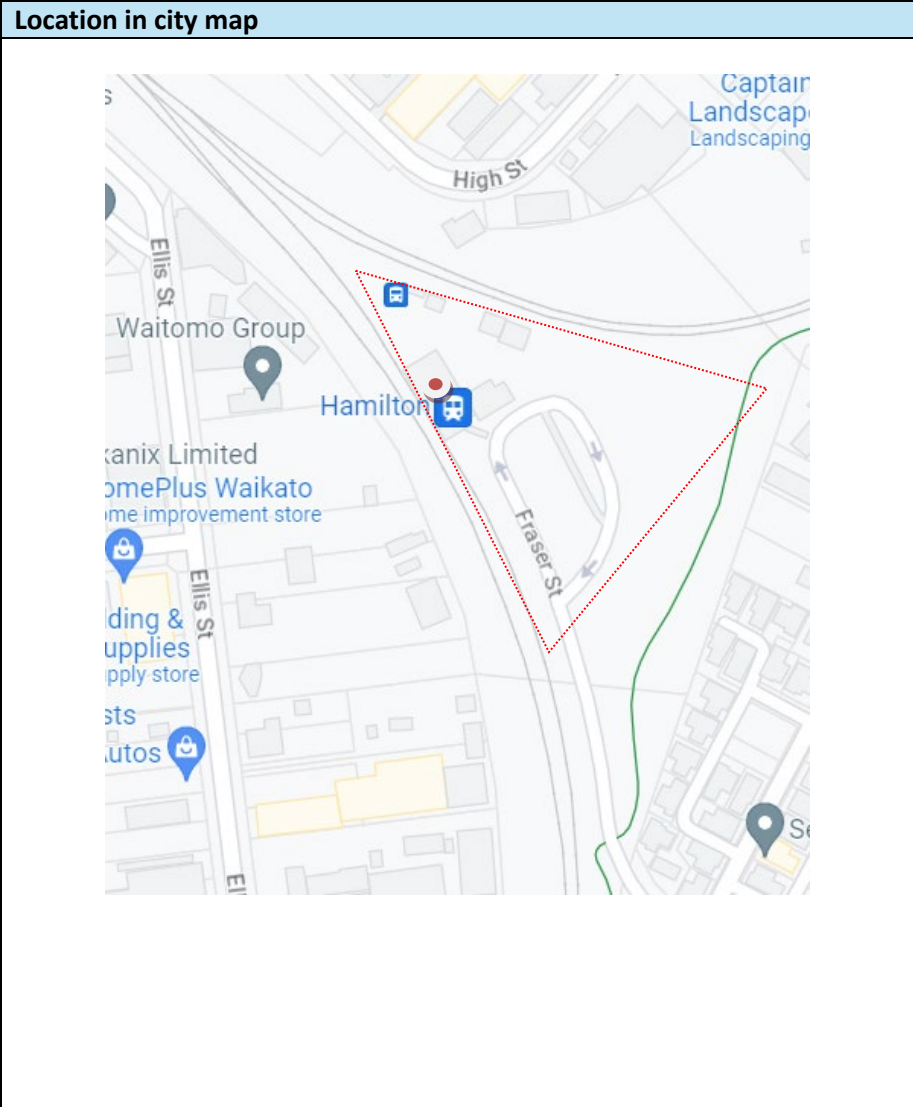


Building/ Site Name: Former names:
Hamilton Railway Station (commonly known as Frankton Station)
Address:
Fraser Street



District Plan Reference/ category:
Legal Description:
SO 396368
Zoning:
Listed Heritage New Zealand/ NZAA Site/ Scheduled with HCC
HNZPT - No NZAA – Yes (1877 NZ Railway Frankton sites and drains) HCC - No
Date/s of Construction
1975
Architect /Designer/ Engineer/Builder/Tradespeople:
Architect: Aubrey de Lisle of White, Leigh, de Lisle, and Fraser Builder: Ray Leach Limited ⁱ
Building Type/s & Current Use
railway station/railway station
Visible Materials & Heritage Fabric if known
Brick, steel, glazing, memorial plaque, concrete platforms, station canopies, exterior lights, original steel exterior streetlamps, landscape design including drive and plantings, phoenix palms. Heritage fabric includes foundation and memorial plaques, station bell

