**Beecroft Station**

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 13 July 1889, page 4**

Current News.

Messrs. F. Farnell and D. Dale, M’s.P., have received the following communications: - Department of Public Works, Sydney, July 9th, 1889. Gentlemen, - I am directed to acknowledge the receipt of the petition presented by you on the subject of opening for traffic Copeland-street, leading from the main Pennant Hills Road to Beecroft platform, and urging re-erection of bridge over Murray's Creek, and to inform you that the matter has been referred for the report of the proper officers, and when the necessary information has been received a further communication will be made you.

I am etc, W. Barling, Under-secretary.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 5 July 1890, page 8**

The Members at Work.

Messrs. Farnell, Ritchie, Nobbs, and Dale, members for Central Cumberland, have been informed by the Lands Department that the application of the residents of the Murray farms, Beecroft, for road access to the Beecroft Railway Station, in view of the report of the district surveyor, has been granted.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 25 October 1890, page 4**

A Much-Needed Road.

On 19th September last Messrs. W. A. Brodie and Co., communicated with the Commissioner for Roads, pointing out the desirability of affording the residents of Baulkham Hills and neighbourhood a direct means of access to the Northern Railway at Beecroft station by means of a road through Pennant Hills. The letter pointed out that at present persons living in the Baulkham Hills district are required, in order to reach the vicinity of the Northern Railway Line, to make a detour of several miles, and that to supply such a road as the one suggested no resumptions would be necessary. The proposition made was in effect that a road should be carried, from a subdivision road now provided, through Crown lands to a point at which it would pick up an old (but as yet unopened) Government road. Mr. Miller, Roads Superintendent, was charged by the Department to make a report on the subject, and we understand that as a result of an inspection made last week he will recommend compliance with the application. It is scarcely necessary to point out the advantages to residents of the district that will naturally accrue from the opening of the suggested road.

**Australian Star (Sydney, NSW: 1887 - 1909), Tuesday 30 June 1891, page 6**

BEECROFT RAILWAY SIDING.

A deputation, headed by Mr. Frank Farnell, waited on the Railway Commissioners this morning with reference to the platform and siding near Beecroft. The commissioners said that it had been decided on the reports of the officers of the department, to establish a siding north of the present platform, and to remove the present platform to a site to be decided upon.

**Cumberland Mercury (Parramatta, NSW: 1875 - 1895), Saturday 23 January 1892, page 6**

THE BEECROFT ROAD MATTER.

PURSUANT to the promise made in last Saturday's issue of this paper, a representative of the MERCURY visited Beecroft on Saturday last, to ascertain the truth in reference to the alleged "great injustice" done to the district by the Government, in adopting the Hannah-street approach to the local railway station.

It will be remembered that within the past few weeks some very strong allegations have been made in a paper printed in this town, —chiefly to the effect that dirty work on the part of one or two residents of Beecroft had been the means of bringing about an alteration so far as the main approach to the station was concerned—and an Alteration calculated to prove a hardship to the people of the district and an injustice to the country generally. Our representative went to some trouble to obtain full particulars in this matter; and, as might have been anticipated by anyone who hod had the good fortune to see the letters on the subject, written by Mr. WHTTTELL (secretary of the local Progress Association), in the Daily Telegraph, it was very soon explained by those who knew the whole history of the affair, that "the boot was entirely on the other leg."

The two streets in dispute form the two longer sides of a parallelogram, the ends of which are Beecroft Parade and Cardinal-avenue. The site of the Beecroft station is at present just opposite the intersection of Copeland-street and Beecroft Parade; and were it intended that it should remain so, there might be something in the allegations made, — by those whom, for the purposes ''of reference,” we shall designate hereafter the malcontents. But, as it will be shown further on, the position of the station is to be changed; and, as anyone will be able to understand, who has read, even, say, nothing but the intemperate and exaggerated statements made on the other side, this new factor in the case alters the aspect of everything materially. The site of the citation is really the point on which the whole matter turns; — though there are one or two other points of considerable importance to be noticed—all of which, nevertheless, we contend, only render the complaints more and more absurd the more they are dispassionately investigated.

