

Submission

No 45

INQUIRY INTO THE UTILISATION OF RAIL CORRIDORS

Organisation: Ku-ring-gai Historical Society Inc.

Name: Mrs Jennifer Harvey

Position: Vice President

Date Received: 29/02/2012

KU-RING-GAI HISTORICAL SOCIETY INC.

Affiliated with the Royal Australian Historical Society, the National Trust of Australia (NSW), the History Council of NSW, the Society of Australian Genealogists, and the NSW & ACT Association of Family History Societies Inc.
Patron: The Mayor of Ku-ring-gai

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The Committee Manager
Committee on Transport and infrastructure
Parliament House
Macquarie Street Sydney 2000

Submission – The utilisation of rail corridors (Inquiry)

The Ku-ring-gai Historical Society would like it noted that they strongly object to the proposal for ‘the utilisation of air space above, and the land adjacent to, the rail corridor in the Greater Metropolitan Area of Sydney including the Hunter and Illawarra’.

To build over and adjacent to the railways in Ku-ring-gai would destroy the character and heritage of the highly significant North Shore Railway Line which was heritage listed by the State Rail Authority under Section 170.

The North Shore Railway Line is recognised as having Local and State Significance. The SRA rate the line as being comparable and as significant as the Blue Mountains railway. The consistently high standard of the station buildings reflects the high level of importance that the railways placed on the North Shore Line.

Under the Ku-ring-gai Planning Panel (installed by the previous State Government) the Ku-ring-gai Town Centres Local Environment Plans (LEP) allowed for the rezoning of land to facilitate the large increase in intensity of development. The Plan gazetted by the Minister was challenged by Friends of Turrumurra in the L&E Court and by the judgment of Mr Justice Craig was found to be invalid. Following this outcome Ku-ring-gai Council has had to rework the town centres LEP.

There is a long and well-documented history of community concern relating to the heritage and character of Ku-ring-gai. The Ku-ring-gai group of station precincts are extremely significant to the community because:

- The stations contain superb examples of railway architecture and design. As a group they provide a consistent style of high significance as all are in excellent condition, and display a unity of development rarely seen on the railway system.
- The station precincts are sited in garden settings which was typical of many stations throughout the State and which now (apart from Ku-ring-gai) have largely been removed. This gives the sites added significance.
- The Ku-ring-gai group are also of interest as they are all island platform structures except for the terminus points such as Lindfield and Gordon where an additional platform is provided.
- The group’s consistently high standard of brick station buildings and their beautiful garden settings reflect the importance of the area and how decisions made relating to the railway could be influenced by local politics.

The groups significance is heightened with additional items located at various stations:

Roseville Station is the most southerly of the eight train stations in the Municipality of Ku-ring-gai. It is apparent to all train users, that when approaching Roseville, they are entering a different type of locality; one with more open space and larger gardens. Roseville Station Master’s cottage built in 1903 still stands and is located on the Pacific Highway. Unfortunately the original roof of the station building has been replaced.

Lindfield Station is one of the most interesting and significant stations on the North Shore Line. It contains a side platform as well as an island platform with an overhead booking office. The station's importance is heightened with the addition of a unique pre-cast panelled signal box which is the only one known to exist in the Metropolitan area; the relatively rare 'haunched beams'; the RSJ trestles and Newel posts with the star design.

Killara Station is listed on the Registers of the National Estate, The National Trust and Section 170 Register of RIC. The station with its surrounding gardens was featured on the front cover of the Sydney Suburban train time-table during the 1960's. This demonstrates the importance of the station with its garden setting to the railways at that time. A series of pathways lead from the surrounding residential areas to the footbridge, a unique feature of this station. The Killara Station contains Newel posts featuring the star design. Unfortunately the station building was damaged by fire and the roof has been replaced with a poorly designed substitute structure.

Gordon Station with its associated precinct and garden setting is probably the best example of its kind in NSW. Although having undergone some minor sympathetic additions and reconstructions it retains a strong consistent architectural character that compliments the residential character of the North Shore. The precinct contains: a footbridge with an overhead booking office, a brick station building on an island platform and a timber utilitarian waiting shed on a side platform. The group is interesting because of its intact condition, its retention of significant detail and its use as an intermediate terminus with the use of the additional platform. Its significance is heightened with the additional items of intact signal box and fittings, the footbridge constructed of steel containing the oldest 'haunched beams' in NSW, a timber booking office and WWI Honour Board. Gordon Station is listed on The Register of National Estate, NSW Heritage Council, National Trust of Australia (NSW), LEP and Section 170 Register of RIC.

Pymble Station is one of several important and representative station buildings constructed on the North Shore. It is largely intact and retains most of its original features. Its significance is heightened as it contains the relatively rare 'haunched beams', RSJ trestles and Newel posts featuring the very rare knob design. Pymble station is listed on the Section 170 Register of RIC.

Turramurra Station is a good representative example of an island station building from the first phase of re-building the North Shore line. Constructed in 1899 it is the oldest brick island station building in Ku-ring-gai. The circular gusset inset in the awning bracket indicates that it was built in the 1890s. It is the only example of its kind on the North Shore line.

Warrawee Station opened on the 1 August 1900. It was the last station to be built in Ku-ring-gai. It is unique in that there is an absence of commercial buildings in the area and it is located in a bushland setting.

Wahroonga Station and its surroundings are a superb example of the early 1900s Sydney suburban railway station architecture and design, set among gardens tended by State Rail, the Ku-ring-gai Council and local residents. Trees and shrubs planted on the platform added importance to the pleasant visual appearance. At the Northern end of Wahroonga Station is a 'free standing' or over railway footbridge that contains Newel posts featuring the star design. The rarer knob design can be found on the Newel posts at the bottom of the access stairs to the platform. The station precinct is listed on the NSW Heritage Council, National Trust of Australia (NSW), LEP and Section 170 Register of RIC.

The Ku-ring-gai Railway Stations have been listed on the State Heritage Register for NSW under Section 170 Register of Rail Infrastructure Corporation

- **Roseville Railway Station** - Year 1999 Number SRA 933.
- **Lindfield Railway Station** - Year 1999 Number SRA 919
- **Killara Station** - Year 1999 Number SRA 66 The Killara Station listing which includes station buildings, platform faces of brick and pedestrian steps are assessed as historically rare. The item was assessed as socially rare.
- **Gordon Railway Station group**- Year 1997 Number SRA 912. The Gordon Station is listed as an item of State, Regional* and Local Significance. (*The NSW Heritage Office no longer use the category level of Regional significance). The Gordon Railway Station group listing includes two footbridges with the first pair of haunched beams in the state, station buildings, intact signal box, overhead booking office etc. The group is assessed as historically rare, architecturally rare and socially rare.
- **Pymble Railway Station** - Year 1999 Number SRA 68. The Pymble Station listing which includes a brick island station building is assessed as historically rare. The item is assessed as architecturally rare. The item is assessed as socially rare.
- **Turramurra Railway Station** - Year 1999 Number SRA 70. The Turramurra Station which includes the brick island station building and the brick platform faces is assessed as historically rare. The item is assessed as architecturally rare and socially rare.
- **Wahroonga Railway Station group**- Year 1999 Number SRA 2. The Wahroonga Station listing includes the initial island/ side brick building, platform faces of brick 1906; brick arch overbridge 1909; steps-steel fabricated down end c 1900; pedestrian footbridge at North end of station; Landscape whole of station area as landscape precinct as part of larger landscape precinct in Wahroonga area; Brick wall 1909; plantings to platform area and gardens around station area. The item was assessed as historically rare. The item is assessed as architecturally rare and socially rare.
- **Warrawee Station** – Year 1993 Number SRA 31

The above items have been recently updated by the NSW Department of Commerce for RailCorp; extracts from the Heritage listing for Gordon are included below.

Gordon Railway Station group - update 2009

As a complex, Gordon Railway Station is of **state aesthetic significance** as a fine example of an early 20th Century railway station along the North Shore line, which retains a high degree of integrity and quality of detail.

Gordon Railway Station is **historically significant at a state level**.

Gordon Railway Station has **social significance** as evidenced by the community involvement during the design and construction of the new lifts and access arrangements. Local historical societies are also known to include the station complex in historical tours of the local area, thereby demonstrating the high esteem held by particular members of the community for the Gordon Railway Station.

The location of the booking office on the **overbridge is rare**.

Gordon Railway Station is of **representative significance at a state level** as an early 20th century railway station complex.

We trust the preceding information will be taken into account when considering how the proposed utilisation of rail corridors would impact on the aesthetic, social, and historical significance of the Ku-ring-gai portion of the North Shore Railway line. The Ku-ring-gai Historical Society considers that it is imperative that these heritage listed railway precincts be treated with the utmost respect and protected for the enjoyment of future generations.

Jennifer Harvey, 29 February 2012

Vice President of Ku-ring-gai Historical Society (KHS)

KHS Representative on KMC Heritage Advisory Committee

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ITEM DETAILS							
Name of Item	North Shore Railway Line						
Other Name/s Former Name/s	Roseville, Lindfield, Killara, Gordon, Pymble, Turramurra, Warrawee and Wahroonga Railway Stations						
Item type (if known)	Railway Station Group						
Item group (if known)							
Item category (if known)							
Area, Group, or Collection Name							
Street number							
Street name							
Suburb/town						Postcode	
Local Government Area/s	Ku-ring-gai						
Property description	Railway track, platforms, station buildings, footbridges, overhead booking offices, ramps, gardens etc						
Location - Lat/long	Latitude				Longitude		
Location - AMG (if no street address)	Zone		Easting			Northing	
Owner	Rail Corporation of NSW						
Current use							
Former Use							
Statement significance	<p><i>The North Shore Railway Line is recognised as having Local and State Regional Significance. The SRA rate the line as being comparable and as significant as the Blue Mountains railway. The consistently high standard of the station buildings reflects the high level of importance that the railways placed on the North Shore Line.</i></p> <p><i>The Ku-ring-gai group of station precincts are superb examples of railway architecture and design. As a group they provide a consistent style of high significance as all are in excellent condition, and display a unity of development rarely seen on the railway system.</i></p> <p><i>The station precincts are sited in garden settings which was typical of many stations throughout the State and which now (apart from Ku-ring-gai) have largely been removed. This gives the sites added significance.</i></p> <p><i>The Ku-ring-gai group are also of interest as they are all island platform structures except for the terminus points such as Lindfield and Gordon where an additional platform is provided.</i></p>						

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	<p><i>The group's consistently high standard of brick station buildings and their beautiful garden settings reflect the importance of the area and how decisions made relating to the railway could be influenced by local politics.</i></p> <p><i>The groups significance is heightened with additional items located at various stations:</i></p> <p>Roseville Station is the first of the eight train stations in the Municipality of Ku-ring-gai. It is apparent to all train users, that when approaching Roseville, they are entering a different type of locality: one with more open space and larger gardens. Roseville Station Master's cottage built in 1903 still stands and is located on the Pacific Highway. Unfortunately the original roof of the station building has been replaced.</p> <p>Lindfield Station is one of the most interesting and significant stations on the North Shore Line: it contains a side platform as well as an island platform with an overhead booking office. The station's importance is heightened with the addition of a unique pre-cast panelled signal box which is the only one known to exist in the Metropolitan area; the relatively rare 'haunched beams'; the RSJ trestles and Newel posts with the star design.</p> <p>Killara Station is listed on the Registers of the National Estate, The National Trust and Section 170 Register of RIC. The station with its surrounding gardens was featured on the front cover of the Sydney Suburban train time-table during the 1960's. This demonstrates the importance of the station with its garden setting to the railways at that time. A series of pathways lead from the surrounding residential areas to the footbridge, a unique feature of this station. The Killara Station contains Newel posts featuring the star design. Unfortunately the station building was damaged by fire and the roof has been replaced with a poorly designed substitute structure.</p> <p>Gordon Station with its associated precinct and garden setting is probably the best example of its kind in NSW. Although having undergone some minor sympathetic additions and reconstructions it retains a strong consistent architectural character that compliments the residential character of the North Shore. The precinct contains; a footbridge with an overhead booking office; a brick station building on an island platform and a timber utilitarian waiting shed on a side platform. The group is interesting because of its intact condition, its retention of significant detail and its use as an intermediate terminus with the use of the additional platform. Its significance is heightened with the additional items of intact signal box and fittings. The footbridge constructed of steel containing the oldest "haunched beams" in NSW, a timber booking office and WWI Honour Board. Gordon Station is listed on The Register of National Estate, NSW Heritage Council, National Trust of Australia (NSW), LEP and Section 170 Register of RIC.</p> <p>Pymble Station is one of several important and representative station buildings constructed on the North Shore and Blue Mountain line. It is largely intact and retains most of its original features. Its significance is heightened as it contains the relatively rare 'haunched beams" RSJ trestles and Newel posts featuring the very rare knob design. Pymble had the potential to be one of the most dangerous stations because the railway crossed the highway on a level crossing. It was also difficult to stop because of the steep grade. Pymble station is listed on the Section 170 Register of RIC.</p> <p>Turrumurra Station is a good representative example of an island station building from the first phase of re-building the North Shore line. Constructed in 1899 it is the oldest brick island station building in Ku-ring-gai. The circular gusset inset in the awning bracket indicates that it was built in the 1890s. It is the only example of its kind on the North Shore line.</p>
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	<p>Warrawee Station opened on the 1st August 1900. It was the last station to be built in Ku-ring-gai. It is unique in that there is an absence of commercial buildings in the area and it is located in a bushland setting.</p> <p>Wahroonga Station and its surroundings are a superb example of the early 1900s Sydney suburban railway station architecture and design, set among gardens tended by State Rail, the Ku-ring-gai Council and local residents. Trees and shrubs planted on the platform added importance to the pleasant visual appearance. At the Northern end of Wahroonga Station is a "free standing" or over railway footbridge that contains Newel posts featuring the star design. The rarer knob design can be found on the Newel posts at the bottom of the access stairs to the platform. The station precinct is listed on the NSW Heritage Council, National Trust of Australia (NSW), LEP and Section 170 Register of RIC.</p>	
Level of Significance	State <input type="checkbox"/>	Local <input type="checkbox"/>

