

Goondiwindi Regional Council Heritage Survey



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A report for the Goondiwindi Regional Council

May 2011

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Version: 13 May 2011 BA012R01

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1 Introduction

The Goondiwindi Regional Council (GRC) occupies an area of more than 19 000 square kilometres and has a population of just over 10,000 persons. The southern boundary is the NSW border and the northern boundary is near Moonie. The Council extends east-west approximately 250 kilometres from near Gore in the east to Mungindi in the west. Goondiwindi is the centre of the region and the other main towns are Texas, Inglewood and Yelarbon with smaller settlements at Toobeah and Talwood.

While indigenous peoples have lived in the area for thousands of years, non-indigenous cultures have been present for a little more than 170 years. European occupation of the region began in the 1840s with the arrival of pastoralists to take up land to graze sheep. Since then, the environment has been shaped and altered through a multitude of activities including: grazing sheep and cattle, mining, agriculture including tobacco, cotton and wheat, timber getting and forestry, the construction of roads, railways, towns and settlements.

To the casual observer, Goondiwindi Regional Council might appear bereft of a rich and interesting heritage – no grand sandstone buildings as the Toowoomba Post Office or imposing homesteads such as Jimbour on the Darling Downs. Not so. Beyond and beneath what appears to be a region comprising principally pastoral properties, farms and a series of towns and settlements, lies an engaging and interesting history. Who would be aware that within Goondiwindi Regional Council is one of the oldest operational pastoral properties in Queensland or that the first concrete water tower in Queensland was built in Goondiwindi or that the first church in the modern style in Queensland was built at Talwood?

Brief

The brief for this project was to undertake a heritage survey of non-indigenous places in the Goondiwindi Regional Council as a technical report to assist in the development of a new planning scheme. Because of the constraints of time and budget, the aim was to compile a list

of significant places that were readily identifiable. The intent was to develop a list of places that would encourage public discussion and awareness and the identification of other places of cultural heritage significance within the Goondiwindi Regional Council.

This study has been limited to non-indigenous places of cultural heritage significance. Indigenous places have not been included, not because they are not considered important. On the contrary, it is recognised that a quite different approach is required and it is a project that should only be undertaken and overseen by traditional owners and other stakeholders.

Method

This study comprised the following stages

1 Literature review and thematic overview

The initial phase involved reviewing existing heritage studies and reports, local histories, registers and databases for places of potential significance. This material informed what places are or could be of cultural heritage significance. This first stage also involved outlining the key themes in the history of the region. Understanding the key themes was essential for first, targeting what places may demonstrate certain themes and secondly, in providing a context for assessing cultural heritage significance.

2 Preliminary fieldwork and consultation

Preliminary fieldwork was undertaken to ascertain the range of places of likely significance with the region. A presentation was made to the Goondiwindi Regional Council about the purpose of the study and the type of place of potential significance. Councillors and council staff made invaluable suggestions as to places of potential significance

3 Fieldwork

The fieldwork involved surveying all townships and settlements within the GRC area and some of the rural areas. More than 40 places were identified and recorded. Consultation was undertaken with members of the Texas Heritage Centre, Inglewood Museum and the Goondiwindi and District Family History Society.

4 Assessment and report

The places identified as of potential cultural heritage significance in the fieldwork were assessed according to criteria used by other local authorities. The criteria are useful as an objective measure for assessing whether a place should be entered on a local heritage register.

5 Criteria for assessing cultural heritage significance

The approach to assessing places was based broadly on the criteria for cultural heritage significance as contained within the *Queensland Heritage Act 1992*. The criteria were adapted for the Goondiwindi Regional Council.

A place is of cultural heritage significance if it satisfies one or more of the following criteria:

- *it is important in demonstrating the evolution, pattern or significant events in GRC's history;*
- *it demonstrates rare, uncommon or endangered aspects of GRC's history;*
- *it has the potential to yield information that will contribute to the understanding of GRC's history;*
- *it is important in demonstrating the principal characteristics of a particular class of cultural places;*
- *it is important in exhibiting particular aesthetic characteristics valued by the community or a particular community group;*
- *it is important in demonstrating a high degree of creative or technical achievement at a particular period;*
- *has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons;*
- *it has a special association with the life or work of a particular person, group or organisation of importance in GRC's history.*

These criteria highlight that heritage places are not just the grand or the old. Ruins, remnants of mining sites, weirs, levee banks can be just as important as a grand house or building.

Acknowledgements

I am exceedingly grateful for the tremendous support I received during this project. Councillors and staff of the Goondiwindi Regional Council were most helpful in suggesting potential places of heritage significance. Their local knowledge was invaluable in identifying sites that normally would not have been considered, for example the Goondiwindi levee bank and the stock bridges. Members of local historical societies and museums were also very helpful including: Diane Cairns from the Goondiwindi and District Family History Society; Wendy Slack from the Inglewood Museum; and Colleen Glasser, Sarah Lennon and Garth Burley from the Texas Heritage Centre and Tobacco Museum.

2 Historical overview

Pastoralism

After Alan Cunningham had travelled through the Darling Downs region in 1827 and reported favourably on the conditions for developing a pastoral industry, thirteen years elapsed before Patrick and Walter Leslie brought 5000 sheep across the Condamine River and established Canning Downs station.

The Leslie brothers were soon followed by other hopeful pastoralists seeking land to occupy including west of the Darling Downs along the Macintyre and Weir Rivers. Throughout the 1840s a number of runs were taken up including Whetstone, Warroo, Terrica, Coolumunda, Bodumba, Wyaga, Callandoon, UMBERCOLLIE, Welltown, Goodar, Tarewinnabar and Billa Billa.

Pastoralists faced a range of challenges in developing viable properties with sheep. Initial resistance from indigenous groups including the Bigambul was determined and protracted. Pastoralists were also confronted with floods, droughts, diseases, invasive plants, dingoes which attacked stock, labour shortages, and changes in land policy. Despite these difficulties viable pastoral runs were gradually established in the region. Within the Goondiwindi Police District, the number of sheep increased from 189,000 in 1870 to 342,000 by 1900.

Beginning in the late 19th century, the resumption of the large pastoral runs for closer settlement led to the intensification of pastoral activities with the development of small sheep properties. The use of machinery for clearing brigalow scrub, the sinking of artesian bores, improved fencing and control of dingoes, and the construction of dams significantly increased the carrying capacity of properties in the region. The number of sheep in the former Waggamba Shire increased from 300,000 in 1905 to more than 1.3 million by 1960.

Until the 1960s, wool production was the primary pastoral activity in the region. Cattle numbers were always modest compared to the number of sheep. However, the emphasis began to change in the 1970s.

Difficulties with labour and poor prices for wool were the catalyst for changing to beef production. Today, wool is limited to a small number of properties.

Agriculture

Agriculture is now a major industry in the Goondiwindi region, surpassing beef and wool production. Although wool production was the main primary industry in the region during the 19th century, the potential for agriculture was evident as early as the 1880s.

The first substantial agricultural enterprise was tobacco which began in the Texas district. The alluvial flats along the Dumaresq River were well suited to tobacco production. By the turn of the century, 280 hectares were under cultivation and a tobacco factory was erected in Texas. Output declined in the 1920s but increased dramatically in the 1930s due to the rapid rise in import duty on tobacco leaf. New areas came under cultivation along Macintyre Brook in the Inglewood district.

The tobacco industry experienced another phase of expansion in the 1950s, primarily due to the development of irrigation schemes. A series of weirs were built on the Dumaresq River (Cunningham, Bonshaw and Glenarbon) and the Macintyre Brook during the 1950s. The area under tobacco cultivation in the region increased from 240 hectares in 1949 to 916 hectares in 1960.¹

From peak production in the early 1960s, output steadily declined in the 1970s and 1980s due to tighter regulation, lower prices and the attractiveness of alternative crops. Some growers moved elsewhere and the last crop was grown in the district in 1994.

In peak production, tobacco was an important industry in the region and was significant part of the local economy in and around Texas and Inglewood.

In the early 20th century, when land was being made available for closer settlement, most farmers initially started with a small flock of sheep. However, a sudden rise in wheat prices during World War I prompted diversification into wheat. The interest in wheat growing was short-lived as it depended on rainfall and production dropped significantly in the 1920s. Farmers finally began to embark on large scale cultivation in the late 1950s as weirs and dams were built for irrigation on the Dumaresq, Macintyre and Weir Rivers and Macintyre Brook. The Coolmunda Dam on Macintyre Brook was completed in 1968 and added to the volume of water available for irrigation. Wheat production increased from 14,800 hectares under cultivation in 1960 to more than 170,000 hectares in 1980.² The growth in the industry was further evident in the construction of substantial storage facilities by the State Wheat Board at Texas, Inglewood, Yelarbon, Goondiwindi, Toobeah, Bungunya and Talwood.

¹ G H Malcolmson, *Inglewood Shire Handbook*, Department of Primary Industries, 1977, 41-44.

² J Bourne, *Waggamba Shire Handbook*, Queensland Department of Primary Industries, Brisbane 1980, p. 5

The development of irrigation schemes in the region was also the catalyst for another major industry to be established – cotton. Cotton was not grown in the region before the 1980s, but now is a major industry and important factor in the local economy.

Rabbit industry

When a Victorian grazier brought 12 rabbits from England in 1859 and let them loose on his property, he did not anticipate the consequences. Within a decade more than 2 million rabbits were running wild by the end of the 19th century and had become a major nuisance for the pastoral industry.

Rabbits began invading southern Queensland in the early 1900s and by the 1920s were in plague proportions. But while they caused significant damage to the environment, the rabbit population did have a positive benefit. Trapping rabbits became an important industry in the region.

Rabbits were initially trapped for their skins. Rabbit freezing works were established at Texas, Inglewood and Yerlarbon. With the opening of the freezing works, trapping rabbits for meat and as well as their skins became a viable undertaking. Initially in the rabbit works, the animals were prepared and packed with their skins but later the rabbits were skinned and partially boned for export.³

The introduction of mixamotos in 1951 had a dramatic effect on the rabbit population. By the end of the decade, however, rabbits had developed immunity to mixamotos and the rabbit population became to increase but the industry did not recover to the level of the 1930s.