(interior), station clock, interior light fittings, counters Lost fabric- main platform NIMT canopy/verandah, ECMT canopy Modern items- communications tower
Proposed Extent
Extent: SO 395368 and includes the planned 1970s site with station made up of the main station building, two platforms (west and east) and verandahs, Eastern line service buildings, and main driveway to south of station buildings and plantings (Phoenix palms), memorial plaques externally, and internally, station bell. Note interior is of note, except toilets, and should be considered. Excludes communication tower and railway lines.
Associated Places
Hamilton Railway Station (former) H59 (former station relocated from original site in Ward Street to Waikato University) Former Frankton Stationmasters House, Hamilton East NZR Goods complex (shed and offices) Frankton NZR Signal box (Minoque Park) NZR Railway Settlement Historic Area NIMT and ECMT
Historical Background
Background history The opening of the North Island Main Trunk railway from Auckland through to Frankton in 1877 was a major factor in Hamilton’s development, and Frankton became the rail junction for railways leading south and east. No longer considered remote, Hamilton attracted Auckland investment. Business confidence was raised, new jobs were created, trade increased, and the town began to prosper. The extension

of rail lines to Te Kuiti in 1887 and to Rotorua and Thames in the 1890s opened new markets for local produce.

The original station was located close to the new main street of Frankton, and included the station building, a goods shed and engines sheds. The line stopped at Frankton.

Major extensions to Frankton Junction railway station were approved in October 1907. After the North Island Main Trunk Line (NIMT) was complete from Auckland to Wellington, and formally opened in November 1908, rail traffic greatly increased. The station, goods sheds and cattle yards were moved north, occupying the positions on which the stationmaster's house and the loading bank stood. A central signal box was built to control all the lines.ⁱⁱ New station buildings were built over a period, including refreshment rooms. The old engine sheds remained to the south, on the current site of the 1975 station.

By 1928 Frankton Junction was probably the busiest rail junction in New Zealand, with from 76 to 80 trains handled daily, 36 of these being passenger trains.ⁱⁱⁱ Two signal boxes were built in 1910; the larger one, the south signal box, held 70 levers, while one of the signal gantries was the largest in New Zealand.^{iv} In 1927 the system changed from mechanically operated signals to electrically operated.^v

A branch railway line from Frankton to Hamilton West opened on 20 October 1879. A railway station, a small rectangular lean-to building with no verandah, designed by the Public Works Department, was constructed near the corner of Ward and Selkirk [Anglesea] Streets and named Hamilton station. Initially there was a horse-drawn vehicle service between Hamilton Junction and Hamilton station. By April 1884 Hamilton

Junction (at Frankton) had been named Frankton Junction and the station in the town of Hamilton became Hamilton station. The NIMT railway crossed through the town of Frankton dividing the town.

A bridge was built over the river to take the eastern railway; the first locomotive crossed over it in early February 1884 as a test run.^{vi} The Frankton Junction-Hamilton-Morrinsville line opened for traffic on 1 October, 1884.^{vii} A branch line Hamilton-Cambridge railway line opened on 9 October 1884; it opened through to Rotorua in 1894.

The main station on the NIMT at Frankton Junction remained the main station. The station buildings were relocated north of the original site and developed as a major island station with a range of buildings, accessed from both sides by an NZR overbridge. Adjacent were proposed new yards which in the 1950s was extended to the east and formed into the NZR goods sheds and offices complex.

Over the years additions were made to the Frankton station to try and keep up with the growth and demands. Maintenance was limited and by the 1960s the station was in poor repair.

The railways site at Frankton stretches historically several blocks from south of the junction on Queens Avenue to Te Rapa in the north and has two main lines - the North Island Main Trunk and the East Coast Line.

