



ACT Heritage Council

BACKGROUND INFORMATION

Historic Timber Bus Shelters of the ACT

Class	ACTION stop name	ACTION stop number	Suburb
A	Empire Cct after Wilmot Cr	2315	Forrest
A	Arthur Cir after Moresby St	2321	Forrest
A	Doonkuna St before Coranderrk St	3043	Reid
C	Cowper St after Cox St	3146	Ainslie
C	Officer Cr after Hawdon St	3215	Ainslie
D	Arthur Cir after Furneaux St	2324	Griffith
D	Stuart St before Barrallier St	2367	Griffith
D	Giles St Kingston Hotel	2329	Griffith
D	Stuart St after McIntyre St	2363	Narrabundah
D	Empire Cct after Tennyson Cr	2318	Forrest
D	Campbell St after Foveaux St	3225	Ainslie
E	Macgregor St after Strickland Cr	2283	Deakin

At its meeting of 2 June 2016 the ACT Heritage Council decided that the Historic Timber Bus Shelters of the ACT was eligible for registration.

The information contained in this report was considered by the ACT Heritage Council in assessing the nomination for the Historic Bus Shelters of the ACT against the heritage significance criteria outlined in s10 of the *Heritage Act 2004*.

HISTORY

A comprehensive public transport system was seen as essential to the development of Canberra as a part of its Garden City ideals and as a way of inducing public servants to move to the new administrative centre (Saunders, 1994:5). The Department of Works established the first bus services for workers in 1923, with the Federal Capital Commission (FCC) launching a limited public bus service in late 1926 with the intent to dispose of it to a private company as soon as possible (Gibbney, 1988: 145). The Department of the Interior was responsible for bus services and then continued in this task even after the National Capital Development Commission (NCDC) was established in 1958, however the NCDC still had to approve the design of bus shelters which eventually marked the end of the old style of timber bus shelter in the ACT (Sparke, 1988: 80, 129, 190).

In the early days of the ACT, cars were not common and commuting to work was seen as taking longer than it should. This was a result of the early development of a city that was expected to become quite large. There were large expanses of vacant land that were set aside for future development and the road network was established for a city ten times larger than what was needed in the early days. Another confounding matter was that the suburbs were spread apart resulting in circuitous routes and long travel times, leading one critic to comment that “the longest distance between two points is a Canberra bus route” (Sparke, 1988:26). A government review of the bus service in 1927 supported the public views that there was a problem with overcrowding on the buses, infrequent services, timetables that were not being adhered to and an absence of bus shelters; however, there was little improvement as the service required money, which was not available and no private company could be found that wanted to run the service (Gibbney, 1988: 145).

The bus shelters that were provided during the early growth of the ACT reflect the changing social and economic trends of the time. The use of timber as the primary material for shelters was mostly due to economy in a time of

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materials shortages in the inter-war period, however the more prestigious locations enjoyed better quality materials and build quality, such as tiled floors rather than concrete or compacted gravel (Saunders, 1994:5-8).

The geographical location of the shelters was also an important consideration of their design. The shelters that once stood outside the Hotel Canberra and Provisional Parliament House were a more elaborate and expensive design, with similar consideration for the style of the 1941 shelter that once stood on State Circle that reflected the more elaborate and expensive earlier designs. The location and prestige of shelters was also an issue for the 1952 Queen's visit when shelters she would be passing were purportedly painted pink (Saunders, 1994:6-9). The different classes of ACT timber bus shelter (A-E) are based on time period and style, and there is some overlap in features.

The provision and siting of shelters has changed little in terms of policy over the years. The main deciding factors are population density and public requests (Saunders, 1994:10), although how this is determined today has been significantly modernised with the use of computer-based GIS and detailed census data. The spacing between shelters was decided in much the same way, but as a general rule of thumb a distance of 1/5 of a mile (~320m) between stops in city areas with shelters assigned to those stops that generated the most traffic (Saunders, 1994:10). Shelters were occasionally moved as routes or requirements changed and it soon became obvious that portability was an important factor in the design of shelters (Saunders, 1994:11). There were a number of larger, 'double-sized' shelters placed outside major public places and buildings to accommodate peak hour crowds, with a further double-shelter located at Oaks Estate, the only extant example, for the large working population that resided there.

The designs progressed over time from elaborate, expensive and labour intensive designs of the A, B and C classes to the more utilitarian and moveable D and E classes (Saunders, 1994:6). As the design of the shelters advanced, a standard was the inevitable outcome; however this was only to occur later with the newer materials and designs that emerged from the middle of the 20th Century with Modernism in architecture. The divisive, but iconic rounded concrete 'bunker' style shelter that was the standard design of the 70s and 80s, is probably the most recognisable standard design of ACT bus shelter.

