

BRISBANE IN THE 1950's & 1960's

Brisbane through the 1950's and 1960's was still referred to by interstate visitors as a big country town. A combination of the lack of infrastructure and also a lack of skyscrapers until the late 1960's contributed to this perception. Both issues were tackled by Brisbane's dynamic Lord Mayor from 1961-1975, Clem Jones.

Looking back at the photos from this time of Brisbane can easily make one feel a yearning for a time when life was much simpler and Australians were still deeply loyal to the British Empire. The multiculturalism that we know today hardly existed.

The mass immigration that took place after World War II (under the slogan of Populate or Perish) was mostly limited to white Europeans with lots of Greeks, Italians and Poles adding to the predominantly British and Irish descended population of Australia at the time. Between 1947 and 1961, the metropolitan population increased from 413,300 to 621,550, the latter figure including Redcliffe and Pine Rivers shire.

The coming of peace ushered in a minor eclipse of the Queenslander house design as shortages dictated a more austere form of building. A few new suburbs emerged: Wavell Heights (named after General Wavell), Belmont and Mt Gravatt. The last two places had tram extensions (1948-51), appropriate while car ownership remained low. The postwar housing shortage was addressed by the State Housing Commission (Stafford, Seven Hills) and the War Services Homes Commission (Wavell Heights, Indooroopilly). Except for Indooroopilly, the new estates were some way from train stations and tram lines, and car-dependent suburbs would soon emerge. The Commission's Inala town development incorporated up-to-date design, but lacked access to good public transport.

Immediately after the war, the Brisbane City Council, along with most governments in Australia, found it difficult to raise finances for much-needed repairs and development. Even where funds could be obtained materials were scarce. Adding to these difficulties was the political environment encouraged by some aldermen, led by Archibald Tait, to reduce the city's rates. He successfully ran on a slogan of "Vote for Tait, he'll lower the rate." Rates were indeed lowered, exacerbating Brisbane's financial difficulties.

In 1961 the election led to Clem Jones becoming the new Lord Mayor. Clem Jones, together with the town clerk J.C. Slaughter sought to fix the long term problems besetting the city. As the city expanded outward along its over-stretched road system, it also faced an increasingly embarrassing shortage of sewerage. Around 80% of Brisbane was unsewered in 1961. Although Brisbane's tram system continued to be expanded, roads and streets remained unsealed and over half of Brisbane's roads had carriageways less than eight metres wide.

Water supply was limited, although the City Council built and subsequently raised the level of the Somerset Dam on the Stanley River. Despite this, most residences continued to rely heavily on rainwater stored in tanks. The limited water supply and lack of funding also meant that despite the rapid increase in the city's population, little work was done to upgrade the city's sewerage collection, which continued to rely on the collection of nightsoil. Other than the CBD and the innermost suburbs, Brisbane was a city of "thunderboxes" (outhouses) or of septic tanks. In the short term, "pocket" or local sewerage treatment plants were established around the city in various suburbs to avoid the expense of developing major treatment plants and major connecting sewers. The sewerage problem was also tackled by making property developers, who would profit from the sale of the new estates, financially responsible for sewerage their allotments.

What finances could be garnered by the Council were poured into the construction of Tennyson Powerhouse, and the extension and upgrading of the powerhouse in New Farm Park to meet the growing demands for electricity. Work continued slowly on the development of a town plan, hampered by the lack of experienced staff and a continual need to play "catch-up" with rapid development. The first town plan was adopted in 1964. Clem Jones, together with the town clerk J.C. Slaughter, found cost-cutting ways to fix some problems. For example new sewers were laid 4 feet deep and in footpaths, rather than 6 feet deep and under roads. They were also fortunate in that finance was becoming less difficult to raise and the city's rating base had by the 1960s significantly grown, to the point where revenue streams were sufficient to absorb the considerable capital outlays.

Clem Jones was not your typical Labor politician or typical politician of any kind for that matter. He was quite the exception. Already financially independent when entering local politics, he worked for no pay and had a big heart for serving the people of Brisbane and improving the City. His service attitude won him great popularity including one election where his council won 20 wards to 1. Following his 14 year term as Lord Mayor he serviced as Mayor in Darwin where he was recruited to help with the rebuilding of Darwin after Cyclone Tracy destroyed it on Christmas Day 1974.

When most people think back to the 50's and 60's in Brisbane the trams come to mind. Covering a network of over 100 km around the City they served Brisbane well at this time and were very popular at a time when there were a lot less cars on the road. What strikes the viewer when seeing old footage of trams going around is the significant lack of cars compared to today. As cars became more common, the trams slowed traffic down, particularly as people got on and off them, though this could be said of buses today.

The City Council hired American transport consultants Wilbur Smith to devise a new transport plan for the city. They produced a report known as the Wilbur Smith "Brisbane Transportation Study" which was published in 1965. It recommended the closure of most suburban railway lines, closure of the tram and trolley-bus networks, and the construction of a massive network of freeways through the city. Only one freeway was constructed, the trains were retained and electrified in the late 70's and early 80's. The trams, however, were a casualty. Most tram enthusiasts blame Clem Jones for the closure of the tram network in 1969 and, by some accounts, Clem claimed that later it was a mistake on his part, though the State Government played a part in the decision by not making the new Victoria Bridge fit for trams. The old Victoria Bridge was the only tram crossing over the river. Trolley buses (powered by overhead cables like trams) did, though, cross the Story Bridge.

Australia was still deeply loyal to the British Empire after World War II and enthusiastically welcomed Queen Elizabeth II when she toured Australia and came to Brisbane in 1954. Queen Street was the main car and road thoroughfare through the City and near the Wintergarden was the theatre district at the time. The beautiful Regent theatre (later Hoyts Regent) was the centrepiece. Other theatres next to the Regent were the Odeon, Wintergarden and Her Majesty's Theatre. Albert Street and Roma Street still ran through today's King George Square. Ports lined the Brisbane River still at South Brisbane, Eagle Street and Newstead.

Queensland celebrated its centenary in 1959. Centenary Pool was opened near Victoria Park and the centenary suburbs were began in the western suburbs. The Centenary Bridge was opened on October 14, 1964 financed by western suburbs developers, Centenary Estates, later to be upgraded when the Western Freeway was built in the 1969.

Up to the 1950's when you look at photos of people walking through the streets of the City almost everyone is invariably dressed up and, in most cases, wearing a hat. From the 1960's on this style of attire was relaxed and people are seen out in public in much more casual attire.

Brisbane started to grow upwards in the 1960's. In the 1950's and early 1960's City Hall was clearly the tallest building in Brisbane even though in other parts of the world like New York skyscrapers much taller had been going up for 50 years. There was about a 10 story limit on building in Brisbane's CBD up until the early 1960's when the Clem Jones Council lifted the restriction. After building height restrictions were lifted the earliest skyscrapers went up near the Eagle St end of the City with the Pearl Insurance (1965, 16 floors), Sun Alliance (1966, 17 floors), and MMI Insurance towers (1967, 20 floors).

Going high wasn't restricted to the City. High-rise buildings, and other signs of modernity came to Brisbane in the 1960s. Glenfalloch at New Farm (1959, 15 stories) was followed by the Torbreck apartment building atop Highgate Hill (1960, 22 stories). A Strata Titles Act, introduced in 1965, made it easier to raise an owner-occupier or investor mortgage for apartments. 'Six packs', two floors of apartments with ground level parking underneath, spread throughout the inner suburbs before town planning regulations protected the old 'Queenslanders'.

Brisbane's first drive-in picture theatre opened in 1955 at Capalaba, and the first major shopping centre opened at the Gympie Road tram terminus in Chermiside in 1957. Another would follow at Toombul in 1967. When the Roma Street markets were closed in 1964 and moved to Rocklea, the land was not put up for sale but reserved for public gardens.