The New Zealand Railways Department

The New Zealand Railways Department has owned land at Frankton since 1877 and was a major employer for Frankton and Hamilton City in the 19th and 20th century. It included the main station at Frankton and secondary station at Hamilton, Goods and passenger services, with major marshalling yards at Frankton and Te Rapa. In the 1950s and 1960s built a head regional office and the NZR Road Services Transport Centre in Ward Street, Hamilton. The department established railway housing in the 19th century for its workers and in the 1920s a prefabrication factory and sawmill complex, with a major housing settlement of over 150 houses with full recreational facilities. NZR Sidings onto the NIMT were highly prized and many of the industries located adjacent to the Main Trunk Line where regional significant including agricultural suppliers, NZ Co-operative Dairy factories and the light and heavy industries that serviced the region. Hundreds of NZR workers and their families resided in Frankton and Hamilton at any one time.

Daily travel was by rail in both the late 19th and 20th century, until the early 1980s. Frankton was well-known as a railway town throughout New Zealand.

The new station in the 1970s was seen as very important and part of a significant development of New Zealand Railways Department buildings and facilities at both Frankton and Hamilton from the 1950s onwards, reinforcing Hamilton's city status as a major regional railway centre.

The old Frankton station and its buildings were demolished in 1975 with only one of the NZR signal boxes being saved, by locals, and moved to Minogue Park. The NZR overbridge was removed. The NZR marshalling

yards had been moved further north past the NZ Co-operative Dairy Company at Norton Road, to Nawton.



The Frankton site in 1976, just after opening the new station in the foreground with its extensive platforms, looking north. At the upper middle can be seen the old station site in the middle of the lines. ^{viii} The new road from Queens Avenue can be seen in the foreground and the long canopy over the platform on the western side (extending to the edge of photograph) along the NIMT. The East Coast building can be seen on the right. The station lights and phoenix palms have yet to be installed.

The station building

The design for the new station was by architect Aubrey de Lisle and his team. Designed with Modernist principles the site was on the junction of the two main lines at the southern end of the main line in Frankton, on the site of the historic NZR engine sheds. It meant creating a new road from Queens Avenue and landscaped forecourt. The Queens Avenue entrance was never developed.

The old station remained open until 1975. The design was tendered in December 1972 and the contract was awarded to Ray Leach Limited.

By May 1975 the station was nearly complete. It was opened on 6 August 1975.

The design was formed by two main single-storey forms with central one and a half storey, and an entrance canopy from the south. It was sited in the triangle of the junction of the two main lines, with the waiting room facing the NIMT. The NIMT side had the baggage and goods area, and a very long curved canopy above the platform.

Materials were simple and restrained with use of brick and glass. The exterior landscaping was all new and including forming the entrance road, the platform parking and station trees.



Looking south along the Hamilton Railway Station platform on right with Tauranga line platform and canopy on left in 1975. The Tauranga Canopy has been removed. ARL NZR Publicity M Series. HCL_02176

Within the building was a waiting room with glazing allowing full views of the platform. A large modern counter faced the waiting room with the office and luggage workings in the apex of the design. There were no traditional refreshment rooms, as were famous in the old station, with the new trains providing service food cars. The new centre provided the usual facilities of the time, including toilets.

The new station buildings included two platforms, one at each line, and the station building in the apex with a smaller building on the eastern line. The station could no longer be seen from the street and to a degree the location was difficult to get to. It no longer related to a retail area.

The station was renamed Hamilton at that time and the station formerly with that name had been removed, and the new underground platform replacement in the town centre, and its associated Road Services terminal

in Ward Street, were renamed Hamilton Travel Centre.^{ix}



The new Hamilton Station in 1980, looking south with entrance off Queens Avenue in distance.



Passengers disembark a NZR RM class Silver Fern train at the station at Frankton. This station was opened by the Honourable Ron Bailey, Minister of Railways, on the 6th August 1975.HCL_M00391.1^x

By the early 1980s the station interior with the waiting room, toilets and counter staff area, was closed. Passengers for many years stood in the cold.

After the reinstatement of a passenger service in recent years the interior has been reopened and staffed.

In 2009, the canopy over platform 1 (NIMT) was significantly reduced in length, and its long sweeping curve is no longer visible because of the removal.