The first statement made is that the Government proposed to "open out" Copeland-street. This is admitted on all sides; but any statements other than that which the auctioneer may have made at the time the land was sold on behalf of the Government, the Department now avers were made on his (the auctioneer's) own authority. Attention to this point is justified, not so much by any chance of ascertaining what was really pledged by the auctioneer on the occasion in question, as by the consideration that the malcontents in this Copeland-street matter hang their whole case upon the promises said to have been so made. With the public—who have been invited to form an idea on the equity of the transaction right through—there is something more to be considered, i.e., the general wisdom and fairness of the action of the Government, certain new considerations having come into the field in a perfectly legitimate, though hitherto unforeseen manner. The site of the station, when

the Government promised to open up Copeland-street through to the Pennant Hills Road, was at the end of Copeland-street; but the Railway Commissioners, having regard to the desire of the district residents to enjoy the advantages of a railway siding, and, further, to perfect their (the Commissioners') own arrangements, decided, entirely on their own

incentive and on their own responsibility, to place the new station now in course of erection—as we may as well point out) some 100 or 150 yards farther to the north, and opposite the end of Hannah-street. Leaving out the main consideration (as the case

is regarded from the malcontents’ standpoint) — the alleged breach of faith on the part of the Government— the matter now presenting itself as of the greatest possible interest is: Which line of route promises the better road?

On this point there cannot be two opinions; and the writer of the articles in favour of Copeland-street stands plainly convicted of an inability to do justice in the dispute, — because, if for no other reason, of his studied efforts to have the two roads dealt with as if similar in character. As a matter of fact, and this is the point most strongly emphasised by local residents (for the broken-pledges plea is looked upon, locally, as a myth), — taking the station as situated where it will be when the work in hand at present has been brought to completion, the distance between the Pennant Hills-road and the railway outlet is the same by either Hannah-street or Copeland-street. Taking the station as at present situated, (though there will be no traffic to it, simply because there will be no siding there) there is a difference of something over 100 yards in favour of Copeland-street. Hannah-street runs along a ridge broken only by one dip, carrying at the lowest point a creek a few feet in width, which could be bridged for a sum of from £60 to £80. The work of clearing and forming this road —that is, putting in necessary culverts, and making the bed of the road fit for traffic—would cost about £260. Indeed, a tender for something like that amount has already been sent in, by a man anxious to do the work. To do the road by Copeland-street, the Government officer estimates would take £1200. Such are the figures as given to us—and after we had been along the two routes we saw little reason to cavil at them. As before pointed out, there is one grade on the Hannah-street line from the high land near the station down to the only watercourse to be negotiated. There is another spot, we admit, where water would cross the road in wet seasons; but as a small flat culvert —making little or no difference to the contractor, so far as the cost of roadmaking is concerned—would alone be required, it is hardly necessary to refer to it. On the Copeland-street route there are three creeks to be crossed, the smallest of which would require a bridge equal to or larger than the one necessary in Hannah-street; and at one spot—the worst—where the watercourse is, in wet seasons, a very river, a bridge, costing, perhaps, £800, would be necessary—that is, if the Government consented to place one there at all. The three Copeland-street watercourses, with their respective heavy grades, occur within a length of a few hundred yards, making the road about the worst possible to be imagined, for traffic. How absurdly unfair the allegations lately made, are to the men living in Hannah-street (and for whom the mud thrown was no doubt intended), will at once be understood when the following facts are studied: —Shortly after the land at Beecroft was sold, the residents petitioned the Government to redeem the promise made, about opening out Copeland-street, to the Pennant Hills-road. This the Government did—by purchasing (for £600) certain land belonging to Maher's orchard. Then the residents (those for whom the mud lately thrown was intended, being included), petitioned the Government to bridge the creeks crossing Copeland-street, and to put that road in a condition fit for traffic. This the Government declined to do, alleging that the expenditure sure to be involved (£1200) was out of all ratio to the traffic likely to be carried. Thus the Government gave evidence—clear, surely, to unbiassed minds—that their promise to the original land-buyers was to open Copeland-street; a work duly carried out, as we have shown above!) The Government proposed to make a ford through the larger watercourse; but this idea did not please the residents of the district. The Government then promised to give further consideration to the application for bridges, etc., on Copeland-street, provided the Beecroft people obtained from the Railway Commissioners a siding at the station— a factor important in relation to the creation of traffic. The people of the district approached the Commissioners, who, however, pointed out that the grade on the railway line at Beecroft Station would not admit of a siding being put in. It was proposed, however (the Commissioners said) to shift the station further north; and there a siding could be made. Of course, the shifting of the station to a point directly opposite a street possessing far better grades entirely altered the aspect of the matter, so far as was concerned the early formation of Copeland-street —apart from all considerations as to the latter's terrible hills and valleys; but it has suited some special pleaders to disregard that very weighty point. Now that we have disposed of the whole matter—we invite any persons (members of Parliament or others), who may not be indisposed to make arrant fools of themselves, to take the matter up (as has been suggested elsewhere). We, like the Government, are inclined to think that money has been saved to the country over the affair; and we are not surprised that the Government official who suggested the Hannah-street route (after hearing of the proposed shifting of the station) should have been complimented before this by his superior officers. Common sense and justice have triumphed in the matter pretty well, it would seem; and the impressionable young writers who have allowed themselves to be got at, and who have, in their silly eagerness to criticise, thrown mud at honourable men (able workers in every effort for the advancement of the district) may safely be advised to pause, and pick up a few simple ideas about grades and bridges, before dropping again into heroics over "road-making scandals."

