

Item Details

Name
St. Marys Railway Station Group
SHR/LEP/S170
SHR #01249

Address
Great Western Railway ST MARYS NSW 2760

Local Govt Area
Penrith
Local Aboriginal Land Council
Deerubbin

Item Type	Group/Collection	Category
Complex / Group	Transport - Rail	Railway Platform/ Station

All Addresses

Addresses								
Records Retrieved: 1								
Street No	Street Name	Suburb/Town/Postcode	Local Govt. Area	LALC	Parish	County	Electorate	Address Type
	Great Western Railway	ST MARYS/NSW/2760	Penrith	Deerubbin	Melville	Cumberland	LONDONDE RRY	Primary Address

Boundary Description

North: RailCorp property boundary to Forrester Road and to the rear of property boundaries fronting Harris Street;
South: RailCorp property boundary to Queen and Station Streets incorporating the goods shed and crane paved area (excluding bus terminal and properties to the east along the railway corridor);
West: Western edge of Forrester Road and Queen Street;
East: 5 metres from the edge of the platforms.

Significance

Statement Of Significance

St Marys Station Group is of state significance as an early station opened in the 1860s when the Great Western Railway was extended from Parramatta and for the role it played in handling the increased traffic for the American ammunition and general store built at Ropes Creek during World War II. The station, in particular the signal box, has strong associations with the operations of the once important rail system to Dunheved and Ropes Creek, and with the development of local industry and residential expansion of St Marys after 1942. The place has research and technical potential for its ability to provide evidence on the construction techniques and operational system of the NSW Railways in the 1880s and during the World War II period.

St Marys Station Group has representative significance combining a range of buildings and structures dating from the 1880s and World War II period to the present day including the station building, goods shed, signal box, crane and footbridge substructure. St Marys Station Group features a number of rare structures including the goods shed, the only brick example of its type in the state and the associated crane, one of a few remaining cranes in the Sydney area. The signal box is one of few remaining such structures using utilitarian materials in a non-standard style.

Criteria a)

Historical Significance

St Marys Station Group is of historical significance as one of the early railway stations opened when the Great Western Railway was extended from Parramatta and for its role during World War II in handling the increased traffic for the American ammunition and general store built at Ropes Creek.

The signal box is also of historical significance as a wartime box built as a result of the important branch line workings to the Ropes Creek munitions factory.

Criteria c)
Aesthetic/Technical Significance
St Marys Station Group is of aesthetic significance for its collection of railway structures including an early station building, goods shed and crane dating from the 1880s and 1940s featuring typical architectural elements of their types. The aesthetic significance of the station, however; has been reduced by the addition of extensive metal canopies on both platforms affecting the visual quality of the 1880s building and the overall station. The goods shed is aesthetically significant as a good example of its type and dominant feature within the station precinct. The signal box is a good example of the Inter-War period 'Modern' design box built with utilitarian materials in a non-standard style.

Criteria d)
Social/Cultural Significance
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.

Criteria e)
Research Potential
St Marys Station has research and technical potential for its ability to provide evidence on the construction techniques and operational system of the NSW Railways in the 1880s and during the World War II period.

Criteria f)
Rarity
St Marys Station Group features a number of rare items in that the goods shed is the only brick example of a side goods shed in NSW. Furthermore, the goods shed is rare, as only a few goods sheds remain in the Metropolitan area, being once a common structure at all major railway station sites. The signal box is rare as one of a few such signal boxes left in the state.

Criteria g)
Representative
St Marys Station Group is a representative example of railway station arrangements combining a range of buildings and structures dating from the 1880s and World War II period to the present day including the main station building, goods shed, signal box, crane, footbridge substructure and overhead booking office. It provides physical evidence of railway operations and policies that were established and shaped in accordance with the politics and war industries. The station building is a representative example of 'type 3' second class railway station buildings.

Integrity/Intactness
St Marys Station Group is a relatively intact example of a station group. However, removal of the 1940s Platform 1/2 building and signal equipment of the signal box reduced its integrity. The station building is relatively intact both externally and internally and maintains its integrity. The goods shed has high integrity. The crane is intact. The footbridge has low integrity.

Owners

Records Retrieved: 0

Organisation	Stakeholder Category	Date Ownership Updated
No Results Found		

Description

Designer

NSW Government Railways

Builder/Maker**Physical Description****Updated****BUILDINGS**

station building on Platforms 3/4, type 3, brick, second class (1888)

signal box - non-standard, platform structure (1942)

goods shed - subtype 2, brick, side shed without awning (c.1880)

STRUCTURES

2 x island platforms (1888 & 1942-3)

Footbridge - steel, beam and column structure over the platforms (1942, 1994/5)

Crane - type 1, jib crane - 5 ton, iron, Gregory & Co, San Francisco (1943)

PLATFORMS 3/4 BUILDING (1888)

External: St Marys station building is a type 3 second class station building and is constructed of brick with centrally located waiting room flanked by attached two small wings on both ends. The waiting room has no wall on the rail side and extends by a wide corrugated metal awning supported on timber posts and beams featuring exposed rafters and decorative timberboards at both ends. The street elevation of the waiting room consists of four vertically proportioned timber box framed windows and a door opening with no glass or door panels. Both wing rooms are locked and secured by security grills installed on both window and door openings. Each wing features one face brick tall chimney with corbelled top above the relatively new corrugated metal roof of the building. A pitched modern metal canopy with awnings on both elevations supported on steel frame and columns extends on Down and Up ends of the building.

