltd Palmerston North 1987 Pg. 23

[19] ibid. Pg. 24

[20] ibid. Pg. 35

[21] ibid. Pg. 36



Plan and Elevations, Fairlie Station Building, Image: J.D.Mahoney, Down at the station- a study of the New Zealand Railway Station Pg. 101

2.5 GEORGE ALEXANDER TROUP

George Alexander Troup (1863-1941) was born in London in 1863 and educated in Scotland. He trained as an architect and engineer under C E Calvert of Edinburgh and came to New Zealand in 1884. After a short time with the Survey Department in Otago he became a draughtsman for New Zealand Railways in Dunedin and then, from 1888, in Wellington. Troup became Chief Draughtsman in 1894, and was principal architect for the Railways from 1919 - 1925.

He designed station buildings throughout the county, many of which are still in use today; these buildings form an important part of New Zealand's landscape. His best known building is the Dunedin Railway Station (1904-07). He also designed the head office building in Wellington for Railways (1901, now demolished). From 1894 Troup was responsible for the design of all railway buildings; including, goods sheds, engine sheds, staff housing.

The early station verandahs (before Troup) were domestic style post and beam. Troup introduced the use of the steel track rails not only to support the canopy but as a decorative feature that directly related the building to its railway function.[22]

From 1898 to 1907 he was responsible for the design + construction of 20 important district stations most of which were variations on a range of standard plans, established by Troup, which were adapted to suit particular sites and circumstances.[23]

Station architecture pre Troup was very utilitarian, with function generally overriding ornamentation or architectural embellishment. Standard station plans designed by Troup and adopted in 1904 were a refinement & upgrading of the Vogel era classification.[24]

Troup became a Fellow of the Royal Institute of British Architects in 1907. After World War I he was promoted to head the newly established Architectural Branch of New Zealand

[22] Mahoney, J.D. Down at the Station - A Study of the New Zealand Railway Station. Pg. 50
[23] ibid. Pg. 66 - 67
[24] ibid Pg. 70

Railways. On retirement from Railways in 1925 he entered local body politics and was Mayor of Wellington from 1927 to 1931. Troup was prominent in the Presbyterian Church and founded the Presbyterian Young Men's Bible Class Union. He was an elder of the church for 47 years and also served on the governing bodies of several Wellington secondary schools. Education was a life-long interest and he was keenly involved in the training of engineering cadets in New Zealand Railways. Troup was knighted in 1937 and died in 1941.[25]

Many of his stations are now preserved and are of historical significance and architectural merit. Troup successfully captured something of the elegance of the Edwardian era - a great era of New Zealand railway history and was responsible for the design of the standard stations used as template designs from 1904. An outline of the standardised station designs developed by Troup are as follows;[26]

Class A Stations An upgrading and enlargement of the old lean-to class 5 station, 13 ft (3.5 m) wide and 34 ft (10.4 m) to 69 ft (21.0 m) long. The simplest floor plan provided a lobby and ladies' waiting room and toilet, while more elaborate versions added an office and luggage room. Larger versions had one fireplace, in the office on the back (road) elevation. These stations gained a substantial appearance from the heavy facing board on the fascia and eaves. The only decoration was a flared wooden bracket at each end of the front soffit. The lobby entrance had a double door, with a window above and narrow windows either side.

Registered Examples: *Category A: Moana (1926); Category B: Rotowaro (1918), Hundalee (1939).*

Class B & C Stations The new standard designs for gable-roof stations, these were almost identical in style and layout but varied in width, class B being 17 ft (5.2 m) wide and 44 ft-103 ft (13.4 m- 31.4 m) long, class C 20 ft (6.10 m) wide and 44 ft-108 ft (13.4 m - 32.9 m) long. The basic floor plan had a lobby, ladies' waiting room and ladies' toilet, and larger stations could include a ticket office and lobby, parcels room, lamp room, stationmaster's office, porters' room, and postal room and lobby. Most rooms had fireplaces on the centre-line of the building. On the rear (road) elevation there were windows but no door. Variations on the standard design were common, though similar joinery components were always used.

Registered Examples: *Category A: Te Kuiti (Class B, 1908); Category B: Waihi (Class B, 1905), Otaki (1911 – Mahoney P says 1908), Rangiora (1908/9), Kawakawa (Class B, 1911), Glenhope (Class B, 1912), Pukekohe (modified Class B/Island, 1912), Whangarei (Class C, 1925), Kaikoura (1944).*

Vintage Stations Notable for their lavish decoration and their impressive street aspect (conventionally the station's rear), the 16 Vintage stations, built between 1900 and 1908, were the ultimate development of

[25] http://www.heritage.org.nz/the-list/details/634

[26] http://www.railheritage.org.nz/Register/Category.aspx?c=21

wooden railway station refinement and elegance. Distinctive features of their elevations were Tudor-style half-timbering, lattice windows, eave bracketing, bay windows, porticos, turrets and towers, with entrances from the street elevation. They had generous verandahs, elegantly decorated with cast-iron lattice or wrought-iron hoops, and the roofs were finely finished with Marseilles tiles, crenelated ridging and terracotta finials.

Registered Examples: *Category A: Blenheim (1906); Category B: Thames (1898), Oamaru (1900), Gisborne (1902), Kaiapoi (1904), Lower Hutt (1905), Picton (1914), Ashburton (1917), Mataura (1921).*

Island Platform Stations Island-platform stations had track on both sides of the building. They were either suburban stations built as a consequence of track duplication, or junction stations enlarged to accommodate the growth in traffic. Where a lean-to station had been on the site it was usually replaced. Gable-roofed, they had a verandah cantilevered out on each side, and the arrangement of doors and windows on each elevation was usually identical. Many had decorative features like shaped braces supporting the verandahs, Marseilles-tile roofing and elegant chimneys. Access was from an over bridge or a subway. Semaphore signals and tablet control were usually introduced as part of track duplication, so signal boxes were often associated with these stations.

Registered Examples: *Category A:* ***Remuera (1907);*** *Category B: Paekakariki (1909), Plimmerton (1940), Pukekohe (modified Class B/Island, 1912), Wingatui (1914).*

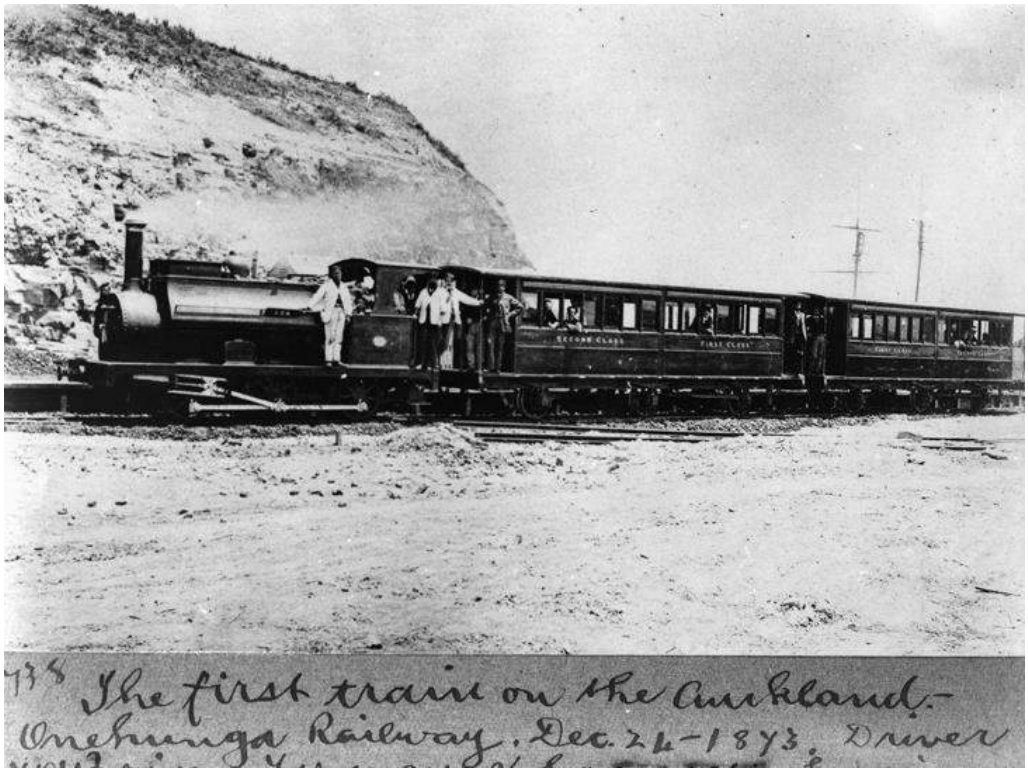
Waimate station building designed by George Troup, Image: http://www.rimutaka-incline railway.org.nz/member-pages/newsletter-11.html

Railway stations are an integral part of our history. Standing today as relics of once bustling and busy meeting points, they were once some of the most important places in New Zealand cities and towns. They were a place for welcomes, farewells, where holiday trips began,

destinations to leave from for family occasions – weddings, funerals, school traffic, miners and soldiers all used the rail system.[27]

Stations once accommodated newsstands, refreshment rooms, ladies waiting rooms, rooms for parcels and luggage. The station building was shared by the both the public and staff. This is in strong contrast to the now many boarded up and unused stations as they exist today where passengers usually only occupy the sheltered area of the veranda and staff operate from just a small space inside the station, if at all.

2.6 THE AUCKLAND – ONEHUNGA RAILWAY 'THE IRON ROAD'



Showing the first train on the Auckland-Onehunga Railway, 24 Dec 1873, Image: Sir George Grey Special Collections, Auckland Libraries, 4-2706

It is the first step towards connecting the city of Auckland by the iron road, which has accomplished such wonders in the old world, with that territory known as Waikato, and which is expected to contribute so much to Auckland's future greatness.[28]

On the afternoon of 16 February 1866, a large crowd gathered on James Dilworth's farm. Dilworth's land would be severed by the Auckland – Drury railway, and he had provided a paddock (bordering Manukau Rd midway between Newmarket and the Junction Hotel at the Great South Road corner) for the railway commissioners' ceremony of 'turning first sod'. His neighbour Robert Graham, then provincial superintendant, performed the honours, wielding his spade in a 'workmanlike manner', according to the newspaper report. The ensuing celebrations were lavish. For over four hours, an 'excellent and sumptuous' repast was enjoyed, and wine, toasts and speeches flowed freely. The tone of the rhetoric was patriotic, and it was optimistically predicted that the project would be completed on time and 'very cheaply'[29]

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[27] Mahoney, J.D. Down at the Station - A Study of the New Zealand Railway Station. Pg. 24

[28] Daily Southern Cross, 1866

[29] A Fine Prospect, pg 282

Such confidence proved misplaced. There were serious engineering problems, notably two large beds of solidified basaltic rock that needed to be blasted through. In the first year alone, this resulted in a cost overrun of £5000. Another source of irritation and delay was ongoing negotiations with Dilworth. Conscious that the severing of his estate would damage it as an existing farm and a future residential subdivision, he firmly rejected the 1865 compensation offer of £4361.18.7 ½. Instead he counter claimed £13 426 along with the construction of 12 bridges to allow free movement of stock. After a long hearing, he received £6343 plus three bridges and two level crossings.[30]

The bridges and crossings continued to be a source of bickering until 1867, when work on the Auckland- Drury line was temporarily abandoned for lack of finance. However thanks to Colonial treasurer Julius Vogel's public works schemes, in 1870 construction resumed on a line from Auckland to Tuakau (as part of the trunk scheme that would open up the Waikato) and a branch line to Onehunga. The Auckland- Onehunga line was eventually completed and officially opened on 20 December 1873, when 200 passengers left on the first train from the Point Britomart terminus in Auckland City. [31]

The railway from Auckland to Onehunga meant that Remuera was now an even more attractive prospect for subdivision and development, being linked to Auckland by an efficient, cutting edge form of transport. Having a railway station also boosted Remuera's various rural enterprises, providing an efficient and economical means of transporting livestock and supplies.

2.7 EARLY HISTORY OF THE SITE & THE FIRST STATION BUILDING

The Remuera Railway Station was a stop on the Auckland – Onehunga Railway line which opened in 1873. It is not known when the first station was constructed although it is likely to be around 1873 (at Ellerslie), when the line opened.

This utilitarian building measured 69 ft x 12 ft and had a single platform 13 ft wide. At this time the line was not double tracked. Early plans show that the first station was a six roomed building with one chimney. There was a public waiting room, ticket lobby, station masters office, ladies waiting room, WC and lamp room.[32]

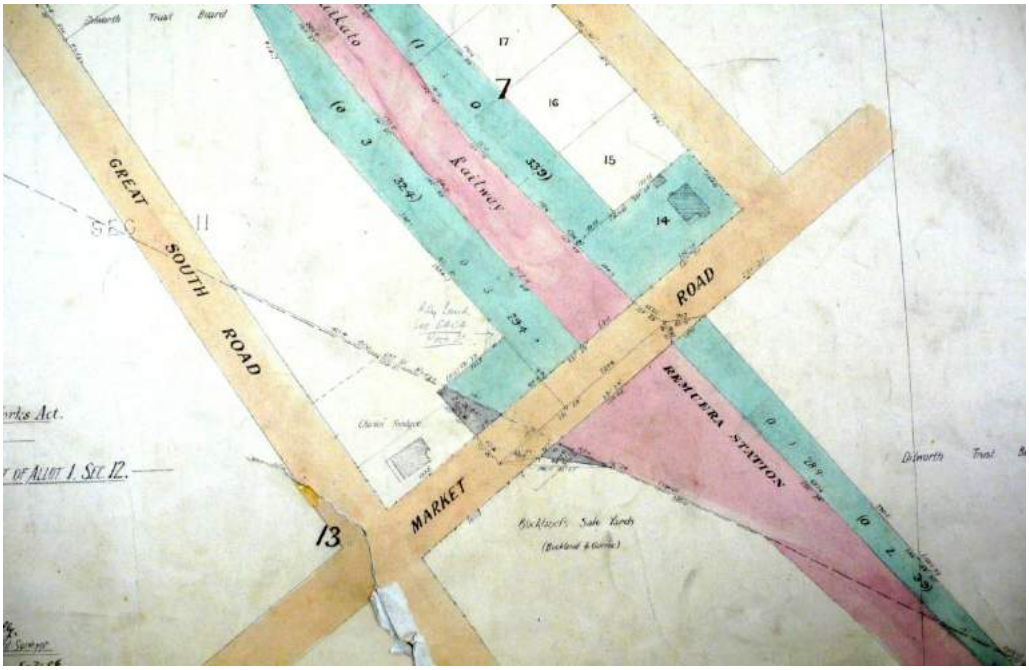
Remuera Railway Station c.1880s, Image: Sir George Grey Special Collections, Auckland Libraries, 4-810

[30] http://paperspast.natlib.govt.nz/cgi-bin/paperspast?a=d&cl=search&d=DSC18660503.2.11&srpos=10&e=-------10--1----0dilworth+railway--

[31] A Fine Prospect, pg 282

[32] Ground plans for Newmarket, Remuera and Ellerslie Station Buildings – national Archives Reference: BABJ A681 Box 277 Record No: 1540

A plan of the area from 1906 identifies the station as being positioned to the south of the present station on the other side of Market Road.



Remuera Station – Plan for taking of land under The Public Works Act – 1906, Image: NZ Archives BABJ A681 14406 Box 277

Located on the other side of the track from the station, across to the west, were the Buckland Sales Yards (fronting Great South Road) which were trading on the site as early at 1867.[33] The yards were owned by Alfred Buckland (1825-1903), an auctioneer with extensive connections in the wool trade, having arrived from Devon, England in 1850. In 1858 he held the first ever public auction of wool in New Zealand and by the 1880s was considered to be the largest private landholder in Auckland Province.[34] He built and lived with his large family at Highwic House, a well-preserved Carpenter Gothic mansion in Epsom.

Horses, cattle and sheep, were traded at the yards, with stock being transported through the adjacent station. The sale yards continue to appear on site plans of the Railway Station up until 1930 when they are identified as 'cattle yards'[35]

In 1896 it was reported that the paddock next to the railway station and facing Great South Road (presumably the site of Buckland sales yards) was used as an army camp for a defending party in response to "a hostile force, by way of the Tamaki". The camp consisted of around 170 men "the tents forming a hollow square"[36]

Before Remuera was amalgamated into the Auckland City Council in 1915, the suburb was administered by the Remuera Road Board. Still a developing as a residential suburb, the roads were in poor condition. Numerous complaints were made in 1886 about the 'disgraceful state' of the section of Great South Road near the Remuera Railway Station by local residents.[37]

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[33] Daily Southern Cross, Volume XXIII, Issue 2966, 26 January 1867

[34] http://www.heritage.org.nz/the-list/details/18

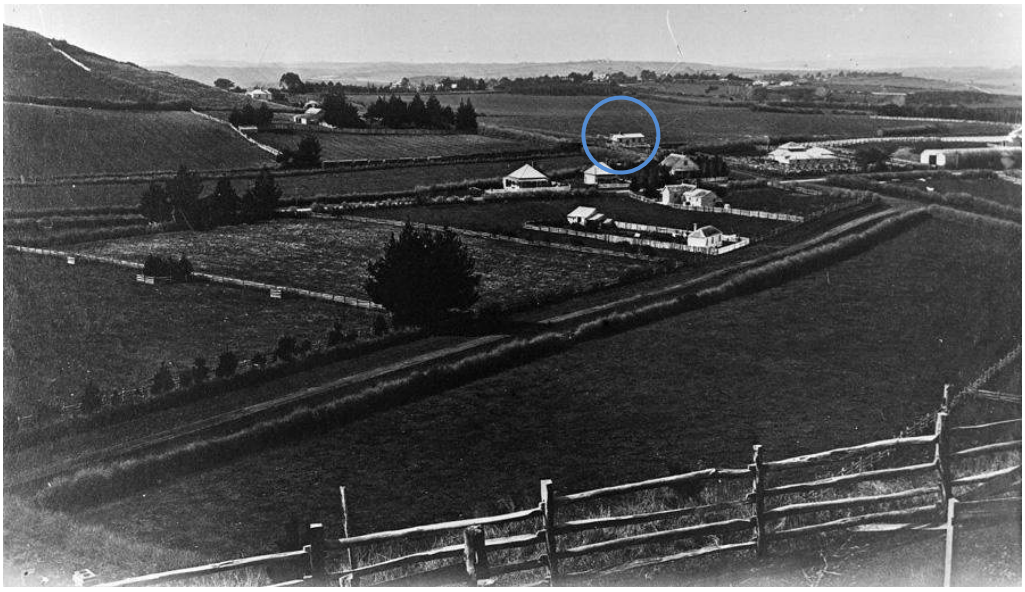
[35] National Archives Reference No. BABJ A681 14406 Box 282 Record No. 12561, Remuera – station yard – July 1930

[36] New Zealand Herald, Volume XXXIII, Issue 10277, 31 October 1896, Pg 4

[37] New Zealand Herald, Volume XXIII, Issue 7700, 27 July 1886, Pg 4

The first shops opened at Remuera in 1890 at the intersection with Remuera Road and Victoria Avenue. The railway stations constructed at both Newmarket and at Market Road (Remuera Station) encouraged the growth.

On the 16 November 1899 approval was given for the construction of a lean to storage building for goods at Remuera Station. The store was to be 8ft wide and the full depth of the main building with double doors opening inwards. The estimated cost of the work was £10. At the rear end a toilet 3 ft 6 in wide was to replace the existing toilet. The station masters yard was raked off, tarred and sanded.



Panoramic view looking north east from Mount St John over Epsom and Remuera showing part of Mount Hobson,(left), Dilworth Estate, (foreground), railway line, Great South Road, (middle distance), and Market Road intersection, (right) 1880s, Image: Sir George Grey Special Collections, Auckland Libraries, 4-810

Looking south from Mount Hobson towards One Tree Hill showing Market Road (near foreground diagonally), railway lines, Buckland' s sale yards near Great South Road (obscured), Wapiti Avenue (right) continuing as Korau Road (middle distance), and the Costley Home (right distance) 1906, Image: Sir George Grey Special Collections, Auckland Libraries, 1-W932

In 1902 the Remuera Bowling club established a bowling green croquet lawn and tennis courts almost 'equal distance between the Remuera Railway Station and Remuera Road' the green was advertised as being easily accessible by road and rail.[38]

In March 1903 it was reported that new polo grounds were opened adjoining the Remuera Station. [39] In December 1903 it was reported that the Pakuranga Hunt Club were to hold their annual point to point steeple chase and that the Remuera Railway Station had been selected as the rendezvous. [40] These activities demonstrate the semi-rural nature of the area at that time.

Mr Joseph Hardwick arrived in New Zealand in 1864 and worked for the Railways Department for over 40 years. He was a station master at Manurewa, Ellerslie and at Remuera.[41] In October 1903 it was reported that a baby was born at the Remuera Railway Station to the wife of 'J Hardwick'[42] indicating that they must have lived on site. His wife is also listed in 1904 as being a resident of the Remuera Station.[43]

The Remuera Station was not only used for passenger traffic but also for the transportation of goods and live stock. In 1903 the chairman of the Auckland Agricultural Association, Mr Rutherford, visited the Remuera Railway Station and made inquiries about the transfer of sheep from the trucks to the yards. He was informed that often the gangway was not used, and the sheep had to jump down onto a pavement.

Mr. Dick said that dealers had told him that sheep and cattle had received more injury in transit by rail or steamer than people knew of. He thought the association should take the matter up. Mr. Rutherford thought that the facilities for transferring stock at the Remuera Station should be improved, and that the Governments attention should be drawn to the matter. [44]

At the beginning of the 20th century, what once was Dilworth's sprawling farmland began to gradually disappear as the land around the Remuera station continued to be bought, subdivided and sold for residential development. The lots for sale were advertised as being desirable for their convenience to the station and proximity to electric trams.

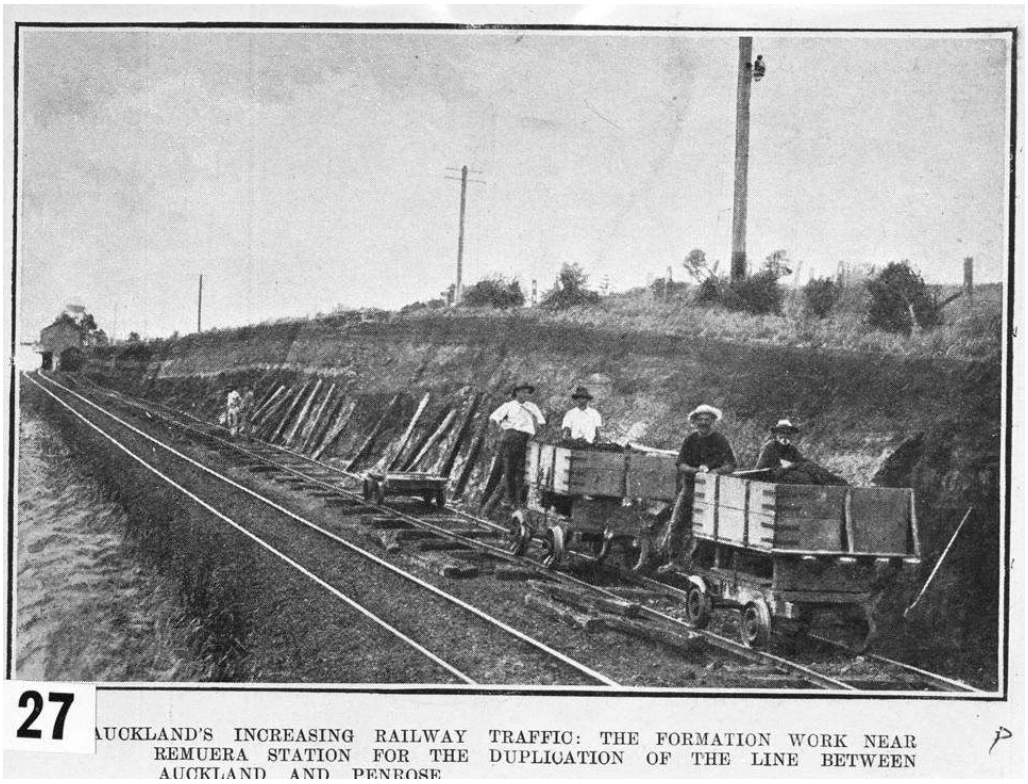
After the turn of the 20th century the growth of traffic on the line was stretching its capacity. By 1903 the Minister of Railways, Sir Joseph Ward, acknowledged the need for better capacity and accommodation on the line.