DESCRIPTION	
Designer	State Rail
Builder/ maker	Steel makers Dorman Long & Co Ltd of Middlesborough England appear to have been the principal supplier of Steel used in the construction of footbridges; stairs, ramps, trestles, beam and truss superstructures ¹ .
Physical Description and early modifications	<p>When the North Shore line opened its first stations were basic timber utilitarian structures. The majority of these were rectangular in plan with an iron skillion roof that either sloped towards or away from the platform. Gordon Station has the only surviving example of this style of building located on platform 1.</p> <p>With duplication of the line extensive improvements were carried out and the introduction of island platforms with brick station buildings constructed.²</p> <p>Station Buildings</p> <p>Every brick station building now existing in Ku-ring-gai is Federation in style and classified as an initial Standard design or Type 12 building³. Throughout New South Wales approximately 240 station buildings of this design were constructed over the period 1892-1932. As of 2003 only half of these remain⁴.</p> <p>The station buildings were located on an island or side platform. They were rectangular in plan with a steep gable and corrugated iron roof. The buildings were 11-12 feet in width and ranged in length from Lindfield 57 feet, Roseville, Lindfield and Warrawee 72 feet, Turramurra and Wahroonga 87 feet and Killara 108 feet.⁵</p> <p>A typical Federation feature was the double-hung sash windows with multipaned coloured glass in the upper portion. The eaves were finished with an inverted picket fence boarder. Large prefabricated metal brackets supported the cantilevered awnings; these brackets eliminated the need for columns or posts to support the verandah. This not only contributed to safety but also provided extra room on the platform.</p> <p>All the functions were contained within the station building and usually included a booking office, general waiting room, ladies' waiting room with toilet and men's toilets. The men's toilets were always located at the end of the building⁶ and were hidden by a vanity screen. Access to the ladies' toilets was via the ladies' waiting room, which acted as an ante-</p>

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	<p>chamber. Access was never directly from the platform. The cleaners' passage, which separated the ladies' and men's toilets enabled the toilet pans to be removed without the need to enter the inner sanctum of the ladies' waiting room. Tickets were purchased via the ticket window located in the general waiting room.</p> <p>The station buildings were under the control of the Permanent Way Branch,⁷ which specified the materials used in construction. However the Signal Branch had control of the area at the end of the building where the signal box [frame "A"] was located; they dictated the materials used in that part of construction. Timber was the preferred choice of material although in some stations the area was left open. With automation of the signals this area is now used as protection from the elements, ticket office, etc</p> <p>It is interesting to look at each of the buildings in Ku-ring-gai and compare the differences in construction. Although they are of the same basic design, different bricks have been used, the corbels on each of the buildings vary in size and shape and even height. Window treatments vary between station buildings, some have a more elaborate window sill and skirt.</p> <p>Overhead Booking Office and Local Platform As well as the platform buildings, Lindfield and Gordon have overhead booking and parcels offices. The addition of these structures at the stations is an indicator of the heightened importance of the places as railway centres. Both locations were terminating stations and also featured additional platforms for this purpose.⁸</p> <p>Footbridge There are 226 footbridge sites in NSW and of these only 28 contain steel haunched beams. The two footbridges at Gordon contain the oldest steel haunched beams in the State (1909). Lindfield Station footbridge also contains steel haunched beams (1922). There are only 22 sites that contain two footbridges, a street access structure and a platform access structure joined by an overhead booking office⁹. Gordon is a typical example. At the Northern end of Wahroonga Station is a "free standing" or OVER RAILWAY footbridge. This allows the pedestrian access from one side of the railway right of way to the other side without entering onto railway property.</p> <p>RSJ Trestles Steel trestles incorporating RSJ posts were built as early as 1909-10 at Gordon, Pymble and Hawkesbury River Stations and at about 20 other stations through to the mid-1920s, for example Lindfield (1922)¹⁰.</p> <p>Newel Post Constructed of cast iron there were two different designs. One design had a star emblem embossed on the front and outer sides and the other had a semi-spherical knob. Only three of the latter survive, at Mt Colah, Pymble (1910) and Wahroonga (1927)¹¹. Stations containing Newel Posts that are embossed with a star are Killara(1909), Wahroonga, North end (1910) and Lindfield (1922)¹².</p> <p>Precast Signal Box At Lindfield, the Railway Commissioner decided to build a signal box separate to the other platform buildings. Dating from 1921, this structure is made of pre-cast concrete blocks, officially called units, which were placed between vertical concrete posts with slots in them to accommodate the edges of the units. The building was capped by a roof of "concrete slates", which were similar to traditional slates built of fibro-cement sheeting and laid in a diamond pattern. The use of precast concrete units was relatively rare in Sydney. They were used as a means to lower construction costs and providing a building, which was termite</p>
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	<p>resistant.¹³</p> <p><u>Roseville Station</u> Opened on 1 January 1890 as <i>Rossville</i> an unattended brick-faced platform, 264' in length, with a timber waiting shed. It was situated on the down side of the line convenient to the Lane Cove Road, at the site of the present station.</p> <p>In 1896 an additional platform on the Up (east side) was built, an example that was unique in the system, and for what reason cannot now be discovered. The guard was instructed to give the dual platforms special attention to avoid accidents and everyone must have felt relieved when duplication removed this freak arrangement. Roseville's two single platforms on the single line were replaced by the standard island platform in 1900. The brick station building, with access from a footbridge at the extreme Milson's Point end was constructed in 1901. <i>NSW Contract Reporter</i> 1 October 1901 Erection of Station Buildings at Roseville. Tender accepted of White and Lechill of 556-14-2 ½ pounds¹⁴. The station building was a TYPE 12, 72 feet long constructed of brick with a gabled roof. The building contained a Station Masters office, general waiting room, ladies' waiting room and a men's toilet. The cost of the building was 1380 pounds.</p> <p>The Station Master's House which still exists was built in 1903¹⁵. <i>NSW Contract Reporter</i> 2 June 1903 Station officer's house. Tender accepted of W Refshaw of 578-7-0 pounds.</p> <p>The platform was extended in 1907. When block and interlocking was instituted in 1908, frame "A" was placed under the extension at the Milson's Point end of the building. This eventually was enclosed and when signals became automatic, was converted to a booking office. The platforms were extended in 1927 for electrification.</p> <p>There was a timber overbridge, with brick piers, at Archibald's Road (now Clanville Road).</p> <p><u>Lindfield Station</u> Lindfield Station opened on 1 January 1890 taking its name from a house <i>Lindfield</i> near the station built in c 1880 by William List, formerly of Lindfield in Surrey, England</p> <p>Lindfield opened as an unattended brick-faced platform, 264' in length, with a timber waiting shed. It was situated on the Down (west side) of the line with an enclosed vehicular approach from Pacific Highway. This building was a TYPE 7 timber waiting shed 19 feet in length (including tank) with a reversed skillion roof that sloped away from the platform edge and contained a general waiting room.</p> <p>With duplication of the line in 1900 Lindfield was entirely remodelled with a new island platform and standard brick building with access from a new overbridge that crossed the platform at the Sydney end of the building. <i>NSW Contract Reporter</i> 6 November 1900 Erection of Station building¹⁶. This was a TYPE 12 building constructed of brick with a gable roof and was 72 feet long. The building contained a Station Masters office, postal, general waiting room, ladies' waiting room and a men's toilet. The cost of the building was 1000 pounds. (This station building still contains its original men's water closet with cleaner's passage, 2007).</p> <p>The frame "A" was situated under the extending awning at the Sydney end of the building. A small watertank was installed on the southern extremity of the platform for use by terminating locomotives. A goods siding was constructed on the eastern side of the Up line, with access to the main line from both north and south, and making provision for engines from the siding to shunt around the platform in order to reach the Down line.</p> <p>In 1921 the Construction magazine reported: "The NSW Railway Commissioners have</p>
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	<p>decided to make extensive alterations at Lindfield. The present overhead bridge is to be taken away and a wider structure will take its place. Another platform for local trains will be built on the eastern side of the goods line and access to both platforms will be provided instead of a ramp. Instead of the overhead cartway a subway is to be constructed at about Balfour Street to connect the Lane Cove Road on the west side with Lindfield Ave on the east. The goods yard will be removed to the eastern side of the present station and access is to be provided to the Lane Cove Road¹⁷.”</p> <p>The second station building and overhead booking office were constructed in 1921. The new TYPE 12 station building was located on a side platform that ran parallel to Lindfield Avenue. Constructed of brick with a gable roof and it was 57 feet long. All functions were contained within the station building; general waiting room, ladies’ waiting room and men’s toilet. R. Kendall approved the construction on 25 August 1921. The overhead booking office was a TYPE 20 and was approved by R. Kendall on 28 July 1921. It was constructed on a new footbridge that was built to replace the former vehicular overbridge. Access stairs to each platform and to the street on either side of the footbridge were provided. Lindfield Station footbridges contain steel “haunched” beams and original Newell posts at the base of the stairs which feature the star design.</p> <p>The side platform has a drinking fountain for engine drivers and firemen located at the southern extremity of the platform. This fountain was designed in such a way that water is always cool.</p> <p>The final main change to the 1922 platform was the construction of a signal station on the main platform. The Railway Commissioners decided to build a signal box that was unique to the Sydney suburban rail system. It was constructed of pre-cast reinforced concrete panels. These were prepared in a railway workshop and brought to Lindfield and slotted into place using a drop-log construction technique with grouted joints. The building was capped by a roof of ‘concrete slates’, which were similar to traditional slates built of fibro-cement sheeting and laid in a diamond pattern. Precast concrete panels was used as a means to lower construction costs and to provided a building which was termite resistant. A second building, used as a maintenance depot was built using the same technique. It is positioned at the southern end of the side platform.</p> <p>A new terminal platform facility was provided at Lindfield, as from the 11 June 1922, to permit of terminating trains standing clear of both main lines. To dispense with opposing movements, the original up main was converted to the terminal road and a new up main platform was erected on the up side, with a new brick building serving it. The terminal road had a dead-end between the main lines, with a crossover for the reversing of engines.</p> <p>In 1927 the Station Master moved from his cottage on the corner of Tryon and Lindfield Ave to further down Tryon Road. The old house was demolished and replaced by the <i>Ramsay Building</i>.</p> <p>There was immediate change at Lindfield after electrification in 1927: the engine crossovers were removed as superfluous and a new system of signals were installed in the signal station.</p> <p>Other changes were to occur: in 1940 the goods siding was closed and removed as Gordon Station took over as an important centre for works activities.</p> <p>The 1900 refuge siding disappeared to make room for the additional main line. Two main crossovers permitted the engines of terminating trains to run round their trains but, such was the influence of the British Board of Trade Regulations at the time, they still had to be transferred to the up platform before departure on their return journey to Milson’s Point.</p>
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The timber overbridge at Treatt's Road was replaced by a steel one with jack arches. The high level timber overbridge at Springdale Road was given the additional clearance, the brick piers being replaced by steel struts from the face of the cutting.

The goods siding made the Lindfield terminus a major focus on the line. Many trains terminated at Lindfield, and in many cases trains sat at the station until the timetable allowed them to return to Milsons Point. Engines, manned by two persons, a driver and a fireman, were called 'tank engines, and could move in either direction. At Lindfield, after pulling in to the platform on the Down line, the engines then used the crossover to track around the carriages to the south end of the line of carriages for the return journey to Milsons Point.

Over the years there have been renovations, re-building programs and refurbishments. A fire in the Booking Office in resulted in the re-building of the facility. Other renovations resulted in new stairs from footbridge to platforms, a covered way linking the stairways to the platform buildings, a refurbishment of toilets, and a re-use of waiting rooms.

Killara Station

Killara Station opened on the 10 July 1899 as an unattended station and was placed on the Down (west side) of the line in such a way that it could be readily duplicated by making it an island platform. JG Edwards known as the Father of Killara was instrumental in the establishment of the North Shore Railway and the Killara Station. The word "Killara" means "permanent, always here".

Station staff was provided in 1901. A temporary timber building was provided but was replaced by a standard island TYPE 12 brick building in 1906. Construction was brick with a gable roof and it was 108 feet long. All functions were contained within the station building; general waiting room, ticket and parcels office, Station masters office, ladies waiting room, store and men's toilet.

For duplication in 1909 the new down line was brought behind the station building thus completing the island allowed for in the original design and a footbridge provided at the Milson's Point end of the building. The frame "A" was placed under the extension of the awning at the same end and, today, the area is in use as a booking office window shelter, as the lever frame was removed with the coming of automatic signalling in 1928.

A high level steel jack-arch overbridge replaced the Powell Street crossing and the Greengate Road timber overbridge (originally a private bridge) was replaced by a steel jack-arch structure with brick abutments.

A new 30' brick arch underbridge was built to connect Henry Street to Werona Avenue near McIntosh Street.

