**Beecroft Subway**

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 7 September 1912, page 8**

Beecroft.

Railway Station. - A good many men are now engaged on the work of excavating for the new railway station. The excavated material is being used for filling in the gully at the back of the present station. There is to be an overhead bridge, and rumour, which appears well-founded, states that it will be situated at the southern end of the station, over the cutting.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 14 September 1912, page 8**

Beecroft.

Bridge or Subway? — “School of Arts” writes: “In your issue of last week, I notice you state that there is to be an overhead bridge in connection with the new station. Alas! that is not so. Nor is rumour correct in locating the proposed entrance to the station at the southern end where the bulk of the people live. No. we are not to have convenient bridge which could be approached on the level from both sides of the line, but there is to be a subway right at the other end of the station altogether. An expensive and unsatisfactory subway, a gloomy, cold and unsanitary tunnel Is this why certain members of the Beecroft Progress Association wanted a certain letter suppressed, so that residents opposed to the subway idea would not know until too late what was being done! But it is not yet too late if a determined effort be made. A bridge is cheaper than a sub-way, and it could be erected over the middle of the station without requiring more than a short and easy ramp on both sides. Roll up, south-enders, and defeat the wirepullers of the north!”

**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.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 1 March 1913, page 8**

Beecroft.

Bridge or Subway? — At present the plans for the new railway station at Beecroft show provision for a subway at the northern end of the station. The residents of the southern end have already experienced a taste of the inconvenience likely to arise from this proposal, for the recently constructed island platform has cut off several means of access to the station, besides rendering it necessary for a lot of extra walking to get a ticket and then got across to the down platform. A deputation consisting of a number of leading townsmen has been appointed to wait on the Chief Commissioner, and point out to him the desirability of constructing an over-bridge across the middle of the platform

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

Beecroft.

The Station. - The new island platform is now completed. A brick tunnel has been constructed for the signalling machinery, which is to be housed. The platform has been made about 9 or 10 inches higher than usual, so that passengers may enter the trains on a level with the car platform.

Bridge or Subway? – “Pro Bono Publico” writes to “The Argus”: - The trend of your remarks re the above seems to favour a bridge in preference to a subway; but I feel sure that anyone, who has had experience of both will vote every time for a subway. At Beecroft the contour of the land on the eastern side forms a natural subway and can be constructed at a small cost compared to the cost of a bridge. It would mean but a few steps up to reach the level of the platform. On a very wet or windy day the subway is ten times more convenient. Compare the bridge at Epping with other stations that have the subway. At Croydon and Petersham, where they have both, for every traveller that uses the bridge 20 use the subway. It is to be hoped the Chief Commissioner will go right forward with the work as planned and take no notice of agitation. As the plans show, the proposed subway is as near as possible the centre of the population. Some persons may be inconvenienced during the alterations, but that cannot be helped.”

Bridge or Subway? — This is the burning question at Beecroft at present; and a deputation consisting of about twenty “overhead” and “underground” men waited on the Chief Commissioner on Friday. The party in favor of the subway was headed by Councillor Nixon, and that in advocacy of an over-bridge by Mr. C. Churchill Tucker. Mr. Ellis also spoke in support of the tunnel, and Messrs. H. O. Holcombe and G. R. Harrison in favor of the bridge scheme. Mr. J. Young spoke, but his remarks were merely of a character complimentary of the genius of the Chief Commissioner, who, however, waved aside the efflorescence of the speech, and remarked that he wished to hear argument on the question at issue. Several of the members of the deputation started to impute motives and make personal remarks about one another, but the Chief Commissioner interposed, saying he did not want to hear personalities. He was very gracious, but informed the deputation that neither side had made out a very clear case, and he would pay an informal, and unannounced, visit himself to the railway station to see which proposal would best meet railway requirements. The bridge men claim a victory to this extent over those whom they term “underground engineers,” in that the Commissioner intends to consider the decision to put a subway at the station. It is stated that the Progress Association was asked to convene a public meeting to see whether the majority of the people wished for a subway or for a bridge entrance to, the station; but the president (Mr. Alcock) refused to call the meeting. However, there is to be a public meeting. The subway was to be constructed at the northern end of the station, which, like all those on this line, is a very long one. The residents of the south contend, reasonably enough, that a bridge over the middle portion of the station would be fairest to all.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 15 March 1913, page 8**

Beecroft.'

