**Beecroft’s Two Bridges**

**Sydney Morning Herald (NSW: 1842 - 1954), Saturday 28 January 1893, page 7**

BEECROFT PROGRESS ASSOCIATION.

A number of members of the Beecroft Progress Association, accompanied by Messrs. Farnell, Nobbs, and Garrard, Ms. L. A., waited as a deputation upon the Minister for Lands yesterday to requested. That an overhead bridge be constructed across Malton-street, and 2, that the area reserved for recreation purposes be added to. The deputation pointed out that two overhead bridges were required to give access to lands recently sold in connection with the Field of Mars Common and to adjoining lots that had yet to be sold. One overhead bridge was to be erected across Copeland-street, but this was not sufficient, inasmuch as a gully divided the common, and the bridge across Copeland-street would give access to only one half of the property. The second bridge, it was pointed out, need not cost more than

a few hundred pounds, and while proving a boon to those who had already purchased lands from the Government it would add to the market value of the lands that remained unsold.

Mr. COPELAND said he could not see his way clear to accede to the request made. The bridge asked for would be within a quarter of a mile of the bridge across Copeland-street, and while he was prepared to do all he could to secure the construction of one bridge, he certainly could not recommend Government assistance in the construction of a second bridge but a quarter of a mile distant. He thought the second bridge would afford a splendid opportunity for the commencement of work under the provisions of the Local Government Bill.

Several members of the deputation said that under these circumstances they would suggest that the residents they represented be allowed to use the railway embankment. This would serve as a substitute for the bridge across Malton-street. The embankment was quite wide enough for the purpose.

MR. COPELAND said the Railway Commissioners had an objection to traffic inside the railway fence. If any accident happened to persons using the embankment-it any person was run over by strain the Commissioners might be sued for damages. Perhaps the deputation could get the Commissioners to erect a second fence on the embankment. If this were done the embankment might be safely used.

Mr FARNELL, said the deputation would interview the Railway Commissioners on the subject. He added that the deputation now desired to ask the Minister to add seven lots of unsold land to the recreation reserve in the district. The lots in question were really useless for purposes of settlement. If used at all, they would in all probability be used by persons interested in noxious trades, and that obviously was undesirable.

Mr. COPELAND said the district surveyor reported that in a few years the land in question would probably be worth £25 per acre. The present recreation reserve had an area of 14 acres, and he was of opinion that the progress committee would find this area quite large enough to care for. The larger the reserve the larger would be the cost of maintenance.

After further discussion Mr Copeland said he would add three of the lots asked for to the reserve.

The deputation next visited the Railway Commissioners, and brought under notice a number of railway wants, such as increased station accommodation, lighting, Ac and Mr. Fehon, in reply, said the Commissioners would shortly pay a visit of inspection to the district.

**Newcastle Morning Herald and Miners' Advocate (NSW: 1876 - 1954), Saturday 28 January 1893, page 5**

DEPUTATION. Messrs. Parnell, Nobb, and Garrard, Ms.P., introduced a deputation to the Minister for Lauds to-day for the purpose of asking him to use his influence with the Railway Commissioners in order to get them to make a crossing over the line to land on the eastern side of the railway Mr. Copeland said he had made inquiry into the matter, and understood that the question of erecting a bridge over the land at the end of Copeland-street was under consideration. He would do what he could in the matter. In answer to further representations, Mr. Copeland promised to have three portions of land added to the Beecroft reserve.

**Cumberland Mercury (Parramatta, NSW: 1875 - 1895), Saturday 20 May 1893, page 3**

OVERHEAD BRIDGE AT BEECROFT. - The following letter has been sent us by Mr. F. Farnell, M.P., for publication: - "New South Wales Government Railways, Secretary's Office, Sydney, 9th May, 1893. Sir, — I have the honour to acknowledge receipt of your letter of even date, relative to providing an overhead bridge at Copeland-street, Beecroft, and a shelter-shed on the up platform at Ryde station, and in reply to inform you that the matters referred to are being considered by the Commissioners on their present tour of inspection. (Signed) H. McLACHLAN, per Secretary."

**Sydney Morning Herald (NSW: 1842 - 1954), Thursday 5 October 1893, page 6**

LEGISLATIVE ASSEMBLY.

WEDNESDAY, OCTOBER 4.

Sir GEORGE DIBBS, in answer to Mr Frank Farnell, said that he was informed that the Railway Commissioners had no intention of building an overhead bridge at Copeland-street, Beecroft.

**Sydney Morning Herald (NSW: 1842 - 1954), Saturday 28 October 1893, page 8**

A BRIDGE REQUIRED. – Mr. C. C. Tucker writes in advocacy of an overhead railway bridge at Copeland-street, Beecroft. The bridge, it appears, was promised last January by the Minister for Lands, and Mr Tucker, with the view of expediting the construction of the work, gives a number of reasons why the bridge should be constructed at this particular spot.