Transportation

Throughout the 19th century, transportation in the Goondiwindi region was confined to walking and draught animals. Horses and bullocks played a vital role in the movement of people and goods to and from the region. Horse and bullock teams carried all manner of goods including wool, timber, agricultural produce, machinery, building materials and consumer goods. The reliance on horses and bullocks to move goods and people influenced the development of the region.

The construction of the railway line from Warwick to Inglewood, Goondiwindi and Thallon had a major impact on the development of the region. Soon after Queensland became a separate colony in 1859, the Queensland government made the construction of railway lines a priority. Rail was regarded as a critical ingredient in developing the colony. Communities throughout the colony lobbied intensely for a rail connection.

As the main western line was being built from Toowoomba west to Roma and Charleville in the 1870s and 1880s, residents in towns such as St George and Goondiwindi agitated for another line to the south. Despite the obvious value of such a line, the 'Border Fence line' was

³ Merlene Coates-Freeman & Colleen Glasser, *Texas on the Dumaresq*, Texas Historical Society, 2010, p. 49

not approved by the Queensland Parliament until 1901.⁴ Construction was undertaken in stages with the line to Thane completed in 1904, to Inglewood in 1907, to Goondiwindi in 1908, Talwood in 1910 and to Thallon in 1911. A branch line to Texas from Inglewood was completed in 1930.

The construction of the railway had a major impact on the development of the region. Wool and agricultural products were able to be transported more quickly and efficiently to Brisbane for export. New settlements were established such as Talwood and Toobeah as a result of the rail line and towns such as Inglewood were boosted as local centres. For example, immediately after the rail line reached Inglewood, the Commercial Banking Company of Sydney established a branch in the town and an office was constructed for the Department of Lands. The rail line cemented Goondiwindi's position as the main centre in the region.

Towns and settlements

As pastoral runs were established in the region, settlements emerged to service local properties and as teamster's or coach stops. Callandoon was the first de facto administrative centre in the region when a contingent of Native Police under the command of Frederick Walker set up base on the property. Later the first court house, police barracks and gaol in the region were erected at Callandoon.

Callandoon's prominence, however, was short-lived. Goondiwindi which began as a teamster's stop on the northern banks of the Macintyre, was regarded by the Queensland government as a more appropriate location for township. A township was surveyed and it soon became the administrative centre for the district. Goondiwindi's status was enhanced when it was made a customs post in 1870. The construction of a bridge across the Macintyre in 1878 (replaced in 1914) also cemented its role as a major destination in the region.

Like Goondiwindi, Texas began as a teamster's stop on the NSW-Queensland border. A township on the banks of the Dumaresq River was surveyed in 1875 and a small settlement emerged in the 1880s. Major flooding which devastated the town in 1890 prompted its relocation to higher ground. Texas developed steadily in the 20th century as a centre for tobacco growing as a service centre for the nearby Silver Spur mine. The extension of the railway from Inglewood in 1930 also boosted Texas as a local centre.

Inglewood is another town with origins as a teamster's or coach stop. Brown's Inn was established on the banks of Macintyre Brook in the 1850s and the location was sufficiently promising as a settlement that a township was surveyed in 1862 and allotments put up for sale in 1865. The growth of the township was slow in the 19th century but the coming of the railway line was the catalyst for expansion and development as a local centre.

⁴ John Kerr, *Triumph of Narrow Gauge: A History of Queensland Railways*, Boolarong Publications. Bowen Hills, 1990, p. 111.

Yelarbon's development was similar to Inglewood albeit on a smaller scale – initial establishment as a teamster's stop and then growth with the coming of the railway.

To the west of Goondiwindi, three small settlements were established as a direct result of the railway line – Toobeah, Bungunya and Talwood. The development of these settlements was boosted in the 1950s and 1960s with the construction of substantial grain storage facilities. Talwood developed into the largest settlement and in the 1970s included several shops, hotel, government offices, public hall, three churches, sports ground and racecourse.

Further to the west, another small centre is Weengallon. Weengallon developed with the resumption of a large portion of the Bullamon run for closer settlement. The influx of settlers prompted the opening of a school and later general store. A sports ground and public hall became the centre of community activities.

3 Inventory of sites



Wyaga Homestead complex

Location	Gore Highway		
Date	1862	RPD	
Type	homestead	Site ID	GRC01
Queensland Heritage Register	600940		

Wyaga homestead was constructed in c 1862 with major alterations and additions in the 1950s.

Wyaga pastoral run was taken up by David Perrier in 1849 comprising 60 000 acres. The lease was acquired by Donald Gunn Snr in 1860. Gunn undertook improvements on Wyaga including a substantial homestead, woolshed and outbuildings. The homestead was constructed of hand-sawn timber and shingles. Wyaga was sold by Gunn in 1863 and the property again changed hands in the 1890s, 1970s and 1980s.

Substantial additions and alterations were undertaken to the homestead in the 1950s but the original form remains. A shearing shed and quarters are part of the complex.

Significance

Wyaga homestead complex is a rare example of a 1860s homestead and is evidence of the development of the pastoral industry in the region.



Silver Spur Mine

Location	Stranthorpe Texas Road,		
Date	1980s	RPD	53/CV41
Type	mine	Site ID	GRC02

Silver was discovered east of Texas in 1890 and a mine established in 1897. The most productive period was in the early 20th century and a substantial settlement developed around the mine with a school, church, shops and houses. The mine was worked intermittently from the 1920s to 2000.

Significance

The remnants of the Silver Spur mine are significant as evidence of silver mining in the Texas district in the early 20th century.



Former Cement Mills school and recreation ground

Location	Cement Mills Warroo Road, Gore		
Date	1925?	RPD	22/SP110114
Type	school	Site ID	GRC03

Cement Mills was a small settlement that developed in the 1920s following the establishment of a limestone quarry. Limestone deposits in the area had been worked on a small scale since the late 19th century. The Queensland Cement Company acquired the lease in 1916 and began developing a substantial quarry to supply lime to their cement works at Darra. Housing was constructed for workers and the settlement was known as Cement Mills. A spur line from the main western railway at Gore was constructed.¹

As the number of children in Cement Mills increased, a school was opened in a building relocated from Gore.

The Queensland Cement Company sold the quarry to ACF and Shirleys, fertilizer manufacturers in 1952. Production at Cement Mills ceased in the 1960s and the settlement was almost abandoned. Most of the houses were either relocated or demolished but the school remained.

In the 1980s, local residents in the area suggested that the Inglewood Shire Council acquire the school as a community hall.² The building was relocated to the recreation ground which comprised three tennis courts and shelter sheds.

¹ *Inglewood Shire in Retrospect*, Inglewood Shire Council, 2003, p. 29.

² Geoff Harding, *Across the Dumaresq: a history of the Inglewood Shire*, Inglewood Shire Council, 1988, p. 115.

Significance

The former school and recreation ground are significant as evidence of the former Cement Mills settlement which was associated with the Cement Mills quarry from the 1910s to the 1960s.

The school is a good example of a one teacher school that was common throughout rural Queensland. The tennis courts and shelter sheds are significant as an example of the type of facilities that were the centre of recreational activities in small rural communities.



Figure 1 Shelter shed, Cement Mills recreation ground



Figure 2 Tennis courts, Cement Mills recreation ground



Texas freezing and rabbit works

Location	Mingoola Road, Texas		
Date	1932	RPD	1/SP157957
Type	Freezing works	Site ID	GRC04

The Texas Rabbit Works was built in 1928 with additions in 1932. At the rear of the building are sections of the Texas butter factory

The factory was an important local industry during the 1930s depression, employing more than 30 men.

Rabbits began invading the Texas district from the south in the early 1900s. By the 1920s, rabbits were in plague proportions. Rabbits were initially trapped for their skins. With the opening of the freezing works, trapping rabbits for meat and as well as their skins became a viable undertaking. Initially in the rabbit works, the animals were prepared and packed with their skins but later the rabbits were skinned and partially boned for export.¹

At the peak of production, up to nine trucks were operating in the district picking up rabbits from trappers and transporting them to the rabbit works. A special train with ice wagons came to Texas once a week to collect the frozen rabbit meat.

The introduction of mixamotos in 1951 had a dramatic effect on the rabbit population. By the end of the decade, however, rabbits had developed immunity to mixamotos and the rabbit population began to increase but the industry did not recover to the level of the 1930s.

The rabbit works in Texas finally closed in 1992.

¹ Merlene Coates-Freeman & Colleen Glasser, *Texas on the Dumaresq*, Texas Historical Society,, 2010, p. 49

This building is the only known surviving rabbit and freezing works in Queensland. Other rabbit works were located at Inglewood and Yelarbon but these buildings have been demolished.

Significance

The Texas Rabbit Works is significant as the only surviving rabbit works in Queensland. It demonstrates the extent to which trapping and processing rabbit was a major local industry in the Texas district from the 1920s to 1950s. Importantly, the rabbit industry provided employment during the 1930s depression.



Former Texas Police Station

Location	Fleming Street, Texas		
Date	1889	RPD	272/CVE50
Type	police station	Site ID	GRC05

The former Texas Police Station was erected in 1889 on a site close to the Durmaresq River. Following a major flood in April 1890 it was re-located to a new site on higher ground where a new township developed.

The police station was designed as a multi-purpose building with court room, constable's office, bedroom and two cells. Although it was not unusual for police buildings to incorporate this range of functions, it was atypical to include cells within the main building.

Alterations were undertaken in 1897 including an office on the southern end of the front verandah and fireplaces in the court room and constables room. A detached cell block was constructed later and the original cells converted into a kitchen. The front and rear verandahs were also enclosed.

Although the police station was one of the first buildings erected in the new Texas, by the 1930s it was located away from the centre of the town. By the 1950s the Commissioner of Police had recommended that the police station should be relocated closer to the town's business centre. Finally in 1972 a new police station was erected in High Street, next to the post office.