The ECMT has not been used regularly for decades and carries no passenger services. Its platform (platform 2) is used occasionally by

excursion trains.

Other NZR station buildings

In the late 1960s and early 1970s a few large railway stations were designed with Rotorua and Hamilton two important stations in the central North Island. However, it was the end of passenger travel, with goods freight being maintained but struggling with the release of goods into private road transport options.

The increasing use of the private car compounded the loss of rail passenger traffic.

Land ownerships and owners

The land was confiscated from Ngaati Wairere in 1864 and issued as part of a militia grant to Major Jackson Keddell of the Fourth Regiment of Waikato Militia. In 1867 Keddell sold his land, which adjoined the Town of Hamilton West and extended north of Lake Rotorua, to a new immigrant, Thomas Jolly. Jolly acquired more land, 500 acres in total, drained the swampy areas and developed them into pasture for sheep and cattle, and for crops such as wheat, rape and oats. The Jolly name became synonymous with Frankton, especially after Thomas Jolly subdivided the land adjacent to the railway station into small residential and commercial lots and named the intended new town Frankton after his elder son, Francis. The Crown has owned the land since 1877.

Architects and builders

The NZR did for a short period have its own architect, Gordon Troup, in the 1920s, however generally after the use of his station designs finished

designs were part of the role of the NZR Engineers Department and private architects. Later there was an Architectural Branch.

Aubrey de Lisle was a partner of White, Leigh, de Lisle, and Fraser, which had established Hamilton as its office in the 1930s under partners Edgecumbe and White. The firm were regionally important providing civic buildings including the Hamilton Airport (Aubrey de Lisle) and the Hamilton Founders Memorial Theatre (Aubrey de Lisle). He was one of the Waikato's leading Modernist architects along with his partners and architectural support team. He would have been responsible for both designs externally and internally including fittings. It is also very likely that he influenced the landscape design.

The building contractor was Ray Leach Ltd. The firm is known to have helped with the construction of the P&M Plaza in 1968.

Associated people and events

The new station, unlike the old, has not had many notable events, however for decades it has been the main regional stop for the KiwiRail passenger services. This part of its history needs further research.

For several years the station has been closed^{xi}, re opening the building for the new Te Huia service.

Construction

The original drawings and contract set are held by Waikato Museum under the Edgecumbe and White Collection, deposited by the firm a few years

ago. Further details should be held by Kiwi Rail.

The drawings show the commercial construction, typical of the time, however further research is needed on the construction detailing to see whether there were innovative uses.

Changes to place including use

In the 1980s and 1990s the station access to services and staff and waiting rooms was closed, only opening for special occasions. This impacted on use and affected knowledge of the train station as passenger use diminished rapidly with ever-decreasing services. It did however mean the interior was basically as per 1975 including light fittings and the colour scheme and furnishings of the 1970s.

The eastern passenger service closed very early on and only an open platform is left

The removal of a large portion of the long curved NIMT canopy was a significant change to the station.

One of the more significant changes to the site was the sale of the land fronting Queens Avenue for housing in the 2000. As a result the view of the station was significantly changed, it is more hidden from public view.

The large historic drain was filled in as part of the new cycleway.

Today the station interior has reopened, and the toilets have been modernised.



Buildings today with NIMT on left. Buildings with grey roofs are the 1970s design.

PROPOSED HERITAGE ASSESSMENT CRITERIA (Revised November 2023)

Rankings for built heritage places listed in Schedule 8A have been established as follows.

Plan Ranking A: Built heritage places of outstanding heritage significance locally, regionally or nationally.

Plan Ranking B: Built heritage places of high heritage significance locally, regionally or nationally.

The below scale represents the levels of significance against which built heritage places shall be considered for inclusion on Schedule 8A.

- *Outstanding significance.*
- *High significance.*
- *Medium significance.*
- *Low significance.*
- *None/No significance.*
- *Un-assessed significance.*

The heritage significance of built heritage places has been assessed based on evaluation against the following individual heritage criteria. A place must meet one or more of the criteria at the level of “High” significance or above to be eligible for inclusion within Schedule 8A.

