

Draft Heritage Data Form

Blue Mountains Heritage 2016

ITEM DETAILS							
Name of Item	Site of Former Railway Corridor (Local ID: BX008)						
Other Name/s Former Name/s	Wascoe Siding, Blaxland Junction						
Item type (if known)	Built, Archaeological						
Item group (if known)	Transport - Rail						
Item category (if known)	Railway embankment / cutting / alignment						
Area, Group, or Collection Name	Railway Corridor, Western Railway						
Street number	15						
Street name	Grahame Street						
Suburb/town	Blaxland					Postcode	2774
Local Government Area/s	Blue Mountains						
Property description	Lot D DP 29505						
Location description							
Location - Lat/long	Latitude				Longitude		
Location – MGA94 (if no street address) [or AMG66 if old system]	Zone		Easting		Northing		
Owner	Blue Mountains Railway Society						
Current use	'Wascoe Siding' Miniature Railway						
Former Use	Main Western Line / Railway Corridor, Western Railway from 1913 to 1935.						
Statement of significance	The siding was altered in the 1960s and not highly intact now. The remains of the siding are not of uncommon significance in the history of the railway over the mountains or in the development of Blaxland. For instance, another remnant section of the former rail corridor remains to the east of Glenbrook Park on the Great Western Highway. Based on currently available information and research it is not recommended for listing (2017 Heritage Review). The disused railway cutting was once the site of the main western railway line between the original Glenbrook Station (then named Wascoe Siding and located adjacent to Glenbrook oval the service station), and Blaxland (originally named Wascoe's Platform), between 1913 and 1935. This short section of the former railway corridor has some local significance. The main western railway line was a significant engineering achievement with particularly complex engineering solutions developed in sections of the corridor. This particular section of the corridor is a surviving section of the corridor that linked Blaxland and Glenbrook. It was operative from 1813 to 1935. After the duplication of the						

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	corridor that occurred incrementally between 1902 and 1913 this section of the original corridor was closed and much of its length obscured by the subsequent construction of the Great Western Highway in 1925. This section survived and remains today as evidence of that rail corridor. The current association of the site since 1964 with the Blue Mountains Railway Society is a positive link with railway related works and events. The site has some research and technical significance but also the reuse of the site by the Railway Society provides the opportunity for wider interpretation and display of aspects of the Western Line in the Lower Mountains.	
Level of Significance	State ☐	Local ☐

DESCRIPTION						
Designer	New South Wales Railways					
Builder/ maker	New South Wales Railways					
Physical Description	The property lies on the western side of Graham Street for a short section at its southern junction with Haymet Street. It sits in a cutting for most of its length with the western face of the cutting being a steep embankment. The property is now well-treed with open space for public use on lawns set between the miniature railway lines. There are a number of railway associated buildings including platforms and signalling equipment.					
Physical condition and Archaeological potential	Fair. It is unlikely that the only remaining evidence of the 1913 railway corridor is the railway cutting and embankment. The evidence from the 1943 aerial photograph also suggests that the 'Wascoe Siding' property is likely to retain much of the engineering cuttings in this section of the line before its re-connection to the later duplication at Blaxland Junction. The other 5-6 properties immediately to the north of the 'Wascoe Siding' property also from the 1943 aerial are unlikely to contain any engineering work as the line appears to flatten out in that area. However, advice from the Blue Mountains Railway Society in 2017 advised that the original rail alignment, its siding, embankment and cuttings were substantially modified post 1964 by the Blue Mountains Railway Society asnd now does not retain any original fabric or any aspects likely to contribute to the significance of Wascoe Siding. It is noted that all existing buildings, structures and all other elements within the property were built or relocated post 1964 by the Railway Society and have no particular heritage significance relating to Wascoe Siding. The Society also noted that there are other possibly more intact sections of the original rail corridor and alignment elsewhere in Glenbrook, such as the alignment to the east of Glenbrook Park.					
Construction years	Start year	1913	Finish year	1935 closed	Circa	☒
Modifications and dates	Subsequently, the rail corridor was sold and occupied for other uses. According to the Blue Mountains Historical Society prior to 1964 the site had been used as a car wrecker yard. In 1964 purchased by John Green and developed into a miniature railway and picnic park for public use. The works associated with the miniature railway include ruse of the old rail alignment for miniature railway use together with a new rail lop, station building, signal box and ancillary rail equipment and buildings.					
Further comments	The property was originally listed in LEP 1991 as a local item. However, the heritage listing of the property was not carried over into the new LEP 2005 and the item was deleted. The heritage review in 2016 has re-assessed and rewritten the SHI sheet to more accurately reflect the history and					