The police reserve, with the police station, was later transferred to the Texas Historical Society.

Significance

This building is significant as a rare example of a 19th century multi-function police building incorporating office, court room, accommodation for constables and lock-up. It is also significant for its association with policing in the Texas district and as one of the first buildings erected in 'new' Texas following the 1890 flood.

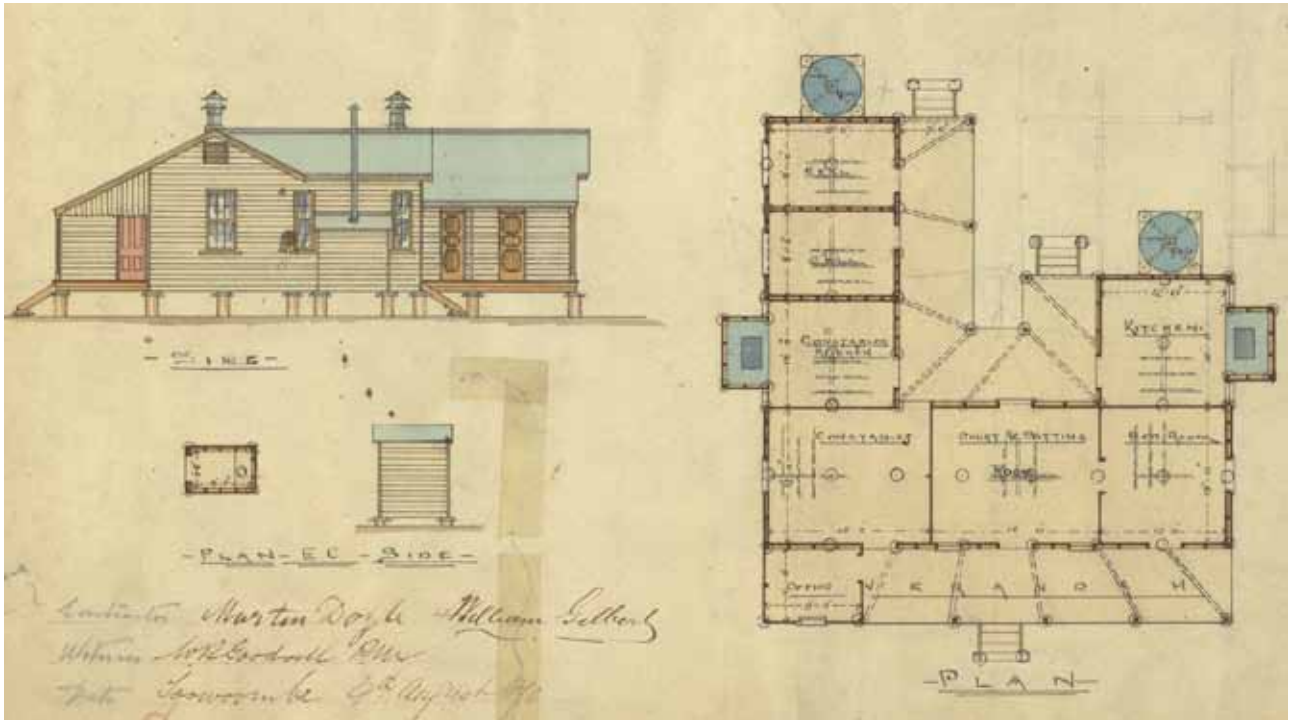


Figure 3 Plan Texas Police Station, 1887 (QSA 584690)



Texas Memorial Hall

Location	Main Street, Texas		
Date	1958	RPD	1/SP157958
Type	community hall	Site ID	GRC06

This hall was completed in 1958 as a memorial to those who served in World War I and II.

The hall was constructed for a cost of £33,000 by the Inglewood Shire Council. It replaced a timber structure which had burnt down in 1947.¹ Less than 12 months after opening, during a meeting of the Tobacco Growers association, the stage floor collapsed and 19 people were injured, some seriously.² The damage was repaired and the stage floor strengthened.

The hall has been used and continues to be used for a wide range of community events in the Texas district.

Significance

The Texas Memorial Hall is significant as a good example of a 1950s town hall. It is significant as a war memorial and for its associations with community events in the Texas district.

¹ *Texas and Inglewood News*, 23 April 1958.

² *Courier Mail*, 19 April, 1959.



Texas CWA building

Location	Broadway Street, Texas		
Date	1935	RPD	13/CV662
Type	CWA hall	Site ID	GRC07

The Queensland branch of the Country Women’s Association (CWA) was formed in 1922 as an organisation for women in rural areas and for women with an interest in the welfare of rural Queensland. Within two years, 55 branches had been formed throughout the state. The Texas branch of the Country Women’s Association was formed in 1926.

The Texas branch initially met in the homes of various members until sufficient funds were raised to construct a meeting room. A meeting room with kitchen facilities was erected in 1934 in Broadway Street.¹ The building was extended in 1949 with the addition of a mother’s hostel with two bedrooms, kitchen, lounge and bathroom. When this addition was no longer required as a mother’s hostel, the rooms were let to young working women.

The building was not only used for meetings of the local branch but for community functions, parties, International Days and the branch’s annual flower show.

Significance

The Texas CWA building is significant for its associations with the CWA in the Texas district since the 1930s. The CWA has played an important role within the community as an organisation for women. The building has served as a venue for a range of public functions including an annual flower show.

¹ Q.C.W.A Texas 1926 to 1976 Golden Jubilee, 1976,



Texas Post Office

Location	High Street, Texas		
Date	1960	RPD	15/RP884735
Type	post office	Site ID	GRC08

The Texas Post office was erected in 1960 and replaced an earlier timber structure built in the 1896.

The construction of the post office was part of a program by the Post Master General to modernise and construct new offices throughout Australia. In Queensland 29 new post offices were erected between 1950 and 1960, more than any other decade in the 20th century.

Significance

The Texas Post Office is a fine and very intact example of a post office designed in the post-war International style with a low pitched butterfly roof, asymmetrical form and mix of external materials including face brick, metal cladding and an exposed stone feature wall. The building demonstrates the significant changes in post office architecture following World War II.

Figure 4 Texas Post Office shortly after opening in 1960 (NAA 5090606)





National Bank, Texas

Location	22 High Street, Texas		
Date	1908/1934	RPD	6/RP70881
Type	bank	Site ID	GRC09

This building comprises two sections. A timber building erected in 1908 as the Royal Bank of Queensland and a brick extension erected in 1934 for the National Bank of Australasia. This extension was designed by prominent Queensland architect Lange Powell.¹

The Royal Bank of Queensland was established in 1885. By the early 1900s the bank had 12 branches throughout the state. The Texas branch was opened in 1908 in response to the development of district. The Royal Bank of Queensland merged with the Bank of North Queensland in 1917 to form the Bank of Queensland. The Bank of Queensland was subsequently taken over by the National Bank of Australasia in 1922.

Significance

The Texas National Bank is significant for its associations with banking in Texas since 1908 and for its aesthetic qualities and contribution to the High Street streetscape.

¹ *Architectural and Building Journal of Queensland*, 10 July 1934



Former Bank of New South Wales

Location	High Street, Texas		
Date	1938	RPD	2/RP884735
Type	bank	Site ID	GRC10

This building was erected in 1938 as part of a major expansion by the Bank of New South Wales in Queensland. It was designed by prominent Brisbane architects Hall and Cook and erected by B M Wade and Co of Inverell.¹

Significance

The former Bank of New South Wales building is significant as a group of substantial commercial buildings erected in the 1930s which demonstrate the growth of Texas in this period.

¹ *Architectural and Building Journal of Queensland*, 1 July 1938 and 1 November 1938.



Shops – Texas

Location	26 & 28 High Street, Texas		
Date	1930s	RPD	7/RP70881
Type	shops	Site ID	GRC11

This complex of shops were erected in the late 1930s. Built of brick, the upper façade is intact. The shop front on the western side is very intact. It is a rare example of a shop front demonstrating typical design elements of the era with a recessed entrance, timber framed windows and doors, and lead-light windows above the main windows and entrance.

Significance

The shops are significant as evidence of retail development in Texas during the latter part of the 1930s. These shops are a good example of a modest group of shops in a rural town.

The main façade of the second shop is a rare example of a 1930s shop front with decorative lead light windows, recessed entrance and timber framed windows and doors.

Figure 5 Shop front is highly intact with original fixtures and fittings.





Tobacco share farmer's cottage, Inglewood

Location	Inglewood Museum, Cunningham Highway, Inglewood		
Date	1957	RPD	1/RP18445
Type	farm house	Site ID	GRC12

This cottage was built in 1957/8 on the property 'Seven Mile' which was owned by Mr Domencio Rossi. This farm was part of the original Whetstone Pastoral Run. The hut was built for Luciano Tam by Louie Tam with assistance from Fortunato and Bruno Rossi.

Tobacco growing began in the region at Texas in the 1880s and eventually spread to the Inglewood district. By the late 1940s tobacco growing was a major industry and in 1951 the Inglewood Tobacco Factory was opened.

Tobacco was grown mainly by share farmers who leased small blocks of between 5 to 15 acres. Share farmers typically lived in small one or two-roomed huts, often with their families. This hut is characteristic of the type of accommodation used by tobacco farmers in the Inglewood district.

Significance

This hut is significant as a typical example of the type of accommodation used by many tobacco share farmers in the Inglewood and Texas districts. It is important as evidence of what was once a important industry in the district.



Former Commercial Banking Company of Sydney building

Location	34 George Street, Inglewood		
Date	1908	RPD	2/RP134148
Type	bank	Site ID	GRC13

This building was erected as premises for the Commercial Banking Company of Sydney in the 1908.¹ Established in 1834, the bank operated principally in New South Wales but had ten branches in Queensland by the early 20th century.²

The Inglewood branch opened as the district was developing as a farming area with the resumption of parts of the large pastoral runs for closer settlement. The Commercial Banking Company of Sydney was the first bank to be established in Inglewood.