Old railway technology moved out of the inner city with the closure of the Woolloongabba rail yards (1969). In 1961 the railway from Nerang to Cooloongatta and Tweed Heads was closed followed by the line between Beenleigh and Southport (1964). Road traffic was taking over and the farm freight was decreasing. In a very short-sighted move, the track past Beenleigh was torn up. Thirty years later after the very rapid development of the Gold Coast a completely new line from Beenleigh, via Helensvale to Robina was built. The line opened in 1997, running back through Brisbane Central to the airport. In 1968 Sir Joh Bjelke-Peterson was elected as Premier of Queensland. The National Party leader would become the longest ruling premier of Queensland.

As the 1960's closed Brisbane saw the end of the popular tram network closed in 1969, the same year that the sleek new Victoria Bridge replaced the old Victoria bridge opening on April 14, 1969 at the relatively modest cost of \$3.2 million.

Construction had begun on upgrading King George Square to accommodate a multi-level underground car park to cope with the increased demand for City traffic. Albert Square between Albert Street and Roma Street that both ran in front of City Hall would expand to be major public square. Nearby construction was happening on both sides of City Hall. The new Adelaide and Albert Streets tower for the Commonwealth Bank was going up while on the other side on Ann Street the SGIO Tower with its digital clock tower was rapidly going up and continuing to change the face of Brisbane as it began to rush towards modernity.

Below: A colour postcard of Brisbane from when the City Hall was still the tallest building in the lower CBD and before the Captain Cook Bridge was built.

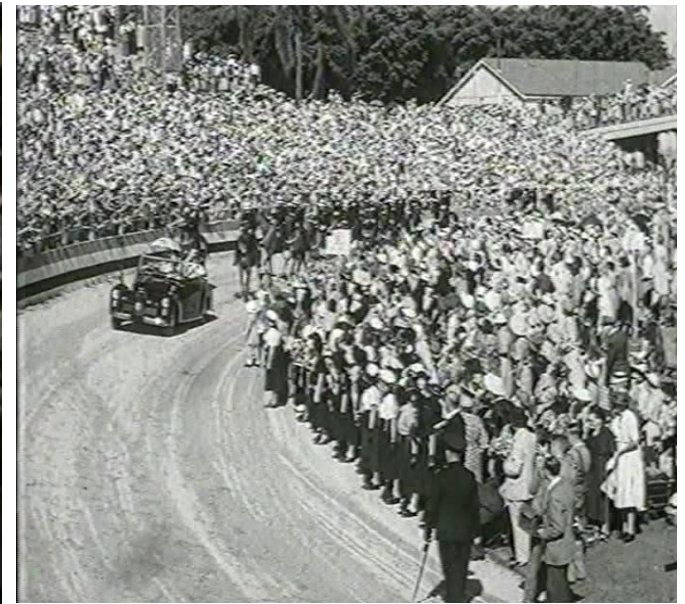


QUEEN ELIZABETH II'S FIRST ROYAL TOUR (1954)

Below: The view from Hamilton as thousands line up on either side of the Brisbane River to greet the Royal yacht Britannia as she docks at Newstead.

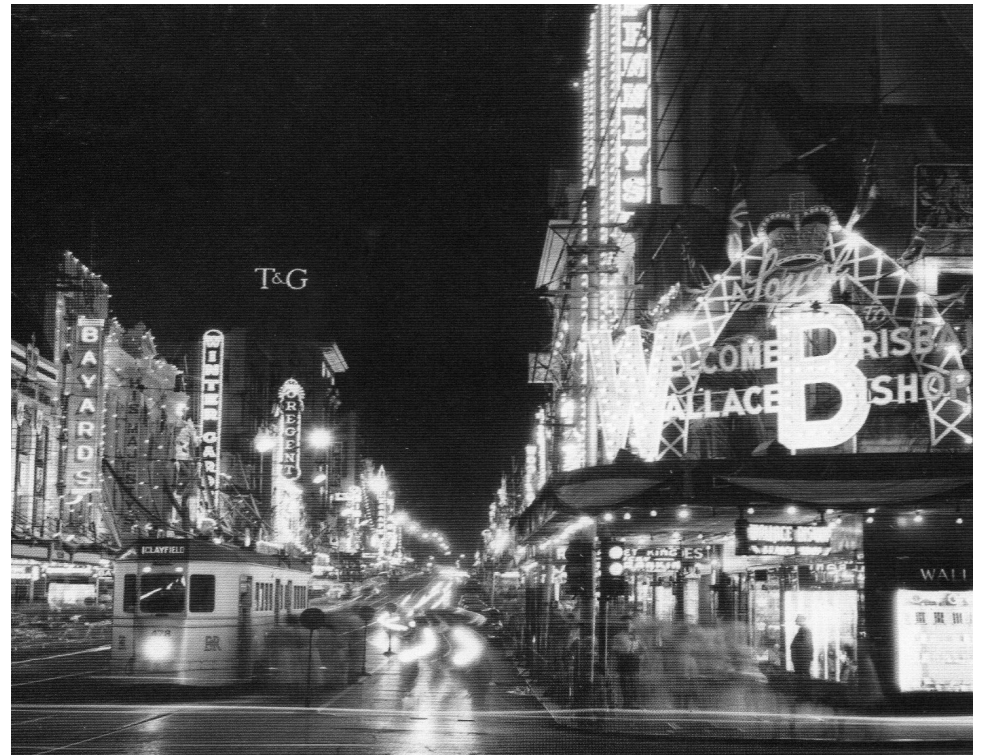


BRISBANE IN THE 1950's & 1960's



Various scenes around Brisbane during the Royal Tour. **Above Left:** McWhirters in the Valley extends a welcome to the royal couple. **Above Centre:** The royal couple drive down Queen Street. **Above Right:** Huge crowds greet the royal couple at the Exhibition Ground. **Below Left:** Victoria Bridge decked out for the royal visit. **Below Centre:** The Story Bridge is lit up spectacularly for the royal visit. **Below Right:** The Queen and Prince Phillip pay tribute to the recently fallen World War II Australian soldiers who died fighting for the British Empire.





Left: The Treasury Building decked out for the royal visit. **Above and Below:** Wallace Bishop on Queen and Elizabeth Streets is also decked out for the royal visit.



BRISBANE IN THE 1950's & 1960's

Below: Looking down Queen Street with its theatre district on the right. Signs for the Wintergarden, Odeon and the Regent are all visible.



BRISBANE IN THE 1950's & 1960's

Below: Looking down Queen Street with the General Post Office on the left and plenty of classic old holds on the street. Post Office Square is yet to be built. The York Hotel is on the right.



Below: Shoppers and workers at the corner of Queen and Albert Streets. The Australian Hotel is on the left where you see a couple of characters who look like the Blues Brothers.



Below: A great photo outside City Hall when Roma St (on right) and Albert St (on left) went through today's King George Square and you had to go up steps to go into City Hall.



BRISBANE IN THE 1950's & 1960's

Below: A wonderful night photo of Queen Street lit up in neon with trams going up and down near the corner of Edward Street.



Below: Looking down Queen Street at night with old Holdens and Fords and neon signs such as those outside of the Odeon and Regent cinemas on the right.



Below: Another night photo looking down Queen Street but this time from near where the Myer Centre is today with Albert Street crossing half way down.



Below: Queen Street sparkles just after sunset with lights and neon signs with the theatre district on the right. One of a few City radio towers is visible down towards the corner of Creek Street.





Above: A night view of Queen Street from near the corner of George Street.

Below: Peak hour traffic along Queen Street with a whole line of trams right up the street.



Above: Another night view of Queen Street and a Balmoral tram.

Below: Queen Street near the General Post Office.





Above: The view of the city skyline still showing City Hall as the CBD's tallest building.

Below: City Hall in the 1950's before the creation of King George Square.



Above: The junction of Eagle and Queen Streets.

Below: City Hall with Albert and Roma Streets full of traffic either side of King George V's statue.



BRISBANE IN THE 1950's & 1960's



Above : The view of Victoria Bridge and South Brisbane from City Hall.

Below: The view towards the Story Bridge from City Hall.



Above : The view towards Mt Coot-tha Lookout from the top of City Hall.

Below: Customs House with tram lines and stops in front of it..



BRISBANE IN THE 1950's & 1960's



Above: The view of Kangaroo Point looking across to Mineral House on Edward St and the Botanical Gardens. **Below:** A large gathering at Anzac Square on Anzac Day.