The same problems that affect bus shelters today also occurred for the early timber shelters with maintenance a constant issue, dealing with vandalism, litter, repairs and general upkeep (Saunders, 1994:9). For example, the shelters have previously included notice boards or boxes, but they are no longer extant. These went through a series of developments and styles, but have been removed in most cases as they proved too difficult to maintain (Saunders, 1994:8). The main issue facing the shelters today are common to any timber structure as it ages and is exposed. Dry rot, vandalism and ongoing maintenance are the main concerns affecting the physical integrity of the shelters (Saunders, 1994, p.38).

Lighting was installed in all shelters in the early 1950s as a public safety and convenience measure, although it is not clear if any of the existing lighting comes from this first installation of fixtures (Saunders, 1994:8).

Original numbers of shelters provided in the early days of the capital cannot be ascertained from records, but there are currently twelve of the Historic Timber Bus Shelters extant in the ACT. A thirteenth shelter exists in Oaks Estate, however this retains no original heritage fabric (see below).

Some classes of bus shelters are said to possess elements of the 'Federal Capital Architectural Style.' Marshall et al (2011: pp 99-100) provide an overview of this style:

The creation of a New National Capital called for the development of an Architecture of distinction, one which would portray the spirit of the Nation and the need to come to terms with a harsh climate ... the architectural style which developed in the National Capital between 1924 and 1940 was not a pure style, rather, a blend of elements from current styles in other continents.

The early years of Federal Capital Architecture were a blend of Arts & Crafts, Prairie, Colonial Revival, Mediterranean and Spanish Mission styles. The edges of each style are not distinct; however some buildings demonstrate predominance of a particular period.

By 1930 Australian Architecture was turning toward the Art Deco Style. Canberra buildings constructed after 1930 demonstrate the influence of Deco. Once again they are not pure Deco, simply an adaptation of the principles to the developing Federal Capital Style.

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Briefly, the features of Federal Capital Architecture style are:

- *Simplicity and elegance.*
- *Careful massing and pleasant proportions.*
- *Symmetry.*
- *Red tile roofs, stuccoed walls and either ochred or painted white.*
- *Use of arches, round headed windows.*
- *Importance of setting.*
- *Minimal decoration.*

DESCRIPTION, including condition and integrity

Class A Shelters

Designed in the late 1920s and erected in the early 1930s. These designs are spacious and well-proportioned with simple features that fit well with the Federal Capital Architecture era (1911-1939). They are proportionally much larger than the other Classes of shelters probably because there weren't many shelters at the time and some of the locations needed bigger capacity for people who travelled. The pressed iron roofing was being used long after it fell out of favour to corrugated iron in the late 19th-Century, but might be explained by the use of surplus government stock.

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The key design elements that are attributed to this class are:

- generous floor plan,
- gabled roof line,
- pressed iron roof,
- full seating style with detailed timber panelling,
- horizontal timber interior panels,
- external weatherboards, and
- no windows.

The extant Class A shelters are:

Melbourne Avenue/Empire Circuit (Forrest)

A relatively large (floor plan 5m x 3.25m) white weatherboard bus shelter with a green painted flat/pressed iron gable roof. There are no windows. The timber interior wall panelling is laid horizontally and painted cream. The seat is constructed of detailed timber panelling, particularly prominent on the back support, and is painted cream, same as the rest of the walls. The timber floor boards are not painted. The original legend with "Melbourne Ave" is centrally located on the front fascia above the entrance. The external light is located centrally below the fascia. As at November 2015, the light cover is missing exposing the light bulb. The interior light is located centrally on the ceiling and is connected to the timber power poll nearby. A concrete step runs the length of the entrance. There is a concrete path at the front and left side which leads to a concrete footpath at the rear of the structure. The front right corner of the shed has the brick footings exposed. Some unsympathetic repairs have been carried out on the front left kickboard/skirting. The overall condition of the shelter is good. General ongoing maintenance is required to maintain the current condition. Sufficient heritage fabric remains, with most of the original fabric present.

As the early records relating to timber bus shelters in the ACT are not known, the earliest reference to this shelter is in 1939 with a maintenance request. Between 1952 and 1955 the shelter was moved from Melbourne Avenue to the nearby Empire Circuit stop due to changed traffic conditions (Saunders, 1994:11-12).

This shelter was one of the seven non-standard shelters selected by the Department of the Capital Territory in 1981 for retention as historical features (DCT 1982).



Cnr Melbourne Ave and Empire Circuit Class C bus shelter (ACT Heritage, 2015)

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Melbourne Avenue/Empire Circuit (Forrest) Bus Shelter power supply (ACT Heritage 2015).



Melbourne Avenue/Empire Circuit (Forrest) Bus Shelter front footing (ACT Heritage 2015).



Melbourne Avenue/Empire Circuit (Forrest) Bus Shelter front footing (ACT Heritage 2015).



Melbourne Avenue/Empire Circuit (Forrest) Bus Shelter 'Melbourne Sign' (ACT Heritage 2015).



Melbourne Avenue/Empire Circuit (Forrest) Bus Shelter power supply (ACT Heritage 2015).