The bank relocated from this building to premises in Albert Street in 1939.³

Significance

The former Commercial Banking Company of Sydney building is significant as the first bank building in Inglewood and as evidence of the growth of the district in the early 20th century.

¹ *Inglewood Shire in Retrospect*, Inglewood Shire Council, 2003, p. 23.

² *Queensland Post Office & Official Directory (Wise's)* 1903, p. 1368.

³ *Inglewood Shire in Retrospect*, Inglewood Shire Council, 2003, p. 40.



Inglewood War Memorial

Location	Elizabeth Street, Inglewood		
Date	1926	RPD	2/RP93109
Type	war memorial	Site ID	GRC14

This memorial to those men from the Inglewood district who served in World War I was erected in 1926. It is somewhat unusual in that in place of the usual Digger statue, it has an obelisk with rifles. The memorial was undertaken by A Petrie and Son, Toowong.

The front of the memorial contains the names of the 22 men who ‘paid the supreme sacrifice’ and the other sides contain the names of 98 men who enlisted from the Inglewood district.

The memorial was erected in 1926 in the grounds of the Inglewood Hospital and relocated to a park bounded by Elizabeth and Brook Streets in 1958.¹ Memorial gates were erected to the entrance of the park in 1960. These gates were in memory of those who served in World War II and the Korean War.

Significance

The Inglewood War memorial is significant in demonstrating the impact of World War I on the Inglewood district with the names of men who served and died in the war.

Figure 6 Memorial gates at the entrance to Memorial park, Inglewood



¹ *Inglewood Shire in Retrospect*, Inglewood Shire Council, 2003, pp, 32-59.



Inglewood Railway Station

Location	Inglewood Texas Road, Inglewood		
Date	1909	RPD	20/SP119173
Type	railway station	Site ID	GRC15

The south-western or 'Border Fence' railway line from Warwick to Dirranbandi was built in stages from 1901 to 1916. As the main western line was being built from Toowoomba west to Roma and Charleville in the 1870s and 1880s, residents in towns such as St George and Goondiwindi agitated for another line to the south. The Queensland Parliament finally approved a line from Warwick to Thane and beyond in 1901.¹ Construction was undertaken in stages with the line to Thane completed in 1904 and to Inglewood in 1907.

The station building was erected in 1911 based on a standard B series design. Characteristic features of this design were the timber frame and cladding with low pitched galvanised steel roof extended to form a platform shade. The main spaces comprised offices, shelter shed, ladies room and toilets.² Some alterations have been undertaken to the building but the principal spaces and their function are still evident.

Significance

The railway station is significant for its association with the construction of the railway to Inglewood which had a major impact on its subsequent development and cemented its role as the main township in the district after 1907.

¹ John Kerr, *Triumph of Narrow Gauge: A History of Queensland Railways*, Boolarong Publications. Bowen Hills, Qld., 1990, p. 111.

² Andrew Ward & Peter Milner, *Queensland Railway Heritage Places Study: Stage 2. 1997*, Vol 2, p. 90



Inglewood Butter Factory

Location	Queen Street, Inglewood		
Date	1941	RPD	114/CVE317
Type	butter factory	Site ID	GRC16

The Inglewood butter factory was opened in 1941 for a cost of £22,000 by the Warwick Co-operative Dairy Association Limited.

Beginning in the late 19th century, successive Queensland governments actively encouraged dairy farming as a means of settling the land. The *Meat and Dairy Encouragement Act 1893* provided a significant boost to the industry with levies from producers assisting with the construction of butter and cheese factories. The government also assisted with the expansion of the rail network into areas being opened up for closer settlement.¹ In 1903 a direct shipping service to Britain boosted access for the Queensland dairy industry to their main market in the United Kingdom. Dairying grew steadily in Queensland in the early 20th century. Production was boosted significantly during World War I and in the 1920s and 1930s. The number of dairy cattle in Queensland almost tripled from 550,000 in 1921 to 1,444,000 in 1941. Output increased from 2.9 million tons of butter in 1920 to 7.5 million tons in 1939.²

The development of a dairy industry in the Queensland during the 1930s was part of this trend.

The Warwick Butter factory was opened in 1903 and became the hub of a major dairy industry in the district. During the 1920s and 1930s, a number of the large butter cooperatives boosted output by erecting factories in new areas to encourage farmers and settlers to take up

¹ Thom Blake, *Historic Themes in Queensland: understanding Queensland's cultural heritage*, 2001, p.

² *Queensland Year Book, 1939*, Government Statistician, Brisbane, 1940.

dairying. The decision of the Warwick Butter Co-operative to open a factory at Inglewood was an example of this practice.

The Inglewood factory opened in 1941 and closed 20 years later in 1961. The Warwick Cooperative had hoped that opening a factory in Inglewood would encourage new producers into the industry. However, only a small number of dairy farms were established. Dairying was unable to compete with tobacco growing which was more profitable and required less overheads. By the late 1950s production had declined significantly and in 1959 the factory only produced 100 tons of butter which was sold locally. The factory closed in July 1961 with only 20 producers.³

Significance

The former Inglewood Butter Factory is significant as evidence of a local dairy industry and also as rare example of an intact late 1930s butter factory in Queensland. An extensive number of butter factories were built throughout Queensland in the first half of the 20th century. Many survive but in highly modified form. The Inglewood factory is rare as a building that has remained substantially unaltered since it closed in 1961.

³ *Inglewood Shire in Retrospect*, Inglewood Shire Council, 2003, pp, 61, 63.



Inglewood Government office

Location	Cunningham Highway, Inglewood		
Date	1907	RPD	43/120713
Type	government office	Site ID	GRC17

The Inglewood Government office was erected in 1908 as offices for the Department of Lands. The resumption of pastoral runs for closer settlement in the Inglewood and Texas districts increased the workload of Lands Department officials and resulted in the need for a local office.¹

Plans of a small timber building were drawn up by the Architectural branch in the Department of Public Works. The building comprised a public office with verandahs on two sides and two offices at the rear. It was similar to other Lands Department offices erected throughout Queensland.

The building was later extended with two wings at the rear when additional offices were required for the Forestry Branch

Significance

The Inglewood Government office is significant as a good example of a modest government office building erected in the early 20th century. This type of building was constructed for the Lands Department in areas where workload had increased significantly in areas where pastoral runs were being subdivided for closer settlement.

¹ Fred Barlow, Land Commissioner to Under Secretary for Public Lands, 8 August 1906, QSA 602996.

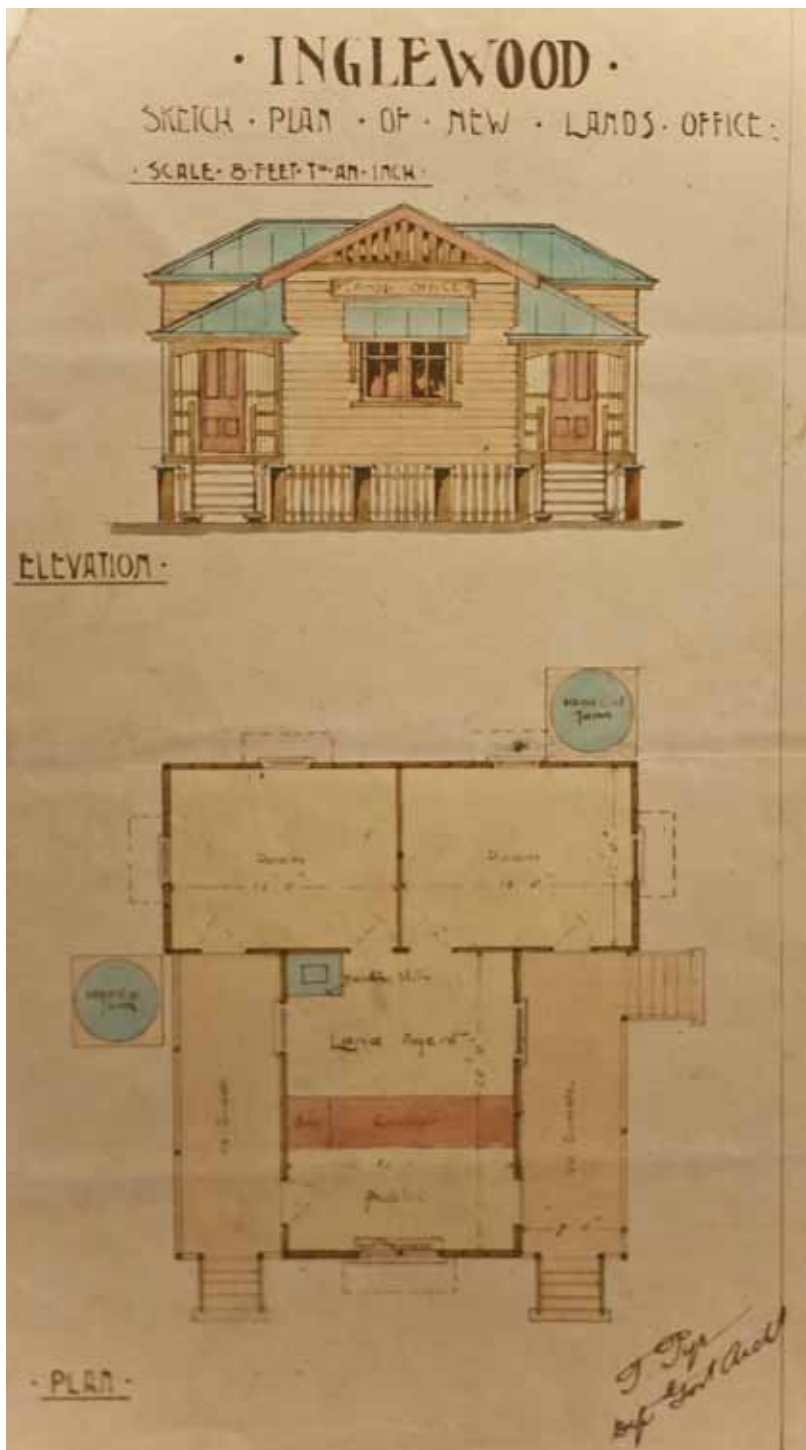


Figure 7 Plan and front elevation of Lands Department office, Inglewood, 1907 (QSA 602996)



Railway Bridge, Macintyre Brook, Inglewood

Location	East of Brook Street, Inglewood		
Date	1908	RPD	284/SP116428
Type	railway bridge	Site ID	GRC18

The south-western railway line from Warwick to Dirranbandi was built in stages from 1901 to 1916. As the main western line was being built from Toowoomba west to Roma and Charleville in the 1870s and 1880s, residents in towns such as St George and Goondiwindi agitated for another line to the south. The Queensland Parliament finally approved a line from Warwick to Thane and beyond in 1901.¹ Construction was undertaken in stages with the line to Thane completed in 1904 and to Inglewood in 1907.

