

SORELL HERITAGE SURVEY

Address: 39 Cole Street Sorell 7172		UPI: 2902509	PID: 5932157
Name: RAILWAY HOUSE			
Feature Type: House	Structure Type	Dating:	1891 - 1915 1892c
	Site Feature Type	Access Restrictions:	Not available
		Inspection Date:	October 96 P Davies
		Style:	Late Victorian
	Grid ref:	5426 545850 5263150	
Indication of Significance: Probable Significance		Theme: Transport	
Material:	Timber siding Corrugated iron	Listings: National Trust SMC Schedule 3	
Condition:	Good		
Integrity:	Altered, extended sympathetically		
National Estate Criteria:		Photograph Index:	3:6
Risk:	Excavation: ☐	Development: ☐	Maintenance: ☐ Vandalism: ☐

SITE DESCRIPTION:

One of a group of four houses backing onto the former railway yard, this structure appearing to be one of the wayside stations relocated after the closure of the line. The smallest building of the group, this has a double gabled roof with box gutter and now has an enclosed verandah to the front and skillion to the rear. A small decorative gable is set over the front door on the main roof. The building has a brick chimney, is of timber construction and siding and has a corrugated iron roof. It is an excellent example of small workers cottages and is in overall reasonably intact condition.

HISTORY:

The houses at numbers 41-43 are said to have been built in around 1890 for railway workers employed on the Sorell to Bellerive railway. The house at number 39 is said to be the former Penna (or Frogmore) Railway station and was relocated to its current site following the closure of the railway in 1926. It is likely that number 37 formed part of the railway group and dates from the same period.

BOUNDARY:

The listing boundary is formed by the title boundary of the property. The listing boundary is formed by the title boundary of the property and is part of the wider, Cole St, conservation precinct.

COMMENTS:

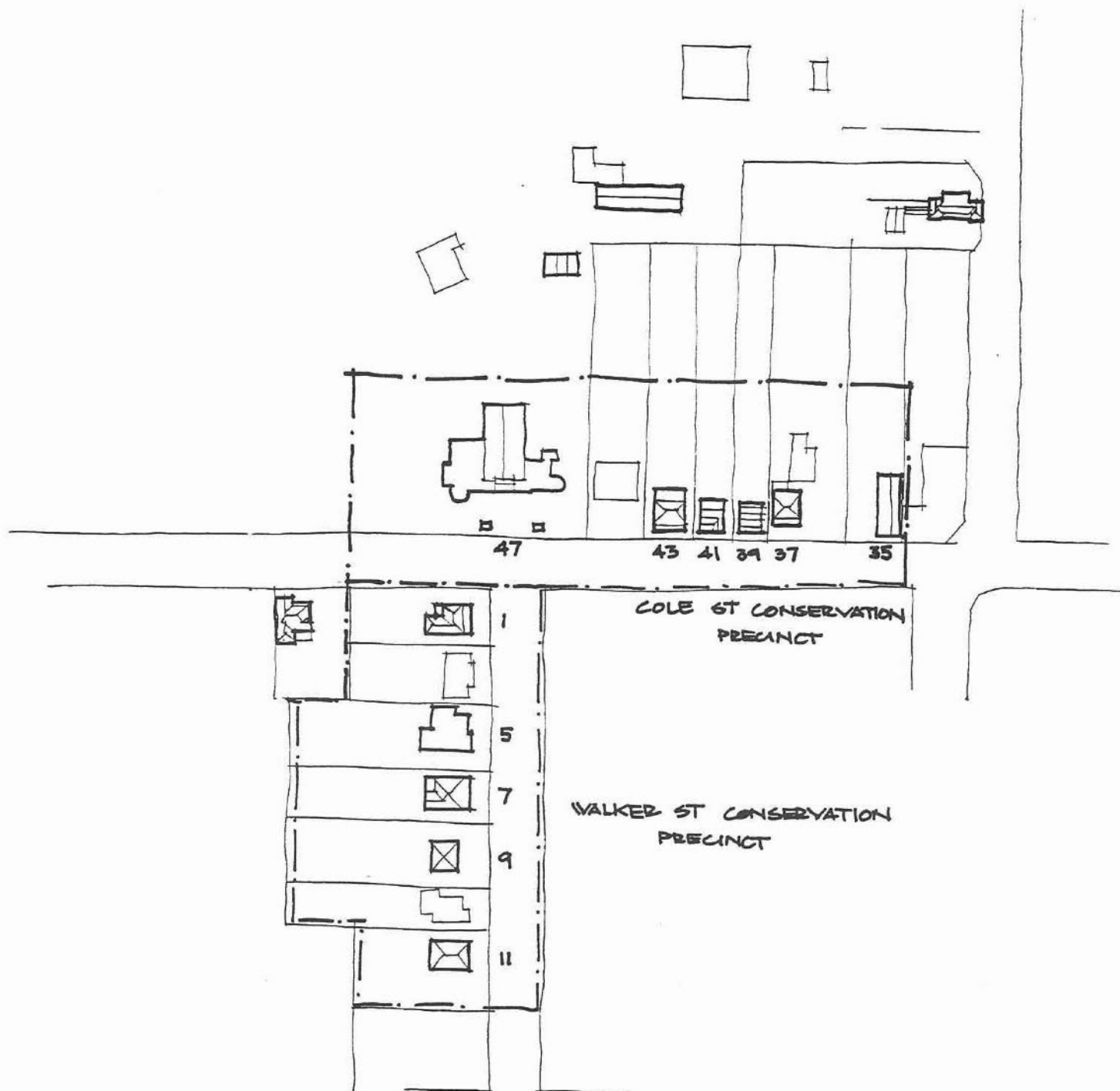
The building is significant as the former railway station from Penna, relocated after line closure and as part of a group of railway structures that adjoin the former railway yard.

It should continue to be included in Schedule 3 of the Sorell Planning Scheme.

BIBLIOGRAPHY + PREVIOUS STUDIES:

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