In 1905 at a meeting of the Epsom Road Boards it was understood that the railway authorities had 'decided to lower the Remuera railway station some 5 feet in connection with the duplication of the line to Penrose.'
It was 'of opinion at the present time is appropriate for the removal of the sale yards (1) on the Great South Road, adjoining the Junction Hotel, and (2) at the Remuera Railway Station, and that the interests of the public frequenting the roads leading up to and adjoining such sale yards require that such removal be carried out at as early a date as possible, it being clear

[38] Auckland Star, Volume XXXIII, Issue 129, 2 June 1902, Pg 1
[39] New Zealand Herald, Volume XL, issue 12223, 19 March 1903, Pg 6
[40] New Zealand Herald, Volume XL, Issue 12374, 12 September 1903, Pg 6
[41] Auckland Star, Volume LXV, Issue 282, 28 November 1934, Pg 10
[42] Auckland Star, Volume XXIV, Issue 242, 12 October 1893, Pg 8
[43] Manawatu Standard, Volume XL, Issue 7807, 8 April 1904, Pg 2
[44] Auckland Star, Volume XXXIV, Issue 121, 22 May 1903, Pg 8

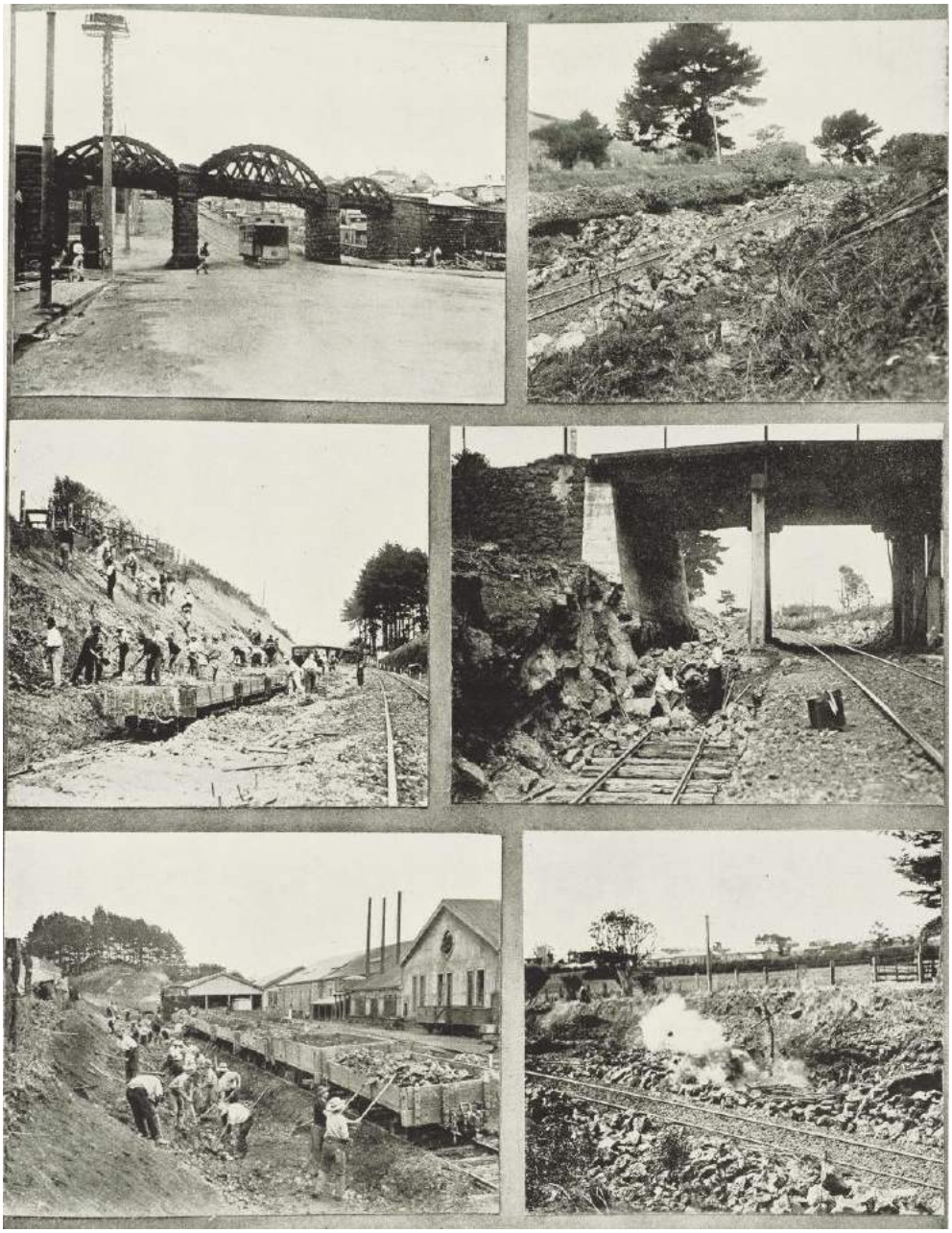
that the driving of cattle to and from such sale yards is dangerous to the public frequenting such roads, and that the present time, when the railway authorities are about to lower the railway line, is specially appropriate for such removal.'[45]

Two panoramic views looking from Mount St John to Mount Hobson, over Epsom and Remuera, Auckland. The images are taken from the same viewpoint, some years apart. Top: circa 1880? Bottom circa 1900? Showing intersection of Gt South Rd & Market Rd (centre left) with Mt Hobson Lane (left),the southern railway line (running left to right), Remuera Train station site, railway bridge, & Hobson, Image: Remuera Heritage

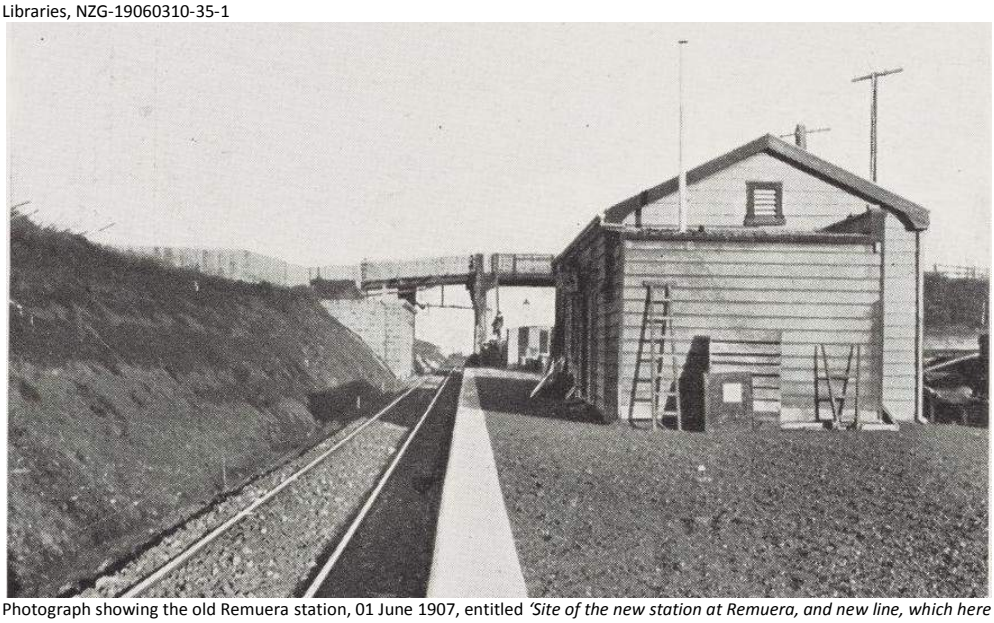


Showing men at work near the Remuera Station duplicating the railway line between Auckland and Penrose. 1906, Image: Sir George Grey Special Collections, Auckland Libraries, 7-A5425

[45] New Zealand Herald, Volume XLII, Issue 13051, 16 December 1905, Pg 6



Duplication of the Railway Line between Auckland and Penrose. 10 March 1906, Image: Sir George Grey Special Collections, Auckland Libraries, NZG-19060310-35-1

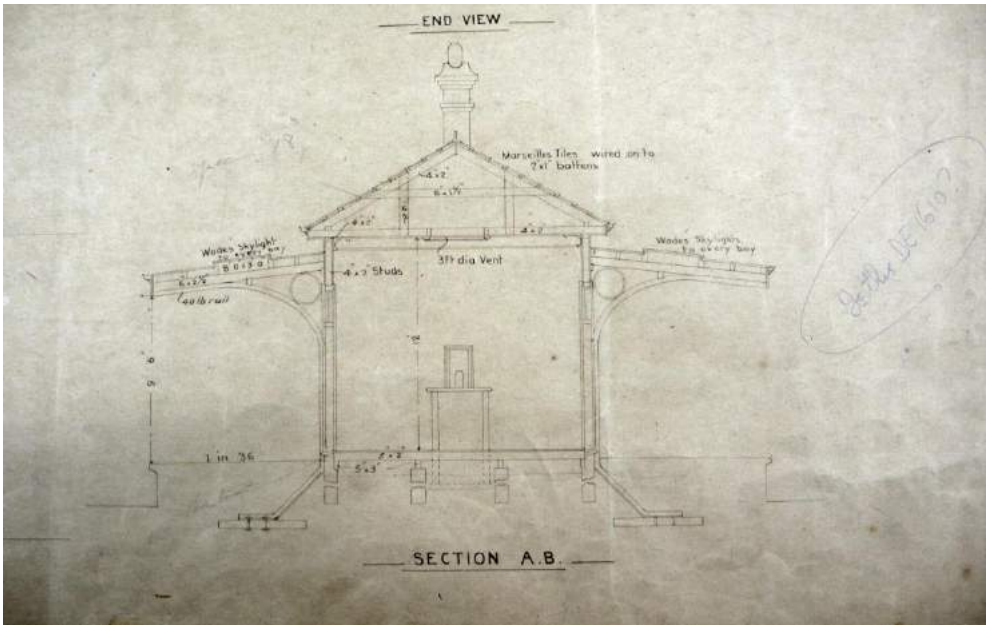


Photograph showing the old Remuera station, 01 June 1907, entitled *'Site of the new station at Remuera, and new line, which here is some 15 feet lower than the old one.'* Image: Sir George Grey Special Collections, Auckland Libraries, NZG-19070601-12-3

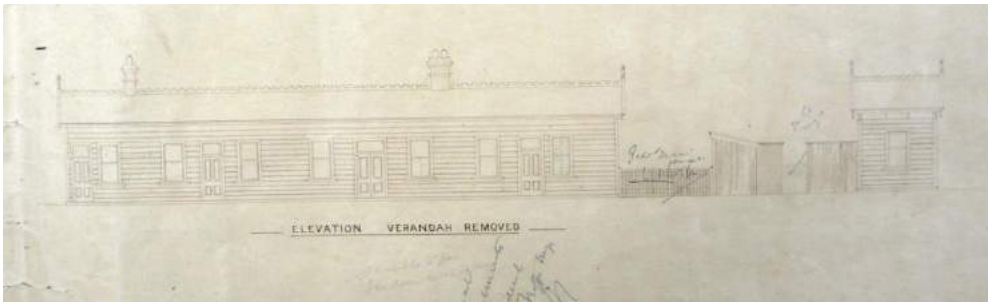
2.8 HISTORY OF THE CURRENT STATION BUILDING 1907 – 1920

Double tracking from Newmarket to Penrose was completed by 1909, with new island-platform stations constructed at Newmarket, Greenlane, Remuera, Ellerslie and Penrose to accommodate the increased traffic.

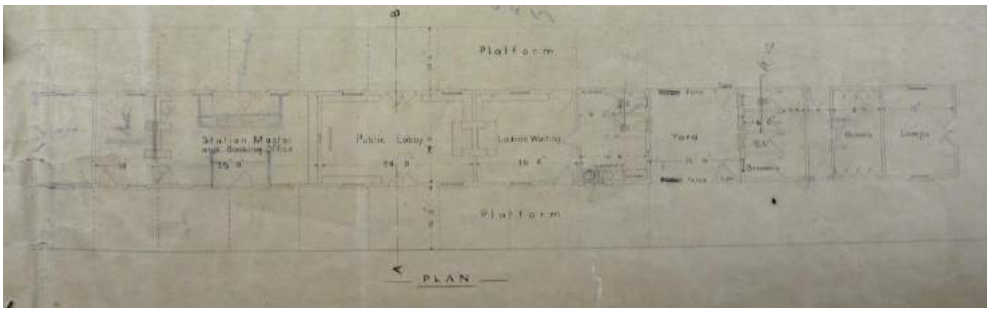
In a memo to the Assistant Engineer, Mr. Lowe, in 1907, Mr. D T McIntosh, the District Engineer, stated that he had struck out the T & G lining from the requisites for the three new station buildings at Newmarket, Ellerslie and Remuera. He wished Mr. Lowe to order ½ inch rough lining for the ceilings throughout, and for the walls, T&G dressed inside, 1 ft shorter than stud length to allow for the cornice and skirting. It was also instructed that Mr. Bagge (then Chief Engineer) was to supply detail drawings for the various buildings.[46]



1907 Section, Remuera Station Building, Image: NZ Archive BABJ A847 14406 Box 5



1907 Elevation, Remuera Station Building, Image: NZ Archive BABJ A847 14406 Box 5



1907 Plan, Remuera Station Building, Image: NZ Archive BABJ A847 14406 Box 5

[46] Pearson, Dave. Remuera Railway Station, Conservation Plan. Published September 1992

On the 3rd of May 1907, a quote for £51.15.3p for *Wunderlich* metal (for the ceilings), battens, nails etc. was given to Mr. Bagge (Engineer's Department, Auckland Railway Station) from Briscoe and Co. Briscoe and Co also provided Mr. Bagge with a quote for Marseilles roofing tiles with "H" and "I" crests and four finials 'no. 124 as per the drawing supplied' for £119.1.0p. The four finials were presumably with regard to two finials for the station and two for the lamp room.

On the 27 August of that year The Remuera Road Board agreed to the urinals at Remuera Station being connected to the 9" public sewer. A photograph taken one month later in September 1907 shows the 'Remuera high level station nearing completion'. The image shows builders fixing the corrugated iron to the verandah roofs. The lamp room is also in place at the far end of the station.

By November 1907 the station building was finished and on the 13th a memo of completion signed by John. K. Lowe, Assistant Engineer was issued. Arrangements had been made for the station master to move into the building on Sunday 17th of November. It has been suggested that the station, one of the oldest in the country was built with 'fashionable refinement' in mind, taking into account the prosperous class of commuters who would use it.

It was a well finished and impressive facility. Queen Anne styled gable ends, a Marseille – tiled roof, and decorative cast iron and timber finials were complemented by an equally fine signal box, designed and built to a similar style. [47]

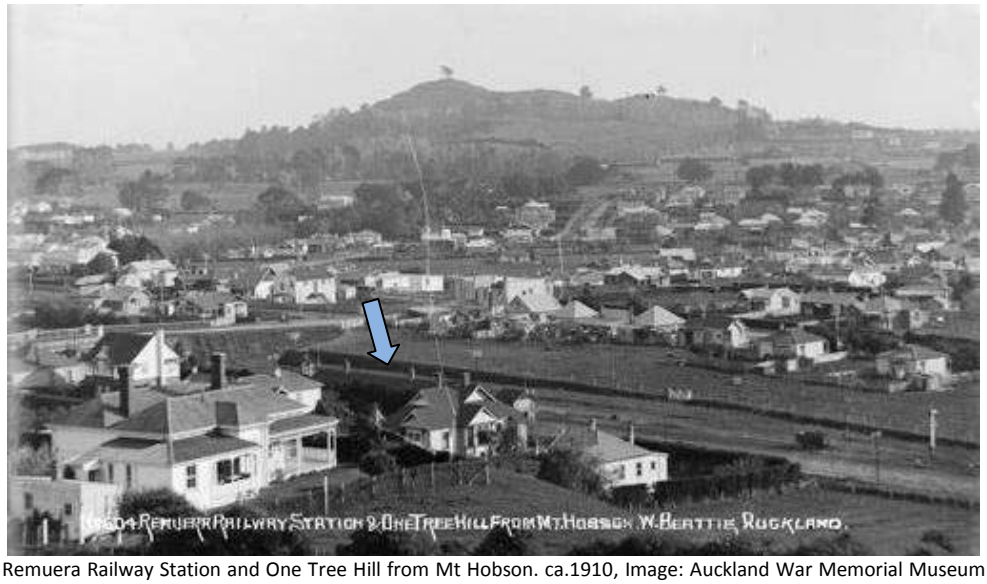
The cost of the station building was £1,149.0.9p. A toilet block was added shortly after the buildings completion, between the station and the lamp room at a cost of $80.0.0. (Demolished in 1982)[48]

The toilet block and yard occupied the space between the lamp room and the northern end of the station building. The walls were constructed from corrugated iron and a decorative arch with hanging lamp marked the entrance to the male toilet facilities.

Progress of the Auckland Railway Duplication Works: View of Remuera High-Level Station, showing the Duplicate Lines. 12 September 1907, Image: Sir George Grey Special Collections, Auckland Libraries, Awns-19070912-2-4

[47] A Fine Prospect, pg 282

[48] Pearson, Dave. Remuera Railway Station, Conservation Plan. Published September 1992



Remuera Railway Station and One Tree Hill from Mt Hobson. ca.1910, Image: Auckland War Memorial Museum Call no. DU436.1231 env2

Postcard of Remuera railway station, C.1910, Image: Sir George Grey Special Collections, Auckland Libraries, 6-BUC105

Lantern slide showing an A Class Pacific steam locomotive and passenger carriages approaching Remuera station from the north. C.1910, Image: Sir George Grey Special Collections, Auckland Libraries, 898-9950

Telegraph facilities were transferred from the old building to the new in 1907. In the same year, the gas company requested a longer ladder to light the pilot lights at Remuera as the present ladder was unsafe.

Island stations were designed to control two railway lines through mechanical semaphore signalling. A major technological advance, this helped to prevent accidents and to facilitate traffic. Its advent in 1907 doubled the carrying capacity of the Newmarket – Penrose line at the time when the rail traffic was steadily increasing.

Staff at the station in the early days consisted of a station master, junior clerk, several porters, one or more shift clerks and at least one signalman.

In 1908 the old station building was moved off site and became a library for workshop staff at the Newmarket railway yards. [49] It was reported that doors and sashes from the old building were used for "cottage alterations", suggesting that the old station was partly demolished.

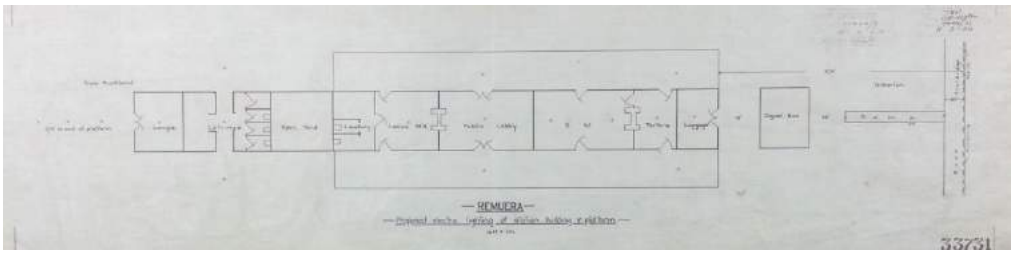
On the 21st of January 1908**,** T W Waite, the District Traffic Manager, requested that platform seating be installed as early as possible as passengers were complaining about the lack of seating accommodation. He suggested that fixed seating would be the best option as it would take up the least amount of platform space.

The signal box was constructed in 1908 and commissioned on the 15th of February in 1909. On the 11th of June the District Engineer requested that the Foreman of Works arrange to have plumbing installed in the signal box. Later that year in September the District Traffic manager stated that the name of the station was almost wholly obscured by the signal box when the station was approached from the south. A note dated 2/10/08 confirmed that the sign was subsequently moved.

The Platform formation was certified complete on the 29th of September in 1908

In 1911 Alfred Buckland's Sale yards, adjoining the Remuera Station, went up for sale. The land had been subdivided into '90 first class building sections' and was advertised in the New Zealand Herald as the 'Remuera Saleyards Estate', described as the only freehold land available in such a convenient locality to transport.[50]

On the 26th September 1913**,** the District Traffic Engineer requested that glass be removed from the ticket window and be substituted with wire. The reason being that the window was rather low and the glass "breaking all sound waves necessitates considerable questioning before the passenger is heard."[51]



Remuera – Proposed electric lighting of station building and platform 1924, Image: NZ Archives BABJ A681 14406 Box 322

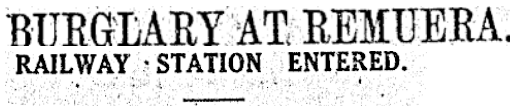
[49] http://www.railheritage.org.nz/Register/Listing.aspx?c=21&r=2&l=210

[50] New Zealand Herald, Volume XLVIII, Issue 14823, 28 October 1911, Page 3

[51] Pearson, Dave. *Remuera Railway Station, Conservation Plan*. Published September 1992

2.9 THE STATION 1920 – 1950

In 1923 on the 6th of August, the Station master requested a gas light over the desk in the signal cabin for book work. On the 15th of August the request was declined due to the programmed early installation of automatic signalling. A major improvement in technology occurred when colour light signalling was installed between Auckland and Penrose. This very early use of light signalling lead to a considerable reduction in staffing requirements and by 1924 the signal box at the Remuera station ceased to be used full time.


BURGLARY AT REMUERA.
RAILWAY STATION ENTERED.

On the 21st of June 1926 it was reported that 'a burglar entered the booking office of the Remuera railway station early on Saturday morning and, after blowing off the door of the safe with a charge of gelignite, removed the drawers and their contents – cheques and cash, totalling £40, of which £18 was in cash. The cheques, on which payment was at once stopped, were from timber companies and the cash consisted mainly of wages for surface men and petty cash. The safe drawers were found under the bridge about 50 yards from the station.

The explosion was heard by two residents in houses at the rear of the station at about two o'clock in the morning, but at the time they attributed the sound to the noise caused by the puncture of a motor tyre. From the damage done it was evident that the charge used must have been a big one. The safe door was never refitted and remains leaning against the safe.

The station is comparatively isolated, having lines on both sides and was deserted from 10pm on Friday evening until 6am the following morning. Mr Frank Gollard, the porter who came on duty on Saturday morning found the lower two panes of the booking office window broken. The window had been pushed up and had been jammed as a result of the explosion. A window at the back of the station was also found to have had two panes smashed.' [52]

Looking east north east from Mount St John showing the intersection of Great South Road and Market Road (centre) with Mount Hobson and Mt Hobson Lane (left), the southern railway line (running left to right), Remuera train station (left), railway bridge (centre), Mt St John Avenue (running diagonally, bottom left to right) Market Road (running diagonally bottom right to left), and Hobson Park (background centre) 4 Jan 1931, Image: Sir George Grey Special Collections, Auckland Libraries, 4-8437

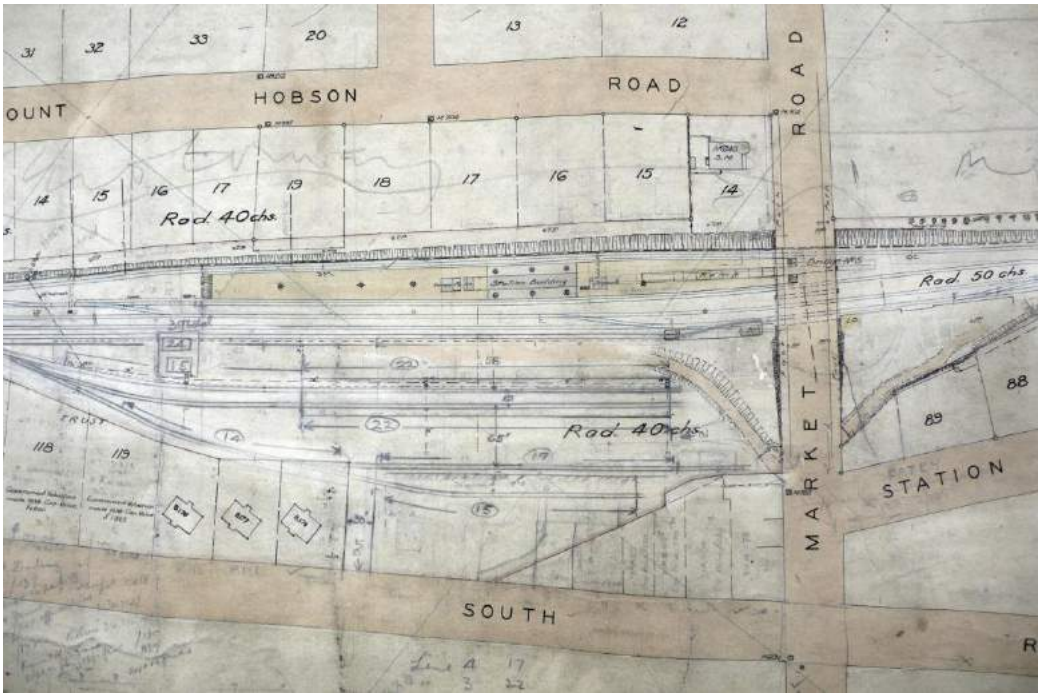
[52] Auckland Star, Volume LVII, Issue 145, 21 June 1926, Page 6

Over this period a number of minor repairs and other maintenance have been recorded. On the 6th of March in 1930 it was reported that a new brass knob was required on the baggage room door.

Repairs carried out to the station in April of that year included the replacement of the wash basin in ladies toilet which had rusted through caused water to leak onto the floor. It was also reported that the rainwater heads had rusted through and required replacing.

On the 3rd of March 1938 it was reported that stock loading facilities were completed – these are presumably the large sheds (now demolished) located across the tracks next to the station building visible in the historic photographs.

In 1941 on the 21st of October new linoleum was laid on the office floor. On the 31st of December it was noted that the reserve stock of permanent way tools was to be shifted from the basement store to the Remuera Railway Station.



Remuera Station yard – July 1930, Image: NZ Archives BABJ A847 14406 Box 86

The Remuera Station closed as an officered station on the 23rd of May in 1942 as a result of the steady drop in parcel and passenger freight to and from the station.

The suburbs around, by this stage, were well served by trams, and the station was isolated from the main roads. In 1945 on the 20 September this decision to close Remuera as an officered station was reviewed but the District Traffic Manager remained unable to recommend the re opening of Remuera as a Grade 5 official station.

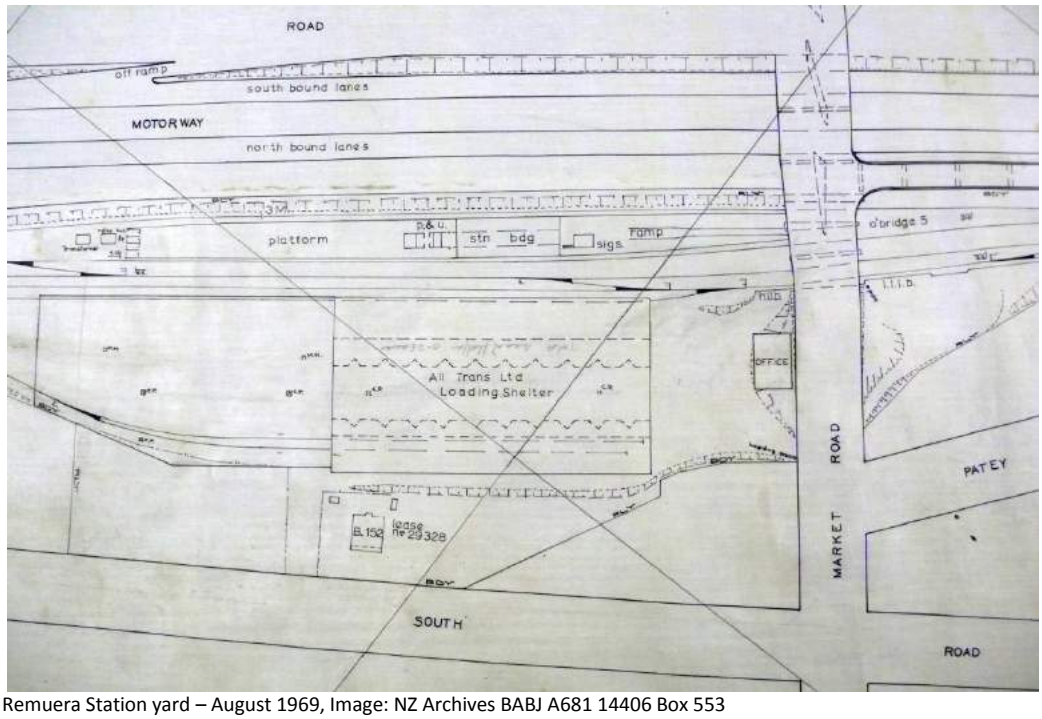
The majority of the work by the 1940s was associated with the loading and unloading of bulk consignments and operating the signal box when shunting was carried out. The parcels and passenger traffic was small and a single porter was seen as coping adequately with the workload.

2.10 THE STATION 1950- 1994

The second half of the 20th century was a period of decline for the rail services, particularly for passenger rail. Remuera station was principally used for freight services during this period and most changes made to the station were related to freight activities up until the 1990s.

Around 1952, colour light signals replaced semaphore, the indicator light panel at Remuera Station was installed in the signal box and the shunting yard was rearranged.

In 1956 constant complaints from the nearby residents about early morning shunting noise resulted in the then Minister of Railways J K Mc Alpine, spending the night of 20 August in a railway carriage in the yard. The controversy ended when the Railways agreed to minimise shunting in unsociable hours.



Remuera Station yard – August 1969, Image: NZ Archives BABJ A681 14406 Box 553

Despite the downturn in passenger patronage, during the 1970s Remuera enjoyed its busiest period as a freight station. The forwarding company Alltrans established a large depot south of the station in the late 1960s.

In 1973 architectural students M. Condon and C.R. Roberts made a measured drawing of the station buildings and took a comprehensive set of photographs as part of that assignment. This valuable record of the station is held at the Auckland university School of Architecture.

In 1979 the station was closed to all traffic except passengers and private siding traffic (principally Alltrans). The Alltrans depot closed in 1980, and from that time station remained open for passengers but was unstaffed.

A memo dated 17 October 1979 from Chief Traffic Manager B B McKeown, to the District Traffic Manager stated that the Remuera Station was to be closed to all traffic except passengers and private siding traffic, effective as from 4 November 1979.

In 1982 the mens' toilet facilities located between the lamp room and the station were demolished. It is likely that the lamp room was also demolished at this time.

In May 1985 the signals were switched over to automatic operation.

In the late 1980s there was talk of putting the historic signal box up for tender, and a prospective buyer wanted to turn the building into a restaurant. For safety reasons the Railways Corporation rejected that suggestion.