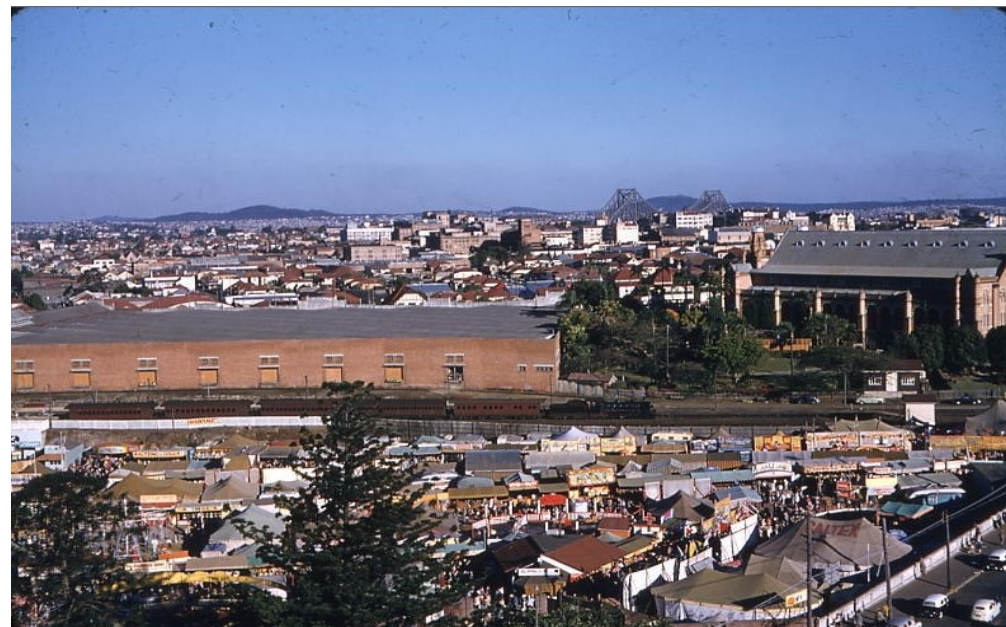


Above : Queen Street looking to where Hungry Jacks would later be on the Mall. **Below:** Looking down Adelaide Street in the 1950's.





Above: A panorama of the Exhibition Showground during the Ekka as horses and cattle are on display with a large crowd. The historic ground has changed little since then apart from newer lights.
Below: Two photos of Sideshow Alley during the Ekka in the 1950's.



BRISBANE IN THE 1950's & 1960's



Above and Below Right: Sideshow Alley is packed with people enjoying the annual Ekka Show in August.
Below: Left: The Ekka Show and the Exhibition Ground as seen from the air in the 1950's.





Above Left: Woodchoppers in action at the Ekka. **Above Right:** A motorcycle daredevil at the Ekka on a high wire. **Below Left and Right:** Sideshow Alley by day and by night.



BRISBANE IN THE 1950's & 1960's



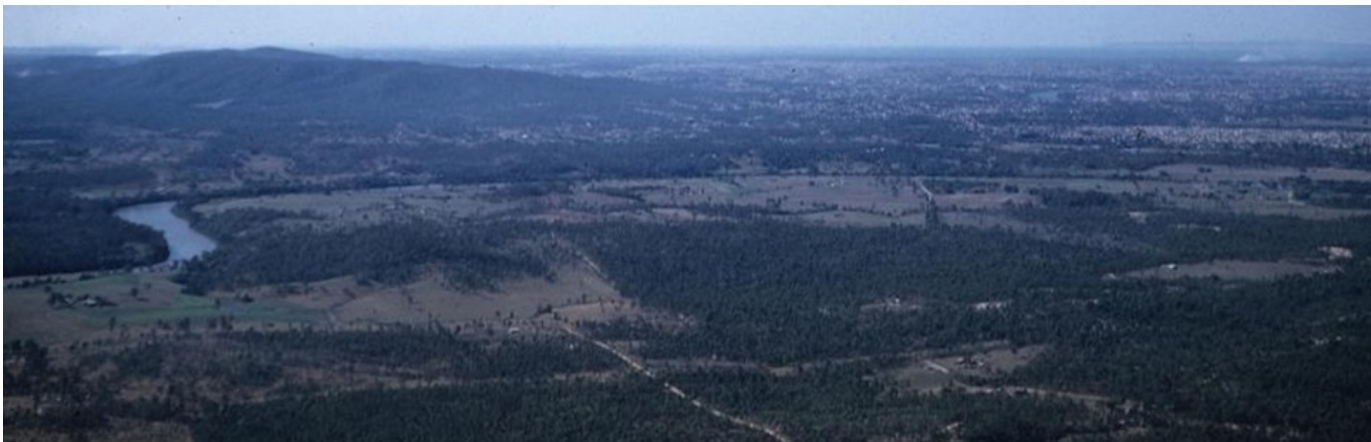
Above: Precision wagon horse maneuvers, chariot racing and lasso tricks during the Ekka back in the 1950's.

Below Left and Centre: One of Brisbane's brewing icons during the 1950's and 1960's, Bulimba Gold Top. **Below Right:** Ekka patrons on Gregory Terrace. Notice the tram line servicing the Ekka.



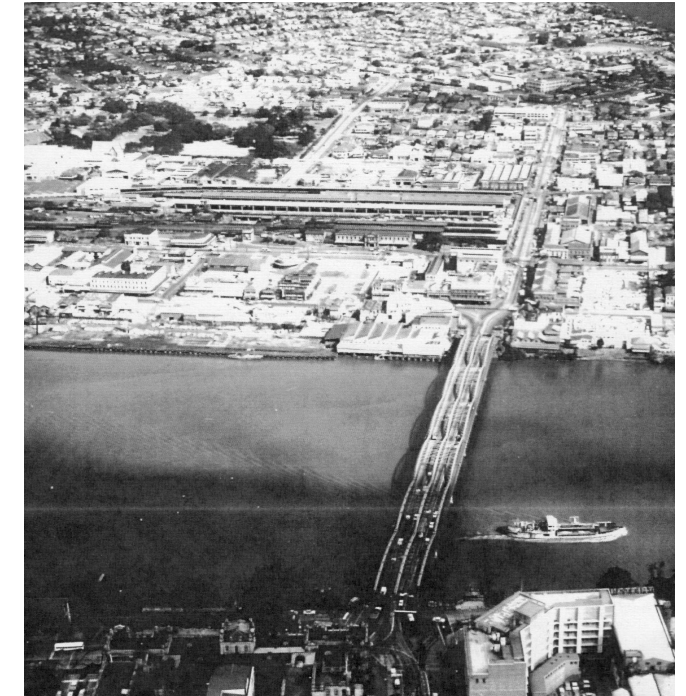


Above: Looking from Archerfield to Sherwood and Chelmer from the air. Ipswich Road and the Rocklea Showground are in the foreground. **Below:** The western suburbs of Jindalee and Mount Ommaney before they were developed in the 1960's.



Above: An aerial view above Albion. At this time Perry Park is oval shaped for cricket rather than rectangular for soccer.

Below: An aerial view of the Victoria Bridge and South Brisbane. The interstate rail terminus is prominent.





Above: A re-enactment of Governor Bowen's arrival during Queensland's Centenary (1959).

Below: The Royal Brisbane Hospital in the 1950's.



Above: The view from City Hall looking towards West End.

Below: The view of Anzac Square and Central Station looking towards Spring Hill.





Above: The main church on the corner of Ann and Albert Streets

Below: Cars driving along Albert Street where today's King George Square is with the Tivoli theatre opposite the City Hall.



Above: The view of Roma St towards Ann St across where King George Square is today.

