

APA submission Artarmon station accessibility upgrade

Appendix D1 – Station, including gardens heritage

Need for addition of station and its gardens to State heritage Register (Appendix D has been divided in two due to file size limits for emails)

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Station building with ‘industrial’ weather protection



Artarmon station 2014 – with end section filled in with brickwork for toilet block



Artarmon station 2014 – with modern ticket office built in to the north end




Artarmon station 2014 – east façade is generally in original condition



Artarmon station 2014 – west façade is less original – brick infill for toilets in the foreground

Appendix H - RAHS brief history of North Shore Stations – Artarmon Station extracts

ARTARMON. — Opened on 6th, July, 1898 this was a platform on the down side of the then single line with a small wooden building. The present island platform was opened with the 1900 duplication, and the line was lifted to give an easier grade at the station to assist in starting, a large amount of filling right back to Flat Rock Creek being necessary to achieve this end. The island building was originally timber, but later a brick building was provided, the lever frame being at the northern end. (ST. LEONARDS)



Artarmon Station history – ARHS VOL 15 No 88 page 25 extract

* Artarmon was brought into use on the 6th July 1898, as a single platform on the down side, between St. Leonards and Chatswood, to serve the newly-subdivided Artarmon Estate. The station was on the natural ground surface and had a small timber building, with direct access from Hampden Road.

Artarmon Station history – ARHS J10 262 Aug 59 114-115 extract

ARTARMON

10.294 km/80.4 m
North Shore Branch, between St. Leonards and Chatswood.
Willoughby parish, Cumberland county.
Act
Line opened 1.1.1890, from Hornsby to St. Leonards 17.06 km single track, construction contract from Hornsby to St. Leonards let to Edward Pritchard on 1.7.1887, duplicated 17.10.1900.
Line electrified from Hornsby to 1st Milson's Point 8.8.1927.
Station opened 6.7.1898 with a single platform on the western side of the track, as a result of the deputation from the Willoughby Council for a station to serve the 'Artarmon Estate' and was unattended WN#47/1898 just south of Mowbray Road overbridge. New site on 17.10.1900, as the original site was on a rising gradient of 1 in 45 that made it difficult for steam hauled trains to start from the station. The original station building comprised a timber structure from Glenbrook was erected on 1.9.1898 and only contained a waiting room. The second station building, erected on the new site, was built of brick and had a ladies waiting room, general waiting room, station master's office, store room and a men's toilet. Access to the island platform was via stairs from a subway at the Hornsby end.

ARTARMON cont.

Platform — The platforms are 159 m long.
School opened 10.1910.
Post office opened 1.12.1909.
Named after Provost-Marshall of New South Wales, William Gore's family estate in Ireland.
WN#47/1901 — Station staffed.
28.8.1907 — Platform extended.
29.10.1908 to 21.2.1928 — Block & station interlocked.
12.7.1916 — Station building renewed by using brick materials from Glenbrook station which had been renewed by the new Glenbrook Deviation work.
3.1927 — Platform extended for electrification.

Appendix I - Current Glenbrook Station – same architectural pattern as Artarmon Station



Glenbrook Station



Glenbrook Station



Glenbrook Station



Glenbrook Station looking North



Glenbrook station looking south (to toilet block?)



Glenbrook station looking south with old electrification structure for four track railway.

Appendix J – Artarmon, The mystery of the moving station buildings - by Stuart Sharp

Artarmon station in the year 2000 looks like most other stations on the North Shore line in suburban Sydney, some 10 km from Sydney Central station. It has a brick platform structure situated on an island platform. That pattern dates from the duplication of the line between St. Leonards and Hornsby in the 1900-1909 period.¹ In a distance of 11 miles, there are 11 stations with a similar styled building. There are slight stylistic and other changes amongst the various buildings that denote slightly different construction dates. Apart from those nuances, the Artarmon building looks much like any of the approximately 250 examples of the Federation influenced design which the railway administration used between 1894¹ and 1932. Warner, the local historian for Artarmon, described the building as "the standard type of railway station building".² Despite the obvious similarities amongst the North Shore station structures, the building at Artarmon gives no evidence of perhaps the most intriguing story of any of the North Shore platform structures.

It is only with the knowledge of the background to many railway stations that the links between politics and railway construction activity can be confirmed. Both public servants and politicians are usually very careful not to leave evidence of political involvement. However, in the case of Artarmon it is a fairly safe statement that the whole of the North Shore line and the establishment of Artarmon station are the work of politics. It was Parkes who turned the first sod on 10th August 1887 following the trial surveys in 1881 and 1882.³ As well as being the Premier, he was also the Parliamentary Member for the area. It was Mayor Thomas Broughton and his land development, surprisingly known as Broughton Estate, that directly resulted in the timing of the establishment of Artarmon station.⁴

The North Shore line was opened on 1st January, 1890.⁵ In 1894 William Foxlee, the Engineer-in-Chief for Existing Lines, signed a plan showing the location of two proposed platforms between St. Leonards and Chatswood. One of these locations was near the south side of Mowbray Road and the other about 30 chains to the south, which is the present location.⁶ The Railway Commissioner took four years to respond to Broughton's pressure and opened the station at Artarmon on 6th July, 1898. At that time, the line was known within the railway organisation as the "Milsons Point line".⁸

There was a single sided platform on the down side of the line. *Very little is known about the first station building on the platform but the evidence indicates that the Commissioner did in fact erect a "waiting shed".*⁹ An undated plan of the proposed duplication of the line shows a small building approximately 15' x 12'.¹⁰ There was also a separate men's toilet towards the Sydney end of the platform. Duplication of the section through Artarmon occurred on 17th October, 1900. It is plausible that the buildings that existed on the single side platform at the opening of the station in 1898 were transferred to the adjacent new island platform in 1900.

The first buildings at Artarmon were likely to have been simple affairs. All other buildings on the North Shore line, except the terminus at St. Leonards, were of not entirely visible, it is possible to note that it is a timber framed structure about 45' in length, sheathed with horizontal weatherboards. It is taken after duplication and the building on the island platform features canopies attached to each side wall supported by either standard steel brackets or timber struts. It features a gabled roof flanked at each end by small finials. A notable characteristic is the absence of brick chimneys while winter heating is provided by a free standing stove with a steel flue protruding above the roof line. The curtain boarding at the ends of the canopies are finished in alternating light and dark paint colours.

In the photograph, a separate barrel roofed combined toilet/lamp room is located at the Sydney end of the platform. It is timber framed and clad in corrugated iron. The position of the toilet/lamp room is consistent with the duplication plan but the length of the main building is greater than that shown in the same plan. So far, there is no evidence of a date for the construction of the main building shown in the photograph. The building is of the standard design used between 1894 and 1932 and is the same design as the current brick structure - the only difference is that the structure in the photograph is of timber construction. Examples of the standard building design were built in either brick or timber but timber was used only for this design between approximately 1900 and 1916¹⁶. The second mystery about Artarmon station is the date of the building in Photograph No. 1073.

1 SRA, Opening Dates of Track Sections, including Duplications, Deviations etc, Unpublished Reference Manuscript, SRA Archives, 1985, p. 5

2 G. Warner, Artarmon - Past, Present and Future, Sydney, Management Development Publishers, 1988, p.

3 *ibid.*, p.43

4 C. Lephastrier, Willoughby's Fifty Years, Willoughby Municipal Council, 1916, p. 47

5 SRA Station Information A to F, Unpublished Reference Manuscript, SRA Archives, 1997, p. 20

6 Plan entitled "proposed Platform between St. Leonards and Chatswood", dated 29th October, 1894, SRA Archives

7 *ibid.*

8 Artarmon station sheet, ARHS Resource Centre

9 *ibid.*

10 NSWGR, Plan entitled "Milson's Point Line - proposed Duplication of Line - Alterations at Artarmon", undated, SRA Archives

An even greater mystery revolves around the caption on the official photograph that the Artarmon building was moved from "Old Glenbrook" in 1900. The term "Old Glenbrook" generally refers to the location of the first Glenbrook station which dates between 1867 and 1913. This first station served both the line when the Little Zig Zag was in use until 1892 and the single track deviation between 1892 and 1913 when the duplication deviation line between Emu Plains and timber construction. This was a reflection of the Depression then gripping NSW. It can be assumed that those at Artarmon were timber framed and clad in either horizontal weatherboards or corrugated iron. Park and Singleton wrote in 1945 that the "island building was originally timber".¹¹ The use of the singular number to describe the structure is of particular note for in 1959, when Singleton expanded the 1945 article, he again referred to a single building but drew a plan on the following page showing two small structures in addition to the men's toilet.¹²

However, Park and Singleton do not indicate the style of the building. Photographs of structures at other stations on the North Shore line in the single track days show two types of architecture. Firstly, there were small timber structures with a mono-pitched or skillion roof, as exists at platform No. 3 at Gordon or the up platform at Tallong.¹³ The platform awning was formed by an extension of the roof rafters. This was the most prolific design of station building on the NSWGR. Secondly, there were small timber structures with a gabled roof and a platform verandah supported by vertical timber posts.¹⁴ Longer versions survive at Thirlmere and on the up platform at Wingello. It can thus be assumed that the first building at Artarmon was a small, utilitarian designed structure, void of overseas stylistic influences, with either a skillion or gabled roof. Hence, the first mystery is the design of the initial station building at Artarmon.

A photograph in State Rail Archives of Artarmon station building is dated 1900.¹⁵ The puzzle with the image is that the caption reads "Artarmon first station building - re-erected from Old Glenbrook station 1900". Although the building is Blaxland replaced the single track. Very little is known of the station buildings at the time of the opening of the western line over the Blue Mountains. All the evidence shows that the buildings were small and of timber construction. The only known evidence of a platform building at Glenbrook is an "old print".¹⁷ It shows a timber building about 40' in length containing possibly four rooms. The timber building at Old Glenbrook became redundant in 1900 when the NSWGR planned new brick island platform structures at Old Glenbrook and at many other stations for the duplication of the western line which opened in 1902 between Old Glenbrook and Blackheath.¹⁸ There is evidence that the brick building was in fact built at Old Glenbrook.¹⁹ Therefore, there was a spare building at Old Glenbrook and Artarmon, needed a new structure - both projects related to duplication works. It is possible that the Old Glenbrook building could have been moved to Artarmon but it is also equally possible that the Artarmon building in Photograph No. 1073 was enlarged and rebuilt at the time of duplication using the existing Artarmon buildings. This treatment was known to have applied at Oatley and Penshurst.

The mystery of the moving building from Old Glenbrook does not end in 1900 because it does not explain how and when the present brick building at Artarmon was erected. The answer to this question involves a third mystery. If you believe the evidence, the present brick building came from Old Glenbrook. The first piece of evidence is a cancelled entry in the NSWGR Contract Book for 1912 when the Department of Railways proposed to erect a new station building at Artarmon.²⁰ Four years later there is another entry in the Contract Book which reads "Removal of station buildings from Old Glenbrook and re-erection at Artarmon 998 pounds".²¹ The official history card for Artarmon station shows an entry for 1916 which states "Removal of station buildings from Old Glenbrook" at a cost of 995 pounds.²² An old index book shows an entry for Artarmon in which the 1912 plan is crossed out and the words "new drawing 1916" appear.²³ Perhaps the most significant piece of evidence is a plan, dated 10th February, 1916, for the present Artarmon station which indicates under the plan heading has the words "from Glenbrook".²⁴

11 M.A. Park & C.C. Singleton, "The North Shore Line", ARHS Bulletin, Vol. 15 No. 88, February, 1945, p. 25

12 C.C. Singleton, "The North Shore Line", ARHS Bulletin, Vol. 10 No. 262, August, 1959, pp. 114 & 115A
photograph of Wahroonga with a single track is in W.A. Bayley, Sydney in the Steam Time, Bulli, Austrail Publications, no date, p. 50

14 A photograph of Turramurra is in SRA, How and Why of Station Names, Second. Ed., SRA, 1982, p. 178
15 No. 1073, SRA Archives

16 Confirmed by Lephastrier's book published in 1916 which has a photo of the timber building.

17 W.A. Bayley, Lapstone Zig Zag Railway, Bulli, Austrail Publications, 1972, p. 28

18 Plan No. 54/77 entitled "Glenbrook to Blackheath Duplication Contract No. I Station Buildings -Glenbrook, Blaxland, Valley Heights, Faulconbridge and Linden", signed by contractor Chas. Palmer et al 20th January, 1900, SRA Archives

19 Bayley, Lapstone Zig Zag Railway, op. cit., pp. 43, 50 & 51

20 NSWGR, Contract Book No. 257, entry "provision of new station 1,130 pounds authorised 4th October, 1912". A notation appears in red at the entry "Cancelled", SRA Archives

21 NSWGR, Contract Book No. 258, entry dated 12th July, 1916, SRA Archives

22 NSWGR, Station History Card - Artarmon, SRA Archives

23 Index Book No. PRM 268, Station Buildings", RIC Plan Room

24 Plan No. 57/62, entitled "Artarmon Station Building", RIC Plan Room

The NSWGR moved station buildings and other structures around the railway system with some frequency. However, the difference between the general rule and the case at Artarmon is that the Old Glenbrook structure in 1916 was brick. The Department of Railways seldom moved a brick building. With the use of cement for mortar, the task of cleaning every brick would have been very substantial, especially since labour was at a premium in World War One when the relocation occurred. However, it is not an impossible proposition. The length of the Old Glenbrook and Artarmon buildings vary by only inches. The stylistic features of each structure match. The dates line up. Across the family of examples of which Artarmon and Old Glenbrook are examples, there is a the general application of reduced levels of ornamentation on structures but the inconsistencies in this trend make it impossible to say whether the present building at Artarmon is a 1902 or a 1916 building, based on stylistic and ornamental features.

The one thing all local historians agree upon is that the residential development at Artarmon accelerated after 1916, not before it. Warner indicates that the postal revenue increases from \$774 in 1917/18 to \$1436 in 1919/20. Similarly, building approvals rocketed in the first half of the 1920s.²⁵

The present building was extant in 1926 when the platform was lengthened to 520' to accommodate eight car electric trains because the structure is shown on the platform extension plan.²⁶ The precise date is unknown. By way of digression, partial electric services, shared with steam trains for the next year, commenced on 15th August, 1927.²⁷ It is the written public history that electrification was inevitable, in view of the steep gradient.²⁸

Another undated photograph in SRA Archives shows the present structure as "the second station building".²⁹ At least the reader knows this to be incorrect because three buildings have been erected at the station. Of course, the erudite reader asks why do we believe some evidence and not others?

Why did Artarmon get a new platform structure in 1916? In many cases, new structures are related to improvements in other sectors of engineering at the same location. For example, the first building at Artarmon is obviously related to the opening of a new platform. The 1900 structures is tied to duplication but there was no other improvements occurring in 1916. It is of interest to note that in 1916 Artarmon was the only station between St. Leonards and Hornsby to possess a timber platform building, other than the small waiting shed that was located on the Local Platform at Gordon. There was therefore a stimulus to eradicate the lower status timber building at Artarmon when there was justification. This was not some deviation from Departmental policy to suit the upper class interests on the North Shore line because the use of brick for platform buildings in Sydney generally had been adopted as policy about 1912, with Berala being perhaps the last timber building in 1911. Therefore, there was no question that, if Artarmon needed a new building, it had to be brick. The justification for the 1916 building seems to be related to increased local patronage. This is then simply another case of the influence of politics for the provision of railway facilities.

Peter Spearitt wrote that the expansion of Sydney's public transport system received a stimulus from the 1909 Royal Commission on the Improvement of the City of Sydney and its Suburbs which recommended, amongst other things, the construction of a Harbour Bridge which would link the North Shore line with the City.³⁰ Artarmon shared in that growth. In 1912, the Railway Commissioners submitted to the NSW Parliament proposals for suburban railways to meet the increasing population of Sydney. Nothing happened until the Labor Party, which had strong support in the Sydney metropolitan area, presented the City and Suburban Railways Electric Bill to Parliament, which subsequently passed the draft legislation. However, rural interests within the Labor Party stopped funding on Sydney rail projects and started the explosion of rural branch lines.³¹

Life member of the NSW Division, Ian Brady, noted that Sydney's population increased 30% between 1901 and 1911 and a further 44% between 1911 and 1921.³² There was considerable traffic growth at Artarmon. In 1910, there was a staff of three at Artarmon and the total number of passenger journeys was 377,670. Artarmon had the third highest ticket sales on the North Shore line behind Chatswood and St. Leonards. Also in 1912, the Commissioners completed duplication of the line between Milsons Point and Hornsby. By 1915, the staff at Artarmon had increased to five and the passenger journeys to 833,200 - an increase of 120%. By 1916, the staff had grown to seven and the passenger journeys to 893,128 and in 1917 the staff was ten and the journeys 964,991, second busiest on the line behind Chatswood.³³ The need for larger accommodation for staff and travellers was obvious.

