

SPRINGWOOD RAILWAY STATION

HISTORICAL NOTES

“THE ROMANTIC AND PICTURESQUE SPOT”¹



Well-known Life Member of the Australian Railway Historical Society, Geoff Lillico, was on hand on 17th April 1960 enjoying the beautiful garden on an Australian Electric Traction Association tour. By this time, the Railway Department had moved away from its traditional colour schemes in relation to station nameboards and, in this instance, the top edge of the circle-and-bar nameboard has been painted brown. Reflecting the shortage of money that was allocated to the railway system by all New South Wales governments was the use of primitive corrugated sheets of different sizes on the footbridge to act as a smoke deflector. SOURCE: Photograph No. 057044 ARHS Railway Archives.

¹ *Evening News*, 17th April 1876, p. 3.

CONTENTS

PART	NAME	PAGE
1	THE INTERFACE BETWEEN RAILWAY AND TOWN 1867-1882	3
2	CONSTRUCTION OF THE PRESENT PLATFORM BUILDING 1882-1886	16
3	THE FOOTBRIDGES 1884-1902	32
4	DEVELOPMENTS BETWEEN 1902 AND 1989	38
5	THE IMPACT OF CITYRAIL AND SYDNEY TRAINS	44
6	THE GOODS YARD AND FREIGHT AND INFRASTRUCTURE	52
7	OFFICIAL RAILWAY RESIDENCES	54
8	SIGNALLING AND INTERLOCKING (BY GRAHAM HARPER)	58
9	CONCLUDING REMARKS	66
	ACKNOWLEDGEMENTS	67
APPENDIX 1	STATION PROJECTS ERECTED ELSEWHERE ON THE SYSTEM IN 1944	68
APPENDIX2	HISTORY OF WORKVAN W1035X (BY EVAN REES)	71

PART 1 – THE INTERFACE BETWEEN RAILWAY AND TOWN 1867-1882

WHY DID SPRINGWOOD BECOME VERY POPULAR VERY EARLY?

The location had been named by Governor Lachlan Macquarie on 26th April 1815 on his way to Bathurst. John Forsyth, former Department of Railways Archives Officer, wrote that Macquarie camped in the area and there was a nearby spring that provided water for men and horses.²

Railway historians, Cyril Singleton and Bob Wylie, made the following comment in 1957 about the town development:

“The locality named "Spring Wood" was later the site of a military camp and has now grown into the principal town of this section, being the centre of the surrounding settlements of Warrimoo, Valley Heights, Faulconbridge and North Springwood. These all contain pleasing residences which also dot the spur ridges nearby, many of their occupants travelling daily to work in the metropolis. While most of the branch roads are of the dead-end variety serving the numerous spurs off the key ridge, the Hawkesbury Road, passing through North Springwood, runs for six miles to descend the mountains and cross the Nepean River at Yarramundi to eventually connect with Richmond”.³

Railway historian and Blue Mountains resident, Graham Harper, adds to the comment. He states:

“Mrs. Macquarie, the Colonial Governor’s wife, found the place enchanting yonks before the railway arrived. I should think that the rail journey would have been slow and uncomfortable west of Emu Plains through the Lapstone zig zag, and, arrival at Springwood as an outpost with a hotel, and 1,200 feet above the Cumberland Plain would be an attractive destination”.⁴

One of the longtime volunteers in the Archives of the Australian Railway Historical Society, Ben Lewis, lived at Warrimoo between 1948 and 1960. He maintains that Springwood developed for two reasons. Firstly, compared to other locations, it had a relatively large area of flat land which did facilitate urban development whereas other places were basically seated on the mountain ridge. The second explanation is related

² J. H. Forsyth, *Historical Notes on Main West Line*, Vol. 1, unpublished document, 2003, p. 69.

³ R. F. Wylie & C.C. Singleton, “The Crossing of the Blue Mountains”, *Bulletin*, June 1957, pp. 82 and 84.

⁴ Email from Graham Harper on 16th January 2024.

to the first. Ben said that, because the topography was relatively flat, Springwood was less likely to be adversely affected by bushfires because fire travelled more quickly on steep slopes.⁵

Graham Harper responded to the comments by Ben Lewis:

“I think the first reason is probably the main one. Springwood has substantial ridges to the north and south, and the one to the north extends through Winmalee to Hawkesbury Heights. It is along this ridge that the road between Springwood and Richmond travels, although I can’t find out when it became a through route. However, in the early days the upper section was used for transport of agricultural products and timber to Springwood. The presence of this artery with wide plateaux bordering it would have greatly encouraged the development of Springwood as a commercial centre, while an attended railway station would also have helped.

As to bushfires, they can start anywhere there is a combination of dry bush and lightning or people with matches. The ridges to the north of Springwood would at best slow the approach of a bushfire. Most of the western railway line runs along the ridge, often with very little distance to cushion it from fires, so the expansive North Springwood plateau would be attractive to some. However, the Winmalee area is regularly exposed to fires in the Grose Valley, and homes have been lost”.⁶



⁵ Discussion with Ben Lewis on 10th January 2024.

⁶ Email from Graham Harper on 11th January 2023.

The vintage train, hauled by 1243 and 1709, makes a spectacular appearance as it arrives at Springwood on 15th July 1967 and, as usual, as it attracted many onlookers. The photographer, N. J. Simons, is looking in the easterly direction. Gardens adorn the platform while the platform surface is formed of crushed quartz source from Locksley. SOURCE: Photograph No. 060627 ARHS Railway Archives.

In summary, the reasons why Springwood and no other locations developed early and quickly seem to have been:

- greater availability of flat land
- reliable water supply
- attractive landscape
- early appointment of permanent railway staff
- shortest distance to be travelled to an established centre compared to, say, Wentworth Falls, Katoomba, Blackheath or Mount Victoria, &
- cooler ambient temperatures in Summer compared to Sydney.

DEVELOPMENT OF THE TOWN OF SPRINGWOOD

The Springwood Historical Society provides the following information about the development of the town of Springwood.

“Although the first land grant in Springwood was made in 1834, development of a village did not commence until the 1840s. The founding father of the village was Thomas Boland, a former constable in the Irish police force who arrived in the Colony in 1838 and came to Springwood in 1843, where he held the position of Superintendent of Road Gangs at the military stockade. The stockade, located to the north side of the road, was discontinued soon afterwards and in 1845 Boland bought the strategically placed site and developed the officers’ quarters into the Springwood Inn.

With the gold discoveries over the Mountains in the early 1850s, traffic on the western road increased and Springwood soon developed into a busy settlement with consequent growth in population, but still in 1866 it did not rate a mention in Bailliere’s Gazetteer of NSW”.⁷

1870s – TOWN AND RAILWAY GROWTH INTERTWINED

⁷ Springwood Historical Society, “*Brief History of Springwood*”, <https://www.bluemts.com.au/HistoricalSociety/history.htm>



The above drone image by James Dalton on 18th April 2024 demonstrates the close link between Springwood railway station and the town it serves. The close proximity of both the former main western road (known initially as the Old Bathurst Road and now known as Macquarie Road) on the left of the railway corridor and the present Great Western Highway on the right-hand side of the tracks well demonstrate the paucity of available flat land across the Blue Mountains.

The press reported that for the last three Saturdays in February 1876 special trains had operated to Springwood “for a walk or an afternoon meal on the grass in a purer atmosphere than many of them had enjoyed for many a month”. One correspondent indicated that the visit convinced people to have future visits and “had already produced more than one person to propose erecting substantial places of accommodation in the neighbourhood”.

The article ended with the following comment about the town and the initiative taken by the Department of Railways:

“It appears with every probability that Springwood will shortly come not only a resort for Saturday afternoon excursionists, but for others who will be able to stay longer in such appetizing air. The immediate results of this step on the part of the Railway Department must be satisfying to the authorities even from financial point of view”.⁸

Another report in January 1876 commented on the increasing size of Springwood, saying:

⁸ *Sydney Morning Herald*, 9th February 1876, p. 3.

“Many Sydney gentleman has already erected mountain homes at Springwood, where now and again they spend a few day's shooting”.⁹



*The photographer is facing in the direction of eastbound trains in 1953 and he shows the platform building in its original, face brick presentation. Beyond the end of the platform is the elevated locomotive water tank and water column. Faintly visible on the platform wall about the centre of the building is an opening at track level from which rods and wires from the interlocking frame extended along the platform wall to the various signals and points. Prior to 1935, interlocking frame was located in front of the platform building but, in that year, was relocated into the main building. The timber walkway across the tracks is a feature of a railway system long gone. **SOURCE:** Photograph No. 214734, Singleton Collection, ARHS Railway Archives.*

The special excursions organised by the Department continued and a press reference in April 1876 enhanced the popularity of the location for Sydneysiders. Already, the place was expanding in terms of private dwellings.

“The passenger traffic on the various lines of railway today has been considerable. Foremost among the many pleasant railway excursions to the country for a change of air and scene was the cheap excursion, under the auspices of the Grand Masters' Council of the Grand United Order of Oddfellows, to the romantic and picturesque spot known as Springwood on the Blue Mountains. Precisely at half past nine o'clock, a special train, consisting of 21 crowded carriages (each containing about 40 excursionists) left the goods

⁹ *Sydney Mail and New South Wales Advertiser*, 29th August 1874, p. 276.

station at Redfern, and proceeded (after stopping at a few of the intermediate stations) direct to Penrith, where the mountain engines were attached. The train then proceeded up Lapstone Hill, and over the first Zig Zag, this side of Wascoe's, arriving at Springwood about noon. The mountain scenery overlooking the Nepean River was viewed with much pleasure by the excursionists. Owing to the invigorating influence of its climate, it being 1,216 feet about the level of the sea, numerous country residences have been erected on the most prominent sites. The place abounds with cosy picnic grounds, and the Saturday afternoon excursion trains take large numbers to see the magnificent views on the mountains".¹⁰

INDICATORS OF EARLY TOWN DEVELOPMENT

The Springwood Hotel opened in 1876. The Royal Hotel, which was located not far from the railway station, was erected in 1881.¹¹ A general store opened in 1878 "which stocked just about everything" in 1878.¹² Also in 1878 was the opening of a public school.¹³

A Police Station was built in 1879.

RAILWAY STATION OPENING AND LOCATION 1867

C.C. Singleton stated that a platform and waiting shed were "brought into use as soon as erected following the hurried opening from Penrith on 22nd July 1867".¹⁴ There was a contradiction to that statement about the date of line opening. Singleton contradicts himself on p. 248 of the same tome with the claim that the line opened one month earlier on 22nd June 1867.¹⁵

Mark Langdon, the author of *Conquering the Blue Mountains*, states that the extension between Penrith and Wentworth Falls opened on 11th July 1867, which is the date recorded by the Department of Railways as the opening date of the line and the opening of Springwood station.¹⁶ However, Singleton maintains that the section between Penrith and Springwood opened on 22nd June 1867. Which date is correct? The *Sydney Mail* newspaper indicated on 13th July 1867 that the line from Penrith to

¹⁰ *Evening News*, 17th April 1876, p. 3.

¹¹ Springwood Historical Society, "*Brief History of Springwood*", <https://www.bluemts.com.au/HistoricalSociety/history.htm>

¹² Springwood Historical Society, "*Brief History of Springwood*", <https://www.bluemts.com.au/HistoricalSociety/history.htm>

¹³ *Cumberland Mercury*, 24th August 1878, p. 3.

¹⁴ C.C. Singleton, *To the Fertile Plains Beyond, Redfern*, ARHS, 2016, p. 78.

¹⁵ *Ibid.*, p. 248.

¹⁶ M. Langdon, *Conquering the Blue Mountains*, , Matraville, Eveleigh Press, 2006, p. 21.

Wentworth Falls was opened “this week” but only for passenger traffic. Freight services were to commence “soon”.¹⁷

Singleton states that Springwood station featured a platform and waiting shed at the time of the line opening.¹⁸ However, Singleton and Wylie in an earlier article rejected that belief and stated that there was no shed at the line opening.¹⁹

In relation to the extension of the line from Penrith to Mount Victoria, the press in August 1867 reported the provision of the following stations:

“The Government, by the advice of Mr. Whitton, the Engineer-in-Chief for Railways, are about to erect a platform at Wascoe's, another at Springwood, another at Buss's, another at the Blue Mountain Inn, and another at Blackheath; and these platforms will not only be available for foot passengers, but for taking in and putting down horses and buggies”.²⁰

One local history source provides the following information:

“The first, wooden, railway platform was built in 1867 during construction of the main western rail line”.²¹

That comment was based on hearsay by other authors – not evidence. Probably, the platform was constructed in timber. However, it was not built “during” the construction of the line.

John Forsyth, the one-time State Rail Authority Archives Officer, has written that a platform was authorised on 12th February 1873 at a cost of £102.²² If a platform was already existing in 1873, the authorisation probably relates to the replacement of the initial timber platform with one of rammed earth and probably with the present brick face.

In sum, it seems that, for the first month at least after the opening of the line, there was no building on the timber platform.

The location of the platform was adjacent to No. 7 level crossing of the Bathurst Road. No. 7 level crossing crossed the Springwood station yard at the western end of the platform but the level crossing was relocated further west to accommodate for the extension of the platform in 1883. There was no gatehouse, probably because the level crossing was attended by a member of the station staff. With the duplication in 1902, the level crossing was replaced by a skew underbridge at 49m. 50c., 240 feet further west, which, according to Singleton was “the bane of all motorists owing to the

¹⁷ *Sydney Mail*, 13th July, 1867, p. 4.

¹⁸ C.C. Singleton, *To the Fertile Plains Beyond*, Redfern, ARHS, 2016, pp. and 248.

¹⁹ R. F. Wylie & C.C. Singleton, “The Crossing of the Blue Mountains”, *Bulletin*, June 1957, p. 90.

Okay ²⁰ *Sydney Morning Herald*, 23rd August 1867, p. 5.

²¹ <https://bluemlocalstudies.wordpress.com/2018/08/08/walking-through-history-springwood-town-centre/>.

²² J. H. Forsyth, *Historical Notes on Main West Line*, Vol. 1, unpublished document, 2003, p. 69.

bad visibility of approaches". The subway passed under the refuge loop in addition to the two main lines. All signs of the level crossing have gone.²³

THE RAILWAY PLATFORM WORKS AT SPRINGWOOD BETWEEN 1868 AND 1884

The Springwood Historical Society has summarised the impact of the railway:

"The critical turning point for Springwood, as for other Mountain villages, was the coming of the western railway in the late 1860s. When the track was opened as far west as Wentworth Falls in 1867, Thomas Boland was appointed the first Station Master at Springwood and a platform was built in 1868".²⁴

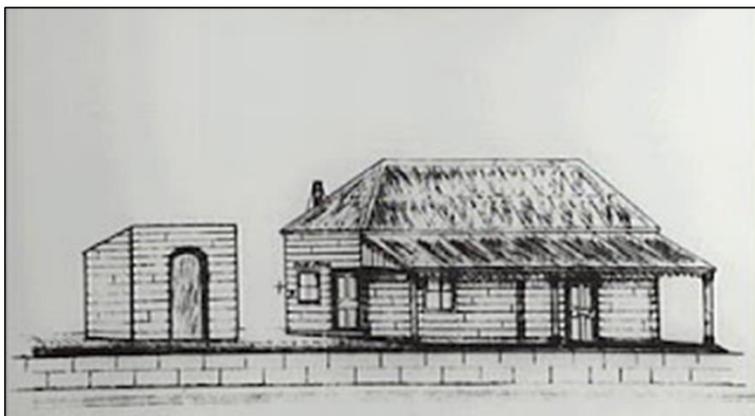
No. Boland was not the first Station Master but a Porter. It was not until 1883 that the first Station Master was in charge of the station. Perhaps the appointment of more senior staff to Springwood station followed a collision in which the passenger train from Orange ran into the rear of a goods train on 30th May 1878?²⁵

Between 1867 and 1874, there is no information about Springwood station. Then, the following remark appeared in the press in August 1874.

"A neat little station kept by Mr Boland, who for years was the Boniface of Springwood (meaning the proprietor of a hotel)".²⁶

It is confusing whether Boland was initially a Porter and later a publican or perhaps the reverse or perhaps occupying both positions at the same time.

Next, was another gap of information in the press until 1876.



*The above, well-known sketch purports to show the first building on the platform. The sketch does not conform to the known documentation. **SOURCE:** www.springwoodhistorians.com*

²³ Ibid., p. 87.