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	significance of the property. The name of the item was also changed to better reflect its historical associations. However, based on currently available information and research it is not recommended for listing (2017 Heritage Review).
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HISTORY	
Historical notes	The railway corridor across the Blue Mountains in the Glenbrook area has a complex history of changed alignments between the 1867 first rail corridor, the initial 1902 line duplication and the final corridor established in the early 1920s. The attached outline from the Australian Railway Historical Society details the various changes. Glenbrook is relatively unusual in that it has had four railway stations at different locations and on different railway corridors, it has had three name changes as a village and railway stop (<i>Watertank</i>, <i>Wascoe's Siding</i>, <i>Brookside / Brookdale</i> and then <i>Glenbrook</i>). Broadly, the following phases in the development of the railway corridor between Lapstone and Blaxland occurred: • 1867-1892 First rail line across the Mountains. Zig Zag from Lapstone Hill. Rail corridor aligned with northern edge of Glenbrook Park. Known as <i>Watertank</i> (1867), <i>Brookside</i> (1875) and <i>Glenbrook</i> (1879). Stopping at Blaxland known as <i>Wascoe's</i> (1879). • 1892-1902 First Glenbrook Tunnel constructed east of Glenbrook to eliminate Lapstone Zig Zag. Line duplication Sydney to Penrith by 1886. • 1902-1913 Duplication Penrith to Nepean Junction 1912 and the line west of Glenbrook. Line between Nepean Junction and Glenbrook single line. • 1913 March to September Duplication to Lapstone Hill. New rail line constructed south of Glenbrook with new Glenbrook Tunnel. New station at Glenbrook on new line used as 'down' line but both stations continue to be used. Two single lines in operation. Blaxland Junction station established at junction of lines. • 1913 Post September Full duplication complete. Original Glenbrook station still used as 'up' line station now closed. Old Glenbrook Tunnel closed. • Blaxland Junction and siding closed 1935. Based on historic material and maps from ARHS the site now used by the Blue Mountains Historical Society on Graham Street is a remnant section of the alignment of the first rail line across the Mountains. It appears to be the final section before connection to the 1902 line duplication close to Blaxland Junction where the lines re-connected. The local business called '<i>Wascoe Siding</i>' is operated by the Blue Mountains Railway Society, a non-profit group of interested people who own and maintain the park and business. The following details from the Blue Mountains Railway Historical Society outlines their own history : <i>"Wascoe Siding 5 inch (127 mm) gauge Miniature Railway was established in 1966 when the park in Blaxland (then a swampy car wrecker's dump in a disused railway cutting) was acquired by the founder of the Blue Mountains Railway Society, Mr. John Green. John had built a short railway behind his Real Estate business in Glenbrook, and, having established the Blue Mountains Railway Society in 1964, sought to have a much more extensive miniature railway built for the Society's use at a permanent location.</i> <i>The dump was cleared, the swamp drained, and what was a pioneering venture with regards to now largely nationally adopted rolling stock type, standards and track geometry, was commenced. An initial simple loop developed into the present extensive double track layout with tunnel, viaduct, and locomotive facility, tunnel over several decades, and with lots of hard work by the members. The disused railway cutting was once the site of the main western railway line between the original Glenbrook Station (then named Wascoe Siding and located adjacent to Glenbrook oval the service station), and Blaxland (originally named Wascoe's Platform), between 1913 and 1935. Our name of "Wascoe Siding" commemorates the early name of Glenbrook, while the railway locality of "Blaxland Junction" is perpetuated by the name on our signal box".</i>