Gordon

The original station opened on 1 January 1890 with a 264 foot brick-faced platform situated on the down or west side of the line on the site of the present up track¹⁸. All buildings on the North Shore line except the terminus at St.Leonards were of timber construction. This was a reflection of the depression then gripping NSW.¹⁹

The timber station building constructed at this time was a Type 5²⁰ standard roadside station 37 feet in length. The floor plan was symmetrical, flanked by a detached "wing". The roof form was a gable, with the detached "wing" topped with a transverse gable. The building contained a booking office, general waiting room and ladies' waiting room. Separated by a

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	<p>yard and passage was the detached wing, which housed the men's toilet and a ladies' toilet. The verandah had timber posts and a valance boarding on the gable end. The building was removed to Wollstonecraft 1909.²¹</p> <p>At the time of opening of the single line, the safeworking system was staff and ticket, the sections being Hornsby-Gordon and Gordon-Chatswood²². The station was a single line passing location and was provided with a 16 lever McKenzie and Holland rocker shaft type interlocking machine to control the fully signalled facility. (An interlocking machine is the collection of levers for operating points and signals, which are so connected that conflicting movements cannot occur. The principal function of a signal box was to house the interlocking machine)²³.</p> <p>Gordon was closed as a passing facility and converted to an unattended platform on 4 February 1890 when the original Staff and Ticket working was removed to Pymble. On the 20 July 1893, Gordon became manned again.²⁴ A loop siding was built on the eastern side so that a train which terminated at Gordon could run its engine around the train. A second platform was constructed on the east side of the loop in 1893. This later became the Local platform line, presently No 1 platform²⁵.</p> <p>Staff and ticket working was replaced by electric train staff in 1895, using large Webb-Thompson instruments. In 1897 the goods siding²⁶ holding 15 trucks was constructed on the Down side at the Hornsby end of the station. It connected with the main line by a right hand crossover between the two dead-ends. The goods shed was 36ft x 16ft with a 4 ft stage at the front and rear²⁷.</p> <p>With the duplication of the line from Gordon-Turramurra on 26 September 1909, and Lindfield-Gordon on 24 October 1909, extensive improvements were carried out both on site and the surrounding area. The level crossing at McIntosh St (Ravenswood) was closed and a public road from the highway to the station was formed. Called Fox St it eventually became St. Johns Avenue.</p> <p>Gordon station was completely remodelled, the old main line became the Up main²⁸ and the loop and platform²⁹ now accommodated trains terminating at the station. A new goods loop siding was placed on the down side of the down main, opposite the platform and connected with both lines. The goods siding was repositioned slightly to the west to accommodate the new line.³⁰</p> <p>The new Down line was taken behind the old station building creating an island platform³¹ and a new Standard design /Type 12 station building was constructed. Two steel footbridges to service the platforms were erected on the Hornsby end of the platforms and an overhead booking office was constructed. Park Avenue timber overbridge was replaced by a double-line steel structure.</p> <p>In 1927, in conjunction with provisions for electrification, the goods siding was extended at the southern end to the site of the new sub station to allow delivery of the transformers and other electrical equipment. A siding was laid off the Milson's Point bound line (Up Main) between the station and Mona Vale Road to service under-rail bins for the delivery of gravel for road construction in the area. The siding was for the Ku-ring-gai Shire Council and was known as the Pittwater Siding³². On 3 April 1956 the Pittwater Siding was closed and later removed.</p> <p>The last level crossing on the line at Mount William Street remained until 1927 when an eight foot pedestrian subway was substituted. Pittwater Road [Mona Vale Road] had its timber openings replaced by a 35' and 2/19' steel bridges.</p>
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	<p><u>Pymble Railway Station</u></p> <p>The Pymble Railway Station opened on 1 January 1890 without a loop and as a temporary staff station. The station is named after Robert Pymble and is sited on part of his 600 acre grant. For a few years before the station building was erected the rear part of the old Robert Pymble's house was converted into a temporary station building, with the dining room becoming a waiting room, and the kitchen becoming the railway ticket office. The gatekeeper's house was at the rear.</p> <p>Pymble station seems to have been an after-thought, as it does not conform to the style of others on the original line. It was situated on an unbroken length of 1 in 50 grade, a most unusual thing in new construction. The platform was shorter than the others being only 198' in length. It was situated on the Down (west side), on the St.Leonards' side of Lane Cove Road (Pacific Highway) level crossing at the foot of Pymble Hill. Opposite the more recent loading bank which was abandoned in 1940.</p> <p>In 1895 the level-crossing was closed, and an overhead bridge opened. This was done to avoid employing someone to open and close the gates, for the infrequent occasions when a train would pass. The overhead bridge was not located at the foot of Pymble hill, but just south of the station linking Lane Cove Road (Pacific Highway) with Grandview Street, approximately in line with Station Street. <i>Building Engineering Journal and Builders News Pymble</i> 10th August 1895. Erection of bridge over railway line tender Durham and Sons 178 pounds³³.</p> <p>Around 1895 the first purpose built station building was erected. This was a TYPE 8 station constructed of brick, 54 feet in length and containing; booking office, general waiting room, ladies waiting room and men's toilet. The station was interlocked in 1900 and the platform lengthened in 1904</p> <p>The dead-end goods siding was on the Hornsby side of the crossing under the site of the present overbridge on the down side, while a lie-bye (sic) dead-end siding was on the opposite side of the line, the latter provided to hold portion of a down train while shunting, owing to the danger of a runaway on the steep grade.</p> <p>On duplication in 1909 the island platform was moved slightly nearer to Hornsby, the building being on the site of the old highway level-crossing. The island/platform station building was a TYPE 12 constructed of brick with a gable roof and containing; parcels office, Station Masters office, booking office, ladies waiting room and men's toilet.</p> <p>The original 1 in 50 rising gradient, which made starting of trains difficult was eased to 1 in 70.</p> <p>Leaving Pymble there is a steep climb to Turramurra lifts the line 100' in the one stage and gains the upper portion of the plateau. There was a private level-crossing, after the construction of the railway, approximately opposite Fern Street, linking Grandview Street with Gordon Road. A high timber bridge was provided at Beechworth Road</p> <p><u>Turramurra Station</u></p> <p>Turramurra Station opened on the 1 January 1890 and was at first called Eastern Road Station after the road that runs directly north of the station. This was changed to Turramurra Station in August 1890. Turramurra is the Aboriginal word for "High Hill"</p> <p>It had a brick-faced platform, 264' in length, on the Down side at the present site of the Up platform. The timber station was approached by that portion of Eastern Road diverted by the railway, and connected with Pacific Highway.</p>
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	<p>The first timber building approved in 1888 was a TYPE 15 (i) awningless building with a gable roof. It was 36 feet long and contained; a general waiting room, ticket office and ladies toilet. There was an absence of awning over the platform which was added later, access to the ladies toilet was via the waiting room.</p> <p>In 1899 a brick station master's residence constructed on the Pacific Highway frontage (now a park). <i>NSW Contract Reporter</i> 10th October 1899. Railway Department cottage. Tender accepted of W Johnson³⁴</p> <p>A goods loop siding , holding 15 trucks, was on the up side, opposite the platform but the goods shed was on the platform. There was a public level crossing at Cherry Road, with gatehouse on the Down side at the St. Leonards side of the gates.</p> <p>Turramurra became a crossing station, on the 5 October 1899, to divide the Gordon-Hornsby section. The down loop was taken round the rear of the station building and the platform converted to an island, the signalling being arranged for down and up working.</p> <p>The present brick building replaced the original on 14 March 1900. It was a TYPE 12 building approved by T Firth on 9 October 1899 and built by TG Quiggin at a cost of 1,460 pounds. Construction was brick with a gable roof and a length of 87 feet. The building contained a Station Masters office, booking office, general waiting room, cleaners passage and men's toilet. This is the only station in Ku-ring-gai that has circular gusset insets in the awning brackets.</p> <p>The new frame "A" was situated at the Milson's Point end of this building under an extending awning, now used to cover the booking windows. Access to the platform was by a footbridge at the Milson's Point end of the station.</p> <p>The Lane Cove Road (Pacific Highway), approaching Turramurra, crossed over a high cutting on a timber overbridge, which was altered for the duplication to take steel struts from the sides of the cutting in place of the original brick piers and timber trestles. In later years the Main Roads Board provided a widened concrete structure in their remodelling of the Pacific Highway.</p> <p>The goods siding was removed in 1940. Cherry Street overbridge, in steel, replaced the original level crossing the road being slightly diverted.</p> <p>The Station Master's cottage was sold and a property was purchased at No 12 Gilroy Avenue to house the Station Master in 1921. This dwelling is still in existence.</p> <p><u>Warrawee Station</u></p> <p>Warrawee Station opened on the 1st August 1900. It was the last station to be built in Ku-ring-gai. It is unique in that there is an absence of commercial buildings in the area. Warrawee is an Aboriginal word meaning "stop here".</p> <p>Arranged to be an island-type station for future duplication, the platform was on the Down side and a timber building was erected. This was a TYPE 15 (i) an awningless building with a gable roof. Construction was of timber, 30 feet long and containing; a general waiting room and ticket office. There was an absence of awning over the platform</p> <p>With duplication Warrawee had the island platform completed for the new down main and a standard brick island-platform-type building replaced the old timber sheds. The footbridge was erected at the Milson's Point end of the building. There were neither block instruments nor signals. The second building was a TYPE 12 brick building 72 feet in length with a</p>
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	<p>gable roof. All functions were contained within the building station building; booking office, general waiting room, ladies waiting room, cleaners passage and men's toilet. The awning supports were metal brackets. The general waiting room and booking office were altered to a booking office and parcels office in 1944.</p> <p><u>Wahroonga Station</u></p> <p>Wahroonga Station opened on 1 January 1890. During construction of the railway it was known as Noonan's Platform and on opening Pearce's Corner. It was renamed Wahroonga 10 months later and had a brick-faced unattended platform on the Down side, with a timber waiting shed. Wahroonga is an Aboriginal word meaning "our Home".</p> <p>The first building was a TYPE 8 station, constructed of timber and containing three rooms; general waiting room, ticket office and ladies waiting room. The skillion roof sloped towards the platform edge and there was an extended roof with timber braces. Access to the rooms was from the platform. It was relocated to Point Clair in 1905</p> <p>Wahroonga Station at 623' altitude, had the highest station site on the line. It had vehicular approach from Noonan's [Coonabarra] Road, which crossed the line on the level at the Hornsby end of the platform, a resumed building, between the platform and crossing served as a gatehouse.</p> <p>In 1891, a dead end goods siding was added on the down side towards Hornsby beyond the crossing. It is notable as possessing the first instalment of "duplex and bracket lock" on the ball levers of points and catch points on the system. There was a level crossing at Myra Street and Romsey Street and the former was replaced by an RSJ overbridge before 1904 while a level crossing was opened at Leonard Street before that date.</p> <p>In 1906 a standard brick island-type building was erected in anticipation of the duplication of the line. This was a TYPE 12 building constructed in brick with a gable roof and 87 feet in length. The building cost 1,800 pounds and contained; parcels office, booking office, general waiting room, ladies waiting room, cleaners passage and men's toilet.</p> <p>With duplication in 1909 the new down main was taken around it. A new concrete arch overbridge at the Milson's Point end of the platform gave access by a stepway and replaced Coonanbarra Road level Crossing at the other end of the platform.</p> <p>A frame "A" was placed under the awning extension at the Milson's Point end of the Wahroonga station building and the block instruments were in the office. Two main crossovers were provided and were operated from frame "A", together with the Up connection to the goods siding. A pedestrian footbridge was provided, for the purpose of crossing the line only, at the site of the Coonanbarra Road level crossing.</p> <p>The Station Master's cottage located at No 19 Illoura Avenue still exists and at this stage (2006) appears to be the last one built in the Sydney area.</p>					
Physical condition and Archaeological potential	Excellent physical condition with few intrusive and unsympathetic alterations.					
Construction	Start year	1890s	Finish year	1922	Circa	<input type="checkbox"/>

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years						
Modifications and dates	<p><u>General</u> Two of the stations listed have had unsympathetic alterations to their roof line. This however is not irreversible. 1989 saw the emergence of CityRail which was formed to manage urban rail services in Sydney. CityRail announced the upgrading of every railway station in the network under the banner of a \$105 million station upgrading programme³⁵.</p> <p><u>Roseville Station</u> At some stage the roof of the Roseville Station was replaced with a poorly designed substitute structure. 1987 - \$400,000 upgrade which included canopies and removal of a temporary booking office. Reconstruction and improvements to the public toilets and repair to the platform surface.</p> <p><u>Lindfield Station</u> 1982 – replacement of the booking office as a fire had destroyed the original. 1992 – \$700,000 upgrade which included: all weather canopies to the footbridge, stairs and along both platforms. Ticket office refurbished and new public toilets provided. The area adjacent to platform three was to be landscaped.</p> <p><u>Killara</u> 1976 – fire damaged the station and the roof was replaced at this time with a poorly designed substitute structure.</p> <p><u>Gordon</u> 1990 – 1991 new 600 car space parking station and signal renewal. 1993 - Gordon Station was upgraded with an extension of the platforms and reconstruction of the platform 1 building. The concessions at either end of the booking office were constructed³⁶. NOTE the concession on the Wade Lane end was reconstructed. 2005 – Additional facilities to increase accessibility to the existing station precinct which included two lift shafts, awnings and ramp. These were located at the rear of the station footbridge so that the setting of buildings and traditional views were retained. The stairs to platform 2/3 were widened to their original width. The new canopies were designed to reinforce the angle of the haunched beams. The southern canopy on platform 1 has a glazed roof to minimise its impact.</p> <p><u>Pymble</u> 1990 – \$500,000 upgrade which included all-weather canopies, enhanced security, repainting and resurfacing the platform. First time in CityRail history that local companies had helped sponsor the refurbishment of a railway station. Contributors included Rank Xerox \$100,000, 3M, Pizza Hut Australia and Pirelli. Ku-ring-gai Council designed the plans, specifications, gardening and landscaping free of charge and the Abi Group provided the project management.</p> <p><u>Turrumurra</u> 1978 – footbridge replaced 1991 – \$250,000 upgrade to include all weather canopies, resurfacing the platform and improvement of station lighting. New toilets and the station building repainted.</p> <p><u>Warrawee</u> 1985 - repainted</p>					



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	<p><u>Wahroonga</u></p> <p>1944 - The general waiting room and booking office were altered to a booking office and parcels office.</p> <p>1994 - \$1 million upgrade was reconsidered due to public agitation on heritage grounds.</p>
Further comments	<p>The railway stations located on the North Shore line form part of a group which has few parallels in our state: a succession of station buildings, largely intact, of a high quality and consistency, of similar design, and representative of a particular style and era.</p> <p>They are surrounded by gardens, which have often been awarded for their beauty, and cherished and enjoyed by the suburbs' residents.</p>

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HISTORY

Historical notes

North of Sydney Harbour, the Hornsby Plateau forms the spine of the Municipality of Ku-ring-gai. The area, bordered by the waters of Lane Cove River and Middle Harbour rises to a height of over 213 metres above sea-level near Wahroonga³⁷. The high lands of the Hornsby Plateau supported a continuous native forest extending from North Sydney to Hornsby and beyond. When Governor Phillip explored these forested highlands he found them difficult to penetrate and decided they were unsuitable for settlement³⁸. The land remained undeveloped until the 1810's when Governor Macquarie's extensive public works programme created a building boom and timber-getting became a major industry on the area. Once the timber was felled it was dragged by bullock teams down rough tracks to the Lane Cove River from where it was transported to Sydney. The timber-getters were transient moving on once the land had been cleared and the orchardists moved in creating a more settled population.