Bridge or Subway. — In spite of the heavy rain on Saturday, about 50 residents attended, at the School of Arts, a meeting convened by Messrs. Tucker, Holcombe, and Wallace, to consider the question of the most suitable means of access to the local railway station. Mr. B. Hartwell was elected chairman. Councillor Nixon raised objection to the holding of the meeting, declaring that it was not properly convened, and that it was not properly advertised. The chairman pointed out that the meeting had been called by circular and by advertisement in “The Argus.” “The Argus,” asserted Councillor Nixon, “it's not a local paper; it's a Parramatta paper.” “Isn't this the county of Cumberland?” cut in another resident; “and isn't this 'The Cumberland Argus'?” The chairman ruled that the meeting was properly convened, though Councillor Nixon further asserted that it should have been called by a representative body. Later on, Councillor Nixon wished to make a personal explanation, but the meeting was against him, one gentleman inquiring, “Who's this Nixon? Who wants to hear him!” Another cut in despondently, “Worse luck, we've got to.” Matters threatened to grow warm, but. Mr. Murray quietened things down, and the meeting proceeded to business. Councillor Nixon moved that the meeting was not properly advertised, and was not a public meeting. This resolution was defeated. Mr. Tucker moved that in the opinion of this meeting the entrance to the station should be as near the centre of the station as possible. Mr. Wallace seconded the motion, which was carried unanimously. As regarded the matter of bridge or subway, it was decided to leave this to the discretion of the Chief Commissioner. “Pro Bono Publico” writes to “The Argus”: Re the above question, which you rightly describe as a burning one, will you kindly allow me to supplement my previous remarks with a few plain facts, which, I believe, will enlighten a large number of your roaders. The people living at the northern end of the station are called “wire pullers” and “underground engineers”; but I contend we have done nothing to deserve that title, and, really, the boot should be on the other foot. The railway officials have inspected the locality, drawn up plans for the work, and the Chief Commissioner (a gentleman of undoubted ability and keen intellect) has approved of the plans in the interest both of the public and the Railway Department. The “wire pullers,” as we are called, have done nothing but simply

leave the matter to those most capable of judging the results. They have not lifted a finger, so to speak, until the agitators of the southern enders, trying to upset all the arrangements, etc., by their unfair tactics, have compelled the northerners, in their own defence, to enter the lists. The following is a fair sample of their wire pulling: A meeting was held on Saturday night; and, Mr. Editor, you will remember what kind of night it was. I heard of it by chance. A very large number knew nothing about any meeting. I have hunted the columns of “The Argus.” No meeting advertised; but the bridge agitators knew all about the meeting, and rolled up and carried a resolution to have a bridge erected at the middle of the station, and the resolution to be forwarded on as the united opinion of the whole of the people of Beecroft. I ask, sir; are such proceedings fair! We are not gainers in any way by the new station. It is no nearer. We have the same distance to walk. The other enders have a few yards further to walk, I admit. But, in my opinion, the advantages of a subway, as compared to a bridge (especially at Beecroft), why, sir, the bridge is not in it. I challenge the other enders to advertise a meeting in your paper, and also have some bills printed, and give everyone a chance to be present and settle the matter once for all. I for one will cheerfully abide by the result, be it bridge or be it subway, or, better still, both.”

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 22 March 1913, page 8**

Beecroft.

The Subway Site. - A: correspondent signing himself “Cynicus” writes, characterising “Pro Bono Publico's” assertion that the plans of 'the new railway station show that the subway is to be constructed in the middle of the station, as so much ingenious misrepresentation, calculated to throw dust in the eyes of persons who may be led to place reliance on the genuineness of his attitude. “Pro Bono's” statement must have been made with his tongue in his cheek, for the plan shows that the subway was proposed to be made at the extreme northern end of the station. Old “Pro” evidently thinks that what's good for his pocket is good for the public. Had “Bono” given his name instead of hiding it under a bushel of anonymity, we might have given him credit for “bona fides”; but I'm much afraid that the illumination shed by his name would have had the opposite effect.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 30 August 1913, page 8**

Beecroft.

The Station. — So far nothing has been started locally in connection with the construction of a subway for Beecroft station, but a new interlocking frame is being installed as part of the complete scheme for the station. A good joke is being told about a “new chum” and the station master's office. A Beecroft magnate sent his new man down to the station to bring along a “good-sized lump of a cabin trunk,” as he put it. The new arrival searched the platform for the box, and apparently the only thing he saw which answered the description was the signal-box. The night-officer was somewhat perturbed when he found his cabin heaving, and, on running out to escape from the earthquake, he saw the man trying to load his office on to the station barrow. Ho was obliged to admit, however, that the mistake was not an unnatural one to make, under the circumstances.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 15 November 1913, page 8**

Beecroft.

Subway. — The workmen am busily engaged in the work of excavation for the railway subway. A number of the residents are trying to induce the Railway Department to construct the subway near the centre of the station, the present location being deemed unsuitable for many reasons.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 22 November 1913, page 8**

Beecroft.

