



---

3903ENV ARCHITECTURAL HISTORY 2 | MAY 2014

Convenor: Dr Wouter Van Acker

Moderator: Dr Andrew Leach

Tutor: Katherine Rickard

**Assignment Two: Architectural History Research Paper**

Rachel Don  
S2799708

# Gold Coast's Steam Era

Rachel Don

## Introduction

Today the Gold Coast stands as one of the largest tourism destinations of Australia; a major centre for trade and commerce, the city has long been a global icon for the ideal beach lifestyle. This bustling city has come a long way from its humble beginnings; 150 years ago, forming from a cluster of farming communities and beach shacks. It is undisputed that without the existence of the major transportation system of the South Coast Railway, this major city would never have grown as swiftly and rambunctiously as it has.

Long closed and lost to Gold Coast people forever – there seems to be a discrepancy in the significance history has placed on the railway and the research, knowledge and celebration of it. This paper is an effort to repair such a discrepancy by discussing the South Coast Rail in-depth with special emphasis on the major terminal stations of Nerang and Southport Station. This paper will argue that – with the opening of the Gold Coast Light Rail soon approaching – the South Coast Rail remains significant to the peoples of the city and should be duly treated with respect and remembrance instead of its current state of ignorant indifference.

## History

The South Coast Rail, and indeed the Gold Coast city, has its roots as far back as the 1840s when the city was nothing more than a cluster of rich farmlands bordered by swampy mangroves to the sea. Timber getters were heavily active in the hinterland areas, felling cedar logs for milling at Moreton Bay or Brisbane.<sup>1</sup> As the township grew to become a small holiday destination for Brisbane residents to relax and retreat to – so did the need for a transport system to the South Coast. Mr. Archibald Meston was the first to suggest such a rail link in 1879; but it wasn't until 1882 when the then Transport Minister John Macrossan was given any credence on the matter.<sup>2</sup> Construction was soon underway, after lengthy negotiations with indigenous elders who owned land that the rail would bisect.<sup>3</sup>



**Fig. 1 State government official during negotiation session with Indigenous peoples of the Southport area.**

It was decided that the already built South Brisbane to Beenleigh line was to be extended south to terminate at Nerang. A divide in the line located at what was to be later called Ernest Junction split east from the southern route to terminate at Southport. Residents flocked to the grand opening of the station at Southport on the 25<sup>th</sup> of January 1889, with Nerang Station opening on the 15<sup>th</sup> of July that same year.<sup>4</sup>

This new transport link led to an influx of residents in the area – both permanent and non-permanent – which resulted in another extension of the rail to the Queensland border terminating at Tweed Heads in 1903<sup>5</sup>. The extension traversed through small townships such as Mudgeeraba Station and Booningba Station – later to be called West Burleigh Station.<sup>6</sup>

The South Coast Rail ran twice a day, morning and afternoon, with only one trip on Sunday. The 80 km trip from Southport Station to South Brisbane was, on average, 3 hours 23 minutes for a simple journey and allowed a day visitor from Brisbane 4 hours at the beach.<sup>7</sup> Each trip was a mere 5 shillings and 4 pence or 50 cents – a relatively affordable price for the time.<sup>8</sup> The 1940s saw World War Two which led to heavy use of the South Coast Rail by both public affected by the petrol rationing as well as service men and their equipment based in Southport.<sup>9</sup> As the years passed and technologies improved, Southport saw the beginnings of the commuter route to Brisbane in the 1960s. Driven by Mr. Kevin Lloyd – the timetable was scheduled around working hours in Brisbane (8:30am – 5pm weekdays) and had a grand total of 20 regular daily commuters.<sup>10</sup>

The end of the war saw the end of petrol rationing, new advances in personal vehicular technologies and a short time later the closure of the South Coast Rail to the Gold Coast. Nerang Station closed in 1961 followed shortly by the tumultuous closure of the Southport Station in 1964<sup>11</sup> – leaving the Gold Coast one of only two cities in Australia at that time without such a transportation system.<sup>12</sup>



Fig. 2 Tickets used on the South Coast Rail

### Nerang Station

Nerang Station has fortunately been reserved and sits in the Gold Coast Hinterland Heritage Museum with a bevy of other historical buildings for our viewing pleasure today. But the old station has had quite an eventful life to finally enjoy its retirement. Post closure to public use in 1961, the station was still used up until 1964 while the rail was employed for freight services.<sup>13</sup>



Fig. 3 Nerang Station 1960s

Following the closure of the rail – the Nerang Station was moved to an undisclosed site to become a council workshop. In 1978, courtesy of the Albert Shire Council, the station was moved to Springbrook and underwent major restoration at *The Village* – a historical building museum that unfortunately was

never opened to the public. Again it was moved, now to *The Settlement* in Springbrook; owned by Bill and Miriam Short. The Short's sold *The Settlement* and its buildings to Goldco Proprieties who had plans for a golf course for the land. Shortly after purchase, the company went into liquidation and the Nerang Station remained abandoned on site – left to vandals. Four years later the Queensland Government reclaimed the land for development – auctioning off the station and other buildings onsite. The Nerang Station ended up at the Mudgeeraba Forest Development and was used as a site office on the corner of Bonogin Road and Canopy Drive – again restored. Here it remained until midnight the 12<sup>th</sup> of March, 2007. The then owners Barry, Isa and Simon Miller donated the Station to the Gold Coast Hinterland Heritage Museum for its final restoration and retirement as a heritage building.<sup>14</sup>

Although the exact location of the South Coast Rail route is not known – it can be assumed that it closely followed the path of the now M1 Motorway through the suburb of Nerang. The precise location of the Nerang Station – whilst in its original use – is also a mystery; although street names such as Railway Parade and Station Street which boarder the M1 in Nerang give researchers today an approximation of the station's general location. This can be corroborated with the original working plans for the railway line seen in Figure. 4.

