

TIMARU DISTRICT COUNCIL
HISTORIC HERITAGE ITEM RECORD FORM

HERITAGE ITEM NAME Pleasant Point Railway Station
ADDRESS 16 Afghan Street, Pleasant Point

PHOTOGRAPH



(Dr A McEwan, 12 July 2018)

FORMER DISTRICT PLAN ITEM NO. No. 129 **HNZ LIST NO. & CATEGORY** 1991 / 2
(at time of assessment)

LEGAL DESCRIPTION RS 40783

VALUATION NUMBER 2482121301

DATE OF CONSTRUCTION 1875

**ARCHITECT/DESIGNER/
BUILDER** NZ Railways Department, designers; Aston & Peters,
contractors

STYLE Modified 'Class 4' type Vogel-era station

PHYSICAL DESCRIPTION

Single-storey building with rectangular footprint and pitched roof; gabled canopy over railway platform. Multipane sash and casement windows. External chimneybreast on south elevation. Canopy supported by five posts with open trussed roof. Vertical boarding of canopy's gable ends is rounded at the bottom to give a scalloped effect.

MATERIALS/STRUCTURE

Timber framing and weatherboard cladding, stone and brick external chimneybreast (south elevation), corrugated iron roofing.

ADDITIONS/ALTERATIONS

Moved and extended (1882); extended to east for post and telegraph use & roof raised (1900). Museum conversion and canopy addition (1970). Relocation of 1912 Washdyke signal box to station site (date unknown). Railway turntable installed to west of station (1998).

SETTING

The Pleasant Point railway station and signal box (heritage item # 130) are located on a narrow strip of land that is bordered by the Pleasant Point Highway (Main Road, SH 8) to the north and Afghan Street to the south. St Mary's Catholic Church (1889) is to the south and the former Pleasant Point post office (1912) is to the east; both are on Afghan Street. The extent of setting is limited to that portion of the land parcel on which the station and signal box are located and the railway line, including the turntable, is laid.

HISTORY

Pleasant Point's development was spurred in the 1870s by the construction of a branch railway that eventually reached to just beyond Fairlie. Construction of the line from Washdyke began in 1874 and the line reached Pleasant Point in 1875. On behalf of the Canterbury Provincial Council, the Timaru and Gladstone Board of Works let the contract for a class 4 'Vogel' station at Pleasant Point in August 1875. It opened on 24 December of that year. In 1882, after a long debate, the station was moved further west, closer to the road junction around which Pleasant Point's businesses were becoming established. At the station were also a loading bank, stock yards and a goods shed (demolished c.1970). A telegraph office was opened in the station in the same year the station was moved. It remained in the station until December 1912, when a new post office was opened on the other side of Afghan Street. Frank Truman was the stationmaster and telegraphist at Pleasant Point in 1902/1903. The railway line closed in 1968. The Pleasant Point Railway and Historical Society took over the redundant site two years later and, just as the lines were being lifted, moved an historic steam locomotive (Ab 699, built 1922) to Pleasant Point. The station became the nucleus of the Pleasant Point Museum, whose prize exhibits also include an 1878 D16 locomotive and an 1895 half-birdcage carriage. Extra line was laid to the east on the station, on the old formation, to provide for the running of vintage trains to Keanes Crossing. Funds were raised for some of this work by traction engine, vintage car and tractor rallies staged in 1970 and 1980. The Pleasant Point Railway hosts 'streaming days' throughout the year.

HISTORICAL AND SOCIAL SIGNIFICANCE

The Pleasant Point Railway Station has high historical significance as one of the oldest surviving railway stations in the country. The building's historic fabric is associated with the Colonial Treasurer Julius Vogel, the Railways Department, the Timaru and Gladstone Board of Works (est. 1867) and the development of Canterbury's railways infrastructure in the 1870s.

CULTURAL AND SPIRITUAL SIGNIFICANCE

The Pleasant Point Railway Station has cultural significance as a demonstration of the way of life of early station staff and patrons and for the esteem in which it is held, as a reminder of Pleasant Point's railway history, by members of the Pleasant Point Railway and Historical Society.

ARCHITECTURAL AND AESTHETIC SIGNIFICANCE

The Pleasant Point Railway Station has high architectural significance as a modified Class 4 type station, which was the largest of the pitched roof standard designs developed during the Vogel era of railways development in New Zealand. Originally the building had an open lobby between two enclosed sections containing an office and women's waiting room. The Class 4 was often enlarged as rail business increased. Standard designs were built on New Zealand's rail network from 1872 until 1945, making the Pleasant Point an early standard design as well as an early modified Class 4 type building. No unmodified Class 4 type stations survive and the canopy erected in 1970 is sympathetic to the historic modifications typically made to the class 4 type around New Zealand.