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THEMES		
National historical theme	State historical theme	Local theme
Developing local, regional and national economies	Transport - Rail	First Rail Corridor across Blue Mountains, Railway Stations

APPLICATION OF CRITERIA	
Historical significance SHR criteria (a)	The historic themes of 'Transport' and 'Communication' are important historic themes in the Blue Mountains. And this short section of the first rail alignment across the Blue Mountains is a remnant from the significant 1867 engineering works that established the railway. The rail alignment from Penrith to Blaxland through Glenbrook changed a number of times to avoid the difficult inclines for the steam trains and there is little evidence today of those original corridors. This section is one such remnant. Other sections have been obscured by the construction of the Great Western Highway in 1927 but this short section remains as evidence of this early period.
Historical association significance SHR criteria (b)	
Aesthetic significance SHR criteria (c)	
Social significance SHR criteria (d)	The adaption and reuse of this section by the Blue Mountains Railway Society is highly positive and the success of this business and its railway associated events is reflective of the wider social significance and public interest in railway related heritage. There is potential for the Society to reinforce the unique local railway history in this section of the line between Lapstone and Blaxland through increased interpretation and perhaps localised reconstruction of a section of the rail line. Albeit slightly confusing with the original Wascoe Siding at Glenbrook and Wascoe's Platform at Blaxland the miniature railway website notes " <i>Our name of 'Wascoe Siding' commemorates the early name of Glenbrook, while the railway locality of 'Blaxland Junction' is perpetuated by the name on our signal box.</i> "
Technical/Research significance SHR criteria (e)	The 1913 cutting and embankment are relatively intact and provide an indication of some of the issues associated with the wider engineering achievement of the first rail crossing of the Blue Mountains. The cutting and embankments provide the opportunity for some research potential into engineering, tooling and railway works. It also provides an authentic setting within which the history of the railway in the area could be interpreted and displayed.
Rarity SHR criteria (f)	
Representativeness SHR criteria (g)	The rail cutting and embankment are representative of the type of small scale engineering works also associated with the main western railway line alignment through the Blue Mountains.
Integrity	Low

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HERITAGE LISTINGS	
Heritage listing/s	

INFORMATION SOURCES				
Include conservation and/or management plans and other heritage studies.				
Type	Author/Client	Title	Year	Repository
Written	Croft and Walker	Heritage Study	1983	BMCC
Written	Singleton, C. C.	Australian Railway Historical Society Bulletin, no. 2227, September	1956	Australia Railway Historical Society
Written	Singleton, C. C.	Australian Railway Historical Society Bulletin, no. 236, June	1957	Australia Railway Historical Society
Written	Aston, Nell	Roads, Rails and Ridges: History of Lapstone Hill-Glenbrook, part 1.	1992	Glenbrook Public School Centenary Committee, Glenbrook

ABORIGINAL HERITAGE	
Acknowledgement	The Blue Mountains Local Government Area is within the Country of the Darug and Gundungurra peoples and Blue Mountains City Council respects their cultural heritage and deep ongoing connection to this Country. This inventory sheet documents the European occupation of the site only, and the heritage significance of the place in this context (assessed against the heritage criteria set by the NSW Heritage Council). This does not therefore, represent a complete history of the place, or represent the perspectives of Darug and Gundungurra Traditional Owners in relation to the colonial impacts on this site. Consultation with Traditional Owners and other Aboriginal stakeholders is required, before Aboriginal Cultural Heritage that may be associated with this place, can be recorded.

