


Heritage Inventory Sheet

Item Name	'Toongabbie Railway Station' and 'Railway Viaduct'		
Recommended Name	Toongabbie Railway Station Group, Underbridge & Archaeological Remains		
Site Image			
Address	Portico Parade, Toongabbie NSW 2146		
Lot/Section/DP	1	-	1016522
Current LEP ID	I1249 and I247 (Cumberland LEP)		
Former LEP ID	I102 (Holroyd LEP) 'Toongabbie Railway Station'; I104 (Holroyd LEP) Railway viaduct; and A9 (Holroyd LEP) Railway viaduct site.		
Heritage Conservation Area	Not included		
Date Updated	March 2020		
Significance Level	LOCAL		
Site Type	Level 1	Built	
	Level 2	Transport - Rail	
Ownership	Rail Corporation New South Wales		

Curtilage Map



Revised curtilage recommended – refer below

Statement of Significance

Toongabbie Railway Station and Underbridge is of local heritage significance for its historic, aesthetic, social, scientific/research, rarity and representative values. The station provides evidence of the railway station redevelopment that took place during the quadruplication of the Main Western Line between Lidcombe and St Marys in 1946. The Greystanes Creek Underbridge has historic significance for its ability to demonstrate the expansion of the railways and the historical stages of railway development in Toongabbie. The station buildings are of aesthetic significance as good examples of mid-20th Century railway construction in an urban context, displaying distinctive elements of the Inter War Stripped Functionalist style. They are competently executed and display many typical stylistic elements of similar station buildings throughout New South Wales and in the western suburbs generally. They are of the same construction as those of the neighbouring stations Pendle Hill, Wentworthville and Westmead (demolished). This group of buildings shows effects of war time financial constraints.

The Toongabbie Underbridge Archaeological Site, located under the Greystanes Creek Underbridge, is of local significance for its historical and research values. The site has the ability to demonstrate the expansion of the railways and the historical stages of railway development in Toongabbie. The archaeological site is of research significance as it provides evidence of previous types of railway bridges used for creek crossings between 1860 and 1946.

Criteria Assessment

a) Historic	Toongabbie Railway Station is of historical significance as one of several stations constructed as part of the quadruplication of the line from St Marys to Lidcombe in the 1940s. The underbridge and archaeological remains under the Greystanes Creek Underbridge have historical significance for their ability to demonstrate the expansion of the railways and the historical stages of railway development in Toongabbie.
b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	Toongabbie Railway Station is of aesthetic significance as an example of mid-sized Inter-War Stripped Functionalist station buildings in an urban setting. The buildings are noted for their use of bonded brickwork, Art Deco influenced parapet detailing, strong horizontal planes and steel awnings. The archaeological remnants of previous bridges, together with the existing underbridge provide a visually interesting landscape.
d) Social	The place has the potential to contribute to the local community's sense of place and can provide a connection to the local community's past.
e) Scientific	Toongabbie Railway Station is of research significance for its ability to demonstrate design and construction techniques of the mid-20th century railway structures and for its ability to provide evidence of the use of Inter War Stripped Functionalist elements in a railway setting. The station buildings provide opportunities, together with Wentworthville, Pendle Hill and Seven Hills stations, to study and understand mid-20th century building techniques. The archaeological site has research significance in providing evidence of previous types of railway bridges used for creek crossings and opportunity for comparison between bridge construction techniques between 1860 and 1946.
f) Rarity	The archaeological remains of the former bridge structures are one of two early railway viaducts surveyed in the Holroyd Municipality, though the bridge's integrity is reduced due to refurbishment.
g) Representativeness	Toongabbie Railway Station is a representative example of a small, mid-20th century railway station that is designed in the Inter War

	<p>Stripped Functionalist style in an urban context, similar to Pendle Hill and Wentworthville stations.</p> <p>The footbridge was identified as an item of moderate heritage significance in the comparative analysis from the 2016 'Railway Footbridges Heritage Conservation Strategy' as it demonstrates representative qualities as a steel beam structure supported on RSJ steel trestles. However, contemporary modifications have reduced the items representative qualities.</p>
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Physical Description

The following physical description has been quoted from the NSW Office of Environment and Heritage, RailCorp Section 170 Heritage and Conservation Register listing sheet for 'Toongabbie Railway Station Group, Underbridge & Archaeological Remains', dated 2008. As the description features a comprehensive physical description which matches the condition visible during the site inspection, no amendment has been made to the physical description.

