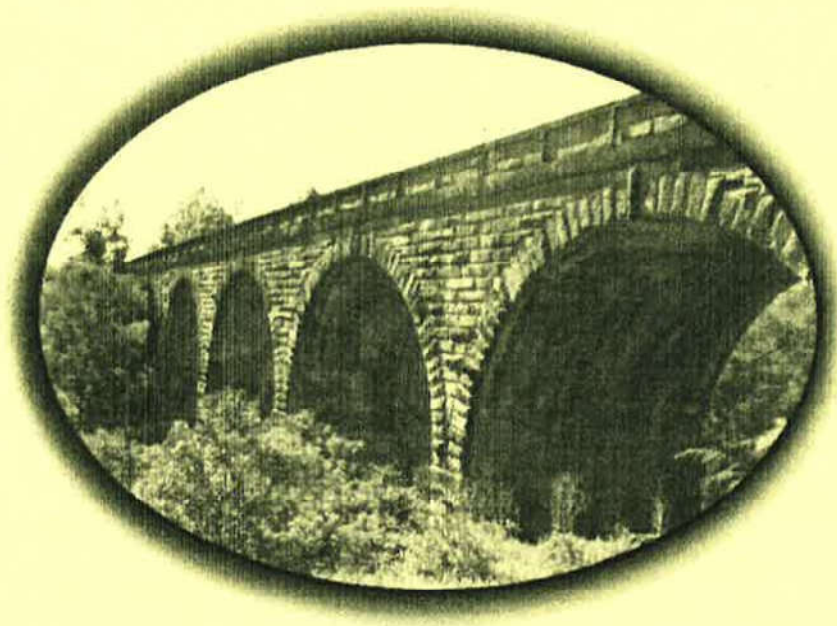


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Picton District Historical and Family History Society Inc.

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Membership fees due 1 July each year

Pensioners & school students	\$15.00
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Meetings

Meetings held at 9.30 a.m. on the first Saturday of each month except January, on the 1st floor of Wollondilly Public Library, Menangle St., Picton. The December meeting is held at one of the members' homes, at 11 a.m. followed by lunch.

The Annual General Meeting is held on the first Saturday in September, before the monthly meeting.

Research room

First floor Wollondilly Public Library, above entrance. 10 am to 3 pm each Thursday); other times **by appointment only**.

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President's Report – Gail Hanger

We apologise for the delay in getting out this Journal, but our photocopier had a major problem, and we had to get a new one – well, a reconditioned one.

After a fortnight of rain, the sun peeked out in time for the 150th Centenary of the opening of the Picton Railway. We had a display, which was very well received, and I would like to thank Jim Whitfield for the wonderful railway photos he gave us for the display.

Enclosed with this journal is your membership renewal form. Members need to be financial to vote at the AGM in September. I would like members to think about taking a more active role within the Society – maybe nominating for a position on the Committee. One final note, for all those with Queensland relatives, they have updated their website and you can now purchase online historical certificates; I obtained one easily, which was a great help.

Until next time.

Vale – Ken Farrell

We were saddened to hear of the recent death of Ken, aged 75. He was born at Picton to Joyce and Harry Farrell, who ran a dairy at Macquarie Farm, just north of Picton, and where Ken worked for some time. He later drove a milk truck for Arthur Ware, then worked for the Nepean River County Council as a linesman. He met his wife Vera, a nurse at Camden Hospital, and they had Mary, Janelle, Christine, Cheryl and Lindsay. They lived first in Argyle Street, and then in the early 1970s built their home at 3 Heathcote Street. They were active members of the Society for five years in the 1990s, before they moved to Canberra, and later to Queensland.

Vera died some years ago, and the ashes of both were interred with their daughter Mary, who died as a baby in 1964 and was buried in the Upper Picton cemetery.