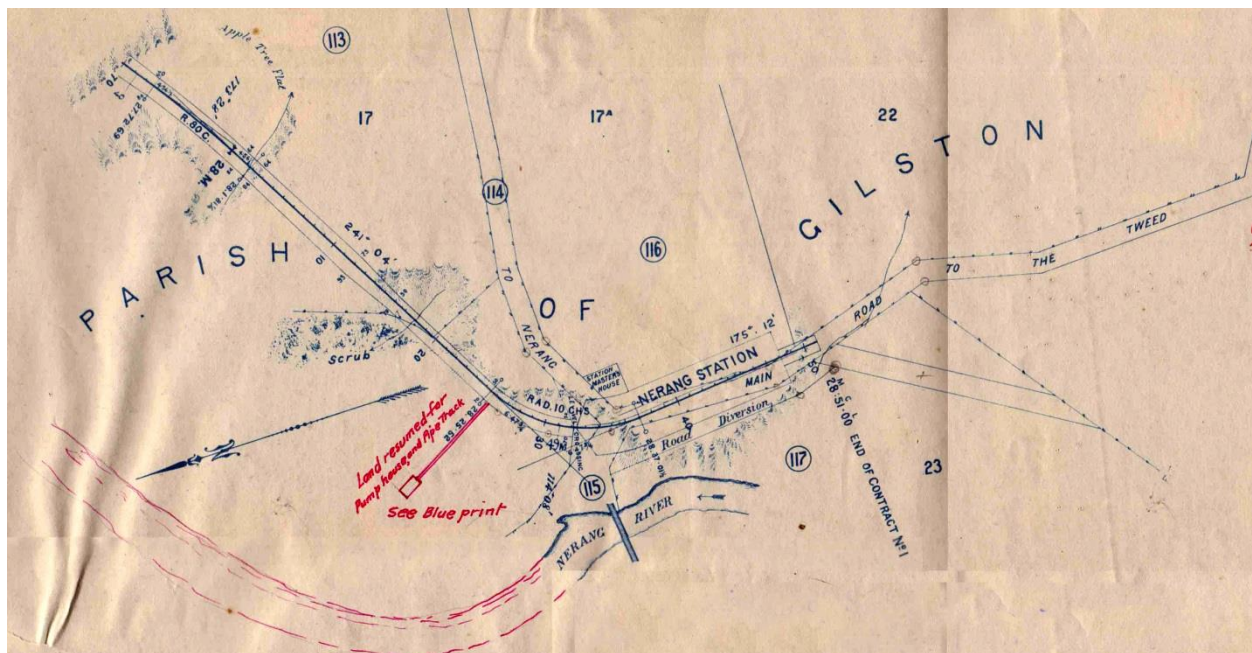


Fig. 4 Nerang Station and train route working drawings, c1980





**Fig. 5 Approximate location of Nerang Station on present-day map, 2014**

These working documents are the only original drawings that have survived until present day. It is thought that the original construction documents for the Nerang Station have been lost in the passage of time or were handled to destruction during assembly.

As the building has been moved and renovated numerous times, it is difficult to know how much of the Nerang Station we see today is original and how much is replaced. Leslie Taylor, a guide at the Gold Coast Hinterland Heritage Museum, maintains that the Nerang Station is 90% of its original form and material<sup>15</sup> – but exact numbers will never be known.



**Fig. 6 Nerang Station as it sits in the Gold Coast Hinterland Heritage Museum, 2014**

The station is a typical railway construction of the late 1800s and early 1910s – sharing the same features as other Gold Coast stations such as Mudgeeraba, Coomera, Coolangatta and Currumbin.



**Fig. 7 Mudgeeraba Station, c1910**



**Fig. 8 Coomera Station, c1960**



**Fig. 9 Oxenford Station, c1930**

The Nerang Station measures 5.4m wide and 19.8m long (18ft by 65ft) with internal ceilings at 2.7m and the external roof apex measuring just over 3.5m. The newly refurbished roof is of corrugated iron – the same style and make of the original roof. Structural members consist of timber studwork at 450mm centres with timber weatherboarding fixed directly to the studwork. A trussed roof caps the station – with extended eaves providing protection to users on the railway facing side. This open verandah is supported by timber arched members fixed directly to the structural timber columns and rafters. The gutter and fascia – although of original style – were replaced in the renovation.<sup>16</sup>



**Fig. 10 (Right) Nerang Station waiting area, 2014**

**Fig. 11 (Left) Nerang Station boarding platform, 2014**

No lining or insulation to the interior walls results in studwork, top and bottom plates and timber bracing being visible from within the station; allowing for overly warm conditions in the summer and draughty in the winter months. Ceilings are composed of timber – directly fixed to roof battens.

Timber and corrugated iron window canopies shelter the five exposed windows. The timber flooring is of original state – fixed directly to the floor joists without any insulation or damp-proofing. The original interlocking lever frame, located in the officer's room, has been removed and the hole in the timber



flooring where it protruded from has been patched for safety, see Figure 12. The lever was fixed to the underside of the floor – used for signaling train drivers by the Station Master.<sup>17</sup>

The newly painted Nerang Station has been kept to its original colour of mustard-yellow exterior. White was used for the interiors, structural members and window details. The roof and rail detailing are maroon.



**Fig. 12 – 15 (Top Right/Clockwise) Patched Lever Frame Hole, Emergency Stop Sign, Lost and Found Luggage Register, Station Master's Office, 2014**

The station has been elevated and given a timber deck, ramp and stair to its railway facing side. In its original form the street facing entry way was elevated and earth filled on the rail facing boarding area, see Figure 3.

The different rooms and zones are as follows<sup>18</sup> (see corresponding plan):-

1. Ladies Wash Room and Lavatory - louvers for ventilation and service hatch for pot removal
2. Storage Room for oil burners and station supplies
3. Ladies Dressing and Powder Room
4. Waiting Area/Entry
5. Officers Room – ticket booth/station pass windows
6. Store Room for freight and other goods to be transited
7. Boarding Platform