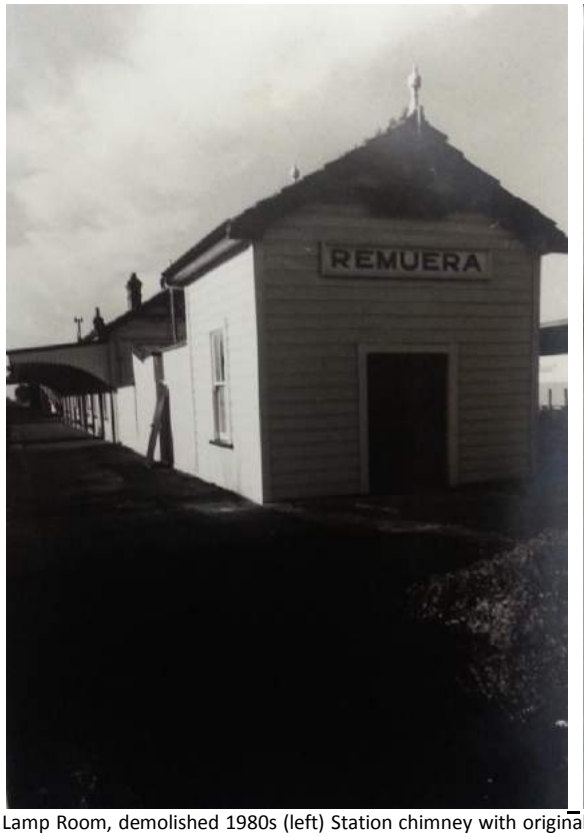
In 1991 the large freight yard building was demolished and the sidings removed.

Rail Sheds (demolished) c. 1970s, Image: M. Condon, C. R. Roberts; Measured Drawing Assignment; 1973, Auckland University School of Architecture Library

Image: M. Condon, C. R. Roberts; Measured Drawing Assignment; 1973, Auckland University School of Architecture Library

Image: M. Condon, C. R. Roberts; Measured Drawing Assignment; 1973, Auckland University School of Architecture Library

Looking north at the station showing signal box in front and lamp room at the rear of picture, Image: M. Condon, C. R. Roberts; Measured Drawing Assignment; 1973, Auckland University School of Architecture Library



Lamp Room, demolished 1980s (left) Station chimney with original ceramic pots, since removed, Image: M. Condon, C. R. Roberts; Measured Drawing Assignment; 1973, Auckland University School of Architecture Library

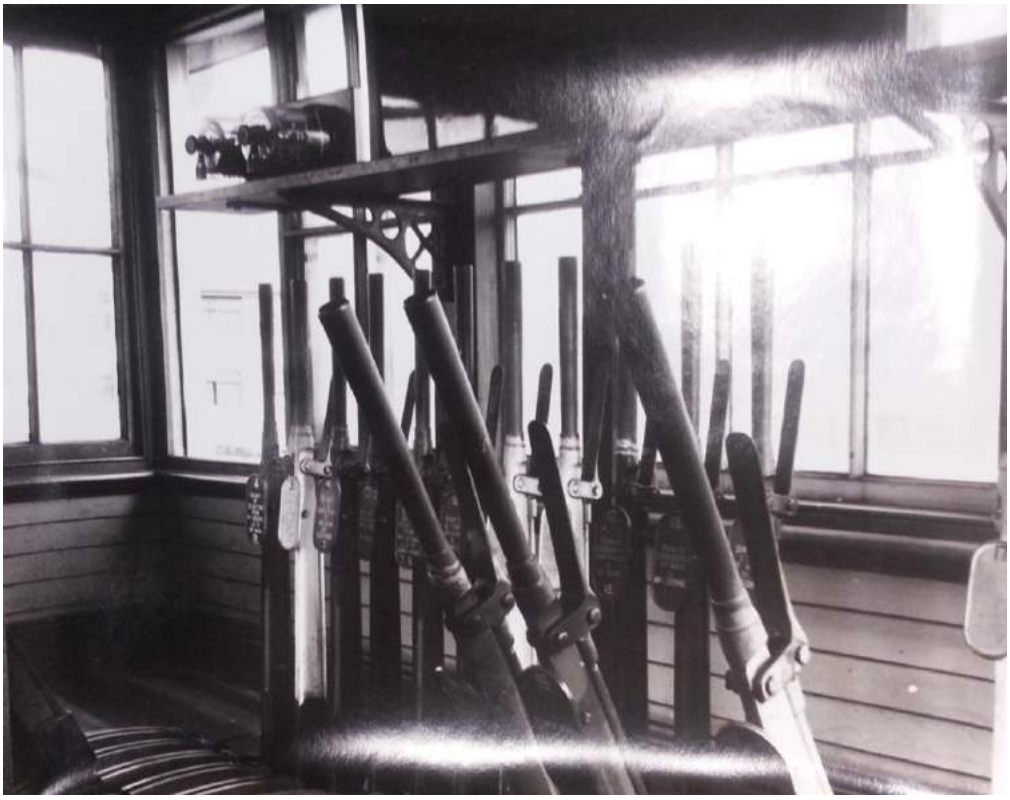

Showing original cast iron finials, spouting & rainwater heads, Image: M. Condon, C. R. Roberts; Measured Drawing Assignment; 1973, Auckland University School of Architecture Library

North façade of the signal box (left) South Façade, signal box, Image: M. Condon, C. R. Roberts; Measured Drawing Assignment; 1973, Auckland University School of Architecture Library

The Signal Box, West facade, Image: M. Condon, C. R. Roberts; Measured Drawing Assignment; 1973, Auckland University School of Architecture Library

Looking North at the Remuera (left) View of station from under Market Road over bridge, Image: M. Condon, C. R. Roberts; Measured Drawing Assignment; 1973, Auckland University School of Architecture Library

Gable end details south façade of the signal box (left) Chimney, Image: M. Condon, C. R. Roberts; Measured Drawing Assignment; 1973, Auckland University School of Architecture Library



Levers inside signal box, Image: M. Condon, C. R. Roberts; Measured Drawing Assignment; 1973, Auckland University School of Architecture Library

Interior of the Signal Box, Image: M. Condon, C. R. Roberts; Measured Drawing Assignment; 1973, Auckland University School of Architecture Library

EAST + BAYS COURIER 9 MARCH 1994

Upmarket boom

By YVONNE MARTIN

A NEW suburb of 62 terrace-style homes is part of a $210 million residential boom for Remuera and Newmarket.

An Auckland company plans to turn the old Ellis freight yards off Market Rd, bought from Railways last year, into an upmarket $20 million housing subdivision, Ambree Pl.

Described as "modern Georgian" the units, with clay tile roofs, cedar shutters and courtyards, will range from $300,000 to $400,000 each and be aimed at young professional couples.

The homes have been designed by Newmarket architects Cook, Hitchcock and Sargeson.

The developers say they have planning permission for 83 units but decided to build 21 fewer to create the right environment, including a park.

Landscaping and trees are planned to hide the nearby rail line and muffle the sound of passing trains. Site works have begun on the development, which is likely to take 18 months.

Developers say there is enormous public interest, even though there has been no publicity. They are waiting for the units to be built before marketing begins.

It will be aimed at professional couples wanting a home close to Newmarket, with minimum upkeep and maximum benefits.

"It is not a family type atmosphere," say developers.

Ambree Pl may include a medical centre facing Market Rd, but no creche or other facilities at this stage.

Houses are being designed to complement the old Remuera rail station on the site, particularly the tile roofs.

The developers considered renovating the station for recreational use as part of the project, but after initial discussions, they decided against doing the work themselves.

Other developments around Newmarket are Broadway Park, a $200 million 480-home subdivision off Middleton Rd, and Parkwood Apartments, a $10 million 15 storey high-rise overlooking the Domain.

● Big wheels and deals on Broadway...pages 12,13,14.

STATION SCRIPT: NZ Rail northern property manager Michael Couchman and conservation architect Dave Pearson at Remuera's landmark station.

Old landmark gets new start

Plans are afoot to restore the landmark 87-year-old Remuera rail station and lease it out for a commercial venture to earn money for its upkeep.

Considered one of the top four historic stations in New Zealand, it has fallen into disrepair since its closure 15 years ago.

A preservation trust is being set up to seek a tenant for a 20 year lease and to monitor maintenance.

Conservation architect Dave Pearson says it could become a restaurant but there are limitations on its use.

"The problem has been the lack of vehicle access to the building, it can never be a full dimension commercial venture," he says.

"It's seen as the fourth most important station so any changes to the building we'd want to be minimal and reversible."

Mr Pearson says having new homes built nearby would deter vandals and squatters.

The nominal rent charged by NZ Rail will go towards maintenance and long-term reconstruction of a lamp room that used to be on the site.

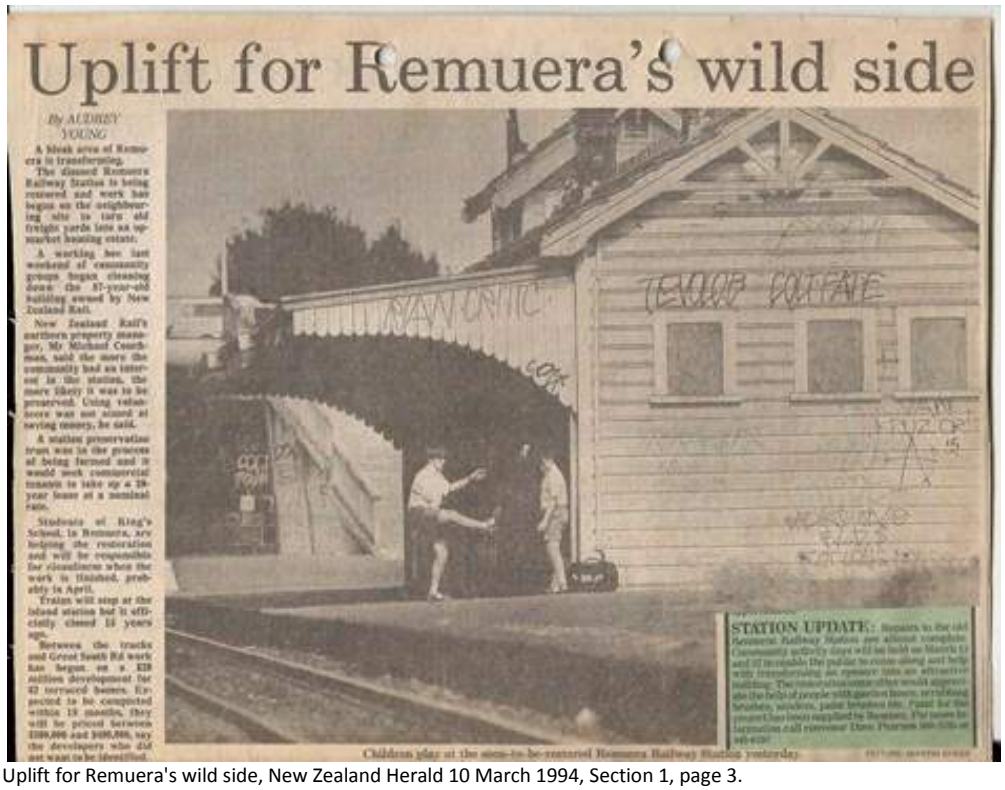
Renovations begin with a series of working bees to waterblast and paint the station from this week.

It is a combined effort by King's School, NZ Rail, local businesses and the community.

Resene Paints Ltd's Mt Eden office is supplying the paint, and the Remuera Post Shop the connection to its water supply for cleaning the building.

Once the station is restored, King's students will have the job of keeping it clean.

Upmarket boom, East and Bays Courier, 9 March 1994, page 1.



Uplift for Remuera's wild side

By AUDREY YOUNG

A block area of Remuera is transforming.

The disused Remuera Railway Station is being restored and work has begun on the neighbouring site to turn old freight yards into an upmarket housing estate.

A working bee last weekend of community groups began cleaning down the 87-year-old building owned by New Zealand Rail.

New Zealand Rail's northern property manager, Mr Michael Couchman, said the more the community had an interest in the station, the more likely it was to be preserved. Using volunteers was not aimed at saving money, he said.

A station preservation trust was in the process of being formed and it would seek commercial tenants to take up a 20-year lease at a nominal rate.

Students of King's School, in Remuera, are helping the restoration and will be responsible for cleanliness when the work is finished, probably in April.

Trains will stop at the inland station but it officially closed 15 years ago.

Between the tracks and Great South Rd work has begun on a $20 million development for 62 terraced homes. Expected to be completed within 18 months, they will be priced between $300,000 and $400,000, say the developers who did not want to be identified.

Children play at the soon-to-be-restored Remuera Railway Station yesterday.

STATION UPDATE:

Uplift for Remuera's wild side, New Zealand Herald 10 March 1994, Section 1, page 3.

2.11 THE STATION 1992- PRESENT

New Zealand Rail Ltd in conjunction with the Rail Heritage Trust commissioned Dave Pearson of Works Consultancy to produce a conservation plan for the Remuera Railway Station in 1992.

The Remuera Railway Station Preservation Trust (the Trust) was established in 1994 with the aim of saving and preserving the Remuera Railway station buildings. The Trust successfully negotiated a lease with NZ Rail in 1994, and was succesful in a grant application to Lotteries to fund restoration and repair works.
The Historic Places Trust (now Heritage NZ) registered the building as a Category 1 Historic Place (item #634) in March 1995 'a place of special and outstanding historical and cultural heritage significance and value. In that year the Rail Heritage Trust also registered the station buildings.

The Trust was successful in gaining further funding from the Sir john Logan Campbell Residency Estate, the Rail Heritage Trust and the Auckland City Council Hobson Board. The Department of Conservation generously donated timber for the restoiration project.

In 1995 plans were prepared by Claire Chambers for a 'caretaker's residence'. This was a conversion of the Ladies Lavatory space at the northern end of the building. From 1995-97 a great deal of repair and restoration work was carried out by the Trust, the exterior was repaired, and painted, the tiled roofs were restored, new services were installed, the interior repair works were commenced and new flooring was laid.

A shower and kitchenette were installed in the former Ladies Lavatory room and an internal doorway formed between the former Ladies Waiting Room and the former Public Waiting Room. The Trust also sourced pressed metal ceiling panels from Wunderlich in Australia to replace damaged sections.

In 2003, as part of the upgrading of the passenger rail system in the Auckland Regional Transport Network Authority became responsible for the administration and care of railway stations on the Auckland rail network. With the introduction of the upgraded passenger carriages and improved services from 2002 to the present the station has once again become a regularly used passenger railway station.

The Trust carried out repair and upgrading works on the signal box in 2008.

In mid 2011, as part of works necessary for the introduction of electric trains, the platform level was raised, and the station and signal box were also raised. This work was carried out by Auckland Transport with Kiwi Rail.

The station building and the signal box are not currently in use.

2.12 REMUERA RAILWAY STATION - PROPERTY CHRONOLOGY

1873 Auckland – Onehunga Railway opened. Remuera Station was a stop on this line. It is not known when the first station was constructed. It measured 69 ft x 12 ft and had a single platform 13 ft wide. On the other side of the track was the Buckland Sales Yard on Market Road.

1899
16 November Approval given for construction of a lean to storage building for goods at Remuera. The store was to be 8ft wide and the full depth of the main building with double doors opening inwards. Estimated cost of the work was 10 pounds. At the rear end a toilet 3 ft 6 in wide was to replace the existing toilet. The station masters yard was raked off, tarred and sanded.

1900
10 August The ladies' waiting room required a new grate.

1903 The growth of traffic on the line was stretching its capacity. The Minister for Railways, Sir Joseph Ward acknowledged the need for better accommodation on the line.

A duplicate line was built to Penrose junction and later extended through to Hamilton. The track was realigned at Remuera and Ellerslie and new island stations built at Newmarket, Greenlane, Remuera, Penrose and Ellerslie.

1907 New station buildings for Newmarket, Ellerslie and Remuera. In a memo to Mr. Lowe, Mr DT McIntosh, District Engineer, states he has struck out the T & G lining from the requisites for these three stations. Mr Bagge (then Chief Engineer) was instructed to supply detail drawings for the various buildings.

1907
3 May Quote from Briscoe and Co to Mr Bagge, Engineer's Department, Auckland Railway Station, for Wunderlich metal (for ceilings), battens, nails etc. £51.15.3p.

1907
3 May Quote from Briscoe and Co to Mr Bagge, Marseilles roofing tiles with "H" and "I" crests and four finials no. 124 as per drawing supplied £119.1.0p. (Presumably two finials for the station, two for the lamp room)

1907
27 August The Remuera Road Board agreed to the urinals at Remuera Station being connected to the 9" sewer.

1907
September Photograph shows Remuera high level station nearing completion. Builders fixing corrugated iron to verandah. The lamp room is also in place at the far end of the station.

1907
13 November Memo of completion signed by John. K. Lowe, Assistant Engineer. Arrangements had been made for the station master to shift in on Sunday 17 November. The cost of the building was £1,149.0.9p. A toilet block was added shortly after between the station and the lamp room at a cost of £80.0.0 telegraph facilities were transferred from the old building to the new.

1908
21 January T W Waite, District Traffic Manager requested platform seating as early as possible because passengers were complaining about the lack of seating accommodation at the station.

1908	The earlier Remuera station building was moved to the Newmarket railway yards and became a library for workshop staff. Doors and sashes from the old building were used for "cottage alterations"; suggesting the old station was partly demolished during the process.
1908	The signal box was constructed.
1908 **11 June**	The District Engineer requested that the Foreman of Works arrange to have plumbing installed in the signal box.
1909 **15 February**	The signal box was commissioned.
1913 **26 September**	The District Traffic Engineer requested that glass be removed from the ticket window in the station masters office and wire substituted. The reason was that the window was rather low and the glass "breaking all sound waves necessitates considerable questioning before the passenger is heard."
1923 **6 August**	The station master requested a gas light over the desk in the signal cabin for book work.
1923 **15 August**	The request was declined due to the programmed early installation of automatic signaling.
1926 **21 June**	The Remuera Railway Station was broken into and the safe blown open with cash and cheques removed.
1924	The signal box ceased to be used full time.
1925 **25 May**	A major improvement in technology occurred when colour light signaling was installed between Auckland and Penrose. This very early use of light signaling lead to a considerable reduction in staffing requirements.
1930 **29 April**	Repairs were carried out to the station building; wash basin in ladies toilet was replaced, basin had rusted through and water was leaking onto the floor. Rainwater heads had also rusted through and required replacing.
1938 **3 March**	Stock loading facilities at the station were completed.
1941 **21 October**	New linoleum was laid on the office floor in the station building.
1942 **23 May**	Remuera was closed as an officered station due to a steady drop in parcel and passenger freight to and from the station. Remuera, by this stage was well served by trams.
1945 **20 September**	The District Traffic Manager was unable to recommend the re opening of Remuera as a Grade 5 official station. The majority of the work was associated with the loading and unloading of bulk consignments and operating the signal box when shunting was carried out. The parcels and passenger traffic was small and a porter was seen as coping adequately.
1950	A request from the station agent for a suitable water heating appliance

14 December was declined.

1952 The indicator light panel was installed and the station yard re arranged.

1956
20 August Constant complaints from the nearby residents about early morning shunting noise resulted in the then Minister of Railways J K Mc Alpine spending the night of in a railway carriage in the yard. The controversy ended when the Railways agreed to minimise shunting in unsociable hours.

1957
29 April The District Engineer requested that the Foreman of Works paint the vacant station buildings as there were no current plans to dismantle them.

1967
19 July Correspondence between the chief Station Master and the District Traffic Manager - Suburban Passenger Shelters. Remuera should be replaced as a matter of priority. An office and toilet facilities would be required for the officer in charge.

1969
4 May Arrangements were made for the installation of a 3 gallon Zip water heater.

3 October Staff at Remuera Station consisted of a permanent Traffic Assistant, a relief Traffic Assistant and a Train Examiner, plus shunters and locomotive crews.

1970s A covered freight yard was constructed for the freight company All Trans to the west of the station. This marked a big change in freight handling with freight being handled in containers instead of conventional box wagons and a private company operating the business. During this period, Remuera went through its busiest time as a freight station.

1970 The station buildings were repainted.

1979
17 October Memo from Chief Traffic Manager B B McKeown to District Traffic Manager. Remuera Station was to be closed to all traffic except passengers and private siding traffic, effective as from 4 November 1979.

1982 Removal of toilet facilities. (Presumably also demolition of lamp room.) Tower bolts were fitted to doors of station leading to toilets in the main building.

1983 The signal box was manned part time up to this date. One man would come up to the box to operate the signals when shunting was required to be done.

1984 The station was repainted.

1987
25 May The signals were switched over to automatic operation.

1991 The freight yard was demolished and the sidings removed.

1992 A conservation plan for the station was commissioned by New Zealand Rail Ltd carried out by Dave Pearson of Works Consultancy Services.

1994 The Remuera Railway Station Preservation Trust is formed to preserve

the railway station buildings.

1994
9 December Lotteries grant to the Trust approved for $71,651 towards restoration costs for the Remuera Railway Station Building. Money was to be spent on re blocking, replacement of subfloor and flooring, extensive repair to window and door joinery re glazing throughout, partial re roofing, roof repair and cleaning, exterior painting complete on signal box and almost complete on station, seat repairs, interior carpentry and undercoating. Entire grant to be spent by September 1997.

1995
March 3 New Zealand Historic Places Trust notification of final registration in respect to Remuera Railway Station and Signal Box, Market Road, Remuera. The station was entered into the trusts register as a Category 1 Historic Place (no. 634). The station is also listed as a Category A building in the National Rail Heritage Collection.

1995
April New water main reticulation to the station permitted by NZ Rail.

1995
August 30 Department of Conservation donated 15m3 cube of Matai logs to the Remuera Railway Preservation Trust. The logs were confiscated by DOC after being illegally logged from the department land.

1995 A grant of $10,000 was given to the Trust by the Sir John Logan Campbell Residency Estate.

1995 $5,000 grant to the Trust from the Rail Heritage Trust of New Zealand as well as a $1,000 grant from the Auckland City Council Hobson Community Board.

1995
September Resource consent application lodged with Auckland Council to modify the interior of the building to allow for: “a live-in caretaker” The plans were drawn up by architect Claire Chambers. Proposed changes – new internal doorway linking living and sleeping areas, new fittings/ fixtures which can be removed at a later date – kitchen fittings, wardrobe, and shower.

1995 A Department of Corrections team prepped and painted the signal box and station building. Resene Paints donated paint in the original heritage-colours of toffee, tan and cream.

1996 Ross Roofing undertook the following work on the station and signal box: Moss treat the roof; Lightly water blast the roof; Repairs and replace gable ends; Paint the pointing on the ridges; Prime and paint the new galvanised roof area on the eastern side; Water blast prime and paint the metal roof on the western side? In return for the work Ross Roofing used the project in their advertising literature and it was agreed to place a sign on the roof for a period of 12 months (ended up being a couple of years). The station canopy roof was painted ‘metro red’

1996 Macmillan Slater And Tilers carried out repairs to the station roof. New ceramic finials to replace these missing elements were made by Gargoyles and Dragons Ltd of Surrey Hills, Victoria, Australia

1995 – 1996 Exterior renovation of the station buildings was reported to be nearing completion. One canopy had been re roofed; Internally the station floor and sub floor structure had been completely renewed; Internal walls of match lining were sanded and undercoated throughout; Minor

carpentry repairs to the linings and re fixing of architraves and skirting's remained to be completed; Double hung windows had been re hung, re glazed and painted; Signal box was fully repainted internally but the restoration of fitments and the floor re surfacing had yet to be completed.

1997 New services (water supply) were laid to Remuera Railway Station. New electrical services were also installed around this time as well as a security system.

1997 20 October Auckland City Council agreed that the numbering of the station site was inappropriate to the situation and adjusted the numbering to reflect the true access to the Railway Station. Change of address of the station building occurred - 126a Great South Road became 55a Market Road.

1997 November Remuera Railway Preservation Trust advised that the restoration work on the station building and signal box (partly funded by the Rail Heritage Trust) had reached the stage where all new services had been installed to the buildings; new pressed metal ceilings had been delivered for the interior of the station building; and the interior of the signal box had been painted. The practically finished exterior work was reported to be attracting much favorable comment. [53]

1999 August It was reported that the trust was experiencing problems with graffiti and vandalism to the station building.

1999 August A steam train stopped at the Remuera Station as part of the steam hauled excursion to Helensville put on by the Railway Enthusiasts Society. This was the first passenger steam train to stop at Remuera in 30 years.

2001 March Rail Heritage Trust Newsletter 9 reported that the restoration work on the Remuera Station and signal box was near completion but a lot still had to be done with the interior. Discussions were underway about means of funding and carrying out the work and the long term use/ occupancy of the building.

2003 20 March Scallop at end of platform was replaced and painted (Mr D Dawson). Mr Jim Herlihy – a retired railway fitter and volunteer custodian/caretaker in regular attendance in the signal box at Remuera.

2003 2 October The Crown via. New Zealand Railways Corporation entered into a lease of the Auckland Railway Station Precincts with Auckland Regional Transport Network Ltd. This became effective from 1 September 2003

2008 May <u>2008 STATION REFURB PROGRAMME as follows:</u>

SOUTH END Replace canopy barge roll flashing both sides; Repair 2 no. Down pipe connections. Replace PVC piping

NORTH END Disassemble the eastside canopy vertical boarded frieze and realign the support strut with the rail iron frame similar to west side canopy; Re assemble the frieze and replacing two vertical boards with round bottom end to match west side frieze; Supply and fix a new canopy bargeboard to east side and fit new barge roll flashing; Remove, remake and replace the 'REMUERA' signboard; Replace 6 no. Rusticated

[53] Friends of the Rail Heritage Trust Newsletter No. 5

weatherboards aprox 5m long; Replace all corner facings being 4 no. X 3.9m x150m x 28 actual profile

2008 2008 SIGNAL BOX REFURB PROGRAMME as follows:

A full water blast to remove loose paint and expose any rotted woodwork; A full height fixed scaffold to four sides of the building; Scope of work as assessed at a site inspection.

SOUTH ELEVATION Remove disused meter box; Replace 14 no. Weatherboards approx 4m long; Remove remake and replace 'REMUERA' sign board; Remove former power cable support runners and brackets at gable; Replace corner facings with full height (4m) material 150 x 28 actual size

EAST ELEVATION Replace 15 no. Weatherboards aprox. 5m long; Replace 8 no. Weatherboards aprox 6m long; Replace upper window facings; Replace 2 no. Complete one light fixed sash windows and toughened glass, opening size aprox 720 wide x 900 high at lower level; Remove vent pipe and make good penetrations in soffit and roof tiles; Remove waste pipe; Make good tarseal at pipe removals; Replace all corner facings (aprox 3m long) at upper level.

NORTH ELEVATION Replace lower door sill and replace with an asphalt equivalent; Fit an angled weather bar (similar to upper door) to lower door; Replace corner facings approx 3m long below upper landing; Replace 5 no. Weatherboards aprox 3.8m long; Repair and straighten stair string and fit 4 no. New anti spreader rods between stringers; Repair t & G ceiling to upper entry porch; Replace 8 no. 100x30 floorboards to upper landing

WEST ELEVATION Replace 6 no. Weatherboards approx 5m long; Replace 3 no. Complete one light fixed sash windows and toughened glass opening size approx 720 wide x 900 high; Fit splayed header and flashing.

2011 In the run up to the 2011 Rugby World Cup, Auckland Transport and Kiwi Rail raised the platform in preparation for the introduction of electric trains. This work damaged the interior of the building as holes were made in the floor of the bathroom area to gain access to the subfloor, and the sewer line was cut but not sealed. Other services were also affected. The chimneys were lifted with the building and underpinned as part of these works.

2.13 AERIAL PHOTOGRAPHS OF THE SITE OVER TIME

1940

1959

2006

2.14 MODIFICATIONS MADE OVER TIME

In general few modifications have been made to the station and signal box and this is one of the factors contributing to their significance. Modifications known or thought to have taken place include the following:

MODIFICATIONS TO STATION

CHIMNEY

The south chimney has had its original glazed ceramic pots removed and replaced with modern terracotta type pots.