Picton Railway Station Sesqui-Centenary 1st July 2013 (continued), by James Whitfield

MENANGLE

A temporary station was built on the north bank of the Nepean during the wait for the components of the railway bridge, and operated from 1862, along with a temporary bridge to allow work to continue. This temporary station was still being used when the Picton station was opened, but the present Menangle station was opened by late 1863. The area was then known as Riversford, as one of the easiest crossings of the Nepean was available here, though the wider area was known as Manangle (still the name on parish maps) or Menangle. The latter name seems to have been used once the present station was built.

The land on this western side of the Nepean was granted or acquired by the Macarthur family, and the town developed to provide housing for the employees or lessees working on the dairies in the district. After the duplication of the line from Campbelltown to Picton (1891-2), Menangle had a relatively large goods yard, followed by a siding for the Menangle Park (later Camden Park) Butter Factory in 1901. The recollections of a John Riley in the *Australian Railway Historical Society Bulletin* Volume 43 No. 660 included mention of the village cricket field "on which Don Bradman once played"; this later became part of the Rotolactor, operating between 1952 and 1977.



A cold morning at Menangle as the train from Moss Vale arrives. (1.9.1969)



A scene showing the then busy goods yard at Menangle. The historic station is in the background on the curve that leads onto the viaduct across the Nepean River. Locomotive 5133 is heading south to work at a southern depot. (18.1.1971)

DOUGLAS PARK

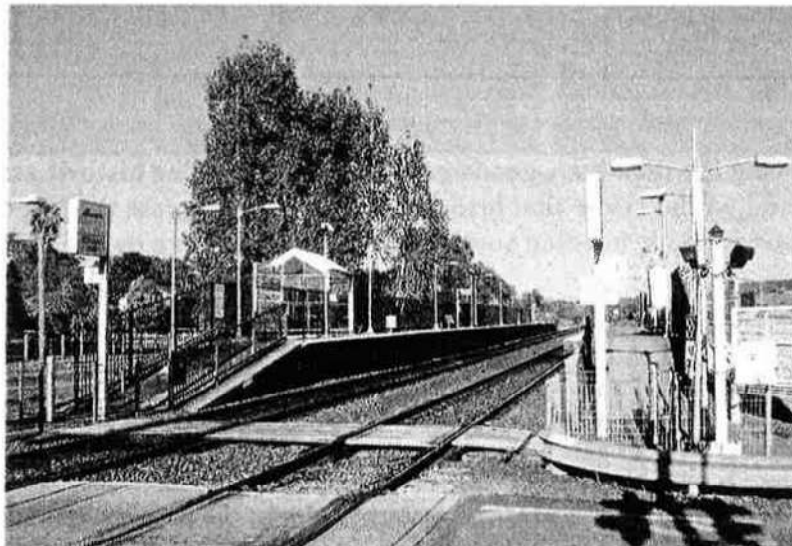
Opened 6th September 1869 as Douglass Park, north of the present station
 31st July 1891 renamed DOUGLAS Park
 13th June 1892 relocated to present site.

In 1822 two large grants were approved south of Camden Park. One of them was Morton Park, to Jean Baptiste Lehimas De Arrietta, a Spaniard who had helped the British in its wars against Napoleon. He is commemorated by the naming of Spaniard's Hill. The other grant was to Arthur, the son of Dr Henry Grattan Douglass (as he had his quota of land), originally named Hoare Town. The doctor was a close friend of Governor Thomas Brisbane, and worked tirelessly for the Colony's poor and strongly supported ex-convicts. Before his death, in 1885, he was instrumental in the creation of Sydney University.

Later, when Hoare Town was sold and subdivided, and the population increased, it is said that the women disliked the name, and gradually the change was made to Douglass's Park and finally to Douglas Park.



(18.1.1971)



(20.10.2012)

Douglas Park Railway Station.

When the Cordeaux Dam was being built (1919-1926), the nearest railway station was Douglas Park. A siding was opened from the goods yard to the Nepean River in December 1917, and then a Telfer cable or flying fox took material over the river and then on to the tramway down to the dam site – which included quite a large village for the workers. After the dam was completed, Jack and Dan Cleary won the contract to remove all the machinery and effects from the site, and in 1934 the brothers used part of the siding for a year or two. They then went into the timber business and ran a sawmill close to the station.