While a place only has to meet one of the criteria, in practice it will usually satisfy multiple criteria. The evaluation criteria are not weighted or hierarchical. There is no correct number or combination of values required to determine overall significance.

A comparative analysis has been included, where possible, noting that there is no Waikato Regional Heritage Inventory, and limited recent Heritage New Zealand Listings.

8-1.2 Heritage Assessment Criteria

a. Historic Qualities

The place or area is directly associated with, or has a direct relationship to, an important person, group, institution, event or activity, or reflects important aspects of local, regional or national history, including development and settlement patterns, transportation routes and social or economic trends.

The Historic Place has a direct association with or relationship to the work of Waikato architect Aubrey de Lisle, to the NZ Railways Department and to the wider community, with rail travel having been a daily activity until the 1950s. The new Hamilton Railway Station is of historical significance to Hamilton, the Waikato and Bay of Plenty as the region’s station. It is now the main railway station in the city of Hamilton, and is a regional station for the Waikato.

The Historic Place is associated with broad patterns of local, regional, and national railway history, including development of services for passengers and goods. It has a long historical association in New Zealand history as Frankton Junction railway station. It is part of a continuum of servicing an important transportation route, the North Island Main Trunk Line, and was part of social and economic activities of the public.

It is also a continuum of the provision of city railway stations by the government, although the era of rail travel was ending.

Level of Significance	High	Regional
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b. Physical /Aesthetic/Architectural Qualities

The place or area is a notable or representative example of:

- (i) A significant development period or activity; and/or
- (ii) Distinctive or special attributes of an aesthetic or functional nature; and/or
- (iii) The work of a notable architect, designer, engineer or builder.

The Historic Place has a direct association with or relationship to the work of Waikato architect Aubrey de Lisle. This is one of a number of major city buildings and associated landscapes Aubrey de Lisle designed.

The Hamilton station is a distinctive Modernist building with its functional layout and strong bold form. Extensive use of glazing allows passengers to see out while they wait for the train. The use of brick and warm colours are important part of the design, that give a more human scale to the station than that of stations like Auckland.

It is now rare, as the era of major NZR railway station buildings ended at this time. It is designed to incorporate the specific functions of a station including goods and passenger services, with the icons of railway included; the pendulum clock and the old bell reference railway architecture.

Level of Significance High Regional

c. Context Qualities

The place or area is an important landmark or feature or contributes to or is associated with a wider historical theme, traditional, or cultural context, or physical setting.

The Hamilton Station is located on the site of the old Frankton NZR Engine Sheds and is part of a wider historic Frankton railway site that extends east, west and south, and up the northern lines to Te Rapa.

The landmark value and setting of the Hamilton station are important, however disadvantaged now by the subdivision and development of housing blocks on Queens Avenue and within the front curtilage of the city station. The landscape drive and forecourt have a good level of

integrity. The plantings of phoenix palms are an important part of the historic landscape.

The station development is part of a New Zealand Railways continuum at Frankton since 1877 and was an important part of the growth of Frankton and Hamilton. The greater Frankton railway site has been occupied for over 146 years and is directly associated with a wider historical theme of rail transport and has a regional cultural context.

While the Hamilton station is hidden from view it has become popular again with the Auckland to Hamilton run.

Level of Significance High

d. Technological Qualities

The place or area shows a high degree of creative or technical achievement at a particular time, is directly associated with scientific or technical innovations or achievements or is associated with scientific “break-through”. The place uses unique or uncommon building materials, or demonstrates an innovative method of construction, or is an early example of the use of a particular building technique.

Unknown is whether the railway technology of the 1970s is still a part of the place. Evident of a technological element is the clock system. Further research is required.

Level of Significance Unknown (except clock system)

e. Archaeological Qualities

The potential of the place or area to define or expand knowledge of earlier human occupation, activities or events through investigation using archaeological methods, or to provide evidence to address archaeological research questions. For example, but not limited to: The place or area is registered by Heritage New Zealand for its archaeological values or is recorded by the New Zealand Archaeological Association Site Recording Scheme, or is an 'archaeological site' as

defined by the Heritage New Zealand Pouhere Taonga Act 2014.