Melbourne Avenue/Empire Circuit (Forrest) Bus Shelter interior seating (ACT Heritage 2015).

Moresby Crescent/Arthur Circle (Forrest)

A relatively large (floor plan 5m x 3.25m) weatherboard bus shelter with a green painted flat/pressed iron gable roof. There are no windows. The horizontally laid timber interior wall panelling is painted cream and appears in good condition. The timber seat has detailed panelling on the back support and is painted cream. The paint on the seat is been peeling in places. The timber floor boards are painted light brown with the colour being washed away towards the front entrance. The external light is centrally located on the front fascia and the internal light is centrally located on the ceiling. The legend is still visible on the front fascia, although the name "Moresby Cres" has been painted over. There are two concrete steps the length of the entrance. A bitumen front section extends to the kerb. A later yellow and black "signal bus" sign is attached to the front fascia on the exterior wall at the left. The roof and the external walls appear to be very badly damaged, one of the reasons being the tree next to the shelter. In autumn the leaves block the gutter and it stops the water from draining. Even the roof material has been developed mould over the years. The front right corner of the shed appears to be supported by bricks.

After tenders in 1927-28 it was built in the early 1930s, it was originally sited ~50m down the road in front of Block 5 Section 1 Red Hill before being moved to its current location in 1937 (Saunders, 1994:13)

While the overall condition of the shelter is poor, Sufficient heritage fabric remains.



Arthur Circle and Moresby Crescent Class A Bus Shelter (ACT Heritage, 2015)

BACKGROUND INFORMATION – HISTORIC TIMBER BUS SHELTERS OF THE ACT



Arthur Circle and Moresby Crescent Class A Bus Shelter interior seating (ACT Heritage 2015)



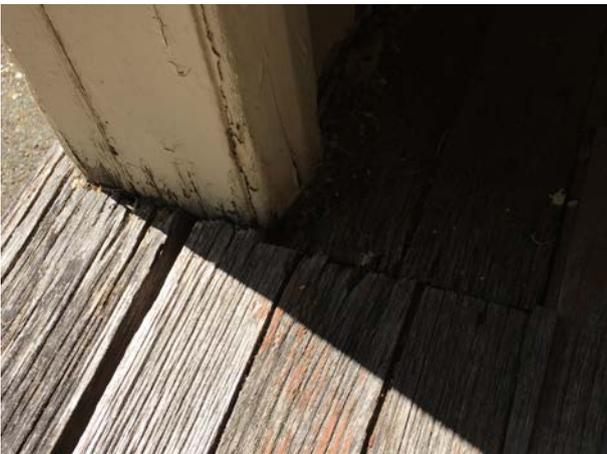
Arthur Circle and Moresby Crescent Class A Bus Shelter fascia (ACT Heritage 2015)



Arthur Circle and Moresby Crescent Class A Bus Shelter rotting board (ACT Heritage 2015)



Arthur Circle and Moresby Crescent Class A Bus Shelter exterior power supply (ACT Heritage 2015)



Arthur Circle and Moresby Crescent Class A Bus Shelter interior deteriorating boards (ACT Heritage 2015)



Arthur Circle and Moresby Crescent Class A Bus Shelter exterior boards and fascia (ACT Heritage 2015)



Arthur Circle and Moresby Crescent Class A Bus Shelter concrete stair (ACT Heritage 2015)



Arthur Circle and Moresby Crescent Class A Bus Shelter external light (ACT Heritage 2015)

Corranderrk Street/Doonkuna Street (Reid)

A relatively large (floor plan 5m x 3.25m) cream weatherboard bus shelter with a green painted flat/pressed iron gable roof. There are no windows. The horizontally laid timber interior wall panelling, painted cream has a section of board on the back wall, possibly indicating the position of the original timetable board. The timber seating has detailed panelling on the back support and is also painted cream. The original timber seat supports have been replaced with metal supports, painted cream and bolted to the floor. The timber floor boards have been replaced with a concrete floor. There is a concrete step the length of the entrance and a concrete path at the front and to the left, leading to a path at the rear. The external light is located centrally below the fascia on the weatherboards and the internal light is centred on the ceiling. The structure is raised from the ground at the rear by a series of brick column foundations. The first five timber panels on the sides and at the back have been replaced with new ones, also all of the timber panels at the entrance, left and right side. There is no visible evidence of the legend with the name. The fascia board seems to be recently replaced too.

After tenders in 1927-28, the shelter was built in the early 1930s. It was originally sited near the Reid Methodist Church and moved to its current location in 1959 after route changes (Saunders, 1994:16).

The overall condition of the shelter is very good. It is clear that the place has been looked after. In terms of integrity, sufficient heritage fabric remains, although several materials have been changed in the process of maintenance, such as the timber floor with concrete floor, the seat supports have been replaced, also some of the timber panelling and the fascia boards.