**Australian Star (Sydney, NSW: 1887 - 1909), Thursday 18 January 1894, page 8**

MEETING AT BEECROFT.

On Tuesday evening one of the largest meetings ever held in Beecroft took place at Mr. Stobo's store, in front of the railway station. The meeting was convened for the

purpose of urging upon the Government the immediate consideration of an overhead bridge at the station, which would provide access to the eastern side of the line for passengers by rail, and also serve to open up a large tract of property recently sold by the Crown. The residents require two bridges, one at Copeland-street, the other at Malton-street, but Mr. Farnell, M.L.A., who presided at the meeting, stated that from inquiries he had made there was no likelihood in the present state of public finances of more than one bridge being erected, and that the meeting would have to decide as to the site. A motion was moved by Mr. G. Harrison and seconded by Mr. C. Tucker, J.P.— "That an overhead bridge be erected at or near Copeland-street." This was carried by an overwhelming majority. An amendment, proposing that two bridges be erected across the railway line, was negatived, there being only three votes recorded in favour of it. A communication was read from the Education Department to the effect that land had been resumed fronting Copeland-street for public school purposes, and it was pointed out that it must be highly dangerous to allow young children to cross to the up platform without providing an overhead way. A deputation was formed to wait upon the proper authorities.

**Cumberland Mercury (Parramatta, NSW: 1875 - 1895), Saturday 20 January 1894, page 3**

Beecroft.

Overhead Bridge.

A few days ago, the residents of Beecroft were surprised to see large placards posted at almost all corner posts and every gum-tree along the roads, announcing, in large print, that a public meeting would be held at Mr. Stobo's residence, "on Tuesday," at 8 p.m., to consider the advisability of at once urging upon the Government the necessity of carrying out the promise of the Minister for Lands, that a bridge should be erected over the railway line, at or near Copeland-street. Those interested in Malton-street site were also invited to attend. The signatures to the notice were: — J. E. Harrison, W. Perdriau, and C. C. Tucker. On the 16th inst., punctually at 8 p.m., this meeting took place, in spite of those who said, "it is not this Tuesday—the other." Mr. P. Farnell, M.P., happening to be there just then, was asked to preside, and kindly took the chair, in the presence of a very large audience, boys included. The Chairman expressed the hope that those present would be unanimous in their decision, and enable him to convey to the proper authority a correct statement of the matter. Mr. Harrison moved the first resolution, in effect to the purpose stated in the announcement, and supported his resolution by stating that some twenty-five season-ticket holders from the southern end of Beecroft westerly of the railway line, have to cross same at or near the station to the great danger of being run over by a passing train, as the trains

for Sydney start from the eastern platform, and that residents are entitled to have an overhead bridge as at Carlingford.

Mr. Tucker seconded the resolution, and gave no less than seven cogent reasons why the bridge should be at Copeland-street.

In order to get quickly along, the chairman rose to put the resolution to the meeting; but Mr. Abram expressed a desire to be heard, which was granted. Mr. Abram stated that the landowners on the eastern side of the line have an undoubted claim to demand access to their land, and in order to be just and fair to them all, the need of two bridges—one at Copeland-street, the other at Malton -street— must be clear to all. A bridge at Copeland-street would not give access to Malton-street, and vice versa; and one is as much entitled to a bridge as the other; therefore, he would urge that the two bridges be demanded instead of one at Copeland-street. Besides, the owners of land near Malton-street, east of the line, had put their hands in their pockets and subscribed a sum of money towards defraying the expense of a bridge at Malton-street, and their proposition had been favourably received by the Rail-Way Commissioners, as Mr. Farnell well knew, and if after this the Commissioners were not to keep their promise it would seem very strange. Now, in order to place those interested in the Copeland-street bridge in the same position as those at Malton-street, he would suggest that they—the 28 season ticket holders included—also subscribe a sum worthy of the cause, when they would get a bridge, and, no doubt, Mr. Tucker would head the list with £25.

An amendment was then moved by Mr. Abram, seconded by Mr. Lovell, to embrace both bridges in the demand.

Some more people entered then, and wished to knew what was the resolution. After being informed, Mr. Whittell suggested, speaking as an entirely disinterested party, to embody a provision to demand temporary access inside the railway premise, from either Copeland-street to Malton-street, or from Malton-street to Copeland-street, in case only one bridge could be got.

Mr. Harrison then amended his resolution to the effect that temporary access be provided from Copeland-street to Malton-street. The amendment was put and lost, and the resolution as amended carried - "Unanimously," shouted the chairman. " Oh! no, it isn't,” said someone else, whereupon it was put again and declared carried.