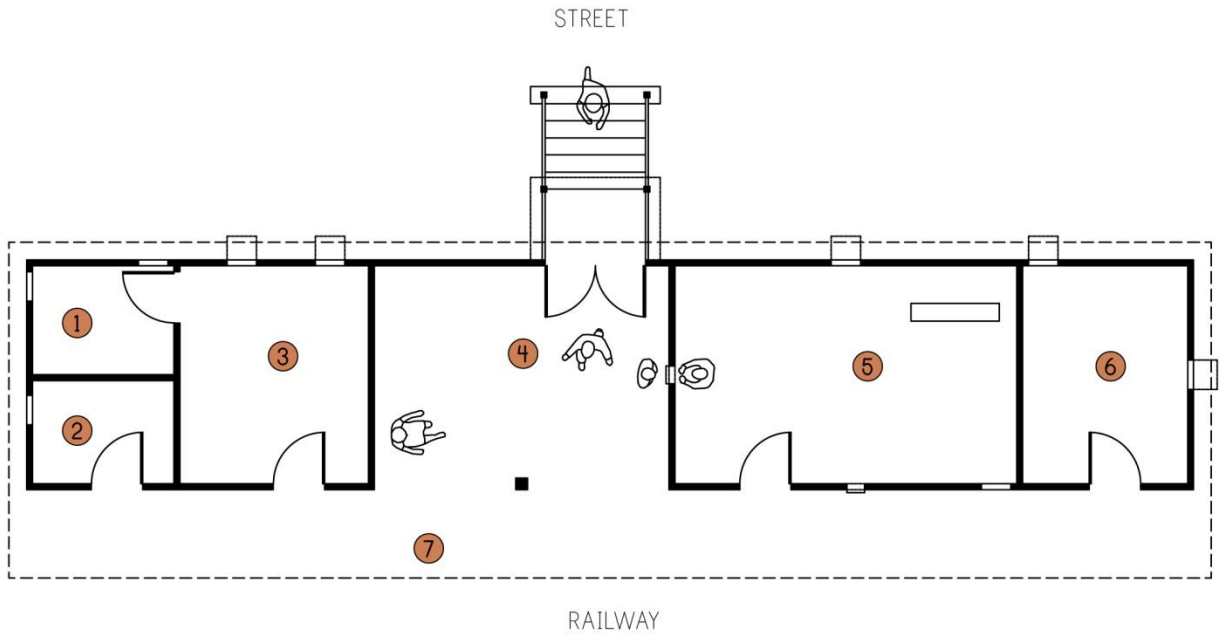


Fig. 16 Nerang Station Plan, 2014

This 125 year old building has truly stood the test of time and allows us a brief glimpse into our nation's past. Of the sixteen original Gold Coast railway stations – only the Nerang Station remains. Whether due to its building adaptability, location in such an established suburb or simply good fortune – we will never truly understand why it survived and others perished. What is certain is the influence Nerang Station had in shaping the commercial, industrial and residential urban landscape of the Gold Coast and defining Nerang as a significant township.



Fig. 17 – 20 (Top Right/Clockwise) Ticket Purchase Booth, Nerang Station Sign, Entry to Station, Station Master's Office Display, 2014

## Southport Station



Fig. 21 Southport Station, 1963

The announcement of closure to the Southport Station led to rallies, protested and over 12,000 signed petitions. Regardless of the efforts of the public, on Tuesday the 30<sup>th</sup> of June, 1964, the last train from Southport rolled out of the station – ending an era of transport on the Gold Coast.<sup>19</sup> In March, the following year, the Southport Station was sold by tender and divided into three sections for transport. Taken to Miami, the station was used as a storage depot for the servicing of earth moving equipment. It remained here for a little over 10 years until it was demolished in the mid 1970's.<sup>20</sup>



Fig. 22 Scarborough Street (south of station), 1930's



Fig. 23 Southport Station sailors arrival, 1930's



Today we have Railway Street in Southport to direct us to the original location of the Southport Station. An aerial map of the current built environment clearly shows the formation of the old railway tracks by the grid pattern of Southport interrupted by a snaking of building boundaries, see Figure 23. This is corroborated with that same distinct snaking form illustrated in the original working drawings of the station, see Figure 24. This document clearly shows the location of the Southport Station and how it bisected the north-south running Scarborough Street – denying vehicular access from either side. An overhead pedestrian bridge allowed safe crossing for those on foot.



Fig. 24 Location of Southport Station over present-day map

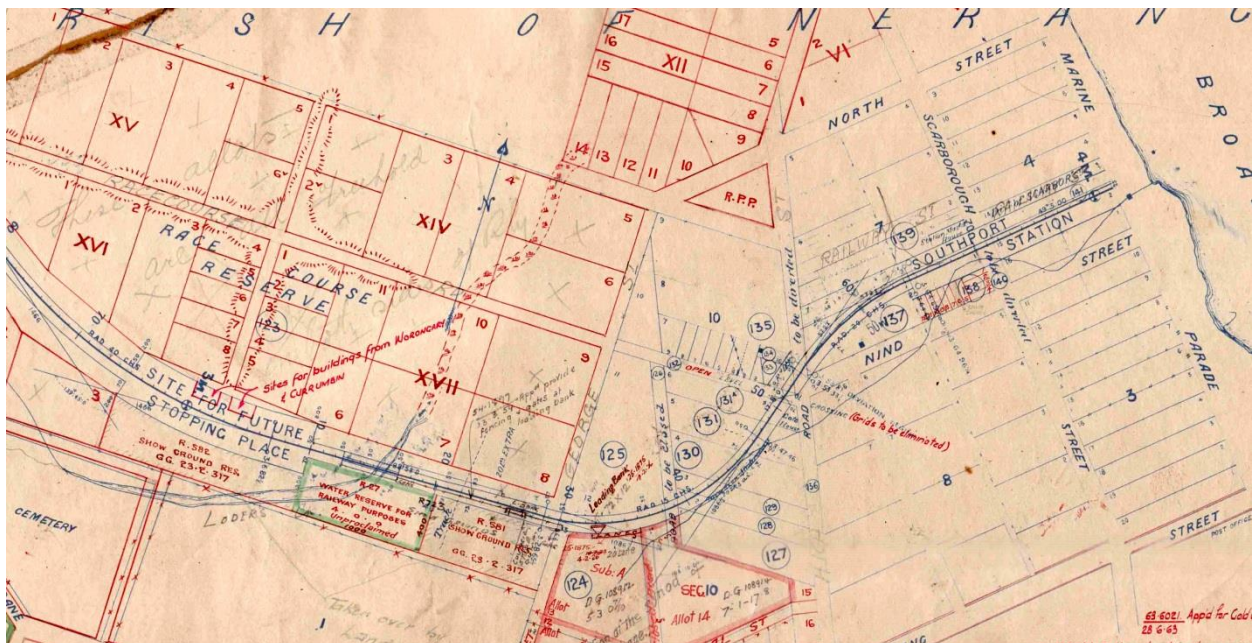


Fig. 25 Southport Station and train route working drawings, c1880



The station was of timber construction, 3.2m above sea level. A raised platform was sheltered by a deep verandah. This was extended over the station's life to accommodate two full length trains to stand at the platform in unison, while sheltering passengers from wet weather. Due to the high velocity of people passing through the station, a dock platform was constructed at the opposite side of the main platform. This was mainly used for excursion trains in the holiday season and special events.<sup>21</sup>



Fig. 26 Entry to Southport Station days before closure of the line to Southport, 1964

It comes as no surprise that the Southport Station had a very similar construction to that of the Nerang Station we see today. Weatherboard on timber stud cladded it's exterior over a timber floor and concrete platform. A stepped entry on the southern side of the station led passengers to ticket purchasing and then onto the platform. A truss roof capped the station with the same decorative arched members supporting the platform roof as the Nerang Station. A corrugated iron roof was used for both the station and the platform shelter; similar decorative window canopies were also employed at the Southport Station.<sup>22</sup>

What is known of the Southport Station is thanks to Mr. Alan Arundell and his personal memories of the station and interviews with station staff, collected over a 20 year period and recorded in his book *The South Coast Rail*.