BUILDINGS

Station Buildings, Platform 1/2, brick, type 13 (1943)

Station Buildings, Platform 3/4, brick, type 13 (1943)

STRUCTURES

2x Island Platforms, brick faced (1943)

Footbridge, steel beam with RSJ steel supports, stairs and ramps (1946)

Underbridge and Archaeological Remains (c1860, c1880, 1946, 2013)

STATION BUILDING PLATFORM 1/2 (1943)

External: The building on Platform 1/2 is larger than Platform 3/4 building and is a post war Functionalist style railway building. It is of face brick construction with low pitched gabled roof and brick parapets at each end with courses of recessed heeler bricks capped by a course of bullnosed bricks. The northern end of the building is defined by a curved masonry bay with a single door. Centrally located on each parapet is an Art Deco style projecting vertical masonry fin constructed of heeler bricks in a contrasting colour. The parapets step down on each side from the fin. The roof is clad with Colorbond, which extends as an awning on all four sides of the building. The awning on the southern end, which provides shelter to passengers purchasing tickets from the ticket window and the machine, is supported by two rectangular brick columns with curved corners. On Platform 1/2, one ticket window remains in use while the other is bricked up. Steel framed windows with three horizontal hopper panels (central panel fixed) are vertically proportioned and placed regularly on both platform elevations. A contemporary canopy connects the building from the underside of the original awning to the stairs and footbridge.

Internal: Internally the building has a linear floor layout with a series of rooms in various sizes including combined former booking/parcels office (now booking office and staff area) with storeroom, general waiting room, ladies room and toilets, men's toilets with a store room in the curved bay. The doors are secured by metal grill gates while the windows are covered with security mesh. All of the original interior fit-out has been removed.

STATION BUILDING PLATFORM 3/4 (1943)

External: The station building on Platform 3/4 is approximately half the size of the Platform 1/2 building featuring the same detailing and architectural style with the exception of the curved bay on one end. It is of face brick construction with low pitched gabled roof and brick parapets at each end with courses of recessed heeler bricks capped by a course of bullnosed bricks. Centrally located on each parapet is an Art Deco style projecting vertical masonry fin constructed of heeler bricks in a contrasting colour. The parapets step down on each side from the fin. The roof is clad with Colorbond which extends as an awning on all four sides of the building. The awning on the southern end, which provides shelter to passengers purchasing tickets from the ticket machine, is supported by two rectangular brick columns with curved corners. The building has one ticket window, unlike Pendle Hill (and formerly Westmead)

which had two. Early timber doors are extant. The standard steel framed windows with three horizontal hopper panels (central panel fixed) are vertically proportioned and placed regularly on both platform elevations between the solid timber doors. A contemporary canopy connects the building from the underside of the original awning to the stairs and footbridge.

Internal: Internally the building has a linear floor layout consisting of a former booking office and a waiting room. The doors are secured by metal grill gates while the windows are covered by security mesh. The former booking office is currently used for storage purposes. The internal finishes are the same as the other platform building.

PLATFORMS (1943)

Both island platforms have brick faces with concrete deck and asphalt surfaces. Some sections are steel rail post and concrete panel cast in situ. Modern aluminium palisade fencing, timber bench seating, lighting and signage are located on both of the platforms.

FOOTBRIDGE (1946)

The footbridge is a steel beam structure supported on RSJ steel trestles with concrete deck over the platforms and main lines with stairs to each of the platforms, and a ramp to street level on each side. It is of a simple structure with no ornamentation representing economic policies of the time. The footbridge and associated stairs and ramps are covered with corrugated metal awnings.

The width of the footbridge was extended for the construction of the new concourse, c.2016. The construction of the new concourse saw the replacement of a later concrete ramp and reinstatement of similar handrails to the originals removed.