Subway. — Mr. Tucker, Mr. Garland, and numerous other residents, have been in correspondence with the Chief Commissioner, the Minister for Railways, and the Premier, relative to the site of the subway at Beecroft station. They point out that the majority of the residents live south, east, and west of the station, and that the future development of the district must be also in these directions, the land northerly being mostly too steep for building purposes. The School of Arts and public school are also south of the station, and the erection of the subway at the extreme northern end of the station would therefore entail a never-ending inconvenience to the bulk of the residents, without benefiting those who live in the north. The work of constructing the subway was stopped on Tuesday, it being found that the nature of the ground is too unstable (being made-up ground) to support the structure, unless the foundations are carried down, to a great depth. The site was originally the course of a creek, and when the line was being constructed, a big drain had to be put down to carry the water through; and the creek was then filled in to a height of about thirty feet. A site in the centre of the station is strongly recommended for the subway.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 29 November 1913, page 8**

Beecroft.

The Subway. — The Chief Commissioner has decided, with characteristic disregard of the convenience- of the public, and apparently with little regard for the suitability of the physical condition of the ground, to continue with the construction of the subway right at the northern end of the station, where the cost of the work will be greatly augmented by the need for providing deep foundations.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 13 December 1913, page 8**

Beecroft.

The Subway. - The Chief Commissioner have decided to continue with the construction of the subway at the northern end of the station, notwithstanding the practically unanimous wish of the residents in public meeting assembled that the entrance to the station should be as near the centre as possible.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 6 December 1913, page 10**

Beecroft.

A Protest. -One of the largest public meetings yet held in Beecroft was held in the School of Arts Hall on Wednesday, in connection with the subway which is being constructed at the northern end of the station. Mr. H. O. Holcombe (president of the progress association) occupied the chair. Mr. C. Tucker moved that in the interests of all concerned, the Chief Commissioner be asked to make the entrance to Beecroft station as nearly in the centre as possible, and that this meeting strongly protests against the unfairness of the present site. Mr. Hartwell seconded the motion. "Would the people of the North say that the South end people had had a fair deal in this subway matter?'' he asked. Mr. Skellett thought it would be diplomacy to leave the word "unfairness" out of the resolution. Mr. Abraham thought that any objection to the present subway would result in the matter being hung up, and the people forced to use the dangerous level crossing where a woman had been killed. He would protest very strongly against any resolution which would upset the decision of the Railway Commissioner. Captain Mason said he had been a resident for 27 years, and his part of the district had been robbed of their station years ago, and now there were some people who were just as hungry to shift the entrance still further north. The entrance at the centre would be as convenient to the northern enders as the present position. Mr. Short said that the south enders had had things all their own way. They had the school down their end, the School of Arts, the village green, the post office, and the proposed police-station." (Laugh-ter.) The subway at the northern end would not mean any saving of distance to them. On the motion, as amended, being put, a forest of hands was raised in favor, but only four against it. It was decided to convoy the result of the meeting to the Chief Commissioner, in a letter signed by the president and secretary. Mr. Forsyth said that this was the largest public meeting ever held in Beecroft.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 20 December 1913, page 10**

Beecroft Progress Association.

Call to the Commissioner. Mr. Hartwell moved that this association places on record its disapproval of the unnecessary waste of public money by the building of an unnecessary subway at Beecroft station, when an overhead bridge could be constructed for less, and would be more suited to the needs of the people; and that a copy of this motion be sent to the Minister for Railways, through the member for the district. The expenditure on the subway was a scandalous waste of public money. Mr. Forsyth said that the subway would cost five times what a bridge would cost, and once the ticket-offices were built in that subway they would never get another entrance to the station. Mr. Tucker thought that after the subway was finished, they would have a chance of getting an entrance on the southern end of the station. He believed the Commissioner would do this if the people paid portion of the cost. He would be prepared to collect the money. “Make no mistake,” warned. Mr. Hartwell, once this subway is built you'll never get another entrance to the station. Now is the time to fight, not when the subway is built. Besides, Mr. Tucker must remember that, though he is a rich man, other residents are not in the position to pay for' an extra bridge.” The motion was carried.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 27 December 1913, page 8**

Beecroft.

The Subway. - Work has again been stopped on the Beecroft subway, but inquiries have elicited the fact that the cessation is merely due to the Christmas holidays, not that the protests of, railway passengers have any weight with Mr. T. R. Johnson.

Subway. – “Inter Nos” writes: “I was very much amused, on. reading your report of the last meeting of the Beecroft Progress Association, in regard to the subway now being constructed at Beecroft station — this sudden and unexpected regard for the wasting of public money. “Verily, thou dost protest too much,” says Shakespeare. And most people will think it is not so much the waste of public money in constructing a subway they object to, but because the subway is not in the right place. If it was being built the other end, we should hear very little of the waste of public money. If a bridge was being put in the same position as the subway, we should hear the same outcry. A bridge could be built for less, perhaps, but that it would be more suited to the needs of the people I absolutely deny. Get the subway in the centre of the station if you can — no one objects to that. Mr. Tucker struck the key-note. He is on the right track. Everyone, rich or poor, will help. If the Chief Commissioner was a very timid, yielding gentleman, the momentous resolution, coming from the Beecroft Progress Association might give him a great shock; but as he is neither timid nor yielding, I am afraid the resolution will find its way to the wastepaper basket.”