²⁴ Springwood Historical Society, "Brief History of Springwood", <https://www.bluemts.com.au/HistoricalSociety/history.htm>

²⁵ Sydney Morning Herald, 7th June 1878, p. 7.

²⁶ Sydney Mail and New South Wales Advertiser, 29th August 1874, p. 276.

Fortunately, the *Annual Reports* of the Railway Department in the 1870s provide a tidbit of information about the development of the station. In 1877, a waiting shed was erected.²⁷ The next year a ticket and telegraph office were erected.²⁸

Limited post office services had been available at the Springwood Hotel at some time after the Hotel opened in 1876 but, in 1877, a postal receiving office was established at the station, according to a local history document.²⁹ A Post Master was appointed in 1880 and the lamp room was utilised for postal work from 1891/92. In 1892, the Railway Department installed a stove in the post office. The local history document says that the lamp room “proved to be damp and unhealthy”.³⁰ The post office was removed from the station in 1901.

The first reference to railway housing appeared in the *1878 Annual Report* which stated that a new oven had been installed in Porter’s house. In the same year, a lamp room was erected and a verandah provided in front of the ticket office window. The last improvement, in 1880, was the erection of additional platform nameboards.³¹ At the time, the Railway Department was erecting additional name boards at a large number of stations throughout the railway system.

From the available information, it seems that the platform contained a series of small, stand-alone structures.

In 1878, the *Sydney Morning Herald* reported on the increase of rail traffic on the Main West line.

“Owing to the immense development of the mineral traffic from the Lithgow Valley on the Western line, it has been found necessary in consequent of the great increase of traffic to provide additional facilities for the crossing of trains at Katoomba, Wascoe's, and other places”.³²

A comment was made by a correspondent, named The Sparrow, in the *Nepean Times* about the small size of gatehouses. The article stated:

“The Railway gatehouses (need to be) made larger where there are families of seven and nine living in them. The said houses contain two small bedrooms and one sitting room and small kitchen. They required enlargement so that families can live in them with decency and comfort”.³³

²⁷ *Report of the Railway Commissioner, 1877*, Appendix 1, p. 17 and R. F. Wylie & C.C. Singleton, “The Crossing of the Blue Mountains”, *Bulletin*, June 1957. P. 90.

²⁸ *Report of the Railway Commissioner, 1878*, Appendix 1, p. 15.

²⁹ Springwood Historical Society, “*Brief History of Springwood*”, <https://www.bluemts.com.au/HistoricalSociety/history.htm>

³⁰ https://www.flickr.com/photos/blue_mountains_library_-_local_studies/39938025875.

³¹ *Report of the Railway Commissioner, 1880*, Appendix 1, p. 16.

³² *Sydney Morning Herald*, 15th July 1878, p. 5.

³³ *Nepean Times*, 7th October 1882, p. 2.

DO BUILDINGS AT OTHER STATIONS IN THE 1860s PROVIDE A CLUE AS TO WHAT WAS ERECTED AT SPRINGWOOD IN 1867?

There is no reliable information about the structure erected initially in 1867 at Springwood. The two photographs below show two types of structures that were then erected at small stations.



The above photograph shows the simple waiting shed at Emu Plains on 31st December 1977. It was the essence of economy with a single pitched roof, the omission of a platform awning and an absence of internal lining boards on the walls. The disgraceful neglect of building maintenance is obvious.



The foregoing photograph shows two forms of the second type of basic structure for small stations. The design was a bit more costly with a double pitched roof. The architecture came in two styles – one with an open front and, the other, fitted with a pair of doors. Again, there was no platform awning. Photograph was taken on 9th April 1977.

PATTERN OF OPENING OF STATIONS AND REPLACEMENT OF INITIAL BUILDING ON THE BLUE MOUNTAINS

The Table below sets out the opening dates for the five stations nominated in an August 1867 press article as well as stations at Emu Plains, Wentworth Falls and Mount Victoria. The nature of buildings at each station is also provided.

TABLE: STATIONS PENRITH TO MOUNT VICTORIA - BUILDINGS AT OPENING DATES

STATION	OPENING DATE (AS LISTED IN J. FORSYTH, HOW AND WHY OF STATION NAMES)	BUILDING DETAILS AT THE TIME OF LINE OPENING
Emu Plains	18 th August 1868	Adjacent Gatekeeper's cottage used as a combined office/residence
Wascoe's (Blaxland)	1868	No known building
Springwood	11 th July 1867	Waiting shed of unknown description ³⁴
Buss's (Woodford)	19 th July 1868	No known building
Blue Mountain (Lawson)	11 th July 1867	"old timber shacks" ³⁵
Weatherboard (Wentworth Falls)	11 th July 1867	A structure for a Pointsman of unknown design – temporary terminus ³⁶
Blackheath	1st May 1868	Opened as a "halt". Platform not provided until 22 nd December 1869
Mount Victoria	1st May 1868 ³⁷	Georgian-influenced sandstone building ³⁸

A massive amount of public money was spent constructing the railway line across the Blue Mountains in extremely difficult terrain and one way to save money was to minimise expenditure on station buildings. That was government policy and,

³⁴ C. C. Singleton, *To the Fertile Planes Beyond*, Redfern, ARHS, 2016, p. 77.

³⁵ *Ibid.*, p. 93

³⁶ *Empire*, 2nd May 1867, p. 5.

³⁷ John Forsyth is incorrect when he states that Mount Victoria was opened on 6th September 1868.

³⁸ Singleton is incorrect when he states that the "original station building only lasted for five years".

additionally, there was no local opposition as the area through which the line traversed was extremely sparsely populated. No one was about to complain about the poor quality of their station facility. There were simply lucky to have access to a platform.

A three-tier design policy was in full swing in 1867. On the bottom tier were the waiting sheds, which were approved/built at Braemar, Springwood, Lawson and Wentworth Falls. It is assumed that all were constructed to the same pattern with the following features:

- small size (c 15 feet by 10 feet),
- timber frame and clad externally with weatherboards,
- unlined internal walls,
- open front,
- no heating,
- single pitch roof sloping to the rear, &
- no platform awning.

The Sydney press was favourably impressed across the Blue Mountains with the quality of the railway gatehouses and the platform building at Mount Victoria saying in 1868:

“It is not often that one can see anything to commend in the architecture of the public buildings. Indeed, it seems as if we had taken it into our heads to originate a new order of architecture — which might properly be styled 'The Eccentric order' — based upon no system and subject to continual modifications, according to the caprices of the architect. The railway buildings along the mountainous portion of the Western line are, however, an exception to the rule. They are the best buildings of their kind in the colony, being neat, substantial, built of splendid materials, and without fantastic adornments. The gatehouses, twelve in number, at the crossings are very neat cottages, and seem to be excellently planned and built. The station at Mount Victoria is a model station; and it would be well if the Government would repeat it as often as they have got occasion to build a railway station in the future. It is a plain structure, with a verandah and stone platform. It is built of coursed rubble, tuck-pointed, and roofed with slates. The goods shed is made of iron. The building was put up by Mr. Maclean”.³⁹

The table below shows the dates of the stations at the opening of the Main West line, the dates of stations opened after the opening of the line and the years in which the

³⁹ *Sydney Mail*, 9th May 1868, p. 9.

platform buildings were renewed. In summary, most stations have to wait until the track was duplicated in 1902 to receive structures to replace the initial primitive affairs.

TABLE: RENEWAL OF ORIGINAL PLATFORM BUILDINGS EMU PLAINS TO BELL

YEAR & STATION AT OPENING OF LINE	YEAR & STATION OPENING AFTER LINE OPENING	YEAR OF BUILDING RENEWAL APPROVAL	NOTES
	1868 Emu Plains	1882	
	1964 Lapstone		Building on westbound platform demolished c1993 & replaced by tin shed
1867 Glenbrook		1913	Opened as Water Tank, later Wascoe's Siding
	1913 Glenbrook	Nil	New station on track deviation for track duplication
1867 Blaxland		1901	Upon track duplication
	1918 Warrimoo	1956	1 st building destroyed by fire
	1875 Valley Heights	1901	Upon track duplication
1867 Springwood		1883	
	1877 Faulconbridge	1901	Upon track duplication
	1874 Linden	1901	Upon track duplication
	1868 Woodford	1901	Upon track duplication
	1884 Hazelbrook	1901	Upon track duplication
1867 Lawson		1879 & 1901	Second renewal upon track duplication
	1925 Bullaburra		Toilet block added in 1974
1867 Wentworth Falls		1890	
	1890 Leura	1901	Upon track duplication
	1874 Katoomba	1881 & 1890	

YEAR & STATION AT OPENING OF LINE	YEAR & STATION OPENING AFTER LINE OPENING	YEAR OF BUILDING RENEWAL APPROVAL	NOTES
	1880 Medlow Bath	1901	Upon track duplication
1868 Blackheath		1884	
1868 Mount Victoria			Two building on eastbound platform in 1911
	1876 Hartly Vale	1911	Second hand timber building from Bell
	1875 Bell	1912	Upon track duplication

The order of renewal of platform buildings in in 19th century was:

- 1879 Lawson
- 1881 Katoomba
- 1883 Springwood
- 1890 Wentworth Falls and Katoomba.

PART 2 THE PRESENT PLATFORM BUILDING

THE REPLACEMENT OF THE FIRST SET OF PLATFORM STRUCTURES

The news of the construction of the present building appeared in the press in October 1882. The article gave the following information:

“We are glad to learn that the Railway Department proposes shortly to erect a new railway station at Springwood. The accommodation provided there at present is altogether inadequate to meet requirements and, as Springwood is a place of growing importance, no time ought to be lost in erecting a more commodious structure”.⁴⁰

The year, 1883, started with the announcement of the elevation of the status of Springwood station. Up to the end of 1882, the station was under the management of a Porter-in-Charge. From 1st January 1883, James Tanner was appointed Station Master from 1st January 1883. He had been appointed to the railway service on 8th December 1876. On the same day as Tanner’s appointment, Station Masters were

⁴⁰ *Nepean Times*, 14th October 1882, p. 2.

also appointed at Glenbrook and Katoomba all on a salary of £150 per annum. As the official list of salaried employees engaged by the New South Wales Government, called these days the Blue Book, listed only salaried officers, any staff prior to 1883 would have been wages employees and, accordingly, excluded from earlier editions of the Blue Book.⁴¹



The above pictures show the location of the station relative to the street approach, in this case Macquarie Road, which was formally the main road to Bathurst. Not many station buildings were erected before 1890 where there was high and direct visibility of the building from the adjoining streets at or about 90°. Springwood building is included among that small number. For instance, on the western line, apart from Springwood, the next station encountered westward with the approach road leading directly to the station is Bathurst, then Wellington and Nyngan. Most other stations in the 19th century were erected parallel to existing public roads. The photograph on the left was taken on 10th September 2010 and the image on the right was captured by James Daton on 18th April 2024.

APPROVAL OF THE PRESENT STRUCTURE

The building would have been approved by the Engineer for Existing Lines, George Cowdery, and falls into that classification of platform structures that could be called Second Class.

Francis Wright, the Minister for Public Works, in reply to Dr Andrew Ross, the Member for Molong, said in Parliament in December 1883 that the plans had cost £17.⁴² Unfortunately, the general arrangement plan on which approval is normally expressed does not exist, as far as is known.

The only plan to survive is for some of the Gothic-style details and, on that plan, the signature is not of George Cowdery but of Fred Avery, the local District Engineer. He approved the plan on 15th August 1883, which was four months after tenders closed. It was not unusual for the plans for building details to be prepared later than the general arrangement plan.

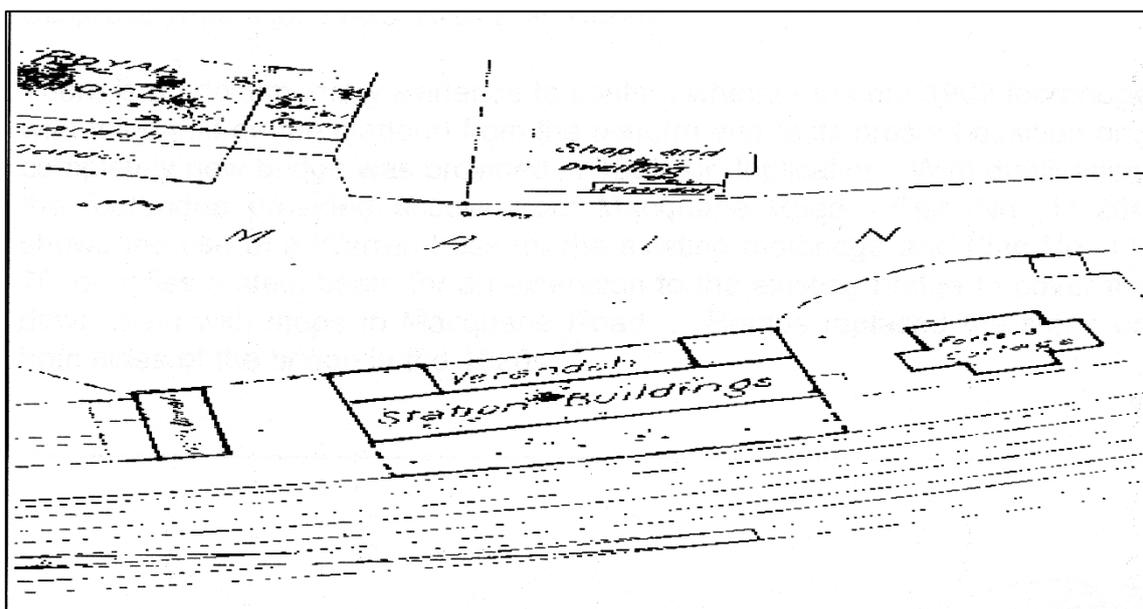
⁴¹ New South Wales, *New South Wales Public Service List 1883*, Sydney, 1884, p. 117.

⁴² *Nepean Times*, 22nd December 1883, p. 5.

DIMENSIONS AND PLAN

The building was typically modest in size, being 81 feet long and 25 feet wide (internal) at the end gables (26 feet 6 inches external).⁴³ Between the end gables, the rooms were 14 feet wide (internal) and 15 feet 6 inches wide (external). The in antis awning between the two end gables on the road approach was nine feet nine inches wide.

The floor plan was symmetrically based on the centre entry/exit/general waiting room which was 20 feet long by 14 feet wide (internal). On each side of the general waiting room were two rooms each approximately 14 feet square. On the western side of the general waiting room was a parcels office and a booking office and on the eastern side an office for the Station Master and the ladies' waiting room.



*The above plan shows the outline of the completed building in 1886. On the right is the official residence of the Porter-in-Charge, which was erected in 1878. The main platform is shown in the centre. Noteworthy are the adjacent projections of the structure towards the street at each end of the building. These were removed in 1902 to allow for track duplication. On the left-hand side is the detached male toilet with the heavily-inked outline of a new lamp room to be attached to the toilet block. On the top left is the Royal Hotel dating from 1881. **SOURCE:** Survey Plan No. 370 13/324, former State Rail Authority Plan Room.*

THE DOCK PLATFORM

It was normal practice to provide a dock platform adjacent to the main line and behind the passenger platform to enable wealthy travellers to load and unload their buggies and horses adjacent to the passenger platform. No such dock was provided at

⁴³ The building length excludes the 14 feet square new general waiting room at the eastern end, erected in 1944.

Springwood until 1885. In that year, a carriage dock was erected opposite the passenger platform in the goods yard. The provision of a sandstone face reflected the high status of the people who travelled to and from and resided at Springwood.

PLATFORM BUILDING DESIGN

The design followed traditional Railway practice as evident in the overall symmetry. The use of transverse gabled roofs was standard New South Wales practice for structures three or more rooms. Sometimes, the gables were placed in the centre of the roof and, at other times, as at Springwood, at the ends of the buildings. In other cases, detached and semi-detached pavilions not far from the building ends possessed gabled roofs.

While the overall design is consistent with a few other examples, there are two major aspects of interest. Firstly, of all the other examples with twin gables at the ends of the main building, all were erected on new lines. Springwood was the only example of that style erected on an existing line. The explanation relates to the name of the approving officer. Buildings on new lines approved by John Whitton and those on existing lines by George Cowdery.