The area containing the Gordon Parish was originally described as the District of Hunters Hill. By the beginning of the 19th century when settlement on the northern side of the harbour developed local names were adopted and the Lane Cove district replaced Hunters Hill on survey maps. The name Gordon came into existence officially in 1835 when the State of New South Wales was divided into counties and parishes. The parish of Gordon in the County of Cumberland was named after Sir James Willoughby Gordon who had occupied the position of Quartermaster-General in England around the time when the First Fleet was fitted out.

The principal road from the harbourside through the North Shore to Hornsby followed the highest part of the Hornsby Plateau. Originally called the Lane Cove Road (Pacific Highway) it was little more than a track, devoid of metal and badly rutted. The difficulties of transportation hindered the expansion of the area and led to residents of the Ku-ring-gai area agitating for a railway. They established the 'North Shore Railway League'³⁹ in 1875. The committee formed comprised of WH McKeown, John Waterhouse, Phillip Richardson and JG Edwards. These members were among Sir Henry Parke's best supporters, who declared himself in favour of making a railway.⁴⁰

The difficult nature of the country to be traversed for the North Shore line was not insignificant as the line rose 615 feet from Old Milsons' Point (8 Feet) to Wahroonga (623 feet) over 11 metres 14 chains.⁴¹

The initial pattern of the railway was to reach inland pastoral centres⁴². Once these were underway attention then focused on linking the Sydney rail network with the isolated Newcastle system. The Railway Commissioners favoured a route from Homebush to Waratah, near Newcastle. In 1881, a suggestion was made in Parliament that the northern line terminus should be located on the north shore of the harbour.

The Legislative Council approved the Great Northern Junction Railway from Homebush to Waratah on 1 December 1881⁴³ and in the same year surveys for the North Shore Line were completed.⁴⁴ In 1882 the branch extension from North Shore to a junction with the Southern and Northern Junction Railway near Pearce's Corner was authorized and an amount of 140,000 pounds was appropriated. Unfortunately these documents were destroyed when the Garden Palace Exhibition Hall burnt down later that year and this necessitated new surveys to be done. These were completed in 1883, the line running from the original Blue's Point to the junction near Pearce's Corner. Plans for the line from Pearce's Corner to North Shore, using Ball's Head terminus were laid before Parliament in August 1884⁴⁵ and approved on the 26 August 1884.⁴⁶

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	<p>Tenders were called late in 1885. The contract was for the excavation and forming of culverts etc for the line from "Pearce's Corner to St.Leonards, Crow's Nest with a branch to Ball's Head". The lowest tender was from Messrs. Morton and Hardy for £207,647. 15s⁴⁷. It was proposed after the tenders opened to omit the Ball's Head branch⁴⁸ and due to delays Morton and Hardy withdrew their tender.⁴⁹ Cabinet then decided to wait before accepting any other tenders until an estimate of the cost of land resumption was completed.</p> <p>Finally the Dibbs Government passed the bill to construct the railway from Pearce's Corner to St. Leonards. Mr E Pritchard's tender of 112,000 pounds⁵⁰ was accepted in 1887 and a single line from St. Leonards to Hornsby was opened on 1 January 1890⁵¹. The stations that opened at this date were Rossville (Roseville), Lindfield, Gordon, Pymble, Eastern Road (Turramurra) and Pearce's Corner (Wahroonga). Killara Station opened on 10 July 1899 followed by Warrawee on 1 August 1900⁵².</p> <p>The railway brought with it opportunities for the landholders of Ku-ring-gai. Land was subdivided and estates developed. Many farms and orchards were subdivided on the promise of a railway; such as "Gordondale" in 1883. Many more were subsequently developed in the 1890s after the railway came.⁵³ Special land sale trains were hired by agents eager to promote and sell land in their subdivisions.</p> <p>The railway immediately enhanced lands values in Ku-ring-gai and brought with it new residents. The business people who travelled daily into Sydney now had reliable transport but felt the railway line should be extended to the harbourside. Construction began on the extension from St.Leonards to Milson's Point and on 1 May 1893 it was brought into operation⁵⁴.</p> <p>When Mr Tom Johnson was appointed Chief Commissioner he commenced a vigorous programme of improvements for the North Shore services. To encourage new traffic and new settlement he set about the duplication of the single line. Milson's Point to Lindfield opened on 7 October 1900. The remainder of the line to Hornsby was duplicated in sections. Turramurra-Hornsby 23 May 1909. Gordon-Turramurra 26 September 1909. Lindfield-Gordon 24 October 1909⁵⁵. With duplication, extensive improvements were carried out. Level crossings were replaced with footbridges and subways. New island platforms and station buildings were constructed.</p> <p>A proposal for a railway, from Gordon via St Ives to Narrabeen, was first mooted in 1911, and a trial survey was carried out in 1923. The line was to provide a tourist railway to the northern beaches and to open up St.Ives and surrounding crown lands as a residential area. In 1926 the Parliamentary Standing Committee on Public Works resolved: "that it was not expedient that the proposed work be carried out."⁵⁶ Yet in the same year Parliament resolved to build a line from St.Leonards to Epping.⁵⁷ The Railway Commissioners were of the opinion that it would take years to create an appreciable population to serve the line. They decided to defer the project until after the construction of the Harbour Bridge when Dr. Bradfield's proposed electric railway to Manly would have been built. This project never eventuated.⁵⁸</p> <p>Electrification of the line, which commenced in 1927 brought changes with sub-stations being erected at St Leonards and Gordon. 1928 saw the rebuilding of every suburban railway in NSW. All the old carriages and locos went and there was a total new infrastructure.⁵⁹</p> <p>Until the construction of the Sydney Harbour Bridge on the 20 March 1932, all citygoers from Sydney's Northern suburbs travelled across the harbour by steam ferry and, at Milson's Point particularly, the huge daily transfer between ferries and train or tram became</p>
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	<p>a marked feature of the North Shore scene.</p> <p>For the next 50 years the changes to the line were minimal. During the 1980s a number of major stations such as Hornsby, Chatswood and North Sydney were expanded with new facilities.</p>
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THEMES

National historical theme	Australian Theme: Economy; Developing local, regional and national economies.
State historical theme	<p>New South Wales Theme: Transport ; Activities associated with the moving of people and goods from one place to another.</p> <p>Local Theme: The suburbanisation of Ku-ring-gai. How decisions made relating to the railway can be influenced by local politics.</p>

APPLICATION OF CRITERIA

Historical significance SHR criteria (a)	<p>Criteria (a)</p> <p><i>An item may be important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).</i></p> <p>The station precincts represents a group of high quality station buildings that were constructed on island platforms during duplication of the North Shore Line between 1899 - 1909. They reflect the size and style indicative of the state of development of the area at that time. The advent of duplication saw the alteration of the platforms and the addition of the footbridge and overhead booking offices.</p>
Historical association significance SHR criteria (b)	<p>Criteria (b)</p> <p><i>An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area).</i></p> <p>The stations are closely identified with EMG Eddy's building policy of constructing steel overbridges and his immediate successor's policies related to upgrading suburban lines with related station buildings. When Eddy became Chief Commissioner in 1888 he set down a policy of replacing timber bridges with iron or steel superstructures.</p> <p>The North Shore line illustrates that politics has been and still is associated with the railway. It demonstrates how a small group of influential people such as JG Edwards helped to determine the outcome of bringing access to the railway system for the people on the North Shore.</p>
Aesthetic significance SHR criteria (c)	<p>Criteria (c)</p> <p><i>An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)</i></p>

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	<p>The Ku-ring-gai Station precincts are situated in a garden setting which were part of the railways “beautification leases” and were maintained in conjunction with the local council. The mature trees and plants enhance the streetscape and act as a park like entrance to many of the stations.</p> <p>The high quality of the station buildings reflects the importance of the North Shore line at the time of construction and helps show the significance of the area. It was symbolic as to what materials were used in construction. The buildings built of both brick and timber demonstrate the approach of the railways to use both types of construction jointly on stations.</p>
Social significance SHR criteria (d)	<p>Criteria (d) <i>An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons.</i></p> <p>The Gordon Station strongly reflects the connection of the Gordon Community with the placement of the WWI Honour Board on the overhead booking office.</p> <p>The use of the Killara Station on the cover of on the NSW Government Railways suburban timetable in the 1960s demonstrates the importance of the station with its garden setting to the railways at that time.</p> <p>The public outcry (that has been well documented) when changes at the stations have been proposed demonstrates the value the community places on the stations and their curtilages.</p>
Technical/Research significance SHR criteria (e)	<p>Criteria (e) <i>An item has potential to yield information that will contribute to an understanding of NSW’s cultural or natural history (or the cultural or natural history of the local area)</i></p> <p>The station has the potential to demonstrate the transport activities associated with moving people and goods from one place to another, and the systems for the provisions of such movements.</p> <p>It can help us to understand how the railway contributed to the suburbanisation of the North Shore. It demonstrates the evolution of the Parish of Gordon from a rural area difficult of access from Sydney to a district containing small, rapidly growing low density garden suburbs, from which businessmen could travel daily into Sydney.</p>
Rarity SHR criteria (f)	<p>Criteria (f) <i>An item possesses uncommon, rare or endangered aspects of NSW’s cultural or natural history (or the cultural or natural history of the local area)</i></p> <p>The SRA recognise the North Shore Line as having high regional significance. (this category is no longer used by the SRA)</p> <p>The station precincts are sited in garden settings which was typical of many stations throughout the State and which now have largely been removed. This gives the sites added significance.</p> <p>The groups significance is heightened with additional items located at various stations: Signal box and fittings at Lindfield and Gordon; Overhead booking office at Lindfield and Gordon;</p> <p>The Gordon Station footbridge is of rare heritage significance in that its construction of steel “haunched beams” are the oldest in the NSW. “Haunched beams” are also located at Lindfield and Pymble; RSJ trestles are at Gordon and Pymble 1909-1910, Lindfield 1922; Newel posts at Lindfield, (star design) Wahroonga (star design) Killara (star design)</p>

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	<p>Pymble (knob design) Wahroonga (knob design)</p> <p>Gordon station is also significant in that the footbridge houses a WWI Honour Board, the only one remaining on the North Shore line. The original part of the overhead booking office at Gordon is rare in that there are only 14 examples left in the state and this is one of the most intact.</p>
<p>Representativeness SHR criteria (g)</p>	<p>Criteria (g) <i>An item is important in demonstrating the principal characteristics of a class of NSW's</i></p> <ul style="list-style-type: none"> • <i>Cultural or natural places; or</i> • <i>Cultural or natural environments</i> <i>(or a class of the local area's</i> • <i>Cultural or natural places; or</i> • <i>Cultural or natural environments)</i> <p>The stations are able to demonstrate the infrastructure and workings of a suburban passenger station dating from 1890s. The brick buildings are representative of an initial standard design or Type 12 building which evolved between 1892-1932 of which, only half remain.</p> <p>The steel footbridges are also representative dating from the influence of the Railway Commissioner, Edward Eddy.</p>
<p>Integrity</p>	<p><i>The degree to which the item retains the aspects which make it significant under the criteria above.</i></p> <p>The station precincts are in excellent condition and all contain buildings of a consistently high standard. Roseville and Killara have had their original roofs replaced with unsympathetic new structures.</p>

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HERITAGE LISTINGS

Heritage listing/s

Register of the National Estate

- Gordon Railway Station Group
- Wahroonga Railway Station group
- Killara Railway Station Group

NSW State Heritage Register

- Gordon Railway Station Group
- Wahroonga Railway Station group

National Trust of Australia (NSW)

- Gordon Railway Station Group
- Wahroonga Railway Station group
- Killara Railway Station Group

Local Government Identification

- The Gordon Railway Station was identified in the Ku-ring-gai Heritage Study 1987 and is included in the Ku-ring-gai Council's Draft LEP 25; Draft LEP 26 and in their Draft UCA 13

Institution of Engineers

The Institution of Engineers does not have a listing for Ku-ring-gai Stations. However at this period of time they have abandoned their listings until it has been upgraded.

Section 170 Register of Rail Infrastructure Corporation

- Roseville Station Year 1999 Number SRA 933.
- Lindfield Station Year 1999 Number SRA 919
- Killara Station Year 1999 Number SRA 66 The Killara Station listing which includes station buildings, platform faces of brick and pedestrian steps are assessed as historically rare. The item was assessed as socially rare.
- Gordon Station Year 1997 Number SRA 912. The Gordon Station is listed as an item of State, Regional* and Local Significance.
- The NSW Heritage Office no longer use the category level of Regional significance. Items are assessed as having Local, State or National Significance. An item that has Regional significance can be categorized at another level.
- Pymble Station Year 1999 Number SRA 68. The Pymble Station listing which includes a brick island station building is assessed as historically rare. The item is assessed as architecturally rare. The item is assessed as socially rare.
- Turramurra Station Year 1999 SRA 70. The Turramurra Station which includes the brick island station building and the brick platform faces is assessed as historically rare. The item is assessed as architecturally rare and socially rare.
- Wahroonga Station Year 1999 SRA 2. The Wahroonga Station listing includes the initial island/ side brick building, platform faces of brick 1906; brick arch overbridge 1909; steps-steel fabricated down end c 1900; pedestrian footbridge at North end of station; Landscape whole of station area as landscape precinct as part of larger landscape precinct in Wahroonga area; Brick wall 1909; plantings to platform area and gardens around station area. The item was assessed as historically rare. The item is assessed as architecturally rare and socially rare.

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INFORMATION SOURCES

Include conservation and/or management plans and other heritage studies.