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 17 January 1914, page 8**

Beecroft.

Subway. — The work of laying the very substantial reinforced concrete foundation for the eastern portion of the Beecroft station subway and ticket office has been completed.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 3 January 1914, page 8**

Beecroft.

The Subway. — The construction of the subway is once more under way. The excavation is well advanced, and concrete and steel girder foundations are being laid.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 10 January 1914, page 8**

The Beecroft Subway.

To the Editor.

Sir, — The breezy whiff of north wind, that appeared in the form of a letter in “The Cumberland Argus” of last Saturday, contained a lot of satire upon the Beecroft Association's action for passing a resolution protesting against the unnecessary expense in putting a subway instead of an overhead bridge to give access, to the railway platform. We can now see our mistake. A compromise would have been arrived at if the residents of the southern part of Beecroft had gone for a bridge at the extreme southern end, and not have considered the northern residents as they did; but in trying to do them a good turn by agitating for a bridge about the middle of the platform, they fell in themselves, anyhow. I cannot say much for the intelligence of some of the, Hannah-street and northern end of Beecroft Parade residents. Instead of giving the southerners all the assistance they could, In order to get a bridge in the centre of the platform, they either held aloof or actually declared in favor of a subway, which is distinctly against their own interests, as time will show, for It is no further to the centre of Beecroft platform from the intersection of the two streets named by an overhead bridge than it Is; to the centre of the platform by the subway, and only one flight of steps would have to be negotiated, nor would it have

been necessary to crawl out of a hole in the earth; from below the level of the platform, as will be the case from the subway. This matter of the Beecroft subway will always remain as a monument of selfishness of a certain section of the residents, and also of, serious blundering on the part of the Railway Department, the Chief Commissioner in particular. If £3000 or £4000 are needlessly expended, and at the same time; the people are less well served, then I say it is quite time we made a change in the powers of the Chief Commissioner. Under the Victorian system this blunder would, in all probability have never occurred, as one man would not have had the adjudicating of the matter, but it would have come before the three Commissioners, and then, if the Chief held the opposite opinion to the other two- Commissioners, on inquiry would be held and the matter thoroughly gone, into before an arbiter. I sincerely hope, after our experience of an autocrat's power, that a change, by division or authority, will be made, and that a man of experience in all matters of railway concern will be in place of Mr. Johnson. —

Yours, etc., C. CHURCHILL TUCKER.

P.S. — The following Is a copy of an answer received by me from Messrs. Atchison and Schleicher: —

“23rd December, 1913. “In answer to your question as to what we consider to be the centre of Beecroft as to settlement and generally, we have to say that, In our opinion, this point is undoubtedly the intersection of Beecroft Parade-road and Copeland-street.

“(Signed) Atchison and Schleicher.”

Note. — This firm laid out the original subdivision for the Government at Beecroft, and have subdivided several estates in the vicinity. — C.C.T.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 24 January 1914, page 8**

Beecroft.

The Subway. - The Beecroft Progress Association has received a letter from the Under-Secretary for Finances and Trade (per Mr. W. Thompson, M.L.A.), in reply to their representations against the entrance to the Beecroft station being constructed at the extreme northern end of the station. The Minister intimated that the matter was one entirely for determination by the Chief Commissioner for Railways, in whom is invested by law the full control and management of the railways. He added, however, that the Chief Commissioner was communicated with in regard to the matter recently, in view of complaints made in other quarters, and his reply was to the effect that the question of access to the new station at Beecroft had been very fully gone into, there being a division of opinion among the local residents as to the most suitable, position and means of access, some of the residents favoring the provision of an overhead bridge near the centre of the platform, while another body of residents favored a subway at the approved site at

the northern end. It was considered, however, by the Railway Department that the latter position will better meet the ultimate development of the district, and the Chief Commissioner, after very full consideration, decided that the subway as originally proposed at the northern end of the platform, should be proceeded with. Mr. Hartwell protested against the statement in the letter that there was a difference of opinion as to the means of access and site. He said that the public meeting decided that the entrance should be at the centre of the station, the question of bridge or subway being left to the Commissioner. This statement aroused some difference of opinion, some of the members bearing out the letter. The president (Mr. H. O. Holcombe) said that the subway had so far progressed that he considered any further discussion futile. Mr. Hartwell agreed with that view, but said that the present entrance would inflict hardship on the majority of the residents for years to come, and he thought that the northern enders would join with the others in trying to get for them means of access from the south. Mr, Tucker said that such provision had been made at Redfern. Mr. Holcombe said that a new bridge was to be built by the Railway Department at Copeland-road, and there was a good prospect of getting the Department to provide means of access to the station from that bridge. Mr. Layton moved to that effect, and the motion was seconded by Mr. Moore, and carried. It was also decided to write to the Department, pointing out the inaccuracy in the letter.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 7 February 1914, page 8**

Beecroft.