The line crossed several major watercourses which required substantial bridges. As it was not a main trunk line, the Railway Department was forced to minimise costs wherever possible. To construct a bridge over the Macintyre Brook on the outskirts of Inglewood, metal girders were recycled from other railway bridges in Queensland which had been upgraded. The main span was originally part of the bridge over Countess Street in Brisbane. Eight fishbelly plate girders most likely were part of the Breakfast Creek bridge which was replaced in 1902.

The bridge is 89 metres in length with a maximum span of 21 metres. The piers and abutments are of concrete. The spans comprise five sets of plate gliders of varying forms.²

¹ John Kerr, *Triumph of Narrow Gauge: A History of Queensland Railways*, Boolarong Publications, Bowen Hills, Qld., 1990, p. 111.

² Andrew Ward & Peter Milner, *Queensland Railway Heritage Places Study: Stage 2. 1997*, Vol 2, p. 90.

Significance

The Macintyre Brook railway bridge is significant as one of a group concrete/metal bridge on the main south-western line. These bridges are unusual for the reuse of metal spans from earlier railway bridges in Queensland.

The main plate girder span is now the fourth longest and possibly the third oldest of its type in Queensland, and the use of what were transverse fishbelly girders as approach spans is also rare.

The bridge is significant for its association with the construction of the railway line to Inglewood which had a major impact on its subsequent development and cemented its role as the main township in the district.

The bridge has aesthetic qualities and is visible from the eastern approach to Inglewood.



Figure 8 Macintyre Brook railway bridge, view across bridge to east



*Figure 9 Construction detail of western girder.
Made by Donald and Wilson, Paisley, Scotland*



Railway Bridge, Macintyre Brook, Whetstone

Location	Whetstone Access Road, Whetstone		
Date	1908	RPD	352/SP116434
Type	railway bridge	Site ID	GRC19

The south-western railway line from Warwick to Dirranbandi was built in stages from 1901 to 1916. As the main western line was being built from Toowoomba west to Roma and Charleville in the 1870s and 1880s, residents in towns such as St George and Goondiwindi agitated for another line to the south. The Queensland Parliament finally approved a line from Warwick to Thane and beyond in 1901.¹ Construction was undertaken in stages with the line to Thane completed in 1904 to Inglewood in 1907, and to Goondiwindi in 1908.

The line crossed several major watercourses which required substantial bridges. As it was not a main trunk line, the Railway Department was forced to minimise costs wherever possible. To construct a bridge over the Macintyre Brook at Whetstone, metal girders were recycled from other railway bridges in Queensland which had been upgraded. The two sets of lattice girders which comprise the main span were originally part of the bridge over the Breakfast Creek bridge which was replaced in 1902.

The bridge is 85 metres in length with a maximum span of 21 metres. The piers and abutments are of concrete. The six spans comprise four sets of plate girders of varying forms.² The two main spans comprise

¹ John Kerr, *Triumph of Narrow Gauge: A History of Queensland Railways*, Boolarong Publications. Bowen Hills, Qld., 1990, p. 111.

² Andrew Ward & Peter Milner, *Queensland Railway Heritage Places Study: Stage 2. 1997*, Vol 2, p. 90.

lattice girders while the girders on the four other spans are fishbelly and plate girders.

Significance

The Whetstone railway bridge is significant as one of a group concrete/metal bridges on the main south-western line. These bridges are unusual for the reuse of metal spans from earlier railway bridges in Queensland and demonstrate the use of materials to contain construction costs.

The main lattice girders are representative of a type that was commonly used on Queensland bridges but are now rare. The bridge is significant for its association with the construction of the railway line to the Inglewood district which had a major impact on its subsequent development and cemented its role as the main township in the district.

The bridge has significant aesthetic qualities and is visible from the Cunningham Highway.



Figure 10 Railway bridge, Whetstone view to east



Figure 12 Fishbelly girder, western end



Figure 11 Concrete pier, Whetstone railway bridge



Yelarbon Soldiers Memorial Hall

Location	Cunningham Highway, Yelarbon		
Date	1925	RPD	
Type	community hall	Site ID	GRC20

The Yelarbon Memorial Hall was erected in 1925. While most communities throughout Australia remembered those who served in World War I with a Digger memorial or obelisk, some communities such as Yelarbon chose more practical forms of remembrance in the form of a community hall.

The building is substantially unchanged since it was constructed in 1925. A timber wing was added on the eastern side.

After World War II, a memorial with the names of men from the district who served in both World War I and II was erected adjacent to hall.

The hall is still used for community activities and functions.

Significance

The Yelarbon Soldiers Memorial Hall is significant as one of a small group of memorial halls built in Queensland following World War I. Memorial halls became more common after World War II, but only a few communities built memorial halls including Pilton, Goomeri, Gayndah and Rosedale.¹

This hall is significant for its associations with the men from the district who served in World War I and the impact the war had on Yelarbon district.

¹ Shirley & Trevor McIvor, *Salute the Brave: A Pictorial Record of Queensland War Memorials*, USQ Press. Toowoomba, 1994, pp. 224-5.



Figure 13 Yerlarbon Memorial Hall, 1960s (John Oxley Library)



Figure 14 Post World War II memorial in grounds of Yerlarbon Memorial Hall



Customs House, Goondiwindi

Location	McLean Street, Goondiwindi		
Date	1880s	RPD	2/RP2496
Type	house	Site ID	
Queensland Heritage Register	600530		GRC21

This building has been long known as the Customs House although no documentary evidence supports its use for collecting customs.

Although Queensland became a separate colony in 1859, little effort was made initially to collect duties on goods imported overland from New South Wales.¹ Legislation was enacted in 1870 to enable the collection of customs duties on goods coming into the colony. William Parry Okeden was appointed to report on suitable locations for customs offices along the border. He recommended 11 locations including Goondiwindi on a major route between the two colonies. The first collector of customs was Richard Marshall who fulfilled a multitude of government posts including police magistrate, clerk of petty sessions, land agent and commissioner for crown lands. As Marshall had an office in the court house) located in Herbert Street, it is unlikely he would have had a separate office to undertake the collection of customs.

With the construction of a bridge across the Macintyre River, the amount of intercolonial trade increased significantly at Goondiwindi, necessitating the appointment of a second customs officer. While no documentary evidence indicates that the building in McLean Street and adjacent to the river was used as a customs office, oral tradition suggests it was used for this purpose. It is possible during the peak of customs activity in the 1880s and 1890s, it may have been used a de-facto office due to its proximity to the border.

¹ The history in this section is derived from the Queensland Heritage Register, Entry 600530.

Regardless, the buildings is one of the earliest structures in Goondiwindi. The form, materials and method of construction suggest that the original core of the house was erected possibly in the 1860s with subsequent additions in 1880s and possibly 1890s.

Significance

The former Customs House is significant as one of the earliest extant buildings in Goondiwindi. The building is significant for its association with the customs service in Goondiwindi during the 19th century.



Macintyre Bridge, Goondiwindi

Location	Bruxner Highway, Goondiwindi		
Date	1914	RPD	
Type	bridge	Site ID	GRC22

This bridge was erected in 1914 to replace a 1878 timber structure. It was the main access to and from New South Wales at Goondiwindi until a new concrete bridge was built upstream in 1992.

Significance

The Macintyre Bridge is significant as a good example of an early 20th arched road bridge.



Gunsynd Memorial, Goondiwindi

Location	Macintyre Street, Goondiwindi		
Date	1974	RPD	
Type	memorial	Site ID	GRC23

This memorial was erected in 1974 as a memorial to the racehorse Gunsynd. Gunsynd was owned by a syndicate of four men from Goondiwindi and was bought for the modest sum of \$1300. Gunsynd had a very ordinary pedigree that did not indicate he would be a champion racehorse.

Known as the 'Goondiwindi Grey', Gunsynd began his racing career at Goondiwindi and went on to win 29 major races on all 10 major eastern metropolitan tracks. He is the only horse to have won on all these tracks and won all the weight-for-age major races during his career. Gunsynd was the only horse to have won the four major mile races in Australia: the Epsom, the Toorak, The George Adams and the Doncaster. Gunsynd was third in the 1972 Melbourne Cup, with a 60.5 kg handicap.

Gunsynd was more than just a champion. He was extremely popular and adored by race-goers due to his personality and determination. Gunsynd retired to stud in 1973 after a four-year racing career. Gunsynd was put down in 1983 after suffering from cancer.

The memorial to Gunsynd on the banks of the Macintyre River was erected as a project by the Apex Club of Goondiwindi and unveiled in 1974.

Significance

The Gunsynd Memorial is significant for its associations with a racehorse that was owned by a local Goondiwindi syndicate that became a very popular champion in the early 1970s. It is significant as a rare public memorial to a racehorse. Despite the popularity of horse-racing in Australia, few memorials have been erected in honour of champion horses.



Goondiwindi levee bank

Location	Goondiwindi township		
Date	1958	RPD	
Type	levee bank	Site ID	GRC24

Since the establishment of Goondiwindi on the banks of the Macintyre in the early 1860s, the town has experienced a series of major floods including in 1890, 1921, 1950, 1953, 1954, 1955, 1956, 1976 and 2011. The 1956 flood caused major damage in the township and district. The Macintyre River rose to over 10 metres on four occasions in January to February 1956 and again in June.

