**Cheltenham Station construction**

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 17 April 1897, page 12**

ALONG THE LINE.

The Railway Commissioners have promised to erect a platform between East Carlingford and Beecroft. The conditions are that Mr. Chorley, the moving spirit in the agitation, must erect an overhead bridge at the place. In all probability Mr. Chorley will be successful in the matter.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 27 August 1898, page 11**

Beecroft.

The New Overhead Bridge. - Rapid progress is being made with the construction of the platform and overhead bridge across the railway line in the vicinity of Mr. Chorley's residence, Beecroft. The sum of £200 was privately subscribed towards the cost of this work, which, when completed will be the means of opening up a lot of land suitable for residential sites on the Eastern side of the line. There is little doubt that settlement will extend that way in the near future.

**Daily Telegraph (Sydney, NSW: 1883 - 1930), Tuesday 11 October 1898, page 4**

A new platform was yesterday opened on the North Coast line between Carlingford and Beecroft. It has been named Cheltenham.

**Evening News (Sydney, NSW: 1869 - 1931), Wednesday 12 October 1898, page 3**

A new railway platform was opened on the Strathfield-Hornsby Junction railway line on Monday. Cheltenham is the name of the new public convenience, and it is situated between East Carlingford and Beecroft.

**Daily Telegraph (Sydney, NSW: 1883 - 1930), Wednesday 12 October 1898, page 7**

A NEW RAILWAY PLATFORM.

A new platform was opened on Monday on the Northern Railway line between Carlingford and Beecroft, and a demonstration was made by the residents of the locality. Some time ago the residents approached the Railway commissioners with a request for the erection of the platform, and in reply were told that as the opening of such a platform would greatly enhance the value of land in the district the residents and landowners should hear a part of the expense, Mr. Chawley, a land-owner in the district, at once wrote out a cheque for the amount the commissioners required, and the result was that the work was put in hand and a substantial bridge and platform were erected at once. It is expected that the new platform will make the district boom, and land values have risen greatly. Flags and bunting were flying gaily on Monday when, In the presence of several railway officials, Mr. Chawley and residents of the district, this platform was opened. It has been called Cheltenham.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 15 October 1898, page 11**

Beecroft.

New Railway Platform. — The railway line in the vicinity of Mr. W. Chorley's delightful residence at Beecroft, has presented a scene of great activity within the last week or so, upwards of 30 men having been employed in the construction of the new railway platform there. Though the platform has not yet been completed, still the work has sufficiently advanced to permit of its being: used, and on Monday morning last an impromptu ceremony and formal opening were arranged. Mrs. Chorley and the members of her family had the new platform gaily decorated with flags, including the royal standard, the Union Jack, and the Australian flag. It was also artistically adorned with ferns and native flowers. Despite the early hour at which the interesting little ceremony was enacted — 8 a.m.— and the short notice given, there was a fairly large gathering of local and 'along the line' residents as Chief-Commissioner Oliver stepped from the train and formally declared the new railway platform open, at the same time christening it 'Cheltenham' as a bottle of good sparkling champagne was smashed. The name was chosen by Mr. Chorley in remembrance of his English home. The platform is a full length one (30 feet), and is of a very substantial character— one of the best, in fact, on the Northern line. It will be furnished with the ordinary waiting-sheds— one on the up and one on; the down platform — and already four powerful lamps have been placed in position. A large gate has also been erected to provide means of ingress and egress for goods arriving at the platform; and there are no fewer than three wicket gates for the convenience of passengers. Adjoining the platform, and giving access to and from it, a substantial wooden overhead bridge has been constructed at a cost of £260, towards which Mr. Chorley contributed upwards of £100. The bridge was finished about a fortnight ago, and will no doubt be the means of opening up a large area of crown lands at the back, hitherto inaccessible. opening up of a direct route to Pymble. The platform, it is said, cost £860, and in conjunction with the bridge A good many private building sites will also be considerably enhanced in value by this new means of communication, which ultimately, it is thought, will load to the is certain to bring about rapid settlement in this delightful neighbourhood.

