

AMAZING FEATURES about EDMONSON PARK and LEPPINGTON RAILWAY STATIONS

Both stations were opened on 8th February, 2015, but, amazingly, the Baird Liberal Party claimed the openings as an initiative by its government when the reality is that the line and stations were commenced by the Labor Government before 2011,

Amazingly, the words “Sydney Trains” do not appear at either station, which are branded either “TfNSW” or “RailCorp” – *Sydney Trains* is described on some signage as an “operating agency”,

It is amazing that the New South Wales Government would want to spend so much public money on station buildings when its objective is to remove staff from most stations,

The two stations share the same architecture and the application of a single design for more than one station has, amazingly, not occurred since the planning approval for the stations during World War 2 for the quadruplication of the main Western line between Parramatta and St Marys,

Considerable staff amenities have been provided at both stations both on the platforms and in the overhead concourse building, yet there is, amazingly, no provision for any interface between staff and the travelling public,

Despite staff being in attendance at the stations, there are, amazingly, no ticket offices – these are the first stations since the approval of buildings in 1924 for the Regents Park to Cabramatta junction line not to have ticket offices at the time of line opening,

Amazingly, unisex toilets are not provided thus potentially discriminating against shims, shemales and other gender challenged travellers,

While separate male and female toilets have been provided, there is, amazingly, a new tier of public toilets – usually, toilets are provided for able-bodied and disable-bodied commuters but, amazingly, there is now a third category of public toilet for “ambulatory” males and females,

The toilets at the two stations have not been architecturally treated in the same manner as, amazingly, glazed sheets have been placed in front of the toilets at Leppington but not at Edmonson Park,

These are, amazingly, the first stations to have an Opal card ticket machine that are capable of topping up financial amounts on cards,

Despite the large size of the stations, amazingly, they do not have electronic entry gates – a sign of things to come,

Amazingly, there are doors at each ends of the lifts despite the non-existence of a need for such additional doors,

All the platforms have extensive seating but, amazingly, these are not the type currently used by *Sydney Trains* – they date from the era of CityRail,

The location of the electronic train indicators are at the sides of station, where they are, amazingly, not obvious,

At each station, there is a public information display entitled “Plan Your Trip” but, amazingly, there are no train timetables on display in order for commuters to plan their trip,

On the cuttings facing the platforms there is various forms of artwork, which are, amazingly, the first such use of artwork as a medium to make stations attractive to waiting commuters,¹

Despite there being international symbols recognised for many years they have, amazingly not been applied correctly on all the lifts at the stations – the up and down arrows above the symbols are missing in some instances – it is also noteworthy that figures of males only have being used,

The commuter car parks on both sides of the line at both stations are regularly full of motor vehicles and, amazingly, no provision has been made for additional car spaces when the stations serve adjacent, urban development rather than the present rural atmosphere, and

Amazingly, the people who approved the plans for the line had inside information to the ultimate destination beyond Rossmore as the electrical stanchions are lettered “G” for Glenfield and not “L” for Leppington but “B” for Badgery’s Creek.

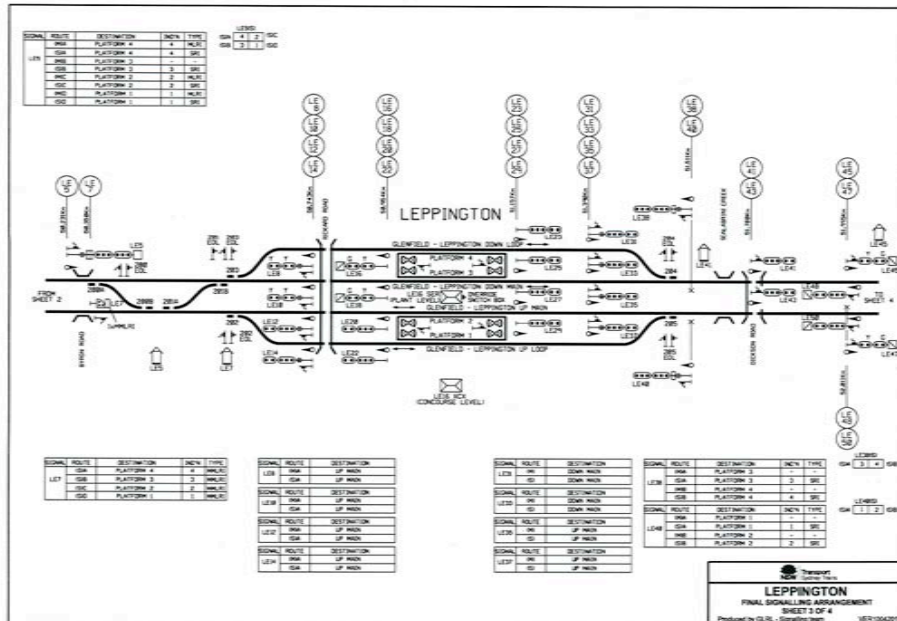
Thanks to Gary Hughes for assistance in the preparation of this paper.

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21st March, 2015

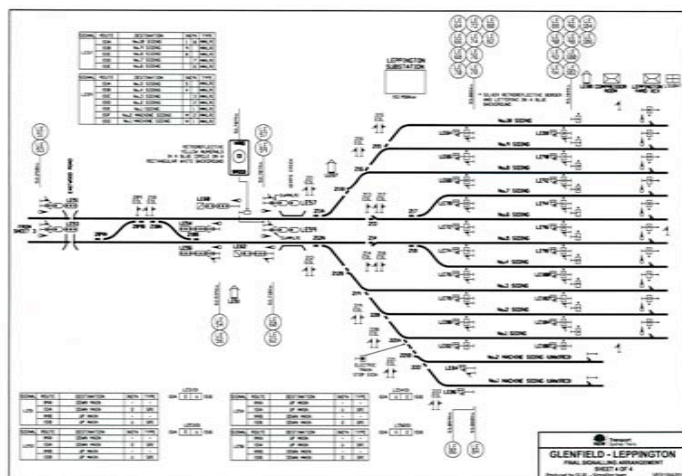
¹ However, this is not the first instance of the use of artwork in concrete lined cuttings. Decoration was incorporated into the cutting for the new Down Relief road (leading to No. 5 platform) at Hornsby.

Leppington



Leppington Station. Weekly Notice 41 of 2014.

The Leppington Line is located between Glenfield and Leppington. The line was commissioned on 20 October 2014 and opened for passengers on 8 February 2015. Leppington Station has four platform roads: No. 1 on the Leppington Up Loop, No. 2 on the Leppington Up Main, No. 3 on the Leppington Down Main and No. 4 on the Leppington Down Loop. A large stabling yard is located about 2 kilometres beyond the station. It is made up of ten wired stabling sidings, each holding two eight-car electric trains, and two unwired sidings for track machines, Nos 1 and 2 Machine Sidings. All four platforms and the tracks between the station and the stabling yard cater for bidirectional running.



Leppington Stabling Yard. Weekly Notice 41 of 2014.



Part of Leppington Yard on 21 March 2015. The trains are on sidings 8, 7 and 6. Note the short platforms that allow easy access to the trains by the crews. John Oakes IMG_1364.

