

WAIMAKARIRI DISTRICT COUNCIL
HISTORIC HERITAGE ITEM RECORD FORM

2021 District Plan Item No. HH088
HERITAGE ITEM NAME Rangiora Railway Station
ADDRESS 2 Blakett Street, Rangiora
PHOTOGRAPH



(www)

DISTRICT PLAN ITEM NO. H124 **HNZ LIST NO. & CATEGORY** n / a
(at time of assessment)

LEGAL DESCRIPTION Lot 8 DP 69077 & Part RS 917

VALUATION NUMBER 2166141702

DATE OF CONSTRUCTION 1908-9

**ARCHITECT/DESIGNER/
BUILDER** George Troup, principal architect, NZ Railways
Department

STYLE Troup class B/C gable station

PHYSICAL DESCRIPTION

Single-storey building with rectangular footprint and gabled roof. Gabled canopy over station platform is supported by ten steel posts with open trussed roof; wrought iron hoops decorate the truss structure. Vertical boarding of canopy's gable ends is rounded at the bottom to give a scalloped effect. Multiple panelled doors on east (platform) elevation have fanlights. Multi-pane double-hung sash windows. Bracketed eaves on west elevation, which has a lean-to veranda carried on timber posts along its length.

MATERIALS/STRUCTURE

Timber framing and rusticated weatherboard cladding, corrugated iron roofing.

ADDITIONS/ALTERATIONS

Marseilles tile roof removed, replaced with corrugated iron (c.1977). Chimneys removed and west elevation veranda erected (date unknown).

SETTING

The station building is located to the north of the eastern terminus of Blakett Street, north-east of the town centre. It is on the west side of the rail corridor, within a light industrial setting. The extent of setting is the land parcel on which the station building is located and that portion of Part RS 917 immediately adjacent to the station building and over which the canopy projects.

HISTORY

Rangiora's railway station, as distinct from the station building, opened on 5 November 1872; the Southbrook to Rangiora section of the northern line from Christchurch having reached completion in late October of that year. The Rangiora to Oxford branch line opened as far as Cust on 7 December 1874. A station building at Rangiora was in situ by 1875, although it was noted by a correspondent to the *Lyttelton Times* in May 1879 that the station possessed no refreshment rooms. At the turn of the 20th century nine passenger trains and six goods trains passed through the station each day. The stationmaster, Alexander Donaldson, had a staff of five and the Inspector for the Permanent Way for Rangiora District also had an office in the station building. Following local representations to central government requesting a new station building, construction commenced in August 1908. It was reported that staff had taken possession of the new building on 8 March 1909; the old station was then disassembled for reuse at Kirwee. The station building closed in 1988 and has been leased to various retail and hospitality operators since that time. Today the Station Café and Restaurant occupies the building, while the platform continues to serve patrons of the Coastal Pacific Christchurch to Picton line.

HISTORICAL AND SOCIAL SIGNIFICANCE

The Rangiora Railway Station has historical significance for its association with the development of Canterbury's railways infrastructure since the early 1870s and the extent of railway operations at Rangiora in the early 20th century which warranted a new station of this size and scale.

CULTURAL AND SPIRITUAL SIGNIFICANCE

The Rangiora Railway Station has cultural value as a demonstration of the way of life of past station staff and patrons and for the esteem in which it is held by the Rail Heritage Trust of New Zealand.

ARCHITECTURAL AND AESTHETIC SIGNIFICANCE

The Rangiora Railway Station has architectural significance as a standard Troup-era railway station design. Sir George Troup (1863-1941) was the principal architect of the Railways Department from 1888 until his retirement in 1925 and under his direction the department developed a set of standardised plans for railway buildings that were erected nationwide. Best-known for the Dunedin Railway Station (1904), Troup was also an active member of the Presbyterian church and served on Wellington City Council after his retirement from the NZ Railways. He was knighted in 1937.

TECHNOLOGICAL AND CRAFTSMANSHIP SIGNIFICANCE

The Rangiora Railway Station has technological and craftsmanship value for its Edwardian timber and metal construction and detailing. The contractors for the station building are currently unknown.

CONTEXTUAL SIGNIFICANCE

The Rangiora Railway Station has contextual significance as a local historic feature, both within Rangiora and on the Coastal Pacific line. Historically the railway station was set within a garden, winning the B grade section of the railway station gardens competition in 1935.

ARCHAEOLOGICAL AND SCIENTIFIC SIGNIFICANCE

Although the building post-dates 1900 its site has potential archaeological significance relating to the 19th century development of the station precinct.

SUMMARY OF HERITAGE SIGNIFICANCE

The Rangiora Railway Station has overall heritage significance to Rangiora and to Waimakariri district as a whole. The building has historical and social significance for its association with the development of the town's transport infrastructure and cultural value for its association with the way of life of its early staff and patrons. The Rangiora Railway Station has architectural significance as a Troup-era gabled railway station and technological and craftsmanship value for the methods and materials used in its construction. The Rangiora Railway Station has contextual significance as a local historic feature and potential archaeological significance in view of the site's development since the early 1870s.

HERITAGE CATEGORY

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REFERENCES

- *Press* 6 October 1870, p. 4; 2 December 1874, p. 4; 30 December 1908, p. 6; 12 October 1934, p. 4; 1 November 1934, p. 4; 21 November 1935, p. 5; 21 January 1936, p. 4; 22 June 1937, p. 16; 12 January 1939, p. 3; 27 January 1939, p. 6; 15 February 1939, p. 4.
- *Lyttelton Times* 29 February 1872, p. 1; 30 May 1879, p. 5; 2 October 1906, p. 6; 13 June 1907, p. 6; 20 June 1907, p. 6; 30 January 1908, p. 6; 14 May 1908, p. 3; 28 July 1908, p. 6; 17 May 1909, p. 6; 24 June 1909, p. 6; 10 May 1911, p. 8; 8 June 1911, p. 6.
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REPORT COMPLETED

20 February 2019

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Extent of setting, Rangiora Railway Station, 2 Blackett Street and adjacent platform, Rangiora.