25 Warner, op. cit., pp. 39 & 55

26 Plan entitled "Artarmon - Proposed Extension of Platform to 520 FT. Long", dated 17th July, 1926, SRA Archives

27 D.R. Keenan & H.R. Clark, *First Stop Central*, Sydney, Australian Electric Traction Association, 1963, p.51

28 Willoughby Municipal Council, *Willoughby — A Centennial History 1865-1965*, p. 96

29 Photograph No. 1073/1, SRA Archives

30 P. Spearitt, *Sydney Since the Twenties*, Sydney, Hale and Iremonger, 1978, p. 141

31 I. Collins, "The 'country interest' and the eastern suburbs railway, 1875-1932", in G. Wotherspoon (Ed.), *Sydney's Transport*, Sydney, Hale and Iremonger, 1983, p. 123

32 I.A. Brady, "Eastern Suburbs Railway for Sydney", *ARHS Bulletin*, Vol. 30 No. 501, July, 1979, p. 147

33 Railway Commissioners, *Annual Report to 30th June, 1910*, Sydney, Government Printer, 1910, App18, p. 40

34 Railway Commissioners, *Annual Report to 30th June, 1915*, Sydney, Government Printer, 1910, App20, p. 49

A striking feature about NSW station buildings is their small size relative to other Australian States and overseas practice. The Artarmon building was approximately 70' long and internally measured only 10' wide. This very narrow width remained the general pattern for island platforms between 1890 and 1940 and formed a cramped workspace for multiple staff.

It was not only living people who were growing in number. In 1916, the Department of Railways planned a junction to the north of Artarmon station and branch line into the Field of Mars Cemetery some kilometres to the west.³⁶

NSW Division ARHS President, Graham Harper, asks why would have the NSWGR moved a brick building 50 miles from Old Glenbrook to Artarmon when it would have much wiser and less expensive to move it one mile from Old Glenbrook to the current site at new Glenbrook. Why indeed? Life member of the NSW Division, Peter Neve, has one suggestion. He thinks this is an example of using today's practices to evaluate yesterday's events. Peter says that, today, the policy might be to provide temporary facilities at new Glenbrook until the building was dismantled at Old Glenbrook and re-erected at new Glenbrook. This policy, Peter argues, did not prevail in 1913 when the duplication deviation was completed. He considers that the railway administration would have held the view that full passenger facilities had to be provided for the travelling public at the new Glenbrook station as from the opening day and that, as relocation of the building from Old Glenbrook to new Glenbrook would have taken several months to complete, the Commissioner decided that a new building would be built and available on the opening date of the deviation.

It should also be kept in mind that, ever since 1855, the NSW railway administration was a major recycler of materials of all types and the re-use of the bricks from Old Glenbrook is consistent with the prevailing Departmental philosophy. In addition, the Department of Railways was not building or rebuilding large numbers of station buildings in Sydney. For example, in the 1915 financial year there was no renewal of station buildings in Sydney. In 1916 Campsie and Hurlstone Park were rebuilt and Artarmon was the only building replaced in the financial year ending 30th June, 1917. The impact of World War One may have played a part. At this time, the NSW railway administration was introducing its first portable station building, which was provided at Lake Cargelligo in 1917. Hence, the concept of moving masonry structures was common, no uncommon at the time. With the shortage of skilled manpower, the Railway Commissioner may have decided to dismantle Old Glenbrook. This would have saved carpenters and bricklayers as the bricks that required cutting would have already been prepared.

Following duplication of the section of the North Shore line through Artarmon in 1900, access to the platform at Artarmon was provided by a subway at the extreme northern end of the platform. In conjunction with the erection of the 1916 building, the Railway Commissioner proposed to erect a new, wider subway much closer to the brick platform building.³⁷ The reason for this action seems three fold. Firstly, the 1900 subway was too narrow for the rising patronage from the adjacent housing estate. Secondly, the railway administration wished to place the booking office in the subway, no doubt because of increasing traffic required the use of more than the two ticket office windows in the platform structure, not to mention the increase in staff. Thirdly, the junior porter who collected the tickets at the top of the stairs would have had a shorter distance to walk from his other duties in the platform building, hence making him a more efficient employee. Despite the benefits, the work was not carried out, possibly due to staff and materials shortages during World War One. This shortage may also have been an explanation why Artarmon station was not built from new bricks. . Access to the platform in 1999 remains the 1900 subway at the northern end.

Passenger traffic was increasing at Artarmon, reaching 1,533,151 passenger journeys in 1928.³⁸ However, the Department of Railways shelved plans formulated in 1926 for the quadruplication of the line.³⁹ In the late 1920s, Artarmon was still the third business station on the North Shore line and even did more business than either Hornsby and Milsons Point stations at each end of the lines.

In 1929 the Department of Railways gave the Council of the Municipality of Willoughby permission to excavate a pedestrian subway at the southern end of the platform though there was no access to the island platform.⁴⁰ The retaining wall on the ramped entry to the subway on the Hampden Road side is partly formed by old rails, illustrating the Department of Railways position as a pioneer recycler.

35 Railway Commissioners, Annual Reports to 30th June, 1915 and 1916, Sydney, Government Printer, 1910 and 1911, Appendix 20, pp. 49 and 60

36 Plan No. 927 10/203, entitled "Field of Mars Cemetery Junction Arrangements", dated 8th February, 1916, RIC Plan Room

37 Plan entitled "Artarmon - Proposed Subway and Booking Office", dated 19th September, 1916, former SRA Archives

38 Railway Commissioners, Annual Report to 30th June, 1928, Sydney, Government Printer, 1910, Appendix 20, p. 54

39 Plans No. 936 21/553 dated 1926 entitled "Quadruplication Arrangements - Artarmon", RIC Plan Room. Plans made for quadruplication in 1952 were also cancelled. See Plan No. 1056 40/289 dated 31st July, 1952, RIC Plan Room

40 Card for Artarmon Station, Card No. 1/1, former SRA Archives

Another interesting aspect of the project is the formal Agreement between the railway administration and Willoughby Municipal Council for maintenance, lighting and cleaning of the subway.⁴¹ The Property Branch of the Department of Railways has always had a fierce tradition of ensuring that the Department did not end up with ongoing maintenance for any type of crossing in the railway corridor. These agreements usually took the form of a contract in which the Department of Railways would undertake the construction of the crossing with the local government authority undertaking to provide maintenance.

From time to time, the Property Branch acquired and sold small pieces of land in the vicinity of the station for various purposes, such as relocation of stanchions, access improvement and beautification. Many people in the community considered that the railway organisation was a cow to be milked. Requests for all types of favours were asked. One that affected Artarmon was a 1948 request for a long term, low cost lease of land fronting Elizabeth Street on the up side by the Boy Scouts Association for the construction of a hall. This request was rejected but a similar application in 1953 for land fronting Hampden Road opposite McMillan Street on the down side was granted. The land was given free of charge.⁴²

An interesting common feature shared by the buildings at Old Glenbrook and Artarmon was their positions on rising gradients against down trains. Artarmon is located on a 1 in 60 gradient.⁴³ Clark says that, of all the North Shore stations, Artarmon was, in the steam days, the "most difficult station on the line for drivers to start their trains."⁴⁴ It is of no surprise, therefore, to find that the North Shore line was intended to be the first line in Sydney to be electrified. The problems associated with the gradient were not totally solved by the introduction of electrification.

Life member of the ARHS, Ken Winney, used Artarmon station in the 1930s as he went to and from Artarmon Opportunity School. Ken mucked around on the platform with his school chums, waiting for their train, kicking the loose Locksley quartz pebbles that formed the platform surface at Artarmon and virtually every other NSW urban station prior to asphaltting. His most vivid memory is of electric trains frequently over-shooting the platform on the falling 1 in 60 gradient to Sydney.⁴⁵ Interestingly, Ken also recalls trains proceeding up the gradient to Hornsby over-shooting the platform because drivers miscalculated the momentum of the train as it accelerated in the valley between St. Leonards and Artarmon.⁴⁶

Electric train driver, Jack Glennan, described Artarmon as "a tricky stop" because of the falling gradient towards Sydney.⁴⁷ The elimination of steam trains did not resolve all the problems of up trains over-shooting the platform. Jack's first journey on the North Shore line co-incided with changes to the way trains were stopped. The Department of Railways introduced a composite brake shoe, called Ferrodo, to replace the cast iron shoes, which had been used for over a 100 years. He said that, at the same time, brake cylinder air pressure was reduced from 50 to 25 lbs psi. Jack overshot the platforms on a journey from Hornsby to Sydney, including the platform at Artarmon.

Jack had ~~a the platform~~ more trouble than simply over-shooting the platform. A woman banged on the driver's door shouting that a man had exposed himself in the second car. Also, he had hostile passengers on the train who wanted to detrain. The guard quickly calmed the passengers by explaining that they were liable to pay excess fares they went past the platform at which they were supposed to alight.⁴⁸

The severity of the gradient at Artarmon station is reflected by the three different floor levels in the building. Even today in its truncated form, there are steps down from the booking office into the entrance corridor, dropping 12" and down again 6" into the Station Master's office.

The values evident in the present building at Artarmon are not dependent on whether or not the structure was relocated from Old Glenbrook. The significance of the present platform building is related to its construction at a time of much and fast growth of Sydney and at a period when there was considerable debate about public transport. It is a monument to the extent of Australia's urbanisation, which Ian Burnley writes is third highest in the world behind Japan and the United Kingdom.⁴⁹ If the structure came from Old Glenbrook, its significance would be further enhanced.

The history of the Artarmon station buildings mirrors the history of the overall railway administration in NSW. The three buildings were erected in the 1890-1930 period when there was much expansion of the network. Artarmon grew when the system grew, involving easing of the gradient through the station, duplication of the line and electrification.

41 Notation No. 59, Sheet 6, Working Plan DR 7A/2, State Rail Land Information Unit

42 See notations Nos. 84 & 96 *ibid*.

NSWR, Curve and Gradient Diagrams, undated, p. 231

44 L.A. Clark, North of the Harbour, Broadmeadow, Newey and Beath Pty. Ltd., 1976, p. 127 as Oral comment to author, 14th May, 1999

46 *ibid*.

47 J. Glennan, "Recollections of an Engineman", Part 2, Roundhouse, Vol. 36 No. 3, July, 1999, p. 21

48 *ibid*.

49 I.H. Burnley, "The Urbanisation of the Australian Population 1947-71", in I.H. Burnley (Ed.), Urbanisation in Australia, Melbourne, Cambridge University Press, 1977, p. 3

The architecture of the station is Australian and emerged during the matching period of the development of Australian cultural identity. When that expansion was over, so too did things settle at Artarmon station. After 1930, there was virtually no change to the size of the overall State network and pattern of administration of the NSWGR and this was reflected in an almost absence of developments at Artarmon station. Nevertheless, Artarmon's station history was involved in a broader framework of community life. Mr Horace Butler had lived at Artarmon since 1916 and saw the first electric train operate through the station in 1927. During World War Two, he was a member of the National Emergency Service and it was his task to turn off the lights at the station when the Japanese bombed Sydney's eastern suburbs.⁵⁰

The Railway Commissioner made only two improvements to Artarmon station over the next 50 years, both being approved in 1946. These were the asphaltting of the platform surface and the provision of a shelter at the top of the stairs to protect the junior porter collecting tickets in the rain.⁵¹ At some time in the late 1940s or early 1950s, the Department granted a tenancy for a newsagent to occupy space adjacent to the ticket barrier, this facility being known in Departmental language as a "concession".⁵² The concession possibly dates from 1950 when the Department of Railways provided further "improvements" to the "shelter" at the barrier.⁵³ A "ticket collection rail" provided at the top of the stairs in 1989 marks the approximate position of the concession and ticket booth. The apparatus sees intermittent use by ticket "snappers" during random exit ticket checks. Although of only recent origin, the ticket collection rail also functions as a reminder of a past before the introduction of automatic ticketing when staff collected tickets from passengers alighting at all stations.

The long distance between the station building and the ticket barrier is substantial. Between the two, the first timber station existed. The present brick building was erected at the up end of the up end of the platform. This long distance worked to the advantage of platform-wise commuters. In the late 1960s, Bill Laidlaw, NSW ARHS Tours officer, commuted to and from the station. He explained that the distance was so great that regular travellers would sit in the train at the correct spot and, when the train stopped, they would be at the top of the stairs and would run down the stairs before the junior porter had time to walk from the platform building. If there were ticket snappers at the barriers, the people without tickets would buy a return to an adjoining station and hand that in.⁵⁴

Bill also tells us the techniques of savvy commuters. On the up, there was a signal at the up end of the platform. When trains stopped at the signal, quick travellers could jump on a slow moving, non-stop train in the days of manual doors.⁵⁵ Add that to the passenger in a hurry, travel consisted of simply springing up the stairs, jumping on to a non-stopping train and a quick sprint at the other end. Voila! No need to buy a ticket. Jumping on and off moving trains, something that happened frequently in days when trains had manually operated doors, is today just a memory.

It was not until the 1970s with the coming of Chief Commissioner Phillip Shirley that changes to both the organisation and Artarmon station were to occur. With his Public Transport Commission, which replaced the former Department of Railways, came a primary emphasis on the customer rather than the employee. In 1982, the local Parliamentary Member, Peter Collins, asked a Question With Notice about the "little protection to rail commuters" in bad weather.⁵⁶ The Minister replied that "minor alterations to improve operation of station" were being considered.⁵⁷ This resulted in the relocation of the ticket office windows.

The signal box at Artarmon had laid idle since 1928 when automatic signalling, in conjunction with the introduction of a full service of electric trains, replaced the former block telegraph system.⁵⁸ The former signal box at the down end was demolished and the former Station Master's office was converted into the new booking office. This shortened the building at the down end by about 7' 4" though the roof length was not altered. This provided shelter for customers standing at the ticket windows and, more interestingly, restored the station to the format when it was initially constructed at Old Glenbrook.

This represented the standard construction policy under which the Way and Works Branch erected the station building but the Signals and Telegraph Branch later installed the walls and equipment for the interlocking frame, often in different materials for the walls. This was the case at Artarmon where the main building walls were face bricks but the signal box walls were formed of lapped weatherboards. Two windows for the sale of tickets were provided in the northern wall of the Artarmon building in 1982, where the present single window

50 Oral discussion, 23rd March, 1999

51 Plan entitled "Artarmon - Alteration to Shelter Barrier at Hornsby end", Plan No. F 2176 dated 20th December, 1946

52 Photograph No. 1385, ARHS Collection, taken on 31st March, 1956, shows the newsagent.

53 Artarmon Station Card, ARHS Railway Resource Centre

54 Discussion with Bill Laidlaw, 22nd August, 2002

55 *ibid.*

56 Legislative Assembly, Questions and Answers No. 15, 10th February, 1982, p. 267

57 *ibid.*

58 S.E. Doman & R.G. Henderson, *The Electric Railways of New South Wales*, Sydney, Australian Electric Traction Association, 1976, p.33

exists.⁵⁹ The two ticket windows that faced into the general waiting room and a third window facing the up side of the platform were closed.

More changes were to occur at Artarmon which, like the transformation that occurred in the nature of rail operations and organisational structure, were to make Artarmon station of significant interest in the history of railways in NSW. In 1989, the State Rail Authority was split into separate business groups. CityRail was formed to manage urban rail services in Sydney. The building at Artarmon mirrored the fundamental nature of the organisational change. Cityrail announced the upgrading of every railway station on the network under the banner of a \$105 million station upgrading program.⁶⁰ Artarmon was in the first group of stations to be upgraded, the work being completed in September, 1989.⁶¹ The most fundamental and controversial aspect of the work was the elimination of separate male and female toilets. Cityrail also chose to demolish the general waiting room. This involved the truncation of the building at the up end by about 126".⁶² As a result of the 1982 and 1989 alterations, the Artarmon building was then about 20' shorter when built in 1916, making it approximately 50' in length. The State Transport Minister in 1989, Bruce Baird, was reported as saying that "Artarmon was chosen as a trial location to evaluate some of the station design features to be used at all stations".⁶³ Cityrail was recorded as indicating four reasons for the elimination of the toilets and general waiting room. These were:

- the need to provide security for travellers,
- the management of graffiti and vandalism,
- the elimination of meeting places for drug users, &
- the high cost of maintenance⁶⁴

Not only had the NSW Government rail administration implemented policy since 1855 of providing separate toilets for the two sexes, it endeavoured to separate the entrances to the facilities so that there was no loitering by men around the entrance to the ladies' toilet. The Artarmon alteration in 1989 was not an idle experiment but was regarded as "a model for many of the smaller suburban stations, although maintaining toilets at larger stations such as Chatswood."⁶⁵ Cityrail wished to monitor public reaction to the absence of station toilets, which situation existed on many overseas urban rail systems.