Corranderrk/Doonkuna Streets Class A bus shelter (ACT Heritage 2015)

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Corranderrk/Doonkuna Streets Class A bus shelter interior seating (ACT Heritage 2015)



Corranderrk/Doonkuna Streets Class A bus shelter interior concrete slab (ACT Heritage 2015)



Corranderrk/Doonkuna Streets Class A bus shelter exterior boards (ACT Heritage 2015)



Corranderrk/Doonkuna Streets Class A bus shelter exterior horizontal boards (ACT Heritage 2015)



Corranderrk/Doonkuna Streets Class A bus shelter interior light (ACT Heritage 2015)



Corranderrk/Doonkuna Streets Class A bus shelter exterior (ACT Heritage 2015)

Class B Shelters

Built in the 1930s, but no remaining examples exist; the last remaining example, Schlich Street/Novar Street (Yarralumla) burnt down in 1993. The description has been included for completeness and to show how the designs changed over time. They were a simple and spacious design reflecting the Federal Capital Architecture of the period.

The key design elements that are attributed to this class are:

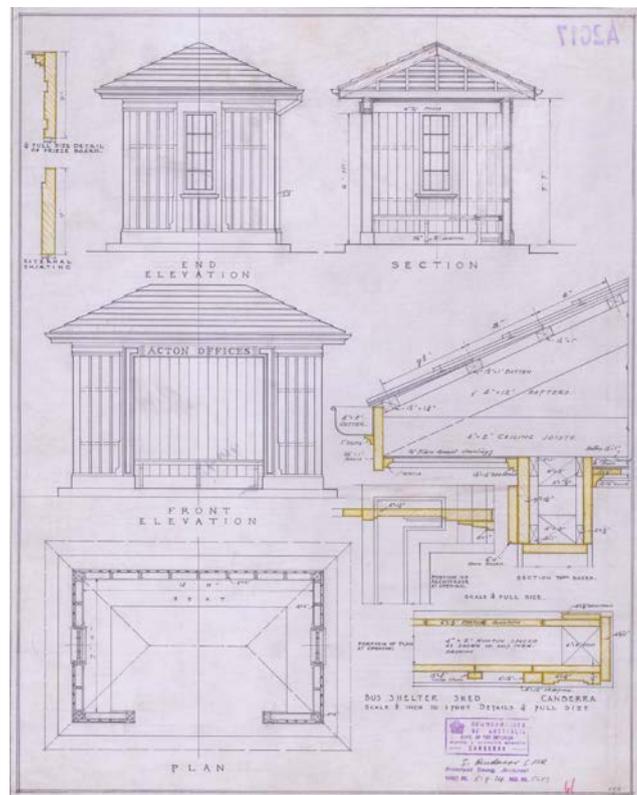
- hipped roofline,
- tiled roof,
- decorative roundel motifs of the Federal Capital Architectural style,
- bench seating style using timber slats,
- no interior panelling, exposed roof rafters,
- external weatherboards,
- timber floorboards,
- brick foundations, and
- two windows.

Class C Shelters

Built in the late 1920s to early 1930s. This style appears as a link between the earlier A and B classes' Federal Capital Architecture styling, with the geometric designs on the facias, and the utilitarian designs of the D and E classes, with the battened timber walls and corrugated iron roofing.

The key design elements that are attributed to this class are:

- hipped roofline;
- corrugated iron roof;
- bench style seating using full timber board;
- crafted timber bench supports;
- vertical timber interior panels;
- battened vertical timber with external strapwork;
- ornate timber Federal Capital Architecture geometric design motifs on facias, windows and entrance architraves; and
- concrete slab floor.



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The extant Class C shelters are:

Cowper Street/Cox Street (Ainslie)

Constructed mid-1937 as a terminus with a toilet block for use by staff. In the mid-1940s the toilet was closed for use, following a long history of vandalism.

A moderately large structure consisting of a public bus shelter (floor plan 4m x 2.6m) and an attached terminus lavatory section, permanently closed (floor plan 2.2m x 2.9m). The exterior walls are a battened timber construction recently painted cream with a green painted corrugated iron roof. The roof line is hipped in both directions and the whole structure has a "T" shape, with the bus shelter at the front and the long lavatory section at the rear. There is one timber window frame, painted cream with no glass, located on the left side of the front wall of the shelter section. The original plans indicate that there was also a window on the right. The fascias and entrance beams are decorated with an intricate geometric motif design. The vertically laid interior timber panelling, timber plank seat and detailed seat supports, are painted cream. There is no external light. The internal light is centrally located on the ceiling. The structure has recently been painted and appears to be well maintained, with little evidence of vandalism. The floor is concrete slab which extends the width of the shelter to a concrete path at the front. On the right side of the back wall, there is a disused concrete drain. Repairs to the wall suggest that a tap was originally located above the drain. To the left of the drain there is a recess in the skirting where the door for access to the toilet block probably used to be. The plate with the name has been recently removed.

The overall condition of the shelter is very good; being recently repainted and well looked after. The shelter includes all off the key design elements that are attributed to this class, and sufficient heritage fabric remains.