Fig. 26 Southport Station, 1910

Southport has come a long way from its humble beginnings as a resort town for holiday makers – today standing as the Gold Coast’s CBD. No other suburb on the Gold Coast has been as integral and influential in the city’s development as Southport. The local government has recently issued it as a *Priority Development Area* with a large number of public and private infrastructures planned.<sup>23</sup> But this would never have taken place if it wasn’t for the existence of the rail terminal at Southport Station – essential for the city’s massive growth and ultimate survival.

### Closure

As quickly as it sprung from the earth into life as a major transport corridor – the rail departed, with barely a sign it was ever there. The reason for the South Coast Rail’s closure is a vital moment in the stations’ history.

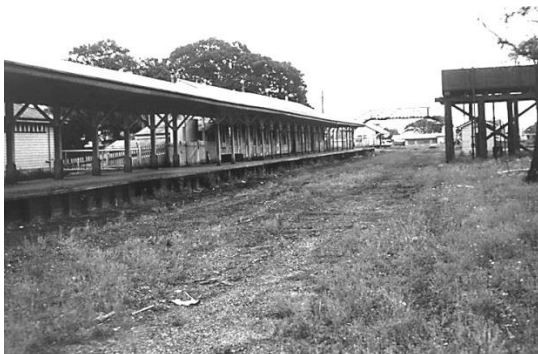


Fig. 28 Southport Station post closure, 1965

One of the largest opponents to the continuing use of the rail was the then media. Just as influential in the 1950's as it is today; the major newspapers launched a hate campaign on the 'dirty, antiquated trains'.<sup>24</sup> Their main arsenal in their almost paranoia against the 'Southport Stinker' was such claims that the rail was:

- Outmoded
- Slow, dirty and old
- Limited lavatory availability in carriages
- Not directly connected to the main Brisbane metro
- Timetables geared to suit passengers at the Brisbane end of the line
- Express trains stopped too frequently<sup>25</sup>

Although each of these claims are valid –they must be placed into the context of the time. Australia was just recovering from two world wars and a heavy recession. What little funds the State Government had was reluctant to be put into a transport system that was, although outdated, generally serviceable. By slandering the rail so, the media essentially poisoned the reader's minds against the system.

The other dominant obstacle to the ongoing use of the rail was its competition with the personal motor vehicle revolution of the 1950's and the emergence of buses as the primary mode of public transport. Personal cars were no longer the domain of the wealthy upper-class male but attainable for women and ever young people – a massive paradigm shift in transportation services. War time fuel rationing was abolished and petrol was back to its standard price of 6.6c per litre.<sup>26</sup>

The State Government released figures to the public that the South Coast Rail had lost over £200,000 of tax payer's money the year preceding its closure.<sup>27</sup> This was enough evidence to effectively evict the rail with majority support. Conveniently the government withheld the fact that they made major maintenance and repairs to the rail and stations that same financial year – such work included:

- Bridge upgrades
- Re-fencing
- Overhead pedestrian bridge at Southport Station rebuilt
- Stations repainted<sup>28</sup>

Arundell comments that this may have been executed to distort end of financial year figures. Widespread rumours linked certain political interests to the road transport industry of the Gold Coast.<sup>29</sup> These claims were never proven but it is an alarming notion that the extinction of the South Coast Rail may have been assisted by political ruthlessness.

## **Heritage**

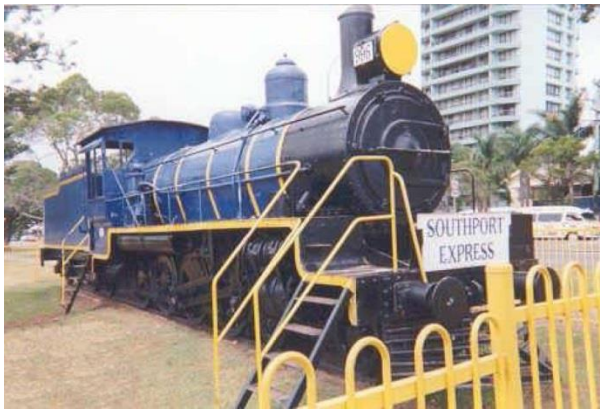
The Gold Coast is relatively young for an Australian city and still in its infancy compared to other international cities. Despite this, the Gold Coast has a strong sense of heritage with documentation such



as the Local Heritage Register, Southport Heritage Walk, Gold Coast Urban Heritage and Character Study and [heritage.goldcoast.qld.gov.au](http://heritage.goldcoast.qld.gov.au) all reinforcing the value of heritage on the Gold Coast. But in discussing heritage towards the Southport and Nerang Stations we first must first define it. The Gold Coast Urban Heritage and Character Study defines heritage as:

*'...those places which are of such value that their attention for conservation is seen as being important to the cultural or psychological well being of the community...Heritage implies a lack of change or "keeping" aspects of the built or natural environment for future generations.'*<sup>30</sup>

This is an interesting point as little to no significance of heritage has been placed on the South Coast Rail by the Local Council. Minor references in the heritage studies mention the railway briefly. The Southport Station's original location is highlighted on the Southport Heritage walk<sup>31</sup> – without which an onlooker would never have known it was there. A steam train was positioned at the Broadwater Parklands in Southport up until the late 1990's (a playground used by local children) but has since been relocated. A mural of the Southport Station graces the wall of public toilets in the Parklands at Tuesley Park – a meaningless fresco to most users.