The reaction by the commuters of Artarmon was adverse. The local newspapers, The North Shore Times and The Northern Herald, carried nine separate articles of condemnation between July and September, 1989. The Times of 22nd July, 1989, was typical when it said that "the renovations to Artarmon railway station, which will make it a prototype for stations throughout Sydney, have raised the ire of commuters."⁶⁶ A petition from 106 signatories to the Minister, protests by the Artarmon Progress Committee and condemnation by Willoughby City Council were to no avail. Council was particularly upset because Cityrail undertook the work without consultation with Council.⁶⁷ The non-provision of toilets was an issue that affected many stations in the early 1990s and the subject was often discussed, and opposed, by the Commuter Council of NSW which was the Government's peak community commuter advisory body.⁶⁸

The elimination of the public toilets and the general waiting room were not the sole changes made at Artarmon. There were positive features including:

- the construction of platform canopies,
- paving in the pedestrian subway,
- new platform lighting
- replacement of seats, bins and signs &
- the provision of a public telephone

Paint was applied for the first time in the history of the rail administration to buildings as a dominant building element and as a means of identifying upgrading works. It was a major part of a Cityrail program, called "Station Sparkle", to improve the image of suburban stations. The program was a part of a larger vision by CityRail to build what it called "a world class railway". Artarmon had become the first station on the rail system to receive the station sparkle treatment. Most of the new works at Artarmon featured the use of red paint for virtually every item within reach of human hands. The reaction to the red paint was mixed. For example, Artarmon resident and regular rail passenger, Tim Edwards, commented that it was nice to see that the railway administration desired to provide an uplift of the station presentation but considered that the bright red paint

59 Plan No. 180-230 entitled "Artarmon Station Alterations & Additions to Booking Office", dated 4th January, 1993, RIC Plan Room.

60 CityRail, Issue No. 07, April, 1990, p. 1

61 North Shore Times, 2nd September, 1989

62 Plan in Artarmon Maintenance Folder, entitled "Proposed Additions and Alterations to Artarmon Station", dated 25th August, 1989, RIC Plan Room

63 North Shore Times, 2nd September, 1989

64 North Shore Times, 12th August, 1989

65 ibid.

66 North Shore Times, 22nd July, 1989

67 ibid., 12th August, 1989

68 Interview with Paul Tuckerman, retired Secretary of Commuter Council, 2nd March, 1999

was too garish, too extensive and too revolutionary.⁶⁹ Being along-standing railway observer, Mr Edwards was aware of the history of the colour red in NSW railways and also knew that it was possibly the worst colour that could be used in the Australian outdoor environment as it quickly faded. Bill Laidlaw was a much older and more seasoned rail traveller than Tim Edwards. Bill says the red paint peel off metal when hosed. When he got the opportunity to express concern to a senior executive about the lack of preparation prior to painting, he was quickly assured that full undercoat preparation was standard practice. Bill thought the officer didn't ever use a railway station!⁷⁰

The application of red paint was a fundamental change to traditional railway practice. Since 1855, staff were informed against the use of any red paint or other red material near running lines, including red clothing and red motor cars. The railway administration had considered that the use of red paint might be interpreted by a train crew to mean danger and require a train to make an emergency brake application. For some reason, there was a total reversal, almost overnight, of the paint policy. CityRail abandoned the use of red paint as a station upgrading element in December, 1998. By that time, nearly every application of red paint looked very faded and weathered. A decade of Australian sunshine proved Mr Edwards correct.

While CityRail did not provide public toilets, it did install separate male and female toilets for the staff members.⁷¹ A State Rail spokesman was reported as saying that staff would unlock their own toilet upon request by a member of the public.⁷² The toilet arrangement at Artarmon was a harbinger of the importance of staff toilets for the future. Unisex versus separate public toilets and the provision of separate staff toilets for different classifications (e.g. station operations, train crews, security guards) were significant policy issues after the changes at Artarmon.

The number of travellers using Artarmon station in the early 1990s was considerable. A survey in 1994 between 6.00am and 9.30am indicated a total of 2,240 people leaving by train and 651 people arriving by train.⁷³ This made Artarmon the fourth busiest station on the North Shore line after Chatswood, Gordon and marginally behind Turramurra. CityRail did respond to the pleas by the travelling public, which continued through to 1991.⁷⁴ In that year, CityRail planned modifications to convert the existing two staff toilets into separate male and female public toilets and provide an additional single toilet for staff.⁷⁵ Security for both customers and staff was an important issue in the 1980s and the Artarmon building again reflected changes in organisational thinking. By the second half of the 1980s, it was State Rail policy to provide separate toilets for staff so that employees did not have to leave the security of their ticket office to go to the public toilet. In accordance with this policy, provision for the separate staff toilet was made.⁷⁶ The employees' toilet was again relocated about 1996 to a new position inside the staff office.⁷⁷

The location of the two public toilets was a marked change from traditional station floor plans. There was a single entrance to the two toilets, requiring males and females to enter the same external passage. In former years, entrances to male and female toilets were placed on different sides of a platform building to avoid conflicting pedestrian movements. Another change that remains at Artarmon is the provision of only a single toilet cubicle for each sex rather than the former practice of multiple cubicles and a large urinal. The objective of this was to ensure that one person at a time could enter a toilet, thus make it very difficult for two people to enter the toilet in order to engage in illegal drug trafficking. The use of porcelain for the toilet bowls rather than stainless steel, which was widely used in the 1980s for the upgrading of public station toilets, is an indicator that the toilets were originally intended for non-public use.

The lesson of history in this instance is that a building, like Artarmon station, reflects and will continue to reflect State Rail policies. For example, in 1998, the railway organisation advertised for expressions of interest for air right developments at 35 suburban stations, including Artarmon. Once again, there was public protest and the local Parliamentary Member, Peter Collins, announced that the Parliamentary Opposition would not sell the airspace above the station. However, it is well documented that the arrival of the railway stimulated much residential development on the North Shore generally and at Artarmon in particular where the opening of the railway caused the subdivision of the Artarmon Estate into residential building blocks.⁷⁸ Development of air space and urban consolidation both bring additional rail patronage, thus making rail transport more viable and less of a burden on the State Government for deficit funding.

69 Interview with Tim Edwards, 7th August, 2002

70 Interview with Bill Laidlaw, *op. cit.*

71 There is no reference on the plan that indicates that the toilets were for the public or staff. Some conflicting interpretations are expressed by different people as to who was the intended beneficiary of the two toilets. The extent of concern expressed by the public in 1989 confirms the staff orientation. It was not until 1991 that the two toilets were marked on a plan for the public.

72 *ibid.*, 22nd July, 1989

73 No author, Passenger Survey - Barrier Counts, Folder entitled "Transport - Railways", Artarmon City Library

74 See, for example, North Shore Times, 3rd April, 1991

75 Plan No. 925 091 dated 24/10/1991, RIC Plan Room

76 Plan No. 925 091, entitled "Artarmon New Staff Toilet", dated 24th October, 1991, RIC Plan Room

77 Personal inspection by author 5th December, 1998. Plan for alterations unavailable

78 W.A. Bayley, Sydney Suburban Steam Railways, Bulli, Austrail Publications, no date, p. 45 and Warner, *op. cit.*, p. 43

From the 1980s, State Rail commenced developing a system to issue tickets through ticket vending machines. Unlike previous attempts to use machines, State Rail knew that it required to examine all issues that impinged on the system, not just provide machines. One major aspect that was affected was the design of booking offices. There was a fundamental change in the way staff would now work. Rather than stand at a counter manually operating the Edmonson ticket machine, staff would now sit on a stool and press buttons on a Booking Office Machine. By 1994, CityRail rolled out a widespread programme to fit standard workstations and new bullet-proof ticket windows to stations. Artarmon received its workstation in the middle of 1994. The change resulted in the replacement of the two windows in the down end with a new, single window. It seems that the restriction of passengers to a single window was insufficient, particularly for Monday mornings when there was a high demand for the issue of weekly tickets. This resulted in the re-opening of the window, removed in 1982, on the down side.⁸⁰ This window was closed following the installation of a Ticket Vending Machine on the platform.

In 1998 CityRail changed the designations of operational staff and the position of "Station Master" became "Station Manager". The external signage on the down side of the building as at March, 1999, displayed the former title but it will eventually be changed and, in doing so, reflect much broader reform of the organisation of urban railways in Sydney.

Some of the important fabric of the present Artarmon station building is gone. This includes the following features:

- general waiting room,
- the ladies' waiting room,
- the original public toilets with discrete entries on different walls,
- the parcels office,
- the Station Master's office,
- the ticket office
- the ticket windows
- original floor in booking office
- signage, seats and bins &
- the signal box

However, the structure contains significant features that reflect the values before the changes started in the 1980s, including:

- external brickwork, with tuck pointing,
- the original roof alignment,
- platform verandahs,
- the stepped nature of the floor,
- fenestration,
- internal glazing &
- joinery

Despite the loss of some fabric, Artarmon station building possesses added significance because it features the values of the railway organisation in the 1980s and 1990s. This includes:

- the ticket collection rail,
- the platform canopy,
- the red bins, seats and other elements,
- the floor plan &
- the internal fitout

The most significant feature that the building shows of the 1980s and 1990s is the extent to which the staff are recognised as an important element in building design. When provided in 1916, there was no staff toilet, no facilities to cook or eat food, no privacy to change clothes, no provision for security against harmful customers, no protection for non-smokers against smoking staff and no consideration of other occupational health and safety matters. All of these have been addressed to varying degrees in the past two decades and the building at Artarmon in the year 2002 is a significant heritage structure because it manifests the values of a modern, urban railway.

A building is of value to the community because it shows the policies and practices of the organisation which operates the structure. The Artarmon building is particularly important because it was built by taxpayer funds and operates under public funding. It is thus an expression of the will of the citizens, as interpreted by politicians and bureaucrats. The structure allows ongoing change to occur as customers and other taxpayers consider whether it provides the needs of the community it serves. Artarmon station building, just like any other structure, plays the role of a social icon at a point in time and acts as a yardstick to measure whether yesterday's policies and practices are appropriate for today.

The study of the history of Artarmon demonstrates that, what seems to be an ordinary, every day looking structure, is both an interesting and significant heritage asset of the Australian culture and, more narrowly perceived, Sydney society. It also shows that observation of changes at a single station tells the story of much broader strategies and policies affecting the whole rail network, the political structure of New South Wales and the people served by station. Artarmon will long be a "nice little station".⁸¹

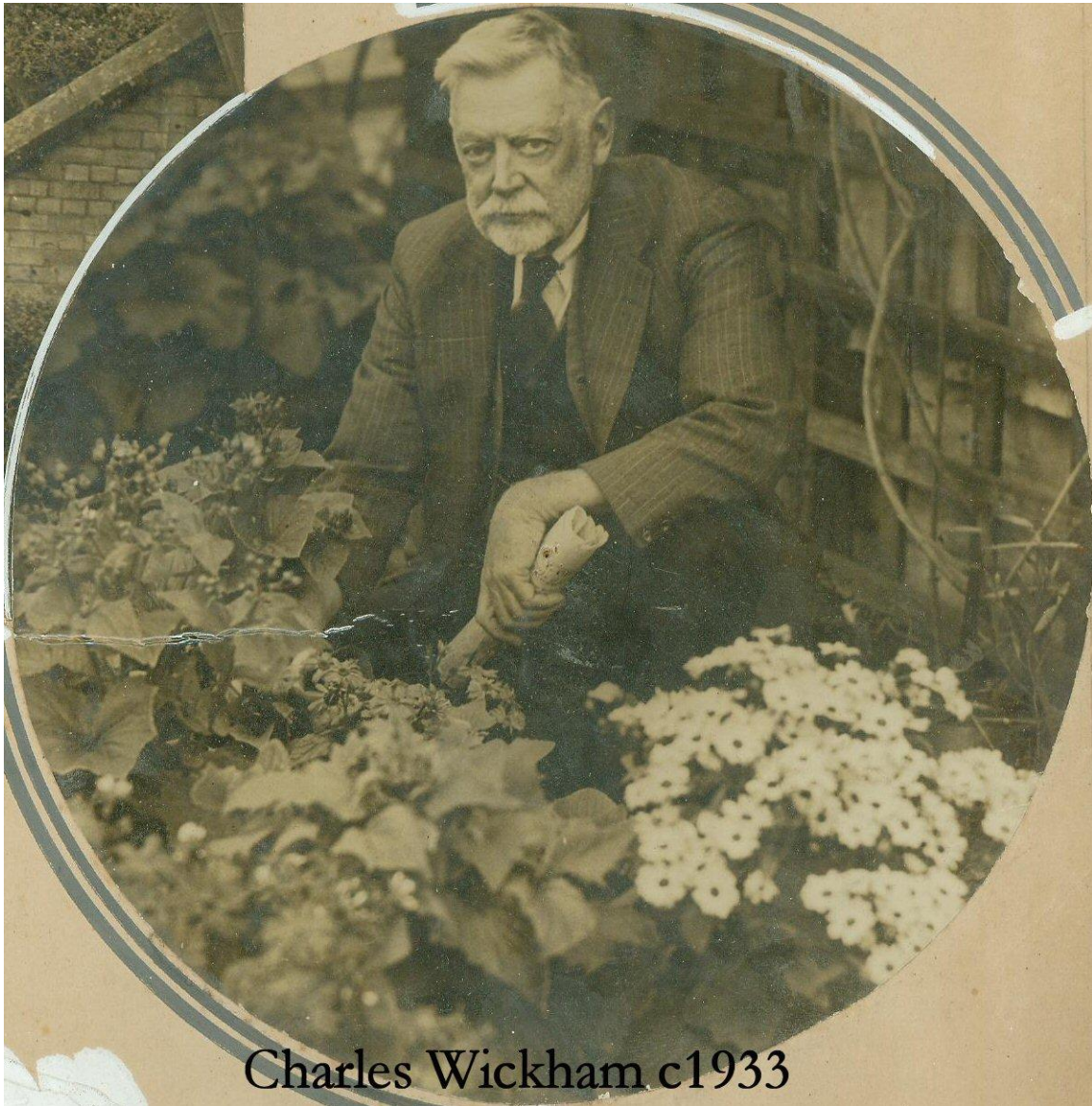
79 Plan No. 94038 S 01 dated April, 1994, CityRail Architects

80 Interview with Eddie Blackwell, Project Manager, RIC, 30th August, 2002

81 Comment by regular Artarmon commuter, Michael Hare, 5th September, 2002

3. The station gardens as a place of memorial

Appendix K - Charles Henry Wickham and memorial



Charles Wickham c1933

Charles Henry Wickham
1869-1936

Resident of Artarmon and amateur gardener, who designed and managed these Railway Station Gardens on behalf of the Artarmon Progress Association from 1928 until 1936.

Under Mr. Wickham's supervision, the gardens were transformed and brought pride and joy to our residents as well as regularly being awarded first prize in garden competitions.

The Rt. Hon. William Morris (Billy) Hughes, Minister for External Affairs and former Prime Minister, unveiled this memorial, originally a drinking fountain, on 23 July 1938 saying:

"Man is seen at his best when he is working for the welfare of his fellows. He may be a good husband and a good father but something more is required of him - he is expected to be a good citizen. Mr. Wickham measured up to this requirement. His sense of civic responsibility found expression in a beautiful way".

Obituary for Charles Wickham
Sydney Morning Herald
17 February 1936 (page 6)

'Mr. Charles Henry Wickham who died at his home at Artarmon on Saturday, aged 66 years, was the honorary advisory gardener to the suburb of Artarmon. For ten years he took charge of the working and financing of the Artarmon railway station gardens, which were previously a clay embankment. Mr. Wickham's skill and enthusiasm won the approval of the residents who contributed all the funds necessary to carry on the work. Mr. Wickham was one of the first two men to make his home in the new Killara, where he lived for twenty-five years. His home garden was always colourful and attractive. He had a notable stamp collection. Mrs. Wickham, a son and a daughter survive him.'