TECHNOLOGICAL AND CRAFTSMANSHIP SIGNIFICANCE

The Pleasant Point Railway Station has technological and craftsmanship value as a mid-Victorian timber building with later alterations and additions. Joseph Aston and Albert Peters were a partnership operating out of Timaru. They also built the goods' shed at the Pleasant Point station in 1875. The partnership went bankrupt in September 1876, having failed to get the contract to erect the Washdyke station in February of the same year.

CONTEXTUAL SIGNIFICANCE

The Pleasant Point Railway Station has contextual significance as a local historic landmark that is associated with the signal box and the operation of the Pleasant Point Museum and Railway.

ARCHAEOLOGICAL AND SCIENTIFIC SIGNIFICANCE

As the railway station pre-dates 1900 its site has potential archaeological significance relating to the development of the station precinct and, more generally, the district's transport infrastructure.

SUMMARY OF HERITAGE SIGNIFICANCE

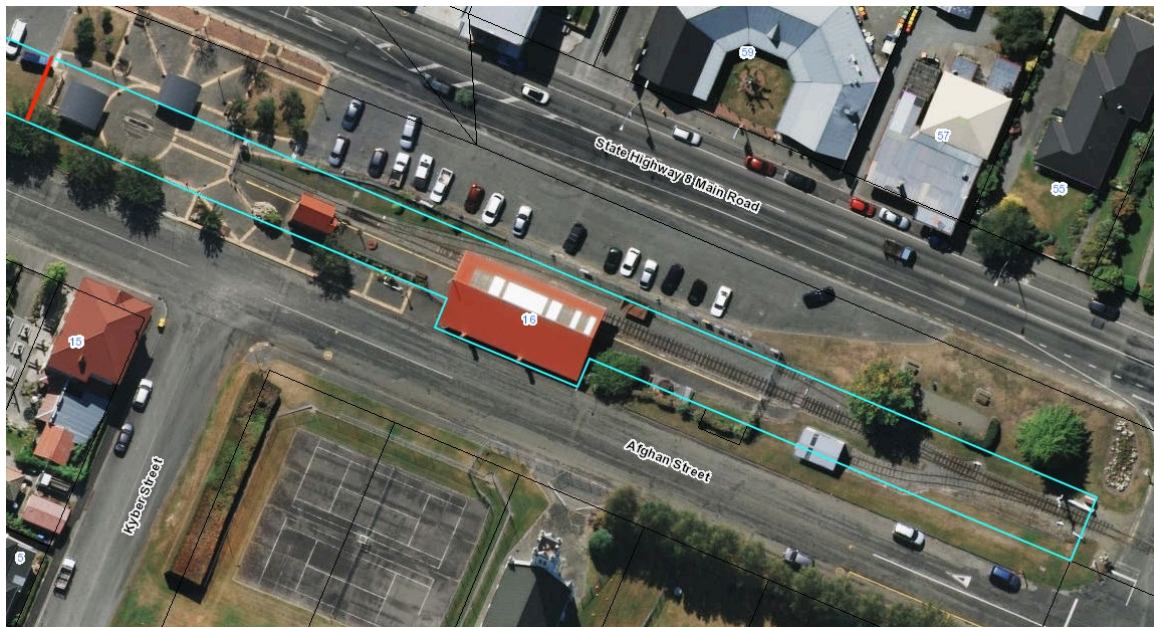
The Pleasant Point Railway Station has high overall heritage significance to Pleasant Point and to Timaru district as a whole. The building has high historical significance as an early Vogel-era railway station and cultural significance for its association with the way of life associated with colonial rail travel. The Pleasant Point Railway Station has high architectural significance as a modified Class 4 type station and technological and craftsmanship value for the methods and materials used in its construction. The Pleasant Point Railway Station has contextual significance as a local landmark and potential archaeological significance in view of the building's age.

HERITAGE CATEGORY

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REFERENCES

- *Timaru Herald* 31 March 1873, p. 2; 1 December 1873, p. 3; 18 December 1874, p. 3; 6 August 1875, p. 3; 20 August 1875, p. 2; 6 September 1875, p. 1; 15 October 1875, p. 4; 29 November 1875, p. 3; 20 December 1875, supplement p. 1; 29 December 1875, p. 1; 1 January 1876, p. 3; 17 February 1876, p. 3; 17 July 1882, p. 3; 5 August 1882, p. 3; 11 September 1882, p. 5.
- *Press* 12 May 1873, p. 2.
- *Temuka Leader* 26 July 1900, p. 2.
- *Cyclopedia of New Zealand - Canterbury Provincial District* Christchurch, 1903 (available online).
- Archives New Zealand.
- <http://www.heritage.org.nz/the-list/details/1991>
- <http://www.railheritage.org.nz>
- <http://www.pleasantpointrail.org.nz>
- <http://www.pointhistory.org.nz/chapters/transport>



Extent of setting, Pleasant Point railway station & signal box, 16 Afghan Street, Pleasant Point.



Land parcel as a whole. Signal box to left of railway station.



Railway station before canopy was erected and goods shed demolished.