MALDON

Station opened: 1st October 1889 - as Wilton
1st September 1890 - renamed Maldon
12th September 1976 – Closed

A station was established at Maldon, as part of the Great Southern Railway, in 1889. It was originally named Wilton. The station closed in 1976. Maldon is still an active rail location, having sidings for freight trains bringing limestone to the cement works and grain to the flour mill which commenced operation in 2009. It was the first Slipform (continuously poured concrete with no joins) constructed flour mill in Australia, replacing the company's mill at Summer Hill.

On a cold wet winter's night weary workers traveling home from Sydney to Picton were always pleased to see the lights of the cement works at Maldon because they knew they were only minutes away from arriving at Picton station and home.

In 1983, the NSW government commenced construction of an electrified rail link between Maldon and Dombarton (near Wollongong) improving access for coal trains to Port Kembla. The contract for construction of the Avon Tunnel was cancelled in mid 1988 as the line was not thought to be economically viable. An incomplete rail bridge across the Nepean Gorge can be seen just north of the Picton Road Bridge that crosses the Nepean River, and every few years there are suggestions about finishing the line.



Maldon Station.

PICTON

Picton Station and single line railway extension from Campbelltown was officially opened on 1st July 1863. (The line was duplicated and opened on 16th May 1892). The station was constructed at the present location.

By the time Picton station was opened, the Engineer John Whitton had resolved to use the Georgian influence as his structure for the most important locations, and his name is on the plan for Picton. Whitton approved a building 82 feet long by 17 feet wide externally. It followed the standard design of platform structure that he had been evolving since 1858 and was first fully expressed at Penrith the previous year. The spaces in the Picton building were divided for the following uses: combined Porters' and Lamp Room, Parcels Office, combined Booking Office and Waiting Room, Telegraph Office, Ladies Waiting Room and a single toilet each for men and women.

What was absent is interesting. Heating was provided for the porters and the ladies waiting room but no heating was provided for those in the main waiting room and staff in the Parcels, Telegraph and Booking Offices. The roof was clear of any feature, with single chimneys being provided where the hipped roof met the pavilions. Every aspect of the structure appeared symmetrical the floor plan was symmetrical and pedestrian access from the street was through a pair of centrally located doors with the windows not only symmetrical but identifying the various rooms in the structure. There was no internal access between any two rooms in the building. Every room, apart from the central pedestrian access to the main waiting rooms, was accessed by single doors from the rail elevation.

As travelers walked towards the building, they would have noticed the sandstone flagging underneath the canopy. The platform on the rail side was formed with ironbark planking six by three inches. Unfortunately, the original posted canopy on the rail elevation was replaced in 1965 by the present, unsympathetic cantilevered awning.

Picton station was an elegant building and this status was not only achieved by the overall design but by the materials and services. The roof was sheeted with Welsh Bangor slates, otherwise known as Purple Bangor slates due to the purple tinge of the material which was quarried in the Bangor area of Wales. This was the standard roofing material for NSW Government buildings in the 19th century. The 1863 plan for the structure shows "Duchess" slates, which was an indicator of the size of the individual slates. The slates measured 24 by 12 inches. Another elegant feature on the road elevation was the placement of Morewood and Rogers patented iron roof tiles over the porch. These were imported from North London and are still in place on the structure. Cement was also used in the brickwork and for the setting of the stonework in the front of the building.

The overall high level of presentation was capped off by a selection of plants from the Sydney Botanic Gardens.