From his funeral notice in the same paper, we know that a service for Mr. Wickham was held at the Chapel, Brown and Orchard Roads Chatswood, and then the Northern Suburbs Crematorium.

Charles Wickham

Memorial sundial to Charles Wickham who worked as a volunteer gardener.

The gardens were first set up by Artarmon Progress Association when J. Burch was President (about 1938) and were maintained by a committee of which Charles Wickham was a member. He became the first director, described as 'the guiding genius of the garden'. He was a skilled gardener who made the garden his retirement hobby, devoting all his time to it. He not only studied botany and horticulture but became an assiduous entomologist as well. After good service on a voluntary basis, Mr Wickham was employed by Council. He was the one who made the rockery.

<http://trove.nla.gov.au/ndp/del/correction/17340341>

OLD

WICKHAM -February 15 193B at Artarmon
Charles Henry beloved husband of Florence Maude
Wickham of 10 Burra road Artarmon and father
of Rita (Mrs Morland) and Norman aged 66 year
By request no flowers

2013-06-19 11:50:38.0

NEW

WICKHAM. — February 15. 1938. at Artarmon.
Charles Henry. beloved husband of Florence Maude
Wickham. of 50 Burra-road. Artarmon. and father
of Rita (Mrs. Morland) and Norman, aged 66 years.
By request, no flowers.

Park Artarmon Village Green (Artarmon Station)

Location Hampden Road

The Village Green refers to the narrow park alongside Artarmon Station. It was originally part of the land put aside for the building of the North Shore Railway, and is now leased by Council from Railcorp. It was dedicated by Council on 21 September 1968, and a plaque with the following inscription was set into a large rock in the park to mark the event:

*The Artarmon Village Green
A tribute to pioneer residents
Set aside by
The Council of the Municipality of Willoughby
And officially opened by
His Worship the Mayor, Ald RH Dougherty
On Saturday 21st September 1968*

There is a memorial in the gardens to Charles Henry Wickham (1869-1936) who lived in Burra Rd Artarmon, was a skilled gardener and was described as the 'guiding genius' of the gardens at the Village Green when they were first established. The rockery was made by Wickham, and he and other Artarmon citizens worked in the gardens as volunteers during the Depression with the assistance of railway staff. Wickham Park in White Street, Artarmon is named in his honour. At this stage in its history, the station garden consisted of purple lantana covering the railway fence, an English lawn, bulbs, roses (including climbing roses on trellises), a creeper-covered pergola, beds of perennials and trees. Between 1928 and 1934 Wickham collected 1350 pounds in donations for the work of beautifying the grounds.

The lantern in the lawn was erected in 1971 as a tribute to Theo Francis (1907-1970). A plaque on the lamp post reads:

*This historic railway lantern
was erected by the Artarmon Community
as a tribute to the late
Theodore Wesley Francis,
businessman and resident of Artarmon,
for his untiring interest and work
in the development and improvement
of the suburb.
May 1971.*



Water fountain on Village Green



*The Charles Wickham memorial in
the remaining station gardens*

(sundial in possession of Council?)

Memorial sundial mount in conifer garden – with sundial removed



Village Green minus water fountain

Wickham Park

Location White Street, Artarmon

Area: 2,087m²

Named after Charles Wickham (1869-1936), local resident and skilled gardener. Charles was the ‘guiding genius’ of the gardens on the Village Green at Artarmon Railway Station. The gardens were first established by the Artarmon Progress Association in 1928. As a volunteer he made the gardens into his retirement hobby, eventually being employed by Council.

During 1983-1990 three blocks of land in White Street were acquired by Council for open space in response to Artarmon becoming a more populated suburb. Landscape improvements were completed in 2007.

There is access to the park from White Street or via the path from Buller Road to the park (part of the “Artarmon Pathways” system).



ARTARMON STATION GARDEN.

Memorial to Mr. C. H. Wickham.

The Minister for External Affairs, Mr. Hughes, unveiled a drinking fountain in the Artarmon railway station garden yesterday as a memorial of the work of the late Mr. C. H. Wickham, who was chiefly responsible for the beautification of the "front entrance" to the suburb.

"Man is seen at his best," Mr. Hughes said, "when he is working for the welfare of his fellows. He may be a good husband and a good father. But something more is required of him; he is expected to be a good citizen.

"Mr. Wickham measured up to this requirement. His sense of civic responsibility found expression in a beautiful way."

Mr Wickham, a keen amateur gardener, took over the supervision of the railway station garden in 1928. It became his hobby, and in the six years up till 1934 he collected £1,350 for the work of beautifying the grounds. In 1934 his list of subscribers was more than 700, to all of whom he paid personal visits. Mr. Wickham died in 1936.

The Mayor of Willoughby, Alderman Bales, and the president of the Artarmon Progress Association, Mr. F. C. Bolton, also took part in the ceremony. Mr. A. C. Dennis, Chief Traffic Manager, represented the Chief Commissioner for Railways, Mr. Hartigan.

YDNEY MORNING HERALD, SATURDAY, JULY 23, 1938.

THE KING UNVEILS MEMORIAL.

Ceremony at Villers Bretonneux.

MEMORIES OF WAR.

The Homage of Australia.

VILLERS BRETONNEUX, July 22.

His Majesty the King to-day unveiled the war memorial of the Australian Imperial Force in France, on the edge of the historic battlefield of Villers Bretonneux, east of Amiens.

Unveiling/dedication takes place two and half days prior to the Artarmon unveiling.
SMH Saturday 23 July 1938 Page 17 extract – full text below

(Article by Mr. W. M. Hughes on page 16 of same issue follows text below.)

THE KING UNVEILS MEMORIAL.

Ceremony at Villers Bretonneux.

MEMORIES OF WAR.

The Homage of Australia.

VILLERS BRETONNEUX, July 22.

His Majesty the King today unveiled the war memorial of the Australian Imperial Force in France, on the edge of the historic battlefield of Villers Bretonneux, east of Amiens.

The King, in unveiling the memorial, said that it looked down on a hallowed field, beneath whose soil, consecrated to God and to their glorious memory, were men who came from every corner of the earth to fight for common ideals.

The President of France, M. Lebrun, said: "Let us bow our heads and render a homage which centuries cannot efface."

HIS MAJESTY'S ADDRESS.

The King, in performing the unveiling ceremony, said: "It is a great privilege to me to unveil this noble monument and, in the name of Australia, to welcome the presence among us of the President of the French Republic and the head of this great people on whose soil we are now standing, and to whom the events we recall to-day have bound us with ties that the passing years can never weaken.

"On this monument is an Inscription telling us, and others who will visit this hill in the years to come, that it perpetuates the memory of the Australian Imperial Forces in France and Flanders, and 11,000 of them who fell in France and had no known graves.

"But there is in these stones, as there was in the very sacrifice they commemorate, a deeper, and a fuller, significance. What we see before us is more than a tribute to the gallant services of a splendid army-it is a symbol marking the first entry into history of a young and vigorous nation-the gateway through which Australia passed from youth to manhood.

"UNHESITATING RESPONSE."

"A century and a half ago, a new land of peaceful promise was revealed to your fore-fathers in the vast continent of Australia. As the years drew on and settlers availed themselves of the gift, of Nature, the promise was fulfilled, and prosperity in that golden age seemed to have become the certain birth-right of every Australian man and woman. Peace and plenty were abroad in the land.

"Although unity had been achieved in Federation, there was as yet no outward stress to weld the people together, so that Australia might take her rightful place in the community of nations.

"In 1914, the call came. The trial was made. Australia's response was unhesitating and sure. Her chivalry hastened to Europe and before the four long years of war had ended no less than five divisions of citizen soldiers were engaged in its several theatres.

"At Gallipoli, they won their spurs, and henceforward they were veterans. Their quality was unquestioned by friend or foe. The long and glorious record of their later achievements holds none more resounding than those which link their names with Villers Bretonnoux. To them was allotted the task in 1918 of recapturing the town - a vital strategic point.

COMMEMORATE FOR ALL TIME.

"On Anzac Day they accomplished the task, and four months later it was from this spot that they strode forward to their victorious and ever-memorable advance. This ridge, on which we stand, surveys those hard-fought actions, and the monument which crowns it will commemorate them for all time.

"It's very surroundings are emblematic of the comradeship which is the watchword of our British Empire, for it looks down on a hallowed field, beneath whose soil, consecrated to God and their glorious memory.

He men who came from every corner of the earth to fight for ideals common to the whole of the Empire.

"They rest in peace, while over them all Australia's power keeps watch and ward. It is fitting that it should do so, and, as your King, I feel great pride in unveiling it, pride in the deeper sense of reverence and gratitude towards those whose last resting it guards."

FOUGHT FOR GREAT IDEALS.

The Minister for Commerce, Sir Earle Page, in his address, inviting his Majesty to unveil the memorial, said: "It is my privilege, on behalf of the Government and people of Australia, to request His Majesty to unveil the memorial to the armies of Australia which fought in France and Flanders, 11,000 of whom have no known grave.

"On such an occasion, our minds inevitably go back to the dark days of the Great War. We are reminded of the tragedy and suffering that it caused, and we are convinced of the futility of war, to which that memory bears witness.

"The memorial also reminds us, however, of the heroism, self-sacrifice, and comradeship that those years called forth. Thousands of Australians are listening with a feeling of great emotion to the ceremony of dedicating this sacred ground, knowing that these were the qualities and principles which inspired and guided those whose memory we honour today.

"The monument will recall to future generations of Frenchmen the days when the armies of France and of the British Empire fought side by side for great ideals.

"Your presence, Monsieur Le President, and the provision of this site, are an eloquent testimony that our nations still stand shoulder to shoulder for the maintenance of the ideals for which so many of our people laid down their lives. Your Majesty. I invite you to dedicate this memorial."

M. LEBRUN'S SALUTE FOR FRANCE.

The President of France, M. Lebrun, after the unveiling ceremony, said: "A great honour falls to me for the third time to bring the salute of France to the monument destined to commemorate in history the heroism of the sons of the British Empire who died gloriously on our soil.

"First, it was in 1932, at Thiepval, whose promontory we can almost see from here. There, with a gesture for which we cherish infinite gratitude. Great Britain was associated with us, and our two countries collaborated in

the glory of one memorial to celebrate the unity of sacrifice of the soldiers of our armies who fell side by side in the course of so many severe battles.

"Then, two years ago, at Vimy, on the crest which will henceforth be historic and where our two nations inaugurated the monument erected to Canada and the memory of nations.

"IRRESISTIBLE ANZACS."

"To-day, we are glorifying the admirable Australian and New Zealand Army Corps those irresistible Anzac, of the Fourth British Army, who in April, May, July, and August, 1918, took such an active part in the Amiens operations, taking 22,000 prisoners and capturing considerable war booty and leaving 20,000 of their own on the field.

"Twenty years have gone by now, and corn is growing again on this land, drenched with blood. Trees mutilated by shells are throwing out vigorous branches. The martyred grass is again growing in meadows.

"It is just to recall the martyrdom of the heroic soldiers from Queensland, Victoria, New South Wales, and New Zealand. Let us bow our heads and render a homage which centuries cannot erase. It is touching to the head of the French State to stand beside your Majesties at this moving ceremony, united by the same gesture of pious homage. It is a pleasure, Sire, to salute you here, whose youthful years were spent on the sea, in the air, and amidst shot and shell and the din of battle.

A CLOSE UNDERSTANDING.

"We are particularly touched that his Majesty has combined his first visit to France with the inauguration of the Memorial. In associating the head of France with today's ceremony, the French Government is anxious to mark again the close understanding of our two democracies on the scene of their exploits.

"It is also desired to remind them that their union on the battlefield was the safeguard of independence and liberty.

"Your Majesty said recently that the friendship of the two peoples sharing the same ideal of justice constitutes the best guarantee for world peace. That affirmation was renewed at yesterday's festivities, the echo of which will not die out. It retains in the present troubled times the actuality of force.

"May it resound among the peoples as a guide to action and an appeal to confidence.

"On behalf of the French Government and the people, I thank their Majesties for the honour of their visit, the memory of which will be deep and lasting.

THE HEART OF FRANCE.

"On this spot, where the valiant armies of Australia, Britain, and France fought, and where in life and death indissoluble ties were formed among them, I thank, in the persons of the Australian Ministers, the Government whose happy initiative allowed on this part of French soil - now Australian - the raising of a monument which our compatriots will for centuries surround with careful solicitude.

"To the hundreds of pilgrims who have crossed the seas to pray on the soil where their brothers fought, I address a fervent expression of France's Sympathy and affection.

"In inscribing on its walls the names Victoria and Melbourne, Villers Bretonneux faithfully interpreted the French heart."

GRATITUDE OF AUSTRALIA.

Sir Earle Page, in an address after the King had unveiled the memorial, said that it was a permanent symbol of the intense gratitude of Australians for those who had sacrificed themselves, for the ideals on which the Empire was founded.

The King, by his impressive and inspiring words that day, he said, had earned the everlasting gratitude of the Australian people, "It is now my duty to thank you, your Majesty, on behalf of the Australian Government and the Australian people, for the performance of a ceremony upon which Australia's interest centres today."

Sir Earle Page continued: "This memorial has been set in these green fields to commemorate a national sacrifice.

"It is a material expression of the deepest feelings of the Australian people. It is meant to be a permanent symbol of the intense gratitude which those of their generation who remain, and those who came after, feel for the men and women who sacrificed themselves for the ideals on which the Empire is founded. But there is more than gratitude, more than admiration, more than mere regret. In this monument is incorporated the personal love, admiration, and homage of the Australian people.

"The setting now is one of tranquil peace, it is impossible for those who did not serve I to imagine that the carnage here was great, and the conflict terrible.

SACRIFICE FOR IDEALS.

"We think today of those who died as fathers, and sons, and brothers - as men we knew in gardens, and homes, and offices, intent on the works of peace, for which we, and they, believed their destiny intended J them.

"It is more in keeping with the Australian character that we should to-day pay homage to them as men of peace destined to die in war.

"Their own land unscarred by war or conflict in the course of its tranquil history, these men proved that they were willing to sacrifice life itself for their fellows and the Ideals they held. Australia will for ever revere this hallowed spot.

"Twenty years ago, this slope and valley, and the towns and fields and woods we look upon, were peopled by our soldiers - men bred on the plains and in the mountains and titles of a distant land. Few of them dreamed that life would lead them beyond the peaceful security of the trees of their own forests, or the busy thoroughfares of their own cities. Yet the call of 1914 found them ready to throw themselves into a struggle for the ideals which they cherished, determined at all costs to preserve them.

EVERY ONE A VOLUNTEER.

"First they went - everyone a volunteer - to that barren mountainside overhanging the Aegean Sea, where, with British, New Zealand, French, and Indian comrades in the same cause, they fought a campaign, the fame of which will last till the end of history.

"In the spring of 1916 they came to a France so torn with the agony of war that 'spring as we know it now had ceased to be'. Here they sacrificed themselves in the belief that the cause they upheld was the cause of peace. They were men of peace, trained for peace, and loving peace. Yet they died in war.

"For the privilege, Mr. President, of placing this memorial in the territory of France, we thank you.

"And you, your Majesty, have by your impressive and inspiring words, earned the everlasting gratitude of the Australian people. While this monument stands, those words will be remembered, and they will be incorporated for ever in our history."

"NOT ONE ARMY, BUT TWO."

PARIS, July 22.

The ceremony at Villers-Bretonneux and also the share of Australia and the Empire in defending France, and their own Ubcities are the subject of many moving articles in the Paris newspapers.

One writer, commenting on the military review by the King at Versailles, says: "There was not one army, but two. I saw an immense procession of 800,000 British dead, who sleep in our soil. It is that of which Europe should think. It is that from which peace can be born."

WHERE THE TIDE WAS HELD

Memories of "Villers-Bret."

DEEDS OF THE AUSTRALIANS.

By The Rt. Hon. W. M. HUGHES, P.C., M.P.

[How the Australians held and drove back the Germans at Villers-Bretonneux in the Allies' direst hour is told here by Australia's wartime Prime Minister, Mr. W. M. Hughes. No site, he says, could more fitly serve for a memorial to the A.I.F. in France than Villers-Bretonneux.]