**The Cumberland Argus and Fruitgrowers Advocate, Sat 5 Nov 1898**

Cheltenham.

**The New Platform**. – The new platform at Cheltenham, near Beecroft, is now practically finished. The men are now engaged at top-dressing and in painting the sheds. The lamps have all been placed in position now. All that remains to be done is to construct a road into the station, and this the Government promised to “see about” when the siding is completed. They will shortly be approached on the subject.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 26 November 1898, page 12**

Cheltenham.

The Very First. - The first consignment of fruit despatched from the new railway platform at Cheltenham, was sent to Sydney on Wednesday. It consisted of a dozen cases of choice apricots and plums, the product of Mr. W. Chorley's orchard, "Mount Pleasant."

**The Cumberland Argus and Fruitgrowers Advocate, Sat 28 Jan 1899**

BEECROFT PROGRESS ASSOCIATION.

A new platform, to which the name Cheltenham had been given was erected by the Commissioners midway between East Carlingford and Beecroft. Two large rooms have been added to the station master’s residence.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 18 March 1899, page 10**

Cheltenham.

Cheltenham Station. - Strong representations have been made to the Government to form the main road to the Cheltenham Station, it at present being almost impassable for wheeled traffic. Application has also been made to the Railway Commissioners to have the water laid on to the station, and should they comply with the request, it is said another new building will be erected almost immediately.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 9 September 1899, page 12**

Cheltenham.

Road Works. - The Department of Works, through Mr. Edward Terry, M.P., has complied with Mr. W. Chorley's application for the repair of the road leading from the Pennant Hills-road to the railway station. Mr. Chorley has also been advised that the main road between Cheltenham and Carlingford will be formed at once.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 30 September 1899, page 4**

Government Tenders.

Tenders for the following works, were opened by the Tender Board, on Monday: Ray's-road, Carlingford, five tenders, G. F. Willis and D. McCarthy— equal— (£113) lowest; Beecroft to Cheltenham station, four tenders, George Anderson (£35 8s) lowest; Hornsby to Galston, five tenders, J. Mitchell (£42) lowest; Hornsby to Galston, seven tenders, and Mobbs-hill to Rogan's-hill, five tenders, to be reported on. For fittings, etc., at post and telegraph office, Windsor, the tender of E. Whitehead, Parramatta, £43, was accepted.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 25 November 1899, page 12**

Government Advertisements.

Department of Public Works, Sydney, 22nd November, 1899.

TENDERS will be received up to 2 o'clock p.m. on MONDAY, the 27th instant, from persons willing to contract for the following ROADS and BRIDGES CONTRACTS.

Contract 32/99-1900, approach to Cheltenham Station; contract. 47/99-1900, Pennant Hills, via Beecroft to Eastwood. Plans, specifications and tender forms may be seen at the Contractors Room in this Department.

(Signed) ROBERT HICKSON, Under Secretary for Public Works, [6g-400] and Commissioner for Roads. Roads Office, Parramatta, 20th November, 1899.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 2 December 1899, page 4**

Government Tenders.

The tender of R. Trevethan, Wentworthville, has been accepted for works on the Main Southern-road (£236 10s). Following tenders have been received: - Approach

to Cheltenham station, 5 tenders received, R. Thompson (£35 7s) lowest; road, Pennant Hills, via Beecroft, to Eastwood, 5 tenders received, R. Thompson (£57) lowest.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 6 January 1900, page 8**

Ryde Police Court.

Jas. Moore, a stolid looking youth, apparently about 17 years of age, was charged under Railway by-law No. 19 with having, on the 31st December, maliciously damaged to the extent of 2s, a water tank at the Cheltenham Station, the property of the Railway Commissioners. He pleaded guilty, and had no explanation to make for his extraordinary conduct.

