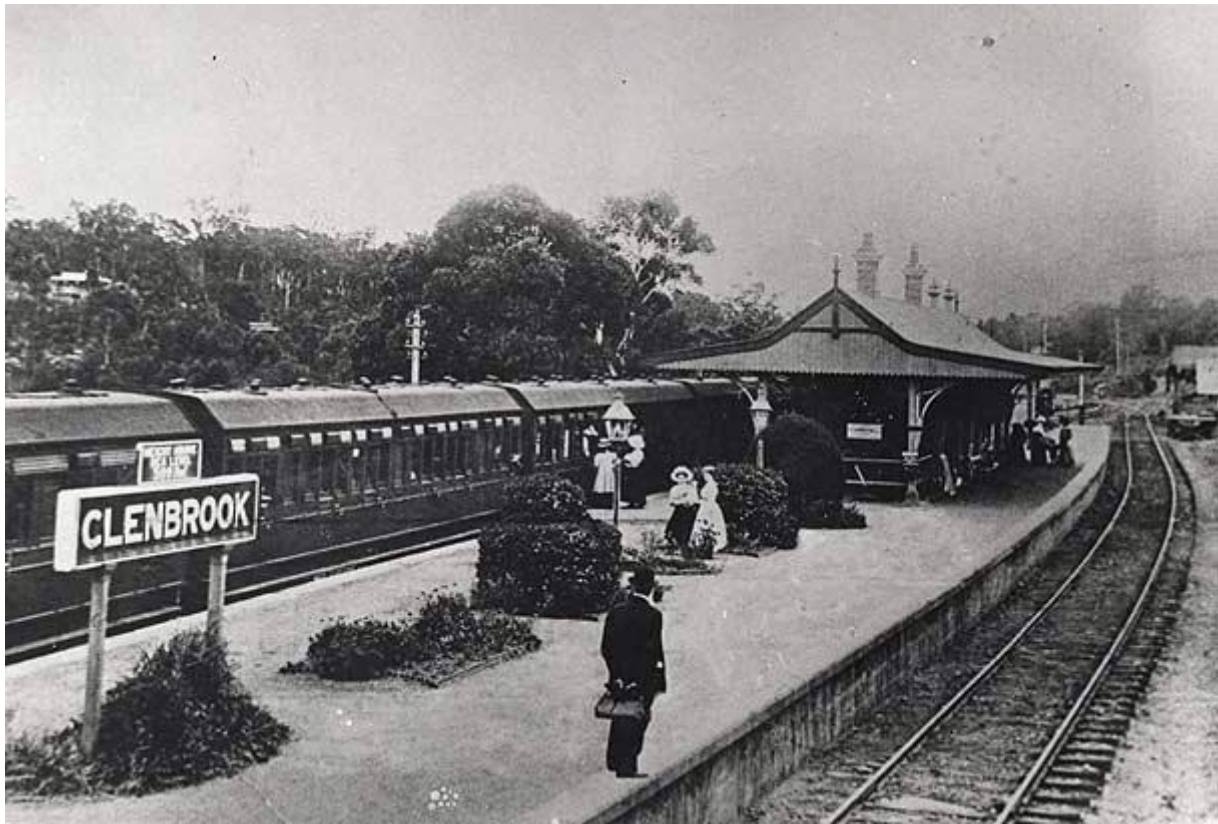


# **APA submission Artarmon station accessibility upgrade**

## **Appendix D1 – Station, including gardens heritage**

### **PART 1**

#### **Need for addition of station and its gardens to State heritage Register**



**Old Glenbrook Station**



**Artarmon Station building relocated from Old Glenbrook Station**

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Appendix O Artarmon Railway Station Katie Walsh search of NLA Trove database of newspapers for reports of railway developments relevant to Artarmon

## Introduction

TfNSW has issued a Review of Environmental factors for an Artarmon Station Accessibility Upgrade in July 2014, and gave the local community just three weeks to comment.

An accessibility upgrade is necessary as wheelchair bound people cannot access the station, and ABS statistics show more than 1,000 local residents are in need of easier means of access to the station than the stairs – see image of stair and subway below.

4,750 people signed a petition for "a lift" at the current subway, not for the government's double-lift plus pedestrian Bridge plus emergency exit stair proposal. The State Government should listen to what the community actually said. It appears the Artarmon plan has been driven by the opportunity to recycle temporary structures from Turrumurra Station as permanent works in Artarmon, rather than community needs.



**Artarmon Station stairs from subway to platform**



**Artarmon Station subway linking platform to Hampden Rd and Wilkes Ave**

Artarmon is special to its residents because of its sense of community and the original, largely intact early 20<sup>th</sup> Century streetscapes. Artarmon is outstanding for its early 20<sup>th</sup> Century intact streetscapes. Our Federation and Californian Bungalow houses and the original subdivision pattern are distinctive and attractive and relatively unchanged since first laid down.

The National Trust recognised the suburb's special features by listing Artarmon on their Conservation Register in 1989 and Willoughby City Council (WCC) followed in 1995.



As Artarmon Station is not listed on the State Heritage Register, TfNSW gave no consideration to heritage in preparing its proposal for an accessibility upgrade at Artarmon. The Railway corridor is zoned SP2. TfNSW called this an industrial zoning and designed its two lift towers, pedestrian bridge and emergency exit stairs as industrial structures. TfNSW gave lip service to WCC requirements for properties in the Artarmon Conservation Zone. The TfNSW proposal includes the removal of four of the largest trees (see image below) in the conifer garden – a memorial to the Village Green creator Charles Wickham that has a much larger significance as outlined in this submission. The removal of the trees, combined with the proposed works will utterly change the character of the precinct.



**Figure 6-6: Tree removal proposed as part of the Proposal**

### **TfNSW Plan of major tree removal for two-lift pedestrian bridge**

While the 25 year old platform weather awning, which extends from the stairs to the station building, can be described as industrial, the 98 year old station building is domestic in its form and materials. Its “front yard” is an historic garden, and the station is across the road from the two-storey brick façade of the retail strip which is also in the conservation zone. TfNSW has proposed to remove a group of the largest trees in the memorial section of the garden to build the access structures in its place.

The Artarmon Station building was first erected at Glenbrook Station between 1894 and 1905. The building became surplus to requirements when a section of the Blue Mountains Line was built on a new alignment with an easier grade. A new station was erected at Glenbrook on the new alignment in time for its opening. In 1916, with war funding a priority and with skilled labour shortages, a decision was made to disassemble the Old Glenbrook Station building and re-erect it at Artarmon.

The new Glenbrook Station building is listed on the state heritage register, but Old Glenbrook Station (now Artarmon Station) is not. This oversight is apparently due to the lack of a heritage assessment.

With TfNSW seeking to industrialise the appearance of Artarmon Station, a heritage assessment with a view to inclusion of Artarmon Station and its Village Green (including memorial garden) on the State Heritage Register.

It appears the eastern lift in the TfNSW access proposal is in the electorate of the member for Willoughby, and the western lift, emergency exit stairs, and large protection-from-trains concrete barrier, are in the electorate of the member for Lane Cove. The bridge bridges the electorate boundary.

### **Artarmon Station Heritage**

Artarmon is a rare North Shore suburb in being centred on the railway line and not the Pacific Hwy. The Station is thus our “front entrance”. The community and the railways invested heavily in its beautification in the 1920s and 1930s. Gardens were constructed on both sides of the rail line – in part to stabilize the embankment. The community received an award from the Railways for the quality of the gardens in 1937 - best example of railway station gardens not attended by Railways staff. WW2 saw the abandonment of the east side gardens and the transfer of maintenance of the west-side Village Green.

The gardens were brought to their glory under the supervision of Charles Wickham who died in 1936 and was recognised in a number of ways. Wickham Park was named after him. A memorial to him was ‘unveiled’ by External Affairs Minister, North Sydney MP, and war time Prime Minister Billy Hughes on Monday 25 July 1938.

The official party included the Mayor of Willoughby, Alderman Bales, the president of the APA, Mr F C Bolton, and Mr A C Dennis Chief Traffic Manager, representing the Chief Commissioner of Railways, Mr Hartigan - see Appendix for an image of the report. The lack of mention of a state government minister or MP implies the unveiling was a Commonwealth matter. Willoughby Council has faithfully maintained the garden since.

At the time, Billy Hughes was Minister for External Affairs. Thus, we have the Commonwealth of Australia, the NSW Railways, Willoughby Council, and the community (represented by the APA) unveiling a memorial. The memorial was nominally to the creator of a garden, for which 700 people subscribed money to build.

The unveiling occurred two days after King George VI 'unveiled' the memorial to the A.I.F. in Villers-Bretonneux France. Within hours of the unveiling by the King, reports of the event appeared in the SMH along with a long article by Billy Hughes on the selection of Villers-Bretonneux for the A.I.F. memorial. Events like these are organised well in Advance. Hughes chose to honour a man at a time when the mind of the community was on the 60,000 Australians and the millions of others who died in the Great War. Unlike communities across Australia, large and small, Artarmon does not have its own war memorial. In 1918, Chatswood served as our local centre. Twenty years later, Artarmon had grown rapidly on the back of land subdivision and the completion of the CBD Railway and Harbour Bridge project. The memorial to Charles Wickham is our public memorial.

The evidence presented in the appendices is that by the 1920s the Railways intended a duplication of the double-track North Shore Rail Line (to four tracks) was to take place on the eastern side of Artarmon Station. A second island platform was also intended. These plans were reflected in the electrification structures erected for the opening of the Harbour Bridge in 1932, which have since been replaced. These plans for line duplication are still appropriate today for the NWRL.

TfNSW staff attending the Artarmon public information meeting organised by the APA, advised its NWRL team wants this duplication option, and an option to construct a track on the Artarmon Village Green unconstrained by the easy access works. In terms of the scale of the NWRL works, any constraint introduced by easy access works could be removed at little cost to the NWRL project.

A track on the Village Green would see the total loss of trees on any remaining Village Green as they would overhang the rail track. The removal, now, of four of the most significant trees on the Village Green, and their replacement with industrial structures, would make a case for the NWRL that Artarmon Station has no heritage value and its full industrialisation is appropriate for the village centre.

The heritage of the station and its garden (Village Green) has been set out in the following appendices which are grouped under the following themes:

### **1. History of the Artarmon Station gardens**

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Appendix B A short history of public plantings in Artarmon by Mollie Shelley

Appendix C APA Annual reports on garden

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Appendix N NSW Railways Thematic History Section 4 - Building Settlements, Towns and Cities

Appendix O Artarmon Railway Station Katie Walsh search of NLA Trove database of newspapers for reports of railway developments relevant to Artarmon

The APA requests TfNSW to follow up the work of the community in documenting the history of the station, including its gardens, and commission a heritage study with a view to listing the Station, including gardens, on the State Heritage register.