The site is a known archaeological site including the land between the station and Queens Avenue. It is a recorded NZAA site and has historic 19th century drains and railway archaeology.

Level of Significance Medium

f. Cultural Qualities

The place or area is important or significant:

- (i) As a focus of cultural sentiment; and/or
- (ii) As a context for community identity or sense of place, and provides evidence of social, cultural or historical continuity; and/or
- (iii) For having symbolic or commemorative significance to people who use or have used it, or to the descendants of such people. The place or area has a high degree of interpretative potential to increase understanding of past lifestyles or events.

The railway station and its wider site are part of a continuum on the central site at Frankton since 1877, at the junction of two important lines. It has context for community identity and provides evidence of social, cultural and historical continuity.

More recently identification with the city railway station has been improved by use. It is also the place where the excursion steam trains come to and is associated with Frankton and its railway heritage.

The place or area has a high degree of interpretative potential to increase understanding of past lifestyles or events both externally on site and internally.

Level of Significance Medium

g. Scientific Qualities

The potential for the place or area to contribute scientific information about how the natural environment has influenced, events, phases or activities related to development.

The place is part of a modified landscape, after 1877, and was part of a swamp that was drained specifically in the 19th century for railway use. These drains, which are in and over the wider site, remain in part today, and are recorded as an archaeological site. There is potential to interpret this aspect.

Level of Significance Un-assessed

Comparative Analysis

Only one railway station is scheduled in Hamilton City, the former Hamilton station building and verandah from Ward Street. Built in 1879-1884, it was closed in the 1960s and moved to Waikato University as a café and events centre. It is modified and is no longer connected to railway lines or near its original location. It is scheduled by HCC as H59.

Hamilton West Railway station



Hamilton Station off Ward Street just before relocation to the university.^{xii} Hamilton Public Libraries collection.

The other individual railway buildings scheduled by HCC are associated buildings such as the former Frankton Stationmaster's House (H20) (1870s, relocated to near the Hamilton Gardens), and the early 20th Century NZR Signal Box (H32) also relocated.

Heritage New Zealand has listed the NZR Railway Settlement, the NZR House Factory and kilns, and NZR Institute, but has not considered post 1950s railway stations for listing, and existing stations such as Wellington and Auckland are of an earlier period and dissimilar design. However, there are five stations on the Rail Heritage Trust of New Zealand register of the 1945-1978: Post War under Category B, which are: Arthur's Pass (1966), Springfield (1966), Pahiatua (1971), Invercargill (1978).

Invercargill is the only NZR city scale station currently in the register.

Rail Heritage Trust of New Zealand (RHTNZ) have advised in 2024 that they are currently considering the listing of Modernist Railway stations on their register (see Appendix attached).

There are no other railway stations identified by the late Aubrey de Lisle as part of his design portfolio.

There are several comparisons which are NZR railway stations of a similar period – including the Palmerston Railway Station and the Invercargill Railway Station which are regional city stations of the post 1950s period. Neither station is scheduled or listed, but both are acknowledged as being of heritage value, with the Palmerston North Station recommended to Rail Heritage Trust in 2024 and the Invercargill station on the RHTNZ as a B.

Palmerston North Station (1963)

Palmerston North Railway Station opened in October 1963, and it was described as setting new standards for New Zealand railway stations, and

as being a complete break with previous tradition. A key feature was the open-air court between the building and the platform. It was designed by the NZR Architectural Branch. Unlike Hamilton it is a symmetrical design and is two-storey. There is some limited similarity with use of materials.

The following image by Val Burr is the Palmerston North station overlooking its flower garden on 30 December 30, 2015.



xiii

It is not scheduled or listed but has been discussed with RHTNZ.

Absence of scheduling and listing of New Zealand's post-war NZR stations is not an indication of lack of historic heritage qualities. but an indicator of lack of resources. Many other countries protect Modernist stations.