The Subway. - The Beecroft railway subway is being pushed on with. The walls have reached a respectable height; and the passage has been excavated under one set of rails.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 14 February 1914, page 8**

Beecroft.

Subway. - Work in connection with the subway is progressing slowly, but surely. It isn't quite safe to mention the subway to some Beecrofters. “I wish it were washed down the gully,''

said ono prominent man the other day. Of course, he was only emphasising the need for rain.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 28 March 1914, page 8**

Beecroft.

The Subway. - During the storm on Monday the flood waters poured in a stream about four feet deep through the subway in course of construction at Beecroft station. That this would be the case was predicted months ago by residents, who pointed out to the late all-sufficient Railway Commissioner that the site of the subway was an old watercourse, and that before the embankment was made, pipes were laid to carry off the water. It was in consequence of this old watercourse that enormous expense had to be gone to, to make secure foundations for the new buildings. It will be far from pleasant for railway passengers to make their way to the station on wet days through a torrent of water; but it would seem that this may prove an occasional occurrence, since the Department are set on making this the only entrance to the station. It would take a very big culvert to carry off the water that rushes down to the station after heavy rain.

New Bridge. — The Railway Department are erecting a big new bridge at Beecroft, to carry vehicular traffic over the railway line, about 60 feet north of the present wooden bridge in Copeland-street, which is to be taken away. Apart from the non-urgency of the work, as compared with the need of over-bridges at Thornleigh, Eastwood, and Ryde stations, where there are daily very narrow escapes from ghastly accidents at the dangerous level crossings, the construction of the bridge at the proposed site will be repeating the bad conditions existing at the main-road bridge at Pennant Hills, to the danger of which the attention of the Department has repeatedly been called by the Joint Committee. The only justification for the building of this bridge off the direct line of Copeland-street would be the utilisation of it for an entrance to the station from the south, where the greatest settlement is, and in which direction alone is there room for much further expansion. The Department has definitely refused to give the people this necessary convenience, however, and persons using this bridge will be exposed to the danger always existing, in these days of fast-moving traffic, at narrow bridges approached by two sharp double turns.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 4 April 1914, page 8**

Beecroft.

A Good Report. - The annual report of the Beecroft Progress Association shows that a good deal of activity and success characterised the efforts of the committee during the year.

The construction of the subway at Beecroft is being, proceeded with at the northern end of the-platform, and, although an approach, to the platform is welcomed by all residents, many are of opinion that it should have been placed in a more central position, and a request was made to the Chief Commissioner to alter his plans, but he did not comply therewith, as he deemed the chosen site more suitable. Subsequently an application was made for an approach from the southern end of the platform – that is to say, from the proposed new bridge across Copeland-street, but without success.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 11 April 1914, page 8**

Epping.

The Commissioners did not consider public convenience much in preparing plans, as witness the inconvenient arrangements made at Hornsby and Beecroft. At Hornsby the bridge was at the extreme southern end, and passengers had to walk some distance before they even came to the engine, and it took at least a minute's quick walking to get to a second-class carriage after reaching the platform. At Beecroft an expensive subway was planted right at the northern end, whilst most of the people live at the south, and on the site of an old watercourse, the result being that during the recent storms a creek four feet deep went rushing through the tunnel. Mr. Crandon thought that if the station were to be altered, the entrance bridge should be moved opposite to Pembroke-street. He was in favor of a deputation, but did not think that they would be on safe ground until the association had seen the plan of the proposed alterations. The secretary suggested that the Commissioners might be asked to supply particulars of the proposed alterations. Alderman Reg. Taylor endorsed this view, and suggested that a tracing of the plan be asked for Mr. Edwards pointed out that the residents subscribed £150 towards the alterations of the station and the erection of the footbridge. All they got was the footbridge; and the Commissioners had not carried out their promises. It was decided that the secretary should write to the Commissioners, asking for particulars of the proposed alterations, with a view to placing them before the association.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 18 April 1914, page 8**

Beecroft.

The New Station. - It is expected that the improvements at Beecroft station will be finished in about a month's time. Satisfactory progress has been made with the subway, and it is expected that it will be ready to bear the weight of the train traffic by the end of this week.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 30 May 1914, page 8**

BEECROFT.

Deputation. — A deputation from the Beecroft Progress Association waited on Commissioners Harper and Fraser on Monday, with the object of urging them to provide means of access to the station from the southern end. Mr. Hartwell, Mr. C. C Tucker, and other members laid the association's views before the Commissioners. The Commissioners, in replying, said that the Department's officers had selected the site for the subway, and that structure was practically finished. They regretted that at present another entrance could not be given, but if at any time it was found that a loss of revenue was noticeable through first class passengers travelling second class because of all the conveniences being at that end of the station, the matter might be reconsidered.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 13 June 1914, page 8**

BEECROFT.