The second interesting aspect is the application of the design for a Second Class building on existing lines. With only two exceptions, every other Second Class building erected on an existing line in the 1880s featured the very simple Georgian style with an uncluttered roof, attached pavilions at each end and a virtual absence of decorative elements. Fourteen examples were erected in the 1880s to the Georgian influence on existing lines, including Blacktown, Eskbank, Harden, Morpeth, Parramatta, Windsor and Richmond. Not so at Springwood with a design based mostly in the Gothic-Revival form.

The next question to be asked is why Cowdery did not use the Georgian design at Springwood. There is no evidence and the answer lies in guesswork. In some ways, the Main Western line has a history of atypical designs and structures, such as the three-storey building at Emu Plains, the construction of the first inter-platform subway on the entire system at Bathurst in 1882 and the provision of very early footbridges on the railway system at Springwood and Orange in 1883. The unusual design of the platform building at Springwood is consistent with the other puzzling features of the western line.

Local history documents describe the building in the following manner:

“The walls of the original building are Flemish bond, tuck-pointed brickwork with sandstone capping to the parapets and sandstone quoins to the external corners and reveals to openings. An arch on the centre of the original parapets

has a stone infill carved with 'ERECTED 1884'. Sandstone finials top the gables and bull's-eye vents in the gables are edged with sandstone".⁴⁴

The design reflected some Gothic-influenced features, particularly evident in the steep pitch of the gables at the end of the roofs. The use of sandstone blocks for the building quoins and surrounds on the doors and windows was an elevation of the usual use of rendered cement mounted with the pretence of stone.



The photograph to the left shows one of the very unusual aspects of the Springwood building, namely a pediment with the date of construction. The photograph also shows the extensive dirt attracted to sandstone capping. The photograph dates from 31st December 1977.



The above photographs show some of the architectural detail aspects of the Springwood station building. On the left is the spandrel (i.e., the vertical boarding terminating the platform awning) and the sandstone quoins at the building corner. The spandrel was very plain-looking and that feature marked the station in a small way as a Second Class building.⁴⁵ The gables have sandstone capping with sandstone finials. Originally, the gables extended towards the edge of the platform awning but were relocated backwards to the main building wall when track duplication forced the truncation of the gables. The building in the right foreground of the photograph on the left is the combined male toilet/lamp room. The picture on the right shows the ornate brackets supporting the awning on the eastbound track. Again, the omission of cast-iron vertical posts supporting the platform awning was another marker that denied the structure First Class status. The photographs were taken on 31st December 1977.

⁴⁴ <https://bluemlocalstudies.wordpress.com/2018/08/08/walking-through-history-springwood-town-centre/>

⁴⁵ A First Class structure would have had much fancier designed spandrels with decorative timber work and possibly cast-iron elements.

NON-STANDARD DESIGN AND FEATURES

There were several atypical design features of the building. These were:

- approval of a one off design for a Second Class building on an existing line
- the use of sandstone, rather than cement render, on the building corners and around window and door openings
- the application of sandstone around the bottom of the roof and the gables
- sandstone corbels (rather than the usual concrete)
- the selection of sandstone for the finials atop the gables
- the absence of Italianate influenced ornamental stonework at the heads of windows and doors rather than the usual arched heads.
- the location of the original lamp room in the original, extended, transverse gables on the road approach side of the building
- the high-pitched roof with pediments expressing the year, 1884, on both sides⁴⁶
- the design of the roof ridge of the male toilet in line with the ridge of the main roof (normally gabled roofs for attached and semi-attached pavilions would be expressed transverse to the main building roof)



This image shows the westbound side of the platform building. The sandstone corbels, on which the awning brackets sit, are recessed into the double skin brick wall. On new buildings, corbels would sit on engaged piers but the absence of such piers clearly indicate that the corbels and brackets have been added to an existing building. Note that the external surface of the brickwork on the right of the image is not as rough textured as those elsewhere on the building. When the new general waiting room was added to the eastern end of the structure in 1944, machine made bricks were used. The bricks on the original building were hand made. Between the old and new brickwork is one of the quoins which formed the corner of the building prior to 1944. While the building was approved in 1882, Italianate architectural influences were employed on larger station buildings. That influence was not used on the Springwood structure, which featured ornamental stonework at the heads of windows and doors rather than the usual arched heads.

⁴⁶ *Sydney Morning Herald*, 11th September 1883, p. 2.

THE PECULIARITY OF SOME WESTERN LINE STRUCTURES

There was a detached male toilet, with the roof ridge parallel to the ridge of the main building – a rare feature at that time but was consistent with the treatment at Lawson in 1879, Katoomba in 1881 and Blackheath in 1884. Those structures were not alone in being significantly different to others in use in the 19th century elsewhere on the railway system.

What is a surprise is the unusual design adopted for both the buildings at Millthorpe and Spring Hill. Not only were those buildings unusual, but there were also some platform structures on the western line that were atypical of what was happening elsewhere on the New South Wales railway system. Other examples are at Wellington, Dubbo and Trangie show strange design features. These are additional to the bizarre case in 1891 of erecting a building at Katoomba which was designed purely for the main western line from Sydney to Homebush.



This photograph taken on 27th August 1997 shows the transition of office furniture from traditional times to the 1990s. It reflects the desire of CityRail to improve staff working conditions. On the left side is the newly installed desk for the Station Master while, behind his chair, is a timber cabinet having been made many decades ago in the Railways' own workshops. The constant ins and outs of the seat have removed some the paint from the cabinet. The window frame is painted in the traditional colour of light stone while the door on the right is painted in dark stone. There is a little box attached to the end of the cabinet which contains the green, red and white flags for dispatching trains.

Architectural peculiarities on the Main West were not restricted to platform buildings. For example, faceted bay windows were erected on some platform buildings, such as Granville and Liverpool, in the late 1870s but such a feature was not usually applied to official residences as they were at Blayney and Orange. In addition, atypical, curved roofs were applied to the goods sheds at Nashdale and Borenore and to the two-track engine shed at Orange.

CONSTRUCTION

Tenders closed on 3rd April 1883 for the construction of the new station building.⁴⁷ On 22nd May 1883, the Government advertised that T. Kirby and J. Galloway were the successful tenderer.⁴⁸

The contractors started work at an early date but they were dismissed about September for failing to carry the work in a satisfactory manner. At that time, the work had been proceeding for about four or five months. A sandstone quarry had been opened, though the stone blocks in the quarry had not been utilised.

Fresh tenders were called, closing on 18th September 1883.⁴⁹ The press in October 1883 listed Messrs. White and Coghill as the new contractors.⁵⁰ They were based at Paddington. Authors, Clark and Florance, added two more names stating that the platform structure was built by John White, Charles Coghill, Thomas Proull and William Coghill.⁵¹

The Coghill brothers were very experienced contractors of railway works and were undertaking works in 1883 also at Wallerawang, Rylstone and Mudgee to mention a few in the area. In November, the station worksite was described as “plenty of mud, dirt and mantraps”.⁵²

The local residents and regional press were horrified at the condition of the worksite. The *Nepean Times* newspaper made the following comment:

“It is horrible the way the beauty of our picturesque village has been destroyed by the attempt to erect a new railway station, as the site for the station resembles nothing so much as a cemetery; in fact, it has been taken by many of the travellers by the night trains for Haslam's Creek (i.e., present day Rookwood Cemetery). It is about eight months since the first contract was taken. That contractor failed, and I believe he had never even signed a bond for the work. A pretty specimen of red tapeism (sic). Now, the contract is in the hands of reliable men, who are anxious to forward the work, but have been delayed by some bungling re foundations. It would be interesting to know what this piece of work has cost the Government. I am sure the inspection alone

⁴⁷ *New South Wales Government Gazette*, 30th March 1883, No.121, p. 1675.

⁴⁸ *Ibid.*, 25th May 1883, No. 222, p. 2915.

⁴⁹ *Ibid.*, 11th September 1883, No. 385, p. 4942.

⁵⁰ *Sydney Morning Herald*, 6th October 1883, p. 9.

⁵¹ A. Clark and R. Florance, *Going South – Constructing the Railway – Kiama to Bomaderry*, Nowra, Shoalhaven Historical Society, 2017, p. 81 claims that Proull is spelt Puroull.

⁵² *Nepean Times*, 24th November 1883, p. 2.

must be a nice little figure, for you will see as many as four inspectors here at a time, take a header and disappear. If they each managed to place a brick or stone in the building each visit, we would have 110 reasons to complain, but I suppose that is not their line".⁵³

A perplexing reference appeared in the 1883 *Annual Report* that the level crossing was "removed". No. The level crossing was not eliminated but moved a little further west. To accommodate the Railway Department's officer supervising the construction of the new platform building, an office was erected for the so-called Inspector of Erection of Station Buildings.⁵⁴

Public opinion changed by February 1884 when one newspaper said:

"The new station is rapidly becoming a fact that you can realise and, when finished, will be quite an ornament to the place".⁵⁵

By June 1884, the press indicated that the building was "being proceeded with in a rapid manner". The press went on to say:

"The latter (i.e., the new platform building) will be one of the neatest stations on the line, and ample provision will be made for the arrival and departure of visitors by the erection of a very long platform. The Station Master at Springwood, who is not a very 'big' man, will scarcely know himself in his new quarters, especially after being compelled to do duty for such a length of time in the old crib".⁵⁶

No further press reports are available to indicate the completion date. Hence, the completion date of the platform building is unknown.

A hundred residents of Springwood gave a "complementary banquet" to their local Member of Parliament, Thomas Smith, in June 1885 at which one of the speakers stated that Smith had "secured" the replacement station building. Even the *Sydney Morning Herald* indicated that Smith was "instrumental in having new railway stations erected at Springwood and Emu Plains and a new one had been promised him at St. Marys".⁵⁷

⁵³ *Nepean Times*, 22nd December 1883, p. 5.

⁵⁴ *Report of the Railway Commissioner*, 1883, Appendix 1, p. 12.

⁵⁵ *Nepean Times*, 23rd February 1884, p. 2.

⁵⁶ *Ibid.*, 7th June 1884, p. 2.

⁵⁷ *Sydney Morning Herald*, 5th Jun 1885, p. 5.

The Government advised Gatty and Whiteman on 6th November 1884 that they had received the contract for the construction of water tanks and the cesspit.⁵⁸

Wylie and Singleton have written that, in 1884, an additional crossing loop was provided as well as a goods siding and a stone-faced carriage dock at the eastern end.⁵⁹ At the end of 1884, the brick faced platform was 375 feet long. As evidence that the existing level crossing was not removed, a comment in the 1884 *Annual Report* said that crossing gates have been “fixed” (i.e., relocated).⁶⁰



The above photograph shows the platform structures at Springwood in 1920 in original condition. Nearest the camera is the male toilet pavilion. The most unusual aspect of the pavilion is the position of the roof ridge, which is in line with the ridge of the main building. Normally, toilet pavilions in the 19th century would express the roof ridge transverse to that of the main building. Two other features of the toilet block reflected traditional New South Wales Railway practice. The first is the use of vertical timber boarding for the privacy screen in front of the entrance to the toilet, rather than brickwork. Why were privacy screens necessary? Male toilets were seldom fitted with entry/exit doors. Secondly, is the arched head of the entrance to the toilet. This stylistic feature was applied to male toilet structures even when all other doors had square heads. The face brickwork on the entire building was painted sometime between 1953 and 1965, probably in late 1953 or early 1954 for the visit by Queen Elizabeth II. Major buildings along the various routes on which the Royal train travelled were painted white. Towards the far right of the photograph can be seen a windmill which was used to pump water to the platform. A similar windmill was also in use at the same time at Emu Plains.
SOURCE: Pinterest.

⁵⁸ *New South Wales Government Gazette*, 7th November 1884, No.570, p. 7446.

⁵⁹ R. F. Wylie & C.C. Singleton, “The Crossing of the Blue Mountains”, *Bulletin*, June 1957, p. 90.

⁶⁰ Commissioner for Railways, *Annual Report 1884*, Appendix 1, p. 12.

EXTRACT FROM THE RAILWAY GUIDE 1884

The following is a description of Springwood:

“Springwood Platform, 47miles, 1,216 feet above sea-level. — Leaving the charming little mountain village designated "The Valley," the Railroad winds away westerly for a mile and, after rising 100 feet, it brings the traveller to Springwood. The visitor to Springwood will find excellent hotel accommodation at the Royal (Boland's), immediately opposite the station, or accommodation can be secured at Martyn's Hotel, a short distance off. The chief sight at Springwood is Sassafras—so called from the number of sassafras trees or Flying Fox Gully.

Springwood is said to be one of the finest places on the mountains for all kinds of ferns and lycopods. It possesses an equable climate—in winter it is not too cold, and in summer the mountain air, morning and evening, is fresh and cool. A number of influential gentlemen have residences here, including Mr. J. B. Hoare, the Hon. J. Frazer, the Hon. James Norton, and the Hon. Mr. O. Moore”.⁶¹



The photograph was taken in 1920 with the unknown photographer standing in the goods yard looking in a westerly direction. Note the lamp fixed to the wall of the male toilet block. The photograph shows the main building in its approved design before a new general waiting room was added to the eastern end in 1944. The initial general waiting room was gobbled in 1944 up in an expansion of the parcels office. Also visible is the unpainted, face brickwork of the

⁶¹ *The Railway Guide of New South Wales*, Second Ed., Sydney, Government Printer, 1884, p. 79.

platform buildings as well as the goods shed and the Warren truss footbridge. **SOURCE:** Photograph No. 020431 ARHS Railway Archives.

Following the approval in 1884, additional works were undertaken in 1885 included the excavation of an underground water tank and night soil cesspit. Both were constructed by contract. Also in 1885, seats were installed in the general waiting room and a fence was provided at the rear of the platform.

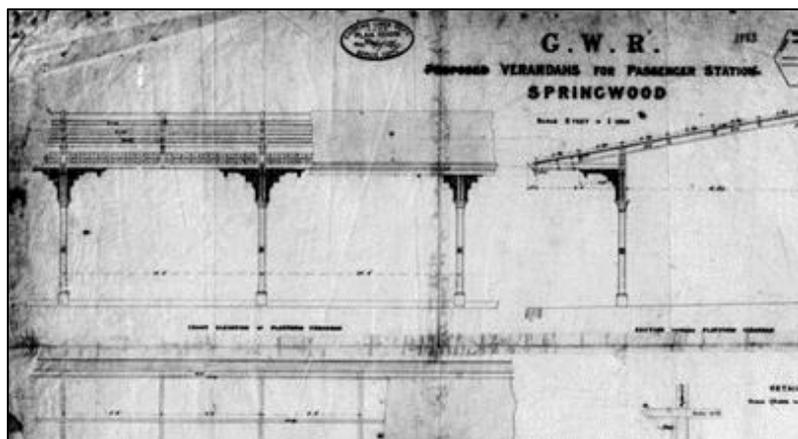
RAILWAY HAPPENINGS 1885-1901

A public meeting was held on 24th November 1888 to discuss railway issues, especially the stopping of trains at small stations for one passenger. The speakers said the frequent stopping resulted in long journey times, thus restricting tourism. One speaker said that the new Chief Commissioner, E.M.G. Eddy, came with a strong reputation, being “accustomed to run trains to pay dividends. Seems that the whole meeting was impressed with Eddy’s policy. For example, one local resident expressed confidence that the public would get what they long wanted, namely a quick and cheap railway system”.⁶²

THE IMPACT OF TRACK DUPLICATION 1902

Work on duplication generally was authorised on 28th August 1901.

A two inch superelevation was provided for the new Down Main line through the new platform. A four inch superelevation was made for the Up Main line. Both main lines curved through the platforms on a radius of 12 chains.