Following the floods of 1956, the Goondiwindi Town Council decided to erect a levee bank around the town to minimise the impact of major floods. The levee bank was designed by Council engineer Vern Redmond and was constructed for a cost of £11,000.¹ When the levee bank was being proposed by the Council, Goondiwindi residents were divided as to the merits of the scheme. Opponents argued that the scheme would only exacerbate problems in the town when the Brigalow and Serpentine creeks flooded. However, subsequent floods proved this was not the case.

Importantly, the levee bank proved its worth in 1976 when the Macintyre reached a record height of 10.48 m but did not enter the town.² Again in January 2011, the levee bank withheld the Macintyre River from the town when a new record height of 10.85 m was reached.

¹ Diane Cairns, et al, *Goondiwindi: a pictorial history*, Goondiwindi & District Family History Society, 2009, p. 65.

² J Bourne, *Waggamba Shire Handbook*, Queensland Department of Primary Industries, Brisbane 1980,, 41.

Significance

The levee bank is significant in demonstrating the impact of periodic major flooding of the Macintyre River on Goondiwindi. The construction of the levee bank extending for more than 13 kilometres around the town was a major undertaking and one of the most extensive around a township in Queensland. Although controversial when being proposed and planned, the levee bank has succeeded in protecting the township from major floods, particularly in 1976 when the river peaked at 10.48 m and again in January 2011 when the river peaked at a record high of 10.85 m.



Figure 15 Location of levee bank around Goondiwindi



Tree of knowledge

Location	McLean Street, Goondiwindi		
Date		RPD	
Type	tree	Site ID	GRC25

The tree of knowledge is located on the northern banks of the Macintyre River, adjacent to the old bridge.

The tree gained its status as a ‘tree of knowledge’ as the main meeting place for Goondiwindi residents during flood time. It was under this tree that the extent of oncoming floods was debated and river heights read on the gauge attached to the bridge.

When information about rainfall and the extent of flooding upstream was not readily and quickly available, the tree of knowledge was the place where information, informed or otherwise, was disseminated and debated.

Significance

The tree of knowledge is significant for its associations with floods in Goondiwindi and as evidence of the impact floods had on the town. Prior to the ready the widespread use of electronic media, personal communication was important source of information regarding flooding and rainfall upstream. Such knowledge was disseminated at the tree of knowledge and informed views about the likely flood levels in the town.



Pumping station, Goondiwindi

Location	Macintyre Street, Goondiwindi		
Date	1925	RPD	
Type	pumping station	Site ID	GRC26

This pumping station was erected c 1925 as part of the reticulated water scheme for Goondiwindi. Water was pumped from the Macintyre River to the treatment works.

Significance

The pumping station is significant as evidence of the introduction of reticulated water to Goondiwindi in the mid 1920s. The building has pleasant aesthetic qualities for an essentially utilitarian structure.



Water Tower, Goondiwindi

Location	McLean Street, Goondiwindi		
Date	1925	RPD	1/RP108050
Type	water tower	Site ID	GRC27

The concrete water tower was erected in 1925 as part of a reticulated water scheme for Goondiwindi. The Goondiwindi Town Council was petitioned by residents in 1922 for a reticulated water scheme.¹ The Council borrowed £12,000 from the Queensland treasury and engaged engineer Harding Frew to design the scheme.² The contractor was MR Hornibrook who was responsible for major civil projects in Queensland during the 1920s and 1930s.

The scheme was the first in Queensland constructed entirely of reinforced concrete. The reticulation piping was of reinforced concrete pipes. The water tower was also of reinforced concrete.³

The water tower with concrete columns rises to 26 m and was the first such tower in Queensland. A similar structure was erected at Paddington in 1927.

An enclosed concrete water tower was built adjacent in 1938 as part of the expansion of Goondiwindi water supply.

Significance

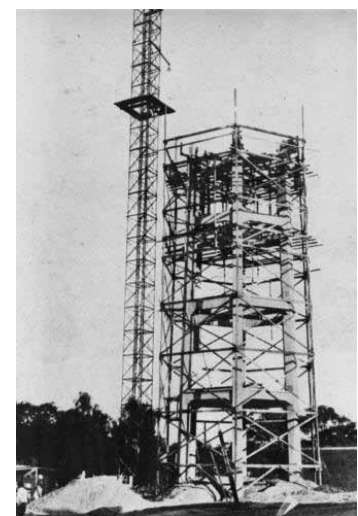
The Goondiwindi water tower is significant as the first water tower constructed of reinforced concrete in Queensland. It is significant in demonstrating the development of a reticulated water supply in Goondiwindi during the 1920s.

¹ Goondiwindi Town Council minutes, 24 February 1922.

² Goondiwindi Town Council minutes, 11 October 1922 and 20 February 1924.

³ Brisbane Courier, 24 October 1924.

Figure 16 Goondiwindi water tower during construction (SLQ 192470)





Goondiwindi Civic Centre

Location	Marshall Street, Goondiwindi		
Date	1937	RPD	7/G4753
Type	town hall	Site ID	
Queensland Heritage Register	600531		GRC28

The Goondiwindi Civic Centre comprises council offices, cinema and shops.

The complex was erected as council chambers and town hall for the Goondiwindi Town Council. It replaced existing timber council chambers and the School of Arts building which had been used as a de facto town hall. The complex was designed by architects GF Addison and HS McDonald and built for a cost of £10,400 by TC Clarke. It was erected in 1937 and opened by the Minister for Health and Home Affairs, EM Hanlon in 1938.¹

The main façade is in the Art Deco style which became popular in the 1930s. The Goondiwindi Town Hall and Council Chambers was one of a group of substantial town halls built throughout Queensland in the late 1930s including Monto, Gayndah, Mossman, Rockhampton, Innisfail, Boonah and Wondai as a result of state government subsidies.² The Goondiwindi Town Council received a subsidy of £5200 to assist with the cost of construction.

The hall was used for a wide range of community activities as well as a cinema. Since the construction of a new community centre in 1990, the hall has been used as a cinema. The council offices were refurbished and upgraded in 1987.

¹ Queensland Heritage Register, entry 600351.

² *Courier Mail*, 23 April 1940.

Only minimal changes have been undertaken to the main façade which is a dominant element in the streetscape.

Significance

The Goondiwindi Town Hall and Council Chambers is significant as a fine example of 1930s town hall in the Art Deco style. It is a dominant element in the streetscape and demonstrates the growth of Goondiwindi and the region in the latter half of the 1930s.



Figure 17 Awning above entrance to council chambers with lead light windows



Figure 18 Detail of ceramic tiles on front wall



Street lights and median strip, Marshall Street

Location	Marshall Street, Goondiwindi		
Date	1937	RPD	
Type	street landscaping	Site ID	GRC29

The concrete street lights and median strip were constructed in 1937. The lights were part of a major upgrading of Marshall Street including concreting the street between McLean and Moffatt streets for a cost of £4000.¹ Landscaping of the median strip was limited to lawn and small shrubs until the 1970s when the current palms were planted.

Significance

The concrete street lights and median strip in Marshall Street are significant as a good example of civic improvements in the 1930s and demonstrates the growing prosperity of Goondiwindi in the latter half of the 1930s.

¹ Goondiwindi Town Council minutes, 19 June 1936.



Figure 19 Marshall Street, c 1937 (Goondiwindi: a pictorial history, p. 25)



Victoria Hotel

Location	Marshall Street, Goondiwindi		
Date	1880s/1938	RPD	45/G471
Type	hotel	Site ID	GRC30

The Victoria Hotel is one of the oldest hotels in Goondiwindi and has undergone a series of major alterations and additions. The original building was erected in the 1880s and comprised a single timber structure with frontage to Marshall and Herbert Streets. A substantial two-storey timber wing was added to the Herbert Street wing in the early 20th century.

Major alterations and additions were undertaken in 1938. These works were to the designs of Toowoomba architects W Hodgen and Hodgen who were responsible for a number of commercial buildings in Goondiwindi and south-west Queensland. Most of the original 1880s fabric was removed and a substantial two-storey structure erected on the original footprint. The ground floor comprised a bar, dining room, storage rooms and shops fronting Marshall Street. The first floor comprised rooms for accommodation.

While the planning of the renovated Victoria Hotel was quite conventional, the exterior was anything but conventional. Hodgen and Hodgen designed façades that were exuberant and eye-catching. This was a hotel to be noticed and to stand out from its neighbours, particularly the Club Hotel on the opposite corner. It remains a landmark and the most striking building in Marshall Street.

Significance

The Victoria Hotel is an outstanding example of a 1930s hotel in rural Queensland. The main façades are unusual and memorable. It is a dominant element in the Marshall street landscape with its distinctive tower and decorative elements.



Goondiwindi Court House and Government offices

Location	Herbert Street, Goondiwindi		
Date	1955	RPD	270/G472
Type	public offices	Site ID	GRC31

The Goondiwindi Court House and State Government offices were erected in 1956.

The first court house in Goondiwindi was a small timber building erected in 1861. A more substantial timber court house was built in 1880.

By the late 1940s, the court house was less than adequate and offices were required for various government departments.

Plans for the complex were prepared by the Architectural branch in the Department of Public Works. The complex was erected for a cost of £69,000. It comprised a two-storey block facing Herbert Street with offices for the Stipendiary Magistrate, Clerk of Petty Sessions, Lands Department, State Government Insurance Office and Department of Irrigation and Water Supply. A single storey block facing Russell Street comprised the courthouse.¹

Stylistically, the complex was described as ‘modern Georgian’ and marked a transition in the design of Queensland court houses

Figure 20 Goondiwindi Court House, Marshall Street



¹ Goondiwindi Court House and Public Offices, 19 September 1956, Queensland State Archives, A/56934.

from classical approaches up to the 1940s to the unambiguously modernist approach to courthouses in the 1960s.