Subway. — The new subway was thrown open to the public during the week. Provision has been made for flood waters, and owing to the subway being on the site of an old watercourse, the entrance, instead of opening directly to the road on the western side, has been turned southerly, so as to run parallel with the road for some distance before the passengers may gain that thoroughfare.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 20 June 1914, page 8**

BEEGROFT.

The Subway. — During the storm on Tuesday night, a quantity of ashes were washed into the new subway, the drain provided by the Department not being sufficiently big enough to carry off the water.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 20 June 1914, page 6**

More Expense.

In order to bolster up the costly mistake of constructing the Beecroft station subway in the bed of a creek, it is reported that the Railway Department intends to construct a large culvert under the railway, adjacent to the subway, to carry off the storm waters.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 19 September 1914, page 8**

BEECROFT.

A Coup. - When the usual rush took, place at the local railway station to catch the 8.6 train for Sydney on Tuesday morning, between 20 and 30 leading residents found themselves confronted by the railway officials specially sent from Sydney. “What's your name, please?” was the question each and all were asked as quickly as it was possible to go through' them. Not only were the astounded southern-enders asked for their names, but they were also requested to produce their season tickets so that the names given might be verified. In reply to indignant inquiries as to what these proceedings portended, the train travellers were informed that they had all committed a breach of a certain by-law by crossing the future up-road to the island platform on the eastern side, instead of using that costly and ornamental innovation the subway. This line of rails has never been used yet and several of those “bailed up” so unceremoniously proceeded to argue the point, but they got no satisfaction, and their objection that the officials referred to were not In uniform was also “over-ruled” for the time being at all events. The field of battle will in all probability be removed to, say, the Hornsby Courthouse.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 3 October 1914, page 8**

BEECROFT.

That Subway. - The apparently never-ending agitation in connection with the now famous subway at the Beecroft railway station was responsible for a visit to Beecroft on Wednesday afternoon by Mr. R. Harper, Chief Commissioner for Railways, and Mr. Fraser, Second Commissioner, who camo 'by motor-car, and made an inspection of Beecroft and its surroundings preparatory to meeting a deputation of Beecroft residents about the vexed question on the station premises. The deputation was; headed by Mr. R; D. Hartwell, and included among others Dr. Holt, Messrs. C. Churchill Tucker, T. Stobo, F. Mason, F. H. G. Rogers, J. Rowley, J. Tyler, Albert Moore, R. McManus, W. T. Faulkner, J. Mason, E. Smith, S. Higgins, and A. C. Julian. The Chief Commissioner was polite, but very firm, and somewhat sarcastic at times. Inter alia, it might be explained that objection had been raised by those living at the southern end of the platform to the subway having been constructed at the extreme northern end of the platform, thereby entailing a longer walk for southern enders to get to the island platform than would have been the case had the subway been constructed at or near the centre of the platform, as it was contended, wag the original intention, shown by the fact that the original plan provided for the central site. Being beaten on the question of the site of the subway — unfairly beaten, it is claimed — and seeing that the injustice, as it was characterised, would last for all time, the southern enders submitted that their lot would at least be ameliorated by the provision of means of access to the platform from the new iron traffic bridge it had been found necessary by the Department to construct in lieu of the wooden structure spanning the railway line at Copeland-road, such was the condition of affairs the Commissioners had to face, as well as the body of determined men bent upon having their wrongs righted, even if they had to carry them to the floor of the House. Mr. Harper did not wait for any formal introduction of the deputation, or formal explanation as to its object, but took the bull by the horns at once, and went straight to the kernel of the thing. He had arrived earlier than he had expected, he said, and had been all round Beecroft, seeing things for himself. He had come with a perfectly open mind, prepared even to sacrifice the cost of the subway in righting a wrong if he found one to exist, but he was bound to say, as the result of his investigations and personal observations, that if the choosing of a site for the subway had been left to him, the existing site was the one he would have chosen. His opinion was that in the future — and the Department had always to look ahead — the major portion of the population would be at the northern end. It was in vain that members of the deputation pointed out the possibilities of the population increasing in a greater ratio in the south than in the north, or that extensions in a northerly direction would be served by the Pennant Hills railway station. Time would show, said the Chief Commissioner; and, in the meantime, the subway was there, and there, so far as he was concerned, it would remain. Mr. Hartwell, in an outburst of indignation at the injustice and hardship inflicted on the southern enders, said it took many of them quite four minutes longer to reach the platform per medium of the subway than before the darned thing was constructed. The Chief Commissioner: “Ah, I am afraid you must walk very slowly talking over your grievances.” Mr. Harper explained that at every railway station throughout the whole of the railway system, some people, as at Beecroft, had to walk longer distance than others to gain the platforms. They didn't complain at Ashfield or Strathfield, Burwood or other places. As for providing means of access from the new bridge in Copeland-road, he could not think of such a thing. It would mean two and a half extra ticket collectors a day, and as businessmen they could scarcely expect him to incur this extra and unnecessary expense while men in the railway department were being employed half time only and he was charged with the responsibility of conserving the funds. The spokesmen of the deputation, Messrs. Hartwell, C. C. Tucker, F. Mason, and F. H. G. Rogers were beaten and battered at every point. “I wish it were your predecessor, Mr. Johnston, we had to deal with,” said Mr. Hartwell. Mr. Harper said he wished so, too. During the interview it was argued that the new traffic-bridge at Copeland-road wasn't in the position it should be, and that its angle wasn't right. Mr. Harper, on being appealed to to accompany Mr. Hartwell to this bridge, “for just a minute,” demurred at first on the ground that these questions could not be determined merely by looking at the bridge, but he afterwards consented to accompany Mr. Hartwell only. It was at this juncture that