RECOMMENDATIONS	
Recommendations	Positive heritage aspects include its ongoing use by a local railway society and their encouragement of public visitation, interpretation and appreciation of historic railways. The regular public open days and miniature railway continues to attract large number of visitors, families and interested individuals. It appears to have been operating for almost 50 years. A continued heritage listing of the property would benefit and reinforce the ongoing 'rail' use but also the positive aspects of heritage listing in the minds of the wider community. Based on currently available information and research it is not recommended for listing (2017 Heritage Review). The BM Railway Society note that ownership of the property is subject to a Land Title Covenant which appears to restrict uses and subdivision potential which will give a degree of future control of works.

SOURCE OF THIS INFORMATION			
Name of study or report	Blue Mountains City Council - Heritage Review 2016	Year of study or report	2016
Item number in study or report	BX008		

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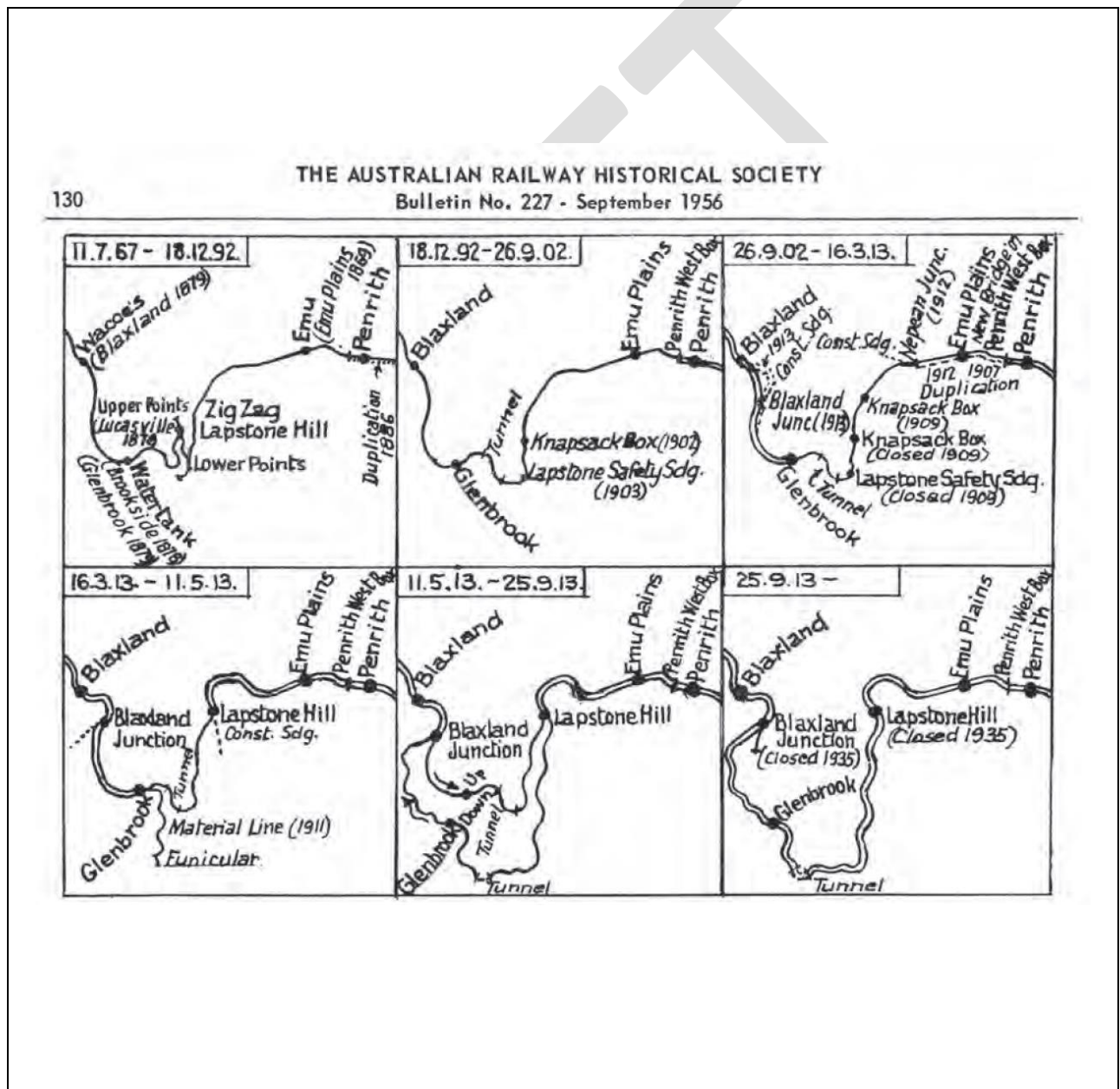
Author of study or report	Blue Mountains City Council		
Inspected by	Christo Aitken, BMCC Heritage Advisor		
NSW Heritage Manual guidelines used?	Yes ☒	No ☐	
This form completed by	Christo Aitken, BMCC Heritage Advisor	Date	April 2016 revised September 2017

