

## Item Details

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### Name

Eastern Creek Bridge

### SHR/LEP/S170

s170

### Address

Garfield Road RIVERSTONE NSW 2765

### Local Govt Area

Blacktown

### Local Aboriginal Land Council

Unknown

### Item Type

Built

### Group/Collection

Transport - Land

### Category

Road Bridge

## All Addresses

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### Addresses

Records Retrieved: 1

Street No	Street Name	Suburb/Town/Postcode	Local Govt. Area	LALC	Parish	County	Electorate	Address Type
	Garfield Road	RIVERSTONE/NSW/2765	Blacktown	Unknown	Gidley	Cumberland	Unknown	Primary Address

## Significance

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### Statement Of Significance

The Eastern Creek Bridge, built in 1947, is of Local significance for its association with the history of transport in the area. Additionally, its construction date and circumstances demonstrate the impact of WWII on the local community. The bridge and its site are considered to be of historical interest by the local historical society. The bridge is substantially intact and has the capacity to represent a class of modest concrete slab road bridges constructed in the 1930s and 1940s.

### Criteria a)

#### Historical Significance

Due to the circumstances of wartime channelling of resources into essential works and the post-war scarcity of materials and equipment, the construction of the bridge was delayed long after its necessity was recognised in c1941, and long after the partial collapse of the previous bridge. It is linked with the local historical theme of engineering and building the road system and its location shows the continuity of the road system from early tracks to the current status as a main road. Along with the nearby remnants of the former timber bridge it is articulate about the history of transport in the area.

### Criteria d)

#### Social/Cultural Significance

The historical society indicated significant local interest in the bridge.

### Criteria g)

#### Representative

Representative of a concrete slab bridge of the 1940s.

#### Integrity/Intactness

Intact apart from the replacement of the original concrete railings.

## Owners

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Records Retrieved: 0

Organisation	Stakeholder Category	Date Ownership Updated
No Results Found		

## Description

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<b>Designer</b>	<b>Builder/Maker</b>
DMR	Unknown

### Physical Description

**Updated**

Four span continuous reinforced concrete slab road bridge, a total of 30.4 metres in length. The individual spans are 6.97, 7.92, 7.92 and 6.97 m. The deck is continuous with the wall type abutments which have stone pitched side retaining features. The deck is supported on two column and headstock piers on pad footings. The width of the roadway is 6.7 m with a footway of 1.5 m on the downstream side. The bridge is located at flood plain level in a wooded area, and the files record floods covering the bridge.

### Physical Condition

**Updated 04/17/2009**

Original condition assessment: 'The bridge is in good condition with no evidence of cracking or spalling except for a minor spall adjacent to a scupper. The railing is intact (although not original) as are the concrete endposts although there are no plaques extant. Downstream of the existing bridge is evidence of the previous crossing, with semi-buried timbers and stone pitching visible. On top of this is a large concrete headstock which probably dates from a partial collapse recorded in the files as occurring in March 1942 during a flood. The record indicates that the bridge was rebuilt at that time using timber sourced from various sites.' (Last updated: 31/07/2003.)

2007-08 condition update: 'Good.' (Last updated: 17/4/09.)

### Modifications And Dates

1979 - The existing concrete handrails were replaced with second-hand steel handrails held at the Windsor Works Office. 1984 - Possibly handrails replaced again.

### Further Comments

### Current Use

Road bridge

### Former Use

Road bridge

## Listings

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## Listings

			Records Retrieved: 1		
Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Heritage Act - s.170 NSW State agency heritage register					

## Procedures/Exemptions

						Records Retrieved: 0
Section of Act	Description	Title	Comments	Action Date	Outcome	
No Results Found						