## 1. History of the Artarmon Station gardens

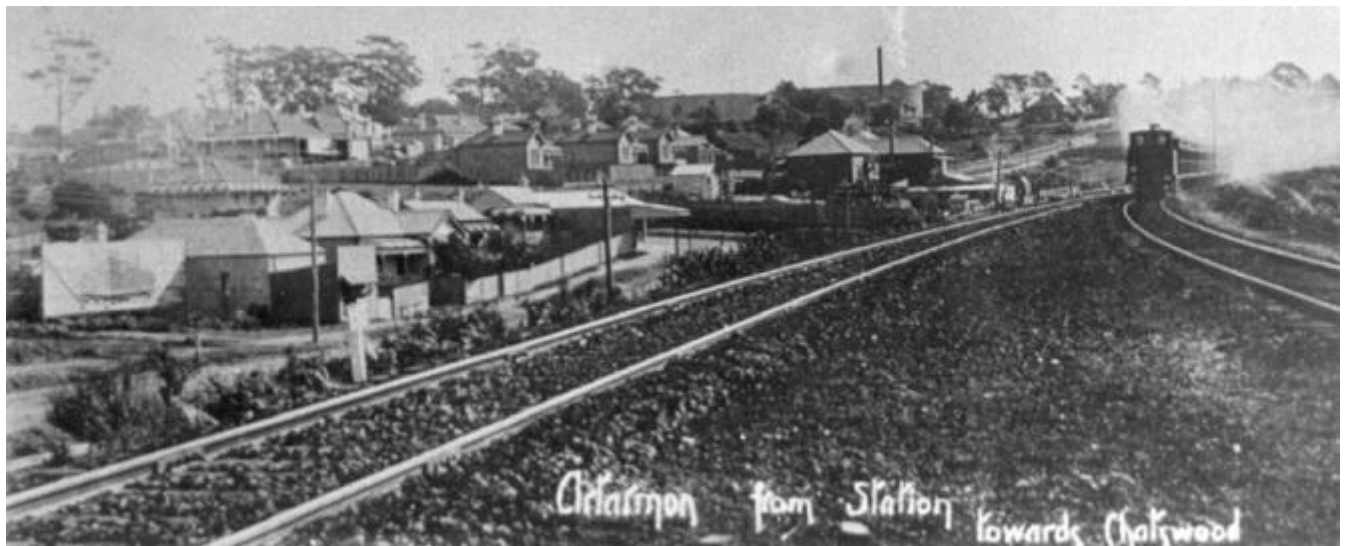
### Appendix A – Pictorial history of Artarmon Station gardens



**Old Artarmon Station (from Tindale Rd?)**



**Old Artarmon Station from Hampden Rd 1915**



**Steam train approaching Artarmon from Chatswood – minimal gardens**



**Artarmon Railway Station with its pre-1916 timber platform building and well-established gardens  
Postcard donated Mrs A. Hammond, WDHS collection**





**Wilkes Ave from Artarmon Station platform with minimal plantings on embankment 1924**



**Building in foreground not present in 1924 photo**

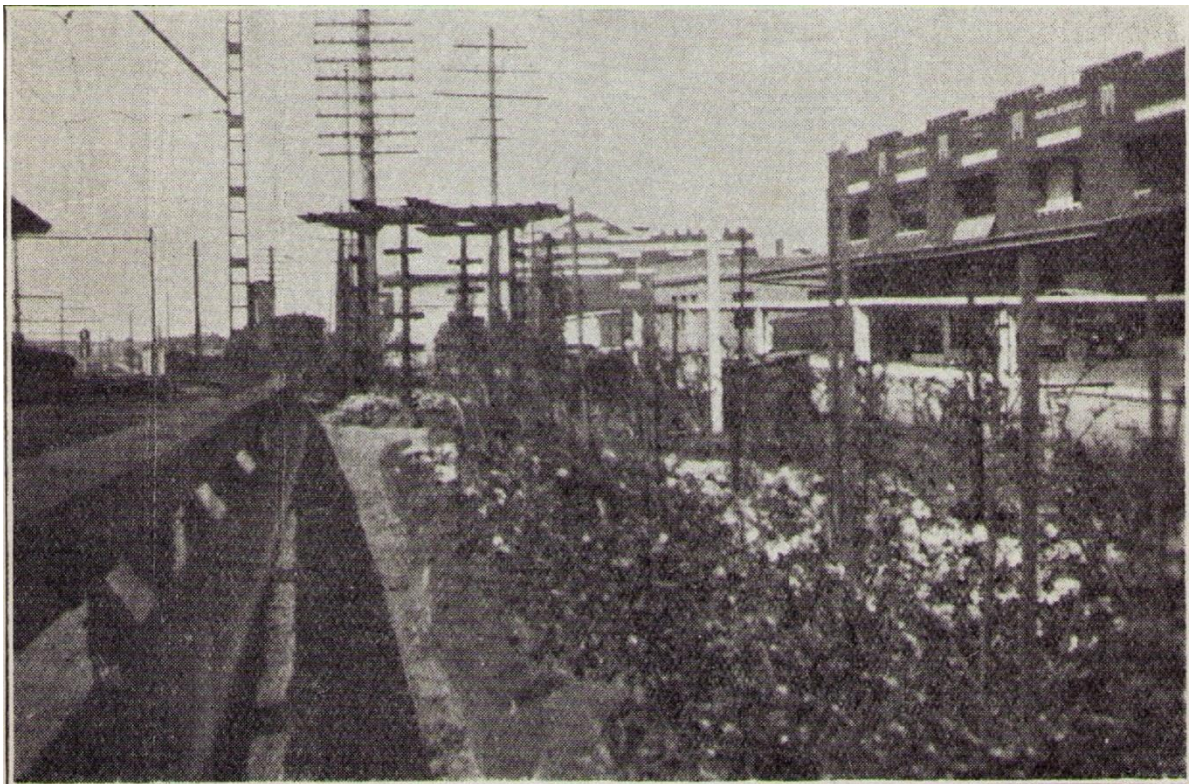
**Wilkes Ave from Artarmon Station platform 1930s with plantings by Charles Wickham led APA garden Committee**





**Wilkes Ave - Its Edwardian commercial buildings are complemented by the Interwar flats near the station.**

**This print is not as well focused but better shows the east side gardens  
This photograph was taken on 16 March 1936. WDHS David Warner Collection #655.**



**Village Green – Looking from Broughton Rd to Jersey Rd - 1930 APA Annual Report**





**Village Green – Looking south from Francis Rd to station entrance – 1935**



**1937 First prize for gardens not attended by Railway staff**





circa 1933

**Village Green – Looking north from Wilkes Ave underpass to Francis Rd ~1933**

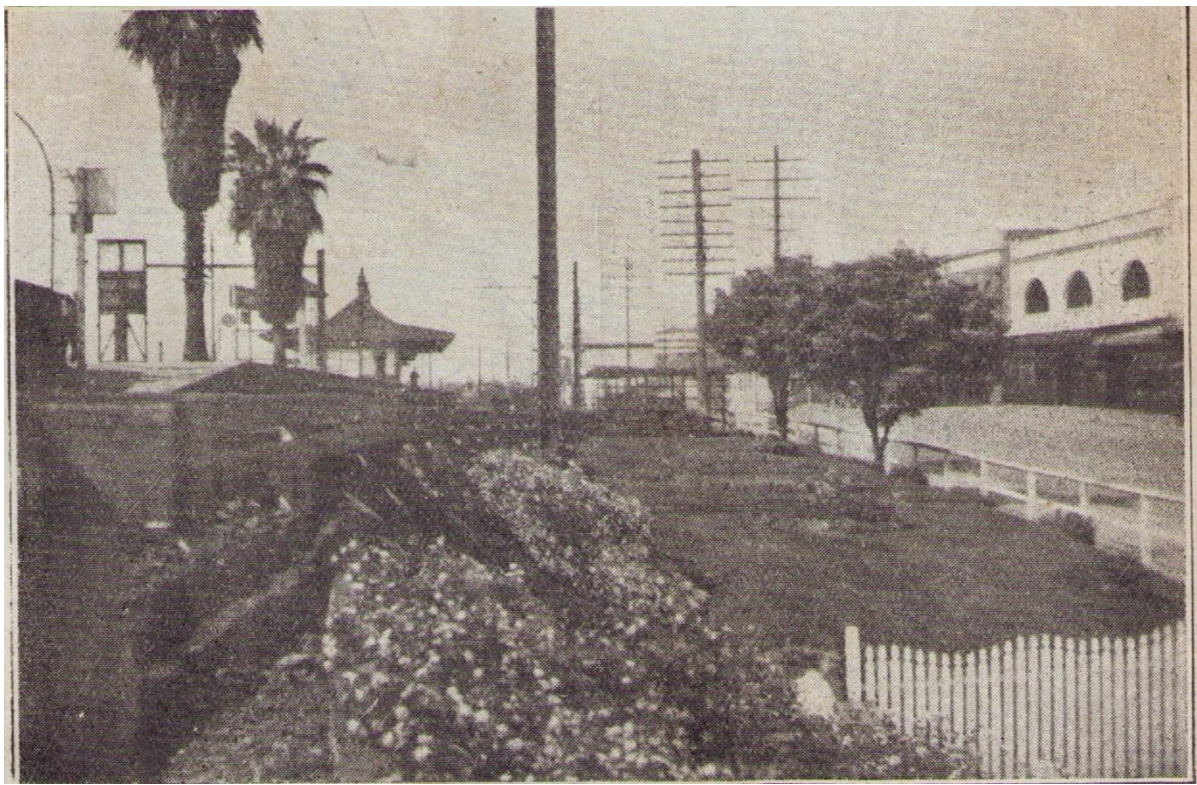




Charles Wickham and assistant c1933

Village Green – Looking North from Jersey Rd to Broughton Rd – near station building ~1933