Type	Author/Client	Title	Year	Repository
<u>State Rail Authority Documents</u>	Fraser Don	<i>Survey of Railway Footbridges.</i> Prepared for the Heritage Manager State Rail Authority of NSW (SRF)	1996	State Rail Authority
		<i>S.R.A. Stations and Tracks</i> , Vol.1 Main Suburban & Branches. (SRA)	1988	
		Signal Historical Studies, Gordon Railway Station Plan for the enhancement of the Signalling Heritage Features, (SHS)	1995	
	David Sheedy PTY Ltd.	<i>Conservation Management Plan for the Gordon Railway Station.</i> Prepared for the State Rail Authority of NSW and the Rail Infrastructure Corporation.. (CMP)	2002	
	Elizabeth Evans	<i>Gordon Station. Statement of Heritage Impact.</i>	2003	
	Sue Haertsch Planning,	<i>Gordon Station Easy Access Upgrading. Statement of Environmental Effects.</i>	2003	
	Form architects (aust) pty ltd. In association with Jennifer Harvey	<i>Statement of Heritage Impact: Gordon Railway Station</i>	2004	
<u>Printed Books and Journals</u>	Singleton C.C.	<i>The North Shore Line.</i> Bulletin No 261-263, The Australian Railway Historical Society, 1959. (ARHS)	1959	Ku-ring-gai Historical Society
	Malcher, Helen	<i>The Advent of the Railway</i> , JG Edwards, 1926/7? Unpublished essay reproduced in 'The Historian' Vol 29 No 2	2000	
	Thorne, Les G:	<i>A History of North Shore Sydney from 1788 to today</i> , 1968	1968	
	Clark, L.A	<i>North of the Harbour: A brief history of transport on the North Shore, Broadmeadow,</i>	1976	
	Beecroft-Cheltenham History Group	<i>Beecroft and Cheltenham-The Shaping of a Sydney Community to 1914.</i>		
<u>Official</u>		Parliamentary Standing Committee on	1889	Mitchell Library and

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<u>Reports and Parliamentary Papers</u>		Public Works Report on the North Shore Railway with Port Jackson, at Milson's Point. Parliamentary Standing Committee on Public Works Report. Proposed Railway from Gordon to Narrabeen. Legislative Assembly 1885-6. Appendix to No 38 Minute of Secretary for Public Works 11/5/1886	1926 1886	Ku-ring-gai Historical Society
<u>Thesis and Unpublished Works</u>	Sharp, Stuart Alan Harper, Glen Alan Dungey Linda Ferrie, M Lumello, Ron	<i>The Railway Stations of NSW 1855-1980</i> , thesis University of Sydney, (Sharp) The Significance of Style in the Architectural Development of NSW Railway Stations, 1855-1935 thesis University of Sydney 1983. (Harper) <i>The Effect of Railway Development on Suburban Development in the Parish of Gordon, 1880-1906 Long Essay for Degree of MA</i> 1988 <i>Railway Architecture in NSW- The First Fifty Years Architecture</i> , V 1969 University of Sydney. <i>Railway station architecture in NSW : the first fifty years</i> , thesis University of NSW 1974. ARCT 725.3109944/3	1982 1983 1988 1969 1974	University of Sydney and University of NSW
<u>Maps and Drawings and Photographs</u>		Plans and drawings supplied by Rail Infrastructure Corporation (RIC) State Archives, Kingswood Photographs, Gordon Library, Ku-ring-gai Ku-ring-gai Historical Society Jennifer Harvey Kerrin Cook		RIC State Archives, Kingswood Ku-ring-gai Historical Society



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RECOMMENDATIONS

Recommendations	It is recommended that the Ku-ring-gai group of stations on the North Shore railway line be listed as a heritage item as superb examples of railway architecture and design. As a group they provide a consistent style of high significance as all are in excellent condition and display a unity of development rarely seen on the railway system.
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SOURCE OF THIS INFORMATION

Name of study or report	North Shore railway line (Ku-ring-gai area)	Year of study report	2006
Item number in study or report			
Author of study or report	Jennifer Harvey		
Inspected by			
NSW Heritage Manual guidelines used?	Yes X		No <input type="checkbox"/>
This form completed by	Jennifer Harvey	Date	2006



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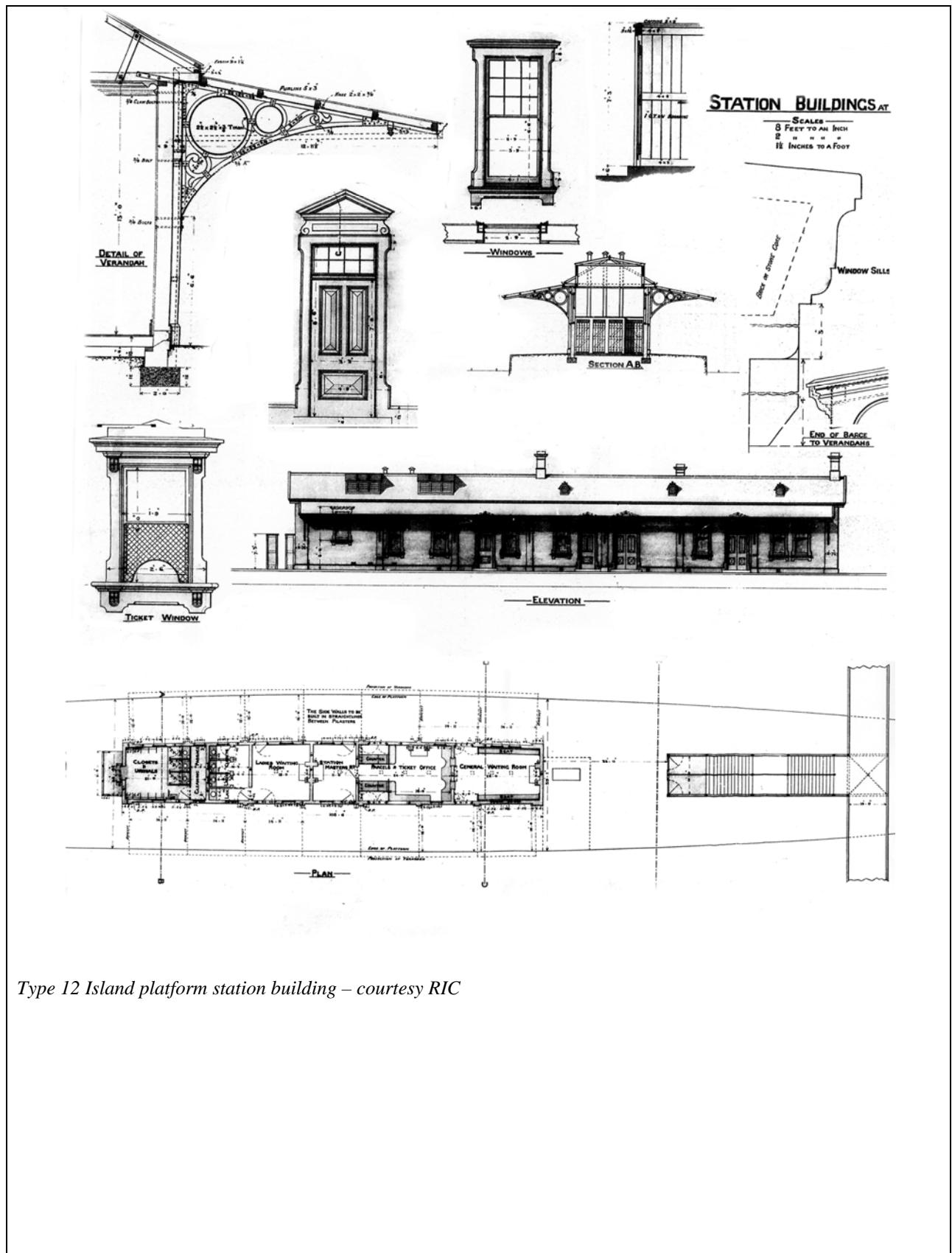
IMAGES - 1 per page

Image caption	Type 12 Island platform station building				
Image year		Image by		Image copyright holder	RIC



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Type 12 Island platform station building – courtesy RIC



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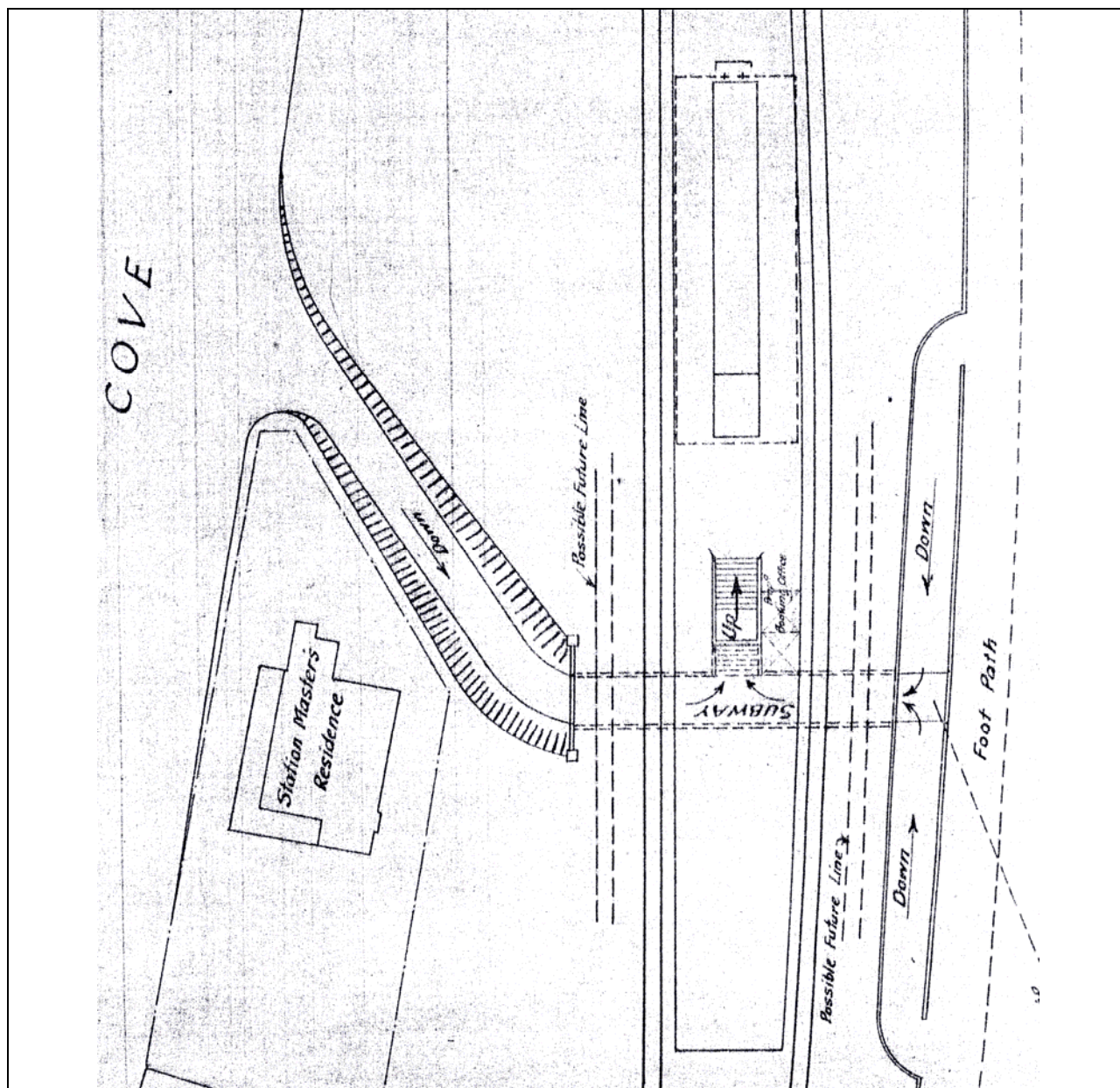


Roseville Station with the Station Master's cottage on the right— Photo: courtesy of Ku-ring-gai Historical Society



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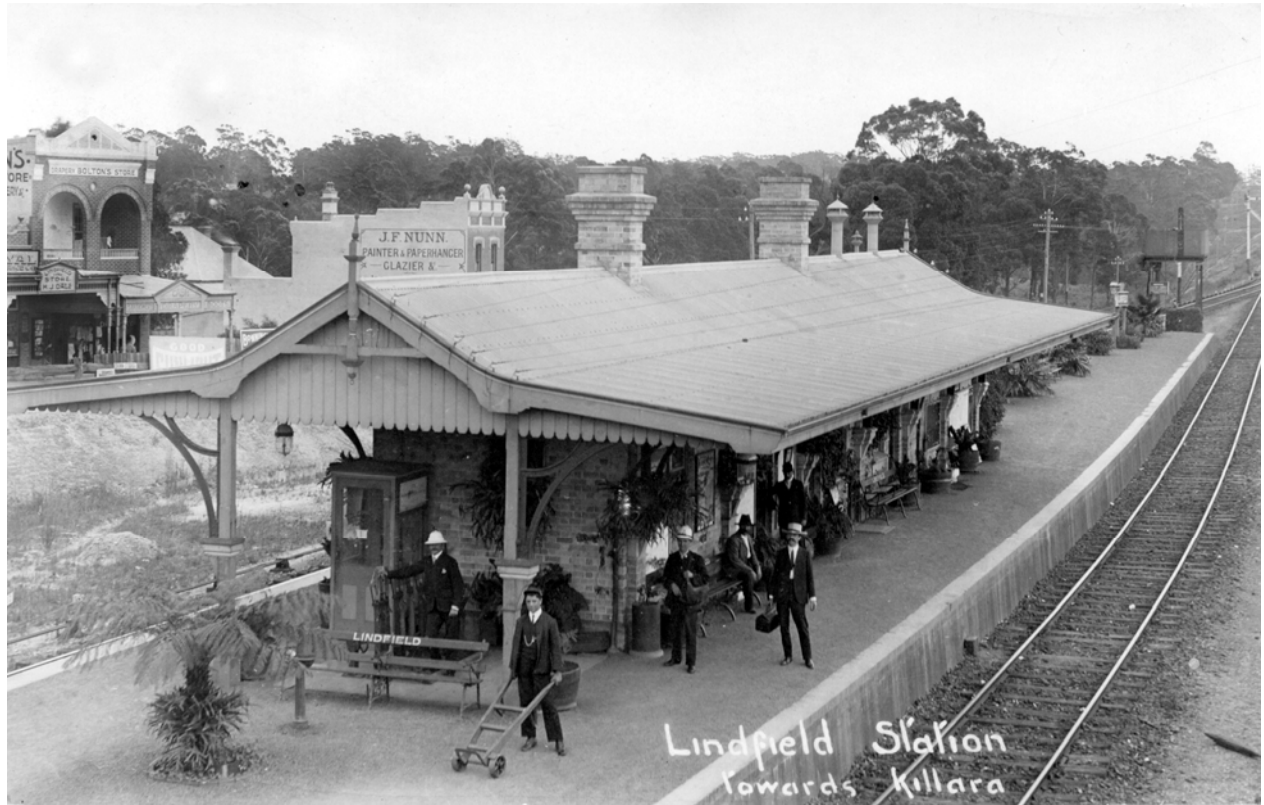
Drawing of proposed subway for Roseville Station. A footbridge was constructed south of the Station Master's cottage. Roseville is the only station on the North Shore line to still have the Station Master's residence adjacent to the station. Drawing – courtesy of the Gordon Library