an unrehearsed incident occurred. Mr Hartwell didn't loose his “block,” but he lost his “cadey,” a puff of wind whipping it off, his head and whisking it towards the running lines. A desperate and simultaneous effort by the two commissioners to arrest the progress of the truant headgear ended in the Chief Commissioner bringing it to a standstill at the point of his umbrella. It was then returned to the owner's head. Whether the bridge is on the site that it should be, or whether the angle is correct, and what exactly will happen if neither should be so, are as yet unsolved problems. However, two things are certain, viz., the subway will remain where it is and not in Mr. Harper's time will access be provided to the island platform from the bridge whether it is “skewwhiffy” or not.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 5 December 1914, page 8**

BEECROFT.

The Island Platform. - The island platform was put into complete use for the first time on Monday, the set of rails on the eastern side being available as the result of the demolition of the old vehicular traffic bridge in Copeland-road and its substitution by a new structure high enough to permit of the passage of trains to this side of the platform. There is still no means of ingress and egress for the southern enders, except by the subway at the northern end. But they're not done agitating yet. It is said the next move will be to induce Parliament to appoint a Royal Commission to inquire into the waste of public funds by the general arrangement of the station improvements, resulting in serious inconvenience to a large section of the community.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 28 August 1915, page 8**

THE RAILWAY BUNGLE.

The Railway Department are still kept busy “doctoring” the white elephant which they created at Beecroft station. By constructing a vehicular bridge some 30 or 40 feet off the original line of Copeland-street, where there was a wooden bridge which had answered all the requirements of the district, Mr. Baker's property was flooded. The Department had accordingly to build a retaining wall along that gentleman's frontage and raise the footpath. That necessitated the raising of the road level to prevent people falling off the footpath, and breaking their necks, and these little jobs have cost already something like £300. It was only a few weeks ago that a gang of men was at work cleaning but the newly laid pipes under the subway, the said pipes having become choked with debris washed down by the stormwaters. Now the Department are neatly setting grass sods on the sides of the cutting leading down into the subway. The officers responsible for the outrageous bungling at this station should be invested with the order of the sack. They are too expensive as ornaments, and show too little acumen for utility.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 19 December 1914, page 8**

Progress Association. — The monthly meeting of the Beecroft Progress Association was held on Tuesday; Mr. Rogers (the president) in the chair.

Another letter was read from Mr. W. Thompson, M.L.A., enclosing replies he had received to his questions in the House with regard to the Beecroft station. He added that he would see Mr. Hoyle upon the subject, for his ideas upon the matter were, he was sure, not in accord with the enclosed replies: (1) What is the cost of the works now in progress at the Beecroft railway station, and how much will it cost to complete same? Answer: I am informed £10,200. (2) Is it a fact that the construction of the subway at the northern end of the station entails a great inconvenience and loss of time to nearly 75 per cent, of the regular passengers? No; it is believed that the subway will meet the convenience of the residents generally;' (3). Is it a fact that many unavailing protests wero made by Beecroft inhabitants regarding the construction of this subway in this position? Answer: Several protests have been made. (4) Would it be possible to give access to the station from the recently constructed traffic bridge, and would this suit the convenience of the majority of regular travellers? Answer: It would not be possible to give access to the station from the recently constructed bridge without incurring expense which the conditions do not warrant. In a further communication Mr. Thompson intimated that he had seen the papers with regard to the Beecroft station matter, and Mr. Hoyle's minute to the Railway Commissioners. Unfortunately, the Chief Commissioner had not abated one jot from his previous attitude. He promised to again write on the subject. The association determined that the subway matter was in good hands in Mr. Thompson, and Mr. Hartwell, and decided to wait for further developments.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 16 January 1915, page 8**

BEECROFT.

THE INCONVENIENCE AND INJUSTICE.