Cowper/Cox Street Class C bus shelter (ACT Heritage 2015)



Cowper/Cox Street Class C bus shelter interior seating (ACT Heritage 2015)



Cowper/Cox Street Class C bus shelter interior seating (ACT Heritage 2015)



Cowper/Cox Street Class C bus shelter exterior double room (ACT Heritage 2015)



Cowper/Cox Street Class C bus shelter exterior double room (ACT Heritage 2015)



Cowper/Cox Street Class C bus shelter exterior (ACT Heritage 2015)



Cowper/Cox Street Class C bus shelter eaves (ACT Heritage 2015)

Officer Crescent (Ainslie)

Built sometime between 1940-45, the shelter was originally situated in Tyson St. It has no toilet block or windows. This is a relatively large (floor plan 4m x 2.5m) bus shelter of battened timber construction, painted cream. The hipped roof is corrugated iron painted green. The structure indicates that there used to be windows on the left and the right side of the shelter. The vertically laid interior timber seat is painted cream. The fascias and the entrance beams are decorated with an intricate geometric motif design. There is no legend, but there is a space for one in the geometric motif above the entrance. The light under the eaves at the entrance has been removed and there is no internal light. The structure has a concrete slab floor, with no step down to the concrete section which extends the width of the structure to the kerb. A concrete path extends along the right side of the shelter to a concrete path at the rear. There is some graffiti on the wall inside.

The overall condition of the shelter is very good. Sufficient heritage fabric remains, the integrity is at a high level with the structure apparently regularly maintained.



Officer crescent Class C bus shelter (ACT Heritage 2015)

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Officer crescent Class C bus shelter interior seating (ACT Heritage 2015)



Officer crescent Class C bus shelter exterior fascia boards (ACT Heritage 2015)



Officer crescent Class C bus shelter exterior vertical boards (ACT Heritage 2015)



Officer crescent Class C bus shelter exterior vertical boards (ACT Heritage 2015)

Class D Shelters

Built between 1944 and 1955, this was the most prolific period in the construction of early bus shelters in the ACT, led by a more utilitarian design that was improved upon over time with simplified seating. In the early 1990s the O'Connell Street (Ainslie) shelter was demolished.

The key design elements that are attributed to this class are:

- sloping roofline,
- corrugated iron roof,
- smaller floor plan than in earlier shelters,
- bench style seating in wood (type varies),
- battened vertical timber with external strapwork,
- strapwork detail on facias (type varies),
- concrete slab floor, and
- two elongated side windows (frame varies).

The extant Class D shelters are:

Arthur Circle/Monaro Crescent (Griffith)

This was the earliest of the class D shelters, built in 1944 and used extensively for the next 12 years. It has some overlap with earlier styles in seating style and the absence of windows.

A medium sized bus shelter (floor plan 4m x 2.2m) of battened timber construction, painted cream, with a sloping flat roof of corrugated iron and facias painted green. The interior timber wall panels are laid vertically and are painted cream. A full timber bench seat (circa 1930) has detailed timber panelling in the back support and is painted cream. The lower seat supports are painted the same colour. There are no windows. The roof line extends beyond the front of the shelter forming a small eave with a centrally located external light. There is no internal light. The "Monaro Crescent" legend is centrally located on the lower front facia. The foundation is of concrete slab levelled with a concrete path at the front which extends to the kerb. The foundation at the rear is raised approximately half a metre from the sloping ground. A concrete path runs down the right side of the structure.

The overall condition of the shelter is good, with some minor alterations needed. Sufficient heritage fabric remains.

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Arthur Circle/Monaro Crescent Class D bus shelter (ACT Heritage 2015)



Arthur Circle/Monaro Crescent Class D bus shelter 'Monaro' sign (ACT Heritage 2015)



Arthur Circle/Monaro Crescent Class D bus shelter interior seating (ACT Heritage 2015)

Stuart Street/Barralier Street (Griffith)

This shelter was a later (1944) construction than the others. It features slightly larger window frames and rustic rebated vertical timber interior panels that were used as a test of new materials to combat the warping common to the batten and strip construction of the earlier models. Originally located on Barralier St, it retains the name.

A medium sized bus shelter (floor plan 4m x 2.2m) of battened timber construction, painted cream, with a sloping flat roof of corrugated iron and green painted facias. The vertically laid wall panels on the interior are of a rusticated rebated timber, painted cream. The full timber bench seat in the 1930s style has detailed timber panelling in the back support and is painted cream. The seats also appear to be constructed of rusticated, rebated timber. At the moment the corner seating on the right holds water, maybe a drain hole will solve the problem. There is a board on the rear wall where the timetable box was positioned. The windows, without glass, are on the left and right towards the front of the structure. The head of the window frame follows the slope of the roof line. The windows are noticeably larger than other windows in this class. The roof line extends beyond the front wall to form an extended eave. A modern light is centrally located under the eaves. The interior light is located in the middle of the ceiling. The legend is centrally located on the fascia under the eaves, although it's been painted over and the name is not visible. The shelter has a concrete slab foundation with no step down to the concrete path in front. The path extends the width of the structure to the kerb. A concrete path at the left joins a path at the rear.