Roseville Station layout 1888 and 1925 – drawings courtesy of RIC



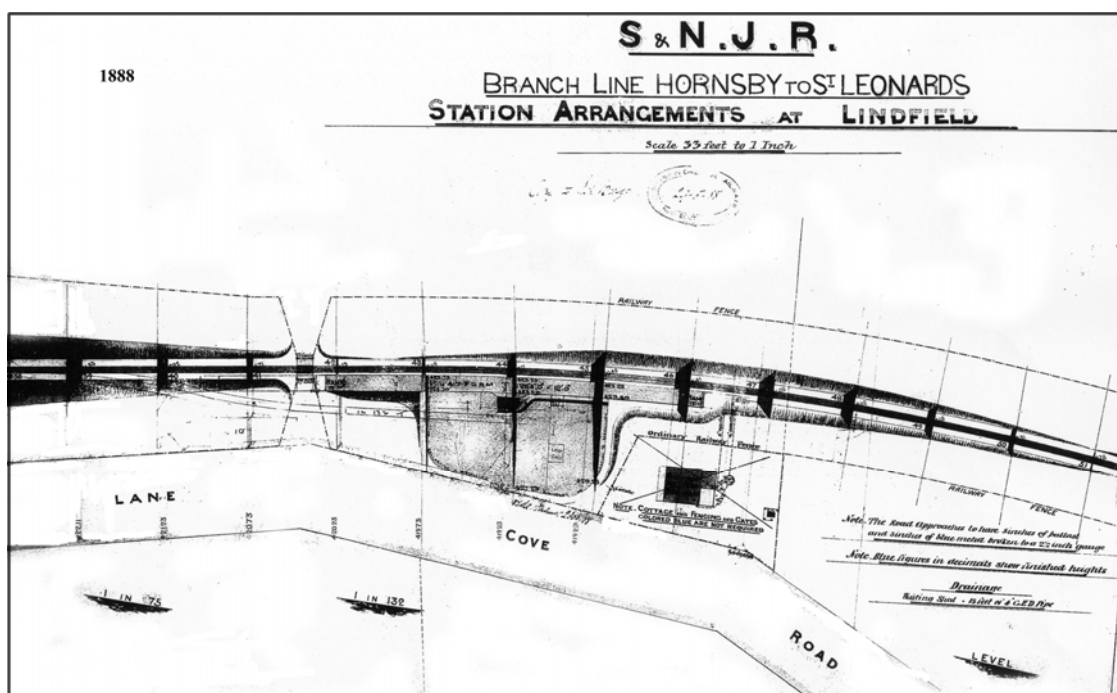
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Lindfield Station courtesy of Ku-ring-gai Historical Society Inc

1888 Drawing of Lindfield Station layout - courtesy of RIC





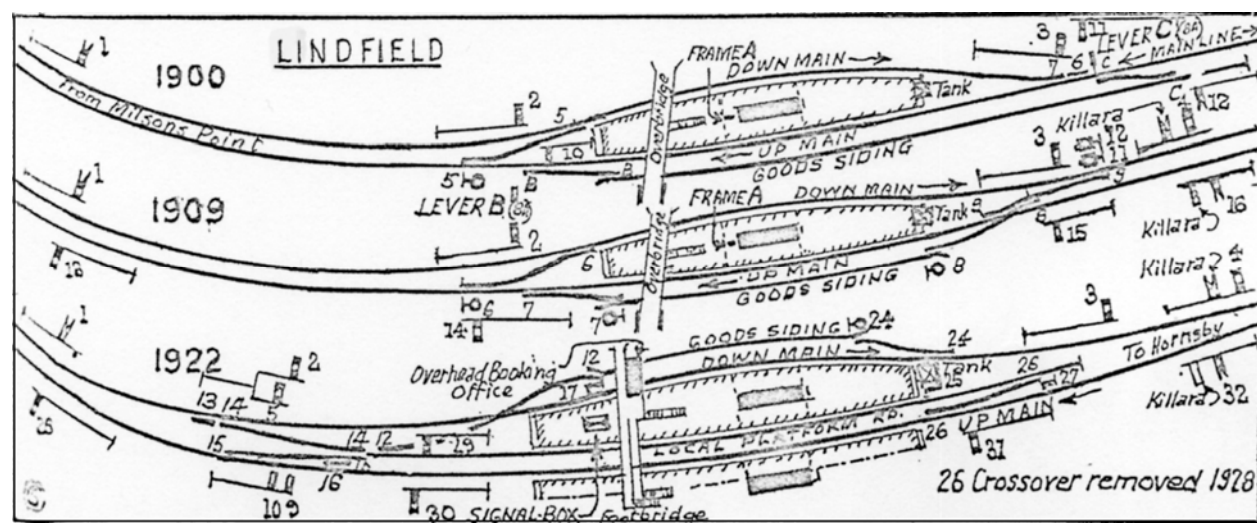
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Lindfield Station showing original overhead booking office, 'haunched beams' and the very rare pre-cast signal box

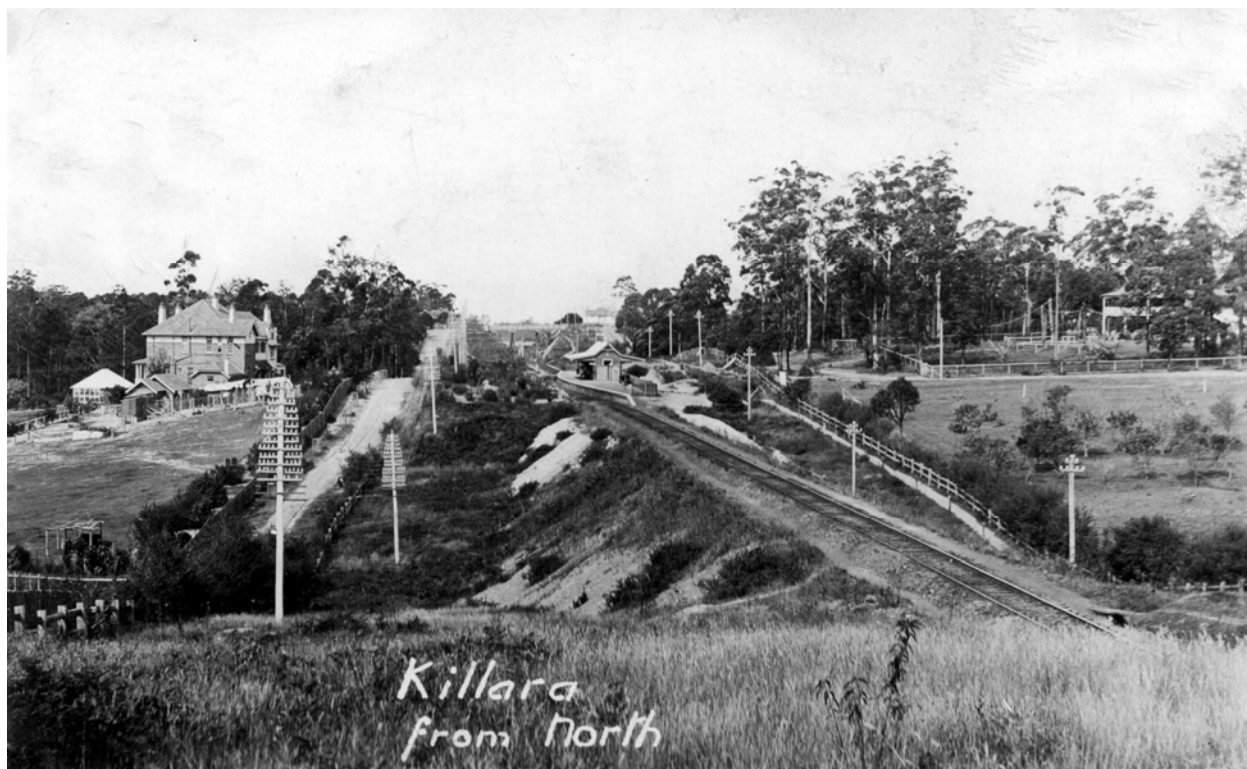
Lindfield Station layout 1900, 1909 and 1922 – Drawing 'The North Shore Line' by CC Singleton





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Killara Station from the North – Photo: courtesy of Ku-ring-gai Historical Society



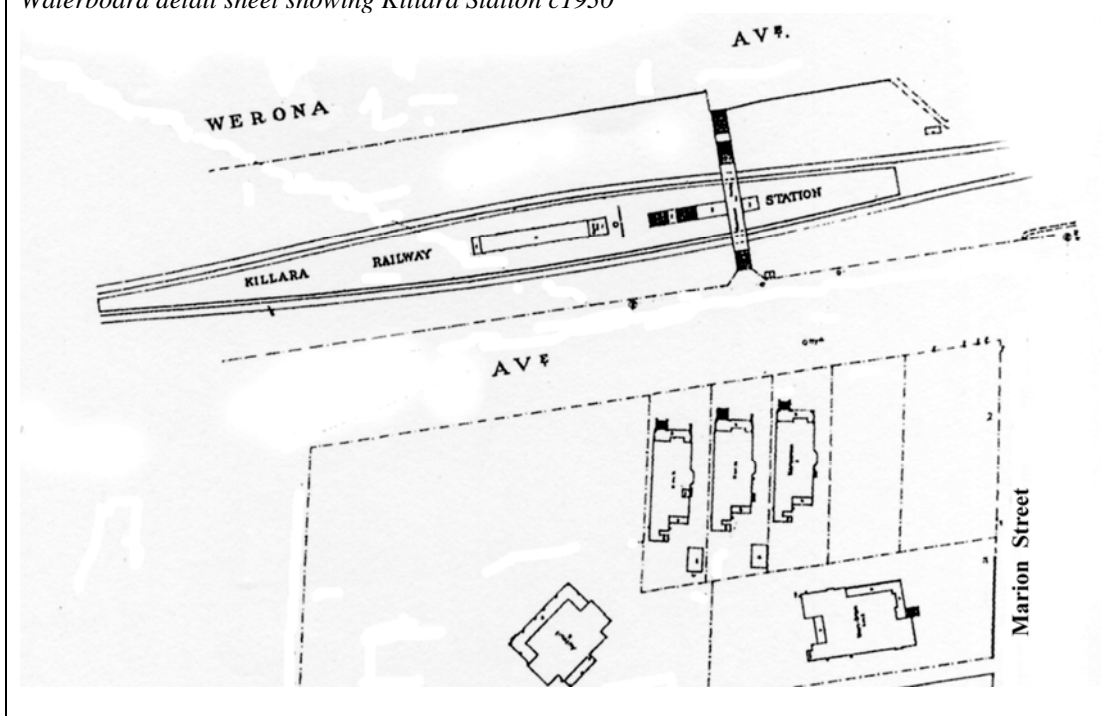
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Killara Station courtesy Ku-ring-gai Historical Society Inc.

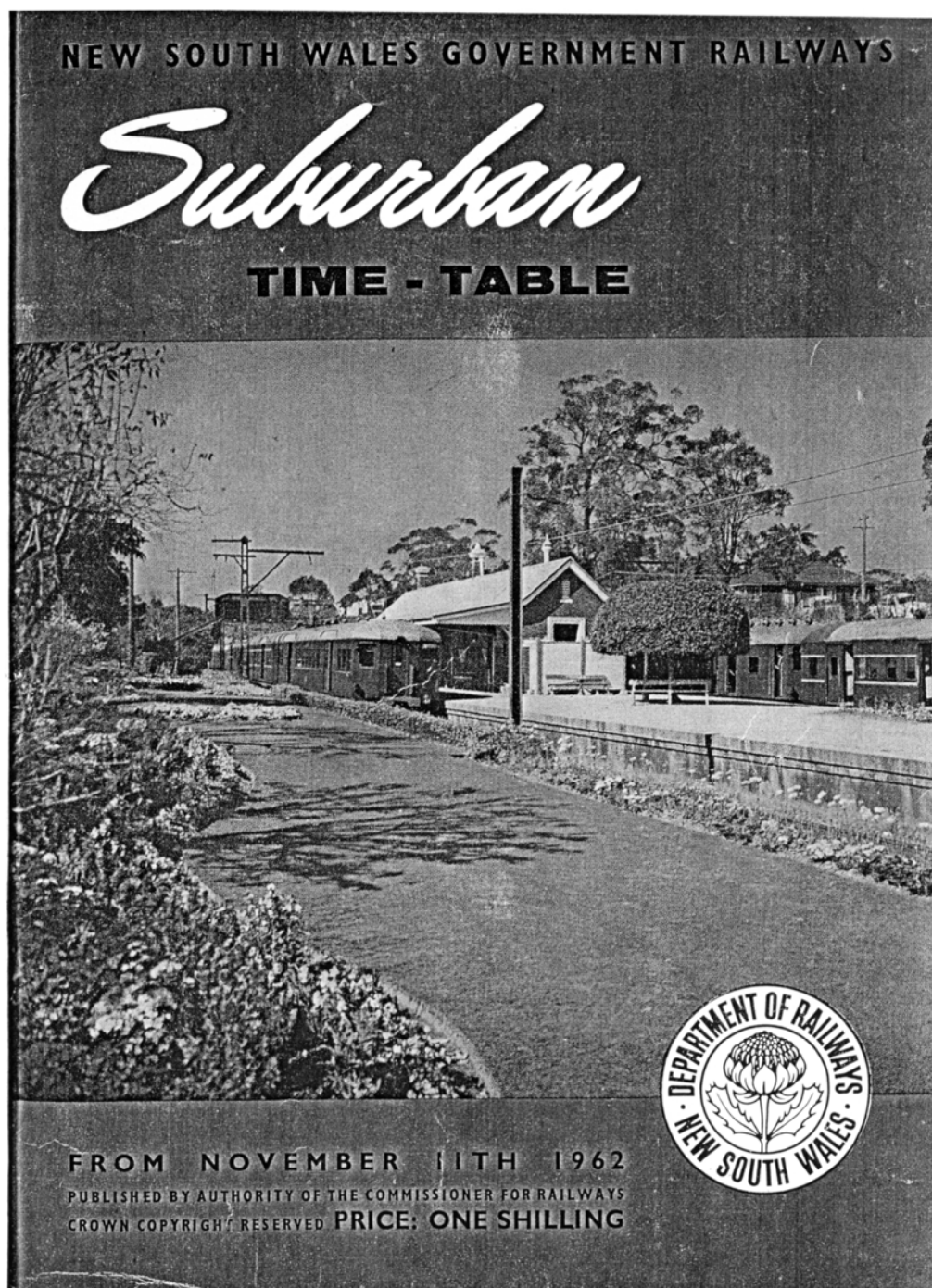
Waterboard detail sheet showing Killara Station c1930