It is interesting to note that the design of the Antill family home, Jarvisfield, at Picton had a strong resemblance to the Picton platform building, especially in the design of the roof and overall symmetry. Both were designed and built in the 1863/64 period and there was a link between the buildings so far as the architects were concerned. William Weaver, of Weaver and Kemp, designed Jarvisfield. At the time, Weaver was employed by the NSW Railways to supervise construction of the Windsor to Richmond extension. Weaver had also trained under the great British railway engineer I.K. Brunel. It could well be that the design selected for the platform at Picton was used to mirror the design of Jarvisfield. The matching of railway stations with important local houses did occur at Goulburn and Bathurst. It is possible and probable that the precedent was established at Picton.

The platform structure was stylish in appearance, materials and services when built. The evidence relating to Picton station supports the hypothesis that the NSW Railways largely provided platform buildings commensurate with the size and/or nature of towns they served. Platform buildings were not shortened or lengthened in order to reflect smaller and larger towns. In reality, all the locations served by the Georgian design were relatively small when the design was first employed up to 1871. Rather than alter the length of a standard design, Whitton preferred to use a completely different design in order to indicate that one town was more or less important than another. In short, building style rather than size was used as the determinant of the status of the location served.

Of the approximately 2,000 platform buildings erected since 1855 at 1,300 stations, only a relative handful have ever been extended or replaced with larger buildings. The total is well below 5% of all structures built. Picton station is like the vast majority of other platform buildings in this regard. It has never been enlarged and never been replaced. Why? Because it and most other platform buildings, especially in the 19th century, were built in excess of local railway and town needs. Rooms have changed designations from time to time, such as the elimination of the former Telegraph Office, but there has never been expansion of the original building footprint.

Picton platform building was built in response to lobbying from the Antill family in fulfillment of its dream of a larger Picton some day. The station was built to address future expansion of the town. Today, Picton is the only surviving station building of the Georgian style on the Main Southern Railway line that is largely in an as-built form and being used for its original function.

When the railway reached Picton and in the ensuing years the railway has been a source of employment for the local area. There has been a need for many varied types of work opportunity from station staff, signalmen, track workers (fettlers), engine men (drivers & firemen) & guards. The main township was already established by the time the railway arrived at Picton in 1863 however because of the geographic nature of the terrain the station and terminus was some distance (1.2km) from the town centre. Three separate settlements eventuated – the Private Town, now the commercial centre, Upper Picton also known as Redbank, and the buildings around the station area including the historic railway worker's cottages in Campbell Street.



**The Moss Vale to Sydney train at Picton Station on a cold wet morning. (1969)
(Note that the carriages were steam heated)**



A very different scene at Picton now. (23.12.2011)



Picton Station. (23.12.2011)

Since those early pioneer days of the establishment of Picton, and the towns of the Wollondilly Shire, there have been many changes over the past 150 years. The railway has gone through advancements since the early days of steam power to Diesel Electric Locomotive hauled air conditioned trains to the present Diesel motored rail cars. It is not only the trains themselves that have developed but also the technology in communications, signaling, trackwork etc. The down side to all this modernization is that the amount of employment offered is drastically reduced in country areas with the closure of locomotive depots, signal boxes and freight handling yards.

In 1975 the NSW Rail Transport Museum was relocated from Enfield (Sydney) to Thirlmere. This move recreated an interest in the railways of past eras and has also provided a tourism boost for the area especially on the Festival of Steam days. After a major upgrade and new buildings, the museum opened as Trainworks in April 2011.

THE FUTURE

What will the future hold for Picton station – Electrification of the line to Campbelltown – High Speed Trains to the city – Completion of the Maldon to Dombarton line with perhaps a passenger service to Wollongong?

Only time will tell however – for now it is about celebrating the coming of the railway to Picton and the impact it has had on the area over the past 150 years.



Railway workers residences in Campbell Street Picton. (1970)

Sources

Picton Post: 27.5.1963

PTC NSW "Station Names"

Department of Railways NSW "Main Southern Line Maps" (Revised Edition 1967)

The Railways of NSW 1855-1955

Department of Railways NSW

NSW Government Department of Environment & Heritage.

Personal diary notes.