The decision to erect the Villers-Bretonneux Memorial and the choice of the site were made at the close of the war, when the great story of the deeds of the young soldiers of Australia was fresh in the minds of

serge offensive against Gough's Fifth Army, and, pouring through on a wide front, swept away all resistance until, by March 28, they had reached a point a few miles behind Villers-Bretonneux.

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Articles appears in SMH two days prior to the Artarmon unveiling.

Article by Mr. W. M. Hughes page 16 SMH 23 July 1938 – Extract, full text below.

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The decision to erect the Villers-Bretonneux Memorial and the choice of the site were made at the close of the war, when the great story of the deeds of the young soldiers of Australia was fresh in the minds of the men, women, and children of Northern France.

Until the fighting in March and April, 1918, Villers-Bretonneux had escaped the fury of the war, and lay unsmirched in its sylvan setting, but the country within a radius of a few miles and throughout the far-stretched war zone was a scene of hideous desolation.

Every road, every town and village, had seen furious fighting and suffered heavy bombardment. The havoc wrought by shell fire was terrible. In the wooded lands, not a leaf, not a tree, not even a trunk was to be seen; all had been powdered to nothing. The fair smiling face of the countryside was horribly disfigured, pitted with great holes, covered with ugly heaps torn out of the very bowels of the earth.

ONLY RUINS REMAINED.

Towns, villages had been battered flat, the ruins of houses, factories, churches, smashed, pulverised, their very dust beaten into the earth. Travellers seeking a village might see desolate ruins, or, as I did in October, 1918, nothing but a great red patch on the road, and on a sign nest these words, "This was the village of Villers Carboneux," and, looking around find no signs of life or human habitation.

The village with its history stretching back through the centuries had been blotted out. The red smear on the road was its pitiful epitaph.

No site could more fitly serve for a memorial to the A.I.F. in France and Flanders than Villers-Bretonneux. It was the stage on which some of the most furious and critical fighting took place, and it stood on the Allied Front, stretching from the North Sea down through the heart of France.

Within a few miles of the ridge on which the memorial stands, some of the bloodiest battles of the war were fought; from its great tower, Fromelles, Albert, Bapaume, Bullecourt, Pozieres, in all of which the Australians were heavily engaged, He almost within range of the naked eye.

What memories, dark yet glorious, do these names conjure up! What stories of courage, of dash, endurance, and sacrifice they recall. Pozieres, a name deeply engraven on the hearts of thousands of mothers, wives, and orphans, a senseless, awful holocaust. Into the inferno of shell-fire, swept by murderous machine-guns, the Australians were sent again and again, literally into the jaws of death, thousands falling - the survivors still pushing forward, and in the end capturing the crushed, hideous ruin of what had been Pozieres.

EPIC STRUGGLES.

In 1921 I opened the cemetery, at Pozieres, and, standing on the top of the granite column, I looked upon unending rows of crosses - the fearful price of that barren victory.

Memories of these and other battles round Villers-Bretonneux are linked with those great battles farther north, with Messines where the Australians shared with the British a great victory at little cost. And with Passchendaele, that dreadful, blood-sodden bog in which thousands of Australians were killed and half a million men, the flower of the British Army, perished miserably.

The memorial stands for all these and many other epic struggles, for victory, for suffering, for sacrifice during the dark years of the war. But it stands above all else for the struggles waged around Villers-Bretonneux in the spring of 1918; for the heroic stand of the Australians against the German legions, flushed with victory, and for the triumphal offensive of August 8.

To understand how imminent defeat was turned to glorious victory, we must go back to the early spring of 1918. For more than three years, the great opposing forces, furiously attacking in turn, had failed to break through each other's defences.

At Passchendaele and on the Somme, the Allies had lost a million men and more in futile efforts. The Germans, at Verdun, despite the most terrible bombardment the world has ever seen, were baulked of their purpose. As the months rolled on, a little ground here and there was sometimes gained at frightful cost, only to be lost again.

Then suddenly the Germans launched a fierce offensive against Gough's Fifth Army, and, pouring through on a wide front, swept away all resistance until, by March 28, they had reached a point a few miles behind Villers-Bretonneux.

The news of the break in the Fifth Army was received with feelings little short of consternation. As the days passed and the onward rush of the Germans went unchecked, the most gloomy outlook prevailed. The British troops, exhausted by their continuous efforts to check the German advance, were unable to delay the enemy's progress.

Australian troops were hurriedly rushed up to take over their lines on an extended front and by their aid the headlong course of the enemy was halted and the Australians withdrawn to the Somme.

But, although the German advance was for the moment checked, the whole Allied front was in danger with the Germans thrusting now at one point, now at another. On April 4 Ludendorff launched a further offensive against the British forces in the north and once again the fortunes of the Allies hung by a hair.

On the very day when Haig issued his famous "Backs to the Wall" message, the Germans attacked Hazebrouck, but the way was barred by the British and Australian reserves which had been brought from the Somme.

LIMIT OF TENSION.

On April 14 the situation reached the extreme limit of tension; the enemy thrust part of six divisions on a front of only three miles between Villers-Bretonneux and the Luce; and, under cover of an early morning mist, they broke into Villers-Bretonneux and swept through it to the edge of the plateau, from which they could see the towers of Amiens Cathedral standing out against the elusive horizon.

All clearly recognised that the capture of Amiens would deal a serious if not fatal blow to the Allied cause. Once the Germans were astride the railway line, their communications would be cut, their forces divided, the British cut off from the Channel ports, the way to Paris laid open.

The road to Amiens was held by the enemy. A supreme crisis had arisen. The High Command resolved that at all costs Villers-Bretonneux must be recaptured. Four Australian divisions were rushed back from the Somme, and after heavy fighting drove the Germans out of Villers-Bretonneux.

But although the extreme tension was reduced, the danger had not passed. For weeks there was furious fighting. Again and again the Germans hurled themselves against the Australians, but in vain. The ridge on which the memorial stands marks the point beyond which, after their successes on April 14, the Germans were unable to advance.

The Germans still occupied the area at the back of Villers-Bretonneux in force, yielding ground only after stubborn resistance, but the Australians had taken their measure and the fighting now being more open they evolved tactics which not only baffled the enemy but sapped his moral.

IF A.I.F. HAD FAILED.

In General Monash they had a leader of the highest order, a man with vision, courage, and initiative. His keen mind saw clearly that the hour had come for a vigorous offensive movement, based on a new plan which provided for the element of surprise.

The battle of Hamel, fought on July 4, was a brilliant success; great numbers of prisoners were taken and much ground gained. This battle marked the turn of the tide. The victory was complete; the Germans were out-generalled and, outfought. They had been soundly beaten on equal terms.

The news of the victory was a veritable tonic to the whole Allied forces. Foch, Petain, and Haig, being greatly impressed, agreed that an offensive on a more ambitious scale offered bright prospects.

Forthwith they adopted the plan that had proved so successful at Hamel for the August offensive which, with General Monash in command and the whole of the A.I.F. participating, changed as by a miracle the whole fortunes of the Allies and brought the war to an end in a few months.

This great victory, which Ludendorff called Germany's black day, had its roots in the fighting round Villers-Bretonneux.

Had the Australians failed to stem the surging tide of the oncoming German legions flushed with success, the destiny of mankind might well have been profoundly changed, and, certainly, peace with victory would not have come to the Allies In 1918.



Prime Minister Hughes with AIF soldiers



The Rt. Hon. W. M. HUGHES, P.C., M.P., Minister for External Affairs and Member for North Sydney

SYDNEY MORNING HERALD

THE CHURCHES.

POZIERES SERVICE.

St. Columba's, Woollahra.

Former members of the 1st Battalion A.I.F., including Lieutenant-Colonels Stacy and Kindon, and a party of officers of the 19th Battalion, A.M.F., under the command of Lieutenant-Colonel Allen, attended a Pozieres commemoration service at St. Columba's Presbyterian Church, Woollahra, yesterday.

The names on the honour roll of the church beginning with "C." were read, and the Reveille sounded. There are 1,505 names on the roll, and they are being read alphabetically, one letter at each successive service.

The Rev. W. Kinmont gave the address.

SMH report on 25 July 1938 of memorial church services Sunday 24 July 1938

Context for the 'unveiling' of the Charles Wickham memorial by Billy Hughes on the same day of the report.

LD, MONDAY, JULY 25, 1938.

FROM THE PULPIT.

Plea for the Missions.

"FUNDS INADEQUATE."

The Bishop of Melanesia, the Right Rev. W. H. Baddeley, preaching at St. Andrew's Cathedral, yesterday morning, from the text "Woe is unto me if I preach not the gospel," urged the claims of his diocese to better support for the work among the native races.

It was the duty of the Church to proclaim everywhere the power of Jesus Christ, Who came to redeem the world, he said, and not to be content with concentrating on things which appealed to sections within the parishes only. In the part of the Mandated Territory which came within his diocese, the sum provided annually was totally inadequate, and placed them in the position of being able to scratch the ground only. Half a million natives needed their assistance.

"When we think of the money that has been expended this week on football matches and other sporting fixtures here, and on the test match in England, while these people are calling for help," he said, "the response to our appeals by comparison is not very encouraging. It seems that there is no limit to the money that can be found for the destruction of human life, yet little can be found for those who are endeavouring to redeem men, to lead them along the way of cleaner living, and to educate, heal, and evangelise the backward races of the world."

MISJUDGED ABORIGINES.

"REALLY SPLENDID"

POPULACE IN RETREAT.

Japanese Terrorism in China.

REFUGEES KEEP WAR SPIRIT HIGH.

By Our Special Correspondent,

EDGAR ANSEL MOWRER.

(By Airmail from the North China Front.)

Japanese terrorism has had its effect in China, but it was hardly that planned by its authors. Instead of breaking the population's will of resistance, it has brought about one of the greatest migrations of peoples ever seen in modern times. At the approach of the Japanese, multitudes simply pack up and leave. How many are these refugees all over China? I doubt if anyone knows.

Some put the figure as high as 30,000,000. In any case, they constitute a problem and a severe drain on China's resources. Not so severe as one might imagine, since some have money, others have relatives elsewhere, and still others, with that amazing Chinese quality of adaptation to anything, simply drift on and disappear into the interior, finding somewhere, somehow, that pittance which serves to keep a Chinese family alive.

They are no blessing. They spread disease, and there is, as yet, small serious effort made in China to quarantine the sick. Those who become public charges tax the over-charged

with questions in languages he did not speak, shoved us through an open door into a dingy room lined with benches. It might have been an opium den; it turned out to be a bath-house with benches whereupon the Chinese like to lie and repose after the fatiguing process of the bath. Barely able to move, we collapsed upon two benches and began removing layer after layer of well-soaked clothing.

A boy approached and obviously wanted to know our business. We were able to order tea and explain by motions we had come a long way on foot from the front. The boy was sympathetic, but how make clear that we wanted our outer garments dried, if possible, before the kitchen fire? When we got to this point, "Can I help you, gentlemen?" said a pleasant voice behind us. We almost collapsed with astonishment. It was an em-

SOVEREIGN STATES.

THE DOMINIONS COME OF AGE.

Place in the World.

"The Dominions as Sovereign States," by Professor A. Berriedale Keith; Macmillan and Co., London.

BY PROFESSOR A. H. CHARTERIS.

To the Dominions as Sovereign States Professor Berriedale Keith may be said to have stood in loco parentis from the pre-war days in which, as clerk in the Colonial Office, he was assistant secretary to the Colonial Conference. His proteges' early years were covered in 1912 in his three-volumed "Responsible Government in the Dominions," which reached a second edition in 1929.

When he left the Public Service to become Professor of Sanskrit and Classical Philology in Edinburgh University—for such is indeed the designation of this Admirable Crichton for income-tax purposes—he carried his load of constitutional learning with him lightly as a flower. And presently to his linguistic chair there was added a hassock (shall I say?) on the Constitution of the British Empire, from which he has regularly contributed to the Journal of Comparative Legislation an invaluable commentary on current constitutional

SMH report on Monday 25 July 1938 of world affairs - Context for the 'unveiling' of the Charles Wickham memorial by war time prime Minister Billy Hughes on the same day of the report

Herald (NSW : 1842 - 1954) (about) Saturday 23 July 1938 P

Migration.

Commenting on statements made in the recent debate on migration in the House of Lords, Mr. W. M. Hughes said that Australia wanted more population, but migrants must be of the right kind, and there must be no lowering of the standard of living.

Circular Quay.

The Premier stated in Parliament that he hoped to receive for Cabinet consideration, in a few days, reports on the plans and specifications for building the railway station and completing other works at Circular Quay and in some adjacent areas.

Report of The Rt. Hon. W. M. HUGHES, P.C., M.P., Minister for External Affairs, commenting on immigration – Saturday 23 July 1938 – context for memorial unveiling two days later



The Rt. Hon. W. M. HUGHES, P.C., M.P.

LONDON, July 24.

GIFTS OF SERUM FOR CHINA

GENEVA July 24

PLANES FOR BOTH SIDES.

WASHINGTON, July 24

State Department statistics, which show both the licenses granted for the exports of "arms, ammunition, and implements of war," and the actual exports during June, reveal that Ameri-

TOKYO, July 24.

"MUCH PATIENCE REQUIRED."

EXAMPLE is "The Final."

The Tokyo correspondent of "The Times" said: "The very inadequate statement made by the Police Office spokesman, Mr. Kawai on Friday, seems to indicate that he should stop his commentary in the national. The remark that SPAC's influence is needed in dealing with the Soviet Government is ludicrous."

BY P. F. TCHERNOROUTSKY

The real head of the Army to-day is Commissar Mekhliss, former private secretary to Stalin, and now head of the political administration of the Red Army (P.U.R.). Mekhliss received directions to reorganise the army, with political commissars in the higher units, and "politroks" (political tutors) in the smaller units, on the pattern of the civil war. Duplication of command has thus been created; no commander may issue orders without the approval of a commissar.

THE ARMY PURGES

The introduction of politics has produced much bitterness, especially in the censorship of private correspondence of officers and men. Commissars and "politbrouks" continually look for sedition, and as a result officers have been executed.

4. Nation building and the North Shore Line

Appendix M - Ceremony to commence construction of the Hornsby-St Leonards Railway 11 August 1887

The Sydney Morning Herald Thursday 11 August 1887

ST. LEONARDS RAILWAY DEMONSTRATION.

The ceremony of turning the first sod in connection with the construction of a line of railway from St. Leonards to Pearce's Corner was performed yesterday by Miss Annie Thomasine Parkes, daughter of Sir Henry Parkes, in the presence of about 500 ladies and gentlemen, and amidst considerable enthusiasm and the éclat inseparable from such demonstrations.

The North Shore Railway Demonstration Committee had been at some pains to make the day a memorable one in the annals of the community, and had invited a number of visitors from the city and elsewhere.

There were present-Sir Henry Parkes and the Misses Parkes (2), the Hon. J. H. Young (Speaker of the Legislative Assembly), the Hon. J. Sutherland (Minister for Works), the Hon. T. Garrett (Minister for Lands) and Mrs. Garrett, the Hon. J. Inglis (Minister of Public Instruction) and Mrs. Inglis, the Hon. C. J. Roberts (Postmaster-General) and Mrs. Roberts, Mr. A. J. Riley, M.L.A. (Mayor of Sydney), and Messrs. Ives and Stephenson, Ms.L.A., Captain Jenkins (Mayor of St. Leonards), N. M'Burney (Mayor of East St. Leonards), W. Curnow, M. M'Mahon, W. Waterhouse, T. T. Forsyth (Mayor of North Willoughby), J. W. Cliff, J. Blue, A. Bell, H. H. Bligh, G. R. Whiting, E. M. Clark, D. Munro (Mayor of Victoria), F. Punch, and W. G. Gracie, &c.

The place at which the ceremony took place was the Government Reserve at Gore Hill.

Captain Jenkins, the chairman of the committee, presented Miss Parkes with a beautiful spade, with a silver blade, bearing the following inscription: "Presented to Miss Annie Thomasine Parkes, daughter of the Hon. Sir Henry Parkes, K.C.M.G., senior member for St. Leonards, and Prime Minister of New South Wales, by the people of the electorate on the occasion of her turning the first sod of the St. Leonards to Pearce's Corner railway, Wednesday, 10th August, 1887."

The handle was richly dight in gold, with a wreath of native roses; the Australian Coat of Arms was worked in gold at the bottom of the handle, while at the top was an engine and tender, also in gold. The spade cost more than £100.