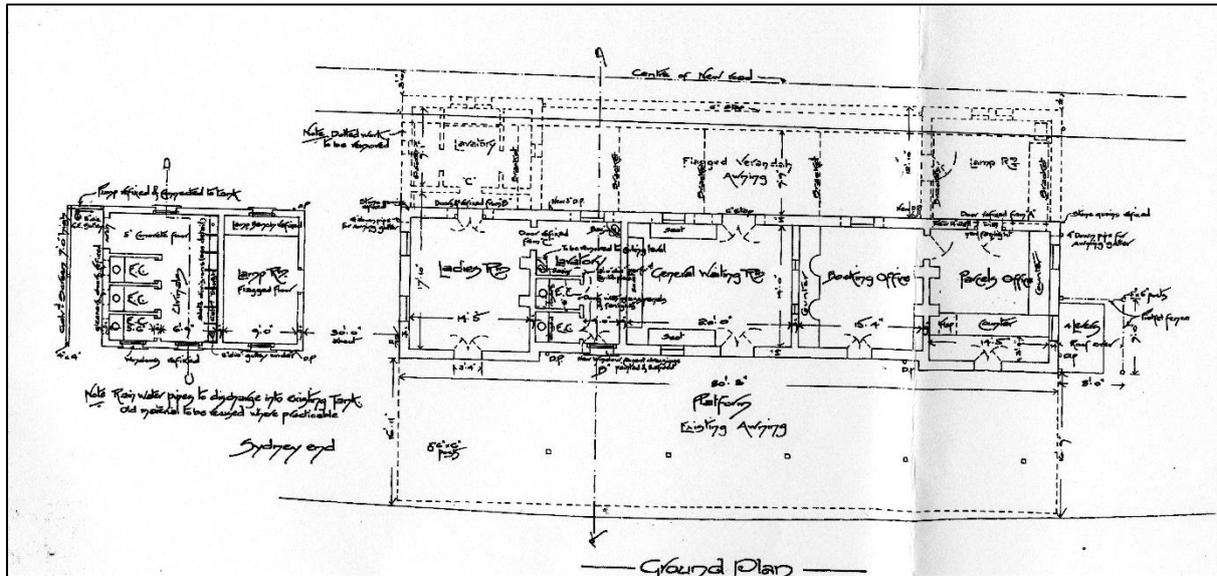
Unusually, one part of the proposed construction in 1883 that was not in the original plan was the provision of the awning on the road approach. Above is part of a plan dated 15th August 1883 for the in antis awning between the two end extended gables facing Macquarie Road. The awning was 12 feet 10 ½ inches wide from the building wall to the vertical timber posts,

⁶² *Evening News*, 27th November 1888, p. 6.

then a further six feet to the gutter on the awning fascia. Possibly, the Existing Lines Branch initially did not intend to place an awning between the two gables. The contract date appears to be 5th May 1884. The names of three of the four contractors are difficult to read but one name appears to be John West.

Not every Blue Mountains station building was planned to be replaced in 1901 for the proposed track duplication. Springwood possessed an attractive building erected in 1884 of the neo-Gothic style. The general arrangement plan for the alterations is dated 18th December 1901. There, track duplication significantly affected the road approach side to the structure. The following changes were made to the structure:

- the platform was converted from side to island form
- the two projecting end gables (extending nine feet beyond the building alignment and 14 feet long) were removed with sympathetic repairs to match the existing work
- the existing in antis awning between the two gables on the road approach was demolished
- a new nine feet nine inch wide awning was added to the rear of the building using what were known as standard, inverted “U” awning brackets on stone corbels
- a new female toilet was inserted into the existing building envelope adjacent to the ladies’ waiting room to replace the former facility in the projecting gable at the eastern end of building
- a new 10 feet by 17 feet lamp room was added to the rear of the existing male toilet block to replace the former lamp room in the pavilion at the western end of the building, thus reducing the distance between the eastern end of the main building and the toilet/ lamp room
- replacement of cesspits for the closets in both the existing male and new female toilet with earth closets
- Replacement of the existing urinal with full length stall dividers with half-height dividers

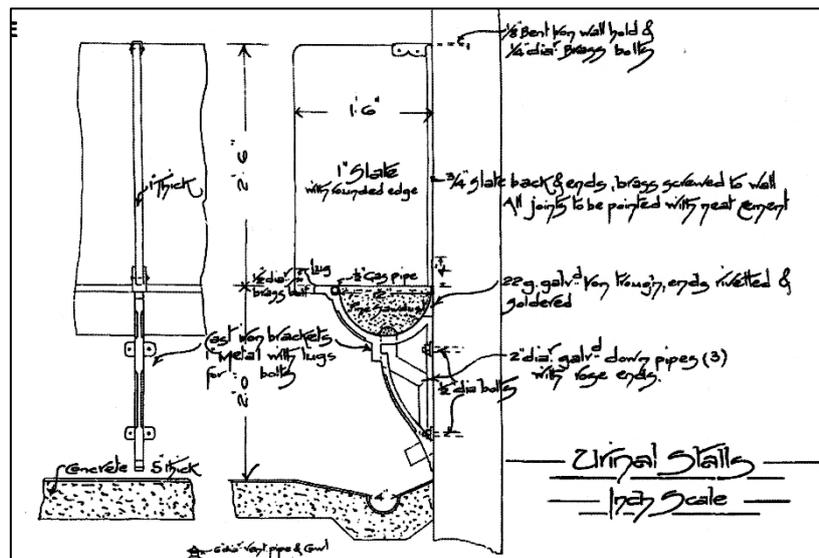


The above plan shows the additional width of the platform building at the ends – one contained female toilets and the other the lamp room. These extensions were removed to allow the new Down Main line to be built behind the structure. The in antis awning facing Macquarie Road was also demolished. A new lamp room was built behind the male toilet block on the left and the Station Master lost his office for the new female toilet.

All existing stone dressings were to be re-fixed, including the circular vents in the ceiling cavity in the projecting gables facing the road approach. All work was to match the existing fabric, including the male toilet/lamp room extension.

From the opening of station up to 1901, night soil was deposited in a cesspit but the arrangements changed in that year with the introduction of “dry earth closets”. With that arrangement, the cesspit was closed and a pan service introduced. Alongside the pans was a bucket of dirt with a small shovel. After delivery of the night soil into the pan, the occupant of the closet shovelled some dirt to cover the faeces. However, it appears that not all liquid waste ended up in the pans as a 1938 plan shows an absorption trench extending from the male urinal to the eastern end of the platform. With the proposed extension of the platform in 1938, the existing absorption trench was abandoned and a new absorption trench laid from the male toilet for the total length of the 120 feet platform extension past the proposed 16,000 gallon elevated locomotive water tank using six inch diameter pipes which then discharged the liquid into an “open drain”. What is the explanation? It may well be that dry earth closets were in use from 1901 in both the male and female toilets but the urine from the male urinal still made its way underneath the platform for a lengthy distance. That arrangement would, in turn, indicate that the back of the urinal was not changed in 1901 as it was in other locations where the height of the wall of the urinal was shortened. The wall remained in place from ground level to shoulder height. The new style of urinal commenced at knee level, thus allowing pans to be placed at each end

of the urinal to capture the liquid waste product. Only the urinal stall dividers were replaced at Springwood.



Above is an extract of the plan prepared in 1901 for the new urinal in the male toilet block. The former full height slate partitions were removed and much shorter partitions, using one inch thick slate, were erected. The new partitions commenced two feet above the floor level and extending upwards two feet six inches. The new urinal design was a feature of virtually every new toilet built between about 1895 and 1955. However, the back of the urinal was not similarly raised above the floor level, thereby allowing the urine to be discharged along an open drain within the toilet block and then disappearing under the platform surface.

The following comment has been made by a local history group:

“Modifications to the building resulting from the duplication of the railway line in 1902 retained the elegant Victorian Gothic character of the station. With the intact lavatory building, it is an important element in the chain of railway stations across the Blue Mountains. The size of the main station building and its solid, well-detailed construction suggests the growing importance of the village of Springwood in the 1880s. The Springwood Railway Station Group is important to the local townscape forming a landmark at the curve in Macquarie Street towards the western end of the shopping centre”.⁶³

⁶³ <https://bluemlocalstudies.wordpress.com/2018/08/08/walking-through-history-springwood-town-centre/>



*This undated image shows the areas of the major impact of track duplication on the building on the westbound side. Both ends of the platform building were emphasised originally with gables crossing the roof line right angles. Their role was emphasised by circular sandstone vents facing Macquarie Road. The two gabled sections were extended approximately 12-15 feet towards the edge of the platform.⁶⁴ Between these extensions was an in antis awning supported by timber posts. Upon track duplication, both gables were truncated back to the alignment of the remainder of the building and the awning was demolished. A new awning was added to the full length of the building supported by cantilevered awning brackets standing on sandstone corbels. The photograph shows corbels set directly into the 18 inch thick brick walls. Such a presentation nearly always marked the provision of a cantilevered awning on an existing building. **SOURCE:** Google.*

The railway station was lit by gas in 1911. In 1915, the 'airgas' machine and gas house were damaged by fire and repairs cost £30. A telephone exchange was installed in the town in 1912. Electricity was turned on in Faulconbridge and Springwood towns in 1924 whilst town water arrived in 1936.

⁶⁴ There is a conflict between official documents showing the width of the projecting end gables and the in antis awning. One document says 9 feet while another documents is 18 feet.

PART 3 THE FOOTBRIDGES

THE 1879 FOOTBRIDGE

According to the 1879 *Annual Report* of the Railway Commissioner an overbridge was erected in that calendar year.⁶⁵ That primary reference states an “over-bridge erected”. The 1879 *Annual Report* even gives a cost of £661 for the construction of the overbridge as well as the erection of a booking and telegraph office. When the cost of £197 is deducted for the construction of the booking and telegraph office, the sum remaining expended on the footbridge was £464. The early footbridges on the New South Wales railway system were erected not to serve a platform but to cross railway yards and this was the case at Springwood, Goulburn and Orange, the latter two being erected in 1883. In the same year that the bridge was erected at Springwood, a similar facility was built over the goods yard at Darling Harbour.

No official plans exist, as far as is known, for the Springwood footbridge and, surprisingly, there are no references in the surviving newspapers.

A confusing secondary reference makes interpretation of the date of the footbridge confused. Historians, Wylie and Singleton maintained that the footbridge was erected in 1883 at the western end of the platform alongside the level crossing.⁶⁶ There is no primary evidence cited by Wylie and Singleton to substantiate the construction of the footbridge in 1883. For example, there is no mention of the footbridge at Springwood in the *Annual Reports* for 1883, 1884 and 1885.

THE 1894 FOOTBRIDGE

There is a perplexing reference to “overbridge at level crossing” whose construction was authorised on 11th June 1894. The nature of the work is unknown.⁶⁷ Maybe the 1879 bridge was replaced with a new structure in 1894. The authorisation of a Shop Order in that year is pretty strong, but not conclusive, evidence that a new footbridge was erected.

As was the case with the 1879 footbridge, there is no surviving plan of the 1894 structure. However, there is one piece of evidence that indicates that a plan was prepared. That evidence is a handwritten note on an index card from the now closed Railway Archives referring to the plan.⁶⁸

⁶⁵ *Report of the Railway Commissioner, 1879*, Appendix 1, p. 14.

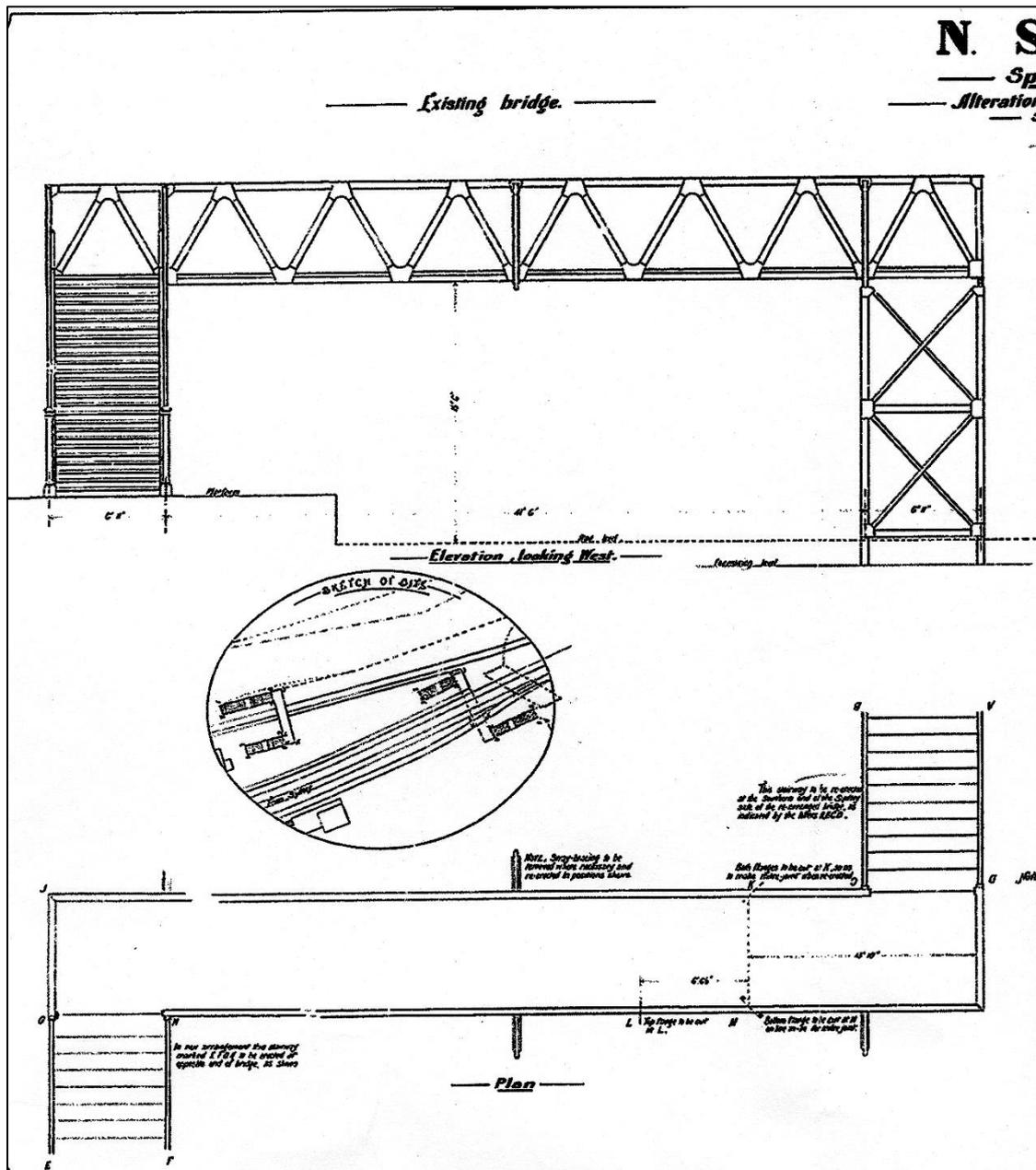
⁶⁶ R. F. Wylie & C.C. Singleton, “The Crossing of the Blue Mountains”, *Bulletin*, June 1957, p. 90.

⁶⁷ Index card, former State Rail Authority Archives.

⁶⁸ Plan No. 20 D 11 dated 20th October 1901. R. F. Wylie & C.C. Singleton, “The Crossing of the Blue Mountains”, *Bulletin*, June 1957, p. 90 maintained that a new footbridge was erected.

There is also one surviving press article which mentions the 1894 facility. The usual monthly meeting of the Springwood Progress Association was on 18th June 1894 at which a letter was read from the Commissioners for Railways "re the proposed construction of an overhead bridge for foot-passengers at the Springwood Railway Station crossing".⁶⁹

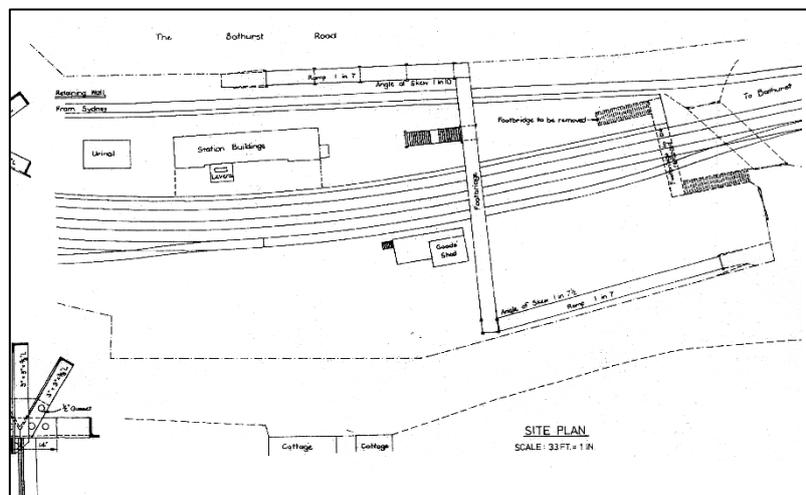
It is hard to believe that, in less than 15 years, Springwood had received two footbridges well before many Sydney suburban stations were similarly treated with access either above or below the tracks.



⁶⁹ *Nepean Times*, 23rd June 1894, p. 4.