Station chimney & original chimney pots, Image: M. Condon, C. R. Roberts; Measured Drawing Assignment; 1973: Auckland University School of Architecture Library

GUTTERS AND DOWNPIPES

The present gutters are PVC and not original. Similarly, original cast iron downpipes have been replaced with PVC in many locations

Showing original cast iron spouting, downpipes and rainwater heads. Image: M. Condon, C. R. Roberts; Measured Drawing Assignment; 1973: Auckland University School of Architecture Library

EXTERIOR FEATURES

The bell + timber bracket and original notice boards have been removed, sometime after 1973

Original bell fixed to station wall on timber bracket, Image: M. Condon, C. R. Roberts; Measured Drawing Assignment; 1973: Auckland University School of Architecture Library

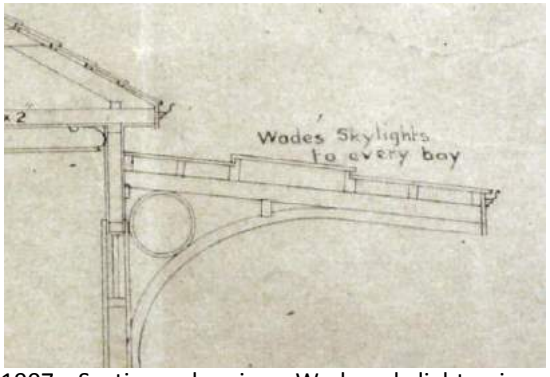
FINIALS

Original terracotta finials have been replaced with replicas

Original finial on the roof of the station building, Image: M.Condon, C.R.Roberts; Measured Drawing Assignment; 1973: Auckland University School of Architecture Library

VERANDAH ROOF

Standard details of the period show the verandah roofs with 'Wade' skylights inserted. The layout of the purlins to the verandah roof at Remuera appears to confirm the earlier existence of skylights.



1907 Section showing Wade skylights in verandah roof, Image:, Remuera Station Building, Image: NZ Archive BABJ A847 14406 Box 5

PLUMBING FITTINGS

Toilet and cistern in the ladies toilet now disconnected/removed

Image: B, T & K Architects 2015

CARETAKER APARTMENT

In 1996 the Ladies Waiting Room was adapted to create a kitchen and bathroom for a caretaker. At this time one of the toilet cubicles was used to form a shower, a kitchen bench arrangement was put in place, lowered ceilings were introduced over the bathroom area, and internal doors were formed between the Ladies Waiting Room and the Public Lobby.

Image: B, T & K Architects 2015

<u>MODIFICATIONS TO THE SIGNAL BOX</u>

SIGNAL SYSTEM

The original mechanically operated points and signal system has been replaced with an electrified system.

Image: M.Condon, C.R.Roberts; Measured Drawing Assignment; 1973: Auckland University School of Architecture Library

FOUNDATIONS

A new concrete foundation wall has been constructed on top of the original foundation wall up to ground level. The original bottom plate has been replaced. Before this change, the box apparently used to rock when the levers were operated.

Subfloor of the signal box, Image: B, T & K Architects 2015.

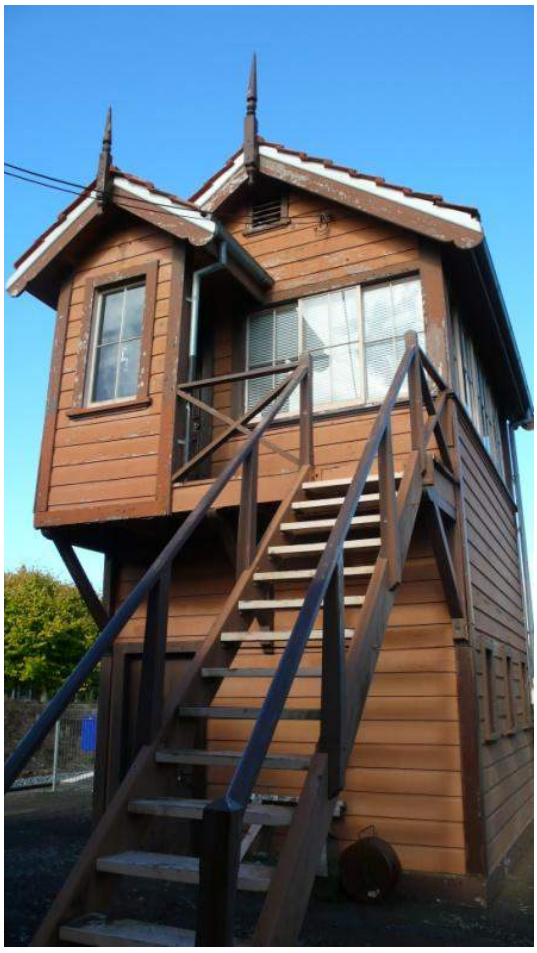
FLOOR

An immediate floor has been installed in the lower level of the signal box to give access to the relays and lever locks.

Image: B, T & K Architects 2015

COLOUR SCHEME

Like the station, the colour scheme is not original. The station and



Showing paint colour scheme on the signal box c. 2003, Image: B, T & K Architects 2015.

STOVE

Original wood burning stove removed and replaced with more modern version.

Original wood burning stove in signal box, Image: M.Condon, C.R.Roberts; Measured Drawing Assignment; 1973: Auckland University School of Architecture Library

<u>OTHER BUILDINGS/ SITE FEATURES</u>

LAMP ROOM

To the north of the station was located a small building housing lamps. Between this and the station were the mens toilets and an open yard, all sheathed with corrugated iron. These have been demolished.

Image: M.Condon, C.R.Roberts; Measured Drawing Assignment; 1973: Auckland University School of Architecture Library

FREIGHT YARD

To the west of the station was located a covered freight yard, now also demolished.

Photograph showing the covered freight yard c. 1970 before it was demolished, Image: M. Condon, C .R. Roberts; Measured Drawing Assignment; 1973: Auckland University School of Architecture Library

3.0 PHYSICAL DESCRIPTION

3.1 INTRODUCTION

We first surveyed the Remuera Railway Station in May 2015. The following descriptions are of the property as we found it supplemented by information taken from Dave Pearson's Conservation Plan for the station (1992). Further information was taken from reliable archival sources discovered in the course of our research.

Remuera railway station, viewed from across motorway, Image: MOTAT; Les Downey; 1973; 14-2501

3.2 LANDSCAPE/ SETTING

The Remuera Railway Station buildings are located on the main trunk railway line as it runs between Mt Hobson and Mt St John between the Great South Road and the southern motorway.

The surviving buildings, the station building and the signal box, are positioned on an island platform between the two tracks. The station is connected by a long pedestrian ramp to Market Road.

The buildings at Remuera retain their original position on the platform; they have not been re sited.

There have been changes to the setting. To the north of the station was the station garden. The garden was most likely removed around the time the Lamp Room, situated at the north end of the station, was demolished. David Pittman of the Trust remembers the garden as a lawn area with some shrubs including bird of paradise plants, and that the garden was tended by staff from the Ellerslie station.

The platform surface is set to fall to the sides and does not pond. The original platform was a fill structure with poured concrete edges and a tar sealed surface.

In the run up to the 2011 Rugby World Cup, Auckland Transport and Kiwi Rail raised the platform in preparation for the introduction of electric trains. At this time the station building and signal box were lifted and re-piled. This process caused some damage to the interior of

the station building particularly in the toilet area where a hole was created to give subfloor access and the service lines were cut.

3.3 DESIGNERS/ ARCHITECTS

The influence of George Troup (refer 2.5 George Alexander Troup) on standard station design in New Zealand was profound and many elements associated with standard Troup design can be found in the building, in particular the plan layout and overall form as well as elements of detail design work.

The station building is a variation of the standard linear island station buildings of the period, and is similar in plan form to the larger Class B station type. The station is an example of George Troup's contribution to standard station design for the Railways Department.

The construction of Remuera Station was overseen by John K Lowe, Assistant Engineer under Chief Engineer Bagge, who was responsible for some of the documentation of the buildings. Mr Lowe's name appears on a memo addressed to the District Engineer certifying completion of the building.

3.4 GENERAL DESCRIPTION OF THE STATION BUILDING

ARCHITECTURAL STYLE

The architectural style is from the Troup period of New Zealand Railways station heritage. It is a typical island station of the early twentieth century, with a few flourishes such as the Marseilles tile roof, the gable ends, and the pressed metal panels on the interior. There was a universality to station design, Australian stations of the same scale from the early 20th century period also have similar layouts and form.

Other comparable stations in Auckland built at the same time as Remuera included Newmarket, Ellerslie, Penrose, Pukekohe and Greenlane. Newmarket station has been replaced and the station building has been removed for possible re-use at Parnell. Penrose station survives and although less ornate than Remuera, remains substantially in its original form. Ellerslie and Greenlane have both been demolished.

Newmarket Railway Station 1988, Image: Jonathan Ganley www.pointthatthing.com

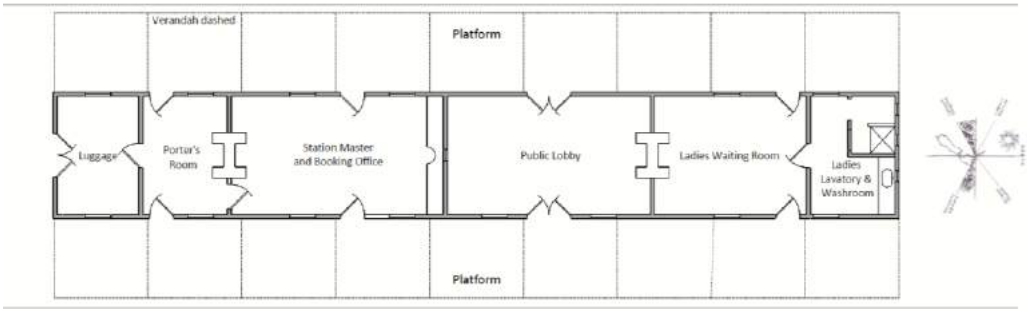
Elsewhere in the country there are other similar stations. Wingatui Station in Otago is similar to Remuera but again with less ornamentation and a corrugated iron roof. The interior of this latter station has also been considerably altered. Wingatui is the only other railway station with surviving station and signal box buildings. The Thames North Station, shifted to become the Thames Railway Station has been restored and is now used as offices by Ngati Maru Incorporated.

Remuera station is more ornate in style than most stations built at that time, (the extra embellishments at Remuera include decorative trusses to the gable ends, tile roofs, crenellations, finials, terminals and pressed metal ceilings to the interior), however it is restrained when compared with other stations built during the same period. It was about this time that a number of splendid stations were designed by George Troup, Designing Engineer. These have been referred to as "vintage Troup" stations. An example of this type of station is the classic Waimate Station which dates from the same year as Remuera. (Refer illustration p. 19)

The vintage stations always had a road frontage, in these situations Troup seems to have allowed his talent to have full expression. Island stations, where both elevations faced railway tracks offered less opportunity for public display.

PLAN

The station building is a single story, rectangular in plan, measuring 30m in length and 4.6 metres in width. The building is set at the centre of the station platform and is parallel to the tracks. On each side of the building, facing the tracks, is a 3 metre wide verandah the full length of the building.



PLAN

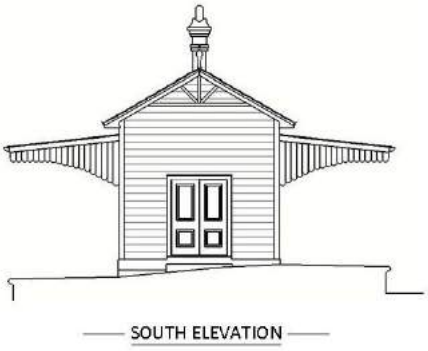
The building is one room wide. As labeled on the earliest plans the rooms were, from south to north:

Luggage
Porter's Room
Station Master + Booking Office
Public Lobby
Ladies Waiting Room
Ladies Lavatory and Washroom.

By 1994 the Porter's Room was used as the station masters office and the Booking Office was called the freight office. In this document we have reverted to the earlier nomenclature.

The only original internal door is between the ladies waiting room and the washroom.
There is a chimney at the centre of the wall between the Porter's Room and the Booking Office, and between the Public Lobby and the Ladies Waiting Room with fireplaces in each room.

North Elevation of the Station Building, Image: B, T & K Architects 2015.



South Elevation of the Station Building, Image: B, T & K Architects 2015.

FORM

The station has a simple gable roof (approx 30 degree pitch) running the length of the building. The cantilevered verandah/canopy extending over each side of the platform has a roof pitch of approximately 8 degrees. The window and door layout of the two principal elevations are mirror image.

The station building is a timber framed structure with generous stud height (approximately 3200mm). The canopies are supported by an externally fixed steel structure made from railway track sections, typical of this type of station. The gable roof is finished in Marseilles tiles. The verandas roofs are corrugated iron with galvanised flashings. The spouting, now PVC, was quarter round galvanised iron with cast iron rain water heads and downpipes.

The walls are clad in shiplap weatherboards with wide facings to openings and corners. The soffits at the gable ends are finished in tongued + grooved boards. There is a large bevelled baseboard running around the perimeter of the walls at floor level.

The joinery is double hung timber joinery with divided lights. There are three fixed windows in the northern end wall (Washroom) and a double door opening in the southern end wall (Luggage).

The doors are a mixture of double and single doors. All doors are sunk panelled timber doors. The floor of the building is wide Matai boards running the length of the building. The interior walls are vertical tongue + groove. The ceilings are pressed tin of varying patterns. The skirtings and architraves are moulded boards.

The verandah canopies each side are identical. These cantilevered structures are formed by bent railway track sections supporting an exposed timber structure of rafters set on the

brackets and large section purlins running the length of the verandah. The steel supports are at roughly even centres.

The verandah/canopy ends are finished in a scalloped board skirting/valence typical of railway stations of this period.

3.5 MATERIALS AND CONSTRUCTION

FOUNDATIONS

The station has a continuous concrete perimeter foundation wall and 200x200 mm concrete piles. The signal box also has a new concrete foundation wall, originally poured to a level approximately 600mm below the platform. A second layer has been added as part of the 2011 platform works.

SUBFLOOR

Floor joists to the station are 125 x 50 mm fixed to 100 x 100 bearers on top of timber piles, with a stringer bolt fixed to the exterior foundation wall. The entire subfloor of the station and signal box was fully replaced in 2010.

Subfloor of the signal box, Image: B, T & K Architects 2015.

WALLS

Both the station and the signal box have timber framed walls. The station has 100 x 50 mm framing. The signal box has very substantial timbers around and across the subfloor area to provide bracing and to support the cast iron signal lever platform.

The lower level of the signal box has a 100 x 75 mm framing. The original bottom plate was 200 x 100 mm fixed to a concrete foundation wall. The plate was removed when a new wall was poured on top of the old wall up to ground level. Remaining original timber in contact with the ground or below ground level appears to have been creosoted as a protection against decay. All this area of the signal box structure has been upgraded.

ROOF FRAMING

The station roof framing consists of 100 x 40 mm rafters with cross ties and struts.

3.6 EXTERIOR

STATION VERANDAH

The verandah is supported on simple but elegant stanchions made appropriately from railway lines. According to the measured drawings, copies of which are included in this document, the stanchions were anchored by being bolted to railway sleepers buried in the ground. From this foundation they run up the wall and are bent out then out again to support the roof framing.

A wrought iron hoop provides additional support to the rafters by infilling the space between the stanchion and the rafters. The rafters are 150 x 60 mm and are fixed to the stanchions. 125 x 50 mm purlins are fixed o the top of the rafters.

The roof as previously described is corrugated iron. Originally there were skylights built into these roofs. The framing of these remains in place.

Showing the underside of the station veradah roof, Image: B, T & K Architects 2015.

ROOF

The station and the signal box roofs are finished in Marseilles tiles. Both roofs have crenellations along the ridge, although the pattern differs. On the station cast iron terminals were fixed at each end of the ridge. These were removed before the Trust became involved with the station. During roof repair work carried out for the Trust, terracotta finials matching the form of the original finials were commissioned and fitted. The signal box has timber finials.

The verandah roof, as previously stated, is corrugated iron.

CHIMNEYS

The station has two corbelled brick chimneys. Neither chimney has the original glazed chimney pots. These are clearly shown in the photographs in the measured drawing assignment in the Architecture School Library.

Roof of the Station Building, Image: B, T & K Architects 2015.

EXTERIOR SHEATHING

Both the station and the signal box are clad in ex 200 mm x 25 mm rusticated weatherboards. Some original weatherboards on the signal box have been replaced with others of a different size.

Exterior corners are finished with 150 x25 facings

JOINERY

Doors throughout the station building are sunken panel type with bolection mouldings. The door to the upper floor of the signal box has a glazed top panel with a solid timber sunk lower panel. The door to the lower floor of the signal box is a single plane solid panelled door. All exterior doors on the station have plain fanlights above.

Windows throughout have timber frames and sashes. Windows to the station are generally double hung with two lights to each sash. Windows to the women's toilets on the north elevation are four-light, top-hung, rectangular windows.

The opening windows on the upper floor of the signal box are a mix of elegant sliding sashes with fixed sashes. A single set at the centre of the eastern wall consists of a sliding four-light sash with a fixed four-light sash. There are two sets in the south wall. The central sliding sashes are six-light and slide over four-light fixed sashes. The windows to the west comprise two fixed eight-light fixed sashes with a single fixed four light sash at the southern end of the wall. Beside the entry is pair of four-light sashes, one fixed and one sliding. There is a single fixed four light sash centred on the northern end of the projecting bay.

On the lower floor of the signal box there are two plain rectangular windows horizontally divided into two lights on the eastern side with three on the western side.

Facings to the windows and doors are plain with a bevel on the inside edge.

Timber slatted seats, Image: B, T & K Architects 2015.

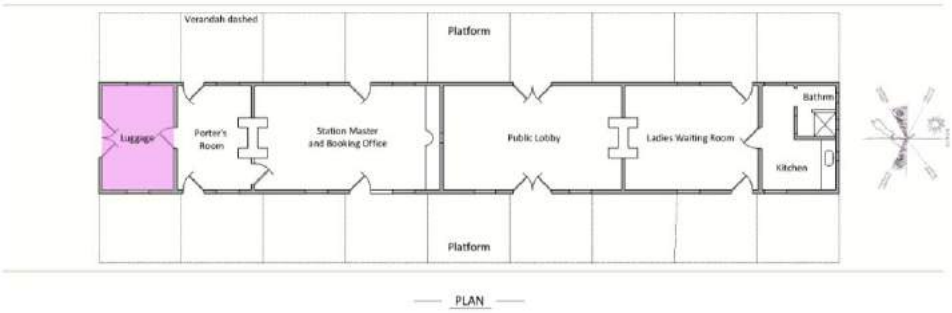
EXTERIOR FITTINGS

Three timber slatted seats were fitted to each of the two principal elevations. One of these has been removed but is stored inside the building. The metal fixing brackets have been shifted at some stage and do not connect to solid structure. As a result the seats are causing damage to the cladding.

Timber notice boards were originally fitted to the building, three to the west elevation and two to the east elevation. These had a metal plate heading reading N Z RAILWAYS or simply NZR. All but one of these has been removed.

The station once had a brass bell. The timber bracket support for this remains but the bell has disappeared.

3.7 STATION INTERIOR: LUGGAGE ROOM



The luggage room (4.3m long x 2.9m wide) is at the southern end of the station building.

On the south wall there are centrally positioned double doors opening out to the platform. The doors are panelled timber. The walls are lined with vertical 150 mm x 25 mm tongue and groove boards.

There is a double hung window centrally positioned on both the eastern and western walls. The joinery is double hung timber joinery with divided lights. The ogee profiled glazing bars are very fine.

Architraves and skirtings are all profiled mouldings.

There is a power point mounted on the eastern wall under the window. All power points are non original, reproduction 'Bakelite' type switches mounted on wooden blocks.

Ceilings throughout the station are pressed metal fixed directly to the timber ceiling joists. The cornices are also pressed metal. There is a decorative rose positioned centrally in the ceiling from which the light fitting hangs from. This is also pressed metal. A section of the tin has been cut away above the double doors to provide access into the roof space.

Floors throughout are tongue and groove boarding, running the length of the building.

There is a single door set into the centre of the northern wall leading to the Porter's Room. This door is panelled timber and is a later addition. It is not shown on the 1907 plan of the station.

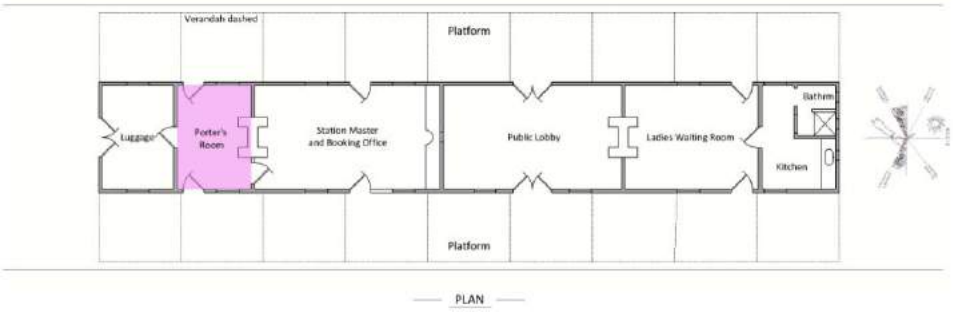


Eastern wall of the luggage room (left) South wall showing double doors



Ceiling rose + hole cut into pressed metal ceiling (left) Damage to t & g wall lining, Images: B, T & K Architects 2015

3.8 STATION INTERIOR: PORTER'S ROOM



The Porter's Room (10' long x 14' wide) is the second room in from the south end of the station building, and later became the Station Masters office.

There are two double hung timber windows with divided lights, one on each external wall (east & west).

Leading out to the platform on both sides of the Porter's Room are timber panelled single doors which swing inwards. Both doors have fixed lights above. These are divided in two by a fine moulded glazing bar.

Wall linings, flooring, architraves and skirting's are as previously described (Luggage Room).

The ceiling and cornices are also pressed metal fixed to timber ceiling joists. The pattern is different to that in the Luggage room. In this room there is also a centrally positioned pressed metal ceiling rose.

There is a fire place positioned centrally on the northern wall. The fireplaces throughout the building are typical of stations of this period. They are brick, tuck-pointed with a semi circular opening. The mantle pieces are concrete with a moulded edge detail. The key stone to the arch appears to be plaster.

A timber bead covers the junction between the brick work and the wall linings along the top of the mantel piece and down the sides of the fireplace.

Mounted on the fireplace return wall next to the door is a reproduction 'Bakelite style light switch'.

The hearth is plastered concrete. The fireplace in this room features the original fender which has been formed specifically from a bent section of railway line.

A low cupboard unit with shelf above has been fitted into the alcove to the left of the fireplace on the north wall. These are not original.

There is a panelled internal door to the right of the fireplace leading through into the adjoining Station Master's and Booking Office.


North west corner (left) fireplace on north wall


East wall (left) door through to luggage room in south wall


Pressed tin ceiling (left) showing concrete mantle pulling away from wall, Images: B, T & K Architects 2015

3.9 STATION INTERIOR: STATION MASTER + BOOKING OFFICE

The Booking and Station Master's Office is approximately 25' long x 14' wide.

At the time of Mr Pearson's survey the northern side of the main office was the passenger ticket office. There is a timber bench across the northern wall of the room. At the centre of this wall is a small ticket window with a sliding hatch opening into the lobby.

In 1992 the southern end of the main office was occupied by the freight and parcels office. An internal door connects this area with the Porters Room that later became used as the station master's office.

There are two double hung timber windows with divided lights, either side of a centrally positioned door on each external wall (east & west). The doors in this room are panelled timber as previously described.

The distribution board is mounted on the western wall near the south west corner of the room.

The counter installed across the north wall has a timber top with cupboards below. The 75 mm x 12 mm vertical tongue and groove boarding forms the back of the cupboard.

The original steel safe is positioned under the bench at the far left end of the cabinetry unit. The door blown off the safe in the 1940s robbery is leant against the body of the safe. At the center of the counter is a rounded cut out in the bench in front of the ticket hatch. This is where the staff would stand when selling tickets. The ticketing hatch is timber and slides vertically into the wall cavity. The hatch door is timber and panelled with moulded details. It is framed with a moulded architrave. There is a small decorative handle fixed at the bottom of the hatch panel. A slide bolt is fixed to the hatch panel.

There is a single lockable drawer positioned in the counter unit above a cupboard to the right of the ticketing hatch and timber shelving inside the cupboards. The counter unit has been built against the north wall of the room and the original wall finishes, vertical t & g wall lining and skirting boards, are visible when the cupboard doors are open.

The fire place is centred on the southern wall of the room. Details are identical to those previously described.

Wall linings, flooring, architraves and cornices and skirting's are all as previously described.

The pressed metal ceiling pattern is different to that in both the Luggage and the Porter's rooms. There is a pressed metal ceiling rose positioned centrally.


Showing ticket hatch panel closed (left) Safe, under bench in north west corner

Showing cabinetry, ticket hatch + safe along north wall of Station Master + Booking Office

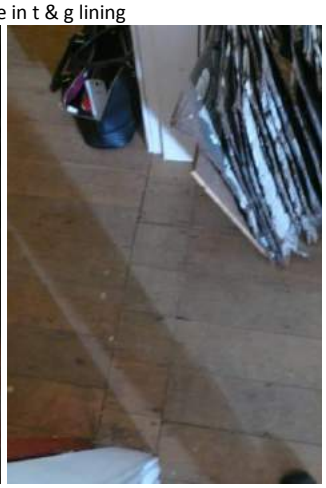

Showing t & g lining to interior of cabinet + evidence of borer (left) cabinetry detail, lockable drawer,
Images: B, T & K Architects 2015

Showing south wall, ceiling with sections of missing cornice (left) missing pressed metal cornice

Fireplace on south wall, showing door through to Porter's Room (left) keystone

South west corner of the Station master & Booking Office, note large section of cornice missing, Images: B, T & K Architects 2015

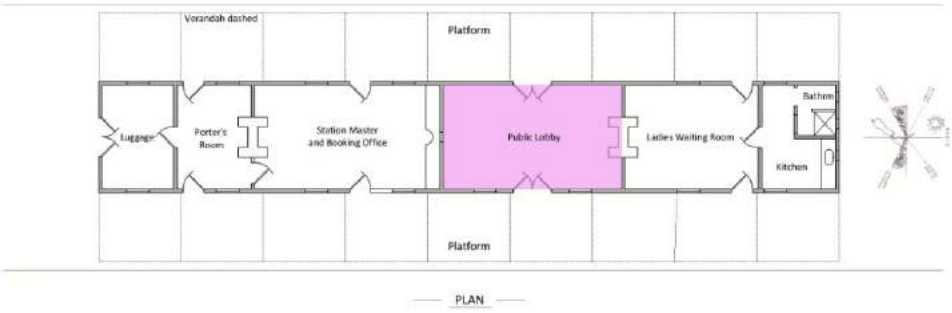

Section of missing skirting board (left) Distribution board on west wall, note hole in t & g lining

Hole in floor at doorway (left) new doorway into evidence in floorboards of where wall previously ran through

Eastern wall of Station Master & Booking Office showing door leading out to platform and sign leant up against wall
Images: B, T & K Architects 2015

3.10 STATION INTERIOR: PUBLIC LOBBY



The Public Lobby measures 24’ long x 14’ wide

The window and door set out on the external walls is mirrored. On both the eastern and western walls there are two double hung timber windows with divided lights. The window openings have had wire mesh barriers fitted to the interior to deter vandals. The windows are positioned either side of centred double doors. Both sets of double doors are identical. These doors are panelled timber with fan lights (2) windows above. The over lights also have wire grill security screens. Crude timber locking bars fitted into metal brackets have been fixed to the double doors for the same purpose.

The ticket hatch is centered on the southern wall of this room framed by a moulded architrave with a timber sill.

There is a fire place centred on the northern wall of the room, shared with the Ladies Waiting Room on the other side. Details are identical to those previously described.