**Fig. 29 Locomotive at Tuesley Park, c1990**



**Fig. 30 Southport Station Mural, 2012**

Besides the efforts of volunteers at the Gold Coast Hinterland Heritage Museum and their work in restoring the Nerang Station; the only defined instance of heritage towards the South Coast Rail is that of Ernest Junction Tunnel in the Local Heritage Register. Pilgrim refers to the railway's influence on the Gold Coast, stating:

*'The role of public transport, especially the siting of railway stations relative to the beachfront, played a significant part in the arrangement and evolution of zones and land-use.'*<sup>32</sup>

In a broader context, White states:

*'While the railway systems of Australia were once a dominant part of the economic and social landscape, they have evolved to become an integral part of the cultural fabric of the nation.'*<sup>33</sup>

The significance of the South Coast Rail is undisputed – but any person on the Gold Coast today under the age of 50 will most likely have no knowledge of the rail. Here in lies the argument of the paper –

how can something as fundamentally important as the South Coast Rail simply slip through the cracks of historical relevance and fade into unacknowledged oblivion?

### The Informal Researcher

To date, there has been minimal published literature on the South Coast Rail – most of which pertain to tracks and train types with only glimpses of recorded station data. But in this information rich internet era, a small sub-group has arisen on the fringes of the historical literately world: informal internet publishers. People such as Bryan Burgess and Peter and Susan Cokley have taken it upon themselves to gather information regarding the rail and post it on their own websites. Burgess has drawn and posted his own series of maps, defining the location of the rail he has located.

*“I was just [living] down the road from the old [Ernest Junction] tunnel ... I thought I’d try and record some of the remains of the track while it still existed ... after many excursions on the old mountain bike I managed to find probably 90% of the path between Southport and Helensvale, I later then found more of the path north of Dreamworld. I guess some of the motivation comes from seeing how much the Gold Coast has changed in the 30ish years I lived here, and what has been lost.” – Bryan Burgess<sup>34</sup>*

Train enthusiasts, railway trail adventurers, mountain bike riders, tunnel explorers and inquisitive residents have all invested time and effort in publishing and posting their findings online for the collective knowledge of the community. This in itself demonstrates the significance and interest the South Coast Rail has within the community of the Gold Coast.

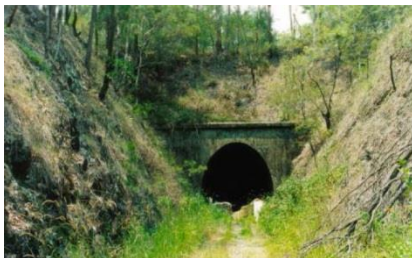


Fig. 31 The Western end of the tunnel



Fig. 32 Route through old Ernest Junction



Fig. 33 Looking west out of Ernest Junction Tunnel

### Rail Heritage & Monuments

It is important to note the large realm of rail heritage and monuments within Australia’s borders – let alone globally. Every State and Territory within Australia has its own unique railway heritage association, with many subgroups within such state organisations. Much money and time has been spent by volunteers in restoring or maintaining heritage steam trains and their subsequent tracks and station systems – for educational and tourism purposes. Countless steam trains are up and running today – thanks to the efforts of hundreds of people nationwide.

But such literal approaches are not the only way to acknowledge and honour past rail systems. The town of Weirs Creek, dubbed the ‘first railway town in Australia’, opened the *Australian Railway Monument* in

2005.<sup>35</sup> This monument is composed of a series of large abstracted sculptures set around an amphitheater. In the centre of the amphitheater are three dissecting lines – representing the three railways that formed the junction there. Inscribed on the amphitheater wall are the names of over 2,000 New South Wales railways personal killed on duty. It was hoped that the monument could be used to represent the Australian railway industry, all of its employees and their contribution to the development of Australia.<sup>36</sup>



Fig. 34 Weirs Creek the *Australian Railway Monument*

### From Rail to Park

The abandonment and neglect of old, disused railway lines have led to a new architectural building typology: elevated linear park spaces. The first was which was built in 1993 in inner city Paris called Promenade Plantée – ‘tree lined walkway’. The most popular is the High Line in New York; built over the disused elevated freight rail over Manhattan’s West Side. Built in three stages, with the last to be opened late 2014, the High Line draws international tourists and local residents alike to the 1.6km green oasis atop the bustling urbanised city.<sup>37</sup> Currently under development, the Bloomingdale Line and Queensway in the US are also destined to be converted from disused eyesores to workable elevated linear park spaces. Although it is of a differing form – it may be an interesting investigation to see if a similar typology could be applied to the disused but present parts of the South Coast Rail on the Gold Coast.



Fig. 35 High Line New York, stage 2



Fig. 36 High Line New York, stage 2



## GC Rail - Today

*“The Government should be requesting to maintain the line if it is closed because the time would come when the roads would be so congested with motor traffic that people could prefer to travel by train if a good service was provided.”* - Dr. K. X. Creece President of the United Chambers, 1961<sup>38</sup>

*“Once the line is pulled up, we will never get it back.”* - Alderman H. G. Winders, 1961<sup>39</sup>