Two plans were prepared in 1901 for the erection of a new footbridge over the duplicated main lines and yard. Above is a portion of one of the plans. The top part of the plan shows the elevation looking westward with the island platform on the left and space for three tracks (Up Main, Loop and No. 1 Goods Siding) in the middle and the trestle on the right. The oval presentation in the centre shows one scheme the engineers toyed with. It involved the retention of the existing bridge at the extreme western end of the platform not far from the level crossing plus the construction of a separate footbridge between the Down Main line on the platform. This option was abandoned.

Springwood was the first country station to possess a footbridge in 1879 and the equal second station with a footbridge, the first appearing in 1878 at Petersham. Was it something special about the Main West line? Maybe. Also on the Main West, Bathurst station received the first pedestrian, inter-platform subway on the New South Wales railway system in 1882. A footbridge across the yard at Orange dates from 1883.

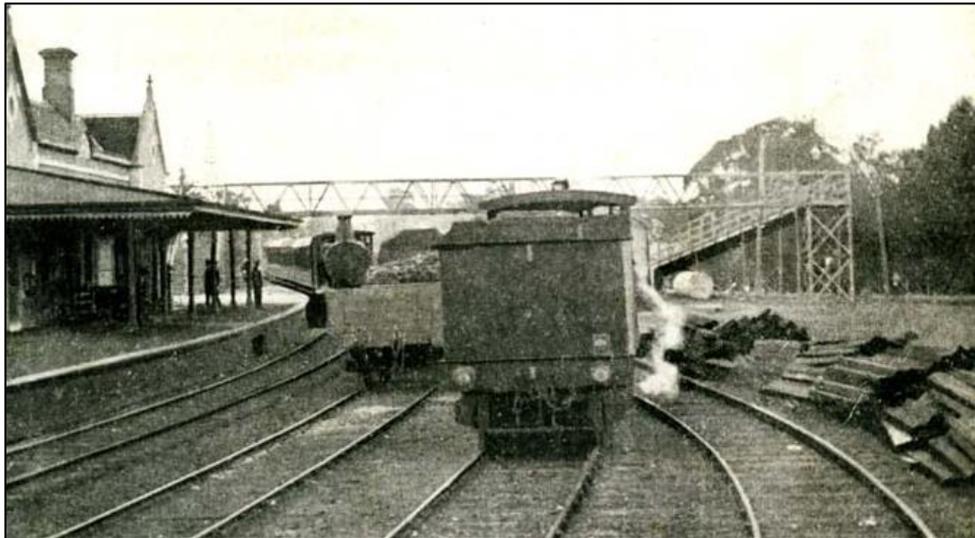


The above part of another 1901 plan shows the arrangement that was erected. The existing footbridge at the end of the platform and near the proposed subway was “removed to stock”, meaning that it was dismantled and stored at an unknown location. The footbridge was eventually re-erected at Flemington in 1905. The stepway on the existing footbridge was adapted to serve the new footbridge. The level crossing was closed and a subway for road vehicles carried traffic on what was called the Old Bathurst Road. As C.C. Singleton wrote in 1949, the subway, with its very sharp 90° turns at each end was the “bane of all present day motorists”.⁷⁰

THE 1902 FOOTBRIDGE

⁷⁰ C.C. Singleton, “Station Arrangements on the Blue Mountains”, *Bulletin*, January 1949, p. 81.

Association also wanted the bridge extended over what has become the present Great Western Highway. The Department declined the Association's request.⁷¹



The above photograph is taken from a postcard which is dated 16th September 1912. It correctly depicts the extension of the new footbridge across not only the tracks but the goods yard to the railway land boundary. The track on the left with the approaching passenger train was the Up Main line. Next was the loop followed by No. 1 goods siding on which the locomotive stands, with No. 2 siding towards the right serving the sandstone-fronted carriage dock. SOURCE: Photograph No. 510634, ARHS Railway Archives

The Springwood Progress Association convened another public meeting in March 1903 to express their unhappiness “with the condition of the new railway station”. The meeting resolved to request the Railway Commissioners “to provide, as promised, without delay, an entrance and luggage platform, to enable heavy parcels to be carried to and from the station on the level instead of being carried over the footbridge. The Association also remarked that the ramps of the footbridge are slippery in wet weather and requested that a handrail be affixed on both ramps, and the flooring of same coated with tar and sand; also, that the gate of the goods yard be removed and fixed anew to prevent blocking up the entrance to the footbridge”.⁷²

As railway historian, C.C. Singleton noted:

“A noticeable feature (i.e., of Springwood station) was the footbridge, an unusual facility in the country in those days, particularly the ramps used in lieu of the more usual stepways”.⁷³

The timber deck of footbridge was replaced in 1977 with Hardie plank sheets. This was the first occasion on the New South Wales railway system when asbestos cement

⁷¹ *Mountaineer*, 20th June 1902, p. 3.

⁷² *Australian Star*, 24th March 1903, p. 8.

⁷³ Singleton noted the ramps in 1950. *ibid.*

sheets were used as decking material.⁷⁴ The railway officials were satisfied with the performance of the asbestos cement, compared to later experimental, composite materials.

One of the last acts of the then Public Transport Commission was the replacement of the original timber steps on the footbridge leading from the deck to the platform in March 1980 with a new steel framework and precast concrete treads.

Canopies were erected partly over the footbridge in 1989.

Like the vast majority of footbridges, they have a finite operational life. The CityRail engineers started thinking about the best way to implement the organisation's Easy Access Programme and in 1996 came up with a wonderful group of reasons why the Springwood footbridge should be demolished. They considered that the footbridge's retention reduced "the visual amenity of the station environs" and lowered the heritage values of the 1884 station buildings.

There were problems with the bridge, namely:

- the width of the deck, at 1.8 metres, and the balustrades did not accord with the CityRail standard,
- the bridge clearance was below the structure gauge,
- the 1 in 8 gradient of the ramps were slippery and did not comply with the easy access code,⁷⁵ &
- the asbestos cement decking was a health hazard as it was loose in places.

Despite all those issues, key members of Engineers Heritage Australia requested the conservation of the Springwood footbridge. The fate of the structure was sealed by the Blue Mountains City Council which stated that the proposed replacement subway met Council's access policy.⁷⁶ There was also strong support from the local community. The 1902 footbridge was offered to the Zig Zag Railway and the Valley Heights Museum but both declined the offer in the absence of funding to dismantle the structure and transfer it to its proposed home.

The 1902 footbridge was demolished in 1997.

⁷⁴ This information is stated on the plan. The last installation of asbestos cement sheeting on a footbridge occurred at Roseville in 1989.

⁷⁵ The gradient of 1 in 8 conflicts with the gradient stated on the 1902 plan, namely 1 in 7.

⁷⁶ *Blue Mountains Gazette*, 3rd September 1997, p. 1.

PART 4 DEVELOPMENTS BETWEEN 1902 AND 1989

WHY TRACK REGRADING TERMINATED AT VALLEY HEIGHTS AND NOT AT SPRINGWOOD?

Of all the railway stations on the lower Blue Mountains, Springwood was the largest centre for passenger traffic including both residents and visitors. Rather than delay travellers to Springwood ten minutes or so at Valley Heights to add the bank engine, would it have been quicker to continue the grade easing to Springwood?

Track and signalling historian, Graham Harper, answers the question:

“Valley Heights was chosen on engineering grounds. According to C.C. Singleton in the 1948 *Bulletins*, the line to Valley Heights could be regraded to 1 in 60, the same as the Glenbrook Deviation, without unduly high expense. While Springwood had a substantial population, the engineering work involved for the extension of the 1 in 60 grade between Valley Heights and Springwood apparently involved a spiral tunnel and much expenditure. The Railway Department didn't think that such expenditure was warranted merely to save little over a mile of light engine running for returning bank engines from Springwood to Valley Heights”.⁷⁷

Also, additional track mileage, and thus time, would have been involved in negotiating the proposed track spiral. In essence, there may have been no saving in time to travellers detraining at Springwood if the grade were eased.

THE IMPACT OF WORLD WAR TWO ON THE PLATFORM BUILDING

In 1938, it was proposed to provide “Damman” asphalt for a width of six feet in front of each side of the building. Both platforms were to be elevated to what was the standard height of three feet two inches from the former two feet nine inches. Both platforms were to be lengthened to the standard measurement of 520 feet. This work was not completed until 28th July 1944.⁷⁸ The platform surfaces were regraded with rainwater to fall to the middle of the island platform, no doubt drainage having been provided along that centreline of the platform. The extension to 520 feet had been proposed in 1911 but the work was not carried out. Preparation of the plan in 1911 was not wasted as it was used to mark the location of proposed subway 1989.

⁷⁷ Email from Graham Harper on 3rd March 2024, p. 1.

⁷⁸ There is a conflicting official document that shows the work was carried out in 1941. Perhaps part of the work was commenced at that time but not completed until 1944.



Apart from the alterations to the building to accommodate track duplication in 1902, there was only one major change to the platform building shown in the above photograph. A delegate for the Chief Civil Engineer, Albert Fewtrell, approved on 11th February 1944 the addition of a room to the eastern end of the building at Springwood for use as a new general waiting room. The work was necessary to allow the expansion of the parcels office into the area of the former general waiting room. The external walls were erected in face brickwork to match the existing building and the roof was covered with slates to match the existing material. There was one very amazing aspect of the approval for the new general waiting room. In similar cases in 1944 when the impact of World War Two increased parcels traffic virtually everywhere on the railway system, the existing general waiting rooms were generally eliminated for use as a parcels office and no alternative general waiting room accommodation was provided. Obviously, Springwood was a very important location where politically strong people lived.

To give some idea of the rarity of new works in 1944, Appendix 1 lists all other projects undertaken during that year. The residents of Springwood were very fortunate to have such a sympathetic addition made to their building, not to mention the concession of a new general waiting room.



The above plan shows the 1944 new general waiting room added to the eastern end of the building. Originally, the end of the building was identified by the transverse gable with decorative circular vent and the sandstone quoins shown between the two doors. The plan is marked "cement rendered" for the decorative course above the platform awning. Probably, the decorations on each side of the new double door into the general waiting room were also cement rendered rather than sandstone.

As well as the new waiting room, replacement female toilets were also provided as well as the relocation of the single entry door to a store that was located in the western wall of the male toilet block. Formerly, the door faced the eastern end of the main structure but the door opening was relocated to the eastbound side wall.

When the station opened in 1884, the only inter-room access was between the ladies' waiting room and female toilet. At that time, there were two ticket windows facing into the original general waiting room. The opportunity was taken in 1944 to provide a door between the Station Master's office and the new parcels office. A direct consequence of that opening was the need to relocate one of the ticket windows. An existing door on the eastbound platform side of the structure was converted into a new ticket window.



*Not only was the face brickwork painted a horrible yellow shade but the sacrilege extended to the painting of the sandstone decorative features. While the paint was removed from the decorative sandstone elements at platform level, the sandstone above the platform awnings were not similarly cleaned of paint and/or grime. No justice was done to the visible interpretation of the station by the placement of advertisements on the boundary fence. The photo was taken in the 1990s. **SOURCE:** Flickr*

THE LONG PERIOD OF DOING LITTLE, OTHER THAN TRACK ELECTRIFICATION – 1930-1980

Very few railway stations on the New South Wales system between 1930 and 1980 received an upgrade, apart from buildings impacted by World War Two. Springwood was pretty typical of that pattern.

In 1946, the two platforms were extended to 606 feet. One year later in 1947, over £2,000 was expended to provide “additional accommodation ... to relieve congestion”. The nature of the relief is unknown.



The photographer is standing on the deck of the footbridge looking towards Sydney in May 1938. The original posted awning serves the Up platform (on the left) contrasts with the considerable amount of work that has taken place serving the Down platform (on the right). Originally, the transverse gables at each end of the building facing the Macquarie Road approach extended to approximately the edge of the Down platform. These were demolished as were the verandah between the two transverse gables. For track duplication in 1902, a new platform awning was erected for the Down platform and, from that time, the structure reflected the transition in support systems for awnings with 19th century posts for the Up platform and 20th century cantilevered brackets for the Down platform. The aboveground rainwater tank situated between the two windows at the end of the building looks ungainly and was not part of the approved plan in 1883. An historian of rollingstock, Evan Rees, has provided the history of the carriage at the loading dock on the left. See Appendix 2 for Evan's history of the carriage in the good siding on the left of the photograph. SOURCE: ARHS Railway Archives.

The only thing that happened to the building in the 1950s and 1960s was the addition of an additional counter provided in Springwood parcels office. The work was completed on 22nd September 1952.



Free rides are being given to local residents on the day of the opening of electrification on 22nd June 1957. Locomotive 4625 is hauling a set of "U boat" carriages. The locomotive is at the western end of the platform. **SOURCE:** photograph No. 139713 ARHS Railway Archives.

The drainage system on the westbound side of the platform was altered in June 1961 to divert rainwater washing onto the track. At that time, the coping of the platform serving the westbound line ranged in height from the low rail between three feet six inches and three feet 10 ½ inches.

Also in 1977, oil heating replaced the open fireplaces in both the booking office and Station Master's office.



In the days before scrolling train indicator boards, communications to waiting passengers was undertaken using chalk on blackboards, some of which are seen in this photograph taken on 31st December 1977. The weighing scales were also a familiar item on New South Wales railway platforms. The two parcels trollies nearby have been recently repainted. The stonework above the platform awnings looks grubby and its condition is explained by the difficulty of accessing sandstone for cleaning purposes.



*Locomotives 4423 and 4444 stand in the Up Refuge Loop on 30th June 1978. On the left is the male toilet pavilion showing its roof ridge parallel with the ridge of the main platform building. In the 19th century, detached and semi-attached pavilions usually were expressed with the roof ridge at 90° to the ridge of the main building. Although the brickwork has been painted white, the painters have omitted the ventilator on the ridge of the male toilet pavilion. To the right is the good siding and goods shed. **SOURCE:** D. McKay, Photograph No. 000287 ARHS Railway Archives*

In 1979, a free-standing canopy was constructed at Springwood on the platform between the 1883 approved brick and stone building and the 1902 footbridge. This structure did not last long and was replaced by much more extensive awnings and canopies in 1989.

Ron Christie, the Deputy Chief Executive of the State Rail Authority, unveiled a plaque on 27th October 1984 commemorating the centenary of the present building.

PART 5 - THE IMPACT OF CITYRAIL AND SYDNEY TRAINS

DEVELOPMENT 1 – 1989

The greatest change ever in the history of New South Wales railway stations occurred in 1989 with the creation of CityRail. As a part of the passenger-focused structure of the organisation, seven Line General Managers were appointed from 12th April 1989 with the aim of encouraging decentralised decision-making and customer responsiveness.⁷⁹ The Line General Manager, Intercity, appointed Business Managers who were provided with offices at Springwood and Moss Vale.

Plans for improvements at Springwood were prepared in 1989 by the CityRail Projects Group. The work included:

- canopy over part of the deck of footbridge and on the stepway,
- provision of canopy on platform from the bottom of stepway to the existing canopy,
- the replacement of the timber floor with concrete in the general waiting room with terrazzo tiles,
- resurfacing of the platform as required,
- construction of seven raised garden beds along the platform,
- new signage, including double-sided lightboxes each side of the rail corridor at the station entrances,
- new platform seats and new rubbish bins, &
- improved platform lighting.

One adverse impact of the work was the replacement of the vertical boarding on the spandrel on the eastbound platform with glazing.

The client for the Springwood project was described as the Line General Manager, Intercity. The plans were prepared for the CityRail Projects Group, which was described as “a division of the State Rail Authority” in November and December 1989 by the external architectural firms, Malone Campbell Pty. Ltd. of Crows Nest and J. F. Poiner Pty. Limited of Roseville. An external contractor, namely Total Project Control, also of Crows Nest was the project manager. The specification was issued in December 1989 and the builder was J. and G. Nelsons Construction of Mount Riverview. The station signage was made by Gadsden Australia, located at Tarren Point and the seats and bins were supplied by Architectural Graphics Pty. Ltd. of Ultimo.

⁷⁹ *Statewide*, April 1989, pp. 1-3.