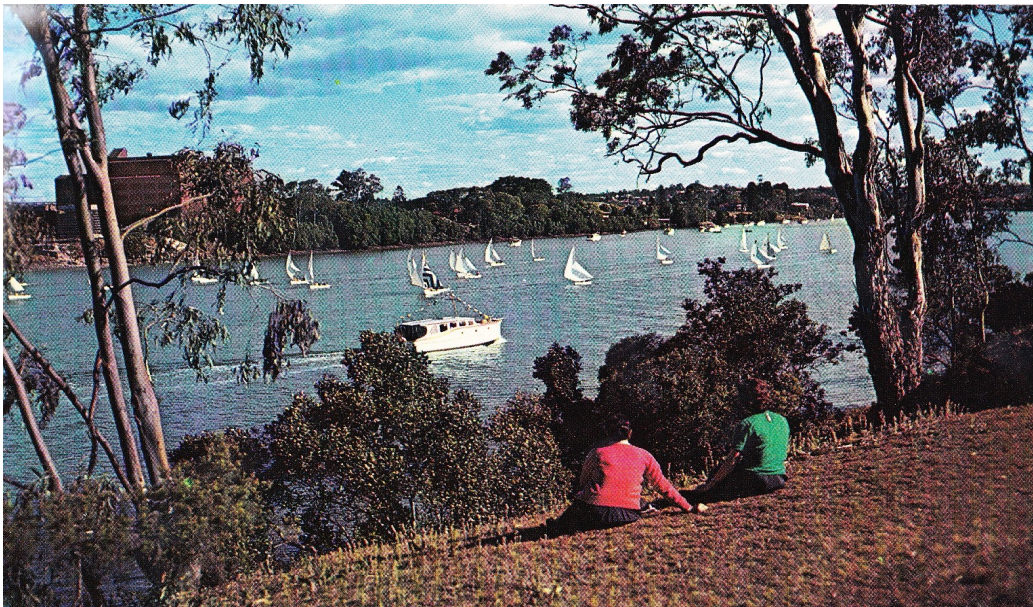
Below: Looking south along Queen Street from the intersection with Creek Street.





OVERLOOKING THE CUSTOMS HOUSE AND STORY BRIDGE, BRISBANE.

Below: A couple of people enjoying the view of sailing boats along the river at Milton.



Above: The straight through view of Albert Street in the 1950's in front of City Hall..

Below: A trolley bus on its way through the Valley. The buses powered by overhead electricity were so quiet they were named "Silent Death" due to the danger to unsuspecting pedestrians.



BRISBANE IN THE 1950's & 1960's

Below: Trams in the 1960's passing by some well-known locations across Brisbane.



BRISBANE IN THE 1950's & 1960's



Above: Trams banked up in front of the Treasury building.
Below: A tram on Queen Street crosses George Street.



Above: A tram at the junction of Melbourne and Boundary Streets at West End.
Below: The corner of George and Ann Streets with Lennons Hotel in the background.





Above: A tram on Ann Street passes All Hallows school in the Valley close to the Story Bridge.
Below: A tram climbs up Wharf Street.



Above: A tram about to go onto the Victoria Bridge from South Brisbane.
Below: A tram climbs up Wharf Street.





Above: A trolley bus about to turn onto North Quay off Elizabeth St with Queens Park on the right. This one way street went the other way before the Riverside Expressway was built.
Below: Heavy peak hour traffic on Bowen Hills Road near the Royal Brisbane Hospital.



Above: A trolley bus powered by overhead electrical wires crosses over the Story Bridge.
Below: The Prudential building on the corner of Queen Street and North Quay.





Above: The view looking up to Spring Hill from City Hall. The Canberra Hotel is visible opposite the People's Palace on Ann Street. **Below:** Looking down Queen Street from near George Street. The office of the Telegraph newspaper is located where the Myer Centre is today.



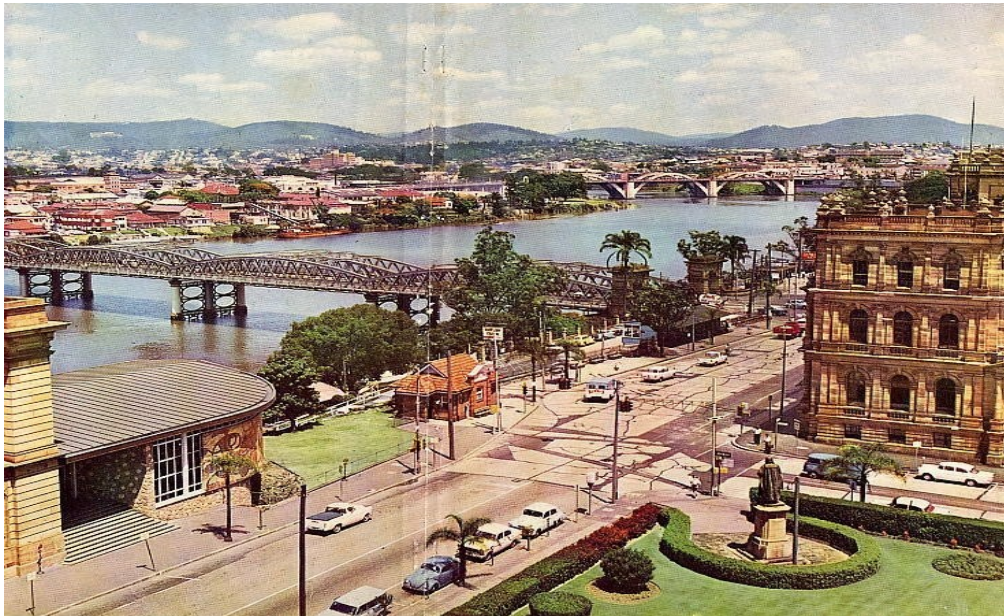
Above: The view from City Hall towards Kangaroo Point with Albert Street visible on the left. The Carlton Hotel is visible where today's Myer Centre is. **Below:** Central Station as it looked in the 1960's



BRISBANE IN THE 1950's & 1960's



Above: The view of a tram about to cross the Victoria Bridge over to South Brisbane.
Below: Looking across Queen's Park to Victoria Bridge with the old State Library on the left.



Above: A view of the Eagle St wharves with Brisbane's first skyscrapers going up after building restrictions were lifted in the early 1960's.
Below: Looking down Edward Street from near Central Station which is just visible on the left.





Above: Trams lined up along Queen Street near the intersection with George Street.
Below: Looking across Queen's Park to the Lands Administration Building.



Above: A tram going along Adelaide Street on a quiet day in the City.
Below: Looking across to the Mater Hospital in the background from City Hall.





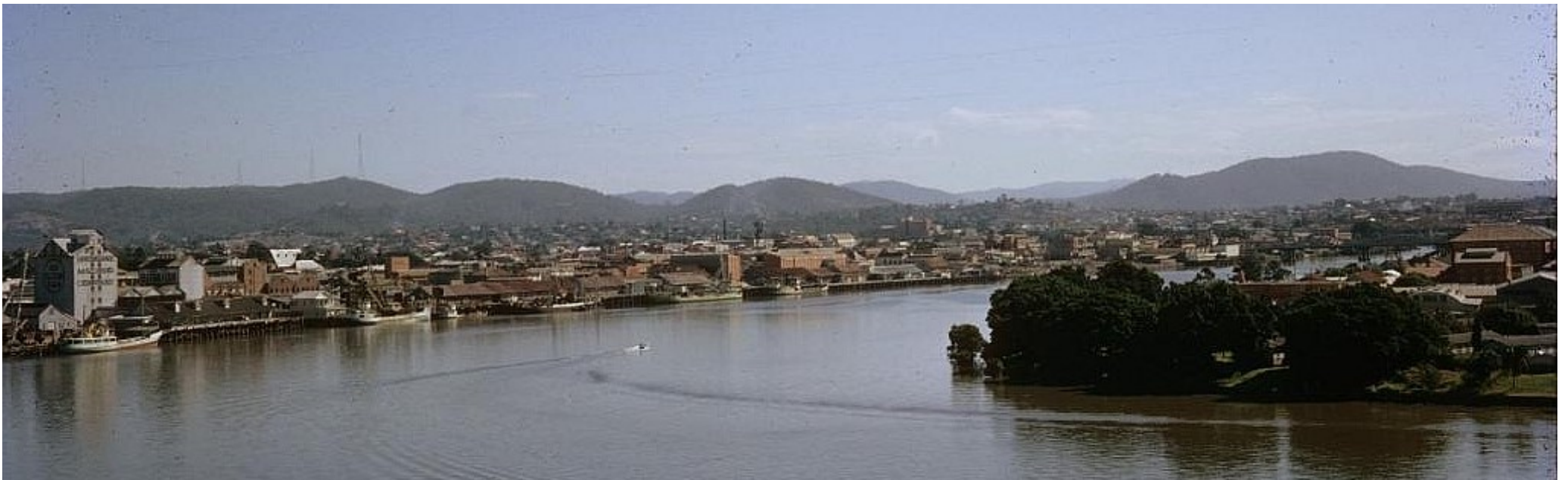
Above and Below: Some peaceful scenes of the Brisbane River and the Newstead shipping wharves from near Breakfast Creek.