A single panelled timber door leads through to the ladies Waiting Room. This is a later addition. It is not shown on the 1907 plan of the station nor on the 1973 measured drawing.

Wall linings, flooring, architraves and cornices and skirtings are all as previously described.

The pressed metal ceiling pattern is unique to the room. There is a pressed metal ceiling rose positioned centrally.

Pressed metal ceiling painted black (left) pressed metal ceiling rose, Images: B, T & K Architects 2015


Double doors with locking bar on west wall leading out on to platform (left) wire grills over double hung window

Fireplace on north wall showing (non original) door leading to Ladies Waiting Room


Fireplace on north wall (left) close up of damage to edge of concrete mantle, Images: B, T & K Architects 2015


Moulded skirting boards (left) South wall of Public Lobby showing ticket hatch

East wall showing double hung window and double doors leading out to platform


Ticket hatch closed (left) ticket hatch open, Images: B, T & K Architects 2015

3.11 STATION INTERIOR: LADIES WAITING ROOM

The ladies waiting room measures 16' long x 14' wide.

The fireplace centered on the southern wall of the room matches the other fireplaces in the building. The original 'rail' fender is missing from the fireplace in this room.

To the right of the fireplace, in the alcove, a crude set of timber shelves have been fixed to the wall. These are not original.

The window and door set out on the external walls is mirrored each side. On both external walls there is a central single double hung timber window. A single door is set into each exterior wall at the northern end. These doors are timber panelled with a fixed light above.

In the northern wall is a central single timber door which leads into what was formerly the 'ladies lavatory' converted in 1996 to form a bathroom and kitchen.

Wall linings, flooring, architraves and cornices and skirting's are all as previously described.

The pressed metal ceiling pattern is different in every room. This room is no exception. There is a pressed metal ceiling rose positioned centrally.

North wall of ladies waiting showing door through to kitchen/ bathroom, Image: B, T & K Architects 2015


Skirting, wall & fireplace junction (left) light switch & security alarm system

Southern wall of ladies waiting showing door through to public lobby and fireplace


Detail of fireplace (left) Fireplace with concrete mantle in southern wall, Images: B, T & K Architects 2015


Skirting + architrave junction details


Damage to pressed tin ceiling tiles (left) ceiling rose

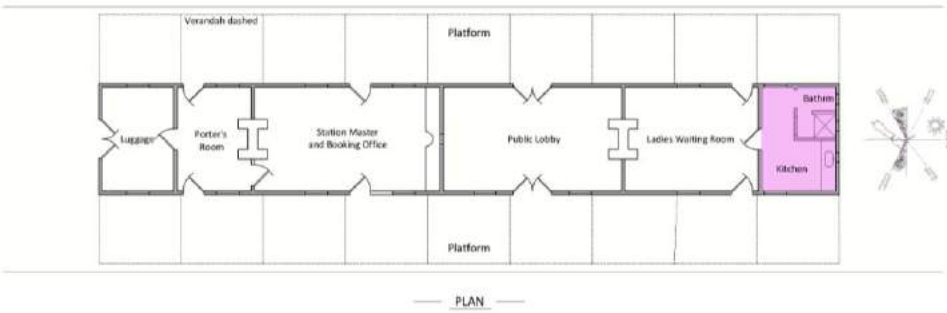
Western wall of Ladies Waiting, Images: B, T & K Architects 2015


Showing north east corner of kitchen area + wall mounted tap (left) damage to t & g wall lining


Exposed wiring (left) missing skirting board in kitchen

Sink unit along north wall of kitchen area, Images: B, T & K Architects 2015

3.12 STATION INTERIOR: LADIES LAVATORY/WASHROOM



This room is located at the northern end of the station. This area was formerly the Ladies Lavatory and has direct access from the Ladies Waiting Room.

This end room was adapted to create a bathroom and kitchen for a caretakers flat in 1996. At that time a shower cubicle was fitted into one of the existing cubicle partitions and the ceiling was dropped over the toilet area. One of the original toilet cubicle door remains as the entrance into this room. The other has been enclosed. The internal partition has been removed to accommodate the shower. The toilet was removed during the 2010 lift.

The partition walls are lined with vertical t & g lining and are capped with a timber moulding. The partition walls are approximately 2100mm high.

An enameled steel bench has been fitted against the northern end wall with a cupboard at one end to form a kitchen.

The cabinetry unit set against the western partition wall is not original.

A section of the original tall skirting remains in place at the south east corner of the room.

There is a double hung window with divided light set into both the east and west wall.

The northern wall of the room is lit by three square high windows. These are top hinged opening sashes.

The ceilings are pressed metal. Pressed metal has also been used to form the dropped ceiling over the cubicle area.

Showing new pressed metal ceiling in kitchen area + ceiling rose, Image: B, T & K Architects 2015

Kitchen sink unit, north wall of kitchen area

Showing shower unit fitted to existing toilet cubicle (left) hole in floor where toilet has been removed

Toilet partition wall, section of skirting missing (left) section of cornice missing, Images: B, T & K Architects 2015

Showing the north east corner (left) and southern facade of the Signal Box, Images: B, T & K Architects 2015

3.13 GENERAL DESCRIPTION OF THE SIGNAL BOX

PLAN

The signal box is an elegant and functional two storied building purpose built as a signal room to control track movements on the railway line and the adjoining freight yard. It is rectangular in plan measuring 4 meters by 4.5 meters. It has a Marseilles tile finished gabled roof with the ridge running north south, and stepped at the north east corner to form a small gable over the entry porch. The upper level is the signal work room housing the lever mechanism that controlled the signals and the points. Windows on all four sides provided the signal man with a good view of the tracks and yard. The lower level was the equipment room containing the locking trough and signaling relays and later the electrical wiring for the signals.

A steep wooden external stairway at the north east corner of the building leads to the upper floor walkway and small porch. The walkway runs across the northern frontage into the semi-enclosed porch. The porch is enclosed on the eastern side and the northern side and is open to the walkway on the western side. The roof of the porch is a diminutive gabled extension of the main roof.

The materials and finishes are as described at 3.5

FORM

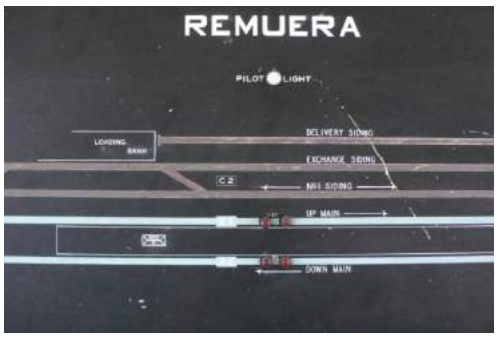
The signal box is a basic vertical box form with a simple gable roof running north to south at a pitch of approximately 35 degrees. The overall form is enlivened by the cantilevered and bracketed entry porch and walkway across the northern frontage at the upper level. The small gable roof over the semi-enclosed porch extends the roof form and is a distinctive feature of the building.

ARCHITECTURAL STYLE

Differences in detailing between the signal box and the station suggest that the signal box was also a standard design, and the other surviving signal boxes have similar forms and details (Oakune, Wingatui). Differences between this building and the station building include treatment of barge boards and gable ends, finials, and roof pitch. The crenellations are also of a different pattern.


Wood burning stove on east wall (left) cast iron shelf brackets fixed to west wall

North wall showing door to exterior

Levers on west wall (left) signal control detail, Images: B, T & K Architects 2015

3.14 SIGNAL BOX INTERIOR: UPPER LEVEL

The upper level of the signal box is lined in vertical 150 mm x 25 mm tongue and groove boards.

Skirtings and architraves are profiled mouldings.

The ceiling to the signal box is finished in 150mm x 25 mm tongue and groove boarding

The floor is tongue and grooved flooring, with a full opening in the area of the cast iron level mechanism.

A pot belly stove is at the south east corner of the room on a sheet metal base. The original stove was removed after 1973. The current stove, from a guardsman's van, was fitted by the Trust.

In 1992 Dave Pearson described the Signal Box mechanisms as follows:

> *The Remuera signal box contains a mechanical frame of sixteen levers. These remain connected but are now switched out. Previously the levers could be switched in for shunting, however with the demise of the shunting yard and the retention of the north and south main line tracks only, this provision was no longer required.*
>
> *The lower level of the box originally contained wire pulleys, chain wheels and bell cranks to operate the points. To compensate for temperature variations, the mechanism was able to be adjusted. Ducts were formed at the front of the box through which the wires passed to the points and signals.*
>
> *When the box was converted to the electric interlocking, the mechanical signals and points mechanisms were replaced by colour light signals and motor points. Electric lever locks were installed on the lower level to enable the new electric signaling circuits to be interfaced with the mechanical levers.*
>
> *Originally, two repeaters were positioned on the shelf above the frame. When the box was converted to electric interlocking, an indicator light panel was installed, together with four electric time delays.*
>
> *At the middle level, a mechanical locking trough enables levers to be interlocked against each other, thereby preventing inappropriate signal indications or points movements.*

Since 1992 all the electrical systems have been decommissioned.

The mechanical equipment and electrical panels in place but are not functional.

Mezzanine level of the signal box, Images: B, T & K Architects 2015

3.15 SIGNAL BOX INTERIOR: LOWER LEVEL

The lower level of the signal box is unlined.

A new concrete foundation wall has been constructed on top of the original foundation wall up to ground level. The original bottom plate has been replaced. The entry floor is now below the doorway and the steps between the levels have been disconnected.

There is an immediate floor to give access to the relays and lever locks and to the electrical switch boards.

Exterior door to signal box, lower level (left) subfloor of the signal box, Images: B, T & K Architects 2015

4.0 ASSESSMENT OF HERITAGE VALUE

4.1 INTRODUCTION

The Remuera Railway Station buildings, the station and the signal box, are fine representative examples of their type. The place is a working railway station that has been in use for over 130 years. The relationship of the buildings to the station platform and general context, both the railway context and the wider suburban context contribute to its overall heritage value.

The heritage assessment is based on our survey of both buildings and on our research. The 1973 measured drawing assignment by M.Condon and C.R. Roberts held at the Auckland School of Architecture Library provided an excellent record of the station at that time. Dave Pearson's conservation plan was also invaluable as it provided a record of the place in 1992. These documents together with the Trust records have assisted us to better understand which parts of the place have survived intact, and which parts have been replaced, removed or repaired.

4.2 EXPLANATION OF HERITAGE VALUES

Below each section of the description is a table of heritage values. These values are intended to guide any processes undertaken on the building, as defined in the section "Conservation Processes" in the ICOMOS (NZ) Charter *(refer Appendix One).*

Heritage values represent the assessment of the cultural significance of each element described. These values have been attributed to large elements or rooms. All other elements, unless separately noted, should be considered to have the significance of the space or element in which they occur.

The heritage values also guide conservation processes. The following table sets out the appropriate conservation processes *(based on the definitions of the ICOMOS (NZ) Charter)* for each of the given heritage values:

The evaluation uses a 4 level scale of significance recommended by James Semple Kerr to compare the relative significance of each part. In addition, where elements are considered to be in some way hostile to conservation, these may be considered as intrusive ("int") where the heritage significance is obscured or negative ("neg") where the element actively detracts from the heritage significance. These ranked assessments are important as the lead directly to the implementation of appropriate conservation policy, whether applied to individual items, or to entire spaces.[54]

[54] Conservation Plan , James Semple Kerr, 7th edition 2013

A/a OF EXCEPTIONAL SIGNIFICANCE

Items or spaces which should be preserved and protected at all costs. Only processes of maintenance, stabilisation, restoration, reconstruction or reinstatement are appropriate for such features.

B/b OF CONSIDERABLE SIGNIFICANCE

Items or spaces which should be preserved and protected where they do not conflict with the conservation of a feature of higher heritage value. These items may be **adapted** to new uses – *as long as the adaptation is reversible and in accordance with clause 20 of the ICOMOS NZ Charter* (refer **Appendix 1**) – but should otherwise be subject only to the processes of **maintenance, stabilisation, restoration reconstruction and reinstatement.**

C/c OR SOME SIGNIFICANCE

Retention is preferred, but modification may be justified where there is no conflict with items of higher heritage value. Some reduction of significance or removal of such items may be justified where this assists the recovery of overall significance.

Neut OF LITTLE SIGNIFICANCE, OR NOT RELEVANT

May be retained for functional reasons where there is no conflict with items of significance. Retention or removal of such items are options.

Int. INTRUSIVE

Obscures heritage value. Should be replaced or concealed if practicable, where this will assist interpretation.

4.3 TABULATION OF HERITAGE VALUE

STATION EXTERIOR – GENERAL

LOCATION	ELEMENT	HERITAGE SIGNIFICANCE
ROOF	Marseilles tiles	a
	Crenulated ridging	a
	Lead flashings	b
	Corrugated roofing to verandah	b
	Terracotta finials (non original)	neut
CHIMNEYS	Brickwork	a
	Non original pots	neut
WALLS	Rusticated Weatherboards	a
JOINERY	Double hung windows	a
	Fixed pane windows	a
	Double doors	a
	Single panelled doors (original)	a
	Facings	a
	New internal doors/ openings	neut.
FEATURES	Exposed gable end truss	a
	Valanced verandah ends	a
	Railway line stanchions	a
	Wrought iron hoops to verandah	a
	Seats	b
	Seat brackets (not original)	d
HARDWARE	Original door handles	b
	Locks	int.
	Pad bolts	int.
SERVICES	Gutters	int.
	Rainwater heads	(missing)
	Cast iron downpipes	(missing)
	PVC downpipes	int.
	Vents	c
OVERALL		**A**

INTERIOR ELEMENTS – STATION

LOCATION	ELEMENT	HERITAGE SIGNIFICANCE
GENERAL	Original pressed metal ceilings	a
	Replacement pressed metal ceilings	neut
	Cornices, Ceiling roses	a
	Wall linings	a
	Floors	b
	Architraves, Skirting, Mouldings	a
OVERALL		**A**
LUGGAGE	Double Doors in south wall	a
	Double hung windows	a
	Single door through to Porters Room	neut.
	Corner basin	(missing)
PORTERS ROOM	Fireplace	a
	Fender made from railway line	a
	Connecting door to main office	c
	Cabinetry	int.
STATION MASTER & BOOKING OFFICE	Fireplace	a
	Door height partitions,	(missing)
	Counters	a
	Ticket window	a
	Switchboard, Telephone wiring	int.
PUBLIC LOBBY	Fireplace	a
	Barrier at ticket window	a
LADIES WAITING	Fireplace	a
	Connecting door to ladies washroom	b
LADIES WASHROOM & KITCHEN	Doors	b
	Toilet partitions	c
	Toilets, Cisterns	int.
	Shower	int.
	Basin	neut.
	Bench	neut.
OVERALL		**A**

SIGNAL BOX EXTERIOR - GENERAL

LOCATION	ELEMENT	HERITAGE SIGNIFICANCE
ROOF	Marseilles tiles	a
	Crenulated ridging	a
	Lead flashings	c
	Timber finials	a
	T & G soffit	a
	Decorative barge boards to gable end	a
CHIMNEY	Metal Chimney Flue	a
WALLS	Rusticated weatherboards	a
	Corner boxing	b
JOINERY	Sliding windows	a
	Fixed pane windows	a
	Doors	a
	Facings	a
FEATURES	Exposed gable truss	a
	Station board name	a
	Porch	a
	Steps	a
	Deck	b
	Handrail	a
SERVICES	Gutters	int.
	Wire holders	a
	Cast iron downpipes	(missing)
	PVC downpipes	int.
	Vents	a
	Meter box	int.
OVERALL		**A**

INTERIOR ELEMENTS – SIGNAL BOX

LOCATION	ELEMENT	HERITAGE SIGNIFICANCE
LEVER FLOOR	Walls	a
	Ceiling	a
	Skirting	a
	Architraves	a
	Control levers	a
	Track diagram	a
	Shelf	a
	Stove (not original)	neut.
LOWER LEVEL	Wall framing	**a**
	Intermediate floor	c
	Relays, locking tough	a
OVERALL		**A**

4.4 STATEMENT OF CULTURAL SIGNIFICANCE

The significance of a heritage building may depend on a number of factors. For example, it may be significant in the way it demonstrates a particular way of life, certain architectural styles or building techniques. In the case of the Remuera Railway Station buildings their significance derives from a number of these factors. The Remuera Railway Station buildings are assessed as having a high degree of significance for the following reasons:

HISTORIC

The buildings illustrate social and commercial aspects of life in New Zealand when the railways were the predominant means of transport.

The Remuera Railway Station dates from a period of New Zealand history when rail was the predominant transport system for both passengers and freight. The railways were cheap and reliable. Railway transport dominated freight movement through until the 1960s when deregulation allowed road transport to undercut railways.

The current resurgence of public rail transport further reinforces the significance of the place as it remains in use as a railway station.

Following the demolition of Ellerslie Station, and the removal of Newmarket Station, Remuera is one of few surviving historic stations still in place in the Auckland region.

ARCHITECTURAL

Remuera Station is arguably the finest of the surviving island stations in New Zealand.

The detailing and finishes employed on the buildings contribute to their significance. Construction techniques and styles of the period are clearly shown. The buildings also demonstrate the planning and form of early 20th century railway architecture in New Zealand.

Many of the individual elements are assessed as having significant heritage value and contribute to the overall importance of the station.

The Remuera station is one of a number of island stations built about the same time. Although both the station and the signal box are relatively simple in design, the proportions are pleasing and scale appropriate. As well as having considerable charm, both buildings are considered to have architectural merit.

The station also illustrates many aspects of architectural style and construction techniques of the early twentieth century. Examples are the chimneys, Marseilles tile roof, joinery, weatherboards and internal wall and ceiling linings.

Some of the detailing is also very appropriate for the type of building. Examples are the railway line stanchions to the verandah and the railway line fire fenders.

LOCATION

The station and signal box relate directly to the railway tracks on either side and their position between the two tracks has directly influences their design. Remuera station relates directly to its site between two railway tracks and its design has evolved directly from this position. This is seen in elements such as the verandah along either side and the identical elevations facing each track.

Similarly, the signal box relates directly to the tracks and its design has evolved from its location and its function.

ASSOCIATIONS

George Troup had a profound influence on the architecture of New Zealand railway buildings. Under Troup the Railways Department produced standard plans that were used to construct railway buildings throughout the country. Remuera Station was not directly designed by Troup, but is clearly of a type that was developed by Troup. The station buildings have embellishments such as the Marseilles tile roofs, the fretted gable ends and the pressed metal ceilings that are unique to this place. The plan, form and general details and finishes of the buildings are standard. The construction of the station was supervised by the Assistant District Engineer, under the District Engineer.

The station has a strong association with Kings College. Generations of Kings boys have travelled to and from Otahuhu from this station and continue to do so.

ORIGINALITY

The surviving buildings, the station building and the signal box, are remarkably original in form. While other stations have been "modernized" and altered, Remuera has remained virtually unchanged from the day the builders moved out. The buildings clearly show the styles and techniques of the period. They also show the design, planning and standard of fitting out of early railway buildings.

The signal box at Remuera is also technically significant as the control levers and signal equipment is largely intact.

UNIQUENESS

Largely intact historic railway stations, with functional platforms are now rare. Of these surviving stations Remuera station is unique in many aspects. Of the four stations and the signal boxes that were originally built with Marseilles tile roofs, the Remuera buildings are the only remaining example.

Remuera is also one of the few localities where both buildings remain on site in their original relationship.

LANDMARK QUALITIES

The buildings are a well known landmark to motorists on the adjacent southern motorway and from Market Road.

They are also well known to many passengers that have travelled by train passing through the station.

CONCLUSION

The Remuera Station has significant heritage value.

The surviving historic buildings, the station building and the signal box, are rare surviving structures that demonstrate aspects of social, commercial and technological history, particularly with respect to the growth of Auckland and the development of the passenger railway system in New Zealand.

Remuera is a functioning passenger railway station.

PART II. CONSERVATION POLICY

5.1 INTRODUCTION

The purpose of the conservation plan document is to provide a tool that can be used to guide the future care and use of the Remuera Railway Station and to ensure that all factors affecting the place are considered. The document is intended to enhance the meaning of the place to the community by encouraging the understanding of its history and an appreciation of its qualities.

It is hoped that the information in this document will stimulate further research and interest in the station.

The place is a working passenger railway station. The station is owned by Kiwi Rail (formerly New Zealand Rail) and is part of the Auckland passenger rail network administered by Auckland Transport. The Remuera Railway Station Preservation Trust were given a lease on the buildings in 1994. These organisations collectively have responsibility for the future care and use of the station and the station buildings.

The future use of the buildings has the potential to greatly enhance the overall heritage value of the station and may also contribute to the general amenity of the place for travelers.

If any works are to be carried out on the buildings beyond maintenance and repair a Resource Consent and Building Consent would be required from the Auckland Council. The place is scheduled as a heritage place by Council and by Heritage New Zealand.

The responsibilities of external authorities may influence processes of change, and this is addressed in the policies that follow.

5.2 METHODOLOGY

In order to determine appropriate conservation policies for the building, the entire structure has been inspected and described and the existing archival records of the development of the building have been researched. From this information an assessment has been made of the Heritage Value of the building and its component parts. The Heritage Values are intended to clearly guide which conservation processes (as defined in the ICOMOS (NZ) Charter, appendix 1) are appropriate for each part of the building and to ensure that any changes, including maintenance and repair, will not have a deleterious on the heritage significance of the place.

To assist determining the conservation policies for the building a thorough visual survey has been undertaken, 1.4 Physical Description. From this, and taking into consideration 1.5 Assessment of Heritage Values, we have derived the specific recommendations included in the survey that relate to the building fabric.

The requirements of regulatory authorities and other interested parties (Auckland Council, ARTA, Heritage New Zealand etc.) are considered in section 2.4(ii). The Auckland Council as the Territorial Authority is responsible for the administration of the Resource Management Act, and the Building Act.

Section 2.4(ii) considers the requirements of the property owner, and how these may impact on the heritage significance of the building.

Consideration has been given to the existing condition of the building. Problems with the existing fabric are identified in the survey of building fabric in addition to discussion in Part 2 Conservation Policy. The condition survey is included in the conservation plan (5.3.15 Physical Condition – Remedial Works). This information is included as the condition of the building fabric and its proper care effects the heritage values of the place and its parts. The condition survey is intended to guide future works, including cyclical maintenance as well as necessary repair and upgrade works.

5.3 IMPLEMENTATION OF CONSERVATION POLICY

5.3.1 GUIDING CONSERVATION PRINCIPLES

ICOMOS: The ICOMOS NZ Aotearoa Charter (Appendix 1) sets out the definitions and guiding principles of building conservation. These methods and principles are intended to give clear guidelines as to how change can be managed, especially appropriate methods for carrying out building work. The intention of these principles is to ensure that the fabric of the building of significant heritage value is retained and appropriately treated.

Policy 1. ICOMOS: The fabric of the place which has been assessed as significantly contributing to the understanding of the building as a place of cultural heritage value (as set out in the Statement of Cultural Significance) must be protected.

Policy 2. ICOMOS: The principles and guidelines of the ICOMOS NZ Aotearoa Charter are to be applied in determining the appropriate methods and /or treatment of the place and its parts to ensure the preservation and care of its significance

Policy 3. ICOMOS: A formal process should be established to ensure that the recommendations of this document are supported by the external authorities which may be involved in decisions regarding its future.

Policy 4. ICOMOS: In considering changes to be made to the place, whether for Building or Resource Consent, the Territorial Authority must give full consideration to the cultural significance of the building, and it's parts (as set out in the tabulations of Heritage Values)

Policy 5. ICOMOS: Where possible, without compromising the heritage value of the place, new work is to comply with the requirements of the Building Act.

Policy 6. ICOMOS: All work on the place should be carried out by experienced trades people who are aware of (and sympathetic to) conservation requirements and are familiar with the conservation processes and methodologies set out in the ICOMOS NZ Aotearoa Charter

5.3.2 THE ROLE OF EXTERNAL AUTHORITIES

The conservation and maintenance of the property will be influenced by the requirements of a number of outside authorities or organisations which may have a role determining the future of the building. These organisations should be made aware of why the building is significant and how they can assist in its preservation/conservation.

Regulatory authorities may be involved in any future processes on the property. The Auckland Council is the local Territorial Authority with responsibility for administering the requirements of the Building Act (2004) and the Resource Management Act (1991) as these may apply.

The District Plan controls that apply to zoning are relevant to the future care of the property. How District Plan controls are interpreted may affect its heritage value. The District Plan Zoning Controls establish parameters for the development of the property, including height controls, coverage controls, height in relation to boundary controls, and other controls that affect the development potential of the property.

The provisions and requirements of the Building Act are considered by the Territorial Authority (Auckland Council) when processing Building Consent applications. A Building Consent is required for any changes to the building which involve changes to the structure of the building, or changes to the building services. The Building Act covers all services (plumbing, drainage, electrical) and sets out all the provisions which apply to them. The Building Act (1991) also addresses thermal performance, fire safety, disabled access requirements and structural integrity.

The provisions of the Building Act will have an effect on the place in the event of any works being carried out that require a building consent. This would be triggered by a change of use.

The property is heritage listed as a Category B item by the Auckland Council.

Policy 7: Where possible, when new work is necessary, it should be carried out it accordance with the requirements of the Building Act, "as nearly as is reasonably practicable".

Recommendation: External Authorities and organisations with an interest in the Remuera Station should be given a copy of this document and the Trust should establish positive relationships with those organisations. (Auckland Council, Heritage New Zealand, Rail Heritage Trust, Remuera Heritage).

(Refer also to Conservation Policies 3 - 5)

5.3.3 OWNERS REQUIREMENTS AND USES

The platform is owned by Kiwi Rail and administered by Auckland Transport. The needs and requirements of the rail service affect the future use of these buildings. The station building and signal box are integral components of a working railway station platform.

All significant changes to the buildings require the support of Kiwi Rail and Auckland Transport.

The Remuera Railway Restoration Trust is an independent trust established in the 1994 to care for this place. The Trust has a lease to occupy/use the station building and the signal house.

The Trust have spent considerable time and resources upgrading and caring for this place. The station building was converted in the 1990s to allow for a caretaker to live at the northern end of the station building. It is not currently occupied and is not in use for any purpose.

The Trust want the buildings to remain in place and would consider a range of uses for the buildings in order to ensure that the Remuera Railway Station is valued and better understood as a place of heritage value. (Refer also to 2.4 (xiii) Interpretation)

Policy 8 - The buildings are components of a working railway station. The requirements of Kiwi Rail and Auckland Transport must be considered as part of the future use of the place, as the use must be compatible with that existing use and the use must be supported by Kiwi

Rail and Auckland Transport. Kiwi Rail and Auckland Transport should be included as key parties in all planning for the future of the station buildings.

Policy 9 - The use of the place should respect and, to the greatest extent possible, reinforce the cultural heritage value of the place.

Policy 10 - Parts of the place which have been assessed as being of significant heritage value should not be altered.

Policy 11: The successful integration of the station and its heritage elements must be considered when new works are proposed. All changes/improvements required for the operation of the station platform should be discussed by Kiwi Rail and Auckland Transport with the Trust before implementation.

Recommendation: Kiwi Rail and Auckland Transport should be given a copy of this document and the Trust should if possible establish positive working relationships with the appropriate people in those organisations.

5.3.4 PHYSICAL CONDITION – REMEDIAL WORKS

The physical condition of the Remuera Railway Station has changed considerably since it was surveyed by Dave Pearson for the 1992 conservation plan. In 1992 the station buildings were considered by Mr Pearson to be in reasonable condition but were in need of substantial maintenance and repair. Mr Pearson carried out a very thorough survey of the buildings and provided a full list of remedial works at that time.

The Remuera Railway Station Preservation Trust was formed in 1994 and obtained a grant that year for the repair and maintenance of the buildings. Since that time the Trust has carried out substantial repair and maintenance works based on the 1992 remedial list and other necessary works that have arisen since (refer to the chronology pg. 40-45).