The railway industry Journal, *Railway Digest*, provided a report of what else was occurring on the Blue Mountains and its content gives an indication of the desire by the new Line General Managers to act quickly to appear to commuters and the community that prompt action was being taken to improve station conditions. The *Railway Digest* report stated:

“The SRA has opened a Blue Mountains Intercity office at Springwood. The new office will manage all stations and passenger services between Lapstone and Lithgow. The office staff, headed by Business Manager Craig Marsh, will be responsible for all staff functions, station maintenance and customer enquiries and complaints. In opening the new office, the SRA pointed out that since the appointment of a "responsive" line manager, namely Gary Zentilomo, a number of improvements have been initiated. These include:

- Extended car parks at Blaxland and Springwood,
- Progress on new car parks at Lapstone and Lawson,
- Future walkway canopies for Springwood and Lawson, &
- Appointment of a full time gardener to improve the appearance of stations throughout the Mountains (Leura station was improved and prepared for the Leura Garden Festival)”.⁸⁰

The above four projects demonstrate an important point about the nature of the station upgrading in 1989. CityRail was impatient to show to the train travelling communities that the various lines were under new management and the organisation did this by approving smaller projects at more stations rather than larger projects at fewer stations.



These two photographs show the arrangement of the platform awning between the bottom of the stepway and the building. On the left, there is no covering over the centre of the platform in 1989 but, when further works were carried out in 1998, the centre section of the roof was glazed. The two windows at the western end of the structure facing the former stepway were

⁸⁰ *Railway Digest*, September 1989, p. 299.

part of the original design and provided the only light into the former parcels office. At some time in the 1990s, one of the windows was converted into a ticket window.

On the end wall of the building facing the camera is a plaque attached to the wall remembering the one-time Station Master, John Doggett.



These two photographs show the extent of the 1989 shelters on the footbridge and ramps. On the left, no awning was erected over the ramps. On the right, a shelter was placed only across the footbridge in front of the stepway and down the steps. Photographs taken on 27th August 1998.

The 1989 plans for Springwood were prepared for the CityRail Projects Group. The work included:

- canopy over deck of footbridge and the stepway,
- provision of canopy on platform from bottom of stepway to the existing canopy,
- the replacement of the timber floor with concrete in the general waiting room, which was covered with terrazzo tiles,
- resurfacing of the platform as required,
- construction of seven raised garden beds along the platform,
- new signage, including double-sided lightboxes each side of the rail corridor at the station entrances and new rubbish bins, &
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Riverview. The station signage was made by Gadsden Australia, located at Tarren Point and the seats and bins by Architectural Graphics Pty. Ltd. of Ultimo.

In October 1994, approval was given for the construction of a commuter car park with 14 spaces adjacent to Macquarie Road.

DEVELOPMENT 2 – 1996-1998

The addition of the canopies in 1989 over the footbridge at Springwood was a waste of money as a full-time investment as CityRail decided to replace the footbridge with a subway in 1997. Not only were the funds expended in 1989 wasted, but the provision of the subway was contrary to CityRail policy, which desired to eliminate subways because of their reduced level of personal safety, compared to footbridges, because of their ability to act as a hide-hole for evil-seeking wrongdoers. When the subway opened in early August 1998, “concerns were instantly raised by a local businessman about safety”.⁸¹ The businessman operated a shop opposite the subway and remarked that there was little surveillance in the facility. After he suggested he could keep an eye on proceedings in the subway by shortening a brick wall, CityRail swung into action and did what he suggested, thereby allowing him to keep an eye directly into the subway. The footbridge was immediately demolished.



These two images taken on 10th September 2010 show the new stepway from the subway and the addition of transparent awning between the lift and the building.

⁸¹ *Blue Mountains Gazette*, 19th August 1998, p. 2.

Construction of the subway commenced in 1998 and on 12th August the ramps were opened on the Macquarie Road side of the corridor.⁸² The ceiling in the subway was 2.2 metres below the surface level. The ramp on the opposite side of the corridor was completed in October 1998. The official opening by Carl Scully, then Minister Scully, including a lift, occurred at the on 27th November 1998.⁸³ A plaque commemorating the event was affixed to the building wall.



The above 2010 images show two aspects of the male toilet. On the left is the mural painted on the privacy wall covering the entrance. The deteriorating condition of the mural is evidence of the problem that arises when this type of artwork requires maintenance. CityRail was not in the business of art repairs and usually removed the murals, which was an expensive task, if the original painter/group who undertook the work did not wish to do the repairs. Just visible above the top of the wall is the arched head of the toilet entrance. This was the only opening at the station which did not feature a square head design. On the right are the new urinals which replaced the stalls erected in 1902.

New translucent awnings linked the subway to the existing platform building.

One very good component of the work was the removal of the paint from the sandstone elements. While the brickwork remained painted, the horrible yellow hue changed to terracotta colour.

In 2000, all stations across the Blue Mountains received high intensity lighting, video cameras and help points, including Springwood.⁸⁴ CCTV cameras were authorised on 1st November 2000.

⁸² Ibid., 19th August 1998, p. 2.

⁸³ *The Penrith Press*, 1st December 1998, p. 7.

⁸⁴ Ibid.



The above image by James Dalton on 19th April 2024 shows the eastern end of the platform in its current condition. The two stand-alone shelters towards the bottom of the image display the only major infrastructure change in the 21st century. CityRail says that the station “upgrade” was completed in 2007 and possibly the additional shelters date from that year. No doubt all the platform shelters were welcomed by commuters but, from a visual and conservation perspectives, they severely compromised the integrity and interpretation of the 1884 building.



Perhaps if some commuters dismissed the impact of the of the degradation in the heritage values of the station after the construction of the two stand-alone platform shelters at the eastern end of the platform, they might have missed the pleasantness of the vegetation. These

shrubs had to be removed to provide room for the new shelters. The vegetation reflected the long tradition of station staff to provide and maintain platform gardens, shrubs and trees to enhance the station experience while waiting for trains. In the foreground, is a style of platform seat that was provided universally at almost all stations. Platform seats were painted red with white lettering from 1989 when Ross Sayers became the Chief Executive of the State Rail Authority. When he resigned in late 1992, the new Chief Executive decided to cease the application of red paint and replace it with the colour scheme shown above. However, not all of Springwood's traditional timber platform seats were replaced and some remained on the platform under the awnings of the building. The above photograph was taken in 1995.

SYDNEY TRAINS

Sydney Trains was established in 2011 to replace CityRail. The incoming Liberal/National Parties coalition was eager to purge the railway system – at great expense – of any symbol of the former Labor Government. The earliest station nameboards to reflect the identity of the new Government reflected an orange band at the top of the nameboard. The stations at Milson's Point and Circular Quay were other examples to display the initial nameboard change. They had a pretty short life and were replaced by the later standard paint scheme of orange background with white lettering. The image below, taken on 6th June 2015, shows the new colour scheme before it was replaced.

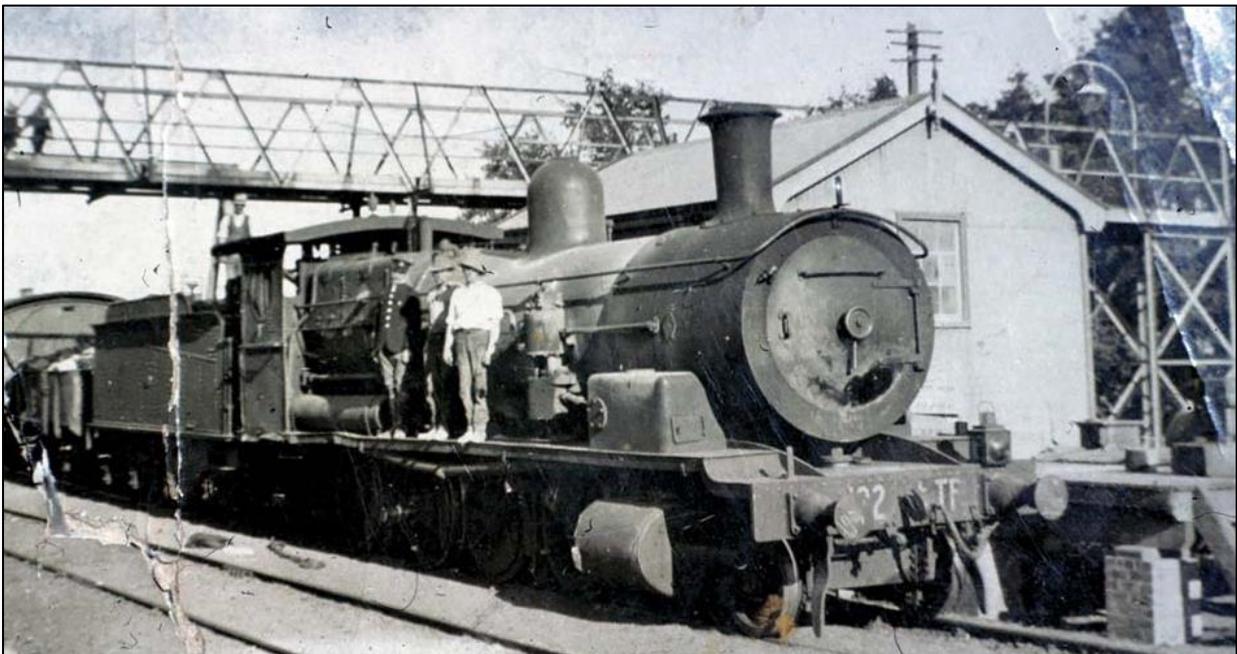


The only obvious changes made to Springwood station by Sydney Trains were the addition of new station nameboards, seats and bins.

PART 6 - THE GOODS YARD AND FREIGHT INFRASTRUCTURE



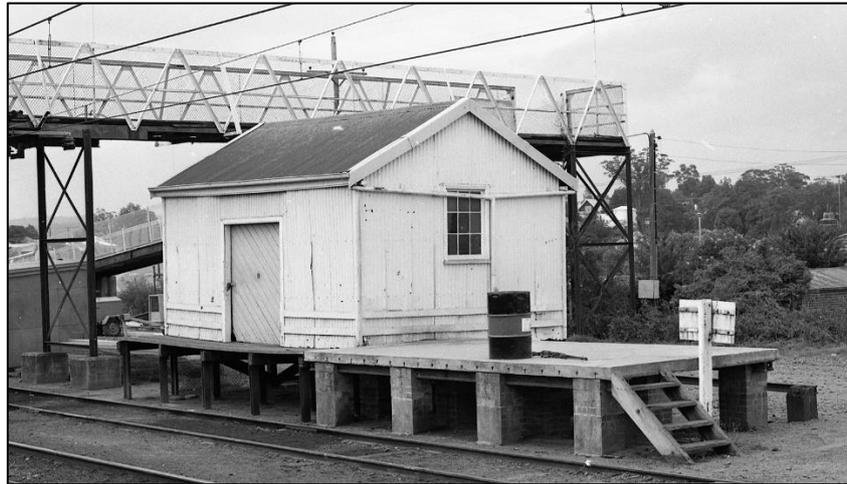
*The photographer is standing at the eastern end of the island platform in 1953 and has captured the location of the timber goods loading bank on the right, the goods shed opposite the platform building and the 1902 Warren truss footbridge. Also, the photographer included the elegance of the platform lighting standards, the ornate, cast-iron and timber platform seats and the platform gardens boarded with small stones painted white. **SOURCE:** Photograph No. 214735, ARHS Railway Archives*



The above photograph shows a breakdown train adjacent to the goods shed on 20th May 1923. The absence of awnings on either side of the goods shed reflected the design of typical, small

goods sheds in the 1880s on existing lines. Despite the low status of the facility, the designer did not neglect the attractiveness of the structure entirely and provided turned, timber finials at the top of the gables. **SOURCE:** Photograph No. 051196, E.G. Skiller Collection, ARHS Railway Archives.

A carriage dock with a sandstone wall was erected in 1885 at the eastern extension of No. 1 goods siding while a timber loading dock was provided on the good siding in 1889 at the end of No.2 good siding.



This photograph was taken on 31st December 1977 and shows that a replacement concrete loading stage had replaced the original timber substructure and deck at an unknown time in the second half of the 20th century. The design of the goods shed was typical of small, goods sheds on existing lines from the 1880s. It featured an absence of awnings on both the rail and road sides. Wide sliding doors of similar design were placed on both sides and the diagonal placement of the door timbers was typical New South Wales practice for goods sheds. The two bands of timber around the bottom of the shed provided protection from the enthusiasm of Junior Porters transferring and storing various shapes of freight items.

John Forsyth states that the goods shed was erected in 1889 and measured 20 feet by 16 feet and notes that the goods shed was not listed in the 1892 *Local Appendix*.⁸⁵

The goods shed was well-positioned opposite the passenger platform allowing good supervision by the Station Master and speedy attention for goods customers. The design features of the goods shed were:

- small size
- rectangular footprint
- gabled roof of medium pitch
- absence of awnings over both the road and rail sides of the structure.

⁸⁵ J. H. Forsyth, *Historical Notes on Main West Line*, Vol. 1, unpublished document, 2003, p. 69.

These characteristics were found on goods sheds on existing lines in the 1880s at small and medium-sized stations. Thus, the goods shed design was consistent with what was being built elsewhere on the New South Wales railway system.

The 1892 *Local Appendix* states that the good siding could only hold 16 waggons. That figure indicated the amount of freight traffic was minimal, compared with many other locations across the Blue Mountains. In the 1906 *Local Appendix*, the capacity of the goods siding was 15 waggons. The goods shed was small measuring only 15 feet by 10 feet. While the passenger platform was on the level, the station was approached by a rising gradient of 1 in 66 for westbound trains and a gradient of 1 in 40 for eastbound trains, thus making control of eastbound trains challenging.

Following track duplication in 1902, gradient for westbound trains was 1 in 33 and 1 in 40 for eastbound trains. In the 1914 *Local Appendix*, the goods shed had increased in size, being 20 by 15 feet, and remained that size until the issue of the last *Local Appendix* in 1973. In that same year, standing room for goods vehicles off the main line and loop was 105 feet, which could hold 15 four wheel waggons. In 1929, the so-called Relief Siding was 1,114 feet long and the good siding held 17 wagons. The capacity of the good sidings was reduced to the original 15 wagons in 1944 and remained at that number until the issue of the last *Local Appendix* in 1973. Of note in the 1973 *Appendix* was the omission of the five ton jib crane.

In 1921, the Railway Department proposed replacement of the existing jib crane with a portal crane from Medlow Bath. The relocation did not proceed.

PART 7 - OFFICIAL RAILWAY RESIDENCES

GATEHOUSE AT NO. 6 LEVEL CROSSING, SPRINGWOOD



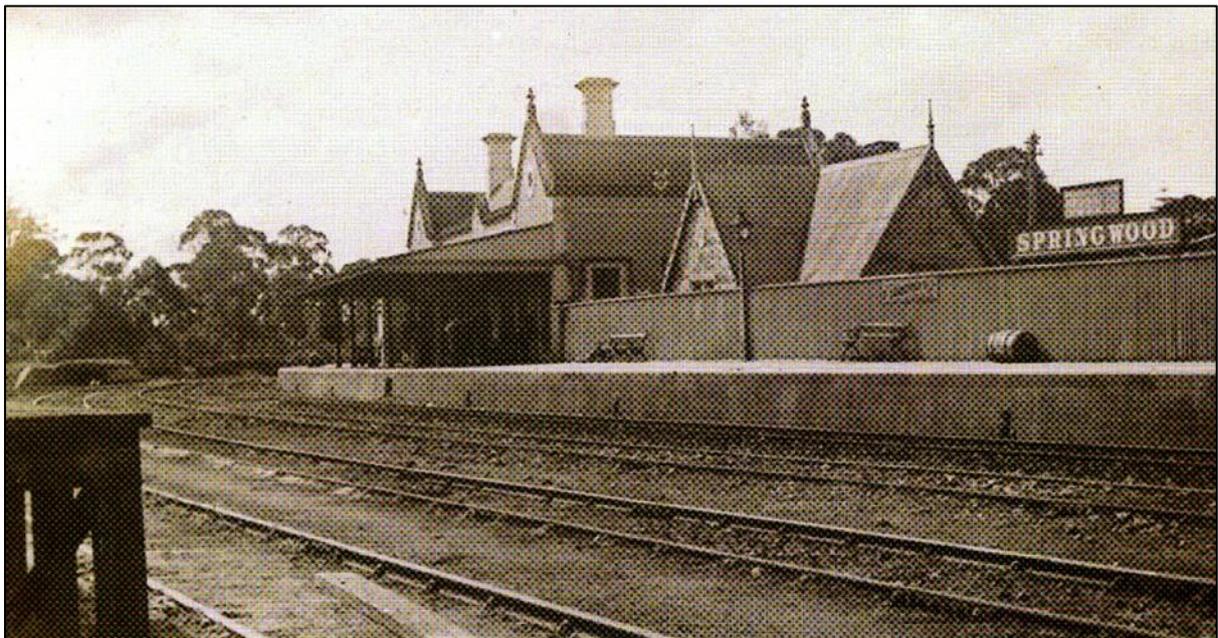
The gatehouse at level crossing No. 4 is shown above at 110 Green Parade, Valley Heights on 8th October 1978. While the cottage was not located at Springwood, the composition of

multiple structures emphasised the extremely small size of the sandstone dwellings with subsequent additions built at many locations. The design concept of the arched roof for the toilet was a standard feature in both the 19th and 20th centuries for toilets, both for residences and on platform buildings and was applied either to the roof of an entire structure or to just the entranceway to male toilets. Arch roofs were also used for other minor types of structures, such as lamp rooms.