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IMAGES

Image caption	Extract from ARHS Bulletin 227 dd September 1956 showing the various realignments during the period 1867-1913 in the Blaxland to Penrith section of the line. Note construction of 'wascoe's siding' section of main western line indicated in period 26.9.02 - 16.3.13 below.				
Image year	1956 / 2016	Image by	CA / ARHS	Image copyright holder	ARHS



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IMAGES

Image caption	C1943 aerial images of Blaxland Junction area, main western railway line and 'wascoe siding'. The lower image overlays the existing lot pattern with the 1943 image.				
Image year	1943	Image by	Department Lands	Image copyright holder	Department Lands



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IMAGES

Image caption	View from Graham Street entrance to the miniature railway				
Image year	2016	Image by	CA	Image copyright holder	BMCC



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IMAGES

Image caption	The former rail corridor and existing miniature railway				
Image year	2016	Image by	CA	Image copyright holder	BMCC



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IMAGES

Image caption	The former rail corridor and existing miniature railway				
Image year	2016	Image by	CA	Image copyright holder	BMCC



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ITEM DETAILS			
Name of Item	Inverdeen, including garden and English Oak (Local ID: WF118)		
Other Name/s Former Name/s	-		
Item type (if known)	Built and Landscape		
Item group (if known)	Residential Buildings and Parks, Gardens and Trees		
Item category (if known)	Residence and Garden Residence		
Area, Group, or Collection Name			
Street number	53-55		
Street name	Pritchard Street		
Suburb/town	Wentworth Falls	Postcode	2782
Local Government Area/s	Blue Mountains		
Property description	Lot 1 DP 1110688, Lot 1 DP 301894		
Owner	Private		
Current use	Residential		
Former Use	Residential		
Statement of significance	Updated September 2017: The English Oak was removed under a Tree Preservation Order in 2015, due to major structural decay and safety reasons. The tree was estimated to be 130 years old. Photos taken prior to its removal showed clearly the tree was completely hollow, with water collecting inside. Two groups of chains had been added to the tree over time to halt structural failure. The tree formed an integral part of the proposed heritage listing and its loss on the site removes the major landscape element in the proposed listing. A site inspection confirmed that no other historically significant garden elements were present in such a way as to form any particular layout, design, or major feature elements. An inspection of the house 'Inverdeen' revealed a reasonably intact and representative weatherboard house with some notable features and "a relatively finely detailed residence of the period", but overall not of exceptional aesthetic significance as would warrant an individual listing. The house is located a substantial distance from the site of the former English Oak. Without the history of the ownership detailed, the overall level of significance is slightly diminished, and when considered in conjunction with the loss of the oak tree which formed a particular emphasis, there is insufficient justification for heritage listing of the property. It is recommended that the proposed listing of the property on Council's LEP does not proceed.		
Level of Significance	Does not meet the threshold for local listing.		