## History

### Historical Notes or Provenance

### Updated

The bridge is located on Garfield Road West over Eastern Creek. Garfield Road links Windsor Road with Blacktown Road between the small towns of Box Hill and Marsden Park and runs directly through Riverstone. Riverstone is on the Blacktown-to-Windsor rail line, built in 1864, which firmly linked the economies of Windsor and Richmond and nearby Riverstone with the metropolitan economy. An abattoir and meatworks was established at Riverstone in 1878 beside the railway. Surplus cattle that had been driven over the Range via Bells Line of Road could be processed and sent straight to Sydney by rail. The meatworks remained important in the local economy well into the 20th century. (Riverstone and District Historical Society; Rosen, 1995 pp. 82, 105, 124) The crossing of Eastern Creek has always formed an essential link for the people of the Riverstone community. The former, timber bridge was probably constructed some time before 1890. The area around the bridge was a meeting place for young people in the first decades of the twentieth century; a site for picnics and games, a rope swing and swimming hole just downstream of the bridge. Floods were an important part of the history of the Eastern Creek. The timber bridge was damaged several times in flood. The Windsor and Richmond Gazette of 2nd June 1900, records that the greater part of the bridge was washed away, and that traffic was stopped for two days. Several local residents lost their lives early in the twentieth century attempting to cross the bridge in flood. During the Depression the bridge was sometimes used for shelter by travelling swagmen. The current concrete bridge has been dubbed the 'big bridge' (to distinguish it from a smaller pedestrian bridge nearby) or the 'white bridge' (because of the colour of its painted concrete handrailings). Despite being flooded many times, this bridge has not been severely damaged as a result. Workers at the Riverstone Meatworks who travelled home to Marsden Park sometimes resorted to walking on the concrete handrailings when the bridge was submerged in flood. (Riverstone and District Historical Society Inc.) The bridge over Eastern Creek was built in 1947, replacing a timber bridge with concrete headstocks, managed by Blacktown Shire Council. Its construction was affected and delayed by the circumstances of WWII. As Australia was drawn into WWII, strategic infrastructure became a significant element in national defence. Alternatives to vulnerable routes to and from Sydney, and ease of movement of troops and defence supplies were prioritised. By 1942 attention had turned to coastal defence and the already overtaxed DMR was required to coordinate many minor projects. Much badly-needed infrastructure, such as the bridge at Riverstone, was postponed. Immediately post-war, motor transport became increasingly important in the development of the State, at a time when the roads were in extremely poor condition. Wartime restrictions had brought about a situation where construction and repair were difficult undertakings due to a reduction in available manpower, skilled workers and engineers in the Department of Main Roads (DMR), a reduction in the availability of contractors, the loss of machinery and equipment to defence works and an increase in heavy military traffic using the roads and increasing their deterioration. (DMR, 1976, pp. 172-3) In 1941 the Blacktown Shire Council recognised the need to replace the timber bridge over Eastern Creek. It was in poor repair but still carrying heavy traffic, including significant numbers of military lorries laden with supplies. The Council resolved to approach the Government for funding assistance. In 1942 the timber bridge was severely damaged by flood, the westernmost span collapsing. Both labour and materials proved hard to come by; the DMR loaned staff and machinery to Blacktown Shire Council and timber from old culverts was salvaged from the roadside for the repairs. Plans for the existing concrete bridge appear to have been drawn up in 1945. Finally, well after the war, it was built. There are no maintenance records for the bridge for the period 1947-74. The DMR assumed responsibility for the maintenance of Main Road No. 546 on 1st July, 1974. (RTA File no. 40.168) It is possible that pedestrian access to the bridge was improved circa 1975. In 1979 the existing concrete hand-rails were damaged or in poor repair and were replaced with second-hand steel handrailing held at the Windsor Works Office. (RTA File no. 40.168)

## Historic Themes

Records Retrieved: 2

National Theme	State Theme	Local Theme
4. Settlement	Towns, suburbs and villages	Unknown
3. Economy	Transport	Unknown

## Recommended Management

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### Management Summary

### Management

Records Retrieved: 0

Management Category	Management Name	Date Updated
No Results Found		

## Report/Study

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### Heritage Studies

Records Retrieved: 2

Report/Study Name	Report/Study Code	Report/Study Type	Report/Study Year	Organisation	Author
Pre-1948 RTA Controlled Concrete Slab and Concrete Arch Bridges in NSW			2004		Burns and Roe Worley
Pre-1948 RTA Controlled Concrete Slab and Concrete Arch Bridges in NSW			2004		Burns and Roe Worley and Heritage Assessment And History (HAAH)

## Reference & Internet Links

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### References

Records Retrieved: 4

Type	Author	Year	Title	Link
Written	Riverstone and District Historical Society Inc.	2003	Communication	
Written	Sue Rosen	1995	Losing Ground	
Written	Department of Main Roads (DMR)	1976	The Roadmakers	
Written	Roads and Traffic Authority (RTA)		RTA File No. 40.168	

## Data Source

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The information for this entry comes from the following source:

<b>Data Source</b>	<b>Record Owner</b>	<b>Heritage Item ID</b>
State Government	Transport for NSW	4309513

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