Constable Kelly stated that the defendant had wrenched the tap off the tank with the evident intention of taking it away. A railway officer intimated that offences of this description at stations far removed from Sydney were very numerous. Only the other day a lamp had been smashed at the Cheltenham platform. The railway officials had never been able to catch the offenders, but, on this occasion, they had succeeded, and he trusted the Bench would make an example of the defendant. Mr. MacNavin, addressing the defendant, asked him if he had anything to say in answer to the charge, adding that the act seemed a most deliberate one of damage, and that defend-ant had rendered himself liable to a penalty, of £5. The defendant still had no explanation of his conduct to make, and made a rambling statement to the effect that he had been on the training ship *Sobraon* and had been taken away to the Hunter River. He further said that he was “wrong in the head,” and that his parents lived at Leichhardt. The case was postponed for a week in order that further inquiries might be made by the police as to defendant's antecedents and also his mental condition.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Wednesday 14 February 1900, page 2**

Chips.

The tender of Mr. R. Harper, of Dundas, has been accepted by the Roads Department for the road, Pennant Hills via Beecroft to Eastwood to Cheltenham station.

**Daily Telegraph (Sydney, NSW: 1883 - 1930), Wednesday 14 March 1900, page 3**

CROWN LANDS. By order of the Hon. the Minister for Lands, T. H. Hassall.

CHELTENHAM, Northern Railway Line. EXCELLENT RESIDENTIAL SITES and ORCHARD BLOCKS, fronting and convenient to the railway line, right AT THE STATION in the famous Carlingford district.

**Evening News (Sydney, NSW: 1869 - 1931), Wednesday 11 April 1900, page 3**

CROWN LANDS SALE.

Considerable interest was manifested at the Government land sales held on Tuesday by Messrs. Batt, Rodd, and Purves, Limited, at their rooms, Pitt-street, acting under instructions from the Minister for Lands. The lands submitted comprised: several residential sites, and orchard blocks, their areas ranging from 4 ¼ to 8 acres, adjacent to the Railway station, Cheltenham, northern Railway (parish of Field of Mars).

The prices realised were as follow: — At the Cheltenham Platform, Field of Mars: lot 488, containing 4 acres 1 rood 10 perches, sold at the upset £87; lot 493, 3 acres 2 roods 8 perches, £105 (upset £71); lot 501, 5 acres 2 roods 10 perches, at the upset £140.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 17 March 1900, page 11**

Beecroft.

Progress Association.

The secretary was instructed to write to the Works Department, asking to have the road at Boronia Avenue cleared, formed, and the fence removed, so as to give access to the Cheltenham station.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 23 June 1900, page 6**

Beecroft Progress Association.

It was decided to apply to the Forestry Department for a number of small shade and ornamental trees for planting in the streets. Mr. Chorley undertook to provide for the planting of 100 at Cheltenham. It was announced that the Association had already 100 shade trees in pots on hand, having obtained them last season, when it was too late for planting. These will be planted out as soon as arrangements can be made for so doing.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 14 July 1900, page 10**

Beecroft Progress Association.

In reply to a communication from the Association, a reply was received from the Forestry Department, intimating that 100 ornamental trees for planting in and around Cheltenham would be forwarded when certain formalities had been complied with. Mr. Chorley undertook to see to the planting of the trees.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 16 March 1907, page 10**

Beecroft.

Beecroft Progress Association.

The Railway Commissioners wrote to say that they could not at present comply with the association's request to appoint an officer at the Cheltenham siding, as the traffic did not warrant such a step being taken.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 18 January 1908, page 10**

Beecroft.

BETTER LIGHTING. — The railway stations, which are the latest to be illuminated by gas on the northern line, are Pennant Hills and Cheltenham, which are both close to Beecroft. The last-named station was similarly illuminated some little time ago.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Wednesday 14 April 1909, page 4**

Beecroft Progress Association.