ARCHAEOLOGY (1946)

The visible areas of the underbridge consists of a 1946 four rail line crossing over Greystanes Creek with wooden sleepers over riveted steel girder with steel box and Pratt truss transoms supported on 1946 dry-pressed brick foundations. Underneath and at the edges of this underbridge are the piers of two previous bridges including top sections of c1860 sandstone aggregate piers and at the edges remnants of c1880 concrete pylons with blue metal aggregate. The present bridge replaced the c1880 underbridge with concrete pylons. The water level and weed growth obscures much of the view of the remains. In 2013 the transom top underbridge was converted to ballast top. The timber footings from remain. Due to the overgrown nature of the creek area, condition of the archaeological remains under the railway viaduct could not be identified.

The station is in a fair condition and appears to be well maintained.

Condition	Good	Fair	Poor
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Alterations and Additions

The following modifications have been quoted from the NSW Office of Environment and Heritage, RailCorp Section 170 Heritage and Conservation Register listing sheet for 'Toongabbie Railway Station Group, Underbridge & Archaeological Remains'.

- 1947 - Unspecified improvements to station building. Subsequent modifications not known.
- 1997 - Modifications to booking office.
- 1946 - Bridges supporting the two tracks crossed Greystanes Creek near Portico Parade demolished and replaced.
- N.d - Internal modifications to station building.
- 2013 - Underbridge converted from transom top to ballast top.
- 2016 - Kiosk (c1954) demolished.
- N.d – TAP Upgrade, new lifts, stairs and canopies

The station buildings and their setting have retained a moderate degree of integrity externally due to modern additions to the site. The TAP Upgrade to the improve station accessibility has modified the ramps and stairs associated with the footbridge, although the footbridge has a reduced integrity grading, the station precinct collectively retains a moderate level of integrity.

The railway refurbished underbridge over Greystanes Creek has a low level of integrity though the timber footing remains.

The archaeological potential for the remains below the underbridge is likely to be high as there is no evidence that suggests they have been removed, rather than simply overgrown.

Integrity	High	Moderate	Low
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* element detracts from the overall cultural significance of the place

Historical Notes

Construction years	1860 (railway line), 1946 (station buildings) and 1946 (underbridge)
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The following history has been quoted from the NSW Office of Environment and Heritage, RailCorp Section 170 Heritage and Conservation Register listing sheet for 'Toongabbie Railway Station Group, Underbridge & Archaeological Remains', dated 2008.

Toongabbie was originally the name of an extension to the Rose Hill farm, which opened in 1791, being named New Grounds and later Toongab-be and it was the second white settled area to be given an Aboriginal name. The word may have meant the junction of two creeks, or meeting of the waters or near the water. The railway line opened through Toongabbie in 1860 and was duplicated in 1886 with the station opening in 1880.

On 4 October 1901 a junction was laid in for siding to Emu Gravel & Prospect Company's quarry. The line to the quarry left the main line just before the station. The line then proceeded slightly west of Girroraween Road and across Teague Street east of Toongabbie Road. The line crossed the latter road just past the northern end of Okalahoma Avenue, west of Toongabbie Road, then across the Great Western Highway and along Quarry Road to the quarry site, situated east of the Prospect Reservoir wall.

In 1913, the platforms were reconstructed and in 1920 a new station building was constructed in concrete. Quadruplication of the line occurred between Lidcombe and St Marys in 1946. The original station buildings were demolished, and present buildings including a footbridge formed by steel beams were erected. The use of ramps instead of footways was a common feature of footbridges between 1930 and 1960. They were opened on 30 October 1946.

Bridges supporting the two tracks crossed Greystanes Creek near Portico Parade were also demolished and replaced in 1946 in conjunction with quadruplication. The support piers of the earlier bridges are extant beneath the deck of the 1946 bridges. The present bridge replaced one with concrete pylons with blue metal aggregate. The initial bridge had wooden piers set in sandstone aggregate concrete. Their form is the same as hundreds of other bridges.

A pedestrian bridge was also built over the railway line at McCoy Street north of the station and Greystanes Creek in c1946. It was replaced with a new structure c1996.