Invercargill Station (1977)

Designed by architects Gray, Derby and Associates, the Invercargill station, like Hamilton, replaced a much older station. Rail Heritage notes "Invercargill is one of the last big provincial stations and this Modern building is a particularly good example of its genre. Built to replace a fine but totally decayed building, this structure has four interesting elevations and a strong presence in a town noted for its Victorian and Edwardian architecture." And "is a relatively rare example of a large modern station building."^{xiv}



Invercargill railway station in 1980

The station “is a large, essentially rectangular, two-storey structure built of poured and prefabricated concrete. The main feature of all four elevations, and principal visual interest, consists of the rows of jutting bays with corrugated-iron roofs. These bays incorporate broad verandahs beneath. Behind these are arcades formed by a series of large arches. Attached to the platform elevation is a long and substantial verandah, supported by arches to the same design as those on the main building. The ground floor has a passenger lobby, designed to accommodate both road and rail traffic. There are offices upstairs.” This is very different to the design of Aubrey de Lisle which was designed for a very different type of railway site.

The Hamilton station sits within a similar design period as the earlier Palmerston North station and the Invercargill station in 1977. The three form an important group of Modernist NZR regional city railway stations, each with its own specific site conditions, and the Invercargill and Hamilton stations designed by private architects of note.

SUMMARY TABLE OF HERITAGE QUALITIES

The place is considered to have heritage significance in relation to the following criteria:

Heritage Criteria	Significance Level
a Historic Qualities	High – regional
b Physical/Aesthetic/ Architectural Qualities	High - regional
c Context Qualities	High - regional
d Technological Qualities	Unknown- TBA. Note clock system of value.
e Archaeological Qualities	Medium (Place is within archaeological NZR site 19 th century- potential)
f Cultural Qualities	Medium
g Scientific Qualities	None known

STATEMENT OF SIGNIFICANCE:

Designed by Waikato architect Aubrey De Lisle 1974-75 for the New Zealand Railway Department, to replace the earlier Frankton Railway station, Hamilton Railway Station is part of a continuum of a regional railway use since the 1870s on the North Island Main Trunk Line and East Coast Line. It is a Modernist railway station and is an unusual government railway station design as it sits at the junction of the Main Trunk Line and East Coast Branch. The Hamilton Station includes buildings, platforms, the railway lines, and the canopies, along with its landscaped forecourt and plantings. While its famous long curved canopy has been significantly shortened, and its original site also reduced, the place generally retains a high degree of authenticity and integrity in both its physical context and forms. This has been enhanced by the interiors remaining reasonably intact from a long period of closure of the station office and waiting room.

Frankton railway station and its associated places, including the 1970s Hamilton Railway Station^{xv} has a high degree of cultural significance in both the 19th and 20th century. Built in 1975 it retrospectively marked an important transition in the decline of NZ passenger railway use, and is one of the last regional NZR city stations built. It is an important part of the last stage of NZR city station design.

It is the Waikato regional station and the one of the few NZR railway stations regionally, and the place has had this value since 1877.

The place has a high degree of contextual significance at a national level as Frankton and for its railway association historically.

The architect Aubrey de Lisle is one of the Waikato's prominent Modernist architects and a New Zealand artist. Known as the city architect

his works include the now demolished Hamilton Founders Memorial theatre, the Hamilton Airport (much modified) and many different types of buildings. This is his only known railway station. The firm was the leading Waikato firm throughout most of the 20th century.

Originally recommended in 2023 as a 'A' ranking as a place of regional significance, under the notified criteria of (a) regional historic value, (b) architectural value as one of the last major NZR railway stations of the NZR era in New Zealand, (c) under context and (f) cultural value of local significance, further research would be required to fully understand the final era of NZR railway stations and their associated qualities. Rail Heritage New Zealand Trust has not yet completed a comprehensive survey of NZR Modernist stations but recognises the importance of this period.

Under the revised criteria Hamilton Railway Station is one of the last major regional NZR stations in New Zealand, and along with the earlier Palmerston North station and Invercargill Station form part of a small collection of important Modernist regional stations, designed by or for the New Zealand Railways Department. Like Invercargill Hamilton was designed by a private architectural firm as bespoke designs rather than the traditional standardised designs.