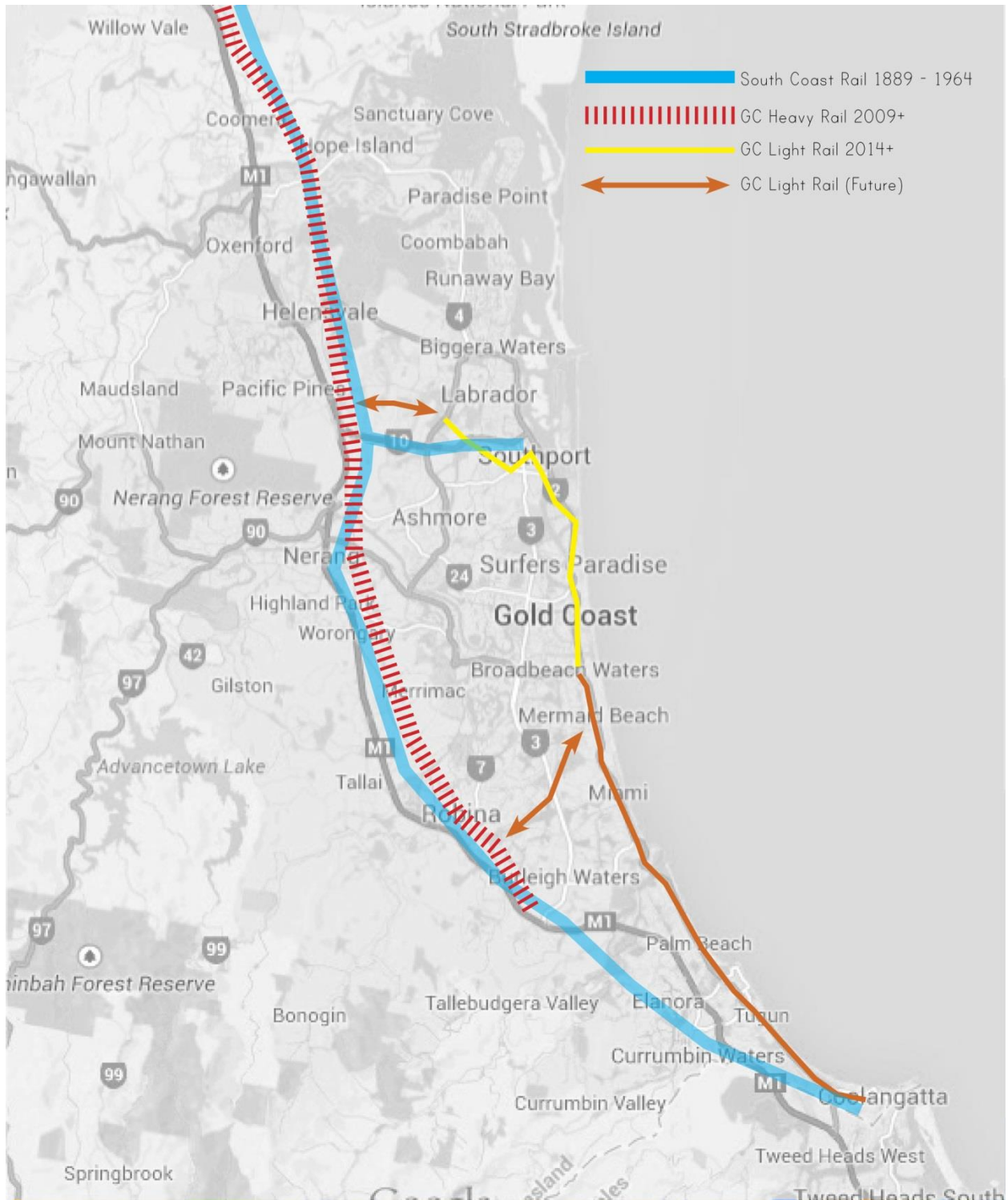
A mere 10 years after the Gold Coast railway closure, talks began of a high speed electric rail to link the city to Brisbane to relieve ever increasing frustrations caused by intensive traffic build up.<sup>40</sup>

*‘In retrospect the line should never have been ripped up in the first place but no one back in those days could have envisaged the population and tourism growth on the Gold Coast’* – Transport Department spokesman, 1984

The irony of such a statement is near laughable – especially taking note of the thousands of petitions against the rail closure in 1964.

The newly upgraded Beenleigh to Brisbane line was again extended to stations at Helensvale, Nerang, Robina and Varsity. The \$375 million Gold Coast Railway Package was finally completed in 2009, after talks of extending the line to Coolangatta were seen as unattainable.<sup>41</sup>

This paper is most relevant today as the new Gold Coast Light Rail will be opening to the public as of June this year. The \$1.6 billion project will link Broadbeach to Griffith University Hospital in Southport via a 13km tramline; stopping at 16 stations in total. Further stages are planned to extend the light rail to interchange with the ‘heavy’ rail at Parkwood and a southern extension to terminate at Coolangatta.<sup>42</sup> Much hype surrounds this new transport corridor – although no reference has been made to the fact that the billions of dollars spent is simply re-laying the route of the old South Coast Rail. Although it may be impossible to evaluate – it would be an interesting study to see the comparisons in cost for maintaining and later upgrading the original rail (as per the advice of Dr. Creece in 1961) versus the developments we see today.



**Fig. 37 South Coast Rail, current rail and future rail routes**

## Conclusion

*“As a child in the 1950’s, our family lived on the corner of Railway Street and the Esplanade in Southport. Across the road from our house was the terminus for the Southport to Brisbane railway line and on the weekends, all the carriages were laying idle in the yards so my brothers and sister used to go over and play in them for hours on end. I guess that would not be a possibility now (they would be locked up today) but in those days, people respected public property and we never thought to cause damage... graffiti or otherwise.*

*I have to think, due to the government of the day deciding we no longer needed that railway system, what a terrible waste of money that the present government is having to spend replacing the lines.” Kathy Gaven, Southport Stories<sup>43</sup>*

The South Coast Rail was a catalyst for change on the Gold Coast – a change that was undeniably swift and for the betterment of its people. The rail influenced not only the formation of the land use surrounding its stations, but also the hearts of its users – exemplified in Kathy Gaven’s testament. Although the rail lingers today in subtle street names and abandoned track work - the narrative that is the rail has been lost to its people. No longer do we hear the whoosh of steam or the shrill cry of the sounding whistle

*“and yet, in some respects, nothing has changed at all. Trains now running between Brisbane and the Gold Coast provide an essential and reliable service, as did their counterparts of yesteryear throughout a period spanning three generations.” – Alan Arundell<sup>44</sup>*

---

<sup>1</sup> Arundell, Alan, *The South Coast Railway*. Brisbane: Water Street Productions, 2011, 6

<sup>2</sup> “Return of the Iron Horse” *Gold Coast Bulletin*, June 27-28, 1992. Accessed March 29, 2014 Held at Local Studies Library, Gold Coast City Council. p. 11

<sup>3</sup> McRobbie, Alexander, *The Surfer’s Paradise Story*. Surfers Paradise, Qld: Pan News, 1982. 14

<sup>4</sup> Arundell, Alan, *The South Coast Railway*. Brisbane: Water Street Productions, 2011, 8

<sup>5</sup> “First Train to Tweed (1903)... last to-night” *The South Coast Bulletin*, June 30, 1961. Accessed March 29, 2014 Held at Local Studies Library, Gold Coast City Council. p. 5

<sup>6</sup> Kerr, John and Armstrong, John, *Destination Sth Brisbane*. Brisbane: Australian Railway Historical Society, 1978, 44

<sup>7</sup> Arundell, Alan, *The South Coast Railway*. Brisbane: Water Street Productions, 2011, 50

<sup>8</sup> “It’s now a part of history” *Gold Coast Bulletin*, April 29, 1979. Accessed March 29, 2014 Held at Local Studies Library, Gold Coast City Council.