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DESCRIPTION						
Designer						
Builder/ maker						
Physical Description	The house The house, <i>Inverdeen</i>, has been described by Mrs. Nancy Douglass (unpublished, 1988) as being in the style of "that of the decade preceding 1914, with small lights of coloured glass at the top of the window casements and the windows being in casements with fanlights above and these also of coloured glass; the use of decorative Wunderlich stamped metal, etc. The house may have been planned prior to the World War and its completion delayed until 1916." The house is a late Federation, single storey painted weatherboard on brick foundations. It has an iron roof and two brick chimneys. The original front door in on the high east - elevation and opens onto an east and south timber verandah. The present approach steps to the verandah and door are concrete. Nowadays the entry is on the north side in a foyer created by the addition of a sunroom. This addition is discrete and has not detracted from the principal east elevation. Garage and outbuildings are not included in the proposal. In February/March, 1989, roof repairs and general maintenance were being carried out. There is no alteration to the external structure of the house on the east side and the refurbishment will leave the east facade the same. The Oak - REMOVED IN 2015 DUE TO POOR CONDITION The Oak is a mature tree estimated to have been planted c 1900 - 1906. Damaged in the storms of August, 1985 two main branches have been braced and the cavities filled with polyurethane. At the same time dead branches were removed and a programme of fertilization commenced. Canopy spread is 25m Height is 11-12m Circumference of trunk at 1.4m above ground is 444cm. This Oak is a magnificent tree which not only fills its block of ground but also dominates the streetscape of Pritchard Street. At this time, 1989, the tree is in good condition. Surroundings The present garden in front of the cottage features a complement of plants which now grow in a profusion of foliage. The arrangement of the main planting follows what would have been originally a formal grouping extending from the house towards the area of the Oak. The tree is focused by this lineal arrangement which is stopped on one side by the height of a <i>Q.fastigata</i>. The species planted reflect those which are frequently found in old gardens of the district. While the cottage, <i>Inverdeen</i>, appears to be of a slightly later date than the Oak, it is quite possible that some of the shrubs survive from the period up to 1925. Any that may have been, planted later have kept up the period fashion. Shrubs include may bush, pomegranate, flowering plums, cherries, and lilac. Other significant garden features are apple trees and by the house.					
Physical condition and Archaeological potential						
Construction years	Start year		Finish year		Circa	☐
Modifications and dates						
Further comments	Previous statement of significance (now superseded):					

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	The historic and aesthetic significance of the English Oak per se was recognised in 1987 when it was listed on the Blue Mountains Register of Significant Trees. The citation reads: <i>"This Oak is a magnificent tree indicating a remnant of a former spacious garden. It was probably planted when the cottage was built in the early years of the century. With its grand canopy spread and imposing size it is of great value to the streetscape and urban amenity of Pritchard Street. It fulfils requirements of history, character and aesthetics which make it a worthy listing on the Register."</i> The residence has historic and aesthetic significance as a late Federation weatherboard cottage that appears to retain much of its period timber detail. It is modest in scale and small in its situation in the corner of the block in relation to the lot size as perceived on today's values. If it were closer to the Oak it would be dwarfed by the huge 25m spread canopy. Scale and unity are maintained however by the tenuous link of the house to the distant tree which is provided by the informal and complementary arrangement of medium height shrubbery. The house has representative significance as an example of dwellings of that era in that district as they were before the initial generous subdivisions were carved into smaller allotments and the original plantings or gardens lost by clearing or overcrowding.
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HISTORY

Historical notes	HISTORY <i>From National Trust listing:</i> A photocopy of the history of the property prepared by Mrs. N. Douglass, Springwood, is attached. (Note no history of the property was attached as suggested above – this will be need to be located from National Trust.) It is noted that the house number used by Mrs. Douglass is 57 Pritchard Street. The number presently used on the house is 55 Pritchard Street. It is the same house.
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THEMES

National historical theme	State historical theme	Local theme
Building Settlements, towns and cities	Land Tenure	Residences and Residential gardens
Developing local, regional and national economies	Environment – Cultural Landscape	Towns, Villages and Residential gardens
Developing Australia's Cultural Life	Domestic Life Creative Endeavour Leisure	Residential gardens