The above undated photographs show the gatehouse at the former No. 6 level crossing at 7 Macquarie Road, Springwood, which was about 500 metres from Springwood station. In total, twelve gatehouses were built over the Blue Mountain to the same overall pattern, though there were variations in size. John Whitton's design was taken straight out of a standard British architectural text and featured high-pitched roofs which were inspired by Gothic influences. SOURCE: Facebook.

COTTAGE FOR THE PORTER-IN-CHARGE



The above, undated photograph shows the 1878 house for the Porter-in-Charge. The style and floor plan of the residence mirrored what John Whitton was approving as gatehouses for

level crossings but, in this instance, the dwelling was not a gatehouse. The very close proximity to the 1884 station building suggests that the house was to be demolished soon as the station building had been opened. Knowing that the Railway Department would continue coaching business (i.e., passenger and parcels traffic and the transport of high-value livestock) during the construction of the new platform building, it is probable that all prior structures on the platform were on the western side of the house. Although the date the demolition of the house is unknown, Singleton shows it surviving in 1886 in one of his trackwork diagrams.⁸⁶

The first reference to an official railway residence appeared in the *Annual Report* covering the years between 1872 and 1875. It stated that in 1872 a “house” was “removed” from Springwood to Penrith.⁸⁷ As the cost of the transfer was only £24/5/6, the structure must have been small and of timber construction. It was possibly used for the Porter-in-Charge.

Singleton writes that it was in 1878 that a residence was provided for the Porter-in-Charge.⁸⁸ The residence was built virtually next door to the 1884 building on the western side and was in the style of a typical Blue Mountains gatehouse. This demonstrated that the design for gatehouses was applied to other functions, such as a residence for station staff. The same situation also occurred at Mount Victoria.

There was a level crossing, No. 7 on the Blue Mountains, just to the west of the Springwood platform but there was no Gatekeeper’s lodge located there. There were only two level crossings on the Blue Mountains that did not have a gatehouse.⁸⁹ Springwood was one of them. It was the duty of the Springwood station staff to open and shut the level crossing gates. Also, there was no fence between the residence and the line. The house contained two small bedrooms, a sitting room, a “doll-sized kitchen” and a store room. The local press commented that, “in many of them (i.e., the gate lodges) there are families of 7 or 8 children”.⁹⁰

A correspondent to the *Nepean Times*, called The Sparrow, made a trip to Springwood in May 1883 and the newspaper reported on what he saw at the station site. The article said:

“The Sparrow returned to Springwood after a three month absence and saw “the beauty of our new station house”. However, he was “shocked” to see the 1878 residence still standing, which he described as “the same horrible,

⁸⁶ C.C. Singleton , “Station Arrangements on the Blue Mountains”, *Bulletin*, January 1950, p. 81.

⁸⁷ Commissioner for Railways, *Annual Report 1872-1875*, Sydney, Government Printer, 1876, Appendix, Schedule G, p. 5.

⁸⁸ C. C. Singleton, *To the Fertile Planes Beyond*, Redfern, ARHS, 2016, p. 77.

⁸⁹ S. Lavelle, *Railway Gatehouses of the Blue Mountains*, Historical Archaeology Major Project, Sydney University, 1984, no pag.

⁹⁰ *Nepean Times*, 6th January 1883, p. 2.

disgusting, old Rookery". Sparrow resolved that the only "feasible solution of the mystery" was the absence of "the Great Autocrat of the Mountains", probably meaning Henry Parkes, who was in Europe. Sparrow conjectures that "underlings are afraid to proceed with any work in his absence". Sparrow added: "I am astonished at the state of things here". He recalls that one of the local Members of Parliament assured the local residents "that the railway station would be an accomplished fact in a very short time".⁹¹

That assurance proved to be inaccurate and it was another two years before the work was completed. It is unknown when the house adjacent to the 1884 building was removed but it is shown in existence on a plan dated July 1901.

RESIDENCE FOR THE STATION MASTER

The 1886 *Annual Report* states that a house for the Station Master was provided at a cost of £1,020/3 though the location was not stated.⁹² Alterations of an unknown nature were made to the Station Master's house in 1887 at a cost of £246/13/4.⁹³ A small amount of £1/8/5 was 1888 but it was not sufficiently small to avoid mention in the *Annual Report*.⁹⁴



Standard plans were prepared in 1899 for the introduction of the "J" series of residences. In the absence of a plan and a decent photograph of the Station Master's house at Springwood, this image of a similarly designed J3 structure at Lockhart shows the defining features, i.e., projecting front bedroom, verandah across half of the front elevation with the verandah continuing along one side of the building and small ventilators on each end of the roof gable.

⁹¹ *Nepean Times*, 26th May 1883, p. 2.

⁹² Commissioner for Railways, *Annual Report 1886*, Appendix p. 77.

⁹³ Commissioner for Railways, *Annual Report 1887*, Appendix 1, p. 68.

⁹⁴ Commissioner for Railways, *Annual Report 1887*, Appendix 1, p. 26.

Both the Springwood and Lockhart residences were very early examples of the 1899 standard plan.

In 1901, the Department of Railways purchased land for a new residence for the Station Master at the corner of Homedale Street and Macquarie Road. This location was only about 100 metres from the station on the main road approximately opposite the present motor vehicle subway. The building has been demolished as far as is known.

The Railway Department purchased an existing dwelling at 106 Burns Road in 1954 for the Station Master to replace the 1901 house. The house was connected to the town sewerage system in 1963. Information received in 2018 indicates that the house has since been demolished.

OTHER HOUSING DEVELOPMENTS

Local history records indicate that there were three railway residences at 1-3 Ferguson Road, which was some distance west of the station on the eastbound side of the tracks.

Also in 1956, the Department purchased land at Springwood and other locations to house migrants, but there were no further developments to provide such accommodation at Springwood.

PART 8 – SIGNALLING AND INTERLOCKING HISTORY

SINGLE LINE PERIOD

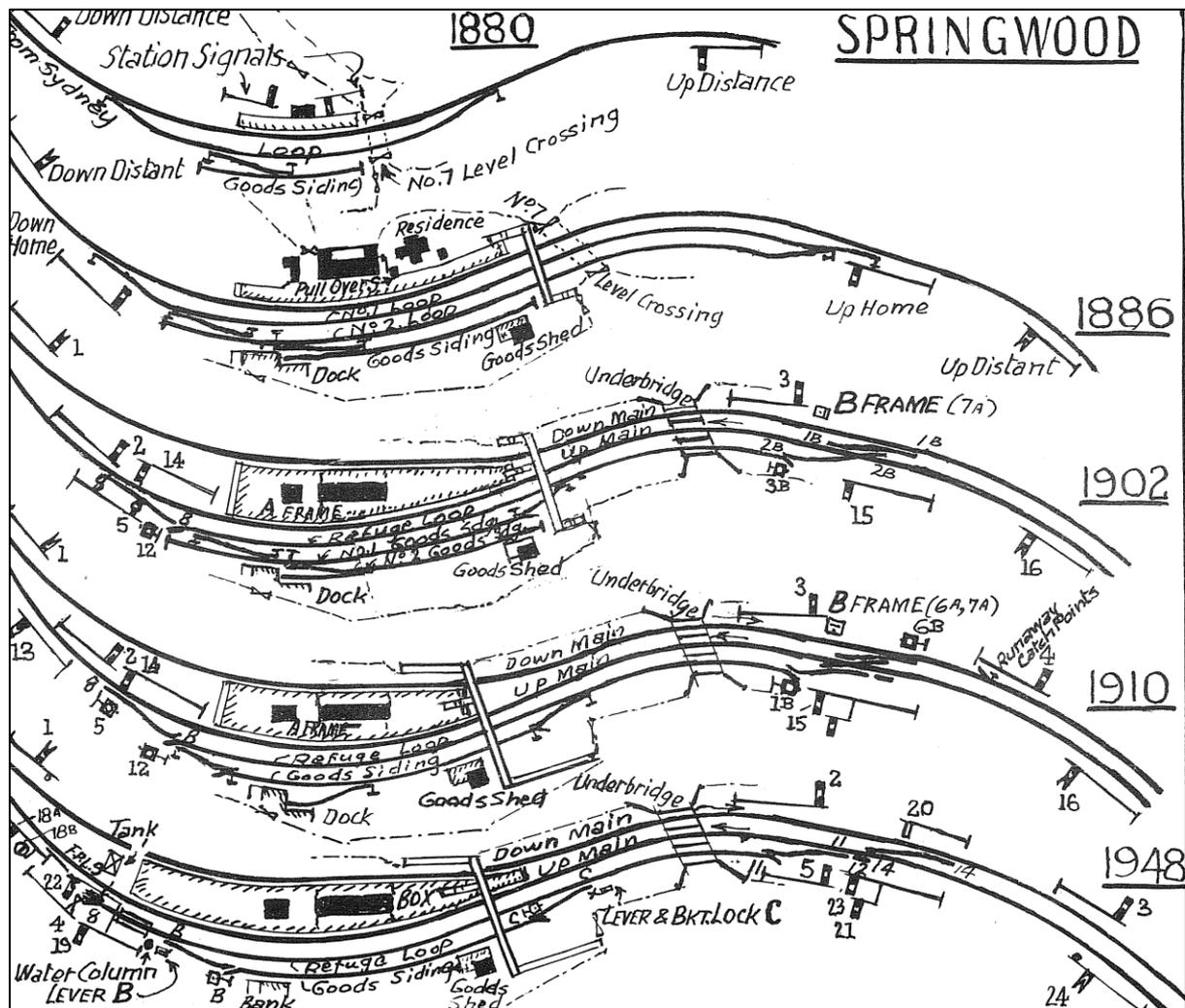
Springwood station was opened in 1868, with the extension of the line to Weatherboard, now known as Wentworth Falls.

In his serialised article entitled *Station Arrangements on the Blue Mountains*, which appeared in the ARHS *Bulletin* in 1948-9, railway historian, C. C. Singleton, states that no details of the early track layout were known. He goes on to say that, by 1884, two crossing loops were in use to cater for the 'numerous short trains of the period due to the low haulage capacity of the small engines then in use'.

Down and Up Home and Distant signals were employed, worked from pullover levers on the platform, while all points were worked by adjacent ball levers.⁹⁵ There was no interlocking, but the main line points were secured by thumbscrews and Chubb locks.

⁹⁵ The *Report of the Railway Commissioner, 1876*, Appendix 1, p. 36 states that only "a Distance signal was erected in 1876" at that would have to be an error as such signals would have been needed in both directions.

Ordinary train staff and ticket was quickly installed at Springwood in 1878 because of the head-on collision at Emu Plains earlier in that year. Large style electric staff was rolled out in 1892, to Glenbrook on 18th April and Linden on 25th April.



Above the five sketches by C.C. Singleton showing the developments of the track layout up to the early 1950s. In a 1950 article Singleton wrote: Frame "A" was located on the Up side of the station building and quite accessible to the public, who at the time seemed to be better brought up than at the present, as interference with the levers seemed quite unknown".⁹⁶ It will be noted that, on the sketch for 1886, Singleton has shown the 1878 residence for the Porter-in-Charge adjacent to the 1884 building. SOURCE: C.C. Singleton, "Station Arrangements on the Blue Mountains", *Bulletin*, June 1957, p. 90.

TRACK DUPLICATION

⁹⁶ C.C. Singleton, "Station Arrangements on the Blue Mountains", *Bulletin*, January 1950, p. 81.

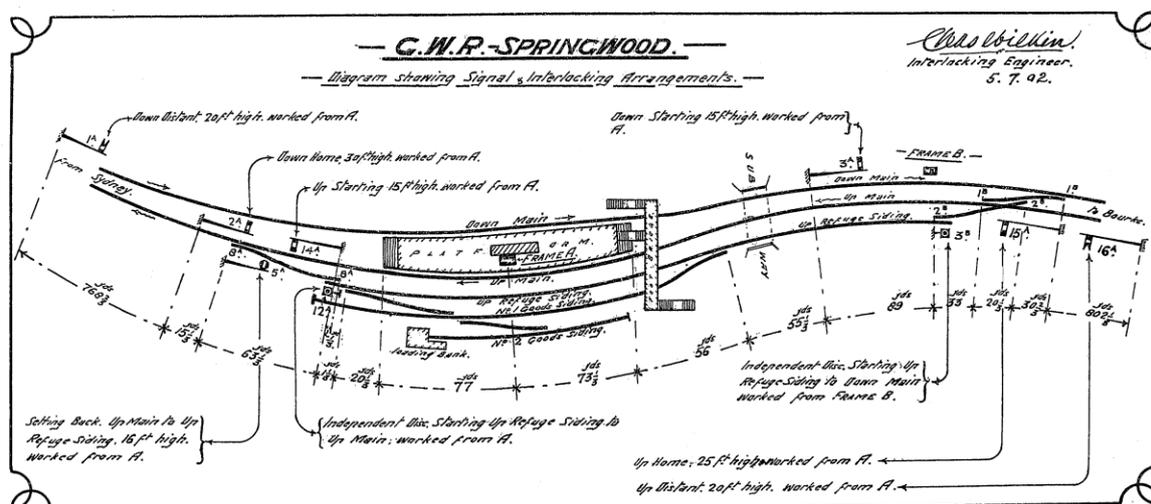
On January 26, 1902, the line was duplicated from Glenbrook, double line working extending to Linden on February 23, less than a month later. Interlocking of the Springwood points and signals did not occur until July 17 of the same year. Then, Interlocking Machine No.438 was installed under the awning in front of the station building – an unusual but not unique position for a signal frame. The machine installed was not new; it had been taken out of use at Measures Siding, the location of which was given as North Coast Line.

The working of the newly duplicated sections was by way of Preece's block instruments. This was superseded both to Valley Heights and Linden by the safer NSW Standard Block instruments in November 1921

TRACK LAYOUT

The layout was typical Board of Trade with not a single set of facing points to be seen. A refuge loop was provided, but the track layout was such that a train in either direction had to draw forward then push back into the siding. Signals were provided for Up trains to back in, and later come out, and the trailing points in the Up main line were connected to the signal frame. Entry from the Down main line was by a ground frame, which was a bit of a walk west of the signal frame.

Apparently, refuging of Up trains quickly became a 'no-no' due to the need for a train to be stopped and then reversed into the siding from a standing start on a 1 in 30 grade. A disc departure signal was provided at each end of the refuge, the western end one being operated from Frame B, the eastern end from the main signal frame on the platform.



Above is the diagram attached to Circular No. A203 – 1902 Interlocking of Springwood. Note the two goods sidings shown in the diagram. Access to these sidings was not interlocked.

On November 28, 1902, advance starting signals were provided to allow the drawing forward of trains before being refuged to be done within station limits, rather than having to obtain 'line clear' from the adjoining signal box before starting the shunt.

The Up end connection was used to refuge engines returning light engine to Penrith, and the Down end was still available to refuge a Down train always assuming that the signaller felt like two walks [one to put the train away and the other to let it out after the overtaking train had gone].

On 17th January 1907, the single slip points in the Up Main were replaced by a double slip, which allowed an Up train to enter the refuge at the western end. Singleton says that the position selected for the double slip was probably the worst possible location, presumably in terms of grades, curvature, and general track geometry. He says, darkly, that there were 'several unpleasant incidents' in the later years of the double slip, and that the turning of 57 class locos into the refuge 'provided a hazard at this spot'.

The facing slip points were operated from Frame B as were the other points at that end, and the Up home signal leading into and the Down signal leading out of, the refuge loop. Still a bit of a walk for the signaller.