In addition to this Miss Parkes was presented with a wheelbarrow, made of polished walnut - the wood being taken from the ship Austral when she was raised from the bottom of the harbour.

Miss Parkes not only turned the sod, but made use of the wheelbarrow, à la navvy.

This having been done, cheers were given, and Sir Henry Parkes then made a very interesting and important speech, of which we give a full report below.

It may not be altogether out of place to refer to two things in connection with the trip to Gore Hill which were striking both for their boldness and want of harmony with the times in which we live.

On reaching Milson's Point by the ferry boat visitors were taken on by the tram to the terminus - a total distance of one mile and one-eighth (1.81 km).

There were not a few strangers amongst those who, on finding that they had to pay 7d. in cash for this short trip, expressed surprise. It certainly is an extortionate charge, and one that will never induce strangers to travel on the line.

On the return journey numbers of people coming from the steamers could be seen walking up the hill in preference to using the trams, though it was raining. No wonder these trams do not pay!

Another matter which does not redound to the credit of the place is the very bad state of the roads approaching Gore Hill. A great writer speaks of a continent of mud; this is assuredly a continent of bog, and anything but an evidence of civilisation, for one of the first conditions of civilisation is to make roads.

Why are the roads in such a bad state? Is it for want of labour? It was not without labour that the ladies and gentlemen who assembled round the first sod got there.

Full particulars have already appeared in the Herald of the proposed railway from Pearce's Corner to St. Leonards, which is a distance of about 10 miles 69 chains. (17.48 km)

Sir HENRY PARKES, who was received with cheers, said: On behalf of my daughter I have to thank you for the handsome compliment you have paid her in asking her to perform the simple ceremony of to-day.

I feel that the occasion is one of great interest to you, the electors of St. Leonards, who at all times have received me with such warmth and unanimity of feeling, the event must be of special interest. (Cheers.)

But not only to you, but to the country, is the occasion one of interest, because if this extension of railway is justified, then it is a benefit not to you alone, but, inasmuch as it supplies a want, to the country generally. (Cheers.)

In point of fact nothing can occur on sound conditions to benefit one district of the country without that benefit being extended by a kind of re- flex action to every other district. (Hear, hear.)

And it is because I believe this work is justified on public grounds that I so heartily congratulate you on its commencement. (Cheers.)

If I may be permitted to speak on a matter almost private to myself, it is peculiarly gratifying to me that the lady who has per-formed this ceremony to-day has by your great kindness been selected for the duty. (Hear, hear.)

It may not be known to many of you that Miss Parkes has been my companion under many circumstances of great change and striking incidents, including a voyage round the world. She was my companion across the Pacific, through the United States of America, and took part with me in many occurrences of interest in that country.

Again, she was my fellow voyager across the Atlantic, my travelling companion in many parts of England, through the kingdom of Belgium, through some part of Germany, and again on the long sea-voyage back to Australia. (Cheers.)

On many occasions in this country she has also been my companion on journeys of special interest. I therefore cannot but feel gratified that she should have been selected for this duty, so intimately connected with the important constituency which I have the honour to represent. (Cheers.)

Some of you-certainly many who stand around me will recollect that it was the Government of which I was a member that first projected and obtained the sanction of Parliament to this railway; but it is so long ago that it seems almost amongst the occurrences of ancient time.

Years have elapsed since then. I retired from official life, and other men were charged with conducting the affairs of the country, and during that time little was heard of this railway.

It seems rather singular that after this lapse of time I should be again connected with official life when the thing, not by any influence which I have used, but by the pressure of public opinion, has become a matter of fact, and today you are assembled to take the first step in a work which I trust will speedily go on to completion in a way satisfactory to all of you. (Cheers.)

I have no doubt but what this line must eventually go to the deep waters of Port Jackson (cheers) and further I have no doubt but what it will prove a correct and wise conception, and be self-supporting if carried sufficiently far. (Hear, hear.)

With your permission, I will take advantage of the opportunity to say a few words on the question of railway extension generally.

I obtained from the Commissioner of Railways this morning, but only a few minutes before starting on my visit to the place where we are now assembled, some few particulars. And though I have not had time to put these figures in such order as I might otherwise have done, I would like to make you acquainted with their import.

I find then that on Monday next, when an additional line of railway will be opened, this country will have open to public traffic nearly 2000 miles of railway - the exact figures being 1966 miles. (Cheers.)

Besides this mileage of completed railways, I find there are 252 miles of new lines now under contract.

Up to the end of last year £24,079,555 had been expended on lines open for public traffic, and an additional £3,274,024 on lines in course of construction.

So that up to the end of 1886 we had expended more than £27,000,000 sterling on the construction of railways. (Cheers.)

During last year 14,881,604 journeys were made by passengers on the various lines of railway in the colony, showing an increase of 1,375,258 over the year 1885.

In reference to the question of railway construction, I desire to say a few words to show you the ability of this country to carry on public works which there is evidence to show are necessary for the public welfare.

Nothing is more common than to hear persons object to some public expenditure on the ground that we cannot afford it, and we occasionally hear a statement made that inasmuch as there are a number of persons who present themselves to the community as " the unemployed," we are not in a position to incur heavy expenditures.

I think I shall be able to show that for whatever work is necessary, that is, any work that is wanted with a view to promote the public prosperity and the progress of settlement, we have still the power, and ample power, to undertake it. (Cheers.)

The evil which arises occasionally is spending our money on works which are not justified by the fact of being necessary or for a useful purpose.

But railways or other public works, whether the improvement of harbours or rivers, or any work of a like character, have evidence in support of them which is incontrovertible.

Some months ago - indeed, soon after I took office - I directed the proper officers to prepare a return which gives much information never presented to the public, I believe, before.

The first matter investigated is the value of public and private property.

I assume that it will be admitted that the Government, like the individual or company of individuals, establishes its credit on its ascertained assets.

The figures, then, I am about to present to you show that we are in a very sound and satisfactory position indeed. (Cheers.)

I find that the total property owned by the Government of New South Wales has a value of upwards of £170,000,000 sterling. (Cheers.) (But no deductions made from the figure for depreciation and write-offs)

This represents our railway properties, our public works, and buildings - which, by-the-bye, do not bear the character of reproductive works, but which form a comparatively small portion of the whole, and the available properties in lands.

If I take the test so often applied in trade to ascertain the condition of a country, perhaps the condition of this country will appear in a more striking light.

Thus, then, I will give a few figures as a contrast between the condition of New South Wales and the condition of the United Kingdom.

It is generally admitted that Great Britain is the richest country in the world.

Now the figures which I will quote deal in the first case with property - the property of the entire people of New South Wales as compared with that of the people of the United Kingdom.

I find then that in the United Kingdom the property of the people is equal in value to £250 per head of the whole population, while in this country it amounts to more than £345 per head. (Cheers.)

I will now take the annual income of the two populations.

There again I wish to explain that the incomes of the man who has £50,000 a year down to the man who has only £50, and the man who receives nothing at all, are all clubbed together, and the total distributed over the total sum of the population.

On this basis, then, the United Kingdom shows £35 per head, while in New South Wallis the amount is £51 per head. (Cheers.)

Then, again, calculating in the same way, the trade of the United Kingdom amounts to £18 per head of the population, while that of New South Wales is represented by £37 per head.

We come next to the National Debt, which shows that, while the debt of the United Kingdom is a little over £20 per head, ours is double that amount, with £41 per head.

But this arises from the smallness of the population, and the large number of new heavy works, which necessarily in a new country have to be undertaken by the Government.

I shall now conclude by making one more contrast - it is a method to ascertain the condition of a country which all statisticians, I believe, have recourse to - viz., the money left by individual members of a country at the time of death.

All men must die, and when they die must leave what they possess, much or little, behind them; and, taking this test, I find that the property left by persons dying, including the richest and the poorest, and spread over the entire population in the United Kingdom, amounted to £235 per head, while in New South Wales it amounted to £352. (Cheers.)

These figures, as I said before, are quite new, and arrived at by investigation extending over nearly six months.

I think they are sufficient to justify what I stated at the outset, that this country is in a condition of so great acquired wealth and such enormous resources that she can undertake any work whatever which is absolutely necessary for the public good or for the country's advancement. (Great cheers.)

I congratulate you on the event of the day, and I trust that this slight action performed has been the first step in a work which will more than compensate you for the labours and anxieties it has cost you, and exceed your most sanguine expectations. (Cheers.)

I cannot but believe if this railway is brought to its proper place - the waters of Port Jackson - but that it will prove a most important link in the railway system of the colony.

I sincerely hope that the step taken today will result in promoting the prosperity of the district. (Great cheers.)

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

4.0 BUILDING SETTLEMENTS, TOWNS AND CITIES

4.1 Towns, suburbs and villages

This state theme covers activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages. It is concerned with how Australia became one of the world's most urbanised societies and our focus is on the role of railways in shaping these settlement patterns. As noted in Chapter 3, the political imperative for railways in NSW initially came from the perceived need to open up the inland for settlement.

The impact of railways on towns, suburbs and villages was twofold: for inland settlements prosperity and growth depended on whether the railway linked them with the wider world or bypassed them; while for established coastal centres, the railway boosted their role as an entrepot of trade and ultimately facilitated their growth into metropolises.

4.1.1 Shaping inland settlements

In NSW some 1660 station buildings were constructed at over 1400 locations. The railway station, located at the centre of regional cities and modest villages, provided the interface between the railway system and the general public. Often the first building in a new settlement, the station was the place where people met and mingled, the starting and arrival point for journeys to the wider world beyond an isolated rural community. It provided a gateway through which individuals could expand their network of social exchange beyond their town and village to the wider world. To many town and village residents, the station offered a daily point of social exchange where they went to meet the mail train in order to catch news of the outside world from travellers or collect parcels.

4.1.3 Impacts of railways on urban form

The railway, and its close associate the city tramway, had a remarkable impact on urbanisation in NSW as elsewhere. To quote Lewis Mumford:

With the invention of the railroad and finally the tramway, mass transportation came into existence for the first time. Walking distance no longer set the limits of urban growth and the whole pace of city development was hastened, since it was no longer avenue by avenue or block by block, but railroad line by railroad line.⁴

In the case of Sydney, suburbs developed in a linear fashion along the existing main lines to Liverpool and Penrith enabling a doubling of the city's population between 1855 and 1880. The Illawarra Line opened to Hurstville in October 1884 (and to Sutherland by December 1885), while the Strathfield to Hornsby section of the main line to Hamilton (Newcastle) opened on 17 September 1886, stimulating urban growth along these corridors.⁵

Sydney's first wholly suburban railway, from Hornsby to St Leonards, opened on 1 January 1890, followed by the first section of the Bankstown Line from Sydenham to Belmore on 1 February 1895. The former was constructed against the advice of the professional railway engineers who felt the expense of a railway to serve what was then a lightly populated area was not warranted.

Pressure to build the line came from property developers who had close links with key politicians of the day. Under the 1887 railway management 'reforms' introduced by Sir Henry Parkes, politicians assumed the sole right to decide where and when new lines would be built.⁶ In the October 1885 election Parkes had stood against the incumbent member for St Leonards (and three time Premier), George Dibbs, and won the seat. Available evidence shows that Parkes mixed his business and political interests and regularly faced personal financial troubles. He regularly returned favours to people with whom he shared business interests and the construction of the North Shore Line to St Leonards amidst the public financial difficulties of the time reflects this trend.⁷ He was supported in this endeavour by former premiers Alexander Stuart and Hercules Robinson, who were local landowners, and by Parkes' business associate Bruce Smith. It was not until August 1890, however, that these interests were able to gain the support of the Parliamentary Standing Committee on Public Works to extend the line from St Leonards to Milsons Point, where passengers were able to make connections with ferries across the harbour to the city following the opening of the extension in May 1893.⁸

While the majority of stations between Hornsby and St Leonards opened on 1 January 1890, pressure by large land owners who subdivided their property for residential development resulted in the subsequent opening of Waitara (20 April 1895), Artarmon (6 July 1898) and Killara (10 July 1899) stations. The first auction of lots in

4 Mumford, Lewis, *The city in history*, London, Secker, 1961, p. 429.

5 Jeans, DN, *An Historical Geography of New South Wales to 1901*, Sydney, Reed Education, 1972, p. 302.

6 Lee, Robert, *The Greatest Public Work – the NSW Railways 1848-1889*, Hale & Iremonger, 1988, p. 116.

7 Martin, AW, *Henry Parkes, A Biography*, Melbourne University Press, 1980, p.348;

8 Muir, L, 'Shady Acres – Politicians, Developers and the Design of Sydney's Public Transport System 1873-1891', unpublished PhD thesis, University of Sydney, 1994, pp. 190-340.

the subdivision of Artarmon Estate occurred three months after the opening of the station. The high standard of the stations on the North Shore line set a standard for the suburbs that developed around them to become attractive middle class residential areas.

Similarly in the Newcastle area, the sub-division of land for a new garden suburb resulted in the construction of a new railway station at Kotara on the Strathfield to Hamilton line in November 1924. In contrast to the North Shore developments, little building occurred due to the Great Depression and most blocks were only developed after 1947.⁹

As new suburban lines opened a rapid increase in population followed and by 1895 Sydney's population had reached half a million. Following the opening of the new Sydney Terminal Station in 1906, the focus of business activity shifted to the south as large department stores, smaller shops and theatres sprang up around Railway Square, with the department stores serving mail-order customers throughout the state.¹⁰

Urbanisation during the 20th century made Sydney the dominant force in the state's economy and political arena, although there was also significant urban expansion in Newcastle and Wollongong. Key elements of Dr JJ Bradfield's visionary plan to provide Sydney with a world-class public transport system, including electrification of the suburban railway system and construction of an underground City Railway was completed with the official opening of the Harbour Bridge on 19 March 1932, which linked the North Shore Line directly with the city centre. Dr Bradfield's city loop was not completed until January 1956, however, with the opening of Circular Quay station, while construction of the Eastern Suburbs Railway was a stop-start affair that was not finally realised until June 1979.¹¹

The opening of the City Railway brought important changes in urban form. As commuters no longer had to change to trams to continue their journey into the city, the main department stores relocated from Railway Square to sites near the underground stations, while the new form of entertainment, the cinema, was established in the precinct around Town Hall Station. Consequently the southern end of the city declined commercially and became shabby.¹²

4.1.4 The rise of the interurban commuter

The dramatic increase in the popularity of the private motor car impacted on urban form and the role railways as a means of public transport. Pressure from motorists for better roads resulted in a shift in public funding from railways to roads from the 1920s and, following the Second World War, rising household incomes and lower costs of motor cars enabled most families to purchase a vehicle. For the city dweller, the journey to work and travel for personal needs was increasingly made by private car.

For the NSW Railways, the outcome was that the mode of commuter travel shifted to longer distance travellers from the Blue Mountains, Central Coast and Illawarra Region where dormitory suburbs had been established along the railway lines.

Electrification of these lines reduced journey times, making it more attractive for commuters to travel longer distances. Inter-urban electric trains commenced services to Lithgow in June 1957 and to Gosford on the Central Coast on 24 January 1960.

Extension of the latter electrification to Newcastle occurred on 3 June 1983, while the Illawarra Line was electrified to Wollongong on 4 February 1986. Subsequent extensions brought electric trains to Dapto and then to Kiama (17 November 2001).¹³

4.2 Utilities

This state theme covers activities associated with the provision of services, especially those provided on a communal basis. The railways were involved in the development and ongoing provision of water, gas and electricity supply and, in many instances, the distribution of these services to outside customers.

9 Lee, Robert, 2000, pp. 314-315; Martin, AW, 'Sir Henry Parkes (1815-1896)', ADB Volume 5, Melbourne University Press, 1974, pp. 399-406; McKillop, Robert F, 2008(b), pp. 95-97.

10 McKillop, Robert F, 2008(a), pp. 13, 42-43.

11 McKillop, Robert F, 2008(a), pp. 49-58, 104-106.

12 McKillop, Robert F, 2008(a), pp. 59-60.

13 McKillop, Robert F, 2008(a), p. 104.

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

North Shore Line

The North Shore line extends from the City Circle line across the Harbour Bridge and follows a major ridge up to the northern outskirts of Sydney, where it joins the Main North line at Hornsby.

The line opened in 1890 from Hornsby to St Leonards, and was extended to the original Milson Point station (the current Luna Park site) three years later, in 1893. In 1927 the line was electrified.

The original terminus station was built at the tip of the peninsular. In May 1915, this station was closed to allow construction on the bridge to commence, and a newer version built about 200m back up the line. The old station was retained for its loco servicing facilities.