Above: A panorama of North Quay and Victoria Bridge with what looks like the Miramar on her way back from Lone Pine.

Below: A panorama of South Brisbane and the Botanical Gardens from Kangaroo Point. This photo dates from the 1960's as all four TV towers on Mt Coot-tha are visible.





Above: A tugboat passes under the Story Bridge.

Below: The view towards the Story Bridge from the Botanical Gardens.



Above: Peak hour traffic at one end of the Story Bridge. Above are trolley bus electrical wires.

Below: A ferry crosses opposite of the Eagle St wharves. Three radio towers can be seen in the City.





Above: The view along Petrie Bight looking back towards Customs House.
Below: The Valley at the corner of Brunswick Street and Wickham Terrace.



Above: Looking towards Petrie Bight and the Story Bridge from above Eagle Street.
Below: A tram approaches the corner of Brunswick Street and Wickham Terrace.



BRISBANE IN THE 1950's & 1960's



Above: North Quay with the iconic bus shelter that used to be there.

Below: Looking towards the Story Bridge from the top of City Hall.



Above: A tram comes off the Victoria Bridge into the City. Note the sign on the right offering boat trips to Bishop Island (now absorbed into Fishermans Island). **Below:** A crowded Centenary Pool on a hot day in 1963.





Above Left: A cargo ship near Customs House with Queen St behind. **Above Centre:** The corner of Queen and Albert Streets.



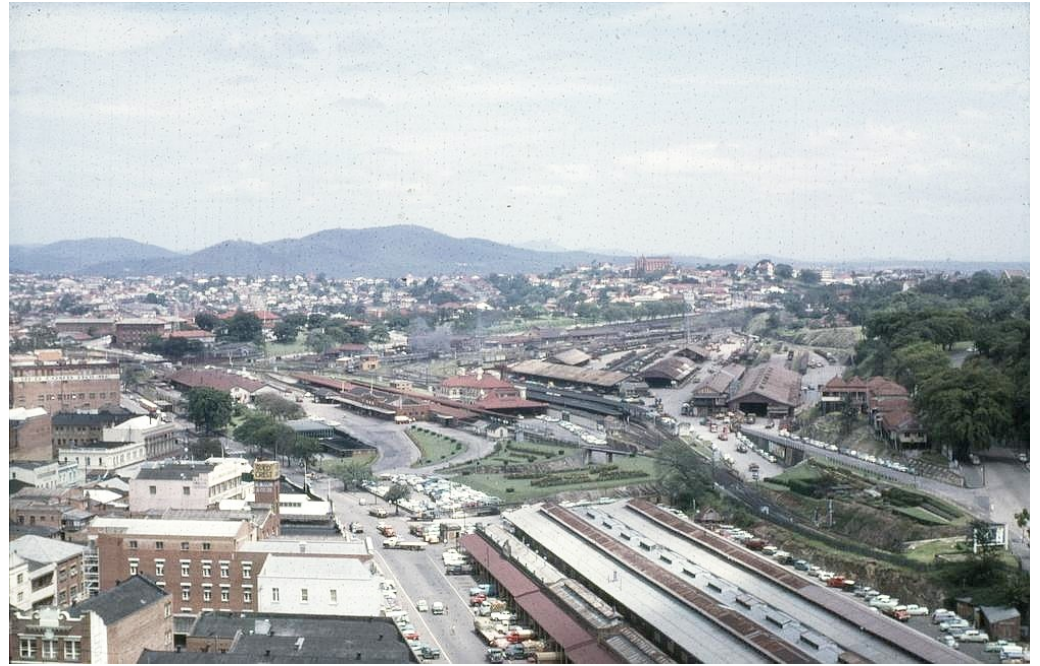
Above: The corner of Queen and Creek Streets looking back to the GPO on the left. **Left:** The intersection of Ann and Boundary Streets and Wickham Terrace.

BRISBANE IN THE 1950's & 1960's



Above: The view towards New Farm from City Hall.

Below: The Eagle Street wharves viewed from under the Story Bridge.



Above: The view of Roma Street with the old Markets at the bottom and train station above.

Below Right: City Hall's tower stands out from the rest of the City buildings.



BRISBANE IN THE 1950's & 1960's

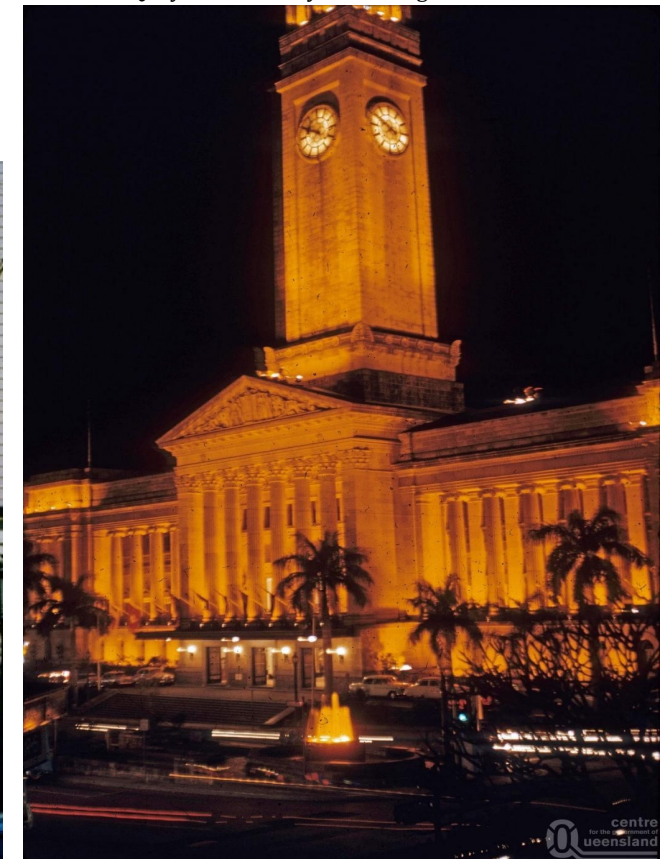


Above: The Brisbane River between New Farm and Kangaroo Point is overrun with a hyacinth plant growth.

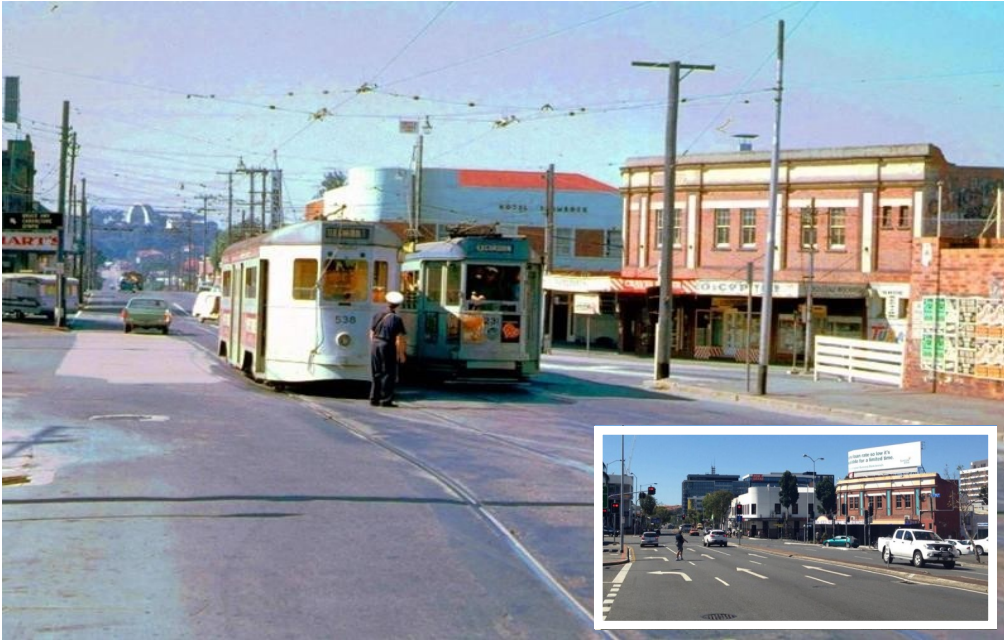
Below: Adelaide Street with shops on the left where today's Post Office Square. Anzac Square is just visible on the right.