The building was opened by the Premier V C Gair on 22 September 1956.

Significance

The Goondiwindi Court House and Government offices is a significant as good example of a 1950s Queensland government buildings in rural Queensland.

The complex is significant in demonstrating the growth of Goondiwindi as a regional centre in the 1950s.

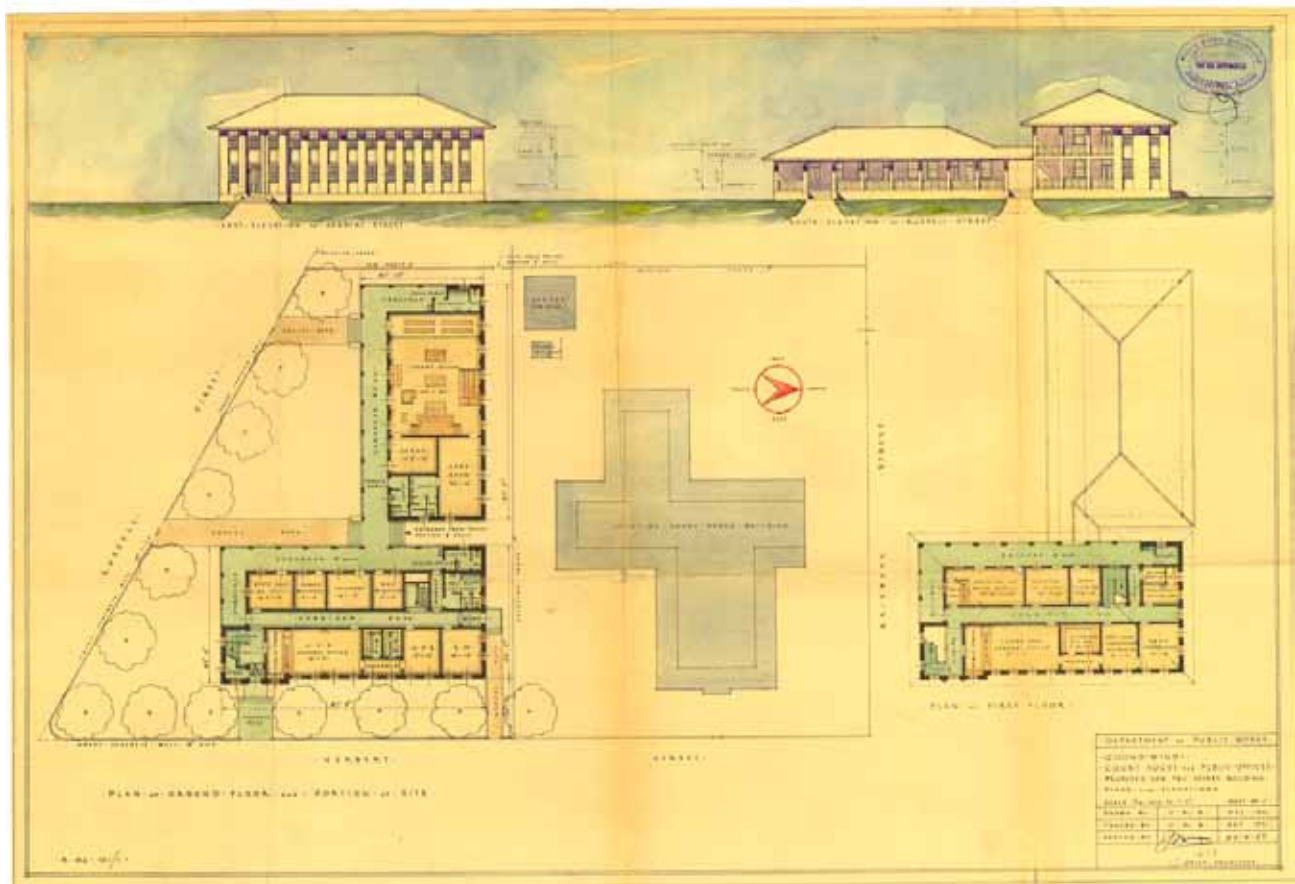


Figure 21 Plan and elevations, Goondiwindi Court House and Public Offices, 1951 (QSA 301063)



Holy Trinity Church, Goondiwindi

Location	Bowen Street, Goondiwindi		
Date	1938	RPD	13/SP164141
Type	church	Site ID	GRC32

Holy Trinity Church was opened in 1939, replacing an earlier timber building erected in 1882. It was designed by Newcastle architects Castlen and Sara and erected for a cost of £4838.¹ The builder was local contractor J Plimmer.² The building was badly damaged by fire in 1942 and rebuilt in 1944. The spire was added in 1973.

A feature of the building are the stained glass windows executed by Brisbane artists William Bustard and RX Exton. Twenty windows portray the life of Christ from the Annunciation to Mary, Mother of Christ. Four other windows depict religious stories and symbolism.

Significance

Holy Trinity Church is significant for its associations with the Anglican Church in the Goondiwindi district. Although the building is generally typical of a inter-war church with its brick exterior and Gothic form and elements, the semi-circular bays at the sanctuary are highly unusual.

The stained glass windows are significant as a fine example of the work of Bustard and Exton, noted Queensland stained glass craftsmen.

¹ *The Courier Mail*, 7 September 1938.

² *The Courier Mail*, 30 January 1939 and 9 October 1939.



Figure 22 Scene of Jesus in Joseph's workshop, stained glass window, Holy Trinity Church



St Mary's Roman Catholic Church, Goondiwindi

Location	Callandoon Street, Goondiwindi		
Date	1937	RPD	20/SP127549
Type	church	Site ID	GRC33

St Mary's Roman Catholic Church was erected in 1937 when the Very Rev Dean Herbert was priest in charge. It replaced a small timber church erected in 1885. St Mary's was opened and blessed on 21 November 1937 by James Bryne, Bishop of Toowoomba.¹

The building was designed by Brisbane architect JP Donaghue who was responsible for the design of a number of Roman Catholic Churches throughout Queensland in the 1930s and 1940s. The building is in the Romanesque style and is distinguished by full height arcades on the east and west elevations. The arcades have a additional awning mid height to assist with cooling the building.

Significance

St Marys Roman Catholic Church is significant for associations with the Roman Catholic community in the Goondiwindi district. It is significant as a good example of 1930s church in the Romanesque style and for the prominent arcades on two sides.

Figure 23 Arcade on eastern elevation



¹ JJ Wiemers, *West of the Range: fifty years of the Diocese of Toowoomba*, Toowoomba, 1980, p. 166.



Figure 24 Interior of St Mary's Roman Catholic Church, Goondiwindi



Goondiwindi War Memorial

Location	Cnr Marshall and Moffatt Streets, Goondiwindi		
Date	1922	RPD	24/G472
Type	war memorial	Site ID	GRC34GRC
Queensland Heritage Register	600532		GRC35

The Goondiwindi War Memorial comprises a Digger statue erected in 1922 in honour of those who served World War I and memorial gates in honour of those who were served in World War II.

The War World I memorial was originally located in Herbert Street and was erected for a cost of £1800. It was unveiled by Sir Matthew Nathan, Governor of Queensland in September 1922.¹ The memorial comprises a statue of a digger surmounted on a granite column which sits on a trachyte pedestal and concrete plinth. The four sides of the pedestal comprise an honour roll with the names of those men from the district who served in the war. Below the honour roll are the statistics of the total number of enlistments by Australians.

The memorial gates were erected in 1949 with an honour roll of those who had served in World War II. The gates were unveiled by Major Sir Thomas Glasgow in April 1949. Relocating the World War I memorial and erecting the gates cost £2844.

Significance

The Goondiwindi War Memorial is significant in demonstrating the impact of the two world wars on the Goondiwindi community. World War I had a major impact on the community with such a large number of men who enlisted and the subsequent loss of life. As with commu-

¹ Queensland Heritage Register, *Goondiwindi War memorial* entry 600532.

nities throughout Australia, the memorial reflects the grief and loss experienced in the Goondiwindi district.

The World War I memorial is a finely crafted and impressive monument. The memorial gates compliment World War I monument and frame the principal views from the intersection of Marshall and Herbert streets.



Figure 26 World War I memorial, Goondiwindi



Goondiwindi cemetery – old section

Location	Cemetery Road, Goondiwindi		
Date	1890s	RPD	263/C819
Type	cemetery	Site ID	GRC36

This cemetery was established in the early 1860s following the establishment of Goondiwindi township.

Sections A and B contain the earliest burials in the cemetery and most are of the 19th century. While an extensive number of graves are marked with headstones, including a number of substantial memorials, the majority of burials in this section are in unmarked graves.

In 2006, a memorial wall was erected in the north-west corner with the names of those persons buried in unmarked graves.

Significance

The pioneer section of the Goondiwindi cemetery is significant as evidence of the demography and significant events in the Goondiwindi district during the 19th century. The cemetery is significant for its associations with key figures involved in the development of the district during the 19th century.

Figure 27 Pioneer memorial wall, Goondiwindi cemetery





Goondiwindi Railway Station and refreshment rooms

Location	Sandhurst Street, Goondiwindi		
Date	1908	RPD	581/SP125443
Type	railway station	Site ID	GRC37

The south-western or 'Border Fence' railway line from Warwick to Dirranbandi was built in stages from 1901 to 1916. As the main western line was being built from Toowoomba west to Roma and Charleville in the 1870s and 1880s, residents in towns such as St George and Goondiwindi agitated for another line to the south. The Queensland Parliament finally approved a line from Warwick to Thane and beyond in 1901.¹ Construction was undertaken in stages with the line to Thane completed in 1904, to Inglewood in 1907 and to Goondiwindi in 1908.

The station building was erected in 1908 based on a standard design but with some significant variations. The building is timber-framed and clad with a galvanised steel hipped roof. The roof extends to form a narrow platform shade. The principal difference with this building are the gabled sections at each end facing the street.² Some alterations have been undertaken to the building but the principal spaces and their function are still evident.