After repeated application for the services of an official at Cheltenham Station, the Commissioners have consented to place a female- attendant in charge— a step in the right direction. On request, they have also arranged for the provision of sanitary accommodation at that platform, but so far, wo regret to say, nothing has been done in the matter.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 12 June 1909, page 11**

Beecroft.

Progress Association.

THE LADY OFFICER.

From the Railway Commissioners, with reference to letter enquiring as to when the female attendant would take up duty at Cheltenham station, that the appointment has been waiting the provision of suitable accommodation to enable the duties to be performed. The building had been forwarded, and it was anticipated that the attendant would be placed at Cheltenham at an early date.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 19 June 1909, page 10**

Beecroft.

RAILWAY STATION. - Mrs. Ritchie, who was recently appointed attendant at Cheltenham, has been transferred to the ticket office at Hornsby, and her place is to be taken by Mrs. Summergreen.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 16 October 1909, page 10**

Beecroft.

PROGRESS ASSOCIATION.

A further letter from the Railway Commissioners' Office intimated that approval had been given for the provision of sanitary conveniences at Cheltenham, and that the work would be put in hand as soon as practicable.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 4 December 1909, page 10**

Burgled.

Cheltenham Station.

The Safe opened.

Between the hours of 5p.m. on Monday and 6a.m. on Tuesday, the station office at

Cheltenham was burglariously entered, and a sum of money amounting to about £2 abstracted from the safe. Entrance was effected through the window at the back, which was forced open.

The lady attendant, Mrs. Summergreen, states that before leaving the office at 5 p.m. on Monday, she placed the cash amounting to about £2 in the safe as usual, and locked it. The window and door were also secured. On arriving next morning, she found the door of the office ajar, and on entering saw that the safe was open.

A navvy's hammer and spanner – both heavy tools - were found on the floor. The- door of the safe had received a heavy blow with the hammer, and seemingly it had then opened, for there was no apparent damage done to the lock. The police were informed, and Constable. McDonald, of Beecroft, inspected the place, and took the matter in hand.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 1 January 1910, page 8**

Hornsby Shire Council.

Beecroft Progress Association.

From the Railway Commissioners) stating that instructions had been given for the approach from Cheltenham Crescent and Cheltenham Avenue to Cheltenham railway station, near the bridge, to be rounded off and repaired, as requested by the Council.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Wednesday 16 February 1910, page 1**

Beecroft Progress Association.

The Annual Meeting.

A female attendant has been placed in charge of Cheltenham platform and although the quarters provided are insufficient and badly situated, still a boon is conferred thereby, in that passengers can now book before leaving the station. Sanitary accommodation at this station has been provided for the public and employees. The lengthening of the platforms on this line is also a safe guarantee of the growing traffic.

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

Beecroft Progress Association.

Annual Meeting.

Councillor Nixon said that usually the start of the various stations in other parts attended to the gardens, but along this line they seemed disinclined to do anything, and the gardens were therefore left to the care of the residents. He did not think the Joint Committee could do anything, nor could this association expend its funds on this object. They could, however, take up a subscription list for the upkeep of the gardens at Cheltenham and Beecroft.

Mr. Wachsmann said that he had received a cheque for £1 from Mr. Tucker, towards the cost of making a garden at Cheltenham; but, as nothing had been done in the matter, he had not yet cashed the cheque.

Mr. Chorley said that to start a garden at Cheltenham station would cost a large sum, as there was no natural soil left there. The Commissioner had stuck a tin shed as a ticket office then, and, though he would have given the value of the building if the Commissioner had put up a brick building there, the tin shed remained. At present he did not think it worthwhile to try to make a garden at Cheltenham.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 4 May 1912, page 10**

Annual Meeting.

From Beecroft Progress Association, drawing attention to the dirty state of the first smoking carriage on the 8.7 a.m. train from Beecroft; also asking that the Commissioner be urged to erect a ticket office at Cheltenham, near the bridge, in order that the safety and convenience of passengers may be conserved.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Wednesday 10 July 1912, page 3**

Hornsby Council.