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1962 Railway timetable courtesy of RIC

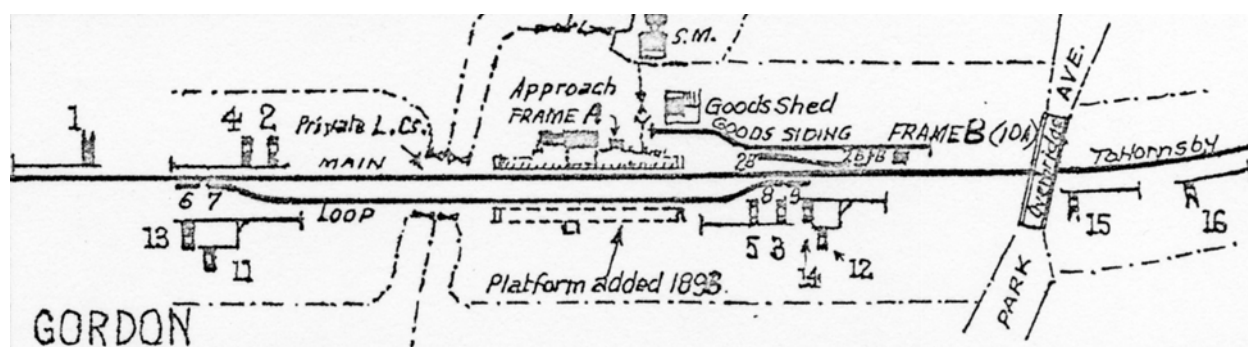


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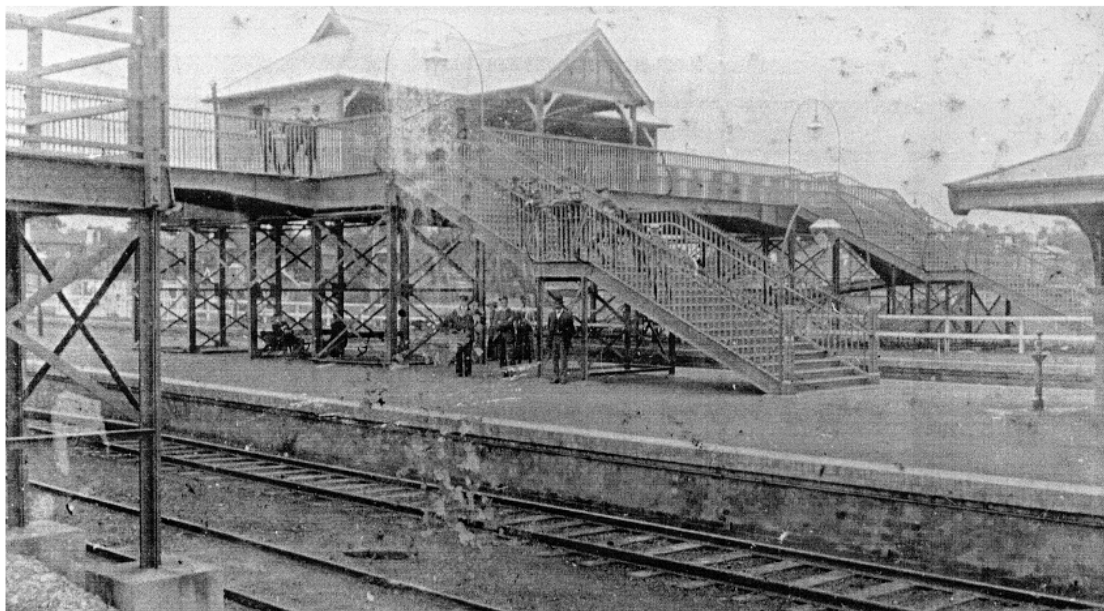
Gordon Station showing original timber station building and the 1893 waiting shed
Courtesy of the Ku-ring-gai Historical Society Inc.



Gordon Station layout 1893 – drawing 'The North Shore Line' by CC Singleton

Gordon Station 2004 showing island platform building and 1893 waiting shed – Photo: Jennifer Harvey

Gordon Station 1910



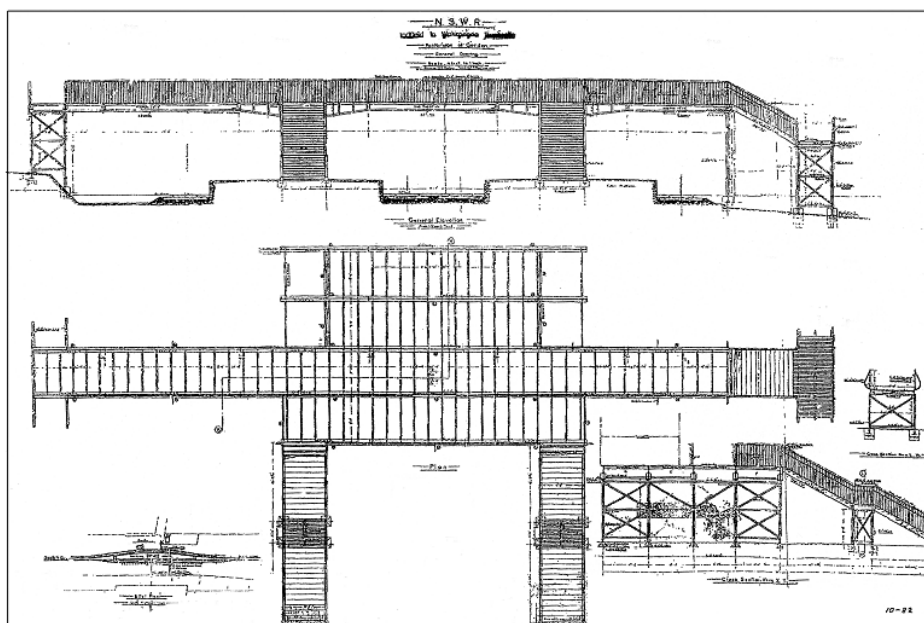
Gordon Station c1910 showing overhead booking office, RSJ trestles and the rare 'haunched beams'
Photo: courtesy Gordon Library



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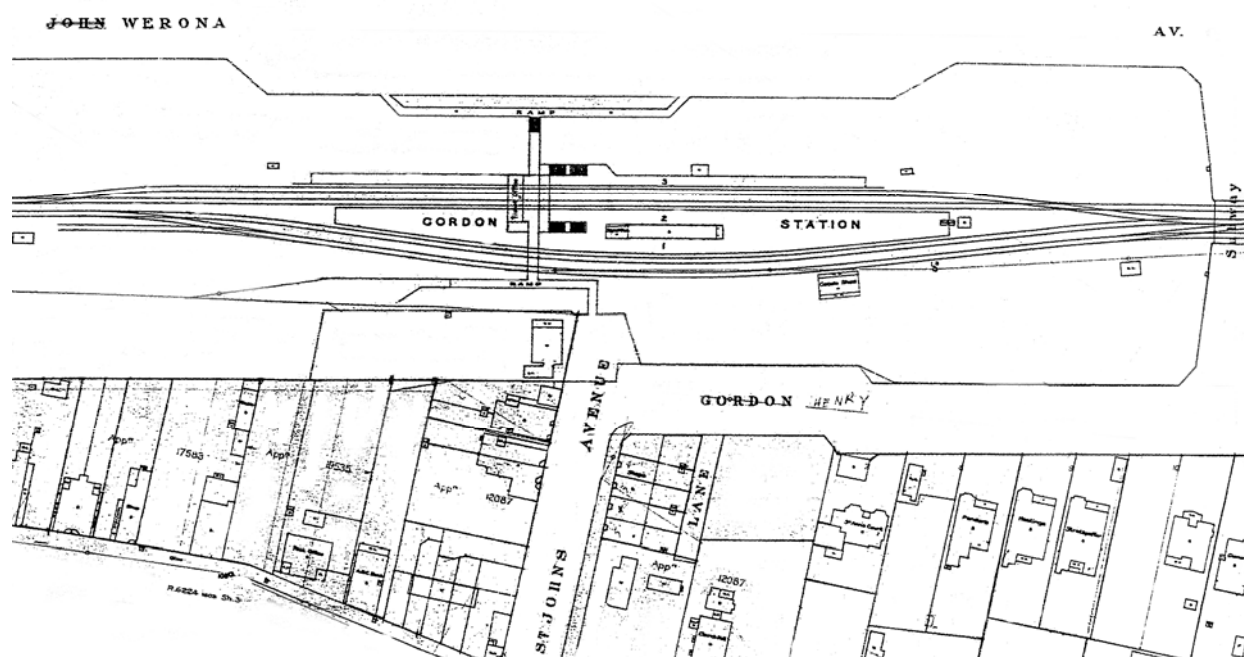
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Footbridge c.1910



Drawing c1910 of the footbridge at Gordon – courtesy RIC

Waterboard detail sheet c1930 showing Gordon Station layout





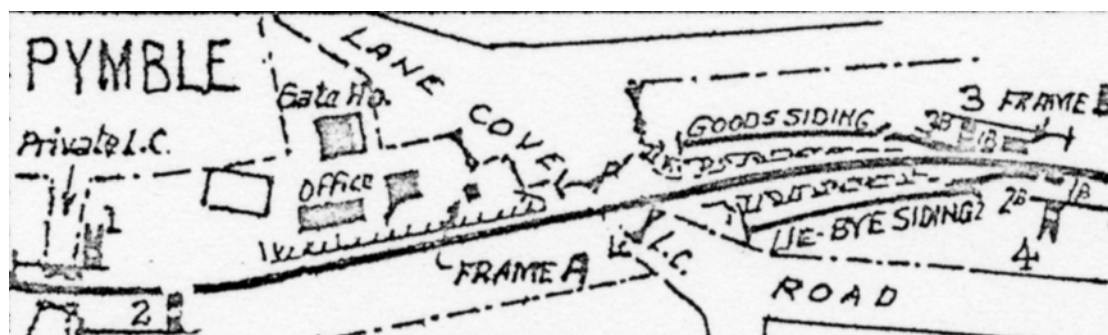
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Pymble Station – Photo: courtesy of Ku-ring-gai Historical Society

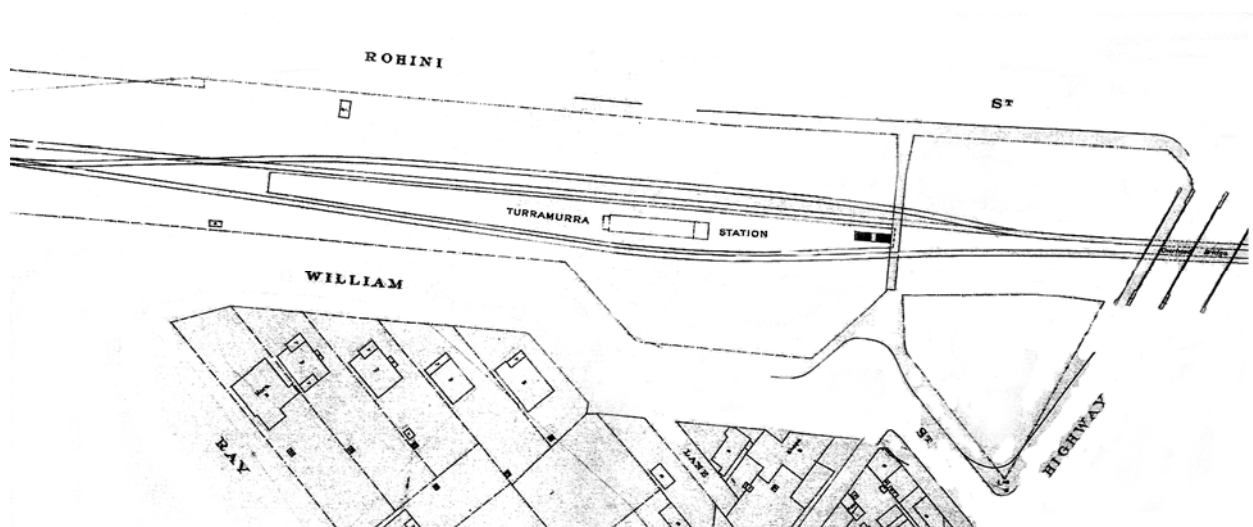
Pymble Station layout 1890 - drawing 'The North Shore Line' by CC Singleton





*Turrumurra Station after the island platform and new station building were constructed
Photo: courtesy Ku-ring-gai Historical Society*