The refreshment rooms were erected in 1945 and are located immediately to the west of the main station. It is also a timber framed and clad building with a corrugated steel roof. The building comprises a tea room and bar with quarters at the rear.³

¹ John Kerr, *Triumph of Narrow Gauge: A History of Queensland Railways*, Boolarong Publications. Bowen Hills, Qld., 1990, p. 111.

² Andrew Ward & Peter Milner, *Queensland Railway Heritage Places Study: Stage 2. 1997*, Vol 2, p. 97

³ Ward & Milner, p. 79

Significance

The railway station is significant in demonstrating the role of Goondiwindi as a major traffic point on the south-western line since 1908. The station building is a good example of a early 20th century timber station building. The refreshment rooms are significant as a rare example of this type of freestanding facility.



East Goondiwindi Stock Bridge (Salisbury Bridge)

Location	East Goondiwindi		
Date	1942	RPD	
Type	stock bridge	Site ID	GRC38

This bridge was constructed in 1942 as a purpose built stock bridge over the Macintyre River.

Stock routes were an integral part of the pastoral industry in Queensland from its inception. By the early 20th century an extensive network had developed across the state. In the 1930s the Queensland government embarked on an extensive program of upgrading and improving stock routes. The *Stock Routes Improvement Act 1936* gave the Minister for Lands responsibility for the upkeep of stock routes and power to delegate to local authorities.

In the 1930s the Goondiwindi Town Council and the Waggamba Shire Council began discussions about improving stock routes around the township of Goondiwindi. In 1940, the councils agreed to share the costs of a new route around the town and also a purpose built bridge across the Macintyre.¹ The costs of the bridge were shared with the Booleroo Shire Council in New South Wales. The bridge was built by contractors Meehan and Millar and was completed in 1942. It was named the Salisbury bridge in honour of Lt Col A G Salisbury who had a distinguished record of service in World War I.

Significance

The East Goondiwindi Stock Bridge is significant as a rare example of a purpose built stock bridge and as evidence of Goondiwindi as major hub within the Queensland stock route network.

Figure 28 Plaque adjacent to stock route with name of bridge in honour of Lt Col A G Salisbury



¹ Goondiwindi Town Council minutes, 8 October 1940.



Lamberth Road stock bridge

Location	Lamberth Road, Goondiwindi		
Date	1951	RPD	
Type	stock bridge	Site ID	GRC39

The Lamberth Road stock bridge was erected in 1951 as a joint undertaking by the Waggamba Shire Council and the Goondiwindi Town Council. It was the second stock bridge built jointly by the councils.

Stock routes were an integral part of the pastoral industry in Queensland from its inception. By the early 20th century an extensive network had developed across the state. In the 1930s the Queensland government embarked on an extensive program of upgrading and improving stock routes. The *Stock Routes Improvement Act 1936* gave the Minister for Lands responsibility for the upkeep of stock routes and power to delegate to local authorities.

In the late 1930s the Goondiwindi Town Council and the Waggamba Shire Council began discussions about improving stock routes around Goondiwindi township. In 1942 a stock bridge was built over the Macintyre at East Goondiwindi. The Lamberth Road bridge was built 10 years later over Serpentine Creek which was regularly filled with water and difficult to ford.

Significance

The Lamberth Road Stock Bridge is significant as a rare example of a purpose built stock bridge in Queensland. Although Queensland has a very extensive network of 72, 000 kilometres of stock routes, only a few purpose built bridges were built as most watercourses crossed by stock routes were able to be forded.



Paul Hilton Weir

Location	Macintyre River,		
Date	1943	RPD	
Type	weir	Site ID	GRC40

This weir was erected in 1943 following a major drought in 1940 which caused severe water shortages in Goondiwindi.

As the weir was built across the NSW-Queensland border, agreement from both governments was necessary. Negotiations were protracted and delayed construction for almost two years.¹ As well as ensuring a permanent water supply for Goondiwindi, the dam was intended to provide water for irrigation. The Goondiwindi Town Council obtained a loan of £1800 for the construction of the weir.

The weir was located 6½ kilometres downstream from the Macintyre bridge and was named in honour of Paul Hilton, member for Carnarvon in the Queensland Legislative Assembly.

The construction of the weir became in part the impetus for the formation of the Dumaresq-Barwon Borders Rivers Commission under the New South Wales-Queensland Border Rivers Agreement of 1946.²

Significance

The Paul Hilton weir is significant as the first weir on the Macintyre River to provide water for irrigation and to ensure a permanent supply for the Goondiwindi township. Being constructed across a state border required negotiations between the Queensland and NSW governments and was the impetus for the formation of the Dumaresq-Barwon Borders Rivers Commission

¹ *The Courier Mail*, 18 October 1940.

² J Bourne, *Waggamba Shire Handbook*, Queensland Department of Primary Industries, Brisbane 1990, p. 35.



Callandoon Pioneer cemetery

Location	Barwon Highway		
Date	1860s	RPD	16/RP12437
Type	cemetery	Site ID	GRC41

Callandoon was established in the early 1840s and was one of the first pastoral runs established in the region. For a period, it was the administrative centre for the region. A Native Police depot was based at Callandoon in 1849. Later a court house, police barracks and lock-up were built at Callandoon. By the early 1860s, however, Callandoon had declined in importance and Goondiwindi emerged as the administrative centre for the district.

This cemetery contains six graves with concrete borders. Two graves have headstones. The two headstones in the cemetery mark the graves of Charlotte Kemme, a child who died in 1876 and Henry Trapp who died in 1896. A more recent memorial has been erected in memory of Adam and Ottellie Marquard. Apart from the four other graves marked by concrete borders, it is likely the cemetery contains other graves. Death records indicate that 17 employees died on Callandoon between 1863 and 1880. The deaths included two children, three Chinese shepherds and four South Sea Islanders.

Significance

The Callandoon Pioneer cemetery is significant as a small burial ground in the district and demonstrates aspects of the life and death during the 19th century.

Figure 29 Headstone of Charlotte Kemme, child who died in 1876,





Toobeah Railway Station

Location	Toobeah		
Date	1913	RPD	182/SP119205
Type	railway station	Site ID	GRC42

The south-western or 'Border Fence' railway line from Warwick to Dirranbandi was built in stages from 1901 to 1916. As the main western line was being built from Toowoomba west to Roma and Charleville in the 1870s and 1880s, residents in towns such as St George and Goondiwindi agitated for another line to the south. The Queensland Parliament finally approved a line from Warwick to Thane and beyond in 1901.¹ Construction was undertaken in stages with the line to Thane completed in 1904, to Inglewood in 1907, Goondiwindi in 1908, and Dirranbandi in 1913. The section from Goondiwindi to Talwood through Toobeah opened in May 1910.

The Toobeah Station comprises a standard small timber building which was relocated from Passmore near Stanthorpe in 1964 after the first station building was demolished.² The goods shed is a small simple building clad and roofed with corrugated galvanised steel.

Significance

The Toobeah Railway complex is a good example of a group comprising a small station building and goods shed. This group of buildings were once common but are now rare in Queensland. The complex is significant in demonstrating how rail was the catalyst for the development of small settlements such as Toobeah throughout Queensland.

¹ John Kerr, *Triumph of Narrow Gauge: A History of Queensland Railways*, Boolarong Publications, Bowen Hills, Qld., 1990, p. 111.

² Andrew Ward & Peter Milner, *Queensland Railway Heritage Places Study: Stage 2. 1997*, Vol 2, p. 97



St Paul's Anglican Church, Talwood

Location	Main Street, Talwood		
Date	1950	RPD	15/T5394
Type	church	Site ID	GRC43

This church was built in 1950 as a memorial to those who served in World War II.

St Paul's was designed by the Brisbane architect Edward Hayes and built by Goondiwindi builder Roy Nelson.¹ Although today it does not appear to be particularly remarkable, it was one of the very first churches in Queensland designed in the modern style. Hayes was a well respected and admired architect who in partnership with Campbell Scott was responsible for a series of distinctive houses in the modernist idiom that responded to the tropical environment. St Paul's demonstrates a marked divergence to the traditional approach to Anglican church design which was invariably based on Gothic or neo-Gothic styles. St Paul's is an exercise in restraint. It has a simple gable roof that extends over arcades on the eastern and western sides. The extended roof provided maximum shade to the interior. The front elevation is distinguished by four free-standing concrete columns. The main entrance is on the eastern side and a columbarium is located on the outside wall.

In contrast to the 'modernist' exterior, the interior comprises furnishings that are very traditional and unusual for an Anglican church in Queensland. A carved timber rood screen surmounted by a brass cross is located between the pews and the communion rail and an elaborately decorated reredos is located at the rear of the altar. The rood screen and reredos was installed in the church due to the efforts of local grazier and church warden Arthur H Warner. Warner was a key

¹ G O Armstrong, *Waggamba Shire Story*, Shire of Waggamba, Goondiwindi, 1973, p. 150.



Figure 32 Interior of St Paul's with timber rood screen from Anglican church in Hyeres, France

figure in the construction of the church and was involved in a range of local organisations as well as serving on the Waggamba Shire Council.

Warner was born in England and his parents had a house at Hyeres on the French Riviera. His father had been responsible for the construction of a Anglican Church in Hyeres prior to World War I. When AH Warner travelled overseas after World War II he became aware that some of the furnishings from the Hyeres church had been removed from the church during the war. Warner managed to obtain the rood screen and reredos and shipped them back to Australia. The rood screen was repaired by Harvey Bros, Brisbane and then installed in St Paul's.²

Rood screens were an integral part of churches in pre-Reformation England but most were destroyed following the Reformation. In Queensland the only other known example is in St Mark's Rockhampton.³

Significance

St Paul's is significant as one of the first churches in Queensland designed in the Modern style. The rood screen and reredos are significant as rare and unusual furnishings which came from a Anglican church in France.



Figure 30 Italian crafted Reredos,

² Armstrong, *Waggamba Shire story*, p. 151.

³ Queensland Heritage Register, entry no 602031.



Figure 31 Eastern arcade with columbarium