THE IMPACT OF THE OPENING OF VALLEY HEIGHTS LOCOMOTIVE DEPOT

Late in 1913, following the opening of the latest Glenbrook deviation and regrading works between Glenbrook and Valley Heights, a new locomotive depot was opened at Valley Heights, together with a Down refuge loop, and associated sidings. Assisting engines were attached at and returned to Valley Heights in lieu of Penrith, resulting in a reduction in light engine running of up to 28 miles per train, as well as obviating the need for most trains to be assisted out of Penrith.

The new Down refuge loop at Valley Heights made for much more convenient refuging of Down goods trains which could take water and attach an assistant engine while being overtaken. No ground frames, shunting back or long walks for the signaller, as had been the case at Springwood.

One of the features of the Valley Heights track layout was the lack of a direct connection between the Up Main and the loco depot. This meant that, for an Up train to get to the depot, it was necessary for an engine arriving from Springwood to run through the station, and cross to the Down sidings at the extreme eastern end of the interlocking. Unfortunately, this meant that many returning assistant engines were held at Springwood, waiting line clear, while a preceding goods train was standing at Valley Heights Up starting signal having its brakes unpinned.

To overcome this difficulty, on 24th February 1925, a new connection was provided directly to the depot from the Up main. This still didn't solve the problem of how to get

an engine from Springwood to Valley Heights under the absolute block telegraph rules, so block working between Springwood and Valley Heights was abolished on the Up line only and track block working was substituted. A banner close-up signal was introduced beneath the Springwood Up Starting signal; this signal was cleared by the signalmen at each end of the section pulling their controlling levers to a mid-position rather than all the way over. The use of the close-up signal was strictly for light engines, and the line had to be clear as far as the Valley Heights Up second home signal, located at the eastern end of the platform. The shorter goods trains of the day could comfortably stand between the second home and the starter, the distance being more than 1,000 feet, while brakes could be attended to.

Shortly after the changes at Valley Heights and Springwood, automatic signalling was installed, only on the Up line, between Linden and Springwood. This applied the safety of track circuits all the way from Linden to Valley Heights, although this could be overridden between Springwood and Valley Heights for light engines.

Why was automatic signalling not extended at the same time across the entire Blue Mountains? Well, the big money in 1925 would have been spent on the automatically signalled Molong–Dubbo line. Also in 1925, was the completion of the introduction of automatic signalling between Epping and Hornsby. The Down line between Thornleigh and Hornsby had been so treated in 1917.

It feels like the Railway Department was applying band aids to squeaky joints. Even if money had been available, automatic signalling would possibly not have been introduced earlier across the mountains because the signal boxes were already established and staffed. The line was busy and difficult to operate and, under these circumstances, having men around to assist with the relief of failures or to generally keep an eye on operations would be considered a good thing.

TRACK SIMPLIFICATION 1935

On April 11, 1935, the troublesome double slip was replaced by two tandem crossovers as part of a re-organisation of signalling at Springwood. The outdoor frame under the station awning was moved to the interior of the station building and was increased from 16 to 24 levers. The new crossovers at the western end of the yard were operated from this frame, no doubt saving the signalmen a deal of walking. The set back signal to the refuge from the Up main was retained, despite Sing's disparaging remarks about pushing trains up 1 in 30 grades. As part of the re-organisation, the leads between the goods sidings and the refuge loop were connected to ground levers, key released from the signal box frame.

One oddity of the 1935 resignalling was that a train standing at the Down platform had no home signal protecting it; the Down home signal was way out west of the station, past the road underbridge. At least there was a distant signal!

Of note was the short distance of only 116 feet clear between the Down starter and the points leading to the refuge loop. Obviously, long Down goods trains were generally not expected to be refuged at Springwood after the new loop had been brought into use at Valley Heights.

The arrangements after the 1935 exercise are shown on the diagram below.

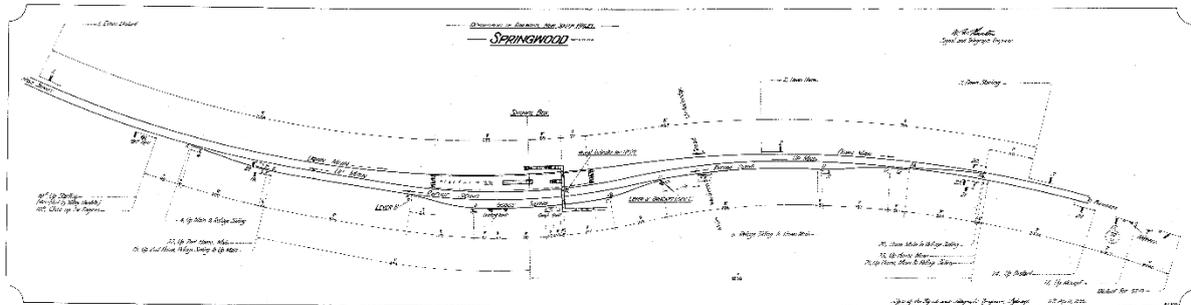


Diagram attached to Circular 164-18 of 1935

IMPROVED TRAIN OPERATIONS IN WORLD WAR TWO

The refuge loop was lengthened at the eastern end in 1941, and facilities to allow Up goods trains to take water and de-ash were provided. The 16,000 gallon elevated tank as well as the 12 inch diameter water column cost £1,500. While the engine's requirements were being met, the hand brakes could be released, obviating the stop on the main line at Valley Heights for brakes, and at Penrith for water.

IMPACT OF ELECTRIFICATION

In the second half of the 1950s, electrification was being extended over the Mountains, and signalling was being upgraded to meet the challenge of faster section times. At Springwood, the first move was to extend the Up Refuge Loop at the western end. This put the associated crossovers beyond reasonable mechanical reach of the signal box, so power operated points were brought into use on 14th June 1956. As the new points were also beyond the Down starting signal, a shunt ahead signal was provided under that signal. It would presumably have been necessary to obtain Line Clear from Linden to use the shunt ahead signal.

At the same time, new Up accept and Up home signals were provided. These were double light colour light signals which were being installed at country locations at the time. Entry to the Up refuge was governed by a banner signal.

EXTENSION OF AUTOMATIC SIGNALLING

On June 6, 1958, automatic signalling was introduced on the Down main between Springwood and Lawson, involving closure of the block signal boxes at Linden and Woodford. By this time, the installation of double light colour light signals in country areas had ceased and the more familiar single light signals were being used, while

existing country double light signals were largely converted to the new form. The signals at the western end of the yard at Springwood were likewise converted in conjunction with automatic signals to Lawson.

This only left the Down line from Valley Heights to Springwood under block instrument control, but not for long. It was converted to automatic signalling on July 24 of 1958. The Springwood mechanical lever frame was replaced by a 30 switch Kellogg key power interlocking unit in the signal box and, for the first time, switching out facilities were provided.

A serious freight train derailment occurred in March 1983 in which loaded coal waggons were derailed onto the Great Western Highway as a train was leaving the Up refuge. Ultimately, the accident led to doubts about the safety of the refuge. It was felt that the heavy trains braking as they rounded the curve past the station before stopping in the loop might tend to shift the track laterally and have an adverse effect on the exit points. Portion of the loop was retained to allow the goods siding to be shunted by Down trains, although it is believed that the eastern end exit points were removed at some stage.



The 1983 coal train derailment

ENHANCED SAFETY 1990s

In April 1991, automatic flashing light and pedestrian barriers were installed at the two foot crossings in the Springwood to Faulconbridge section.

The Up refuge entrance points were taken out of use on December 22, 1993, as a distant preliminary to the 1995 resignalling. Local goods traffic had long since ceased.

On December 15, 1995, a new route setting panel was provided at Springwood to control Valley Heights, Lawson, and Springwood interlockings, resulting in closure of the first two signal boxes. The disgraced Up refuge loop and also the goods siding were removed. The emergency facing crossover at the eastern end, which had waxed and waned over the years through electrification works and various major track upgrading programmes, was finally connected to be operated from the Springwood panel.



Above is a 1997 photograph of the 1995 route setting interlocking panel.

Provision was made for movements to be signalled in either direction through this crossover, thereby allowing a terminating train to arrive at either platform. At the same time the Down line was signalled for bidirectional working between Valley Heights and Springwood. This arrangement provided a de facto Up refuge for a goods train which could be held at Valley Heights on the Up line while a following Up train overtook it running 'wrong road' on the Down line.

CLOSURE OF SPRINGWOOD TRAIN CONTROL

The next major change to signalling was when Springwood panel was decommissioned in 2016, and its control was transferred to an SSI panel in Blacktown signal box. As at now, Blacktown controls the functions of all the interlockings left on

CONCLUDING REMARKS

From an early time, the railway station at Springwood became very popular, especially with people in Sydney having a day out or a weekend away. Being the first mountain station with pleasant surroundings accommodation from Sydney, it became the place with the lowest train fare at which to enjoy some of the Mountain attractions. Only three station buildings were replaced in the 1880s over the Blue Mountains and Springwood was one of the lucky exceptions. It was also only one of three stations not to be replaced at the time of track duplication in 1902.

The 1884-built structure mirrors well the significance of the town of Springwood as a popular tourist destination and a rural retreat for wealthy Sydneysiders. However, the station building's relatively short length, the omission of any design emphasis on the pedestrian entry/exit point and the absence of cast-iron decorative features marks the structure as a Second Class building – not a First Class structure.

The architecture of the Springwood building is consistent with a few other structures erected elsewhere on the railway system. What is significant is that the style adopted was never elsewhere used previously or afterwards on an existing railway line. Thus, the design appeared to both Springwood residents and travellers to other destinations to be unique. That was correct to a degree. The other few similarly designed structures were erected on new lines.

Another unusual aspect was the extensive use of sandstone. Elsewhere, rendered cement was used to mimic stonework but that was not the case at Springwood. The pitch of the roof on the male toilet block, being in line with the roof of the main building, was unusual but kept company with three other examples on the Main West line.

At the time of the demolition of the 1902 footbridge, it was the oldest surviving Warren Truss pedestrian structure on the New South Wales railway system. It appears to have been the first example of the use of ramps rather than stepways at a location where the local topography could have accommodated either ramps or steps.

ACKNOWLEDGEMENTS

Graham Harper, the well-known historian of railway signals and interlocking, is thanked immensely for his contribution. Evan Rees also went out of his way to provide photographs and a history of the Workman's Van. Dr Bob Taaffe kindly supplied many grammatical and terminological corrections.

Stuart Sharp

2nd June 2024

APPENDIX 1

PROJECTS APPROVED IN 1944 THROUGHOUT THE RAILWAY NETWORK

The Table below sets out the projects approved in 1944. Of the total of 35 projects, 17 were directly related to staff improvements: 16 involved expansion of ticket or parcels facilities and two related to improving public conditions – both involving toilet facilities. In six of the cases, the enlargement of booking/parcels offices was achieved by the reduction of space in general or ladies' waiting rooms. What is obvious is the departmental priority to elevate staff requirements over those of travelling public. Very few of the projects were carried out in 1944.

LOCATION & SIZE OF THE PROJECT	NATURE OF THE TASK & MATERIAL	CONSTRUCTION METHOD	COMPLETION DATE
MAJOR			
Doonside & Mount Druitt	Complete reconstruction – brick	New sites adjacent to existing station	1945
Granville	Complete reconstruction - brick	New sites adjacent to existing station	1960
Dungog	New booking & parcels offices - brick	Demolition of existing staff accommodation – retention of 1909 public facilities	1945
Gurley	Complete reconstruction - timber	New building erected alongside existing structure	1945
MODERATE – PROJECTS THAT UTILISED EXISTING, PUBLIC FACILITIES			
Harris Park	New parcels office following fire – timber	Use former ladies' waiting room	?
Springwood	Expand parcels office – rick	Use existing general waiting	?

LOCATION & SIZE OF THE PROJECT	NATURE OF THE TASK & MATERIAL	CONSTRUCTION METHOD	COMPLETION DATE
		room & build new waiting room	
Newcastle	Modernisation of booking office	Elimination of public inquiry office	1946
Pymble	Enlarged parcels office	Occupation of former general waiting room	1945
Wahroonga and Warrawee	enlarged parcels office	Occupation of former general waiting room	?
Macquarie Fields	Installation of the store and provision of a booking office	Reduction in the size of the waiting room	?
MODERATE – OTHER CONSTRUCTION STRATEGIES			
Katoomba	Provide staff meal room - timber	Add to existing timber building	1945
Orange	Office for RRR Manager - brick	Enclosure of part of station forecourt	1946
Bathurst	Provide toilet & other facilities for RRR staff - brick	Enclosure of part of station forecourt	?
Parkes	Conversion of redundant signal box into a staff meal room -- timber	Adapt existing, surplus building	?
Wyong	Build new parcels office & enlarged office for Station Master	Build new structure on platform	1945
Broadmeadow	Erect new platform shelter – steel	NA	?
Gloucester	New laundry, staff toilet &	Off platform	1947

LOCATION & SIZE OF THE PROJECT	NATURE OF THE TASK & MATERIAL	CONSTRUCTION METHOD	COMPLETION DATE
	enlargement of RRR – timber		
Taree	New RRR tent for troops & ice cream stall	Stand-alone on platform	1945
Coffs Harbour	Enlargement of RRR	Off platform	1945
Sydney Terminal	New ventilation system for RRR; new meal room for cleaners & hand-wash basins for CTM & Assistant CTM	NA	?
Fairfield	Enlarged parcels office – brick	Located at end of existing building	1946
SMALL			
Dunedoo	Build stand-alone parcels shed - timber	Build new structure on platform	1947
Muswellbrook	Provision of a staff meal room – timber	Off-platform	?
Waratah	Bike rack in parcels office - timber	Reduction of space for customers	?
Gunnedah	Reduction in number of urinals	Demolition	?
Helensburgh	Cabin for ticket collector - timber	Located at bottom of stairs	?
Robertson	Entry gate	Off platform	?
East Richmond	Closet for females	Stand-alone on platform	?
Riverstone	New bike rack in parcels office	N/A	?
Roseville	Provision of cabin for ticket collector – timber	Located at bottom of stairs	
Gordon	Replacement of floor and provision	N/A	?

LOCATION & SIZE OF THE PROJECT	NATURE OF THE TASK & MATERIAL	CONSTRUCTION METHOD	COMPLETION DATE
	of new facilities in female toilet		
Marrickville	Extension of booking office – timber	Existing office extended	1945
Chullora	Provision of two simple waiting sheds	No other buildings on platforms	1945
Lockhart	Rebuilding of burnt section – timber	N/A	1945

All the major projects involving brick buildings utilised the Inter-War Functionalist style.

There were nine major or moderately-sized projects that were approved but did not proceed. The large proposals involved stations that Leeton, Broadmeadow, Newcastle, Rhodes and Richmond. The smaller projects related to Wagga Wagga, Warrimoo, Orange and Towradgi. Of those nine, only one – a new station at Towradgi – was ever implemented. This was another blow for passengers.

Community requests in 1944 involving new stations for Broken Hill, Grafton, Kyogle and Dunedoo were rejected. Similarly, the request for improved lighting at Cumnock, a hand-rail for the steps at Richmond and loudspeakers will Granville were dismissed. The communities at those centres were aware that the Department of Railways was in a sound financial position, which would enable it to construct replacement facilities or improvements. In a way, the Department's sound financial management became a problem for itself as it had no genuine excuse to reject requests for new station buildings. Keeping in mind the wide range of other engineering projects underway, there was little truth in the often-used excuse that there were manpower and material shortages. The Department simply spent its money based on its priorities and rejected claims from the public.

APPENDIX 2

A HISTORY OF WORKMEN'S VAN W1035X BY EVAN REES

Evan Rees has provided the history of the carriage at the loading dock.

The vehicle is workmen's van W1035X, which was built by Hudson Brothers as part of the 1879-1884 five-year contract for coaching stock. It was built by Hudson Brothers as part of the 1879-1884 five-year contract for coaching stock and placed into service

In January 1880 as 1st Class car No .43. It was recoded and renumbered in 1892 as BB305 as part of Thow's 1892 classification scheme. In February 1896 it was used as an inspection vehicle but returned to passenger traffic as a 2nd class car and recoded FA. The vehicle was condemned in April 1935, converted to a workmen's van in February 1938 and condemned in August 1968". **SOURCE:** Photograph No. 000608, ARHS Railway Archives.

Evan has kindly supplied the following photograph taken in the same location at the same time, i.e., May 1938.



It's time to go. See you at the next station. The date is 27th August 1997.