The interior of the main Hamilton station building is important and has a high degree of integrity as a 1970s NZR station, including many original elements, fittings, and interior décor, as for many decades it was not formally used. Of importance are the goods and baggage counter area, the special NZR clock and its associated railway clocks, and the old railway bell.

RECOMMENDATION

Hamilton Railway station meets the threshold in the PDP for scheduling as a Rank B built heritage place.

It is recommended that the place is included in Appendix 8A based on the following heritage qualities/values:

- a) Historic Qualities,
- b) Physical/Aesthetic / Architectural Qualities,
- c) Context or Group Values

The interiors have also been considered and should be addressed under b) and d). The place may also have d) Technological Qualities as the technology and equipment was not specifically assessed. It is unclear if railway technology from the 1970s remains, apart from the clock system, which should be considered. The qualities include e) as it is part of a known archaeological site which has qualities, with both early use of drainage systems, and is the site of the 1870s Engine sheds and NZR housing.

Associated items are noted: as above including Stationmasters, Hamilton Railway Station, Frankton rail yards, NZR Frankton Signal box, NZR Goods complex Empire Street, and NZR Frankton Railway Settlement.

Proposed extent (setting) is shown on Extent map and includes original 1970s design including landscape.

Overall Level of Heritage significance High regional^{xvi}

Sources for information:

Williams, Lyn "A Thematic Review of the History of Hamilton", a technical report for Hamilton City Council (Draft) 2021

Gibbons, P.J. *Astride the River; a History of Hamilton* 1977

Lafferty, Barry *Frankton; From Farm to Inner City* 2014

Rail Heritage Trust of New Zealand and associated Archives Wellington

Late J.A.T. Terry NZR Railway historian

Oral History Aubrey de lisle

Mark de Lisle, son of the late Aubrey de Lisle

Mahoney, J.D *Down at the Station: a Study of the New Zealand Railway station, 1987*

Edgecumbe and White, de Lisle Historic drawings held by Waikato Museum

References:

<https://www.stuff.co.nz/manawatu-standard/news/300992925/back-issues-palmerston-north-train-station-an-ugly-duckling-or-hidden-swan>

Form prepared: 1 September 2023 (proposed revised criteria 2022)

Revised Form prepared: 14 August 2024 (proposed revised criteria 2023)

Surveyor/ Researcher: L. Kellaway

Reviewer:

Site visits: Site visit September 2023 externally and internally. April 2024: Public Interiors of main station building have been viewed.

Notes:

Places have been viewed from the public domain, and using on line resources, unless otherwise stated. Where an on-site visit was undertaken, agreed with the owner, it is recorded below.

Condition of buildings has not been assessed.

Archival Records have been retrieved and are held at Waikato Museum.

ⁱ https://en.wikipedia.org/wiki/Hamilton_railway_station,_New_Zealand

ⁱⁱ *Waikato Argus* 15 October 1907

ⁱⁱⁱ *Hamilton Jubilee 1928* p.53

^{iv} Terry, J.A.T. "Research Notes No. 48", *NZ Railway Observer* Winter, 1984

^v HCC Built Heritage Inventory Record Form H32

^{vi} *Thames Advertiser* 8 February 1884

^{vii} *NZ Herald* 27 September 1884

^{viii} HCL_14060

^{ix} NZ Railway & Locomotive Society / Juliet Scoble – Wellington, 7/2017

^x Hamilton Public Libraries Collection,

<https://heritage.hamiltonlibraries.co.nz/objects/1748/hamilton-railway-station-at-frankton#objectDetail>

^{xi} The platforms have remained open, but the waiting room and ticket office have for long periods been unattended since the late 1970s until the last few years.

^{xii} Hamilton railway station | Record | DigitalNZ

^{xiii} Back Issues: Palmerston North Train Station an ugly duckling or hidden swan? | Stuff

^{xiv} <https://railheritage.org.nz/buildings/invercargill-station/>

^{xv} Station includes a wider definition of yards, lines, and the functions of the station including its buildings.

^{xvi} Consideration of A ranking should be reviewed once RHNZ have completed assessment of the NZR Modernist stations.