**The Cumberland Argus and Fruitgrowers Advocate, Sat 13 Aug 1892**

The monthly meeting of the Beecroft Progress Association was held on Monday night. It was decided to ask for improved access to Beecroft station from the east side. The secretary was directed to write a letter of thanks to the Railway Commissioners for the very satisfactory arrangements lately carried out.

**The Cumberland Argus and Fruitgrowers Advocate, Sat 20 Jan 1894**

Beecroft.

Railway Requirements. – On Tuesday night a well-attended public meeting was held at Mr. Stobo’s store for the purpose of urging upon the Railway Commissioners the necessity of having erected an overhead bridge at Beecroft.

**The Cumberland Argus, Sat 18 Aug 1894**

**Progress Association.**

**The Two Bridges.**

For a considerable time there was much contention between opposition land owners in Beecroft as to the construction of a bridge across the railway line, whereby communication could be had with the bush land beyond. Now differences of opinion have been set at rest by the commencement of two bridges – so all hands should be satisfied. One of these extends from Copeland-street, the other from Maldon-street. Work upon them is progressing favourably, and it is generally admitted that they will be “really good structures for the money;” which, all things considered, is a happy conclusion. It is expected that they will be completed about the end of this month; and shortly afterwards, it is expected, a little boom will set in in the building trade, as several landowners have expressed their determination to erect houses. A public meeting hall and a family hotel would be, it is considered, considerable acquisitions to the town.

In connection with the Maldon-street bridge there is displayed much waste of energy. In making the cutting many hundreds of loads of stuff had to be removed. It has been piled up in a long heap parallel to the railway line, where it is neither ornamental nor useful; on the contrary it is decidedly unsightly, to say the least. This material should have been carted down on to the railway crescent (another fine name), a bridge put over the little creek therein, and then two good works at a reduced cost would be going on at the same time. But it appears the railway authorities do no work in conjunction with the road people.

**The Cumberland Argus and Fruitgrowers Advocate, Sat 19 Oct 1895**

Beecroft.

The question of a bridge for Copeland-street came up for discussion, and, it being considered but just and right for the Government to construct it, on account of the purchasers of land fronting that street being led to believe by the auctioneer that this would be done shortly after the land sale, it was decided on the motion of Mr. Holcombe, seconded by Mr. H. Perdriau.

**The Cumberland Argus and Fruitgrowers Advocate, Sat 18 Jan 1902**

Beecroft Progress Association.

[There was] a marked increase in the number of season tickets at the local station.

**The Cumberland Argus and Fruitgrowers Advocate, Sat 31 Dec 1904**

Beecroft.

**Christmas Traffic**. - There was a marked increase in the passenger traffic at the Beecroft railway station this year, as compared with last. During the three days this year – Christmas Eve, Christmas Day and Boxing Day, the number of passengers booked was 200, for £20 14s 6d, while last year the figures were 174 passengers for £14 10s. This, however, does not represent the whole of the traffic, as nearly 100 season ticket-holders reside in Beecroft, and many of them got tickets elsewhere.

**The Cumberland Argus and Fruitgrowers Advocate, Sat 26 Mar 1910**

Beecroft School of Arts.

Opened by the Premier.

The Premier, who was received with applause, said that he had known the district well years ago, when Mr. Tucker and a few other gentlemen were the only residents here. Then there was only a platform with a few trains per day. The roads were bogs of red mud in wet weather and were deep in red dust in dry.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 14 May 1910, page 8**

Beecroft.

THE RAILWAY STATION. - A gang of men started on Monday to replace the old white ant eaten foundation of the station with bricks. This instead of a new station which the Beecroft people have been looking forward to for years, and to which they consider they are justly entitled. Rather rough, isn't it? With the new foundation of bricks, the station will probably be good for another five years, or possibly a decade.

PROGRESS ASSOCIATION. - From the Railway Commissioners, saying that the matter of the new station building at Beecroft had been considered, but in view of the fact that

there were no funds available, the work could not be undertaken. Mr. Wachsmann suggested a deputation, as by that means something more definite might be obtained. Tt was scandalous, the way the Beecroft people had been treated in this matter. Mr. Tucker suggested the matter be allowed to stand over until Mr. Johnston's return. Mr. Alcock did not think a deputation would do much good. Mr. Slingsby pointed out that while repairs, and the lengthening of platforms, etc., were done out of revenue, the cost of building a new station would have to come out of loan money. Beecroft, he considered, was entitled to a new station, seeing the progress it had made from a monetary or revenue producing point of view. Beecroft had shown the greatest increase of any station along the line, notwithstanding that the revenue from Cheltenham was put on to the Epping returns. After further discussion, it was decided to write another “strong” letter to the Commissioners, pointing out the necessity for a new station, and the danger involved by the present arrangements; also that a subcommittee of five with the president and secretary, he appointed to obtain statistics and all information about the district, that might be advanced in favour of the building of a new station.