After this the rest was plain sailing. A proposition - "That a deputation wait upon the Minister for Works " was carried, as also one naming those to form the deputation, with but few dissentients.

Mr. Harrison proposed a vote of thanks to the chairman, is flattering terms.

Mr. Whittell and Mr. Jordon followed.

It is very satisfactory to hear for once of the great benefits derived from our senior M.P., because hitherto the air was thick with grumbling.

The Chairman thanked all for what had been said, and expressed regret that he could not do much more for the district, but he hoped to do so by-and-bye.

The meeting then terminated, and, as it was only about half-past 9, some conversation took place outside Mr. Stobo's, and the chances as to whether Malton or Copeland street bridge would first be erected were again discussed. More than one expressed the belief that Malton-street has by far the best start, on account of the substantial assistance from the landowners there. How it will end, time will tell.

**Australian Star (Sydney, NSW: 1887 - 1909), Thursday 25 January 1894, page 5**

AN OVERHEAD BRIDGE.

There are two rival proposals for over-head bridges at Beecroft, one for a bridge at Malton-street and the other at Copeland-street. This morning the advocates of the former waited on the Minister for Works and laid their scheme before him. They asked the Minister to grant £80, one-third of the cost, the Railway Commissioners and landowners interested being prepared to pay similar sums. The Minister promised to obtain a report on the matter, and said he would decide when he had fully considered both proposals.

**Evening News (Sydney, NSW: 1869 - 1931), Thursday 25 January 1894, page 5**

Beecroft Bridges.

A deputation from Beecroft interviewed the Minister for Works to-day with reference to the erection of an overhead bridge across the northern line at Malton-street. It appeared that another section of the residents were working up an agitation for a similar structure at Copeland-street, a short distance away from Malton-street, but they did not put in an appearance before the Minister. The Malton-street section represented that a bridge was very necessary, and Malton-street was the proper place for it. They desired the Minister to pay one-third the cost, about £80, the Railway Commissioners and the residents having agreed about the remainder.

Mr. Lyne said he would send an officer to report upon the matter. There could not be two bridges at such a short interval, and he would like to hear the view of the people who wanted a bridge at Copeland-street before arriving at any decision.

**Sydney Morning Herald (NSW: 1842 - 1954), Friday 26 January 1894, page 3**

OVERHEAD BRIDGE AT BEECROFT.

Mr. F. Farnell, M.L.A., yesterday morning introduced to Mr. W. J. Lyne, the Minister for Works, a deputation consisting of residents and landowners at Beecroft, and stated that the people living in the locality were desirous that an overhead bridge should be constructed over the railway line opposite Malton-street, Beecroft. There was a proposal to construct a bridge over the line at Copeland-street. The members of the deputation had not opposed this work, but it would not serve them. It was necessary that the bridge should be erected opposite Malton-street, as there was at present no means of getting to their properties, owing to the existence of a deep gorge. Many of the people had bought the land anticipating that a bridge would be erected at this place, and had paid high prices. If the work were carried out, a number of houses would at once be erected, and the unsold portions of the Field of Mars could be disposed of at satisfactory prices. The bridge would cost £240. The Railway Commissioners had contributed one-third, £80 5s; the residents had subscribed a similar amount, and they asked the Minister to give them the remaining third. It was stated that if one house were erected the cost of a season ticket would more than cover the interest on the outlay.

Mr. Lyne, in reply, said that it seemed to him that the Railway Commissioners would chiefly benefit by the work, and therefore should bear the cost. His department would receive no benefit, and, as if was proposed to erect a bridge opposite Copeland-street, he could not on that occasion give them a reply. He would obtain a report on the Malton-street bridge and hear the views of the other deputation with regard to the Copeland-street bridge before coming to a decision; but he did not think it at all likely that they would get two bridges within 20 chains of each other.

**Daily Telegraph (Sydney, NSW: 1883 - 1930), Friday 9 February 1894, page 3**

OVERHEAD BRIDGES.

A deputation, introduced by Mr. Farnell, M.P., applied to the Minister for Works yesterday for an overhead bridge at the railway line, Copeland-street, Beecroft. Two bridges were recommended by Mr. Farnell as essential, one at Copeland-street and the other at Malton-street.

Mr. Lyne said that his engineer's report was that each bridge would serve one resident each on one side of the line, though, to be sure, access would be given to the railway from the other side.

The deputation pointed out that the want of the bridges was stopping persons from erecting houses. Grant the bridges as means of communication and up would go residences. Mr. Lyne answered that each bridge would cost £240. At Malton-street £80 was promised to be subscribed locally, and the Railway Commissioners had promised the other third.

“And will do the same at Copeland-street," said the deputation.

“All right," said the Minister. “On that stipulation the request is granted."

**Evening News (Sydney, NSW: 1869 - 1931), Friday 9 February 1894, page 6**

Beecroft Bridges.