The place is a railway station and has become more active as a consequence of investment in rail transport in Auckland, particularly the upgrading of the passenger rail network since 2002 and the introduction of electric trains in 2015. Changes to the platform to accommodate the new trains and to provide high quality amenities for rail users have generally improved the physical condition of the place.

In 2011 the platform level was raised by Auckland Transport and as part of that process the buildings were also raised (including the chimneys). At that time holes were cut in the floor of the station and the waste water disconnected.

Repair works are needed on various parts of the buildings. A current remedial works list is included in this plan (5.3.15 Physical Condition – Remedial Works). Some of these works are urgent, some will form part of an expected routine cyclical maintenance program. (Refer to 2.4 (v) Preventative/Cyclical Maintenance).

Recommendation: Carry out all urgent repair works as set out in the remedial works list. (5.3.15 Physical Condition – Remedial Works)

5.3.5 PREVENTATIVE/CYCLICAL MAINTENANCE

All buildings require a regular program of cyclical maintenance. To ensure that the right thing is done at the right time, a regular program of maintenance appropriate to these buildings is required.

The Trust have carried out a range of repair and maintenance works on the buildings since 1995.

The exterior of the buildings still require maintenance and repair works. The interior spaces require a considerable amount of maintenance and repair work.

Policy 12: Establish a regular program of routine cyclical maintenance for the buildings (example given in the appendices).

5.3.6 SERVICES

The Station building has full electrical and plumbing services and is connected to the telephone system. The plumbing services may have been compromised by the building lift. The waste water connection at the northern end of the building was disconnected in 2010 when the building was raised. The end of the sewer has been temporarily capped.

The Signal Box has basic electrical services.

The future use of the buildings will determine service upgrade requirements.

Other services that may be required include, fire protection systems, communications/ internet systems, security systems

Recommendation: Check the existing condition of all services.
Recommendation: Assess future service needs.

Policy 13: Ensure that the services available are the best possible to ensure that the place can accommodate a range of future uses.

Policy 14: All services are to be run as discretely as possible to ensure that service pipes and wires are hidden to the greatest extent possible. Highly visible service elements should be placed carefully and chosen to have the least possible impact on parts of the place that have significant heritage value.

5.3.7 FIRE PROTECTION AND EGRESS

There are currently no fire protection or warning systems in either building. Timber buildings are very vulnerable to fire.

The use of the place will determine fire protection and egress requirements.

Recommendation: A fire report should be prepared for the place based on the station building being open to the public, for a use to be determined by the Trust. This will establish the appropriate level of fire protection systems required to meet current regulations for the place.

Recommendation: Install the best possible fire protection systems. All pipe work and other system elements should be concealed to the greatest degree possible, and should be placed to ensure that the heritage values of the place are respected.

5.3.8 SAFETY FROM FALLING

The access to the Signal Box does not comply with code requirements for access and safety from falling. The stair and entry deck cannot be modified to meet code requirements. The stair and deck are part of the historic fabric of the place and contribute significantly to the heritage value of the place.

Recommendation: Use of the stair up to the Signal Box needs to be managed. This requires clearly understood and well communicated restrictions on access.

5.3.9 SECURITY

The buildings are in a very public situation. The platform is open at all times. It is a working suburban railway platform. Security cameras monitor the platform. There is good lighting. The use of the place as a railway platform contributes to the general external security of the buildings and the place.

At present the buildings are not in use. This compromises the security of the place as there is no day to day monitoring of the place by people working in the buildings or visiting the place as a destination.

Recommendation: In order to ensure the security of the buildings they should be well maintained, and should be used.

Recommendation: A monitored security alarm system, connected to the fire alarm system, could be installed in the buildings. If an alarm system is installed this should be concealed to the greatest degree possible, and all exposed elements should be placed carefully to ensure that the heritage values of the place and its parts are respected. (Refer also to Policy 14).

5.3.10 DISABLED ACCESS AND FACILITIES

The Station building is close to platform level. The building has been raised and concrete steps formed at the doorways. If the building is to be used for public purposes, disabled access ways would be required. The Station building has a bathroom area. It is possible that this area may be adapted to provide a disabled toilet facility.

Policy 15: The greatest possible allowance should be made to ensure that the place provides access and facilities for the disabled without compromising the heritage values of the place.

5.3.11 HERITAGE COLOURS

The buildings were brightly coloured, with facings and joinery highlighted. The use of colour was part of early railway station character. In the 1990s following scrape tests by Dave Pearson, the buildings were repainted to match the original colours as closely as possible. The buildings have since been repainted by ARTA in a plainer colour scheme.

Policy 16: Using paint scraping and colour matching, ascertain the previous colours of the buildings with particular attention to the earliest remnant layers. From this establish an appropriate heritage colour scheme for the buildings. Repaint these areas to match, in the course of regular maintenance and repair work.

5.3.12 INSULATION AND HEATING

Station Building

The Station building is not insulated.

The cladding and linings have little or no thermal resistance.

The ceiling space and subfloor area are easily accessed.

The walls are light timber framing with weatherboard cladding and timber match lining. There are no building wraps. It is not possible to insulate the walls without dismantling the fabric of the building, by removing either the internal linings or the cladding.

At present the station building is not heated.

Signal Box

The signal box is uninsulated. It is highly unlikely that this building will be occupied except for interpretive display. The wood burning stove should not be used.

Recommendation: The fireplaces should not be used to avoid fire risk.

Policy: If it is to be used the Station building should be insulated in order to improve the thermal environment of the building. Installation of insulation should not compromise the integrity of the physical fabric of the building.

5.3.13 INTERPRETATION

This place represents the growth of the Railway System in New Zealand from its earliest period through until the present. The buildings are among the best surviving examples of these early 20th century railway buildings.

The history of the railway station is an integral component of the history of the area.

Recommendation: An archive of information and material relating to this place and the history of development of the railway network in New Zealand should be established. This could be placed on the Trust and/or Remuera Heritage website. The conservation plan should be included.

Recommendation: The place itself tells the story of the development of the passenger rail service in Auckland and suitable interpretative displays should be created to help visitors understand the historic meaning and values of the place.

5.3.14 INSURANCE

Consideration needs to be given to contingencies for major disruption or damage through accident or "Act of God". The insurance on the property should reflect the full replacement cost of the buildings.

Recommendation/ Policy 25 -The insurance policy for the place should allow for the rebuilding of the existing structures, in their present form and finishes.

5.3.15 PHYSICAL CONDITION – REMEDIAL WORKS

All photographs taken by B, T & K Architects 2015

STATION EXTERIOR - GENERAL STRUCTURE

ELEMENT	CONDITION / ACTION REQUIRED
TIMBER FRAMING	The timber framing is in very good condition. The foundations were replaced in 2011 during the building lift and other repairs were possibly carried out by NZ Rail at that time.
	
ELECTRICAL SERVICES	The building has been re-wired by the Trust. Check the electrical services. 3 conduits have been fitted up the wall at the northern end of the eastern side of the building. These detract from the appearance of the building.
PLUMBING + DRAINAGE	The women's rest room area was converted in 1997 to allow for a caretaker to use this area as a bathroom and kitchen. A hot water cylinder was fitted within the room at this time. The water supply and services should be checked. The drainage from the building is directly beneath the end of the building. The foul water line remains in place but is no longer fully connected. The plumbing and drainage should be given proper consideration in plans for the future of the place. In the interim the foul water line should be temporarily sealed. A floor access panel would be helpful. There is no longer a terminal vent for the

foul water line. This is shown as an external element on the drawings in the Pearson document. This is a necessary component of a functioning waste water system. Consideration should be given to where and how a future drainage ventilation system could be fitted. Stormwater disposal system should also be checked. Check and clear all downpipes. Down pipes should be galvanised iron or colorsteel detailed to match period downpipes. In 1994 the downpipes on the building were fitted across the face of the end walls. The current downpipe arrangement is within the canopy areas and is more appropriate to the overall aesthetic of the place.

PLATFORM

The tar sealed platform is in very good condition as the place is an operating passenger rail platform. The interface between the platform and the building has been improved by the works carried out in 2011. This does not allow for the subfloor area of the station to ventilate although a small number of ventilation plates are fitted under the seats. The new base boards should have been fixed over a full damp course, and these boards should have been timber suitable for use in ground and close to the ground. This has not been confirmed.

ROOF

ELEMENT	CONDITION / ACTION REQUIRED
GABLED MAIN ROOF	Marseilles tiles, crenellated ridging, terminals Roof Repaired in 1996. New terracotta finials installed. The roof is in reasonable condition but has lichen growth and needs cleaning and checking.

SPOUTING	The spouting needs to be cleared and checked regularly.
VERANDAH ROOFS	Corrugated roofing to verandah - The verandah appears to have been cut back to allow for electrification of the rail service. The verandah roofing was replaced in 1996. The flashing between the roof and the wall has not been properly fixed. This is loose on the southern side and this intersection has been leaking. Daylight can be seen from below. Two horizontal bars have been fitted along the verandah roof as safety markers following electrification. These elements affect the flow of water down the roof. These roofs need a full clean down and painting.

SPOUTING	The spouting needs to be cleaned out and checked regularly.
CHIMNEYS	Brickwork - The chimneys were lifted in 2011. They appear to be in good condition. Mr Pearson noted that some re-pointing was required in 1994. The re-pointing has been done. The brickwork should be checked and repaired as necessary. The flashings should also be checked.

WALLS

ELEMENT	CONDITION / ACTION REQUIRED
WEATHERBOARDS	Mr Pearson noted many defects in the cladding. A lot of work has been carried out on the exterior of the building since 1995. There are few visible defects. Where the seat brackets have been fitted along the northern and southern sides of the building the weatherboards have split and cracked as the brackets are not fitted to structure they are hung on the weatherboards and have caused substantial damage. Horizontal base boards have been fitted around the building at the platform level following the lift of the structure. (Refer platform notes)

WINDOWS	The windows have all been repaired since 1995. Check all windows + window hardware.

DOORS

The doors have not been fully repaired. Many of the rails are damaged, some by general use and this may be considered as 'patina'. The panelling on some doors is split and broken and all the lock/hardware areas are heavily damaged.

FACINGS

The window and door facings are generally in good condition. The facings are not scribed to the weatherboards and many of the scalloped gaps are open. These gaps should be plugged.

FEATURES

ELEMENT	CONDITION / ACTION REQUIRED
EXPOSED GABLE TRUSS- EACH END	Good condition

EXPOSED VERANDAH ROOF STRUCTURE

Exposed timber framing is in a reasonable condition. Check all timbers and repair as required.

VALANCING TO VERANDAH

Valance boards broken at the northern end of the eastern platform. Repair/replace to match detail and profile.

CANOPY STANCHIONS

Good condition

SEATS

The seat support bracket system is causing damage to the cladding. The seats are in good condition.

HARDWARE

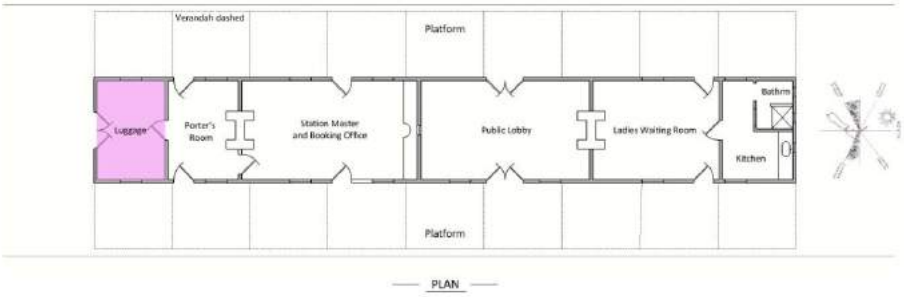
Door handles, locks, padbolts, window hardware. The window hardware is generally good. The door hardware is utilitarian and generally not original to the building. Check all hardware for condition and utility.

PHYSICAL CONDITION – STATION INTERIOR

The following descriptions use the period terms used to describe the rooms. The descriptions start with the Luggage Room at the southern end of the building, and follow through to the Lavatory at the northern end. The interior of the building has consistent finishes. The floors are strip timber, the walls are vertical tongue and groove boards, with moulded timber skirtings and architraves, the ceilings are pressed metal panelling with pressed metal cornice and ceiling roses. The pattern of the ceilings varies from room to room. Skirting size and detail also varies.

In 1994 Mr Pearson noted that large sections of the interior, in particular the floor, ceilings and window, were in very poor condition. At that time the roof was leaking and the base of the building, encapsulated by the platform, was beginning to show signs of serious damage. The building was semi-abandoned and had been vandalised. The Trust has since spent considerable time and resources carrying out necessary upgrading works to make the place safe and watertight. The roof repair work and the carpentry and joinery repair work carried out by the Trust have reversed the decline. In addition to this, when NZ Rail lifted the building to accommodate platform changes for the Rugby World Cup in 2011, the work was carried out in a very careful and thorough manner. The subfloor structure was replaced and the chimneys were lifted without causing damage.

LUGGAGE ROOM



PLAN

ELEMENT	CONDITION / ACTION REQUIRED
CEILING & CORNICE	Ceiling in poor condition with sections missing and extensive rust evident. Large access hole cut into ceiling above double doors on south wall

CEILING ROSE

Ceiling rose intact and in good condition.

WALL LINING

Vertical tongue and groove wall linings are in generally reasonable condition although there are several large holes + split boards (location of damage indicated on plans)

Hole in south wall covered by metal plate (evidence of location of basin which has been removed since 1992)

The door fitted into the centre of the north wall opening into the Porters room is new.

SKIRTING & ARCHITRAVES

Moulded skirting and architraves are all in reasonable/good condition

FLOOR

In reasonable/ good condition. The flooring has been repaired by the Trust using strip flooring to match the original (the 1992 report stated that the floor in this room was sagging, suggesting decayed joists, the building has since been re piled and subfloor structure repaired as part of the lifting work). The floor is not polyurethaned, and should be kept natural with oil finish to keep the wood conditioned and protected.

JOINERY

Joinery is in generally in good condition (various repairs/ replacements have been made since 1992, where it was noted that some glazing bars had been vandalised and a bead was missing from the window on the west wall)

Double doors on south wall in reasonable condition, original hardware is missing. Both doors fastened at top with padbolts (1992 report states that all exterior doors were badly

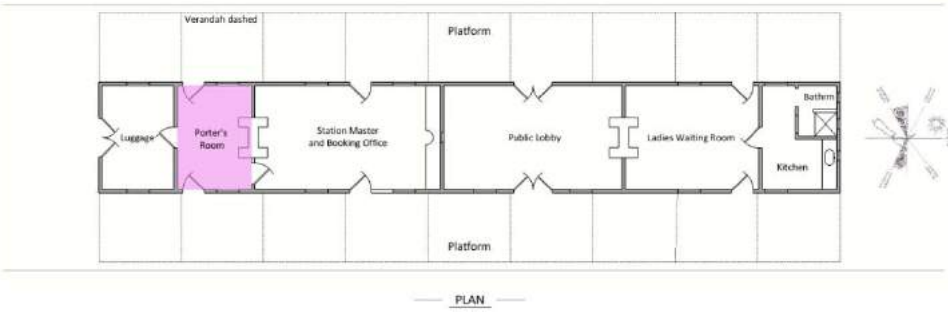
vandalised with door sill and original hardware missing) Door sills are all intact.

Original hardware is mostly missing from all doors. The door into the Luggage Room from the Porters Room is a later addition and in very poor condition with broken panels. The existing door opening (date unknown) is not shown on either the 1907 or 1917 plan of the building. The wall line wall is still visible on the floorboards.

SERVICES

Wiring has been run inside walls since 1992 (1992 report states that conduit to light switches was surface run)

PORTERS ROOM



PLAN

ELEMENT **CONDITION / ACTION REQUIRED**

CEILING & CORNICE

Pressed metal ceiling panels in reasonable condition.

Some holes that require repair.

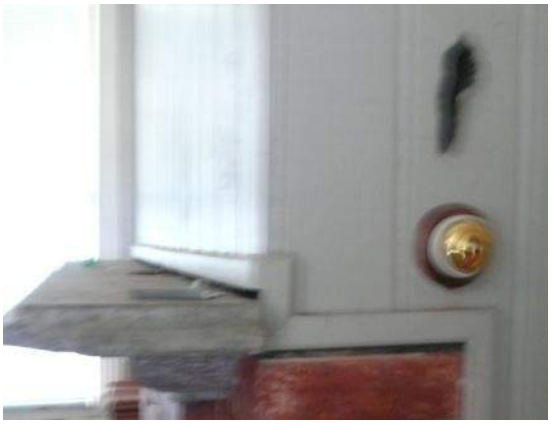
Some significant rusting to cornice along east wall with some sections rusted out entirely. (Roof was leaking at the time of the 1992 report causing rust to the ceiling panels & cornice. The building has since been re roofed).

CEILING ROSE

Pressed metal ceiling rose in good condition.

WALLS

Vertical tongue and groove wall linings in reasonable condition with the exception of several holes in the boards as noted on plans.



There is also some evidence of borer damage (also noted in the 1992 plan).

SKIRTING & ARCHITRAVES

Moulded skirting and architraves are all in reasonable /good condition. Architrave around east door has been cut around to accommodate a security bolt.

FLOOR

In reasonable/good condition. Refer to previous notes

JOINERY

Joinery is in generally in good condition (various repairs/ replacements have been made since 1992, where it was noted that glazing bars were missing from east window and one fanlight. Sash cords were broken and the bead was missing from below the sill to the west window. (Panels were cracked on the east door)

There is a non original timber cabinet unit and wall mounted shelf fitted into the alcove to the west of the fireplace. This should be removed.

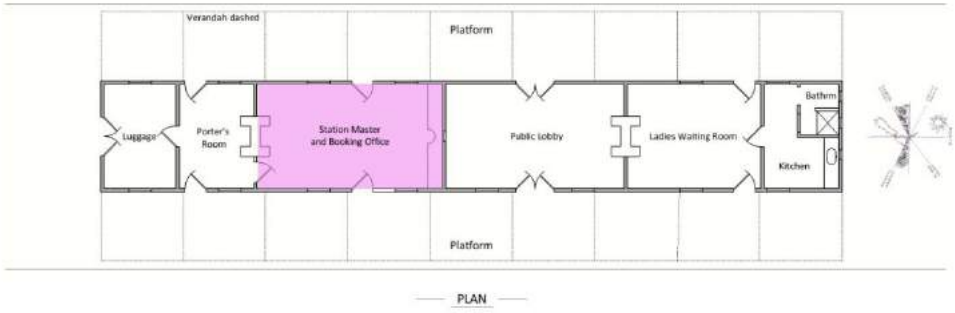
FIREPLACE + FIRE SURROUND

Fireplace is in reasonable condition. Iron fire grate is missing. The corner has been broken off the concrete mantle piece. The steel railway line fireplace fender around the hearth remains in place. Gap between timber cover bead and mantle, evidence of dropping/movement.

SERVICES

Wiring has been run inside walls since 1992 (1992 report states that conduit to light switches was surface run as expected for a building of this period) A basin was present in this room in 1992. This has since been removed.

STATION MASTER & BOOKING OFFICE



PLAN

ELEMENT	CONDITION / ACTION REQUIRED

CEILING & CORNICE

Ceiling in poor condition, cornice in very poor condition missing along the entire east wall and in the south west corner.

WALLS

Vertical t&g boards. Minor damage to some boards, holes and splitting. Holes in the areas where services have been re-run or fitted.

SKIRTING & ARCHITRAVES

The skirting boards have been taken off at some stage and have not been fitted back in places.

FLOOR

Refer to previous floor notes. There are some small holes in the floor.

JOINERY

Refer to previous notes.

FIREPLACE + FIRE SURROUND

Fireplace is in reasonable condition. Iron fire grate is missing. The concrete mantle is in good condition. The steel railway line fireplace fender around the hearth remains in place. Gap between timber cover bead and mantle, evidence of dropping/ movement.

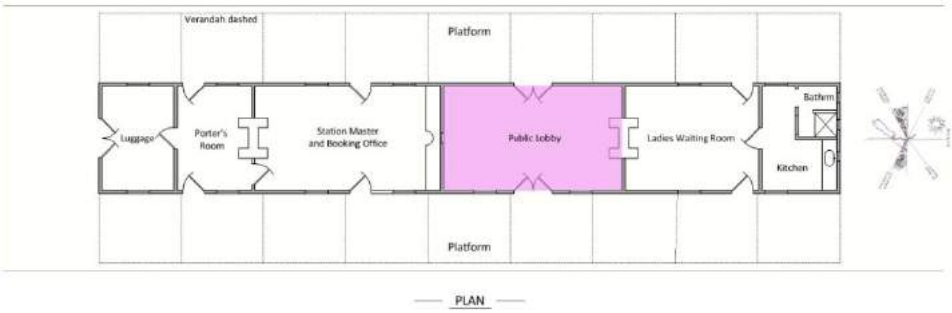
SERVICES

An electrical distribution board and a security board have been fitted at the south western corner of the room on the western wall. New power points and switches have been fitted. Apart from the light switches, that are period styled, these elements tend to clash with the overall aesthetic of the interior.

TICKET HATCH AND COUNTER

The original ticket hatch, a vertical sliding timber panel in the wall, remains in place and is in working condition. The Kauri wall to wall counter also remains in place across the northern wall of the room. It is in good condition. To the left hand side is the original concrete encased safe within the general vertical t & g cupboard unit. The door of the safe, blown off in the 1940s, has been kept and is in the room. The cupboard and drawer unit under the bench is in two sections, split by the seating recess beneath the centred ticket hatch. This in-situ built unit has solid timber drawers and t&g cupboard doors flush with the finished surface. The entire unit is in reasonable condition, and would benefit from general repair and maintenance.

PUBLIC LOBBY



PLAN

ELEMENT	CONDITION / ACTION REQUIRED
CEILING & CORNICE	Ceiling and cornice in good condition,
CEILING ROSE	Pressed metal ceiling rose in good condition. Wire but no light. 
WALLS	Vertical t&g boards. Minor damage to some boards, holes and splitting. Holes in the areas where services have been re-run or fitted. A new opening has been formed in the northern wall on the eastern side of the fireplace. The ticket hatch remains at the centre of the southern wall.
SKIRTING & ARCHITRAVES	The skirting boards have been taken off at some stage and have not been properly refitted. 
FLOOR	Refer to previous floor notes.
JOINERY	Refer to previous notes. Wire mesh security panels are fitted to the inside of all window

openings in this room. These are not original and should be removed. A metal bar on simply formed steel brackets is fitted across the double doors on the western wall.

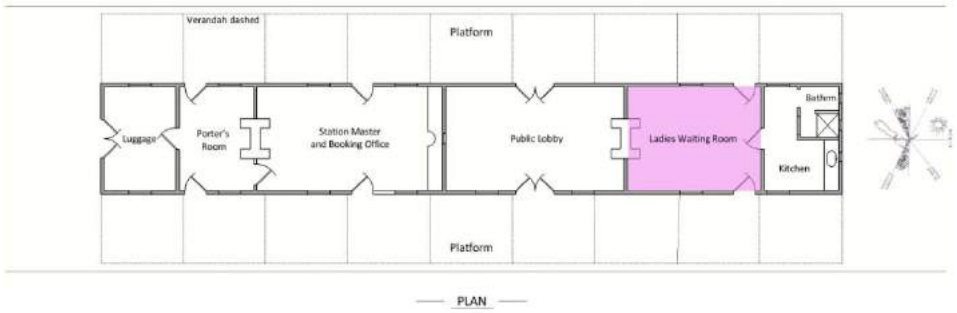
FIREPLACE + FIRE SURROUND

Fireplace is in reasonable condition. Brickwork within the hearth is missing. The concrete mantle is chipped. The steel railway line fireplace fender around the hearth remains in place. Some evidence of dropping/movement.

SERVICES

New power points and switches have been fitted. Apart from the light switches, that are period styled, these elements tend to clash with the overall aesthetic of the interior.

LADIES WAITING ROOM



ELEMENT	CONDITION / ACTION REQUIRED
CEILING & CORNICE	Ceiling & cornice in reasonable condition. There are some holes in the ceiling and cornice.
CEILING ROSE	In good condition

WALLS	Vertical t&g boards. Minor damage to some boards, holes and splitting. Holes in the areas where services have been re-run or fitted. A new opening has been formed in the southern wall on the eastern side of the fireplace through to the Public Lobby. The door has been removed from the doorway on the northern wall of the room, opening into the Lavatory.
SKIRTING & ARCHITRAVES	The skirting boards have been taken off at some stage and have not been properly refitted.

FLOOR	Refer to previous floor notes.

JOINERY

Refer to previous notes. Security mesh has been fitted over the inside face of the window openings on the western side of the room.

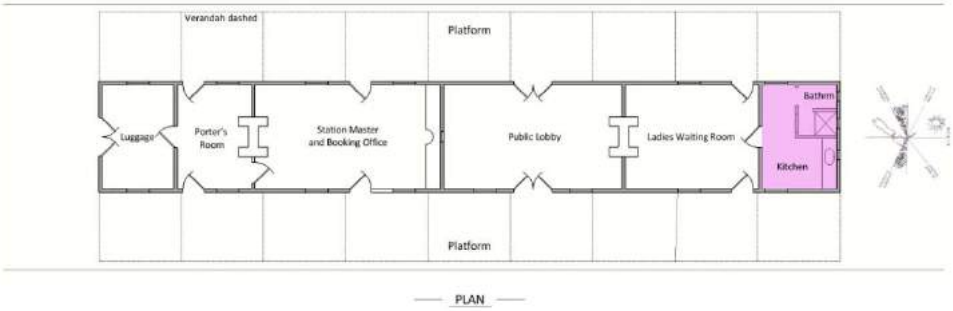
FIREPLACE + FIRE SURROUND

Fireplace is in reasonable condition. The 'key stone' element is broken. The concrete mantle is broken at the front left edge. The steel railway line fireplace fender around the hearth is missing. Gap between timber cover bead and mantle, evidence of dropping/ movement.

SERVICES

New power points and switches have been fitted. Apart from the light switches, that are period styled, these elements tend to clash with the overall aesthetic of the interior. Some wiring has been run exposed. This should be concealed or removed.

LAVATORY



This area was formerly the women's toilets. There are two toilet booths within the space at the north west corner of the room and a wash basin area in the remaining space. This room was adapted by the Trust in the late 1990s to create a bathroom and kitchenette. A ceiling within the space was fitted over the cubicle area to form the bathroom, and a bench fitted. The doorway between the Ladies Waiting Room and the Public Lobby space was installed at that time using the door from this space.

ELEMENT	CONDITION / ACTION REQUIRED
CEILING & CORNICE	Ceiling panels have been replaced using new pressed metal ceiling panels sourced by the Trust. The plain metal cornice generally in good condition with some sections rusted and in need of repair or replacement. The ceiling fitted over the toilet cubicle areas is poorly constructed and distracts from the space. This should be removed.
	
CEILING ROSE	In good condition
	
WALLS	Vertical t&g boards. Minor damage to some boards, holes and splitting. Holes in the areas where services have been re-run or fitted.

A new opening has been formed in the southern wall on the eastern side of the fireplace through to the Public Lobby. The door has been removed from the doorway on the southern wall of the room, opening into the Ladies Waiting Room.

SKIRTING & ARCHITRAVES

The skirting boards have been taken off at some stage and have not been properly reinstated. Sections of the skirting remain in place under the bench.

FLOOR

Refer to previous floor notes. In this area a large hole remains in the floor in the toilet area. This should be repaired and a floor access created for future repair and maintenance.

JOINERY

Refer to previous notes. Security mesh has been fitted over the inside face of the window openings on the western side of the room.

SERVICES

New power points and switches have been fitted. Apart from the light switches, that are period styled, these elements tend to clash with the overall aesthetic of the interior. Exposed wires have been run through the space. These should be removed or concealed. All the new plumbing services fitted in the 1990s are prosaic and detract from the appearance of the space. There is a surface mounted period tap on the east wall. This element should be disconnected and retained.