APPLICATION OF CRITERIA

Historical significance SHR criteria (a)	<i>Inverdeen</i> has some significance as an early house in the village of Brasfort close to the turn of the 19 th century. However, <i>Inverdeen</i> is one of many substantial early houses in South Wentworth Falls, and has no particular historic associations or significance.
Historical association significance SHR criteria (b)	
Aesthetic	The cottage <i>Inverdeen</i> has some aesthetic significance as a fine Federation weatherboard, however it

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significance SHR criteria (c)	is not of exceptional aesthetic value such as would warrant individual listing. The loss of the English Oak tree in 2015 has substantially reduced the overall aesthetic value of the site. The land on which the Oak sat has been approved for subdivision into smaller lots. The remnant gardens were not found to be coherent such as would warrant note or any special consideration for heritage values, and no particular established trees of any scale or age such as would form a coherent garden design were apparent.
Social significance SHR criteria (d)	
Technical/Research significance SHR criteria (e)	
Rarity SHR criteria (f)	
Representativeness SHR criteria (g)	The cottage retains much of its early 19 th century timber detailing and other period elements with the ability to demonstrate the style and construction of the period, and is a representative example of a relatively finely detailed residence of the period. There are other similar houses in South Wentworth Falls which also have representative value. This value alone is not sufficient to warrant heritage listing.
Integrity	Fair

HERITAGE LISTINGS

Heritage listing/s	National Trust of Australia (NSW) (non-statutory)

INFORMATION SOURCES

Include conservation and/or management plans and other heritage studies.

Type	Author/Client	Title	Year	Repository
Written	National Trust – Heritage Built Advocacy Committee – R.Corringham	National Trust listing sheet	1997	National Trust
	Mrs Nancy Douglass	Unpublished history	1988	Unknown

ABORIGINAL HERITAGE

Acknowledgement	The Blue Mountains Local Government Area is within the Country of the Darug and Gundungurra peoples and Blue Mountains City Council respects their cultural heritage and deep ongoing connection to this Country. This inventory sheet documents the European occupation of the site only, and the heritage significance of the place in this context (assessed against the heritage criteria set by the NSW Heritage Council). This does not therefore, represent a complete history of the place, or represent the perspectives of Darug and Gundungurra Traditional Owners in relation to the colonial impacts on this site.
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	Consultation with Traditional Owners and other Aboriginal stakeholders is required, before Aboriginal Cultural Heritage that may be associated with this place, can be recorded.
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RECOMMENDATIONS

Recommendations	Do not list on Blue Mountains Local Environment Plan 2015.
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SOURCE OF THIS INFORMATION