The overall condition of the shelter is very good being recently renovated. Sufficient heritage fabric remains, with maintenance recently completed to the frames of the key design elements.



Stuart Street and Barralier Street Class D bus shelter (ACT Heritage 2015)



Stuart Street and Barralier Street Class D bus shelter exterior boards and window (ACT Heritage 2015)



Stuart Street and Barralier Street Class D bus shelter seating and interior light (ACT Heritage 2015)



Stuart Street and Barralier Street Class D bus shelter interior seating (ACT Heritage 2015)



Stuart Street and Barralier Street Class D bus shelter interior lights (ACT Heritage 2015)

Hotel Kingston/Giles Street (Griffith)

Constructed in 1950 by an outside contractor after being requisitioned 5 years earlier. It was often noted in the available records as being in a poor condition, presumably from vandalism.

A medium sized bus shelter (floor plan 4m x 2.2m) of battened timber construction, painted cream, with a sloping flat roof of corrugated iron and green painted fascias. The vertically laid timber wall panels on the interior are painted cream. The timber slat seating is painted cream and there is no back support. The windows are on the left and right towards the front of the structure and have no glass. The head of the window frame follows the slope of the roof line. The roof line extends beyond the front wall to form an extended eave. The external light located under the eaves and the interior light previously centrally located on the ceiling, have been removed. The large board centrally positioned on the back wall where the timetable used to be has been removed too. The shelter has recently been painted. There is a concrete slab foundation with no step down to the concrete path in front which extends the width of the structure and out to the kerb. A concrete path extends along the left side and joins a path at the rear of the structure.

The overall condition of the shelter is good having been recently painted. Sufficient heritage fabric remains.



Gilles Street (Kingston Hotel) Class D bus shelter (ACT Heritage 2015)



Gilles Street (Kingston Hotel) Class D bus shelter exterior sloped roof and boards (ACT Heritage 2015)



Gilles Street (Kingston Hotel) Class D bus shelter interior seating (ACT Heritage 2015)



Gilles Street (Kingston Hotel) Class D bus shelter interior light (ACT Heritage 2015)



Gilles Street (Kingston Hotel) Class D bus shelter exterior vertical boards (ACT Heritage 2015)

Empire Circuit/Tennyson Crescent (Forrest)

Constructed in 1950 following lobbying by local residents.

A medium sized bus shelter (floor plan 4m x 2.2m) of battened timber construction, painted cream, with a sloping flat roof of corrugated iron and green painted facias. The vertically laid timber wall panels on the interior are painted cream. The timber panel seating is painted cream to match the rest of the shelter. There are glassless windows on the left and right hand walls towards the front of the structure. The head of the window frame follows the slope of the roof line. The roof line extends beyond the front wall to form an extended eave. There is no external or internal light. The legend is centrally located on the fascia under the eaves, with "Tennyson Crescent" clearly painted on it. There is a large board centrally positioned on the back wall of the structure and this is probably where the noticeboard or timetable box was located. The board has been painted over. There is a concrete slab foundation, with no step down to a bitumen front section which extends the width of the structure to the kerb. A bitumen path extends along the left side and joins a path at the rear of the structure. The roof has been replaced, some panels added under the seating.

The overall condition of the shelter is very good, being very recently repaired, replacing some original materials with new, lessening the integrity slightly, although sufficient heritage fabric remains.



Empire Circuit and Tennyson Crescent Class D bus shelter (ACT Heritage 2015)



Empire Circuit and Tennyson Crescent Class D bus shelter 'Tennyson' sign (ACT Heritage 2015)



Empire Circuit and Tennyson Crescent Class D bus shelter side view window (ACT Heritage 2015)



Empire Circuit and Tennyson Crescent Class D bus shelter seating and slab (ACT Heritage 2015)



Empire Circuit and Tennyson Crescent Class D bus shelter vertical boards (ACT Heritage 2015)

Campbell Street (Ainslie)

A medium sized bus shelter (floor plan 4m x 2.2m) of battened timber construction, painted cream, with a sloping flat roof of corrugated iron and pale green painted fascias. The vertically laid timber wall panels on the interior are painted cream. The timber panel seats are painted cream to match the rest of the shed. The glassless windows are on the left and right hand walls towards the front of the structure. The head of the window frame follows the slope of the roof line. The roof line extends beyond the front wall to form an extended eave. The external light, originally located under the eaves, has been removed. There is no interior light fitting. There is a large board centrally positioned on the back wall of the structure where the noticeboard or timetable box was probably located. The legend with the name on it has been removed. There is a concrete slab foundation, with no step down to the concrete front section which extends the width of the structure to the kerb. A concrete path extends along the left side and joins a path at the rear of the structure.

The overall condition of the shelter is poor, being subject to significant vandalism and neglect. Termite damage is also evident; the timber is in a very bad state. Despite this, sufficient heritage fabric remains.