The Railway Department are' spending another large sum of money in improving the subway at Beecroft station, which is flooded whenever a heavy storm occurs. The certainty that this would happen was frequently pointed out in these columns when the project of constructing the subway at the extreme northern end of the station was first made known, for this site was originally the bed of a creek, which was filled in for the line. It was pointed out that the cost of foundations would, for the same reason, be extraordinarily heavy. The inconvenience and injustice of making the sole entrance to the station right at one end, while the bulk of the population and the only trend for the future development of the district was towards the other end, were also argued; but railway officialdom would not admit the possibility of its being in error or lacking in judgment; and so persisted in the scheme, with the result that every argument that we urged against this site has been more than justified. To check the flooding the department constructed a special culvert, and placed a grating at the entrance to the subway to carry off the water. However, the creek waters come along with such a rush as to choke this grating with debris, and a torrent of water consequently flows through the tunnel, depositing large quantities of silt and ashes and other debris there, and making the subwav extremely cold and dismal for the public and the unfortunate booking clerk. To remedy matters, the department is now water-tabling the footpath outside the station, and raising the level of the path, so as to divert the water. Stops will have to be constructed down from the street, and the south end passengers will be given a little further distance to walk to patronise the railway. The present expenditure is, of course, of a very necessary nature, and is probably the best way of remedying the egregious blunders of the department; but the whole history of this subway refutes Mr. Commissioner Richardson's recent remarks at Hornsby about the foresightedness of the management of the railways. Hornsby station is another instance of serious departmental blundering, and entailed heavy and unnecessary expenditure and much public inconvenience to remedy bad faults of design.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 23 January 1915, page 8**

The Green in Beecroft’s Eye.

Mr. Rowley called attention to the very heavy grade being formed by the Railway Department at the subway. It was nearly precipitous, and if the surface became slippery, accidents were likely to happen there. Mr. Holcombe said that the bungle made at the western entrance to the station was really appalling. Very coarse cinders had been spread over the path, and these were ruinous to footwear. The precipice at the entrance was really dangerous. Mr. Stobo said that the name given to the subway was Fraser's Folly. The latest act was to cut down a clump of shade trees, by the side of the road, which was not in the way at all. A fence had been built a few months, ago and this was pulled up to-day. Dr. Holt said that the condition of the entrance was perfectly scandalous. On Sunday night it was not lighted; and it was really dangerous for women to come by it. Mr. Moore said it appeared to him that the Department had got themselves into a hopeless tangle over this subway, and really didn't know how to finish it. The fence was propped up by sticks and it looked as if work was being done without any plan. If heavy weather came on within the next few days the subway would be impassable and the people would have to cross by the vehicular bridges. Beecroft people had made every effort to preserve indigenous trees along the footpaths, and a very strong protest should be sent to the Department about their vandalism. Dr. Holt said there was a bunya bunyah tree at the station, which was a botanical curiosity. Could the Commissioners have this cut down? The President: Yes. Voices: And if, they got to know that we valued it, they would most probably cut it down at once. Dr. Holt: Then all I can say is that we should turn out an armed guard to protect it.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 13 February 1915, page 8**

A GROSS. WASTE OF PUBLIC FUNDS.

Mr. W. Thompson, M.L.A., resuscitated the Beecroft subway question at the public meeting at Gladesville on Monday night to show the lavish disregard for the expenditure of public money there as compared with the cheeseparing policy adopted by the Department with regard to the much-needed duplication of the tramway line to Gladesville. The Railway Commissioners, he said, were peculiar people to deal with. He characterised the expenditure of £12,000 on the subway to give access to the Beecroft railway station as a gross waste of public funds. All the people had asked for was an overhead bridge that would have cost £800 or £900, but Mr. Johnson, in his largeness of heart, had given them this subway, and his successors maintained that the money was well spent. They had induced the Minister for Railways, Mr. Hoyle, to go to Beecroft, and he had agreed with the Beecroft residents that there had been a gross waste of public money, but owing to the present provisions of the Railway Act he had no more say in the matter. Why money should be expended in this lavish fashion, where it was not wanted, and there should be so much hesitation about spending a comparatively small sum where it was urgently needed passed his comprehension.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 3 April 1915, page 8**

PROGRESS ASSOCIATION.

There was a good attendance of members at the annual meeting of the Beecroft Progress Association. Mr. F. H. G. Rogers presided. Mr. Hartwell moved that a letter be written to Sir Win. Thompson, M.L.A., asking him to find out the Minister's' intentions with reference to the Beecroft subway and the request for an entrance to the station on the southern end. Seconded by Mr. Schrader, and carried.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 30 October 1915, page 8**

ONLY £10,000.

In the Legislative Assembly, Mr. Thompson asked the Colonial Treasurer, — (1) What was the total sum recently expended at Beecroft railway-station in buildings, bridge, subway, drainage, etc.? (2) Is it a fact that frequent protests were made by the local residents concerning the inconvenience caused by the altered means of access to the platform? Answer, — I am informed: (1) £10,952. (2) Some of the residents were opposed to the alterations, but others were in favour of the improvements.