**Village Green – Looking south from Francis Rd to Station entrance - 1930 APA Annual report**



**Village Green – Looking South from subway towards station building - 1987**



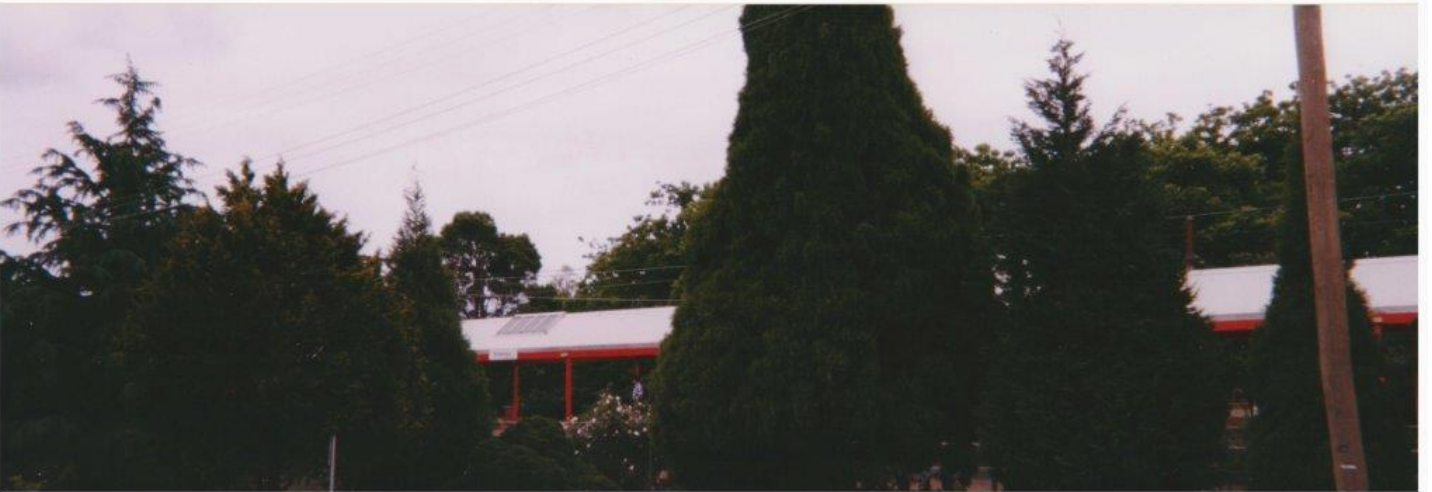


**Artarmon Station platform – looking south from near stairs - 1987**



**Artarmon Village Green - 1998**





**Artarmon Village Green - 1998**





**Artarmon Village Green - 1998**



**Village Green – Mature garden - View of garden from west of Broughton Rd-Hampden Rd intersection – TfNSW 2014 photo**





**TfNSW proposal – removal of a core section of garden to industrialise view – TfNSW image**



**TfNSW – removal of garden and addition of galvanised metal structures to industrialise the environment**



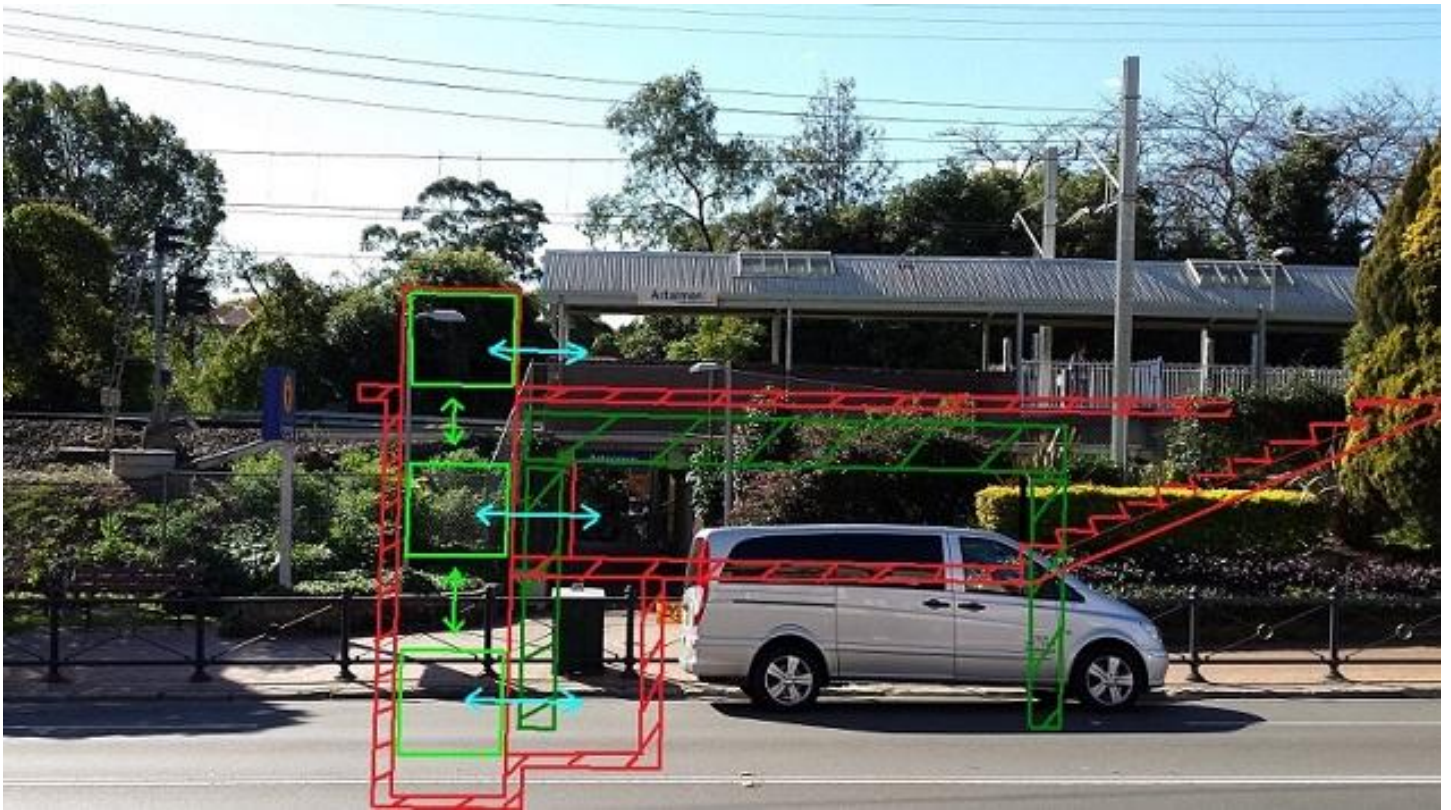


**TfNSW – removal of garden and addition of galvanised metal structures to industrialise the environment**



**The concrete barrier (next to lift) is shown undersized – it must past the lift and emergency exit staircase  
Station industrialised with galvanised steel structures and large concrete protective barrier to protect the  
lift and emergency exit staircase in the event of train derailment**





**Community preferred option with new structures confined to the current entrance location**



**Community second preference - new structures to the north of the existing structure with platform, or fenced walkway, bridging over and around the subway-stair structure without touching it.**



## **Appendix B - A short history of public plantings in Artarmon by Mollie Shelley**

**1926** The first Artarmon Street Beautification Committee – trees, palms and shrubs provided free by the Royal Botanic Gardens. Palms planted along streets in Artarmon. Some of these palms still survive.

**1929** A local resident, Charles Wickham heads up a garden committee that canvases local residents door to door for financial support.

As a result they are able to employ a gardener two days a week to keep the Station gardens in order. They plant 1000 bulbs, 200 roses, 30 shrubs and many other herbaceous and other plants.

**1930** The Royal Botanic Gardens trees are no longer free – trees, palms, shrubs a shilling each. Hedge plants like privet are 15 shillings per hundred!

Willoughby Council requires residents to pay one pound ten shillings for street beautification near their properties.

**1931** Brush Box seed given to Council by botanical seed collector from Woy Woy – the trees are subsequently planted throughout the suburb, splendid specimens are still living in Hawkins Street.

**1932** Charles Wickham's Artarmon Railway Gardens are famous. Willoughby Council encourages the formation of Street Beautification Committees.



*Remnants of original palm  
plantings in Tindale Rd*

**1934** Station Gardens Report to APA – There are over 700 subscribers, the gardens area is now two acres. There has been terracing and planting on the west side. Over 400 trees and shrubs have been planted.

**1935** Stations Garden Committee report to APA: 825 residents subscribe. The gardens receive favourable mention in newspapers in Adelaide and Melbourne. Death of Charles Wickham.

**1937** Tree planting for the Sesqui-Centenary (150 yrs white settlement) in Francis Street (likely she means Francis Rd), Jersey, McMillan and Barton Roads.

**1940** Funds diminish as generous donors leave the district.



**1941** Railway Station Gardens taken over by Willoughby Council.

**1942** End of gardening project – Council notified.

**1951** APA tree planting ceremony. Local Associations invited to plant a tree as an evergreen reminder of the Nation's Jubilee.

**1968** Flowering cherry trees planted on Artarmon Village Green as a monument to early pioneers.

Willoughby Council has been increasingly active in street tree planting in our area since the turn of this century.

## Appendix C – APA Annual reports on garden

### Annual Report 'PROGRESS'

A magazine of interest to residents of Willoughby Municipality  
*Station Garden Report*  
August 1929

In July last the Garden Committee was finding it very hard to secure sufficient funding to keep the station garden in good order. Money had been previously collected from the shopkeepers and from one or two other sources, but it was not sufficient, and besides the business people very rightly thought that other residents should be asked to subscribe. Mr. Wickham, one of our members, then offered, if other members of the Association would give him the names and addresses of residents willing to help, to collect the money, but very few names were given to him. He then decided that he would try what a canvass of the residents in his own neighbourhood would yield. The result was an agreeable surprise, as the first few trips yielded 90 per cent promises. This was so encouraging that he went further afield and found the residents whole-heartedly interested in the garden.

The result was that after three months we were able to employ a gardener two days a week and soon had the garden tidy. The beds were cleaned up and planted with quick flowering annuals which made a show and satisfied the subscribers that something was being done. We approached the Railway Authorities and obtained permission to erect a tool shed, a manure bin and a pergola. They also promised to send along their garden staff to re-layout the southern part of the garden. Previously we had only a series of small beds and wide vacant spaces. These beds were only suitable for annuals, which meant a lot of work and trouble, quite unnecessary in this type of garden, so we prepared a plan with larger beds, suitable for shrubs and perennials, with winding pathways. The planting season for 1928 was missed, so the re-layout was delayed until 1929, which proved a good thing, as a more adverse year for gardens rarely comes along.

There was drought from July to February, then heavy rains and moist heat for two months that brought forth an army of pests, and after that we had sudden changes from heat to cold and vice versa. The Railway Garden Staff came along in May (1929?) and for one week chaos seemed to reign, but the layout evolved what we trust will develop into a station garden equal to, if not better than, any on the North Shore Line. It only requires the continued support and interest of the residents to realise this.

Active planting operations have been going on lately. Over 1000 bulbs, 200 odd roses, 30 shrubs and many herbaceous and other plants have been installed. The Railway Department have supplied four truck loads of manure, a large truck of stones and have promised one of white gravel for the paths and also to extend the water supply considerably. We have also permission to fill up the unsightly hole at the foot of Jersey Road and convert it into a garden. The Water Board are doing this for us, so another eyesore will disappear. It is proposed to paint the white fence, install a gate near the manure pit and extend the fence to the subway. Also to build a large pergola over the manure pit on which vines may be grown. An extension of the garden was also made on the northern side of the old subway. This will make things more uniform. Efforts have been made, and are still being made, to have the unsightly advertisements removed from the picket fence. The Railway Authorities encourage the residents to beautify the station precincts, but at the same time destroy the effect by allowing these eyesores to be placed in most conspicuous positions. We are deeply indebted to Mr. C.H. Wickham for the great interest and enthusiasm he has shown in beautifying the front door of this suburb and for his untiring efforts in not only collecting from the residents, but for supervising the improvements and upkeep. We are also fortunate in acquiring the services of so loyal and conscientious a gardener as Mr. A. Clarke.