Above: The old Supreme Court House on the corner of Ann St and North Quay. **Below:** City Hall at night.



BRISBANE IN THE 1950's & 1960's



Above: Trams pass at the Valley five-ways. Cloudland is visible in the background. **Inset:** The same scene as it looks today.



Above: Queen Street looking back to where the Mall is today.

Below: The view of Queen Street opposite of where the Myer Centre is today.



Coronation Motel, Coronation Drive, Milton, c1966.





Above: King George Square and City Hall. **Below:** Central Station and Ann Street. The grand church on the left was later torn down when Turbot Street was extended towards the Valley.



Above: The Roma Street Markets before they moved to Rocklea in 1964 with the Brisbane Police Station in front before it moved further down Roma Street. **Below:** Chermside Shoppingtown became Australia's first major "drive-in" shopping centre in 1957.



BRISBANE IN THE 1950's & 1960's



THE ENTRANCE TO THE MT. COOT-THA LOOKOUT



VISITORS PARKING AREA AT MT. COOT-THA



ROCKERY GARDEN AT MT. COOT-THA

BRISBANE FROM MOUNT COOT-THA LOOKOUT (1960'S)



Below: An aerial view of Brisbane in the early-mid 1960's. The four TV station towers on Mount Coot-tha are all visible.



Below: An aerial view coming into Eagle Farm airport in the 1960's. Doomben and Eagle Farm racecourses are visible.





Above and Below: TAA aiplanes at Eagle Farm airport.



EAGLE FARM AIRPORT, BRISBANE

Above: Eagle Farm airport. The igloos are for the domestic airlines and the building at the back is for International carriers. **Below:** A Qantas plan touches down and Ansett plane takes off.



BRISBANE IN THE 1950's & 1960's



Above: Lennons Hotel on George and Ann Streets before moving to Queen Street. **Below:** Centenary Pool on Gregory Terrace was opened in 1959 during Queensland's Centenary year.



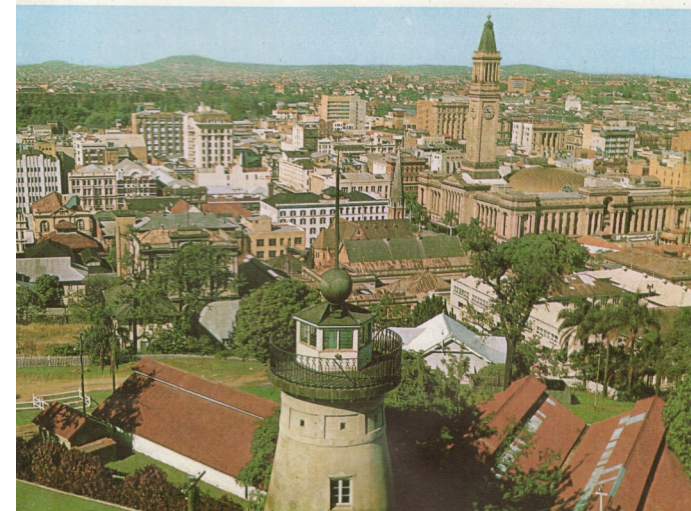
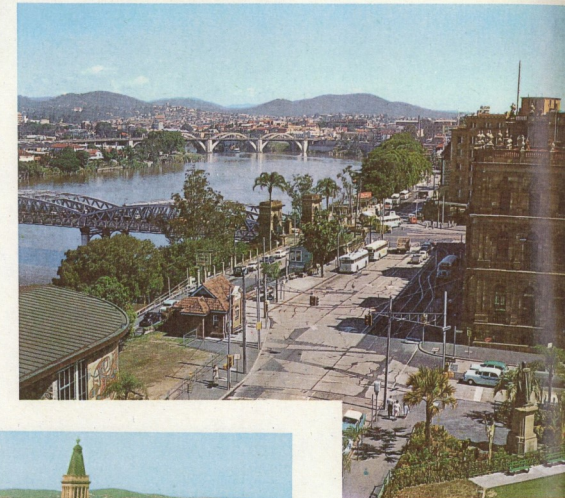
Above: Albert Street. Hungry Jacks is where the Casket Agencies sign is. The old Metro cinema is visible in the centre. **Below:** A trolley bus about to turn into Adelaide Street from Albert Street.





THE STORY BRIDGE SHOWING CIRCULAR QUAY WHARVES. Moored at the left is one of the many ships which have been constructed at the Kangaroo Point Shipyards nearby.

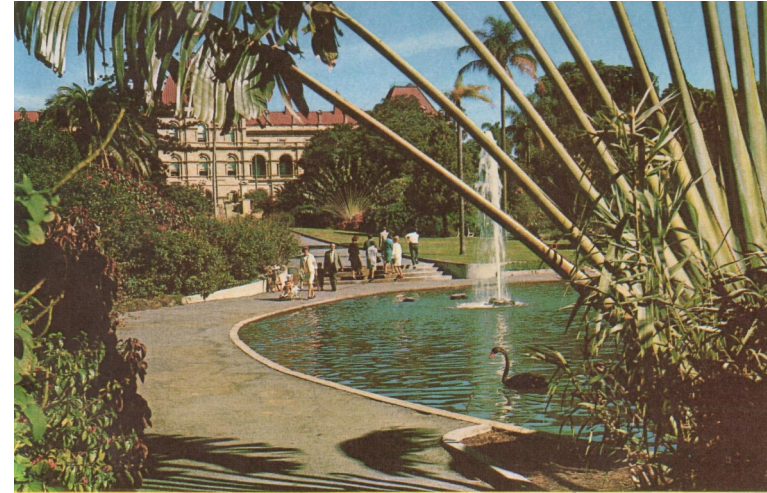
NORTH QUAY. Spanning this reach of the Brisbane River are the Victoria and William Jolly Bridges. In the background are the residential suburbs of Paddington, Bardon, Ashgrove and The Gap.



PANORAMA OF THE CITY FROM WICKHAM TERRACE. The Brisbane skyline is changing at its fastest rate since its inception. Government Buildings, Insurance Offices, Banks and other Commercial Offices are going up in almost every street in the inner City area.