From A. Johnson, stating that the main approach to Cheltenham station, from Beecroft-road, was in a dilapidated condition.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 29 March 1913, page 10**

Beecroft Progress Association.

Annual Meeting.

Efforts have also been made to have the ticket office at Cheltenham station removed to a place more convenient to the passengers; but the objection raised by the Railway Department is that it would necessitate two men being employed at Cheltenham station.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 26 December 1914, page 8**

A further communication was received from the Chief Commissioner's office, regarding the suggested removal of the booking office at Cheltenham station to position nearer the vehicular overhead bridge. This matter had again had consideration, but the Chief Commissioner was still unable to see his way to comply with the request.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 25 April 1914, page 11**

Beecroft Progress Association.

Mr. Hartwell moved that the name of the association be changed to “Beecroft and Cheltenham Progress Association.” The interests of the two districts were identical, and if this association were not made to embrace the two districts, Cheltenham folk would be starting an association of their own, and so weakening the influence which this association now wielded both for Cheltenham and Beecroft. The addition would advance recognition of Cheltenham. Mr. Wachsmann seconded. Mr. Schrader pointed out that there was no such place as Cheltenham. It was all Beecroft, save Cheltenham station. The motion was lost.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 20 July 1918, page 8**

ANOTHER TICKET OFFICE WANTED.

Cheltenham residents have a genuine grievance, inasmuch aa there is only one ticket office on the station, and that is on the down platform. Passengers who have to purchase tickets for Sydney have at this station to walk several hundred yards to the ticket office and then back the same distance to the overhead bridge before they can get to the up-platform. The matter was brought before the Beecroft Progress Association on Tuesday, and that body decided to ask that a ticket office be provided on the up-platform, that 'being the platform mostly used.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 21 December 1918, page 12**

BREVITIES.

The Railway Commissioners have decided to erect a lamp at the new exit gate on the western side of Cheltenham station, also to improve the lighting of the platforms. Hornsby Council decided to thank the Commissioners for their compliance with the council's request.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 16 July 1921, page 8**

CHELTENHAM. Mr. L. N. Clarke, officer in charge of Cheltenham railway platform experienced a nasty fall whilst crossing the lines one. day last week. He received a rather bad gash on the hand, and was, off duty for a few days.

Returns compiled at Cheltenham railway station for June, show that 2291 tickets were Issued, and the coaching revenue totalled £237 5f lid. During June of 1920, 2925 tickets were sold, and the coaching revenue was £253 19s. The number of tickets issued last month, though considerably fewer than the number in the corresponding month of last year, yielded a better revenue. Certainly a good proposition from the Railway Commissioners' standpoint.

**Cumberland Argus and Fruitgrowers Advocate (Parramatta, NSW: 1888 - 1950), Saturday 13 August 1921, page 8**

CHELTENHAM. Mr. E. F. Love has taken up duty at Cheltenham railway station. He received a transfer from Wahroonga. Exceptionally high prices for property are ruling at Cheltenham. Land values are in the ascendancy. The early spring flowers in the many gardens of Cheltenham are a source of much attraction to visitors.

**Evening News (Sydney, NSW: 1869 - 1931), Monday 7 January 1924, page 7**

WHAT IS YOUR BEST VIEW?

Interesting Parts of Sydney

Out Cheltenham Way

Sir. - A. lover of Nature. I always feast on the exhilarating atmosphere and touch of mountain scenery, which presents itself as the train gracefully turns a curve and approaches Cheltenham station from Sydney.

Hills clothed with tall, waving gums, and valleys of green, stretch across to the eastern horizon, outlined by the ridge with Its patches of red and green, extending from Milson’s Point to Hornsby; while in the far corner, white-faced, stands the stately Sanatorium of Wahroonga.

One moment and the train is at Cheltenham Station; thence to emerge from a deep cutting on its way to the hills.

F. RAE.

Hannah-street, Beecroft.