### Annual Report of Artarmon Progress Association *Station Garden Report* 1930

During the past year great progress has been made with the Station Garden. The area has been extended to the South as far as the Southern subway, and to the North as far as Francis Street and, as there seems very little prospect of the second platform being proceeded with in the near future, a cheap temporary scheme of improvement has been introduced to the embankment on the East side of the line.

Two notices have been erected in the most conspicuous places on the large main pergola, one facing Hampden Road and the other the platform, announcing that the garden is maintained by residents of the district and inviting co-operation.

The interest taken by residents and others has increased and subscribers now number over 600, and, notwithstanding the prevailing shortage of money, no subscriber has ceased paying, although naturally some have been excused for the time being owing to unemployment; this is considered a very satisfactory state of affairs. Of course the example of Mr Wickham is mainly responsible for this, and he reports it is a pleasure to visit the majority of subscribers. With the exception of a few residents, who for some petty excuse or another will not subscribe, the large majority of residents visited find pleasure in giving towards this worthy object as they realise they are doing something to brighten their own and others lives in this work of improving their suburb.



Through the careful attention given, the plants have made remarkable progress, and the English grass lawn with 2000 various bulbs springing up all over it was greatly admired last spring and should be much better this season.

As forecasted in our last annual report a large pergola has been erected over the manure bins, and it is now being quickly covered by creepers.

The deep unhealthy hole opposite the Masonic Hall has been filled in, levelled off and a lawn with flower beds planted, and the embankment round formed into a rockery.

A small pergola has also been erected over which roses have made excellent growth, in fact all the roses have made remarkable headway and should make a very fine spring showing.

The Railway Authorities have supplied a truck load of white gravel for the paths, which has greatly improved the appearance of the garden, and also two truck loads of manure during the year.

After considerable delay the Commissioners have also extended the water supply on condition that we contributed half the departmental estimate, and as this proved the only possible way of getting the necessary extension, we agreed to the conditions.

We also, by agreement with the Railway Authorities, extended the white fence to the Southern Subway and erected an iron cyclone gate opposite the manure bin, which has proved a great convenience to us; the authorities supplied the materials and we provided the labour, and in order to preserve the fence and also improve the look of the garden generally we gave the fence two coats of paint.

The extension of the garden on the Northern side of the old subway has resulted in considerable improvement there. The weeds, grass and blackberry bushes have been kept down, and hardy shrubs and trailing plants introduced, a gardener one day a week being employed in the area.

Our efforts to prevent unsightly advertisements being attached to the garden fence have proved successful, and we have to thank the Authorities for falling in with our point of view.

*We have to again thank our Curator and Treasurer of the Garden, Mr. C.H. Wickham, for the outstanding interest and keen enthusiasm he has voluntarily taken in this excellent work, and also Messrs. A Clarke and J. Siseman, the gardeners, for the good results achieved.*

### **Annual Report of Artarmon Progress Association Station Gardens Report 1934**

Members may note that the plural is used here for the first time and we think rightly so. The original garden on the west side of the station platform extending from subway to subway, has been added to by terracing and planting the west side of the railway embankment from entrance subway to Francis Street and as forecasted in our last report, the east side of the railway embankment from subway to subway has been cleaned up and planted with shrubs and trees. The total area of the gardens is nearly two acres, and the maintenance of these is no mean task for our Garden Director and his assistants. Public interest is, if anything, keener than ever and the Director reports that newcomers to the district have practically all subscribed to the garden fund. Some old subscribers have rejoined the subscribers list, and some have increased their subscriptions.

The number of subscribers is now over 700, equal to about 75 per cent of the houses in the streets where the collectors call. In six years an amount of £1350 has been collected and disbursed. This visiting and collecting is a task in itself, and as Mr. Wickham found it was getting beyond him and also taking up time which might be more usefully employed in the gardens, the Garden Committee appointed Mr. G.H. Hayes as co-collector.

For the greater part of the year excellent gardening weather prevailed and the gardens have looked a picture during the successive seasons. During an inspection visit by Mr. Hartigan, Chief Railway Commissioner, he favourably commented on what had already been done and offered us assistance to complete and maintain the gardens. A schedule of the assistance required was forwarded to the Railway Department and as a result we have had (besides the usual supply of manure):

1. The assistance of a gang of men to extend the terracing of western embankment for 80 feet towards Francis Street;
2. The water laid on with six stand pipes on eastern embankment;
3. Tool box supplied;
4. Four truck loads of soil, and;
5. The services of a man from the Railway gardening staff for one day a week.

For the appreciation evinced by the Commissioner and the practical help given we wish to thank the Commissioner and those members of his staff who were directly concerned. On the next visit of the Commissioner we hope to show him that the encouragement thus given has born fruit, for, given good growing weather, the eastern embankment should be showing signs of great improvement, as indeed it does now.

Over 400 trees and shrubs have been planted in this area and the planting is still being carried out. Our Director's scheme of beautification consists in having large patches of colour splashed as it were on the side of the embankment and, to that end, he has planted clumps of a dozen or more plants of purple bougainvillea; red, yellow and purple lantana, scarlet tecoma etc. On the platform level are planted a large number of flowering shrubs chosen so that there will be some in flower all of the year round. A hedge of coral trees will in time, hide the unsightly backs and roofs of shops in Wilkes Avenue and Elizabeth Street. At the subway on Wilkes Avenue side Bougainvillea, Bignonia Rosea and Flying Colour roses will cover the slopes of the embankment.

At the Elizabeth Street level, a grove of several varieties of wattle will bloom alongside a large patch of Poinsettias. On a raised ramp a dozen scarlet and pink double flowering peaches will brighten the landscape in the Spring, and, in the Winter, Red Lillipillis will supply green foliage. Wistaria is growing over a large Pergola surrounded by yellow cyttissus at the southern end of the embankment. The unsightly drain adjacent to this is being screened by palms and tree ferns.

The rock garden at the southern subway has been kept bright and tidy and has provoked favourable comment. During the year, Mr. Wickham, our Garden Director, intimated that he would be happier if a Committee was appointed to assist him. A Committee consisting of Messrs. Watson, Bolton and Burch was accordingly appointed, and while not professing to be experts in horticulture or arboriculture, the Committee does assist Mr. Wickham to decide questions of policy, and he carries on with more confidence knowing that he has the backing of the committee.

The committee wishes to congratulate Mr. Wickham on the amount and quality of the work he has carried out during the year. He has made flowers to grow where only weeds grew before, and of him it might truly be said: "si monumentum requires circumspecte."

Subscribers to the Station Committee fund, no doubt will be interested to know how their subscriptions are expended. The major portion is paid in wages to the two gardeners who are at present working a total of seven days per week. The gardener supplied by the Railway Department works one day so that the garden is supplying eight days work per week divided between three men. Our permanent working gardener, Mr. Siseman, unfortunately became permanently incapacitated through ill health during the year, and his place has been taken by Mr. A. Staples who makes up in enthusiasm and hard work for his lack of experience, and under the able tuition of Mr. Wickham is rapidly gaining experience. The casual gardener and the railway gardener are also very interested in their work and the gardens, and we thank all three for the way they carry out their duties and the loyalty and assistance they give to Mr. Wickham.

(Signed) A. R. WATSON, President.

### **Annual Report of Artarmon Progress Association Station Garden Report 1935**

The station gardens committee has pleasure in testifying to the continued and increasing interest taken by residents in the results achieved by our Hon. Director.

No less than 825 residents subscribe towards the upkeep and improvement of the gardens and the subscribers increase in numbers from day to day, no less than 100 new names having been added to the list in the past year.

Subscriptions have averaged £210 per year during the last seven years and practically all of this sum has been spent as soon as received, the major portion for wages of gardeners. That the results obtained by our Hon. Director were worthwhile was proved by the action of the Commissioners of Railways in awarding our gardens First Prize in their competition for "B" class gardens (i.e. gardens unattended by railway employees between Strathfield and North Sydney via Hornsby). The First Prize Certificate has been framed and fixed on the station office wall. It has not been an ideal gardening year. Spring and summer were very changeable with many cold snaps and cloudy days. February however, was an ideal growing month, being moist with an even temperature; later, autumn and early winter were very dry.

The shrubs on the eastern embankment have made very good progress except in a few instances where they proved unsuitable for the situation. Borers were exceptionally troublesome and took toll of the wattles.

The bulb lawn, which was so warmly commended last year, should receive even more favourable comment this spring, 2000 more bulbs having been recently planted in it.

By the courtesy of the Railway Commissioners we have received our yearly quota of manure, all of the water used and a quantity of old sleepers for terracing purposes and just recently they promised to erect a park rail fence in lieu of the unsightly split rail fence between the railway and Francis Street, and also to supply sufficient paint for the painting of the existing fence in front of the station.

On several occasions during the year our gardens received very favourable notice from the press. The "Sydney Mail" gave us a full-page illustrated write-up, and appreciative references have been made by Melbourne and Adelaide newspapers. We thank the publications concerned and suggest that if, in, say, two years' time they again favour us, they will have a good deal more to write home about.



Mr. Wickham, our Honorary Director, has been untiring in his efforts to make the gardens more and more attractive and deserves all the encomiums bestowed on him by those who know of and appreciate his efforts to beautify our suburb. He reports that the three gardeners are carrying out their duties in an exemplary manner and take a great interest in what is evidently much more to them than just a job of work.

We thank them for their loyalty and appreciate their enthusiasm.

In conclusion, we would like to thank the many supporters to the Station Garden Fund, without whose support we would be unable to carry on.

Seven years ago some trepidation was felt at soliciting subscriptions for a project which was somewhat nebulous but nowadays willingness to subscribe appears to be one of the virtues, and the number of willing subscribers is limited only by the inability of our collectors to cover more ground.

**Annual Report of Artarmon Progress Association**  
***Station Garden Report***  
**1936-1937**

The upkeep of the Railway Station Garden at Artarmon is one of the most important activities of the Progress Association, and no phase of its work does more to popularise this attractive suburb.

During the time of the late Mr. C. H. Wickham, the garden itself and the fund for its maintenance were built up through his energy and devotion. He visited so assiduously and his personal influence was so strong that almost every resident of the suburb became a subscriber to the garden fund, and contributions were so generous that he was able to bring almost the whole of the Station property – about 2.5 acres – under his beautification scheme.

Unfortunately his death occurred some eighteen months ago and the Association was at a loss to know how his work was to be carried on. I had interested myself in the beautification of Cleland Park and at the urgent request of the Progress Association I undertook temporary charge of the Railway Station garden as well. I could not, however, devote myself entirely to the latter as Mr. Wickham had done, hence the collecting of subscriptions was placed in the hands of Mr. Barclay. He makes regular contact with the residents with fair success; but the personal influence of Mr. Wickham, the originator of the gardens, is gone, and many people excuse themselves on one plea or another from further contribution, hence the funds at the disposal of the Committee have greatly diminished.