CUBICLES

Vertical t & g with timber cornice and panelled doors. Sections of the cornice are missing. The openings have been altered and a ceiling constructed over part of the cubicle area. All the recent changes should be undone.

PHYSICAL CONDITION – SIGNAL BOX EXTERIOR

ROOF

ELEMENT	CONDITION / ACTION REQUIRED
MARSEILLES TILED ROOF	Reasonable condition. There is no sign of recent leakage. The roofing should be cleaned down and checked. Check all intersections in particular the ridge, the step in the gable, and the flue pipe penetration.
SPOUTING + DOWN PIPES	Clean out and check spouting and downpipes. 
BARGE BOARDS + FINIALS	The barge boards are in good condition. The tiled roof sits over the barge element and these are scribed to fit the tiles. The finial elements were reconstructed in the 1990s repair works. These appear to be in good condition. The barge and finial elements should be checked periodically during regular maintenance, and repaired if necessary. 
SOFFITS	The soffit is narrow tongue & groove board. In several areas it is badly damaged. There is a large hole in the soffit at the north western corner of the entry porch gable. At the north west corner of the main roof the fascia is pulled away from the soffit, and nesting material has spilled out of the gap. The nesting material has been painted to match indicating that this problem is long

standing. The soffit boards are split in places in this area.

PORCH CEILING & LININGS

The ceiling of the entry porch is in very bad condition as a consequence of water damage. The joints have failed and there are split and broken sections.

WALLS

ELEMENT	CONDITION / ACTION REQUIRED

WEATHERBOARDS

The shiplap exterior cladding is in reasonable condition. The cladding has been repaired at the lower level. The new boards are not all in line and the junctions between the boards have been left butted. The weatherboards should match the line of the existing original. The horizontal junctions should be covered with soaker flashings or the short boards replaced with entire boards. Some weather boards are split. The split boards should be repaired or replaced.

The lower section of the building has been re-clad and a wider base board fitted around at platform level. In this area the same problems are present in the cladding.

PORCH LINING

The eastern + northern 'internal' walls of the porch are lined in matching horizontal tongue &

groove boards. The walls are in reasonable condition. There are some holes where services have been removed at the eastern end.

FACINGS

The facings around the joinery openings are plain flat section boards. Simple flashings are fitted over the openings. The corner facings are also plain flat section boards in a larger profile. The corner facings are cranked around the base of the cantilevered porch, framing the wall edges of the east wall and the porch itself. The corner facing at the south eastern corner is not a whole length. There appears to be a flashing over the vertical junctions. The facing board at the north west corner has a triangular gap at the intersection with the soffit. Elsewhere this gap is filled by a boxed beam end. All intersections need to be checked and made watertight.

JOINERY

At the lower level of the building there is a door beneath the cantilevered porch, two small fixed window in the eastern wall, and three fixed windows on the western wall. The door is a solid timber door made up of flat finished vertical boards. It is in good condition. The windows are also in good condition.

The northern wall of the porch has a four paned fixed window. This window is in reasonable condition.

The door into the signal box is a four panelled inward opening door. The panels are sunk solid timber with bolection mouldings. The base of the door has an angled drip moulding to weather the cill. This door is also in reasonable condition.

The window joinery of the signal room on the upper floor consists primarily of sets of fine sliding paired sash units. There is a single unit centred on the east wall, two sets of uneven sash units facing south the full width of the wall, three joinery units the full width of the west wall, sliding units at each end with a fixed sash between, and a single unit, in three parts, at the western corner of the northern wall. These units appear to have been repaired, and are in good condition. The cills of these units project further out from the face of the cladding than the standard windows. The cills are supported by a coved timber bead.

Check all joinery at regular intervals to ensure condition and ease of movement.

FEATURES

ELEMENT	CONDITION / ACTION REQUIRED
ENTRY STAIR	The stair up to the signal box is at the north west corner of the building. It is an elegant steep stair, with a particularly fine simple handrail, a single rail supported by plain posts. The stair is constructed of open treads fitted between the stringers. The treads are worn by use. At the base concrete steps have been formed to allow for the adjustments made to the platform in 2011. The stair is in good condition. The stair and handrail does not meet current code requirements for egress stairs
	
ENTRY PLATFORM	The entry platform is an open deck supported by triangular framed timber brackets at each end and at the centre. The stair stringers also provide support to the exposed deck framing. The eastern corner of the entry platform is semi-enclosed by the small projecting gable/porch that gives cover to the doorway. The exterior finishes of the porch are as previously described under, roof, cladding, joinery & porch lining. The decking is open slat decking and appears to be new. The handrail follows the detail and profile of the stair handrail. In addition to the post and handrail there are diagonal crossed rails within the handrail panels on each side. The handrail has pulled away from the building at the North West corner, indicating that the original alignment of the deck and main building is out of line. Public safety is a concern as the stair is easily accessed.
	

LOUVRE PANELS IN GABLE ENDS

At each end of the main gable at the top of the wall is a square louvred opening. The louvres are horizontal fixed timber boards in a frame with full cill and facings. The cill is supported by a coved moulding. These should be checked, and if necessary, made bird and insect proof.

ELECTRICAL CABLE BATTENS

At the southern end of the building within the gable end are two horizontal hardwood battens, formerly the support brackets for service cables. These are in good condition and should remain on the building.

STATION NAME BOARD

The station name board is fitted at the centre of the south wall at approximately floor height. It appears to be in good condition.

SIGNAL ROOM (UPPER FLOOR)

ELEMENT	CONDITION / ACTION REQUIRED

CEILING LINING

strip timber t & g lining running the length of the room, with a single framed metal ceiling vent. Surface fixed conduit. Ceiling linings are generally in good condition. All original conduiting should be retained, all recent conduit should be removed.

WALLS LINING

Matching horizontal strip timber lining. Generally in good condition. Some minor holes where services penetrate or have been removed. Remove redundant services. Repair to match.

SKIRTING

Plain bevelled board. Generally in good condition.

ARCHITRAVES

Plain flat board architraves and cill, all in good condition.

FLOOR

Plain strip timber flooring with a raised concrete hearth beneath the fire. The floor is finished in synthetic carpet. Remove the carpet.

WINDOWS

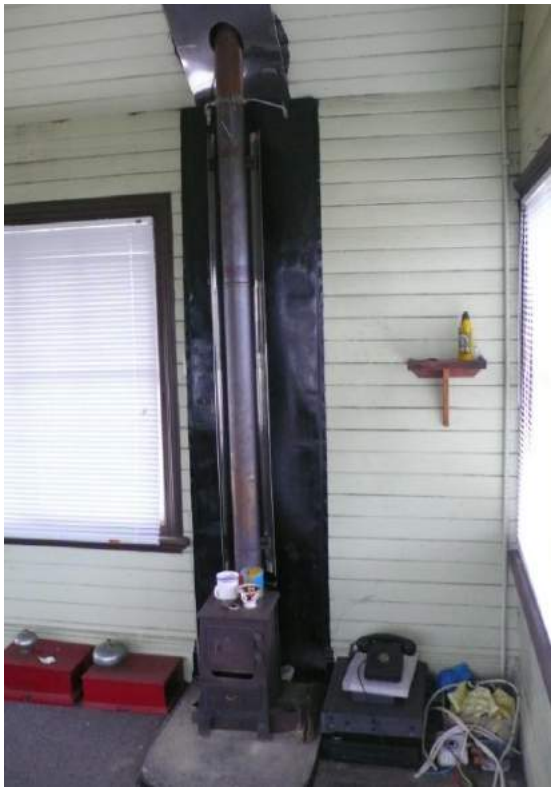
As described previously (exterior joinery). No locking hardware apart from small slide bolts to the window by the porch.

DOOR

The inside face of the door is in very poor condition. Most of the mouldings are loose or broken, and the panels appear to be temporary replacement panels. The door stop is a planted piece of wood.

STOVE

The original wood burning stove unit has been removed. A replacement unit has been installed by the Trust. The fire was a free standing small 'pot belly'. The replacement is similar in size and form. The concrete base remains. The heat shield flashing to the wall appears to be a replacement. The Heat shield flashing to the ceiling is new as the trace of the former circular plate remains on the ceiling. The fire area is in good condition. The fire is not used.

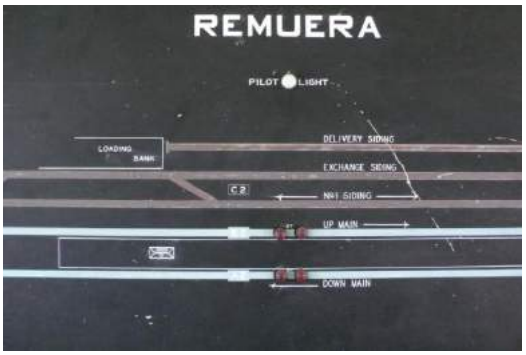


BENCH

Bench top at the north west corner, plain timber slab bench top, in good condition.

EQUIPMENT

The signal equipment remains in the room. This unit runs across the west side of the room. A slab timber bench supports the signal panel and associated electrical equipment. This is supported on cast iron brackets. In front of the bench is an array of levers fitted into a floor panel. The equipment is no longer used. As artifacts related to the history of the station and the rail network this equipment is of tremendous value. Some of the glassware covering the signals equipment is missing. These missing elements should be re-instated.



PLANT ROOM (lower floor)

This space beneath the signal box has been affected by the changes in platform height. Before the lift the door opened directly onto a small entry platform and from this a small ladder stair gave access to a working area on the south and east walls that carried wiring and other service equipment for the signals mechanisms.

The subfloor area is open. The entry platform is now below the doorway level and the connection from this level up to the working platform has been removed.

ELEMENT	CONDITION / ACTION REQUIRED
ENTRY DOOR & PLATFORM	The entry door is set on the concrete base of the building. The base has been raised as part of the lifting works. The platform remains at the lower level, making this a dangerous threshold. If the area is to be used in future a new platform will have to be constructed and the access restored to the working platform and possibly closed to the sub-floor area.

WALL FRAMING	The interior walls are unlined. The full structure of the building is visible. There are heavy beams each side of the lever unit and across the northern wall to provide support for the deck brackets. The framing appears to be in very good condition.

SUBFLOOR FRAMING

The entire base of the building has a concrete foundation wall. The subfloor wall and framing are in very good condition. There is some rubbish in the area. This should be removed.

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WEBSITES

Rail Heritage Trust of New Zealand - www.railheritage.org.nz

Heritage New Zealand - heritage.org.nz

Remuera Heritage – www.remuera heritage.org.nz

APPENDIX 1 - ICOMOS (NZ) CHARTER

ICOMOS New Zealand Charter

for the Conservation of Places of Cultural Heritage Value

Revised 2010

Preamble

New Zealand retains a unique assemblage of **places** of **cultural heritage value** relating to its indigenous and more recent peoples. These areas, **cultural landscapes** and features, buildings and **structures**, gardens, archaeological sites, traditional sites, monuments, and sacred **places** are treasures of distinctive value that have accrued meanings over time. New Zealand shares a general responsibility with the rest of humanity to safeguard its cultural heritage **places** for present and future generations. More specifically, the people of New Zealand have particular ways of perceiving, relating to, and conserving their cultural heritage **places**.

Following the spirit of the International Charter for the Conservation and Restoration of Monuments and Sites (the Venice Charter - 1964), this charter sets out principles to guide the **conservation** of **places** of **cultural heritage value** in New Zealand. It is a statement of professional principles for members of ICOMOS New Zealand.

This charter is also intended to guide all those involved in the various aspects of **conservation** work, including owners, guardians, managers, developers, planners, architects, engineers, craftspeople and those in the construction trades, heritage practitioners and advisors, and local and central government authorities. It offers guidance for communities, organisations, and individuals involved with the **conservation** and management of cultural heritage **places**.

This charter should be made an integral part of statutory or regulatory heritage management policies or plans, and should provide support for decision makers in statutory or regulatory processes.

Each article of this charter must be read in the light of all the others. Words in bold in the text are defined in the definitions section of this charter.

This revised charter was adopted by the New Zealand National Committee of the International Council on Monuments and Sites at its meeting on 4 September 2010.

Purpose of conservation

1. The purpose of conservation

The purpose of **conservation** is to care for **places** of **cultural heritage value**.

In general, such **places**:

(i) have lasting values and can be appreciated in their own right;
(ii) inform us about the past and the cultures of those who came before us;
(iii) provide tangible evidence of the continuity between past, present, and future;
(iv) underpin and reinforce community identity and relationships to ancestors and the land; and
(v) provide a measure against which the achievements of the present can be compared.

It is the purpose of **conservation** to retain and reveal such values, and to support the ongoing meanings and functions of **places** of **cultural heritage value**, in the interests of present and future generations.

Conservation principles

2. Understanding cultural heritage value

Conservation of a **place** should be based on an understanding and appreciation of all aspects of its **cultural heritage value**, both **tangible** and **intangible**. All available forms of knowledge and evidence provide the means of understanding a **place** and its **cultural heritage value** and cultural **heritage significance**. **Cultural heritage value** should be understood through consultation with **connected people**, systematic documentary and oral research, physical investigation and **recording** of the **place**, and other relevant methods.

All relevant **cultural heritage values** should be recognised, respected, and, where appropriate, revealed, including values which differ, conflict, or compete.

The policy for managing all aspects of a **place**, including its **conservation** and its **use**, and the implementation of the policy, must be based on an understanding of its **cultural heritage value**.

3. Indigenous cultural heritage

The indigenous cultural heritage of **tangata whenua** relates to **whanau**, **hapu**, and **iwi** groups. It shapes identity and enhances well-being, and it has particular cultural meanings and values for the present, and associations with those who have gone before. Indigenous cultural heritage brings with it responsibilities of guardianship and the practical application and passing on of associated knowledge, traditional skills, and practices.

The Treaty of Waitangi is the founding document of our nation. Article 2 of the Treaty recognises and guarantees the protection of **tino rangatiratanga**, and so empowers **kaitiakitanga** as customary trusteeship to be exercised by **tangata whenua**. This customary trusteeship is exercised over their **taonga**, such as sacred and traditional **places**, built heritage, traditional practices, and other cultural heritage resources. This obligation extends beyond current legal ownership wherever such cultural heritage exists.

Particular **matauranga**, or knowledge of cultural heritage meaning, value, and practice, is associated with **places**. **Matauranga** is sustained and transmitted through oral, written, and physical forms determined by **tangata whenua**. The **conservation** of such **places** is therefore conditional on decisions made in associated **tangata whenua** communities, and should proceed only in this context. In particular, protocols of access, authority, ritual, and practice are determined at a local level and should be respected.

4. Planning for conservation

Conservation should be subject to prior documented assessment and planning.

All **conservation** work should be based on a **conservation plan** which identifies the **cultural heritage value** and **cultural heritage significance** of the **place**, the **conservation** policies, and the extent of the recommended works.

The **conservation plan** should give the highest priority to the **authenticity** and **integrity** of the **place**.

Other guiding documents such as, but not limited to, management plans, cyclical **maintenance** plans, specifications for **conservation** work, interpretation plans, risk mitigation plans, or emergency plans should be guided by a **conservation plan**.

5. Respect for surviving evidence and knowledge

Conservation maintains and reveals the **authenticity** and **integrity** of a **place**, and involves the least possible loss of **fabric** or evidence of **cultural heritage value**. Respect for all forms of knowledge and existing evidence, of both **tangible** and **intangible values,** is essential to the **authenticity** and **integrity** of the **place**.

Conservation recognises the evidence of time and the contributions of all periods. The **conservation** of a **place** should identify and respect all aspects of its **cultural heritage value** without unwarranted emphasis on any one value at the expense of others.

The removal or obscuring of any physical evidence of any period or activity should be minimised, and should be explicitly justified where it does occur. The **fabric** of a particular period or activity may be obscured or removed if assessment shows that its removal would not diminish the **cultural heritage value** of the **place.**

In **conservation**, evidence of the functions and intangible meanings of **places** of **cultural heritage value** should be respected.

6. Minimum intervention

Work undertaken at a **place** of **cultural heritage value** should involve the least degree of **intervention** consistent with **conservation** and the principles of this charter.

Intervention should be the minimum necessary to ensure the retention of **tangible** and **intangible values** and the continuation of **uses** integral to those values. The removal of **fabric** or the alteration of features and spaces that have **cultural heritage value** should be avoided.

7. Physical investigation

Physical investigation of a **place** provides primary evidence that cannot be gained from any other source. Physical investigation should be carried out according to currently accepted professional standards, and should be documented through systematic **recording**.

Invasive investigation of **fabric** of any period should be carried out only where knowledge may be significantly extended, or where it is necessary to establish the existence of **fabric** of **cultural heritage value**, or where it is necessary for **conservation** work, or where such **fabric** is about to be damaged or destroyed or made inaccessible. The extent of invasive investigation should minimise the disturbance of significant **fabric**.

8. Use

The **conservation** of a **place** of **cultural heritage value** is usually facilitated by the **place** serving a useful purpose.

Where the **use** of a **place** is integral to its **cultural heritage value**, that **use** should be retained.

Where a change of **use** is proposed, the new **use** should be compatible with the **cultural heritage value** of the **place**, and should have little or no adverse effect on the **cultural heritage value**.

9. Setting

Where the **setting** of a **place** is integral to its **cultural heritage value**, that **setting** should be conserved with the **place** itself. If the **setting** no longer contributes to the **cultural heritage value** of the **place**, and if **reconstruction** of the **setting** can be justified, any **reconstruction** of the **setting** should be based on an understanding of all aspects of the **cultural heritage value** of the **place**.

10. Relocation

The on-going association of a **structure** or feature of **cultural heritage value** with its location, site, curtilage, and **setting** is essential to its **authenticity** and **integrity**. Therefore, a **structure** or feature of **cultural heritage value** should remain on its original site.

Relocation of a **structure** or feature of **cultural heritage value**, where its removal is required in order to clear its site for a different purpose or construction, or where its removal is required to enable its **use** on a different site, is not a desirable outcome and is not a **conservation** process.

In exceptional circumstances, a **structure** of **cultural heritage value** may be relocated if its current site is in imminent danger, and if all other means of retaining the **structure** in its current location have been exhausted. In this event, the new location should provide a **setting** compatible with the **cultural heritage value** of the **structure**.

11. Documentation and archiving

The **cultural heritage value** and **cultural heritage significance** of a **place**, and all aspects of its **conservation**, should be fully documented to ensure that this information is available to present and future generations.

Documentation includes information about all changes to the **place** and any decisions made during the **conservation** process.

Documentation should be carried out to archival standards to maximise the longevity of the record, and should be placed in an appropriate archival repository.

Documentation should be made available to **connected people** and other interested parties. Where reasons for confidentiality exist, such as security, privacy, or cultural appropriateness, some information may not always be publicly accessible.

12. Recording

Evidence provided by the **fabric** of a **place** should be identified and understood through systematic research, **recording**, and analysis.

Recording is an essential part of the physical investigation of a **place**. It informs and guides the **conservation** process and its planning. Systematic **recording** should occur prior to, during, and following any **intervention**. It should include the **recording** of new evidence revealed, and any **fabric** obscured or removed.

Recording of the changes to a **place** should continue throughout its life.

13. Fixtures, fittings, and contents

Fixtures, fittings, and **contents** that are integral to the **cultural heritage value** of a **place** should be retained and conserved with the **place**. Such fixtures, fittings, and **contents** may include carving, painting, weaving, stained glass, wallpaper, surface decoration, works of art, equipment and machinery, furniture, and personal belongings.

Conservation of any such material should involve specialist **conservation** expertise appropriate to the material. Where it is necessary to remove any such material, it should be recorded, retained, and protected, until such time as it can be reinstated.

Conservation processes and practice

14. Conservation plans

A **conservation plan**, based on the principles of this charter, should:

(i) be based on a comprehensive understanding of the **cultural heritage value** of the **place** and assessment of its **cultural heritage significance**;

(ii) include an assessment of the **fabric** of the **place**, and its condition;

(iii) give the highest priority to the **authenticity** and **integrity** of the **place**;

(iv) include the entirety of the **place**, including the **setting**;

(v) be prepared by objective professionals in appropriate disciplines;

(vi) consider the needs, abilities, and resources of **connected people**;

(vii) not be influenced by prior expectations of change or development;

(viii) specify **conservation** policies to guide decision making and to guide any work to be undertaken;

(ix) make recommendations for the **conservation** of the **place**; and

(x) be regularly revised and kept up to date.

15. Conservation projects

Conservation projects should include the following:

(i) consultation with interested parties and **connected people**, continuing throughout the project;

(ii) opportunities for interested parties and **connected people** to contribute to and participate in the project;

(iii) research into documentary and oral history, using all relevant sources and repositories of knowledge;

(iv) physical investigation of the **place** as appropriate;

(v) use of all appropriate methods of **recording**, such as written, drawn, and photographic;

(vi) the preparation of a **conservation plan** which meets the principles of this charter;

(vii) guidance on appropriate **use** of the **place**;

(viii) the implementation of any planned **conservation** work;

(ix) the **documentation** of the **conservation** work as it proceeds; and

(x) where appropriate, the deposit of all records in an archival repository.

A **conservation** project must not be commenced until any required statutory authorisation has been granted.

16. Professional, trade, and craft skills

All aspects of **conservation** work should be planned, directed, supervised, and undertaken by people with appropriate **conservation** training and experience directly relevant to the project.

All **conservation** disciplines, arts, crafts, trades, and traditional skills and practices that are relevant to the project should be applied and promoted.

17. Degrees of intervention for conservation purposes

Following research, **recording**, assessment, and planning, **intervention** for **conservation** purposes may include, in increasing degrees of **intervention**:

(i) **preservation**, through **stabilisation, maintenance**, or **repair**;
(ii) **restoration**, through **reassembly**, **reinstatement**, or removal;
(iii) **reconstruction**; and
(iv) **adaptation**.

In many **conservation** projects a range of processes may be utilised. Where appropriate, **conservation** processes may be applied to individual parts or components of a **place** of **cultural heritage value**.

The extent of any **intervention** for **conservation** purposes should be guided by the **cultural heritage value** of a **place** and the policies for its management as identified in a **conservation plan**. Any **intervention** which would reduce or compromise **cultural heritage value** is undesirable and should not occur.

Preference should be given to the least degree of **intervention**, consistent with this charter.

Re-creation, meaning the conjectural **reconstruction** of a **structure** or **place**; replication, meaning to make a copy of an existing or former **structure** or **place**; or the construction of generalised representations of typical features or **structures**, are not **conservation** processes and are outside the scope of this charter.

18. Preservation

Preservation of a **place** involves as little **intervention** as possible, to ensure its long-term survival and the continuation of its **cultural heritage value**.

Preservation processes should not obscure or remove the patina of age, particularly where it contributes to the **authenticity** and **integrity** of the **place**, or where it contributes to the structural stability of materials.

i. Stabilisation

Processes of decay should be slowed by providing treatment or support.

ii. Maintenance

A **place** of **cultural heritage value** should be maintained regularly. **Maintenance** should be carried out according to a plan or work programme.

iii. Repair

Repair of a **place** of **cultural heritage value** should utilise matching or similar materials. Where it is necessary to employ new materials, they should be distinguishable by experts, and should be documented.

Traditional methods and materials should be given preference in **conservation** work.

Repair of a technically higher standard than that achieved with the existing materials or construction practices may be justified only where the stability or life expectancy of the site or material is increased, where the new material is compatible with the old, and where the **cultural heritage value** is not diminished.

19. Restoration

The process of **restoration** typically involves **reassembly** and **reinstatement**, and may involve the removal of accretions that detract from the **cultural heritage value** of a **place**.

Restoration is based on respect for existing **fabric**, and on the identification and analysis of all available evidence, so that the **cultural heritage value** of a **place** is recovered or revealed. **Restoration** should be carried out only if the **cultural heritage value** of the **place** is recovered or revealed by the process.

Restoration does not involve conjecture.

i. Reassembly and reinstatement

Reassembly uses existing material and, through the process of **reinstatement**, returns it to its former position. **Reassembly** is more likely to involve work on part of a **place** rather than the whole **place**.

ii. Removal

Occasionally, existing **fabric** may need to be permanently removed from a **place**. This may be for reasons of advanced decay, or loss of structural **integrity**, or because particular **fabric** has been identified in a **conservation plan** as detracting from the **cultural heritage value** of the **place**.

The **fabric** removed should be systematically **recorded** before and during its removal. In some cases it may be appropriate to store, on a long-term basis, material of evidential value that has been removed.

20. Reconstruction

Reconstruction is distinguished from **restoration** by the introduction of new material to replace material that has been lost.

Reconstruction is appropriate if it is essential to the function, **integrity**, **intangible value**, or understanding of a **place**, if sufficient physical and documentary evidence exists to minimise conjecture, and if surviving **cultural heritage value** is preserved.

Reconstructed elements should not usually constitute the majority of a **place** or **structure**.

21. Adaptation

The **conservation** of a **place** of **cultural heritage value** is usually facilitated by the **place** serving a useful purpose. Proposals for **adaptation** of a **place** may arise from maintaining its continuing **use**, or from a proposed change of **use**.

Alterations and additions may be acceptable where they are necessary for a **compatible use** of the **place**. Any change should be the minimum necessary, should be substantially reversible, and should have little or no adverse effect on the **cultural heritage value** of the **place**.

Any alterations or additions should be compatible with the original form and **fabric** of the **place**, and should avoid inappropriate or incompatible contrasts of form, scale, mass, colour, and material. **Adaptation** should not dominate or substantially obscure the original form and **fabric**, and should not adversely affect the **setting** of a **place** of **cultural heritage value**. New work should complement the original form and **fabric**.

22. Non-intervention

In some circumstances, assessment of the **cultural heritage value** of a **place** may show that it is not desirable to undertake any **conservation intervention** at that time. This approach may be appropriate where undisturbed constancy of **intangible values**, such as the spiritual associations of a sacred **place**, may be more important than its physical attributes.

23. Interpretation

Interpretation actively enhances public understanding of all aspects of **places** of **cultural heritage value** and their **conservation**. Relevant cultural protocols are integral to that understanding, and should be identified and observed.

Where appropriate, interpretation should assist the understanding of **tangible** and **intangible values** of a **place** which may not be readily perceived, such as the sequence of construction and change, and the meanings and associations of the **place** for **connected people**.

Any interpretation should respect the **cultural heritage value** of a **place**. Interpretation methods should be appropriate to the **place**. Physical **interventions** for interpretation purposes should not detract from the experience of the **place**, and should not have an adverse effect on its **tangible** or **intangible values**.

24. Risk mitigation

Places of **cultural heritage value** may be vulnerable to natural disasters such as flood, storm, or earthquake; or to humanly induced threats and risks such as those arising from earthworks, subdivision and development, buildings works, or wilful damage or neglect. In order to safeguard **cultural heritage value**, planning for risk mitigation and emergency management is necessary.

Potential risks to any **place** of **cultural heritage value** should be assessed. Where appropriate, a risk mitigation plan, an emergency plan, and/or a protection plan should be prepared, and implemented as far as possible, with reference to a conservation plan.

Definitions

For the purposes of this charter:

Adaptation means the process(es) of modifying a **place** for a **compatible use** while retaining its **cultural heritage value. Adaptation** processes include alteration and addition.

Authenticity means the credibility or truthfulness of the surviving evidence and knowledge of the **cultural heritage value** of a **place.** Relevant evidence includes form and design, substance and **fabric**, technology and craftsmanship, location and surroundings, context and **setting**, **use** and function, traditions, spiritual essence, and sense of place, and includes **tangible** and **intangible values.** Assessment of **authenticity** is based on identification and analysis of relevant evidence and knowledge, and respect for its cultural context.