Recommendations				
Heritage Management		Existing Built and Landscape Elements		Future Development and Planning
1. Maintain this item's heritage listing on the LEP.	X	6. Original fabric is highly significant and should be maintained.	X	12. Alterations and additions should respond to the existing pattern of development, with careful consideration of the setting (form, scale, bulk, setback and height).
2. Maintain this item's listing as part of the Heritage Conservation Area.		7. Unsympathetic alterations that detract from the cultural significance of the item should be removed.		13. New alterations and additions should respect the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements).
3. Consider delisting as an individual item from the LEP.		8. Maintain heritage landscape elements and schemes.		14. Future uses for this item should be compatible with its historical functions/associations.
4. Consider additional research to nominate this item for the State Heritage Register.		9. Maintain the existing setting of the heritage item, informed by the historic pattern of neighbouring development (form, scale, bulk, setback and height).		
5. The heritage curtilage for this item should be revised/reduced.	X	10. Maintain the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements).	X	
		11. The condition of this item is poor. Condition and maintenance should be monitored.		

Other recommendations and/or comments:

- Any proposed ground disturbance work should be assessed by a qualified historical archaeologist for archaeological potential and heritage impact mitigation.
- Items I102, I104 and A9 should be amalgamated to form one item, consistent with the RailCorp Section 170 State Agency Heritage and Conservation Register.
- The heritage curtilage for the Cumberland LEP should be revised to match the RailCorp Section 170 Heritage and Conservation Register curtilage for the station; see item #4800268 and plan below. This curtilage would retain the subway. Should the revised curtilage be adopted, this listing sheet does not reflect the current Lot/DP which will need to be altered.



Section 170 Heritage and Conservation Register curtilage (Source: RailCorp Section 170 Heritage and Conservation Register curtilage for 'Toongabbie Railway Station Group, Underbridge & Archaeological Remains').

Listings

Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	'Toongabbie Railway Station' and 'Railway Viaduct'	A1, I247
Heritage Study	'Toongabbie Railway Station' and 'Railway Viaduct'	A1, I247
National Trust Australia Register	N/A	-

Previous Studies

Type	Author	Year	Title
Heritage Study	Extent Heritage Pty Ltd	2019	Cumberland Council Heritage Study
Heritage Study	Graham Brooks & Associates	1998	Holroyd Heritage Study
Heritage Study	Nuestein & Associates	1992	Holroyd Heritage Study

Other References

- NSW Office of Environment and Heritage, State Heritage Inventory S170 listing sheet for Toongabbie Railway Station Group, Underbridge & Archaeological Remains, <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4800268>

- Australian Museum Consulting. 2015. *Heritage Platforms Conservation Management Strategy*, prepared for Sydney Trains.

- Australian Museum Consulting. 2016. *Railway Footbridges Conservation Management Strategy*, prepared for Sydney Trains.

- Humphreys, A and Elsmore, D. 2001. *Inter-War Station Buildings*.

- Elias, J and Coppins, S. 2013. *Pictorial History Holroyd*, Kingsclear Books, Alexandria.

- McClymont, J and Kass, T. 2010. *Old Toongabbie and Toongabbie*, retrieved 14 May 2019, https://dictionaryofsydney.org/entry/old_toongabbie_and_toongabbie

Limitations

1. Access to all heritage items was limited to a visual inspection from the public domain. The interiors of buildings and inaccessible areas such as rear gardens were not assessed as part of this heritage study.

2. Condition and site modification assessment was limited to a visual inspection undertaken from the public domain.

3. Unless additional research was required, historical research for all heritage items was based on an assessment of previous LGA heritage studies, the Thematic History (prepared by Extent Heritage, 2019) and existing information in former heritage listing sheets.

Additional Images



View south from platform towards concourse.



View from platform 3 to platform 2.



View northeast from concourse to Platform 1/2.



View north to Station Building on Platform 3/4.



View southeast to Platform 2.



View along concourse.



View north towards underbridge.



View east to Underbridge from Portico Parade



View from eastern edge of underbridge looking west.



View south under contemporary underbridge, to location of archaeological remains