Under these much less favourable conditions we have done our best. But where two years ago two gardeners were employed we are now able to pay for only four days labour per week. We are persevering, however, and feel confident of a bright show during the coming spring months and the chief object of this report is to place before the residents the financial needs of the garden committee and earnestly to solicit more generous support.

Splendid work had been done in the past, work of which the suburb has reason to be proud. The Artarmon Station garden is known far and wide. Probably there is no instance in the State where a small community has done a similar piece of work. Surely out of respect to the memory of Mr. Wickham, and as evidence of our own public spirit we should determine that there should be no deterioration of this beauty spot.

Members of the Progress Association have lost none of their enthusiasm and we are anxious to continue our efforts for the beautification and improvement of the suburb; but we must have the generous support of the public.

We hope by means of this circular to get in touch with every home in Artarmon and a visit from Mr. Barclay will follow in due course.

We confidently look forward to the restoration of interest on the part of former subscribers and we ask newcomers to the district to join with the Progress Association in its efforts on behalf of the beautiful little suburb in which we have made our homes.

A. McLachlan

**Annual Report of Artarmon Progress Association**  
***Station Garden Report***  
**1940**

In spite of a most unfavourable season with its sparse rainfall and devastating winds the condition of the gardens has been generally satisfactory, a bright show of colour being maintained during the greater part of the year. There is promise at present of an excellent display in the garden beds during the coming spring. Unfortunately the area on the eastern side of the line is so large that the labour available cannot cope with it all but an effort is made to keep it in presentable condition all the area within view of the Railway Station.

The Council plot near the southern subway needs to be reconditioned and re-planted, the cannas with which it is stocked being about spent. It is hoped that the Council will have this done at an early date so that this plot may be bright again in the early spring.

Some months ago about thirty flowering shrubs were planted on the footpath in Hampden Road adjoining the Railway property. These are making good headway and in a year or two should add to the attractiveness of the suburb.

Our thanks are due to the Railway authorities for their continued interest and assistance to the Willoughby Council for its increased help and to our good friends in Artarmon for their generous financial support which makes the maintenance of the gardens possible.

Unfortunately some of our most generous folk have left the district and funds have diminished in consequence, but we confidently appeal to those that remain and to new arrivals to give as generous support as possible so that this unique community effort may continue to do credit to Artarmon.

A. McLachlan

**Annual Report of Artarmon Progress Association**  
***Station Garden Report***  
**1941**

Perhaps the most momentous happening of the year from the Association's point of view has been the taking over of the Railway Station Garden by Willoughby Council.

The new arrangement, which took effect from about the beginning of January, had risen from the request by the Association for a subsidy of £100 to meet the situation brought about by the decline in public subscriptions for garden maintenance. The Municipal Council elected to assume control of the gardens and intermated their intention of seeking a lease from the Railway Commissioner as a condition precedent to this assumption of responsibility. The Council, at the time, gave cordial recognition of the part played in the conduct of the garden in the past by this Association and expressed its willingness to enter into an arrangement whereby the Association should continue to function to any extent it desired in its old activity.

As a final result of these negotiations the Willoughby Council has obtained a lease of the whole cultivated area, including also the area on the western side of the line from the northern subway to Brand Street, and has given the Association control of the area between the two subways on the eastern side. It is therefore into this area that the Association is now confining its attention and the proceeds of its collections are directed to payment for the services of one gardener for two days a week in the improvement and maintenance of this restricted section. Mr McLachlan's addendum to this report gives particulars of how this problem has been attacked.

**Annual Report of Artarmon Progress Association**  
***Station Garden Report***  
**1942**

The usual addendum to this report will not be in evidence for the reason that, early in the year under notice, the death of our collector (the late Mr Barclay) caused the virtual discontinuance of the gardening project.

Although no formal renunciation of responsibility for maintenance of portion of the Station Garden has yet taken place – it is apparent that the Association will not be able to do the work any further and it is perhaps desirable that Willoughby Council should be informed of the position.

As a matter of fact, the water shortage and consequent restrictions have caused such a general abandonment of public gardening activities throughout the Municipality that the Association's defection is probably unnoticed.

It is fitting to place on record the Association's appreciation of the sterling efforts of Mr. A McLachlan in the conduct of the gardening activity on behalf of the Association from the time of Mr. C.H. Wickham until the latest situation developed. Even up to the present Mr McLachlan has given his own time, on many occasions in attendance to trees, shrubs and lawns and in cultivation of young plants showing an unselfish devotion which has earned him the respect and gratitude of citizens at large.



**2. History of the Artarmon Station building**  
**Appendix D – Pictorial history of Old Artarmon Station**



**Old Artarmon Station (from Tindale Rd?)**



**Old Artarmon Station**



**Old Artarmon Station from Hampden Rd 1915**

## Appendix E - State Heritage Register - Glenbrook Railway Station Group

<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801053>

### Item details

<b>Name of item:</b>	Glenbrook Railway Station Group
<b>Type of item:</b>	Built
<b>Group/Collection:</b>	Transport - Rail
<b>Category:</b>	Railway Platform/ Station
<b>Location:</b>	Lat: GDA94 150.62170417 Long: -33.76542883
<b>Primary address:</b>	Burfitt Parade, Glenbrook, NSW 2773
<b>Local govt. area:</b>	Blue Mountains
<b>Boundary:</b>	North: RailCorp property boundary fronting Burfitt Parade (excluding property at No.26 Burfitt Pde); South: Rail corridor to bushland and to the private property boundaries fronting Station Street; West: West side of Cowdery Street overbridge; East: 10 metres from the end of the platform.

### All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
Burfitt Parade	Glenbrook	Blue Mountains			Primary Address
Ross Street	Glenbrook	Blue Mountains	Strathdon	Cook	Alternate Address
Glen Street		Unknown			Alternate Address

### Owner/s

Organisation Name	Owner Category	Date Ownership Updated
RailCorp	State Government	
RailCorp	State Government	
RailCorp	State Government	

### Statement of significance:

Glenbrook Railway Station is of local significance as an excellent example of a standard Federation station building design set within a distinctive landscape setting with platform gardens that are a landmark as the gateway to the Blue Mountains line. The gardens have been an iconic railway landscape due to being the recipient of many awards in the annual NSW Railway Station Garden Awards, six of which were first prize, since the early 1950s to the 1990s. The existing station was the last station to be built along this section of the line and replaced the earlier 1860s Glenbrook Station for duplication and deviation of the line in 1913, and as such is significant for demonstrating the engineering achievements associated with the last major construction works of the Blue Mountains line.

**Date significance updated:** 13 Jul 05

*Note: There are incomplete details for a number of items listed in NSW. The Heritage Branch intends to develop or upgrade statements of significance and other information for these items as resources become available.*

### Description

**Designer/Maker:** NSW Department of Railways

**Builder/Maker:** NSW Department of Railways

**Construction years:** 1912-1913

**Physical** BUILDINGS

**descript-** Station Building - type 11, island building, brick (1913) (including signal box)



**ion:** Out of Shed - brick (c.1913)  
Lamp Room/Store, brick (c.1940)

## STRUCTURES

Platform - brick (1913)

Footbridge - at the station (1916 & 1990s)

Overbridge - Monier brick arch Cowdery Street (1912)

## STATION BUILDING (1913)

External: Constructed of face brick with corrugated metal gabled roof extending as awning to both platforms, the Glenbrook Station Building is a type 11 (standard design A8 - A10) island building in standard Federation style design. Distinctive features are light coloured face brickwork with rendered and moulded string courses to both rail elevations, timber framed windows and doors with contrasting decorative rendered trims and sills, standard iron brackets over corbels supporting ample platform awnings, fretted timber work to both ends of awnings, tall corbelled chimneys (terracotta pots appear in the original drawings not extant), roof vents over toilets, timber framed double-hung windows with multi-paned upper sashes, and timber door openings with multi-paned fanlights. The Sydney end of the building is a weatherboard enclosure accommodating the decommissioned signal box levers and features large three to four panelled windows with security grills to its three elevations. The western end of the building is a simply detailed gabled facade with rectangular gable vent and a privacy wall to hide the men's toilet entrance.

Internal: The station building appears to have maintained most of its original detailing and finishes. The original floor layout remains including former signal room, parcels office link to Station Master's office with ticket window looking over the general waiting room, and toilets for ladies and men's respectively. The interiors generally feature custom orb ceilings with ceiling roses, enclosed or adapted fireplaces, later floor tiling or carpet finish, timber flooring to signal room, and timber bead style cornices to ceiling and wall junctions. All toilet and light fittings are relatively new.

## OUT OF SHED (c1913)

External: A small square shaped brick shed featuring moulding and rendered string course detailing similar to the main station building. It is located on the west side of the station building towards the end of the platform. The shed features a gabled corrugated metal roof with timber bargeboard and narrow eaves, contrasting rendered moulded trim above a single door on the west side elevation and a string course throughout all elevations. There are no other openings on the building.

Internal: Internal access was not available (2009).

## LAMP ROOM / STORE (c1940)

External: A smaller brick shed at the most western end of the platform with a metal door on the western elevation and flat metal roof. There are no other openings on the shed. Its current use is unclear.

Internal: No internal access was available (2009).

## PLATFORMS 1 & 2 (1913)

Glenbrook Station has an island platform in an elliptical shape, curved in accordance with the deviation of the line. The platform is brick faced with concrete deck and asphalt finish. A number of designated and stone edged garden beds with plantings and trees are scattered along the centre line of the platform and the rail elevations of the Station Buildings, reflecting the original trademark floral garden of Glenbrook Station. Modern light fittings, signage, water fountain, timber bench seating and aluminium palisade fencing at both ends are other features along the platform.

## FOOTBRIDGE (1916 & 1990s)

A standard steel beam bridge supported on steel trestle with bracing extending from the street ramp over the Up main tracks with stairs to the island platform. With the exception of the original steel structure, all components of the bridge have been replaced since the 1990s. It appears that the new concrete top has been put over the timber board deck of the bridge.

## OVERBRIDGE (1912)

As part of the deviation and nature of the railway construction through the Blue Mountains a number of culverts and overbridges had to be constructed. The Cowdery Street overbridge is a concrete and brick Monier arch bridge supported on rock abutments, which is clearly visible from the western end of the platform.

## MOVEABLE ITEMS

A number of moveable items have been observed at Glenbrook Station. These are:

- a Milners' Patent Fire Resisting safe in the ticket office
- former signal box 20 lever ground frame (decommissioned) in the signal box
- timber Station Master's desk in the ticket office

- signal phone and bells in the signal box
- a number of framed awards from the Railway Station Garden Competition dating from the 1950s to the 1990s in the signal box

### LANDSCAPE FEATURES

The setting of the station within the rock escarpment is typical of the natural settings of the Blue Mountains stations. The station, although not in its original or early configuration, still features garden beds with plantings on the platform, including ferns and shrubs.