Waterboard detail sheet c1930 showing Turrumurra Station layout





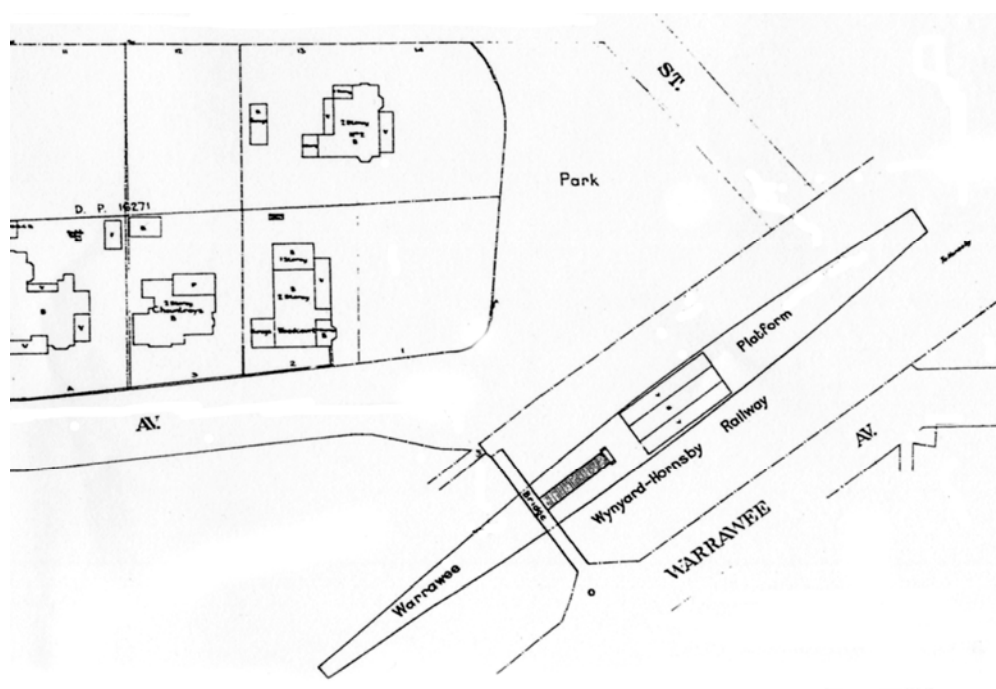
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Warrawee Station – Photo: courtesy of Ku-ring-gai Historical Society

Waterboard detail sheet c1930 showing Warrawee Station layout





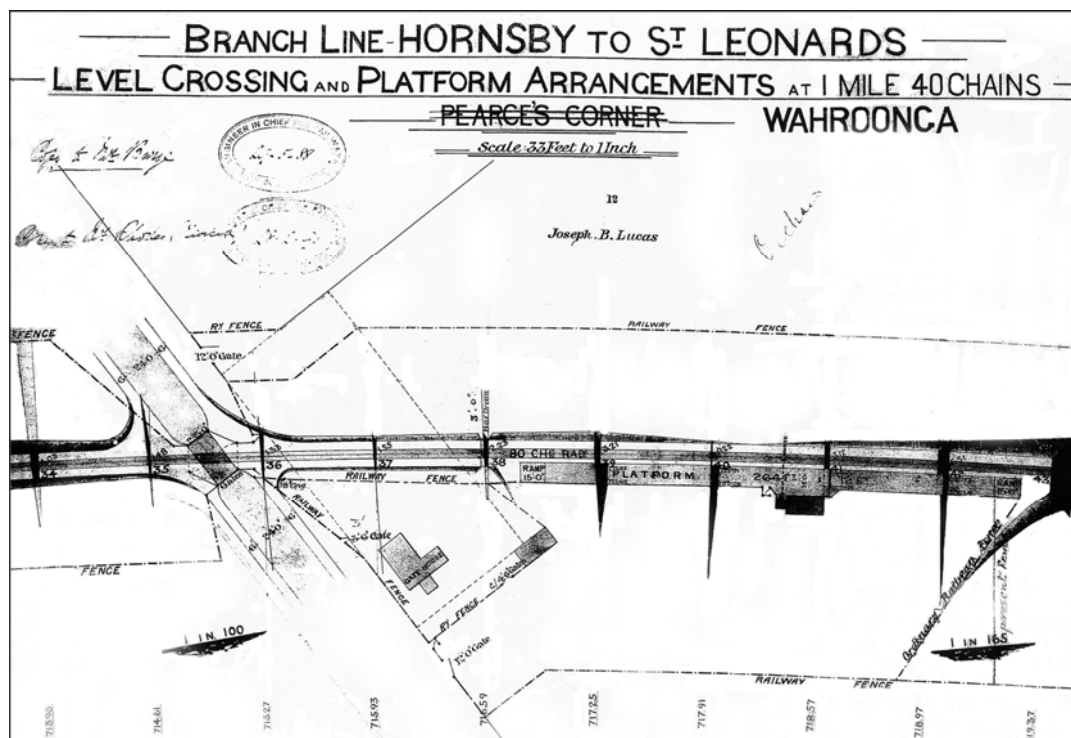
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Wahoonga Station – Photo: courtesy of Ku-ring-gai Historical Society Inc

Wahoonga Station layout c1888- drawing courtesy RIC



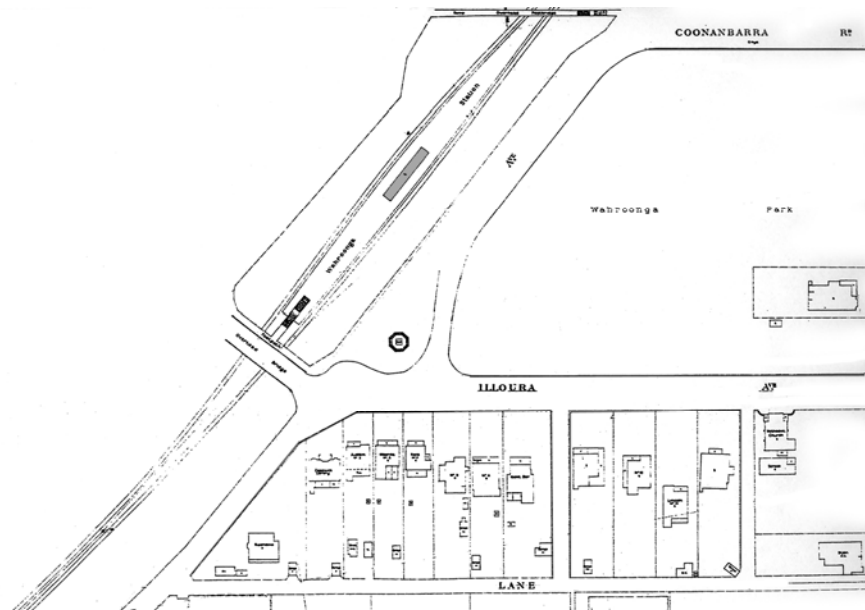


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Wahroonga station – Photo: courtesy Ku-ring-gai Historical Society
Waterboard detail sheet c1930 showing Wahoonga Station layout





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NEW SOUTH WALES GOVERNMENT RAILWAYS. (No. 148).

PASSENGER TRAIN ALTERATIONS. MILSON'S POINT LINE.

COMMENCING ON

Monday, 27th August, 1900.

The 5.18 p.m. Train from Milson's Point to Chatswood (Saturdays excepted) will be discontinued.

A new Train will leave Milson's Point at 5.20 p.m. for Hornsby, Saturdays and Sundays excepted, making first stop at Lindfield.

The 5.30 p.m. Train from Milson's Point to Hornsby will be discontinued beyond Lindfield, except on Saturdays, on which days it will run as at present.

For intermediate times see below :—

STATIONS.	TIMES.		
	Saturdays & Sundays excepted.		Saturdays only
Steamer leaves Circular Quay	p.m. 5 10	p.m. 5 20	p.m. 5 20
Milson's Point .....dep.	5 20	5 30	5 30
Bay Road ..... "	.....	5 35	5 35
Edwards Road ..... "	.....	5 38	5 38
St. Leonards ..... "	.....	5 42	5 42
Artarmon ..... "	.....	5 45	5 45
Chatswood ..... "	.....	5 49	5 49
Roseville..... "	.....	5 52	5 52
Lindfield .....arr.	.....	5 55	.....
Do. ....dep.	5 36		5 55
Killara..... "	5 39		5 57
Gordon "	5 42		6 1
Pymble "	5 46		6 5
Turramurra "	5 52		6 9
Warrawee "	5 54		6 11
Wahroonga..... "	5 57		6 13
Waitara "	6 0		6 16
Hornsby .....arr.	6 2		6 18

Further particulars can be obtained from all Station Masters.

By order of the Commissioners.

H. McLACHLAN,

Sydney, August, 1900.

Secretary.

-
- ¹ S.R.A. *Survey of Railway Footbridges*, Don Fraser January 1996
- ² Between 1900–1910 the rapid increase in the area is shown in the elevation to brick buildings.
- ³ Sharp, Stuart Alan, *The Railway Stations of NSW 1855-1980*, thesis University of Sydney, August 1982
- ⁴ Ibid
- ⁵ S.R.A. *Stations and Tracks*, Vol.1 Main Suburban & Branches. 1988 and Singleton C.C. *The North Shore Line*. Bulletin No 261-263, The Australian Railway Historical Society, 1959.
- ⁶ The men's toilet was nearly always located at the country end of the building away from the city. An exception is Gordon. Information Stuart Sharp. Heritage Officer State Rail.
- ⁷ After 1932 called the Way and Works Branch.
- ⁸ Sharp, Stuart. Notes 13 August 2003.
- ⁹ S.R.A. *Survey of Railway Footbridges*, Don Fraser January 1996
- ¹⁰ Ibid.
- ¹¹ Ibid.
- ¹² Ibid.
- ¹³ Ibid.
- ¹⁴ *The Harvey Indexes* Built Heritage in Ku-ring-gai 1895-1901 by Jennifer Harvey
- ¹⁵ *The Rieth Indexes* 1902-1927 by Kathie Rieth
- ¹⁶ *The Harvey Indexes*: Built Heritage in Ku-ring-gai 1895-1901 by Jennifer Harvey
- ¹⁷ *The Rieth Indexes* 1902-1927 by Kathie Rieth
- ¹⁸ SRA. Platform no.2 at this date 2003
- ¹⁹ Sharp, Stuart Allan: *Artarmon the mystery of the moving station buildings*.
- ²⁰ Sharp, Stuart Alan, *The Railway Stations of NSW 1855-1980*, thesis University of Sydney, August 1982 (**Sharp**)
- Harper, Glen Alan: *The Significance of Style in the Architectural Development of NSW Railway Stations, 1855-1935* thesis University of Sydney 1983. (**Harper**)
- ²¹ Sharp and Harper
- ²² Gordon Railway Station. Plan for the enhancement of the signalling heritage features. March 1995
- ²³ SHS
- ²⁴ Singleton C.C. *The North Shore Line*. Bulletin No 261-263, The Australian Railway Historical Society, 1959. (**ARHS**)
- ²⁵ ARHS + site plan
- ²⁶ SHS
- ²⁷ ARHS + plan
- ²⁸ SRA. Platform 2 at this date 2003
- ²⁹ SRA. Platform 1 at this date 2003
- ³⁰ SHS
- ³¹ ARHS
- ³² SHS
- ³³ *The Harvey Indexes* Built Heritage in Ku-ring-gai 1895-1901 by Jennifer Harvey
- ³⁴ Ibid
- ³⁵ CityRail Issue. No.07 April 1990.
- ³⁶ David Sheedy PTY Ltd, *Conservation Management Plan for the Gordon Railway Station*. Prepared for the State Rail Authority of NSW and the Rail Infrastructure Corporation. 2002. (**CMP**)
- ³⁷ Municipality of Ku-ring-gai Heritage Study by Robert Moore, Penelope Pike, Helen Proudfoot and Lester Tropman & Associates. 1987. p.37
- ³⁸ Journal of a Voyage to NSW by Surgeon General John White. (Q991/2A1 Mitchell Library.)
- ³⁹ Also called "the Committee" *Historian*.....
- ⁴⁰ JG Edwards letter to newspaper: Daily Telegraph 8 January 1923 and 'The Historian' Vol 29 No 2 September 2000. Helen Malcher
- ⁴¹ Clark, L.A: *North of the Harbour: A brief history of transport on the North Shore*, Broadmeadow, 1976
- ⁴² Stuart Sharp.
- ⁴³ NSW Parliamentary Debates Session 1880-1881
- ⁴⁴ 'The Historian' Vol 29 No 2 September 2000. Helen Malcher
- ⁴⁵ Legislative Assembly 1885-6 No.9 Memo of John Whitton 4/4/1884
- ⁴⁶ Victoria, No 23 also in Legislative Assembly 1885-6 No 30 Minute for Cabinet
- ⁴⁷ This price did not include land to be resumed, stations, gates, houses, engineering etc.
- ⁴⁸ This bought the cost of Morton and Hardy's tender for a direct line to St.Leonards to £130,161. 0s. 4d.
- ⁴⁹ Legislative Assembly 1885-6 No 28 Morton and Hardy withdrawing tender. 6/1/1886

⁵⁰ *A History of North Shore Sydney from 1788 to today*, Les G. Thorne, 1968

⁵¹ It was originally intended to terminate this line near North Sydney Girls' school, however owing to the subdivisions being carried out in this area the southern terminus was reduced to St. Leonards. SRA

⁵² *S.R.A. Stations and Tracks*, Vol.1 Main Suburban & Branches. 1988. **(SRA)**

⁵³ These subdivisions included; Lindfield, 1893, Springdale 1893, Lorne 1899 Gordon Park and Gordon Heights 1896, Roseville 1891, Pymble Heights 1892 Pymble Station, Druitts and Hamiltons 1894, Wahroonga 1891, Wahroonga Heights, Vanceville Park and Boyd's Orchard 1893, Allowah 1895.

⁵⁴ The line opened as a double track.

⁵⁵ Central Station was being built during this period, 1899-1906.

⁵⁶ Parliamentary Standing Committee on Public Works Report. Proposed Railway from Gordon to Narrabeen. 1926. Copy deposited KHS.

⁵⁷ Sharp, Stuart. Epping station was altered in preparation however the line did not eventuate.

⁵⁸ Parliamentary Standing Committee on Public Works report on the proposed railway from Gordon to Narrabeen. 1926 also SRA

⁵⁹ Signal Historical Studies, Gordon Railway Station Plan for the enhancement of the Signalling Heritage Features, March 1995. **(SHS)**