Picton & District Historical & Family History Society Inc. archives

A sincere thank you for their assistance is extended to:

Peter Neve, Dr. Stuart Sharp, Carole Whitfield, Kate Holmes

All photographs by James Whitfield unless otherwise credited.

PUBLICATIONS FOR SALE

Cemetery Transcripts

Bargo Cemetery Memorials (2010) A4, 121p, illustrated, s/c; photographs of all headstones
\$25.00 + \$5 p&p

Burial records of St. Mark's Anglican Church, Picton (2001) A4, 23p, s/c.; lists 849 people known to have been buried in the church graveyard, with locations, date of death, age and remarks.
\$12.00 + \$5 p&p

Redbank Uniting Church (formerly Wesleyan Chapel)– A Pictorial view (2004) A4, 132p, s/c; cemetery transcriptions with photographs.
\$20.00 + \$5 p&p

Marriage Transcripts

St. Mark's Anglican Church - Vol.1, 1839-1897. A4, 57p, s/c; full transcriptions of all marriages conducted by ministers throughout the parish (which covered much of southern Wollondilly Shire at times. Includes map of parish showing old place names/locations, indices for parties, parents and witnesses for each register.
\$15.00 + \$5 p&p

St. Mark's Anglican Church - Vol.2, 1898-1929. A4, 62p, s/c. Includes a register for marriages conducted at Yerranderie from 1911 to 1923, plus list of rectors of the parish from 1826 to 1963.
\$15.00 + \$5 p&p

St. Mark's Anglican Church – Vol.3, 1924-1963. A4, 99p, s/c. Includes a register for St. Alban's at Douglas Park from 1924 to 1957 and master index for all marriages showing groom and bride with date of marriage for the 3 volumes.
\$20.00 + \$10 p&p

Set of three volumes
\$50.00 + \$15 p&p

Along the Menangle Road – A concise history of the Land Grants on Menangle Road between Menangle Bridge and Picton Road by Ken Williams 2nd ed. 2009.
A4, 44p, illustrated, index, s/c. Contains a record of the landowners of the various grants from time of grant until the land was transferred from the Old System to the Real Property Act (Torrens Title). Family histories, lists of employees and tenant farmers. Owners include Walter Davidson; John, William & James Macarthur; J.B.L. De Arrietta, Samuel Terry & descendants; Arthur Douglass & Dr. Henry Grattan Douglass; William & Thomas Cowper, Lachlan Macalister & descendants; Phillip Cavenagh, Hillas & Pearce families.

\$15.00 + \$5 p&p

Chronicles of the Early Cowpastures and Stonequarry – 1820 to 1850, Vol. 1 (2010). A4, 74p,s/c, illustrated, index, s/c. 12 chapters o people and subject: J.B.L. De Arrietta, A Bushranger Hunt, Frances Macnamara, The Village Shopkeeper – John Martin, Francis Little, Early Burials in the Cowpastures, Park Hall – The Mitchell Connection, The Woolpack Inn, Fairy Hill, Robert Crawford, Andonis Manolis – the Greek Pirate, Vault Hill.
\$20.00 + \$5 p&p

1824 Cawdor Bench of Magistrates Population, Land and Stock Book. A biographical register of the inhabitants residing in the Cowpastures by Ken Williams (2011). A4, 176p, sources, index, s/c. The earliest known muster of the district now a major part of Wollondilly Shire (includes absentee landlords). Biographies of the 530 persons recorded, with introductory explanations and appendices. Individual biographies vary from several lines to a page or more. Less than a quarter remained in the area, the rest moved to: Bathurst district (24), Botany (4), Brisbane Waters (Gosford) (3), Campbelltown (19), Cooke (4), Goulburn district (24), Liverpool (18), Maitland district (11), Parramatta (16), Penrith (5), Port Stephens (3), Richmond/Windsor (15), Singleton district (12), Southern Highlands (8), St.Vincent (Nowra) (10), Sydney (64). Some 98 were not identified in the 1828 Muster.

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