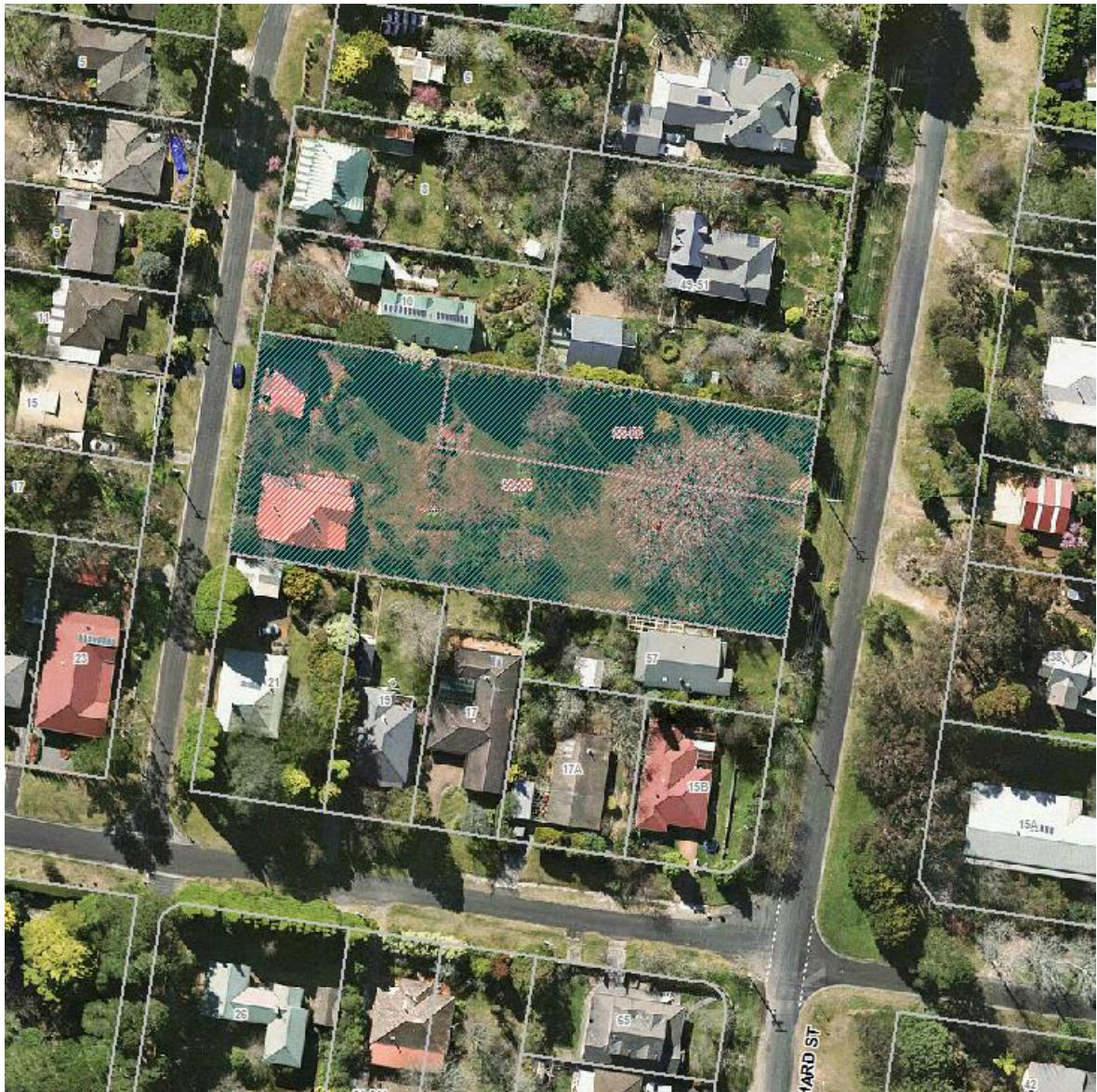
Name of study or report	National Trust listing sheet	Year of study or report	1997
Item number in study or report			
Author of study or report			
Inspected by			
NSW Heritage Manual guidelines used?		Yes ☒	No ☐
This form completed by	Sara Reilly, Senior Planner, Blue Mountains City Council, Christo Aitken, BMCC Heritage Advisor, for the Blue Mountains City Council Heritage Review 2016-2017	Date	March 2016 revised September 2017

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IMAGES - 1 per page

Image caption	Site plan – the boundary of the listing is Lot 1 DP 110688 and Lot 1 DP 310894 – note oak tree now removed and lots subdivided				
Image year	2016	Image by	Blue Mountains City Council	Image copyright holder	Blue Mountains City Council



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IMAGES - 1 per page

Image caption	Inverdeen – 53-55 Pritchard Street, Wentworth Falls				
Image year	1997	Image by	National Trust	Image copyright holder	National Trust



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Image caption	Inverdeen – 53-55 Pritchard Street, Wentworth Falls				
Image year	1997	Image by	National Trust	Image copyright holder	National Trust



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Image caption	Inverdeen – 53-55 Pritchard Street, Wentworth Falls – the English Oak tree – now removed				
Image year	1997	Image by	National Trust	Image copyright holder	National Trust