**The Cumberland Argus and Fruitgrowers Advocate, Sat 9 Sep 1911**

Beecroft.

**The Station**. – The railway ticket office is again being renovated, the timber having been practically devoured by the white ants. The genial S. M. has been relegated to temporary premises in the waiting room until his office is again fit for his reception. Whilst the men are on the job, the office might well be enlarged, its present proportions being those of a moderate size cupboard.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 10 February 1912, page 8**

Beecroft Progress Association.

More Railway Growls. Mr. Wallace complained that the Railway Commissioners' reply to the Association 's request for more seating accommodation at Beecroft station was very unsatisfactory. There was no room in the box called a shelter shed for more than half-a-dozen people, and the rest had to stand frizzling in the sun or soaking in the rain. He considered that the best way of inducing the Commissioner to give them the convenience that the large traffic at this station entitled the people to would be to get up an indignation meeting, and, have it fully reported in the press. The Commissioner hated to see anything in the papers about bad management. Small deputations were of no use. The president remarked that he had taken part in a deputation to the Chief Commissioner, relative to this matter, and the dirty condition of the railway carriages. The Commissioner said that he was going to spend a lot of money in re-grading this line, and he would take into consideration the matter of a new railway station. He admitted that the Beecroft people were long-suffering, but he would do his best to eliminate the sources of complaint. Mr. Forsyth said that to expect the station master to stew in his small office on a day like this was nothing less than cruelty. A member said that if the Commissioner intended to put up a new station here, why did he go to the expense of putting a new palisading around the present one. With the money that this cost, plenty of new seats could have been provided. The president said that for the Commissioner to send a representative body of gentlemen like this association a letter to say that their letter had been received, and then shelve the matter, was nothing less than an insult. Mr. Hartwell said that the Killara people had held a public meeting to protest against the dirty condition of the carriages. People were fined for putting their feet on the cushions, whereas they should be rewarded for entering such dirty cars. Mr. Schrader said that the Commissioner would not construct a new station until the line was regraded, as to do so would be simply a waste of public money. Another member said that the Commissioner had promised, 18 months ago, that the station would be erected in three months. They should hold the indignation meeting, and write to the Commissioner afterwards. He had had two months to consider the request for more seats, and had not written the Association as to the result. It was decided to ask him for a reply to their request for more shelter and seats.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 23 March 1912, page 4**

Beecroft Progress Association.

The president, in returning thanks, regretted that he had been unable to get any improvements effected to the station, but he had seen one of the Commissioners a few days ago, who explained that they were, like the Government, in difficulties, and their chief was being pulled about, and until the trouble was cleared away, they could do nothing. However, they would do what they could.

Mr. Hartwell said that the residents of this line had to travel in filthy dirty carriages. The smoking car that he travelled in was worse than a cattle wagon, and when it was cleaned out, it was with some dirty stuff that was very objectionable. The carriages were neglected looking, and in some cases badly needed painting. If the running parts of the cars were as badly neglected as the interiors, a very serious accident might result at any time. It was decided to write to the Joint Committee about this matter.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 13 April 1912, page 8**

Beecroft.

Progress Association. — At a special meeting of the Beecroft Progress Association, held on Tuesday, a letter was read from the Railway Commissioners, agreeing to provide more seating accommodation at Beecroft station, but, stating that the matter of more shelter would be considered when the plans for a new station wero being prepared.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 28 September 1912, page 8**

Beecroft.

The Station. —Quite a canvas town has sprung up south of Beecroft station for the accommodation of the men employed on the construction of the new station, and the excavation of the bank for the deviation of the up-line. Very satisfactory progress is being made with the excavation work, the material from which is being used at the back of the station.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 11 January 1913, page 8**

Beecroft.

The Station. — The general scheme for the reconstruction of Beecroft railway station is being delayed for a while owing to lack of funds, but the building of the platform extension is still being proceeded with. This extension will tend towards the quicker detrainment of passengers, but the residents living south of the station will be considerably inconvenienced when approaching the up platform or leaving it. The fact that this platform has been isolated in order that a line may be placed on its eastern side will prevent passengers approaching or leaving it at the southern end. The subway is to be constructed at the northern extremity of the present station, so that the south-enders will have a nice healthy little walk to get on or off the station.