This new setup was very unpopular with the public, and the old station was brought back into use in July of the same year. This lasted until 1924, when construction forced the final closure and demolition of the old station, and the new station was brought back into use.

With the opening of the Sydney Harbour Bridge in 1932, a new deviation from Waverton to Wynyard was introduced. The old section was truncated and retained as an off-peak storage facility. It is now known as the North Sydney Car Sidings.

Artarmon Station - In Use from 6-Jul-1898 10.300 km from (north end of central Station platform??)

The Sydney Morning Herald Tuesday 28 April 1896

NEW PLATFORM FOR WILLOUGHBY.

At the last meeting of the Willoughby Council a conference was held with the Lane Cove Council in regard to the choice of a site for the proposed new platform on the Milsons Point-Hornsby line, between the St Leonards and Chatswood stations, and it was then decided to meet and inspect the suggested site. On Saturday last, by arrangement, the two councils met. There were present-The Mayor of Willoughby (Alderman R H Gordon), Aldermen Butcher, Bailey, Forsyth, Fleming, Lanceley, Leplastoir, Small, and Willis, the Mayor of Lane Cove (Alderman J Roberts), Aldermen Catt, Landers, Harrison, Lavick, and Robb. A careful inspection of the line was then made, and after an informal discussion Alderman Catt moved, and Alderman Small seconded, "That the Commissioners for Railways be recommended to place the platform at a point about 17 chains on the St Leonards side of Mowbray-road" (PE - Brand St). This motion did not appear to meet the views of the majority present, so an amendment was moved by Alderman Willis, seconded by Alderman Robb, "That the Railway Commissioners be recommended to place the platform at the Elizabeth Street crossing". The amendment was then put and carried by a large majority, consequently the original motion was lost. Some considerable time was then spent in discussing and planning the best way of connecting the chosen site, with existing roads.

The Sydney Morning Herald Tuesday 28 April 1896

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The Sydney Morning Herald Monday 12 September 1898

ARTARMON RAILWAY PLATFORM-Some short time ago the Artarmon railway platform, between St Leonards and Chatswood stations, on the Milson's Point Hornsby line, was opened for the convenience of those residing in the immediate vicinity, but so far few have been able to take advantage of it because of the want of proper roads of approach. There are now signs of activity in the neighbourhood, the ground surrounding the platform having been cleared and stumped preparatory to forming the necessary approaches. The work is being pushed on rapidly, so that the roads may within a reasonable time be fit for traffic.

Evening News Saturday 26 August 1899

THE NORTH SHORE LINE.

The duplication of the North Shore railway, which the commissioners are now about to proceed with, will cover a distance of $3\frac{3}{4}$ miles, extending from St. Leonards to Lindfield. The St. Leonards-Milson's Point section is already duplicated. New island platforms and station buildings will be provided at Artarmon, Chatswood, Roseville and Lindfield. Sub-ways and over-bridges will be substituted for a number of level crossings now existing. It is anticipated that with fair weather the work should be completed in about four months' time. A number of men are already engaged in preliminary work, but parliamentary authority has yet to be obtained for the closing of the necessary crossings.

The Sydney Morning Herald Saturday 12 August 1899

NORTH SHORE RAILWAY DUPLICATION.

At the last meeting of the Willoughby Council a letter was received from the Railway Commissioners in reply to the suggestions made by the council recently in respect to certain alterations in connection with the duplication of the line between St Leonards and Lindfield. The Commissioners state, in reference to the closing of certain level crossings, that in order to facilitate a speedy settlement of the matter, they were prepared to add to the proposal already before the council a bridge across the line at the termination of Lamb's-road. With regard to the request for a subway approach to Artarmon platform from the main road right through to Elizabeth Street, the Commissioners can under no circumstances agree to it. The letter further stated that the addition of a footpath to the subway at Albert-avenue would be provided, but an entrance to the new Chatswood station from that direction could not be granted, nor could a subway be substituted for the footbridge at the Victoria-avenue end. With regard to the vehicle subway it was doubtful whether the natural features of the land would permit of the crossing being drawn closer to the avenue, but if it were possible it would be done. It was decided that the council clerk draft a letter to the Commissioners on the subjects referred to, embodying the views of the council, to be approved by the Mayor and Alderman Gordon.

The Sydney Morning Herald Saturday 26 August 1899

MILSON'S POINT-HORNSBY RAILWAY.

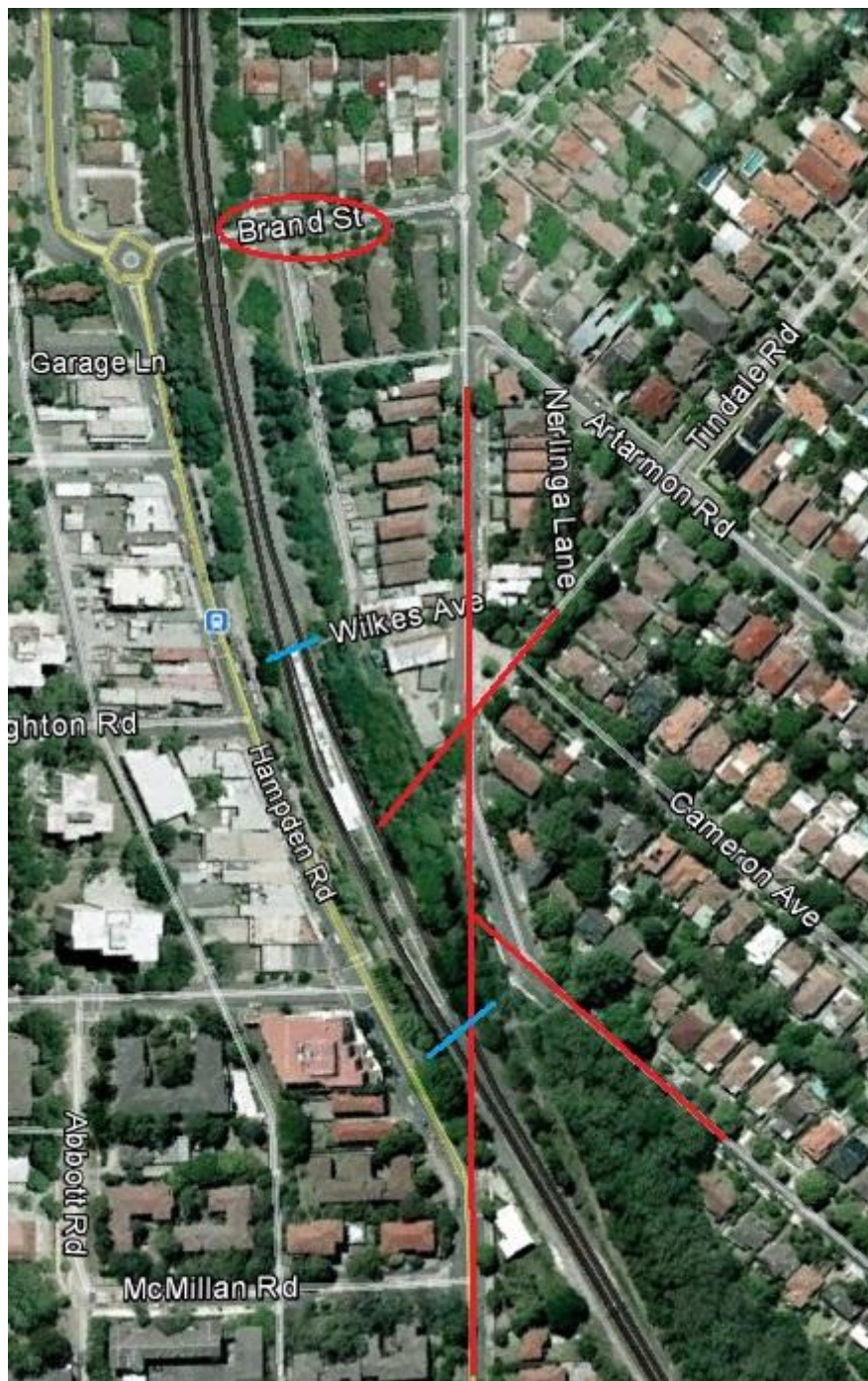
DUPLICATION OF THE LINE.

Owing to the growth of the traffic on the North Shore line, and with a view to providing better facilities and speedier transit to the people using it the Railway Commissioners have arranged for a duplication of the line, commencing at St. Leonards (to which point it is already double to Lindfield, the length of line now being dealt with being three and three-quarter miles. This work will entail the provision of new island platforms and station buildings at Artarmon, Chatswood, Roseville, and Lindfield, while at the last named station such arrangements will be made as will enable through trains to be run to and from that station.

Advantage is being taken of the present work to close a number of level crossings, both public and private, and in lieu thereof subways or over-bridges will be provided. It has, been the policy of the Railway Commissioners to abolish level crossings as much as possible, with a view of providing for the safety of the public, and to that end several crossings on the North Shore line will be done away with. A bill giving the necessary authorisation is now before Parliament.

Immediately north of St Leonards station two level crossings about a quarter of a mile apart will be closed and overbridge provided in lieu thereof. Near Artarmon a new and improved subway will be constructed; at the southern end of Chatswood station the existing level crossing will be abolished, and a subway for vehicle traffic provided. At Victoria-avenue Chatswood there at present exists a level crossing over which the traffic is considerable, and this also will be closed, a 30ft. subway being provided a short distance to the northward. In order to inconvenience traffic passing along Victoria-avenue as little as possible an overhead bridge will be constructed for the passage of pedestrians over the railway line, and provision will be made to enable all passengers to have access to the station from this foot-bridge.

At Bay Street, Chatswood, another crossing will be removed to be substituted with an overbridge, and at Albert-street, Roseville, a new and unproved subway will take the place of that now existing. The arrangements made at Lindfield provide for the closing of five crossings the majority of which are private crossings, and the overbridge at Lindfield will provide access across the line, and also by means of a subway to the new station. The whole of the works on the North Shore line are estimated to cost £23,000 and with reasonably fair weather should be completed in about four months' time.



Elizabeth St/Hampden Rd originally crossed by railway using a level crossing.
When embankment built, the southern underpass replaced the level crossing for pedestrian access.

Artarmon Station location options – Brand St and current location

Evening News Friday 13 October 1899

CHATSWOOD REQUIREMENTS.

A deputation, representing the residents of the municipal district of Chatswood, was introduced to the Railway Commissioners yesterday by Mr. G. Howarth, M.L.A., to ask that in connection with the arrangements for the duplication of the North Shore line the level crossing at the Victoria Avenue might be retained as a level crossing ; that access might be given to the Chatswood Station from the subway at Albert Avenue; and that the proposed subway at Artarmon might be carried right through to the eastern side instead of half-way as proposed by the commissioners. In reply, the Chief Commissioner said it was a most unique experience for the commissioners to be asked to retain a level crossing, and with their knowledge of the inconvenience and risk of such crossings, they felt they could not accede to the request of the deputation. The giving access to the station from Albert Avenue would involve an additional expense in working the station, which the commissioners could not see their way to incur. With regard to the subway at Artarmon, there was no traffic to be served by continuing the subway as asked for, but if settlement arose in the future which would demand such a convenience the commissioners might be depended upon to meet requirements.

The Sydney Morning Herald Wednesday 15 October 1902

NEW OMNIBUS SERVICE.

A provisional license has been granted to the proprietor for a line of omnibuses plying between Longueville, Lane Cove, and the Artarmon station, on the Milson's Point railway line, pending the adoption of a suitable time-table. The 'buses will supply a long-felt want, and will form an important connection between the river suburb and the Hornsby line, besides providing direct communication with North Sydney and adjacent suburbs.

The Sydney Morning Herald Wednesday 22 April 1903

With a view to improving the approach to the Artarmon railway station, it has been decided by the Willoughby Council to lay a block crossing from the opposite side of the road to the station subway

The Sydney Morning Herald Monday 20 April 1903

At the last meeting of the local council it was decided to request the Railway Commissioners to provide a siding at the Artarmon railway station for the unloading of goods and produce.

The Sydney Morning Herald Saturday 27 June 1903

The trustees of the Thomas Broughton Estate have informed the local council that seeing they were contributing towards the cost of opening the subway on the eastern side of the Artarmon railway station they were unable to pay anything towards the cost of forming the street on the eastern side of the line. The matter will be considered by the works committee.

The Sydney Morning Herald Thursday 10 October 1907

THE NORTH SHORE RAILWAY SERVICE.

TO THE EDITOR OF THE HERALD.

Sir,-In this morning's paper you announce the fact that the Railway Commissioners have refused all the requests of the Artarmon Advancement Association.

I should be very glad if you could let the public know what these requests were, so that they would see that there is some justification for the soreness that the residents of Artarmon feel over the Commissioners' attitude.

Firstly, they asked for a train at 7 a.m. from Artarmon to Milson's Point (starting, say, from Lind- field), as the interval between the 6.30 and the 7.24 is too long. We have residents who for three or four years have had to catch the 6.30 train, summer and winter, in order to reach work, at 8 o'clock. A 7 o'clock train would carry them to work in ample time, and save their leaving home half an hour too soon, as at present. In addition, we know a good many actual cases of men who would come to live in this district if a 7 o'clock train were provided. Have we not a right to ask for a train service the lack of which is hindering the progress of the district? The Commissioners say that the 6.30 and 7.24 trains are two of the lightest in the day, and that the 7 o'clock train would make them lighter still. The former statement, however, is incorrect, as both trains are always well filled.

In the second place, the association asked for a half- hourly service throughout the day. At present between 10.22 a.m. and 4.22 p.m., the service is an hourly one. The growing needs of the district demand this improvement, as large numbers of people refuse to come and live in suburbs where an hourly interval exists between the trains for so large a portion of the day.

A third request was for the 4.56 and 6.20 p.m. trains from Milson's Point to call at Artarmon, as we feel that the number of residents of the district who leave their work at 4.30 and 6 o'clock, and would catch these trains, justify the requests being acceded to. It is not fair to ask them to wait for the slow trains, which start 10 minutes later. In the interests of a large and growing suburb I should be glad if you would insert this letter, I am etc Reason Oct. 6.

Evening News Saturday 21 August 1909

ARTARMON'S REQUIREMENTS.

Regarding the application by the Artarmon Progress Association for a telephone bureau at Gordon-road. Artarmon, Mr. Dugald Thompson, M.P., has informed the association that the Postal Department has promised that the request will be complied with. The application for a post and telegraph office was refused for the present, the department concluding that the district is not sufficiently large to warrant the establishment of an office. The Railway Department has notified that plans are ready and tenders are being called for new station buildings at Artarmon, but they will not be erected for some time.

The Sydney Morning Herald Friday 11 August 1911

ARTARMON RAILWAY STATION

The Chief Railway Commissioner has intimated that, while plans for a new building for Artarmon railway station have been prepared, there are no funds available for carrying out the work. The matter, however, will be noted for future consideration when allocating funds under the new estimates.

The Sydney Morning Herald Saturday 11 May 1912

ARTARMON RAILWAY STATION.

The secretary of the Artarmon Progress Association has received a communication from the Secretary of Railways in answer to letters from the association urging the provision of improved accommodation at the Artarmon railway station, stating that the Chief Commissioner has approved of the erection of new and up-to-date station building at Artarmon, and that work will be taken in hand as soon as possible.

The Sydney Morning Herald Tuesday 24 December 1912

CHATSWOOD-EASTWOOD RAILWAY.

Mr. J. N. Mason, barrister-at-law, gave evidence before the Parliamentary Works Committee yesterday on the proposed railway from Chatswood to Eastwood. He spoke as one having been resident of Chatswood for 17 years. The land towards the east from Chatswood and Artarmon was, he said, being rapidly filled up; In fact, the Artarmon Estate was within a few years of being fully occupied. The proposed railway would open up the enormous area of valuable land between Mowbray and Fuller's roads. At the back of Fullers road also was a good extent of country suitable for industrial purposes.

Evening News Monday 6 March 1916

ARTARMON STATION ALTERATIONS.

The foundations are being made for the new railway station buildings at Artarmon, and in the process two palm trees and a shady pepper tree have had to be sacrificed, much to the regret of residents and frequenters at the station. The buildings, by-the-way, are not to be new, but second-hand, from Glenbrook, and in this connection it is a coincidence that the present buildings, which have served for about 15 years, were also second-hand when erected, and they likewise came from Glenbrook. However, the future station premises will be more commodious, and with a liberal application of paint will look new for a time. There is an agitation afoot to secure the erection of a booking office at the subway, as the situation of the present booking-office necessitates a good deal of walking, which might be obviated.