<sup>9</sup> Arundell, Alan, *The South Coast Railway*. Brisbane: Water Street Productions, 2011, 14

<sup>10</sup> Arundell, Alan, *The South Coast Railway*. Brisbane: Water Street Productions, 2011, 50

<sup>11</sup> “Coast Rail Line to be Closed?” *South Coast Bulletin*, March 1, 1961. Accessed March 29, 2014 Held at Local Studies Library, Gold Coast City Council, 1

<sup>12</sup> “Return of the Iron Horse” *Gold Coast Bulletin*, June 27-28, 1992. Accessed March 29, 2014 Held at Local Studies Library, Gold Coast City Council, 11

<sup>13</sup> Kerr, John and Armstrong, John, *Destination Sth Brisbane*. Brisbane: Australian Railway Historical Society, 1978, 47

<sup>14</sup> UNPUBLISHED INTERVIEW: Taylor, Leslie. Interview by Rachel Don, Oral Interview, Hinterland Heritage Centre, May 11, 2014.

<sup>15</sup> UNPUBLISHED INTERVIEW: Taylor, Leslie. Interview by Rachel Don, Oral Interview, Hinterland Heritage Centre, May 11, 2014.

<sup>16</sup> Nerang Station, Gold Coast Hinterland Heritage Museum, 238 Mudgeeraba Rd Mudgeeraba, 21/4/14 Information obtained via a physical site analysis by author.

<sup>17</sup> Hunt, David, *Era Of Steam Engines*. USA: Lulu.com, 2010, 125



- 
- <sup>18</sup> UNPUBLISHED INTERVIEW: Taylor, Leslie. Interview by Rachel Don, Oral Interview, Hinterland Heritage Centre, May 11, 2014.
- <sup>19</sup> Kerr, John and Armstrong, John, *Destination Sth Brisbane*. Brisbane: Australian Railway Historical Society, 1978, 47
- <sup>20</sup> Arundell, Alan, *The South Coast Railway*. Brisbane: Water Street Productions, 2011, 75
- <sup>21</sup> Arundell, Alan, *The South Coast Railway*. Brisbane: Water Street Productions, 2011, 41
- <sup>22</sup> Arundell, Alan, *The South Coast Railway*. Brisbane: Water Street Productions, 2011, 41
- <sup>23</sup> Queensland Government, *Southport Priority Development Area – Interim Land Use Plan*, Council of the City of Gold Coast, Economic Development Queensland, October 2013, 6
- <sup>24</sup> “Mixed Opinions on Railway Closure” *The South Coast Bulletin*, March 22, 1961. Accessed March 29, 2014 Held at Local Studies Library, Gold Coast City Council.
- <sup>25</sup> Arundell, Alan, *The South Coast Railway*. Brisbane: Water Street Productions, 2011, 71-72
- <sup>26</sup> Arundell, Alan, *The South Coast Railway*. Brisbane: Water Street Productions, 2011, 75
- <sup>27</sup> “Mixed Opinions on Railway Closure” *The South Coast Bulletin*, March 22, 1961. Accessed March 29, 2014 Held at Local Studies Library, Gold Coast City Council.
- <sup>28</sup> Kerr, John and Armstrong, John, *Destination Sth Brisbane*. Brisbane: Australian Railway Historical Society, 1978, 47
- <sup>29</sup> Arundell, Alan, *The South Coast Railway*. Brisbane: Water Street Productions, 2011, 83
- <sup>30</sup> Allom Lovell Marquie, Kyle, *The Gold Coast urban heritage & character study/ Gold Coast City Council*, Gold Coast, Qld: Gold Coast City Council, 1997, 15
- <sup>31</sup> A Discovery Guide to the Southport Heritage Walk, 2007, H9 0904-770 Gold Coast City Council
- <sup>32</sup> Pilgrim, J. J., “Beach Resort Morphology”, JSTOR Online Database (1997): Accessed April 27, 2014, Department of Geography, University of New England, 540
- <sup>33</sup> White, Leanne, *Railway Heritage and Tourism: Global Perspectives*. Ebook: Channel View Publications, 2008, Ch. 15, p. 2
- <sup>34</sup> UNPUBLISHED INTERVIEW: Burgess, Brian. Interview by Rachel Don, Email Interview, May 23, 2014.
- <sup>35</sup> Philippa Rogers, “The Australian Railway Monument and Rail Journeys Museum” *Labour History*, No. 90 (May, 2006), Accessed 23 May, 2014 via JSTOR.org, p. 229
- <sup>36</sup> Philippa Rogers, “The Australian Railway Monument and Rail Journeys Museum” *Labour History*, No. 90 (May, 2006), Accessed 23 May, 2014 via JSTOR.org, p. 230
- <sup>37</sup> David Joshua, and Robert Hammond. *High Line: the inside story of New York City's park in the sky*. New York: Farrar, Straus and Giroux, 2011.
- <sup>38</sup> “Coast Rail Line to be Closed?” *South Coast Bulletin*, March 1, 1961. Accessed March 29, 2014 Held at Local Studies Library, Gold Coast City Council. p. 1
- <sup>39</sup> “Coast Rail Line to be Closed?” *South Coast Bulletin*, March 1, 1961. Accessed March 29, 2014 Held at Local Studies Library, Gold Coast City Council. p. 1
- <sup>40</sup> “Coast traffic talks today” *Gold Coast Bulletin*, January 8, 1976. Accessed March 29, 2014 Held at Local Studies Library, Gold Coast City Council.
- <sup>41</sup> Gleeson, Peter. “Dirt Road ‘to mar railway opening’” *Gold Coast Bulletin*, September 5, 1995. Accessed March 29, 2014 Held at Local Studies Library, Gold Coast City Council. p. 3
- <sup>42</sup> “Court bid to halt \$1.6 billion Gold Coast light rail project” *Herald Sun*, August 8, 2012, Accessed May 28, 2014 via [heraldsun.com.au](http://heraldsun.com.au), p.1
- <sup>43</sup> Southport Stories, *Community Tales Submitted for the Southport Heritage Walk*, 2009, Gold Coast City Council, Queensland Government, 43
- <sup>43</sup> Arundell, Alan, *The South Coast Railway*. Brisbane: Water Street Productions, 2011, 100