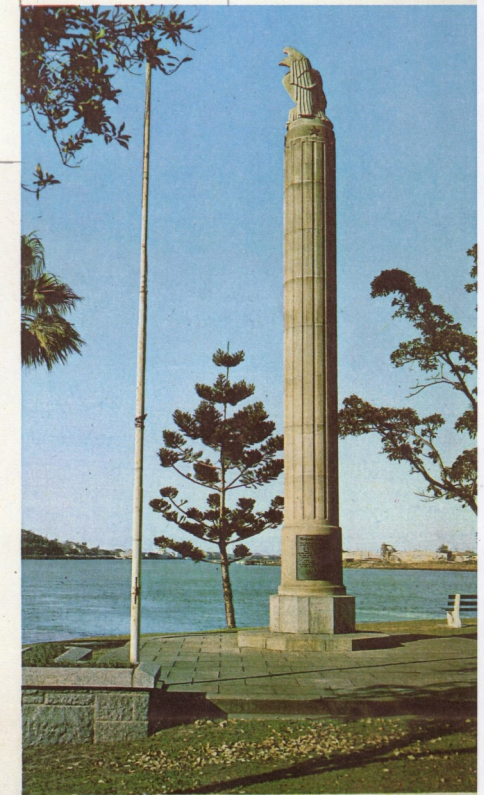
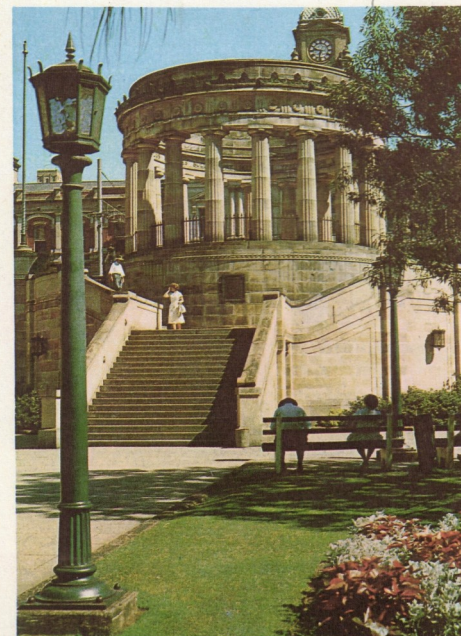
WILLIAM JOLLY BRIDGE AND CITY HALL ILLUMINATIONS. On special occasions such as a Royal Visit, Christmas, R.N.A. Exhibition and the Warana Festivals, Brisbane "lights up" with many such displays as these.

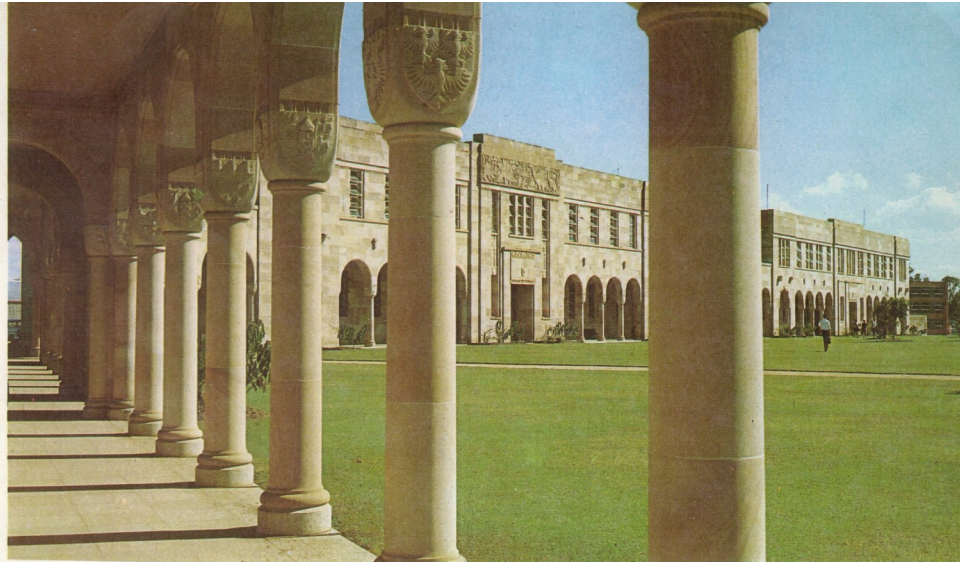


ORNAMENTAL LAKE AND WATER JET IN BRISBANE'S BOTANIC GARDENS. Covering 48 acres, close to the centre of the City, The Botanic Gardens provide a wonderful display of tropical and subtropical trees and shrubs, and colorful Flower Beds of Annuals.

UNITED STATES WAR MEMORIAL, NEWSTEAD PARK. Thousands of U.S. Servicemen passed through Brisbane during World War II. This Memorial was erected by the Citizens of Brisbane not far from the wharves where most of them landed.

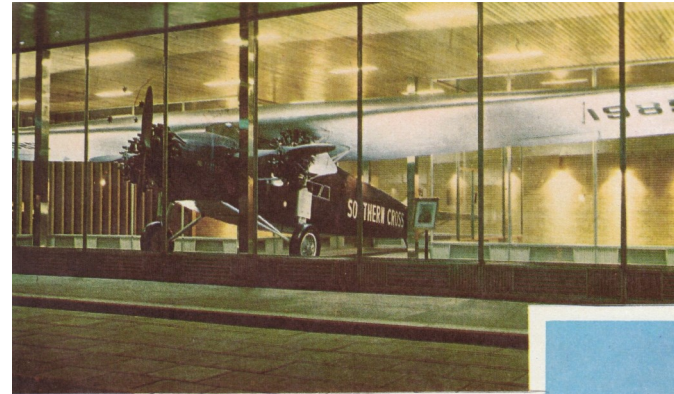
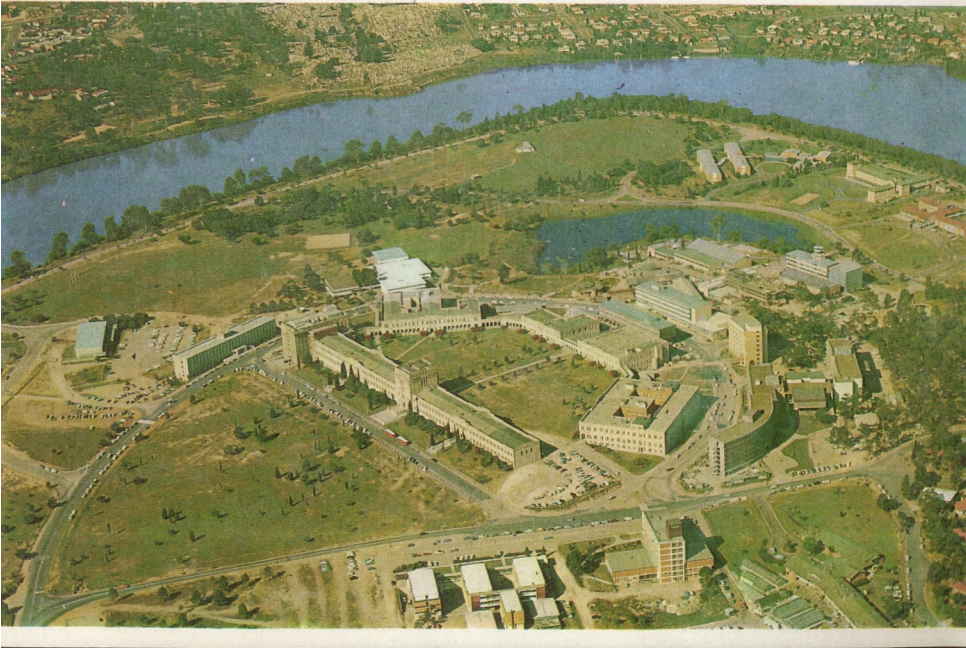
THE ANZAC WAR MEMORIAL. In the centre of this Memorial is the Eternal Flame of Remembrance, and above the Colonnade are inscribed some of the Battle Honours of the 1914-1918 War.





THE UNIVERSITY OF QUEENSLAND. The Chemistry, Geology, Physics and Biophysics Departments of the University as viewed from The Cloisters at the rear of the main building, these being constructed of Queensland freestone. Including the playing fields, the University occupies an area of 240 acres.

Below: Aerial View of the University at Lucia.



Sir Charles Kingsford Smith Memorial at the Brisbane Airport, Eagle Farm. In his aircraft "The Southern Cross", Sir Charles made the first Trans-Pacific crossing from U.S.A. to Australia, landing at Eagle Farm in 1928.

THE OBSERVATORY, WICKHAM TERRACE. One of Brisbane's oldest landmarks, the Observatory was built in 1829 as a windmill to grind grain. In its first years a treadmill operated by convicts in irons supplied its power. In after years it became a signal station and later was used to house the apparatus for Brisbane's first television experiments.



THE CENTENARY POOLS. Built on a site overlooking Victoria Park, Brisbane's Centenary Pool area is well laid out with its Olympic Pool, Diving Tower and Pool, Children's Wading Pool and Restaurant.