### POTENTIAL ARCHAEOLOGICAL FEATURES

There are no known potential archaeological elements on the station, however remnants of former station yard sidings and decommissioned electric wiring towers/poles indicate possible archaeological findings outside the station. Former inventory forms for Glenbrook Station note a number of culverts or overbridges other than Cowdery Street overbridge however these could not be seen and may have been obscured behind the plantings of the rocky escarpments.

**Physical condition and/or Archaeological potential:** Station Building - Very good condition  
 Out of Shed - Very good condition  
 Lamp room/Store - Moderate condition  
 Platforms - Very good condition  
 Footbridge - Good condition  
 Overbridge - Good condition  
 Platform gardens - Very good

**Modifications and dates:** 31 Jul 1916: Renewal of footbridge, old footbridge transferred to Douglas Park.  
 23 October 1956: Line electrified  
 16 Sep 1958: Single light signalling between Glenbrook and Valley Heights introduced.  
 1990s: Footbridge upgraded with new stairs

**Current use:** Railway Station

**Former use:** Nil

### History

**Historical notes:** The single track main line through Glenbrook was opened in 1867 and a siding was opened called 'Water tank' due to the pipe-line that brought water from Glenbrook Lagoon to a tank beside the line, from which the engines could be refilled. The station was renamed Wascoe's Siding in 1870, named after a nearby inn. This siding became a passenger station in 1877 and in 1878 it was named Brookdale. It was changed to Glenbrook in 1879.

The original site was abandoned with duplication in 1913, when the present station opened on May 11 of that year. The standard brick Federation type platform building was erected, which contained a signal box at the Sydney end. The signal box closed in 1994 but the structural elements are extant. The station was part of a major deviation of the Main Western line to by-pass the single track 1892 Glenbrook tunnel. Glenbrook became the last station to be rebuilt upon duplication between Emu Plains and Lithgow.

The pedestrian bridge that provides access to the platforms was built in 1912. Its twin beam construction is typical of NSWGR practice. Since 1990, every component of the bridge, except the steel structure, has been replaced.

There were also a number of residences constructed by NSWGR associated with Glenbrook Station, including a Station Master's residence, but these have been sold into private ownership over recent years.

Glenbrook station is known as one of the icon stations on the NSW rail system and it was the winner of six annual awards of its railway garden. The external walls of the platform building were extensively adorned with ferns and other plants. The platform area was festooned with multiple gardens which made the station highly visible and well-known from passing trains. The plantings were so spectacular that passengers knew that they were at Glenbrook without the aid of platform nameboards. The platform surface was covered with crushed Locksley granite and the earth colour of the surface balanced the vegetation in the garden beds. The station environs maintains a remnant of its floral beauty.

There is a standard brick arch overbridge at Cowdery Street.

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## Historic themes

Australian theme (abbrev)	New South Wales theme	Local theme
1. Environment-Tracing the evolution of a continent's special environments	Environment - naturally evolved-Activities associated with the physical surroundings that support human life and influence or shape human cultures.	Gardens-
3. Economy-Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Building the railway network-
4. Settlement-Building settlements, towns and cities	Towns, suburbs and villages-Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages	Impacts of railways on urban form-
8. Culture-Developing cultural institutions and ways of life	Creative endeavour-Activities associated with the production and performance of literary, artistic, architectural and other imaginative, interpretive or inventive works; and/or associated with the production and expression of cultural phenomena; and/or environments that have inspired such creative activities.	Evolution of design in railway engineering and architecture-

## Assessment of significance

- SHR Criteria a)**  
[Historical significance] Glenbrook Station is of historical significance as the last station to be built along this section of the Blue Mountains line and replaced the earlier 1870s Glenbrook Station for duplication and deviation of the line in 1913. It demonstrates the engineering achievements associated with the last major construction works of the Blue Mountains line.
- SHR Criteria c)**  
[Aesthetic significance] Although of a standard design, Glenbrook Station building was built in lighter coloured bricks compared to other stations on the Blue Mountains. It is an excellent example of a standard Federation station building design set within a distinctive landscape setting. The station building together with its matching out of shed and platform gardens maintains its iconic gateway station qualities and setting.
- SHR Criteria d)**  
[Social significance] The place has the potential to contribute to the local community's sense of place, and can provide a connection to the local community's past.
- SHR Criteria e)**  
[Research potential] Glenbrook Station has research significance due to existence of remnants of the former station yard siding and decommissioned electric wiring towers/poles indicating possible archaeological findings outside the platform of the station. It may also have further research significance because of the culverts or overbridges that may exist, obscured behind the plantings of the rocky escarpment within the immediate surroundings of the station.
- SHR Criteria g)**  
[Representativeness] Glenbrook Station is a representative example of a 'A8-A10' standard design station building with matching out of shed, demonstrating the construction techniques and characteristics of commonly used railway design in the 1910s, and is representative of station buildings built on this line between Lithgow and Penrith for duplication works. The footbridge and overbridge contribute to the station's significance demonstrating typical standard design features of their type, though the overbridge is physically separated from the station.
- Integrity/Intactness:** Glenbrook Station, including the station building, out of shed, platforms, footbridge, gardens and overbridge, is intact externally with minor internal modifications that do not reduce its integrity.
- Assessment criteria:** Items are assessed against the **State Heritage Register (SHR) Criteria** to determine the level of significance. Refer to the Listings below for the level of statutory protection.

**Appendix F - Old Glenbrook Station – (building transferred to Artarmon Station**

Glenbrook railway station is located on the Main Western line in New South Wales, Australia. It serves the Blue Mountains suburb of Glenbrook opening on 11 May 1913 after the construction of a deviation.[1]

Glenbrook took its name from Glenbrook Creek but was originally known as Watertank, when a stop opened here on the original "little" zigzag railway line. A pipe-line brought water from Glenbrook Lagoon to a tank beside the line, from which the engines could be refilled. The Lagoon itself had been dammed up to hold more water for the trains. Around 1870, a small loop siding was built for trains to pass each other and the name was changed to Wascoe's Siding, referring to its connection with the railway stopping point of Wascoe (now Blaxland). In 1878, Sir Alfred Stephen, Chief Justice and Privy Councillor, decided to give the station a proper name and called it Brookdale, "because the place was well watered". One year later (PE - 1879), amid a general renaming, the station was given the name of the nearby creek, Glenbrook, which Sir John Jamison thought came from Regents Glen. When the village was officially proclaimed, six years later (PE - 1885), it took the name of the station.

The little zigzag opened near Glenbrook in 1867, a part of the ascent of Lapstone Hill on a gradient of 1 in 30–33, which was built up the side of the range with comparatively light earthwork, although it includes the substantial seven-span sandstone Knapsack Viaduct. This was later widened to carry the old Great Western Highway, when the deviation around the little Zig Zag was built, but it is now part of a walking trail on the old railway/highway alignment, including a memorial to the engineer in charge of the construction of the Blue Mountains line and many other early railways, John Whitton. The abandoned Glenbrook tunnel was used to store mustard gas during World War II.[2][3][4][5]

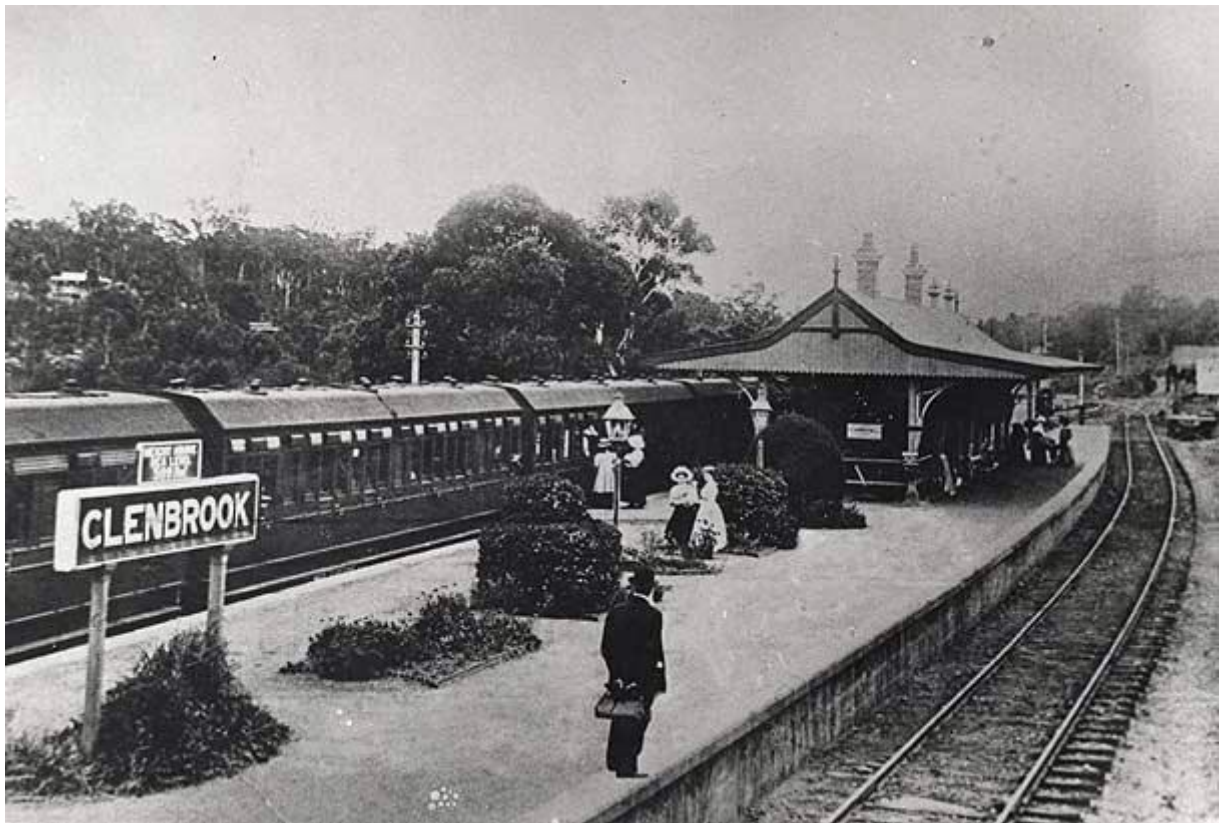
11-Jul-1867    Opened as Watertank  
          1874    Renamed Wascoes Siding  
  3-Sep-1878    Renamed Brookdale  
21-Apr-1879    Renamed Glenbrook  
25-Sep-1913    Closed  
(150.6223°, -33.7653°) [exact] GDA94  
150 deg 37' 20"    -33 deg 45' 55"

<a href="#">Glenbrook (1st)</a>	Station	Closed	Opened 11-Jul-1867	Closed 25-Sep-1913
<a href="#">Glenbrook</a>	Station	In Use	Opened 11-May-1913	