Campbell Street Class D bus shelter (ACT Heritage 2015)



Campbell Street Class D bus shelter exterior window (ACT Heritage 2015)



Campbell Street Class D bus shelter seating and vandalism (ACT Heritage 2015)



Campbell Street Class D bus shelter roof (ACT Heritage 2015)



Campbell Street Class D bus shelter exterior (ACT Heritage 2015)



Campbell Street Class D bus shelter roofing frame (ACT Heritage 2015)

Stuart Street/Strzelecki Crescent (Narrabundah)

Most likely constructed in 1952 following lobbying from the Narrabundah-Griffith Progress Association on the basis of patronage being large enough to justify a shelter.

A medium sized bus shelter shed (floor plan 4m x 2.2m) of battened timber construction, painted cream, with a sloping flat roof of pale green painted corrugated iron. The fascias are painted white. The vertically laid timber wall panels on the interior are painted white and the timber panel seating is also white. The windows are on the left and right hand walls towards the front of the structure and have security perspex in them. The head of the window frame follows the slope of the roof line and is flush with the fascias. The roof line extends beyond the front wall to form an extended eave. An external light is centrally located under the eaves. The interior light is centrally located on the ceiling. The legend is centrally located on the lower fascia under the eaves with "Strzelecki Crescent" clearly painted on it. The shelter has recently been painted. There is a concrete slab foundation, with no step down to a concrete front section extending to the kerb. Concrete paths extend at an angle up the right and left sides to join a path at the rear of the structure.

Overall condition is good, with sufficient remaining heritage fabric. Prior to 2014 the shelter was in poor condition, with several vertical boards missing. However, as at 2015, the standing boards have been stripped, refastened and re-painted, and several new boards inserted to replace missing timber.



Stuart Street/Strzelecki Crescent (Narrabundah) Class D Shelter (ACT Heritage 2016)



Strzelecki Crescent Class D Shelter Side Window (ACT Heritage 2016)



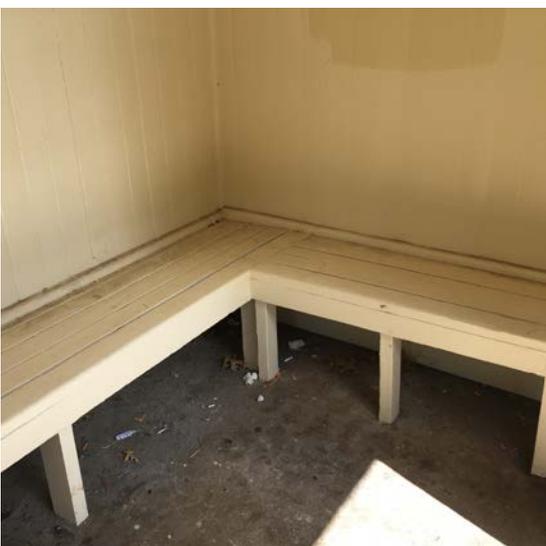
Strzelecki Crescent Class D Shelter signage (ACT Heritage 2016)



Strzelecki Crescent Class D Shelter eave (ACT Heritage 2016)



Strzelecki Crescent Class D Shelter corrugated roof (ACT Heritage 2016)



Strzelecki Crescent Class D Shelter interior seating (ACT Heritage 2016)



Strzelecki Cr rear downpipe (ACT Heritage 2016)

Hazel St at River St (Oaks Estate)

An additional, double sized shelter exists at Oaks Estate, however it was almost entirely rebuilt after a large firework went off inside it and destroyed the structure.

Class E Shelters

Constructed in 1956, this style was the first fully pre-fabricated bus shelter in the ACT. It foreshadowed the later prefabricated designs in more rugged and moveable materials of steel and fibrous cement and its design links the earlier timber shelters with the later.

The key design elements that are attributed to this class are:

- sloping roofline,
- corrugated iron roof,
- floor plan slightly larger than the earlier design,
- bench style seating using full timber board,
- vertical timber boards externally,
- large corner windows to front and sides with fibro panel inserts in lower sections, and
- concrete slab floors.

The extant Class E shelter is:

MacGregor Street (Deakin)

Although it was built mainly of timber, the shelter is an example of the early design for future steel and fibrous cement shelters. It is a medium sized shelter (floor plan 3.7m x 2.1m) of vertical timber panelling. The exterior and interior walls are painted cream and the fascias are green. The front and side walls feature large window panels. It's not known whether the three vertical panels on each wall were originally glass or fibre/timber. Glass panels are missing from the side walls. There is a security glass on the front walls, but it needs some sealing. The seat is solid slab timber panel attached to the back and side walls and is painted cream. The legend that used to be located on the front fascia above the entrance has been removed. There is a centrally located interior light. A later yellow and black "signal bus" sign is positioned outside the entrance. The foundation is a concrete slab with concrete pavers at the front extending to the kerb. A concrete path extends along the right side and joins a path at the rear of the structure.

