



The Friends of Archer Park Rail Museum, Rockhampton Queensland

Archer Park Station

The station was opened in 1899 to serve the Rockhampton to Longreach and Emu Park lines. When the Brisbane to Rockhampton line was completed in 1903 its importance was superseded by the Stanley Street Station although up to twenty-five trains a day still passed through the Archer Park Station.

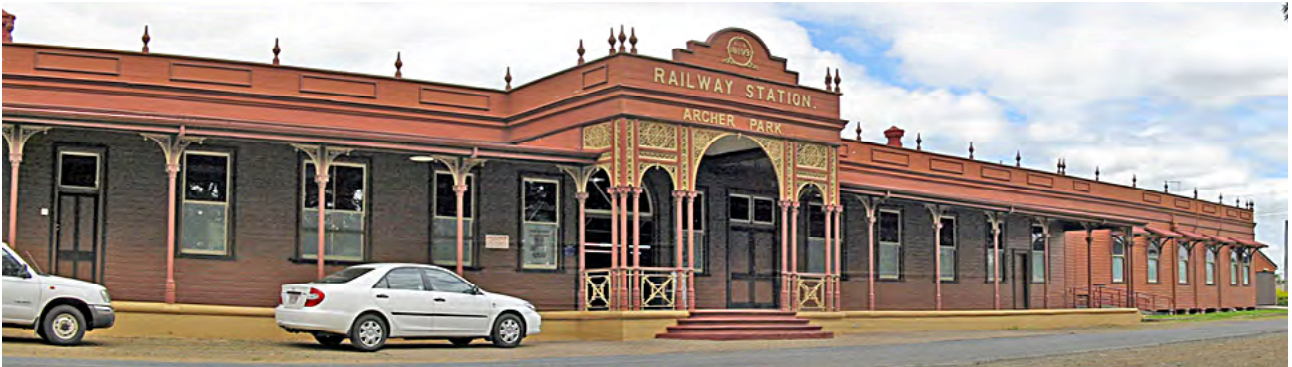
The Victorian-style station was designed by QR draftsman, Henrick Hansen, and constructed of timber. The front verandah has a semi-circular gable roof supported by cast iron columns and runs the full length of the original station. The refreshment rooms were added later (1908) but

the carriage shade roof was part of the original construction.

The QR service between the Stanley Street and Lakes Creek stations, using Purrey trams similar to the Council trams, was established in 1914 and had a stop near Archer Park.

A 10 mph speed limit and a fireman ringing a bell to warn traffic remained a requirement for all trains along Dennison Street until the 1990s.

Closed to passengers in 1970 and then used as a freight shed, the station reopened as the *Archer Park Station and Steam Tram Museum* in 1990. Now known as the Archer Park Rail Museum, it houses CQ's main rail heritage collection.



Entrance to the Henrick Hansen designed Victorian era timber station with cast iron verandah supports, March 2009. The station also extends some distance to the left beyond the end of the verandah. [lz 3258-9]



Cambridge Street entry to the station precinct. The refreshment rooms are on this end of the station and used to have a 'hole in the wall' service point for locals. The typical QR station carriage shade roof behind covers the platform and first two tracks, August 2009. [lz 4487]