**Glenbrook Station 31 December 1905 NSW State records**



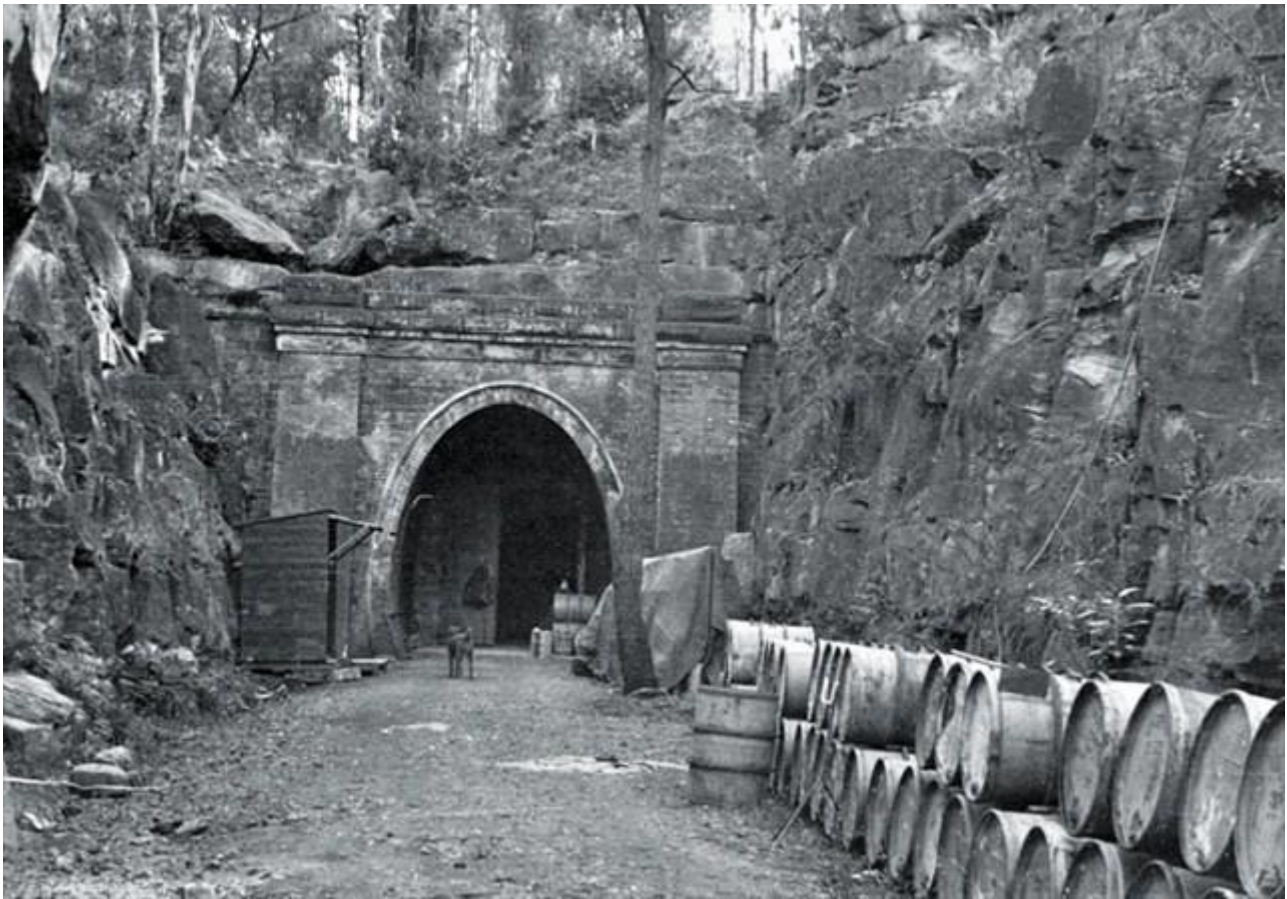


### **Glenbrook Station 1900 (Wikipedia)**

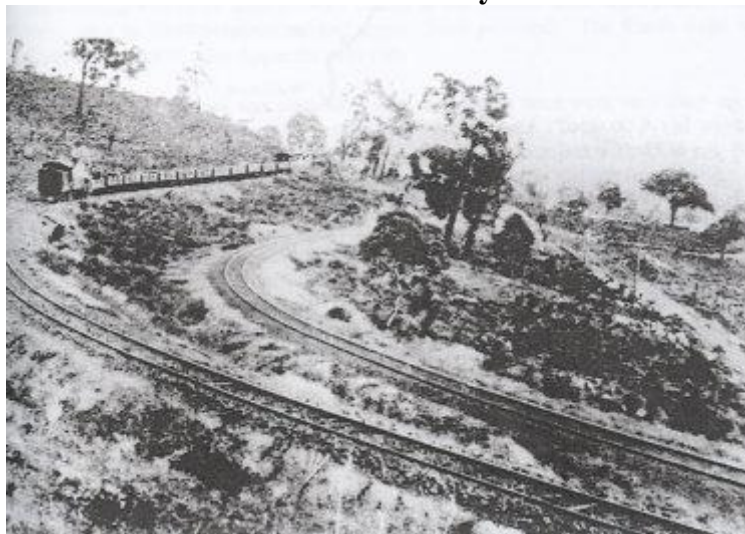
Glenbrook Railway Station is of local significance as an excellent example of a standard Federation station building design set within a distinctive landscape setting with platform gardens that are a landmark as the gateway to the Blue Mountains line. The gardens have been an iconic railway landscape due to being the recipient of many awards in the annual NSW Railway Station Garden Awards, six of which were first prize, since the early 1950s to the 1990s. The existing station was the last station to be built along this section of the line and replaced the earlier 1860s Glenbrook Station for duplication and deviation of the line in 1913, and as such is significant for demonstrating the engineering achievements associated with the last major construction works of the Blue Mountains line.

**Date significance updated:** 13 Jul 05

*Note: There are incomplete details for a number of items listed in NSW. The Heritage Branch intends to develop or upgrade statements of significance and other information for these items as resources become available.*



**Old Glenbrook Railway tunnel**



**Railway Zig Zag**

In 1910 a brick railway station was built between the two sets of rails. It was dismantled and re-built on its present site when the Glenbrook Gorge deviation was completed in 1913. – Glenbrook Chamber of Commerce

The Lapstone Zig Zag[1] was a zig zag railway built near Lapstone on the Great Western Railway of New South Wales in Australia between 1863 and 1865, to overcome an otherwise insurmountable climb up the eastern side of the Blue Mountains.[2][3] The ruling grade was already very steep at 1 in 33 (3%).[4] The original plan had been to build the whole line across the Blue Mountains on a completely different route through the Grose Valley with a 3 km long tunnel, but this was beyond the resources of the colony of New South Wales at the time.[4] The track included a now abandoned station called Lucasville which was built for the Minister for Mines, John Lucas who had a holiday home nearby.[5]

### **Nineteenth century**

The rail route across the mountains reached as far as Wentworth Falls (then called "Weatherboard") by 1867[6] but the Lapstone Zig Zag, which included Lucasville station, soon ran into problems: the length of the top points and bottom points limited the length of trains and the single track meant that trains travelling in opposite directions had to stop at crossing points. The first crossing point after Lapstone Zig Zag was at Wascoe's Siding at what is now Glenbrook. The single track would contribute to a fatal accident at Emu Plains in 1878 where eastbound and westbound goods trains collided.[2] A deviation including a tunnel was built around 1890 to replace the zig zag, but it too experienced problems as it was built at too steep a grade



causing the locomotives to slip, and smoke became a problem for uphill trains.[2] The building of the tunnel is the subject of Arthur Streeton's famous painting *Fire's On*.[7]

### **Twentieth century**

By 1910, the line as a whole was being duplicated (made into double track) and the "rathole" tunnel was replaced on a different deviation with a gentler alignment with 1 in 60 (1.67%) grades and the Glenbrook tunnel. From then on the lower section of the track, including the historic Knapsack Gully Viaduct, was converted into a road, the Great Western Highway, the main road up the Lapstone hill until the M4 motorway replaced it in 1993.[8] The older tunnel was converted for mushroom growing but was also used by the RAAF for storage during World War II.[9] During 1943 to 1946 Glenbrook tunnel stored chemical weapons [1].

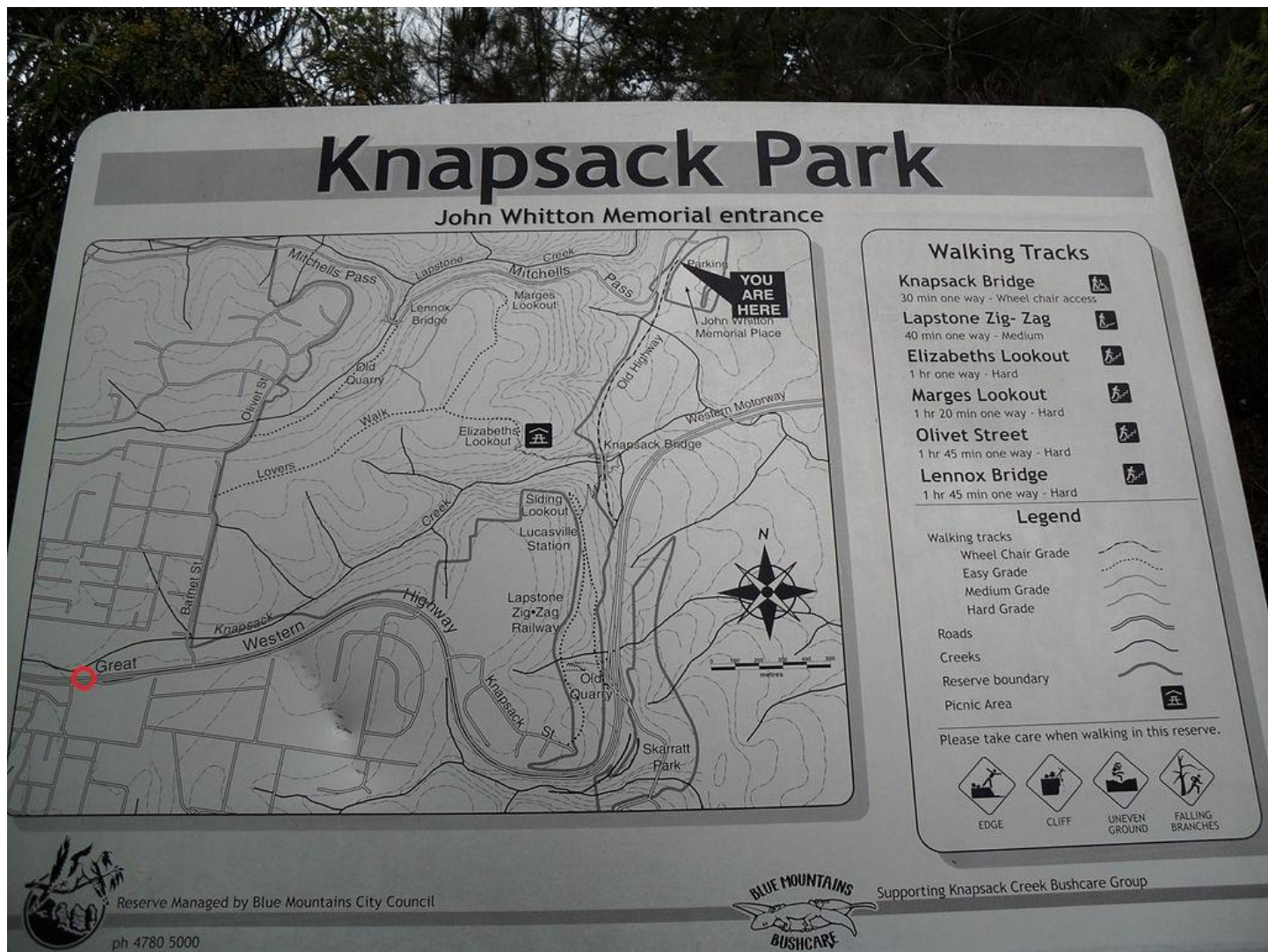
### **Present day**

The line of the old track and cuttings (including the long abandoned platform of Lucasville station), and the old Knapsack Gully bridge is now a popular bushwalking track.[10] Often a cacophony of birdsong and insects can be heard where the gully is deep at the viaduct and it would tend to echo these sounds, especially that of the Bell Miner. Although the original tunnel is closed there is also a bush walk that will take you close to its entrance.[9][11]