Evening News Wednesday 12 April 1916

ARTARMON NEW STATION.

RELICS OF THE OLD PLATFORM

Good progress is being made with the erection of the new railway station buildings at Artarmon and it is anticipated the work will to completed in about six weeks' time. When making the necessary excavations, the workmen came across about a dozen old railway sleepers, placed "pig style fashion" under the embankment erected for the station buildings. They were on a level with the permanent way and no doubt formed portion of the original platform on which passengers alighted, and from which they entrained, when trains first stopped at Artarmon. This structure was of the usual character, long enough only for two railway carriages to come alongside. The sleepers were of ironbark, and were in a good state of preservation. They had evidently been used as filling-up stuff when the platform was discarded for a station. When unearthed again they were used as fuel for boiling the workmen's billies. As an example of the durability of Australian timbers under the earth, those old sleepers are overshadowed by the timbers used in the construction of culverts in the vicinity of Peat's Ferry, Hawkesbury River. Those culverts were put down close on 100 years ago, and the timbers are as sound now as the day they were placed in position.

The Sydney Morning Herald Thursday 7 April 1921

ONE-CLASS TRAINS

A communication was recently received by the Willoughby Municipal Council from the **Artarmon Progress Association**, requesting the council's endorsement of a resolution urging the running of one-class carriages only, on the Milson's Point railway. The council decided not to take any action in the matter.

The Sydney Morning Herald Tuesday 8 March 1921

FRUIT STALL AT ARTARMON.

On the question of permitting a license for a fruit stall near Artarmon station, a large number of residents signed a petition to the Willoughby Council in favour of the applicant, G. W. Curtis, but the fruit-sellers of Artarmon opposed the proposal. The council granted the license subject to the site being approved by the inspector.

The Sydney Morning Herald Thursday 12 January 1922

The rapid growth of Artarmon and district is indicated in the report of the Artarmon and District Progress Association for the past year. The number of passenger journeys to Artarmon railway station-1,321,033 represented an increase of 81,587 for the year, while the earnings increased by £3409. The district shared in the great development of Willoughby Municipality, in which 602 new buildings, to the value of £545,117, were erected during 1921. The association, it was stated, was instrumental in securing five blocks of land for

additions to Thomson Park, and as a result of a fete in aid of the North Shore Hospital, promoted by the association; a sum of £300 was raised. The following officers were elected for the year 1922:-Patrons, Dr. H. Clatworthy, Messrs. T. R. Bavin, M.L.A., E. J. Loxton, K.C., M.L.A., and E. Verey; president, Mr. W. J. Clark; vice-presidents, Messrs. C. Asprey and J. Owen hon. secretary, Mr. W. H. Johnson; treasurer, Mr. W. Hindley.

Evening News Tuesday 16 October 1923

HERDED LIKE SHEEP

Artarmon Passengers

People leaving the trains at Artarmon Station are herded like sheep. When it rains they have to stand on an uncovered platform while the tickets are collected.

That was stated at Willoughby Council when the Railway Commissioners wrote declining to cover the subway or to make better arrangements for collecting tickets on the ground that the expense did not warrant it. Council will ask the Commissioners ' to reconsider their decision.

Evening News Saturday 25 October 1924

RAILWAY SLEUTHS

Artarmon Catch

THOSE railway sleuths must have a hard job to fill in their time, and justify their existence, judging by a case which came before the North Sydney Court yesterday. For 15 years John B. Mansell, a newsagent and a reputable citizen of Artarmon, sold papers in the railway station subway: but when the N.S.W. Bookstall Company secured the rights of sale at the station Mansell was given notice to stop. This he did.

But one wet day recently the boys he employed took refuge from the elements in the subway, and one of them sold one paper. So the railway sleuths pounced. The representative of the department agreed magnanimously that it was only a technical offence when Mansell appeared yesterday in answer to a summons for selling the paper on railway premises, contrary to the railway Act.

The magistrate declined to inflict a penalty if Mansell agreed to pay the costs. The magisterial offer was accepted.

The Sydney Morning Herald Tuesday 9 March 1926

ELECTRIFICATION MILSON'S POINT LINE.

DUPLICATION TO CHATSWOOD.

It was learned yesterday that the electrification of the Milson's Point-Hornsby railway line would be commenced at the beginning of next year, and that in the meantime preparations were being made for the duplication of the line as far as Chatswood, thus providing four sets of rails, as compared with the existing double track.

The work of constructing the earthworks and widening the tunnels and culverts in the Milson's Point-Chatswood section has been commenced, but the two additional tracks will not be laid immediately. The latter work, together with the alteration of the Bay Road, Wollstonecraft, St. Leonard's, Artarmon, and Chatswood stations, will not be undertaken until the Sydney Harbour Bridge is approaching completion.

Between the stations mentioned, however, the earthworks for the new lines will be constructed, so that the overhead electrical gear may be erected for the duplicated lines. This course, it was explained, will result in the saving of a large sum of money, as otherwise the electrical installation to be put in hand early next year would have to be reconstructed almost as soon as it is erected.

It is expected that the Harbour Bridge will be completed at the end of 1930, and it is considered that the duplication of the Hornsby line, at least as far as Chatswood, will by that time have become imperative. It has, there- fore, been decided to advance the work as far as possible in conjunction with the electrification of the existing tracks, and the completion of the whole work will synchronise with the completion of the bridge.

The work on the northern side of the harbour is portion of a comprehensive scheme, which will comprise the electrification of the railway lines in what is termed the "inner zone" by the time the bridge is completed. That zone comprises to Sutherland, Banks- town, Liverpool (via Granville and Regent's Park), Parramatta, and Hornsby (via Strathfield and Milson's Point).

The duplication of the railway line from Milson's Point to Chatswood will involve only minor resumptions, existing railway land being largely utilised. The additional tracks will be laid on the North Sydney side of the existing lines from the Harbour Bridge junction to the Hornsby side of the Bay Road tunnel (PE - Waverton Tunnel).

From the latter point to Artarmon the new lines will be constructed on the **harbour side of the present tracks (PE – West side)**, while the section of the work from Artarmon to within a few chains of Chatswood station will be built on the northern side (**PE - East side as per ECRL**).

The extra lines to Chatswood will be necessary as soon as the bridge is opened. It is pointed out that while it is possible to run steam hauled trains only at intervals of about five-minute intervals, electric trains may be run every 80 seconds.

Evening News Friday 11 June 1926

THE LONGEST WAY ROUND TO CATCH A TRAIN

According to the local Parents and Citizens' Association, because there is only one sub-way entrance to Artarmon railway station, residents are suffering serious inconvenience and expense.

Some residents, it is stated, frequently miss trains through having to reach the station by a roundabout way, while others, who sometimes arrive too late to purchase tickets, and who join the train without them, are compelled to pay excess fare. The association, in a letter to Willoughby Council last night, stated that residents viewed seriously the inaction of the Commissioner, and council was asked to urge the provision of another subway, in view of the rapid growth of the suburb. It was stated that council had written the Commissioners on the matter, and a reply was awaited.

The Sydney Morning Herald Wednesday 6 October 1926

ARTARMON STATION.

The Willoughby Council last evening received from the **Artarmon Progress** Association a petition, signed by about 700 residents, requesting that the Railway Commissioners should be urged to build a 'subway at the southern end of Artarmon Station. The council decided to forward details of the suggested subway to the Railway Commissioners.

Evening News Tuesday 14 December 1926

NOT REASONABLE SAY RAIL CHIEFS £26,000 FOR SUBWAY

The Railway Commissioners consider that Willoughby council's scheme for a vehicle subway at Artarmon Station is too expensive, and have withdrawn their previous offer to consider paying half the cost.

In reply to council's request for Co construction of a subway, the Commissioners advised council recently that they would be prepared to consider payment of half the cost of a reasonable proposal. Following receipt of their advice council's engineer prepared plans which were sent to the Railway Department. In a letter to council tonight, the Commissioners said they estimated that the scheme submitted by council's engineer would cost about £26,000, and they were not prepared to make a similar offer in regard to the proposal now made. The letter was received.

The Sydney Morning Herald Friday 29 November 1929

ARTARMON STATION GARDEN.

Not many years ago the garden plots parallel with or around the railway station at Artarmon were so poor and so plain that no one took any notice of the few plants and trees as the up or down trains rattled by. Today the Artarmon garden is so pretty and attractive that all those who are near the right-side windows see as much of the pansies, the gladioli, the gazanias, the lupins, the lantana, and the geraniums as is possible in the short time available.

The residents of Artarmon now know their home station without looking at the scenery. They recognise the plants and flowers which the honorary expert (Mr. Charles Wickham) has cleverly worked into the landscape. Mr. Wickham took the garden in hand for the pleasure of doing something worthwhile. In two seasons he has done wonders. Good grass covers all the lawn space, nice paths run wherever a footway is necessary, and in every bed where the flowering plants have been placed there is good growth and plenty of colour to show that the handling of the arcotis, the calliopsis, the nemophila, the roses, and all the rest of the company is giving the plants pleasure. If there is anything wrong in the working there is never very much flower.

Mr. Wickham has made several gardens on the line. He began operations at Killara over 30 years ago, and was in the golf centre when Mr. E. W. O'Sullivan's unemployed were forming a highway to link up Middle Harbour with Lane Cove-road. A lot of his good tree work stands to-day on a well-known corner in the busiest part of Killara. By the time that the Artarmon garden has had his care for another season or two the residents will be in possession of one of the prettiest and most popular railway station gardens on the Milson's Point line.

Everyone who sees the flowers in evidence to-day takes away a picture of mauve lantana contrasted with rose pink geraniums; of a small blue border edged with pansies that are coloured with primrose. Soon there will be roses and dahlias and zinnias to please Artarmon's many admiring eyes.

The Sydney Morning Herald Monday 23 February 1931

NEW BRIDGE AT ARTARMON.

Clarke Bridge, which is named after Alderman Clarke, who has represented the Naremburn ward on the Willoughby Municipal Council for the past 13 years, was opened by the Mayor of Willoughby, Alderman Bales, on Saturday afternoon. There was a large attendance of the general public. The band of the 18th (Kuring-gai) Battalion played selections as the local contingents of Scouts and Cubs, headed by their flags and insignia, marched across the bridge.

The bridge connects Hampden-street and Herbert-street, and is the last link in a new highway which will link up **Artarmon** and Crow's Nest.

In opening the bridge, the Mayor said that the cost was £5237, and the expenditure on the approaching roadway £2263. He paid a tribute to the work of the **Artarmon Progress Association**, of which Captain Burch is president.

Townsville Daily Bulletin Thursday 21 January 1932

THE BRIDGE CROSSED.

Departmental Train. SYDNEY, January 20.

The first complete train to cross Sydney Harbour Bridge was driven yesterday by Dan Currie, who had Harry Blackwell as a fireman. Dr. Bradfield was on the engine, and about 100 passengers, including the engineers and staff employed on the bridge works. In future a ballast train will run across the bridge daily.

The West Australian Wednesday 2 March 1932 Reservations on the First Train.

The Secretary for Railways (Mr. J. F. Tomlinson) said yesterday that interest had been aroused by the provisions made for booking on the first passenger train which would cross Sydney Harbour bridge. The train would play a prominent part in the opening ceremony, and was timed to leave Wynyard station (on the Sydney underground railway) at 12.30 p.m. on March 19. After reaching North Sydney it would return across the bridge to its original starting point. Each passenger on the train, added Mr. Tomlinson, would be presented with a special souvenir book ticket in leather, bearing a coloured illustration of the bridge. The charge would be 10/- for each seat occupied, and the train would carry 632 passengers. Those who wished to reserve a seat should communicate with the office of the Secretary for Railways, Perth.

The Sydney Morning Herald Saturday 12 March 1932

THE FIRST ELECTRIC TRAIN TO CROSS THE SYDNEY HARBOUR BRIDGE.

History was made on the bridge yesterday when the first electric train, shown beneath the southern pylon, crossed from Wynyard Station to Milson's Point. The train subsequently made a return trip. Both sets of rails were tested.

The Sydney Morning Herald Saturday 12 March 1932

ELECTRIC TRAIN

Passes Over Harbour Bridge.

As a test of the electrical installation on the Sydney Harbour Bridge, the first electric train passed over the bridge yesterday morning. One of the ordinary eight-carriage train sets, which had just deposited its passengers at Wynyard station, was used for the test. Carrying the Minister for Works (Mr. Davidson) and a party of railway officials, the train ran out of the tunnel of the underground railway on to the bridge approach, workmen scattering in all directions as it passed at a moderate speed on to the bridge proper, and proceeded to North Sydney station. There it shunted on to the return line and made the journey back without incident. The officials reported that the test had been very satisfactory.

The Sydney Morning Herald Monday 21 March 1932

FIRST TRAIN

Gaily bedecked with flowers and bunting the first electric train, carrying a full passenger list, crossed the bridge shortly after the procession had passed out of sight. It moved slowly, and the passengers had an interrupted view of the harbour. As they passed the few officials on the main structure, they cheered, waved handkerchiefs, and obviously were deeply impressed with a historic journey.

After a brief stay on the north side, the train returned at high speed. As it passed the vanguard of the procession, now returning to the city, passengers and pedestrians exchanged greetings. What impressed the passengers was the absence of vibration and of undue noise.

The Argus (Melbourne) Saturday 27 July 1935

An excellent example is given to all other suburbs by Artarmon. It is situated on the North Shore Railway line, which commences at Milsons Point and runs to Hornsby, approximately 13 miles away where it joins the Newcastle line. Between Milson's Point and Hornsby lovely gardens adorn the landscape. Staffs at the railway stations compete with the residents in offering something beautiful.

Always along this line there has been evidence of civic pride. At some places the residents have assisted to make the railway station gardens even more attractive. It is in this respect that Artarmon has surpassed other suburbs. Artarmon which is on the Sydney side of the better known centre, Chatswood, collects a handsome sum through regular weekly payments of pence by hundreds of local residents. With this money three men are given two or three days' work a week at full pay. They maintain two acres of gardens at the railway station under control of the local progress association.

It is not to be wondered at, therefore, that many residents of other suburbs, having noticed Artarmon's beautiful entrance, have changed their address.

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The Sydney Morning Herald Monday 4 January 1937

RAILWAY WANTED Eastwood to St. Leonards.

PREMIER ASKED TO RECEIVE DEPUTATION.

The Premier (Mr. Stevens) has been asked to receive a deputation, which will advocate the construction of a railway from Eastwood to the St. Leonards railway. The Minister for Health (Mr. FitzSimons), who is the member for Lane Cove, and the Assistant Minister (Mr. Shand), member for Hornsby, will accompany the deputation, which will present to the Premier a petition, containing the signatures of over 20,000 residents of the area between St. Leonards, Ryde, Eastwood, and Thornleigh.

The secretary of the Federated Railway Leagues (Mr. V. A. Easy) stated yesterday that there was an almost unanimous feeling throughout the district in favour of the line, which, it was claimed, would open up some of the finest residential land in the metropolitan district, and would be a means to settling the problem of overcrowding.

SOUGHT 20 YEARS AGO. Agitation for this railway began about 20 years ago. The proposal was favourably reported on, and received Parliamentary sanction in 1928, when a sum of £100,000 was placed on the estimates for preliminary work. The depression paused the withdrawal of this vote. The estimated cost was £900,000, for a distance of approximately six miles. It was proposed that the new line should branch off the Hornsby-Strathfield line in the vicinity of Eastwood, cross the Lane Cove River near the water pipe line, and connect with the Hornsby-North Sydney line between Artarmon and St. Leonards.

MR. SPOONER ADVOCATES ROAD. The Minister for Works and Local Government (Mr. Spooner), who is also the member for Ryde, stated in public recently that the line would not be constructed, and advocated in its place a concrete road and a fast bus service. The supporters of the railway say that the bus service would be inadequate, as it would be slower, and would not be allowed to cross the Harbour Bridge.

The Sydney Morning Herald Thursday 27 July 1950

Trees Cut Down

Sir,-The latest victims in what can be called the anti-tree campaign by our public authorities are a row of flame trees at Artarmon station.

These were planted to hide the backs of an ugly row of shops, and were a joy to see at all times of the year. These trees were despatched with such haste as to lead us to suppose that whoever was responsible wanted to avoid undue publicity before the destruction was carried out.

P. C. NEVILLE.

Artarmon.