BRISBANE IN THE 1950's & 1960's

AERIAL VIEW OF BRISBANE CITY AREA, SHOWING THE STORY BRIDGE ON LEFT



CITY SKYLINE FROM THE STORY BRIDGE. The heart of the City is filled with construction works recently completed, or being built, and some large buildings have still to be demolished to make way for taller, more modern buildings.



PARLIAMENT HOUSE, GEORGE STREET, BRISBANE. The Foundation Stone for this picturesque building was laid in 1865, 6 years after the proclamation of the State of Queensland. The fourth parliament of Queensland first met in this building in 1869.

AERIAL VIEW OF BRISBANE'S TWO OIL REFINERIES AT THE MOUTH OF THE BRISBANE RIVER. These two refineries, owned by Ampol and Amoco Oil Companies, have a combined capacity of processing 70,000 barrels (almost 2½ million gallons) of crude oil each day. Some of this oil comes from Queensland's own oil fields at, and near Moonie.



POINCIANNA TREE—KEMP PLACE. Flowering during December/January, the Poinciana adds its splash of brilliant red colour to Brisbane gardens and parks. Whilst not a native of Australia, it is now so widespread that it is generally accepted as such.

POINSETTIA (*Euphorbia Pulcherrima*). Brisbane's Floral Emblem, The Poinsettia Shrub, from August to October bears enormous, brilliant, scarlet flower-like bracts with small green and yellow flowers in the centre.



NEW FARM PARK. Pleasantly situated on the bank of the Brisbane River, New Farm Park has over 11,000 Rose Trees covering 250 varieties. The Roses, blooming prolifically at the same time as the Jacaranda Trees around the Drive, make a very colourful display.



↑ TOWER MILL MOTEL AND RESTAURANT, WICKHAM TERRACE

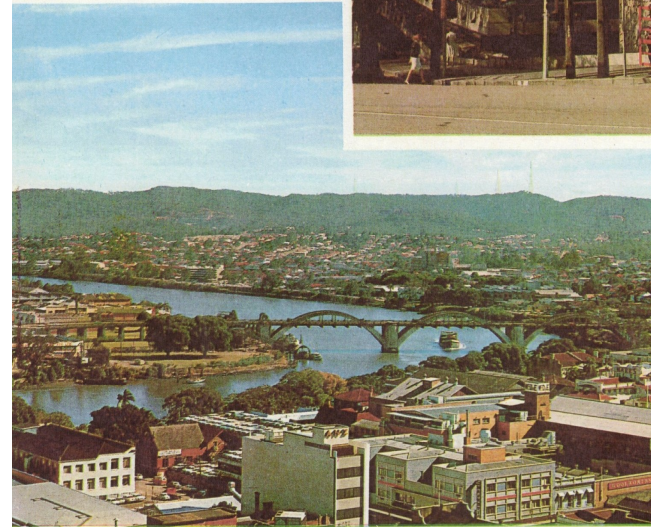
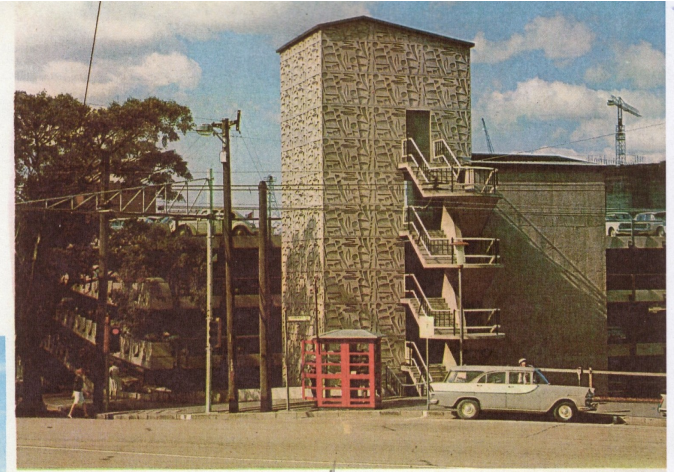
PEARL ASSURANCE BUILDING, QUEEN STREET →



THE WILLIAM JOLLY BRIDGE. One of five road bridges spanning the Brisbane River, the William Jolly Bridge carries a heavy volume of traffic between the industrial suburbs of South Brisbane and West End and the City. Built in 1932, it was originally named the Grey Street Bridge, but later renamed in honour of the first Lord Mayor of Brisbane.



MUNICIPAL PARKING STATION. Financed by Parking Meter Money, this Parking Station provides accommodation for over 500 cars.



SOUTH-WESTERN PANORAMIC VIEW FROM THE 250ft. OBSERVATION PLATFORM OF THE BRISBANE CITY HALL. This view overlooks the William Jolly Bridge, the Milton Reach of the Brisbane River, and towards Mt. Coot-tha where Brisbane's four T.V. Transmitting Towers can be seen.

ANOTHER VIEW FROM THE CITY HALL TOWER, LOOKING NORTH-EAST ALONG ADELAIDE STREET.





Above and Below: Marching groups and floats participating in the annual Warana Spring Festival parade.





Above: Brisbane from Mt Coot-tha Lookout.

Below: The Teneriffe Wharves and Newstead Gasworks from the air.



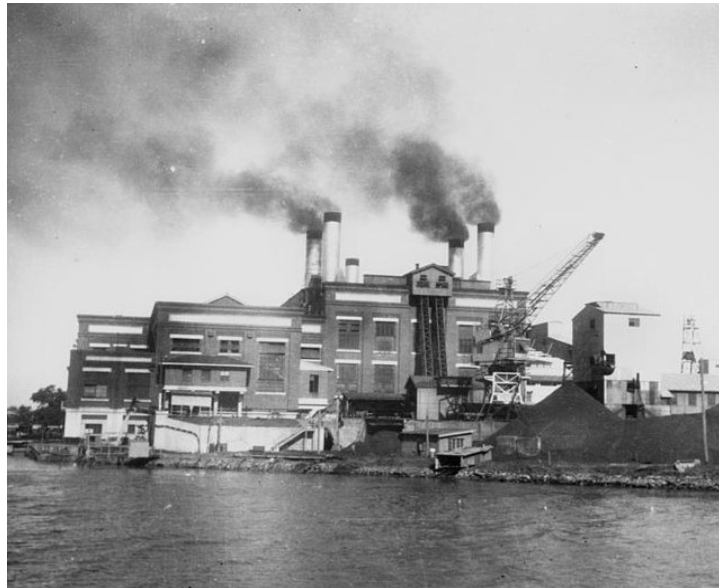
Above: The new Victoria Bridge being built. One feature in this photo I remember from my youth is the circular bank building on Grey Street. **Below:** The Kangaroo Point cliffs in the 1960's.



BRISBANE IN THE 1950's & 1960's



Above Left: North Pine Dam. **Above Right:** As the 1960's came to a close cranes filled the sky as skyscrapers were busy being built across the City. Before Swanbank power station made them redundant electricity was generated for Brisbane by **(Below Left)** the Tennyson power station (now site of the Brisbane Tennis Centre), the New Farm power station **(Below Centre)** and the Bulimba power station **(Below Right)** on Gibson Island across the river from Pinkenba.



Below: An aerial view of Brisbane about 1967 just before construction began on the Captain Cook Bridge.





Above and Below: After building restrictions were lifted in the early 1960's many skyscrapers starting to fill the skyline in at near Eagle Street. The Pearl Insurance (Queen St, 1965, 16 stories) was the first to go up followed by Sun Insurance (Eagle St, 1966, 17 stories) and the MMI Insurance building (Queen St, 1967, 20 stories).



Above and Below: The leading luxury hotel during the 1960's was Lennon Hotel which moved from the corner of George and Ann Streets to Queen Street in 1975 with its Hibiscus Room restaurant at the top. The luxury cocktail lounge from the original George Street hotel is shown below.





Above and Below: At the end of the 1960's construction began on King George Square which included the construction of a multi-level underground car park. Albert Street would soon be cut in two and Roma Street would no longer run in front of City Hall. At the same time construction began on a taller Commonwealth Bank building at the corner of Adelaide & Albert Sts where I once worked.