As a sequel to a deputation that waited on the Minister for Works about a fortnight ago with reference to an overhead bridge at Malton-street, Beecroft, another deputation yesterday asked that an overhead structure should be erected at Copeland-street, which was some short distance away from the site selected by the previous deputation. It was urged that Copeland-street was the most convenient position for such a crossing, and it would result in a considerable area of Government land being opened up.

Mr. Lyne in reply, said the department would not benefit by the erection of this bridge, and would incur expense to keep the roads in repair. He promised that he would sanction the erection of a bridge at Copeland-street if the residents would contribute a third of the cost, as the advocates for the bridge at Malton-street had promised to do. Under those conditions he would consent to the erection of the two bridges.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 24 February 1894, page 3**

Beecroft.

Overhead Bridge. - In reply to a deputation of residents introduced by Mr. F. Farnell, M.P., last week, regarding the construction of an overhead bridge at Copeland-street, Beecroft station, the Minister for Works said that the only answer he could make then was that if they contributed a third of the cost he would do so. That answer of the Minister's seems to have been based on the fact that residents connected with a similar bridge at Malton-street had made such an offer. Therefore, we must suppose that he thought the Copeland-street agitators should do the same. Their case is a different one. The land near Copeland-street was purchased on the understanding that provision was to be made for access across the line. Secondly, the Beecroft platform is close to Copeland-street, these two facts alone being the means of very high prices paid for the land. Since that time the platform has been removed and is now nearer to Malton-street, thus making the land near there double the value that it was, notwithstanding that it was bought far cheaper than that near Copeland-street, which through the removal of the platform has deteriorated in value. On these grounds the Copeland-street agitators are again going to approach the Minister for Works. The Malton-street people are ready as soon as required to deposit in the Treasury the third of the cost of the overhead bridge at Malton-street.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 5 May 1894, page 7**

Beecroft.

The Overhead Bridges. – The result of a letter sent to the authorities asking when they intend to make a start with the work. Was that on Friday last surveyors were sent up to take the levels of the crossings, so surely now it won’t be long before the work is commenced. Both bridges are to be in a direct line over the railway with Malton and Copeland streets.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 2 June 1894, page 1**

BREVITIES.

Tenders required at once for the erection of bridges over railway line at Beecroft.

**Evening News (Sydney, NSW: 1869 - 1931), Tuesday 5 June 1894, page 3**

Beecroft Bridges.

Tenders were opened by the Railway Commissioners yesterday for the construction of two bridges at Beecroft, on the Hornsby line. Fourteen tenders were received, the lowest being that of Mr. A. Taylor, for £398 4s. These bridges have been the subject of agitation for a considerable time, the structures being required for the purpose of affording communication with portions of the district severed by the railway line. The residents of the district are contributing a portion of the cost, the Railway Commissioners contributing one-third and the Government the remaining third of the cost.

**Daily Telegraph (Sydney, NSW: 1883 - 1930), Tuesday 5 June 1894, page 4**

RAILWAY TENDERS.

Tenders were opened by the Railway Commissioners yesterday for the construction of two overhead bridges at Beecroft, on the Hornsby line. In all 14 tenders were received, that of A. Taylor, at £398 4s for the two, being the lowest. The residents of Beecroft have agitated for those bridges for a considerable time, as they will form a means of communication between two portions of the district, which is now practically cut in halves by the railway line, and they will themselves bear a portion of the cost.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 30 June 1894, page 8**

Beecroft.

Overhead Bridges. - The residents are getting very anxious about the overhead bridges at the Station here, and think that it is time a start was made at them, especially too as the work involves a good deal of local capital.

**Cumberland Mercury (Parramatta, NSW: 1875 - 1895), Saturday 18 August 1894, page 2**

Beecroft.

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 Malton-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 land owners have expressed their determination to erect bouses. A public meeting hall and a family hotel would be, it is considered, desirable 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.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 8 September 1894, page 7**

Beecroft.

Bridges. — The two new overhead bridges at Copeland and Malton streets respectively are now completed, and are a very great improvement and convenience, as well an being the means of adding greatly to the value of property on the eastern side of the railway

line. The cost of the work was £386, the tender of Mr. A. Taylor, being accepted at that price. Of this amount £160 was subscribed by several of the property owners in the district. The stone used in the concrete work had to be obtained from Pyrmont, the material, in the district being condemned. This made a difference to the contractor of at least 5s per yard more than if the local stone had been used. The first morning that the decking on the Copeland-street bridge was finished Messrs. Chorley and Tucker had a race to see who would be the first over the bridge, the result being in favour of Mr. Chorley's steed.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 20 April 1895, page 8**

Beecroft.

Roads. — The approaches to Hannah-street bridge are now complete and in good order.