**Lucasville platform and steps**



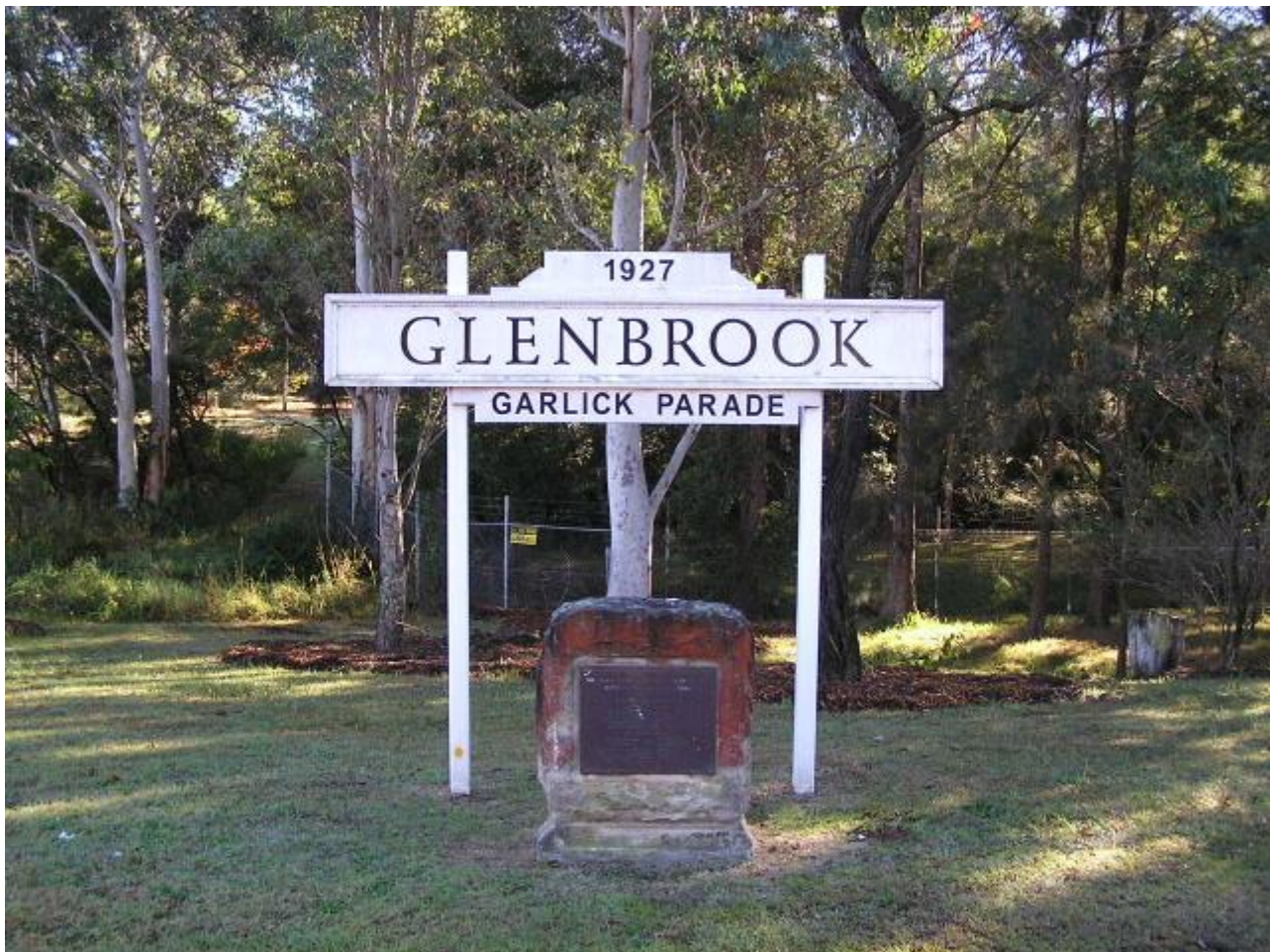


Approx. location of Artarmon Station building at Glenbrook near intersection of Ross St and Great Western Hwy Glenbrook by co-ordinates and location of sign marking site at top of picture





**Approx location of Artarmon Station building at Glenbrook near intersection of Ross St and Great Western Hwy Glenbrook going by co-ordinates**



Glenbrook Station sign on Gt Western Hwy at old location of Glenbrook Station. (6-Jul-2006) [Copyright: Sam Laybutt]





### **Glenbrook's Parks and Reserves - an historical perspective**

[http://www.glenbrookchamber.com.au/index.nhn?option=com\\_content&view=article&id=54:glenbrook-parks-a-reserves-an-historical-perspective&catid=43:glenbrook](http://www.glenbrookchamber.com.au/index.nhn?option=com_content&view=article&id=54:glenbrook-parks-a-reserves-an-historical-perspective&catid=43:glenbrook)

Few permanent settlers made a home in Glenbrook until the coming of the railway.

The first zig zag railway and the Lanstone Viaduct (the bridge across Kansack Gully on Lanstone Hill, new part of the Highway) was built by John Whitton in 1865, and in 1867 a water tank was built to water the stream trains at their first stop on the mountains. Water was piped from Glenbrook Lagoon. The three brick pillars which supported the tank can be seen beside the highway in front of Glenbrook Native Plant Reserve.

The name of the station was Wastertank: but in 1874 it was renamed Wascoe Siding in honor of John Wascoe, mine host of the Pilgrim Inn, where the three original roads met a little farther up the hill.

The name was short-lived. In 1878 it became Brookdale, which had an even shorter life-span, for only a year later it was given the name Glenbrook, which has managed to survive.

Glenbrook was proclaimed a village on March 20, 1885 and Glenbrook Park was set aside for public use in the same year. The Railway Guide of 1886 reported that "numerous country residences have been erected which provide a cool and quiet retreat for busy city workers in the summertime. Glenbrook is well laid out and the provision of wild reserves will in time make this place very attractive.

Some of the fine sandstone houses built in the village in the 1880's were the work of stonemasons Dunn & Ross, who quarried the stone locally. Some of their descendants still live here. It was John Dunn who built the stone pillars at the entrance to Glenbrook Park.

Both Glenbrook Park and Glenbrook Oval were dedicated on August 21, 1897, as "reserves for public recreation".

In the Green Street and Park Street corner of Glenbrook Park the first School of Arts was built in 1890. It was designed by John Buckeridge, later to make his name in Queensland for church architecture. The building was destroyed by fire in the 1920s.

During the first decade of the 20th Century, the double-track railway ran along the present highway beside Glenbrook Park.

In 1910 a brick railway station was built between the two sets of rails. It was dismantled and re-built on its present site when the Glenbrook Gorge deviation was completed in 1913.

This Article was taken from Archives of Glenbrook Village Fifth Annual Yesteryear Spring Festival November 14,15, 1987 Program Author Unknown

last updated on friday, 11 september 2009 01:48 Glenbrook Parks & Reserves - an Historical perspective  
written by unknown friday, 11 september 2009 00:39



The first **Glenbrook deviation** was the section of track from the first Knapsack Viaduct to Old Glenbrook Station in the Blue Mountains of New South Wales. It was constructed from 1891 to 1892 and replaced the Lapstone Zig Zag.

In 1890, it was proposed to bypass the troublesome Lapstone Zig Zag by utilising a tunnel. This proposal was soon approved and in March 1891, tenders were called for its construction. The line left Bottom Points and continued into a gully before entering the 2,165-foot-long (660 m) tunnel, on a continuous 1-in-33 gradient. After emerging just below the original alignment, the line curved to the left and ascended slightly before rejoining the original line at Glenbrook. The site of the original Glenbrook Station now lies to the right of the Great Western Highway, near the skate park.

<http://www.heritageaustralia.com.au/search.php?state=NSW&region=2&view=382>

The site of Glenbrook, 64 kilometres west of Sydney, was just a lagoon when explorers Blaxland, Wentworth and Lawson travelled through the area on 12 May 1813 on their way across the Blue Mountains.



**Ziz Zag bridges, Glenbrook (courtesy Pam Pascoe)**

Lennox Bridge (completed in 1833) is located five kilometres north west of Glenbrook on Mitchell's Pass Road. The bridge was constructed by convicts under the supervision of Scottish master stone mason David Lennox. It is now Australia's second oldest stone arch bridge (the oldest on the mainland) and is listed by the National Trust.

The township developed in 1874 when it became a water-stop for steam engines on the Lapstone Zig Zag railway line. At that time it became known as Watertank. It subsequently became known as 'Wascoe Siding' (at that time nearby Blaxland was known as Wascoe).



**Pointsman's cottage, Glenbrook (Glenbrook Historical Society Collection)**

The Zig Zag line was built during the 1860s by Engineer-in-Chief for the New South Wales Railways, John Whitton. The original zig zag was bypassed when a deviation was completed in 1892.

A passenger station was constructed in 1877 and the year after the name was changed to Brookdale.



**Lennox Bridge, Glenbrook (courtesy Pam Pascoe)**

In 1879 the site was named 'Glenbrook' by Sir John Jamieson in the belief that the creek originated from Regents Glen.

The town of Glenbrook has grown to house a population 5,055 residents (2001 Census).

Historic buildings and structures of interest in Glenbrook include the Station Master's Cottage, the Glenbrook Public School (1892), the old Lapstone Hotel (built in the 1930s and now serving as the Officers' Mess at RAAF Base Glenbrook), and the old Zig Zag Railway.

### **Photographic Collection**

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