The overall condition of the structure is very good, and sufficient heritage fabric remains

BACKGROUND INFORMATION – HISTORIC TIMBER BUS SHELTERS OF THE ACT



MacGregor Street Class E bus shelter (ACT Heritage 2015)



MacGregor Street Class E bus shelter (ACT Heritage 2015)



MacGregor Street Class E bus shelter window cavities (ACT Heritage 2015)

BACKGROUND INFORMATION – HISTORIC TIMBER BUS SHELTERS OF THE ACT

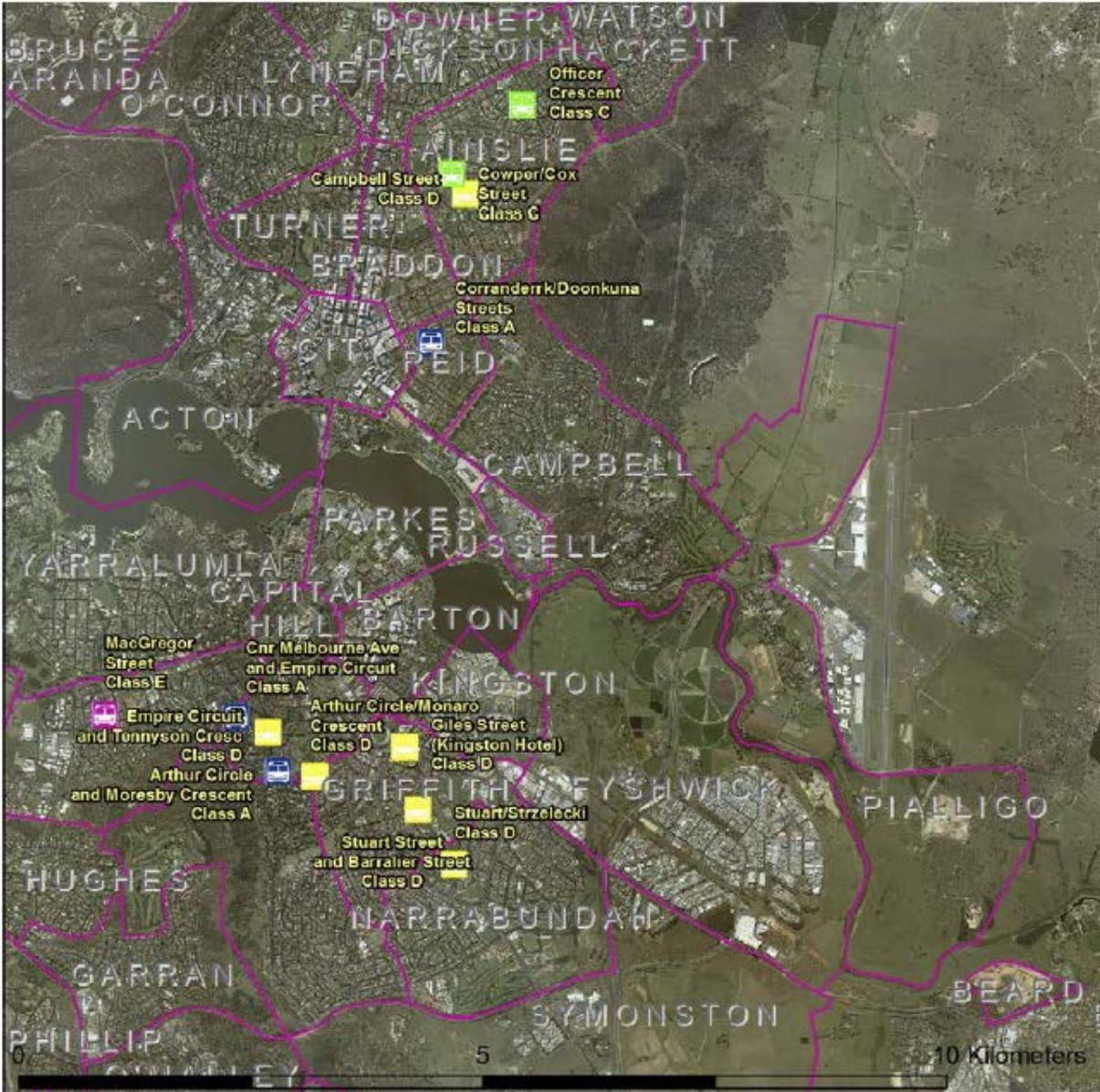


MacGregor Street Class E bus shelter interior seating (ACT Heritage 2015)



MacGregor Street Class E bus shelter window cavities (ACT Heritage 2015)

SITE PLAN: Locations of Historic Timber Bus Shelters across the ACT.



Coordinate System: MGA94 Zone 55
 Projection: Transverse Mercator
 Datum: GDA 94

**Wooden Bus Shelters
 of the ACT**

-  Class A
-  Class C
-  Class D
-  Class E

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