### Image Credits

- Fig. 1 – McRobbie, Alexander, *The Surfer's Paradise Story*. Surfers Paradise, Qld: Pan News, 1982, 14
- Fig. 2 – Kerr, John and Armstrong, John, *Destination Sth Brisbane*. Brisbane: Australian Railway Historical Society, 1978., 14
- Fig. 3 – LS-LSP-CD002-IMG0041, 1960. copy print, Nerang Railway Station, Queensland, Held at Local Studies Library, Gold Coast City Council, Accessed 29/3/14
- Fig. 4 – SCL B-N&S s 15, Working Plan and Section, Queensland Railways, Held at Local Studies Library, Gold Coast City Council, Accessed 29/3/14
- Fig. 5 – Google Maps, Station Street, Nerang, Accessed 28/5/14
- Fig. 6 – Nerang Station, Gold Coast Hinterland Heritage Museum, 238 Mudgeeraba Rd Mudgeeraba, 21/4/14

- 
- Fig. 7 – Fig. LS-LSP-CD400-IMG0009, ca. 1910. Photograph, Steam train headed for Nerang making its scheduled stop at the Mudgeeraba Railway Station, Gold Coast, Held at Local Studies Library, Gold Coast City Council, Accessed 29/3/14
- Fig. 8 – LS-LSP-CD043-IMG0102, 1960. Photo, View of the platform of the Commera Railway Station building, Held at Local Studies Library, Gold Coast City Council, Accessed 29/3/14
- Fig. 9 – LS-LSP-CD002-IMG0041, circa 1930. copy print, Nerang Railway Station, Queensland, Held at Local Studies Library, Gold Coast City Council, Accessed 29/3/14
- Fig. 10 – Nerang Station, Gold Coast Hinterland Heritage Museum, 238 Mudgeeraba Rd Mudgeeraba, 21/4/14
- Fig. 11 – Nerang Station, Gold Coast Hinterland Heritage Museum, 238 Mudgeeraba Rd Mudgeeraba, 21/4/14
- Fig. 12 – Nerang Station, Gold Coast Hinterland Heritage Museum, 238 Mudgeeraba Rd Mudgeeraba, 21/4/14
- Fig. 13 – Nerang Station, Gold Coast Hinterland Heritage Museum, 238 Mudgeeraba Rd Mudgeeraba, 21/4/14
- Fig. 14 – Nerang Station, Gold Coast Hinterland Heritage Museum, 238 Mudgeeraba Rd Mudgeeraba, 21/4/14
- Fig. 15 – Nerang Station, Gold Coast Hinterland Heritage Museum, 238 Mudgeeraba Rd Mudgeeraba, 21/4/14
- Fig. 16 – Rachel Don, Nerang Station, 29/5/14
- Fig. 17 – Nerang Station, Gold Coast Hinterland Heritage Museum, 238 Mudgeeraba Rd Mudgeeraba, 21/4/14
- Fig. 18 – Nerang Station, Gold Coast Hinterland Heritage Museum, 238 Mudgeeraba Rd Mudgeeraba, 21/4/14
- Fig. 19 – Nerang Station, Gold Coast Hinterland Heritage Museum, 238 Mudgeeraba Rd Mudgeeraba, 21/4/14
- Fig. 20 – Nerang Station, Gold Coast Hinterland Heritage Museum, 238 Mudgeeraba Rd Mudgeeraba, 21/4/14
- Fig. 21 – Southport Station, 1963, Gary Holt Collection, Via facebook.com/haveyouseenthegoldcoast Accessed 29/5/14
- Fig. 22 LS-LSP-CD351-IMG0009, ca. 1930s. photograph, People and motor vehicles gathered at the Southport Railway Station, Southport, Queensland, Held at Local Studies Library, Gold Coast City Council, Accessed 29/3/14
- Fig. 23 – LS-LSP-CD351-IMG0008, ca. 1930s. photograph, Southport Station sailors arrive at the Southport Railway Station, Southport, Queensland, Held at Local Studies Library, Gold Coast City Council, Accessed 29/3/14
- Fig. 24 – Google Maps, Railway Street, Southport, Accessed 28/5/14
- Fig. 25 – SCL B-N&S s 18, Working Plan and Section, Queensland Railways, Held at Local Studies Library, Gold Coast City Council, Accessed 29/3/14
- Fig. 26 – Southport Station, 1964, Greg Hallam Collection, Via facebook.com/haveyouseenthegoldcoast Accessed 29/5/14
- Fig. 27 – Southport Station, 1910, Gary Holt Collection, Via facebook.com/haveyouseenthegoldcoast Accessed 29/5/14
- Fig. 28 – LS-LSP-CD094-IMG0012, 1964, Photo, Southport Railway Station after closure, November 1964, Held at Local Studies Library, Gold Coast City Council, Accessed 29/3/14
- Fig. 29 - Southport Locmoative at Tuesley Park, circa 1990, Gary Holt Collection, Via facebook.com/haveyouseenthegoldcoast Accessed 29/5/14
- Fig. 30 – Southport Toilet Station Mural, 2012, Gary Holt Collection, Via facebook.com/haveyouseenthegoldcoast Accessed 29/5/14
- Fig. 31 – The Western end of the tunnel, 2013, Bryan Burgess Collection, Via www.railwaystreet.net Accessed 29/5/14
- Fig. 32 – Route through old Ernest Junction, 2013, Bryan Burgess Collection, Via www.railwaystreet.net Accessed 29/5/14
- Fig. 33 – Looking west out of Ernest Junction Tunnel, 2013, Bryan Burgess Collection, Via www.railwaystreet.net Accessed 29/5/14
- Fig. 34 – Philippa Rogers, “The Australian Railway Monument and Rail Journeys Museum” *Labour History*, No. 90 (May, 2006), Accessed 23 May, 2014 via JSTOR.org, p. 229
- Fig. 35 – David Joshua, and Robert Hammond. *High Line: the inside story of New York City's park in the sky*. New York: Farrar, Straus and Giroux, 2011.
- Fig. 36 – David Joshua, and Robert Hammond. *High Line: the inside story of New York City's park in the sky*. New York: Farrar, Straus and Giroux, 2011.
- Fig. 37 – South Coast Rail, current rail and future rail routes, Rachel Don, 29/6/2014