Compatible use means a **use** which is consistent with the **cultural heritage value** of a **place,** and which has little or no adverse impact on its **authenticity** and **integrity.**

Connected people means any groups, organisations, or individuals having a sense of association with or responsibility for a **place** of **cultural heritage value.**

Conservation means all the processes of understanding and caring for a **place** so as to safeguard its **cultural heritage value**. **Conservation** is based on respect for the existing **fabric**, associations, meanings, and **use** of the **place.** It requires a cautious approach of doing as much work as necessary but as little as possible, and retaining **authenticity** and **integrity**, to ensure that the **place** and its values are passed on to future generations.

Conservation plan means an objective report which documents the history, **fabric,** and **cultural heritage value** of a **place**, assesses its **cultural heritage significance,** describes the condition of the **place**, outlines **conservation** policies for managing the **place**, and makes recommendations for the **conservation** of the **place.**

Contents means moveable objects, collections, chattels, documents, works of art, and ephemera that are not fixed or fitted to a **place,** and which have been assessed as being integral to its **cultural heritage value**.

Cultural heritage significance means the **cultural heritage value** of a **place** relative to other similar or comparable **places**, recognising the particular cultural context of the **place**.

Cultural heritage value/s means possessing aesthetic, archaeological, architectural, commemorative, functional, historical, landscape, monumental, scientific, social, spiritual, symbolic, technological, traditional, or other **tangible** or **intangible values,** associated with human activity.

Cultural landscapes means an area possessing **cultural heritage value** arising from the relationships between people and the environment. **Cultural landscapes** may have been designed, such as gardens, or may have evolved from human settlement and land use over time, resulting in a diversity of distinctive landscapes in different areas. Associative **cultural landscapes**, such as sacred mountains, may lack **tangible** cultural elements but may have strong **intangible** cultural or spiritual associations.

Documentation means collecting, **recording**, keeping, and managing information about a **place** and its **cultural heritage value**, including information about its history, **fabric,** and meaning; information about decisions taken; and information about physical changes and **interventions** made to the **place**.

Fabric means all the physical material of a **place**, including subsurface material, **structures**, and interior and exterior surfaces including the patina of age; and including fixtures and fittings, and gardens and plantings.

Hapu means a section of a large tribe of the **tangata whenua**.

Intangible value means the abstract **cultural heritage value** of the meanings or associations of a **place**, including commemorative, historical, social, spiritual, symbolic, or traditional values.

Integrity means the wholeness or intactness of a **place**, including its meaning and sense of **place**, and all the **tangible** and **intangible** attributes and elements necessary to express its **cultural heritage value**.

Intervention means any activity that causes disturbance of or alteration to a **place** or its **fabric**. **Intervention** includes archaeological excavation, invasive investigation of built **structures**, and any **intervention** for **conservation** purposes.

Iwi means a tribe of the **tangata whenua**.

Kaitiakitanga means the duty of customary trusteeship, stewardship, guardianship, and protection of land, resources, or **taonga**.

Maintenance means regular and on-going protective care of a **place** to prevent deterioration and to retain its **cultural heritage value**.

Matauranga means traditional or cultural knowledge of the **tangata whenua**.

Non-intervention means to choose not to undertake any activity that causes disturbance of or alteration to a **place** or its **fabric**.

Place means any land having **cultural heritage value** in New Zealand, including areas; **cultural landscapes**; buildings, **structures**, and monuments; groups of buildings, **structures**, or monuments; gardens and plantings; archaeological sites and features; traditional sites; sacred **places**; townscapes and streetscapes; and settlements. **Place** may also include land covered by water, and any body of water. **Place** includes the **setting** of any such **place**.

Preservation means to maintain a **place** with as little change as possible.

Reassembly means to put existing but disarticulated parts of a **structure** back together.

Reconstruction means to build again as closely as possible to a documented earlier form, using new materials.

Recording means the process of capturing information and creating an archival record of the **fabric** and **setting** of a **place**, including its configuration, condition, **use**, and change over time.

Reinstatement means to put material components of a **place**, including the products of **reassembly**, back in position.

Repair means to make good decayed or damaged **fabric** using identical, closely similar, or otherwise appropriate material.

Restoration means to return a **place** to a known earlier form, by **reassembly** and **reinstatement**, and/or by removal of elements that detract from its **cultural heritage value**.

Setting means the area around and/or adjacent to a **place** of **cultural heritage value** that is integral to its function, meaning, and relationships. **Setting** includes the **structures**, outbuildings, features, gardens, curtilage, airspace, and accessways forming the spatial context of the **place** or used

in association with the **place**. **Setting** also includes **cultural landscapes**, townscapes, and streetscapes; perspectives, views, and viewshafts to and from a **place**; and relationships with other **places** which contribute to the **cultural heritage value** of the **place**. **Setting** may extend beyond the area defined by legal title, and may include a buffer zone necessary for the long-term protection of the **cultural heritage value** of the **place**.

Stabilisation means the arrest or slowing of the processes of decay.

Structure means any building, standing remains, equipment, device, or other facility made by people and which is fixed to the land.

Tangata whenua means generally the original indigenous inhabitants of the land; and means specifically the people exercising **kaitiakitanga** over particular land, resources, or **taonga.**

Tangible value means the physically observable **cultural heritage value** of a **place**, including archaeological, architectural, landscape, monumental, scientific, or technological values.

Taonga means anything highly prized for its cultural, economic, historical, spiritual, or traditional value, including land and natural and cultural resources.

Tino rangatiratanga means the exercise of full chieftainship, authority, and responsibility.

Use means the functions of a **place**, and the activities and practices that may occur at the **place**. The functions, activities, and practices may in themselves be of **cultural heritage value**.

Whanau means an extended family which is part of a **hapu** or **iwi**.

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This revised text replaces the 1993 and 1995 versions and should be referenced as the *ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value* (ICOMOS New Zealand Charter 2010).

This revision incorporates changes in conservation philosophy and best practice since 1993 and is the only version of the ICOMOS New Zealand Charter approved by ICOMOS New Zealand (Inc.) for use.

Copies of this charter may be obtained from
ICOMOS NZ (Inc.)
P O Box 90 851
Victoria Street West,
Auckland 1142,
New Zealand.

APPENDIX 2 - A CHRONOLOGICAL HISTORY OF NEW ZEALAND RAIL http://www.kiwirail.co.nz/about-us/history-of-kiwirail.html

1862 - First railway opens - a horse-drawn tramway from Dun Mountain copper mine to Port Nelson.

1863 - First steam railway opened on the Christchurch-Lyttelton line, via the Lyttelton tunnel.

1870 - With less than 100km of track operating, Prime Minister Julius Vogel calls for railways to aid economic development, and a narrow gauge is chosen to save money.

1873 - First train in North Island, Auckland-Onehunga.

1878 - First express trains Christchurch-Dunedin cover 370km in 11 hours.

1879 - Possible to travel 600km from Christchurch to Invercargill by train.

1880 - Almost 1900km of railway open.

1886 - Wellington and Manawatu Railway Company opens line to Longburn, near Palmerston North, introducing gas lighting and dining cars. It was profitable for 22 years, until taken over by Government.

1908 - North Island main trunk line completed after 23 years work - the crowning achievement of the "railway age". First train carried MPs on a junket to Auckland, in August.

1923 - West Coast line opens - its Otira tunnel, at 8.55km the longest in the British Empire and containing the nation's first electric railway.

1930 - Rotorua Limited introduced for tourists from Auckland, with observation car.

1936 - First successful railcars, Wairarapa route.

1945 - South Island main trunk from Christchurch to Picton completed.

1953 - The length of railway line operating hits its all-time peak - 5656km. Christmas Eve crash at Tangiwai kills 151 rail passengers.

1955 - Rimutaka tunnel opens, eclipsing Otira as the longest at 8.8km and Nelson railway closes.

1959-1971 - Numerous country branch lines closures across country as steam era comes to end as re-equipping lines with modern locomotives and updated infrastructure not considered viable.

1971 - Last regular steam train in New Zealand signal completion of dieselisation of railway network.

1978 - Completion of the Kaimai tunnel signals more direct freight link between Waikato and Bay Of Plenty.

1982 - Railways Corporation created as statutory corporation from Railways Department.

1983 - Start of deregulation of "distance limits" on trucking companies opens railways to road-based competition. Rail employs 21,000 workers.

1984 - Electrification of North Island main trunk starts. Completed in 1988 at a cost of $250 million.

1986 - Labour government makes railways a state-owned enterprise. In six years the workforce is cut from 21,000 to 5000, while productivity of the land-based workforce is lifted 300 per cent.

1990 - Finance Minister says Railways Corporation has accumulated debt of $1.1 billion, and the Government is considering restructuring it.1990Limited liability company New Zealand Rail (NZR) is formed.

1993 - Government announces sale of NZR to a consortium of Wisconsin Central Transportation Corp and Berkshire Partners (60 per cent stake) and Fay Richwhite (40 per cent) for $328.3m.

1995 - Company re-named Tranz Rail.

1996 - Wisconsin Central and Fay Richwhite float 31 million shares to the public at $6.19/share.

1997 - Tranz Rail share price peaks at $9.

2003 - Stock plunges towards 30c/share, details emerge of how the company needs to sell assets to meet lease payments and repayments of debt required by bankers.

2003 - Tranz Rail taken over on market by Toll with Toll will also assume debt and lease obligations. Track to be sold back to Crown.

2004 - Government assumes ownership of national rail network and ONTRACK formed to run it. National Rail Access Agreement (NRAA) with Toll comes into effect with Toll exclusive operator and ONTRACK network provider.

2006 - Toll NZ threatens to slash services on much of the national rail network including the main trunk line unless it gets a long-term agreement from the Government on its track-access fee.

2007 - Toll Holdings buys another 10 per cent of railway shares, triggering a compulsory takeover for the remaining shares at the same price of $3 each. Toll could finally take full control of its New Zealand assets and "grow the business more quickly", it said.

2008, July 1 - The Government buys back Toll's rail and ferry business for $665m, after several months of negotiations.

2008, October 1 - ONTRACK and KiwiRail form a single integrated above and below rail business under New Zealand Railways Corporation banner.

2009, March 23 - KiwiRail brings the maintenance of locomotives and wagons in-house by purchasing United Group Ltd.

APPENDIX 3 – SIGNAL BOXES LISTED BY HERITAGE NZ

SIGNAL BOX (PART OF RAILWAY MUSEUM) - AFGHAN ST, PLEASANT POINT

Signal Box (Part of Railway Museum).
Copyright: NZ Historic Places Trust. Taken By: Melanie Lovell-Smith.

List Entry Information

List Entry Status Listed
List Entry Type Historic Place Category 2
List Number 1997

WINGATUI RAILWAY STATION SIGNAL BOX - GLADSTONE ROAD, WINGATUI

Wingatui Railway Station Signal Box.
Copyright: Wikimedia Commons. Taken By: Ben Hill. Date: 5/09/2009

List Entry Information

List Entry Status Listed List Entry Type Historic Place Category 2
List Number 2359

SOUTH END SIGNAL BOX - NORTH ISLAND MAIN TRUNK LINE, STATE HIGHWAY 1, BEACH ROAD AND TILLEY ROAD, PAEKAKARIKI

South End Signal Box.
Copyright: NZ Historic Places Trust. Taken By: B Wagstaff. Date: 22/10/2013.

List Entry Information

List Entry Status Listed List Entry Type Historic Place Category 1
List Number 4706

HISTORY

Between 1910 and 1985 the South End Signal Box at Paekakariki Railway Station was the main control centre for trains travelling through Paekakariki on the Manawatu Railway line. It is now a relatively rare, remaining example of the once common signal box.

The Manawatu Railway line was built and operated by the Wellington & Manawatu Railway Company and was extended as far as Paekakariki in 1886. In 1908 the Government purchased the line from the company and the Railways Department embarked on an extensive programme to upgrade facilities at Paekakariki Station. As well as constructing two signal boxes and several new buildings, the Department spent £2,500 on installing the newly developed 'electric train tablet signalling system'. Controlled by the signal boxes, the electric train tablet signalling system was designed to prevent crashes by ensuring that trains travelling in and out of the station maintained a safe distance from each other.

Signal boxes were constructed to a standard design throughout the country and the South End Signal Box is a typical example. The South End Signal Box was a two storey, timber building. It was 8 metres high and consisted of two small rooms which measured 3.4 metres by 4.9 metres. Access to the upper storey was via an external, dogleg staircase and it featured large, continuous windows that gave the signalman an excellent view of the railway line. From the South End Signal Box all train movements on the main-line were monitored and controlled with the aid of a 24-lever operating system that was linked to the North End Signal Box, and the station signals and points. To prevent accidents, an interlocking system on the ground floor ensured that the signalman could not mistakenly send signals that would allow two trains to proceed along a piece of track in opposing directions at the same time.

The signal boxes and signalling system came into use on 31 January 1910. Upgraded a number of times, the South End Signal Box remained in use until 1985, when the 'Central Traffic

Control System' (CTC) finally reached Paekakariki. First used in the early 1940s, CTC allowed all signals along a railway line to be remotely controlled from the Train Control office in Wellington, effectively removing signalling responsibilities from individual railway stations. Made redundant by CTC, Paekakariki's North End Signal Box was removed, and is now part of the historic Ohakune Railway Station complex. The South End Signal Box, owned by the Paekakariki Station Precint Trust was relocated to railway land north of the station and then across the rail tracks adjacent to the station car park. It has been fully restored by local community efforts and returned to the south end of the station platform to its original siting in December 2007. It was re-opened on 6 August 2008, coinciding with the centennial of the North Island Main Trunk Line when a Parliamentary Special Steam Train stopped at Paekakariki Station for the unveiling.

The South End Signal Box has national significance as a rare, remaining example of the signal boxes that controlled train movements throughout New Zealand in the early twentieth-century. One of the few still located near its original site, the Signal Box is part of an important railway complex that adds significant insight into its traditional function and increases its educational potential. The Signal Box has historical significance for its association with the development of the North Island Main Trunk Line and technological advances on the New Zealand railway. The Signal Box is also of considerable physical interest as it is in close to its original form and still contains the levers and interlocking system that controlled the station signals and points.[55]

OHAKUNE RAILWAY STATION - 1/27, 29 THAMES STREET, OHAKUNE

Ohakune Railway Station. Ex. Paekakariki Signal Box relocated in 1991 to Ohakune. Copyright: NZ Historic Places Trust. Taken By: Rebecca O'Brien. Date: 2/12/2003.

List Entry Information

List Entry Status Listed

List Entry Type Historic Place Category 2

List Number 7790

[55] http://www.heritage.org.nz/the-list/details/4706

HISTORY

Ohakune Railway Station has considerable local historical, and some national importance. Ohakune was the southern base of operations for the 'final push' to complete the NIMT after 23 years of construction and the Station was built to house the administrative and operational services that were required to support this construction effort. The size of the Station is indicative of its initial, and anticipated strategic importance by the Public Works Department. Because of Ohakune's pivotal role in the realization of the NIMT, the Station and its services can be seen as key facilitators of settlement in the central North Island, and the development of trade and industry locally and throughout the North Island.

Until rail's transportation pre-eminence was overtaken by road in the mid to late 20th century, the Station was an essential portal for the economy of the region which relied on the rail links to support the timber, market garden, and tourist industries. The central role of the Station in the rescue effort during the Raetihi Fire and subsequent accidents and emergencies in the district also makes it historically noteworthy in the area.

Architectural Significance or Value:

Ohakune Railway Station is fine example of a diminishing group of railway stations built to designs by George Troup; the Railways Department's first architect who had a major influence on station building design over a long period. Because the Junction area was systematically cleared and developed first, the Station is one of Ohakune's oldest remaining buildings.

Although renovated and repaired on numerous occasions, the remaining external fabric is mostly original and some interior fabric remains including notable fittings such as the twisted chimney fireplace. The changes to the building over time document how the building has been adapted to meet the shifting status of the station, as well as to maintain its viability after various fires.

The Signal Box also has architectural significance because it is an excellent example of the standard design used throughout New Zealand in the early 1900s. Despite not being one of the original Ohakune signal boxes or in an operational position, the scarcity of remaining examples imbues it with significance.

Together, the Station and Signal Box forms [an architecturally representative] set of representative early 20th century railways buildings which is exceptional locally, and uncommon nationally.

Social Significance or Value:

The advent of rail was the impetus behind Ohakune's establishment and in the early to mid-20th century Ohakune Railway Station was expanded and frequently renovated because it was a socially vital point of communications, travel, and recreation.

The Station is of further consequence because in the early to mid-20th century it was able to cater for passengers and locals with its Railways Department Refreshment Rooms, which in themselves were a cultural phenomenon of travel in New Zealand. The 'refresh' provided efficient distribution of food to hundreds of passengers and railway staff each day, as well as being a popular meeting place for the local community.

Despite a major reduction of services at the station during the late 20th century, from the 1990s the Junction underwent a renaissance with its rail heritage value being recognized and promoted. This recognition prompted the relocation of the Signal Box and is representative of

a greater appreciation for rail heritage and, heritage in general, from this period. As such, Ohakune Railway Station and Signal Box are part of the larger history of the rise and decline of rail transport in New Zealand and how this affected the towns which the NIMT created. The support for the maintenance of the Station and Signal Box, and the rail heritage they represent, indicates that the buildings are held in high esteem by the Ohakune's community and that they are of local social significance.

(a) The extent to which the place reflects important or representative aspects of New Zealand history:

Ohakune Railway Station is a physical remnant of the enormous engineering feat which was the construction of the NIMT, and this railways importance as the main arterial transport route for freight and passenger traffic for most of the 20th century.

(b) The association of the place with events, persons, or ideas of importance in New Zealand history:

Because Ohakune was the southern base for 'final push' to complete of the NIMT, the Station is directly linked with this event. Likewise, it also has an association with important engineers such as Furkert, J.J Hay, and P.S. Hay.

(e) The community association with, or public esteem for the place:

Because of the centrality of the NIMT to the foundation and growth of Ohakune, the Junction has become a symbol of the town's history. As such, heritage groups, the Ruapehu District Council, and the local community have all supported the development of a rail heritage precinct at the Junction and there was considerable public concern shown for the Station in the wake of the 2003 fire. These factors demonstrate a close community association with the Station in particular.

(f) The potential of the place for public education:

The Ohakune Railway Station and Signal Box are externally accessible to the public, with some internal access to the Station during business hours of the cafe and tourism office, and there is potential for public education as to the NIMT's role in the development of Ohakune and interpreting it within a larger regional and national context. The Signal Box in particular could also be used to explain pre-CTC signalling and rail technology.

The Station and Signal Box can also be linked to other recognised NIMT heritage in the area, such as the Horopito to Ohakune Coach Road, which begins close by, and the Old Hapuawhenua and other viaducts in immediate vicinity. This grouping of a series of important structures in a small area could form the basis of a local rail heritage trail.

(k) The extent to which the place forms part of a wider historical and cultural complex or historical and cultural landscape:

The Ohakune Railway Station and Signal Box are integral components of the historical and cultural landscape of Ohakune, the Central Plateau, and the North Island because of their association with history of NIMT which was the basis of settlement in the area. Ohakune is of particular significance to the NIMT because it was the work from its railhead, including the numerous viaducts in the area and the Horopito to Ohakune Coach Road, which enabled the completion of the line. Because Ohakune Railway Station and Signal Box are now rare

remaining examples of NIMT construction era railway buildings set within an original railway site in the Central Plateau, they are important to the wider heritage landscape of the region and the NIMT.

Summary of Significance or Values:
These places were assessed against, and found to qualify under the following criteria: a, b, e, f, and k.

Conclusion:
It is considered that this place qualifies as a Category II historic place.[56]

[56] http://www.heritage.org.nz/the-list/details/7790

APPENDIX 4 – SURVIVING TROUP ERA ISLAND PLATFORM RAILWAY STATIONS IN NEW ZEALAND

PAEKAKARIKI STATION (1909)

Beach Rd, Paekakariki
RHTNZ Category B
NZHPT Category II Number 4959
http://www.railheritage.org.nz/Register/Listing.aspx?c=21&r=17&l=222

Image: http://stationmuseum.co.nz/scenes6.htm

Architecture

Paekakariki is a narrow island-platform station building, with almost identical platform elevations, and consists of a main structure adjoining a smaller section of similar dimensions (formerly the refreshment rooms). It has a flat-pitched corrugated-iron roof and rusticated weatherboard cladding. Verandahs run almost the length of both elevations. Decoration is minimal and the building's appearance is enhanced by features such as the four-panelled doors and sash windows (now boarded up) placed regularly along both elevations. There are small sash windows at the north end. The interior has been much altered, but retains some original fittings and joinery.

History

The Wellington and Manawatu Railway opened as far as Paekakariki in September 1886. The first station was probably built prior to this. The railway was bought by the government in 1908 and immediately Railways decided to replace the station building. A plan was approved in early 1909 and the building was expected to cost £2000. The Post Office sought space in the building to conduct its business but was turned down. A large refreshment room was added to the design while a goods shed, foot-warmer shed and new signalling completed a substantial revamp of the station. Doubling of the track and electrification as far as Paekakariki were finished in 1940 and three years later the station had its busiest period with the arrival of American troops stationed at nearby MacKays Crossing. Inter-island freight through Paraparaumu airstrip provided much of the station's traffic in the post-war years until the completion of Wellington Airport in 1959. In 1957, at a cosy of £3500, the station was remodelled inside with doors, fireplaces and walls removed and counters and partitions installed. In 1972 Steam Incorporated established its base in the yard and since then has restored a number of steam locomotives and carriages for main line running. Paekakariki remains in use for passenger traffic and operating purposes.

Architectural Significance

Paekakariki is a fine example of an island-platform station and one of the oldest extant. It is similar in breadth and detail, but not length, to Wingatui (see p. xx). The building's

significance is enhanced by its role in one of the country's finest collections of associated station structures, a number of which are original.

Historical Significance

Established as a stop on the privately owned Wellington and Manawatu Railway, Paekakariki has been in active use for over 80 years. It has much social importance for its association with American troops stationed at MacKays Crossing during World War II, and with rail-air freight operations at Paraparaumu airport. It has had an indelible and unique association with railways for over a century.

Townscape / Landscape Value

Paekakariki occupies a prominent situation close to SH1, and the station and associated structures are a familiar sight to both road and rail users.

PUKEKOHE STATION (1913)

Station Rd, Pukekohe

RHTNZ Category B

http://www.railheritage.org.nz/Register/Listing.aspx?c=21&r=2&l=244

Image: http://welovepukekohe.com/pukekohe-tears-fro-train-commuter/

Architecture

Pukekohe is a standard, but extended, Troup-era class B station, somewhat modified. It is a timber island-platform structure with verandahs on both sides. It has a corrugated-iron roof, gabled at both ends, and it is clad with lapped or rusticated weatherboards. There is a string of double-hung sash windows along each side. It is unclear to what extent the building has been added to.

History

The North Island Main Trunk reached Pukekohe from Auckland in 1875, and the first station, a class 4, was built at that time. By 1900 locals were complaining about the building, and a petition was raised in 1906. Local MP William Massey advocated strongly for a new station, and after he became Premier in 1912 it came to fruition. Railways had originally insisted that the existing building be resited, but a new building was provided on the new site, and the old building was converted into a goods shed. Soon after work began in mid 1912 locals complained that the new building was facing the wrong way for the prevailing wind, but it was too late, and the building opened early in 1913. For many years from 1927, extra staff were taken on each year to handle rail traffic generated during the potato season. From the 1920s the building was frequently broken into. The line through Pukekohe was duplicated in

1954, turning it into an island-platform station, and it is likely that the western verandah was added at this time. The building is still used by railway staff and the platform by passengers.

Architectural Significance

Pukekohe's significance rests on its rarity as one of the few surviving island-platform stations on the NIMT. It is an example of a classic provincial station and retains a high level of integrity, despite changes over the years.

Historical Significance

The station has stood on the same site since 1913. It is one of Pukekohe's more important heritage buildings.

Townscape / Landscape Value

The building is away from the town proper and does not have a high presence in the townscape.

WINGATUI STATION (1914)

Crossan Terrace, Wingatui
RHTNZ Category B
NZHPT Category II Number 2360

http://www.railheritage.org.nz/Register/Listing.aspx?c=21&r=12&l=50

Image: https://www.flickr.com/photos/branxholm/4670516319

Architecture

Wingatui is an island-platform station and has identical facades to both platform elevations. A squat, compact structure, it has a corrugated-iron roof and rusticated weatherboard cladding. There are two chimneys, and verandahs to both elevations.

History

It is not known when the first Wingatui station was built, but the Dunedin-Mosgiel line opened in 1875 and the original building may have been built just prior to this. With Dunedin's growth and a steady increase in both long-distance and suburban traffic, duplication of the line was deemed necessary. First mooted in 1908, plans involved moving the station and erecting a new building. Despite objection from local residents, who were not happy about having to walk further, the decision to move the station stood. By early 1914 the building, "similar in design to Caversham" but 4 to 5 metres shorter, had been erected and, later in the year, track duplication to Mosgiel was completed. The accompanying signal box was built the previous year to service the junction with the Otago Central Line, at the west end of the station. From 1967 Wingatui was an attended flag station, manned for signalling

purposes, and in 1986 it was closed except for operating purposes. The station was proposed for removal two years later but remains on site. It is still used by Taieri Gorge Railway passengers.

Architectural Significance
Wingatui ranks as the second-best remaining island-platform station, after Remuera. Similar in form to the latter, but without the Marseilles-tile roof, it is a relatively simple structure. It is little changed from when built and is enhanced by its accompanying signal box - a rare and significant grouping.

Historical Significance
Wingatui was an important part of the Otago rail network. In its early years it was the site of a large rail-served brickworks, and it was the starting point of the Otago Central Railway. For many years it was the station for nearby Wingatui racecourse, with special sidings for this traffic.

Townscape / Landscape Value
Somewhat remote from the residential part of Wingatui, the station's relative detachment gives it some presence in its own right.

PLIMMERTON STATION (1940)

Steyne Avenue, Plimmerton
RHTNZ Category B

http://www.railheritage.org.nz/Register/Listing.aspx?c=21&r=17&l=218


Image: http://plimmerton.org.nz/history/railway/

Architecture
Plimmerton is a late example of a standard island-platform station. Symmetrical along its main axis, the building is rectangular in plan with doors and windows to platform elevations and lapped weatherboard cladding. At present all windows are boarded up to prevent vandalism. The gabled corrugated-iron roof incorporates another gable perpendicular to the main orientation of the building. The verandah, identical on both elevations, is supported by old 70lb rail. As built, it was one room wide, containing, from north to south, men's and ladies' toilets, ladies' waiting room, bookstall, general waiting room, office and booking office, and a store room. The internal layout includes an original emergency signal panel, and the building has been restored and modified to accommodate a Mac's Track model railway shop.

History
Plimmerton's first station was built in 1886 by the Wellington and Manawatu Railway. It survived with additions until duplication of the line in 1940 led to the construction of a new

station: like the similar but smaller Tawa, which was rebuilt in 2013, it is an island-platform station. The plan was approved in 1939 and work began. By February 1940 the new station was in use, but it was not completed until September that year, when the old building was demolished. The line was electrified as far north as Paekakariki in June 1940, and an intensive suburban service was introduced. The station closed to freight traffic on 21 January 1989 and later that year it was proposed to lease out part of the yard, now occupied by Mainline Steam's locomotive depot. In 2008 the subway was extended through to the eastern side of the line. The verandahs, platform and subway are well used by passengers on Metlink's Kapiti Line, and the building by waiting passengers and shop customers.

Architectural Significance

Plimmerton's architectural significance is based on its integrity and its rarity in greater Wellington. It is the only original island-platform station remaining from the duplication of the line to Paekakariki.

Historical Significance

Plimmerton station has historic significance, increasing with time. Plimmerton owes both its establishment and its name to the railway. The building is still an important feature of the township.

Townscape / Landscape Value

The building sits on an elevated site: a fence on Steyne Avenue partially obscures it, reducing its townscape impact.