Internal: Internal access to the enclosed side wings was not possible, however they could be viewed from the windows and appear to have remained relatively intact. The central waiting room features painted brick walls, timber board ceiling lining and tile floor finish.

SIGNAL BOX (1942)

External: A two-storey signal box accommodating the control room on the first floor level with staff amenities and the relay room on the ground floor. The timber framed walls are clad in flat asbestos cement sheets. The first floor roof, which is extended over the roof of the relay room together with the top roof are of flat membrane concealed behind wide moulded fascias that project over wide eaves. The control room has curved walls and aluminium curved windows at the western end. Ground floor doors and windows are timber framed. The box is situated at ground level a short distance from the western end of the station island platform. Designed by New South Wales Government Railways.

Internal: The spaces are original but the electric control console and wall panel have been replaced in recent years by computerised console system placed behind a high bench. Access to the ground floor and relay room was not available. The curved observation windows of the control room have been covered by blinds from inside and metal sun control panel from outside as direct visual communication is no longer required.

GOODS SHED (c.1880)

External: A Subtype 2 rectangular face brickwork goods shed with corrugated metal pitched roof. It is the only brick example of a Subtype 2 shed and remains relatively intact. The shed features simply detailed timber bargeboards at both gable ends, semi-circular arched tall window openings (boarded externally) with cement rendered sills, flat cement rendered lintels and timber thresholds to two-panel timberboard loading doors on both station side and street side elevations, and a single segmental arched door on the western side facing the bus interchange. Facades of the Goods Shed are emphasised by recessed bays with dentilated tops around the arched windows. A brick platform with bullnosed capped brick retaining walls along the edges and the sides of brick steps is located on the rail side of the Goods Shed.

Internal: The Shed is essentially a large single space with exposed timber framed truss roof underneath of the corrugated metal roofing visible and timberboard flooring. Configuration of the multi-paned steel windows with fanlights and toughened glazing is evident from the interior. The brick walls are painted. Horizontal steel mechanisms for the sliding loading doors cross over the fanlights of the windows.

PLATFORMS (1888 & 1942-3)

2 island platforms with concrete faces and decks topped with asphalt finish. Corrugated metal pitched canopies supported on a steel beam and column frames provide protection over both platforms with the canopy on Platform 3/4 extending around the existing 1888 Waiting Room roof and awning, which remain visible above the new canopy. Modern timber bench seating, lighting, amenities, vending machines and aluminium palisade fencing are other features on the platforms. Platforms are accessible via stairs and lift towers leading to the footbridge, where the 1995 overhead booking office and concourse are located. The 1995 corrugated metal canopy replaced the 1942 brick station building on Platform 1/2.

FOOTBRIDGE (1942)

A modified standard footbridge with 1942 steel structural frame supported on steel columns. Sets of stairs to each street and platform provides access together with two modern lift towers at either end of the footbridge. Both sides of the footbridge, which accommodates the concourse and the overhead booking office, are enclosed by steel framed glass panels. The main space of the footbridge is covered by a corrugated metal hipped roof punctuated by ventilation gables and a central tower element creating a common architectural language with the motor towers of the station lifts.

CRANE (1943)

A type 1 jib crane that was manufactured by Frederick Gregory & Co and placed at St Marys on the 24th August 1943. It is of five ton capacity with official number of "T 166". It is placed on an octagonal concrete foundation and currently preserved as an industrial archaeological item within a brick dwarf wall and aluminium palisade fencing around its perimeter. A mature tree is also located within the protected space. It is one of approximately 8 jib cranes remaining in the Sydney area, other cranes also remain at Fairfield and Windsor.

LANDSCAPE FEATURES

Other than a couple of trees within the forecourt of the Goods Shed there are no landscape features. These trees appear to date from the early 1990s.

POTENTIAL ARCHAEOLOGICAL FEATURES

There is no visible evidence of the 1942 brick station building that was removed from Platform 1/2 or other previous structures. St Marys Station has therefore low archaeological potential.

Physical Condition

Updated

Station Buildings: Both of the station buildings are in good condition.

Signal Box: The building is generally in good condition with some rusting at the metal fascia of the parapet and broken window glass (appears to be vandalised).

Goods Shed: The goods shed is vacant and is in relatively poor condition though structurally appears to be sound. Significant rising damp and salt problem is evident throughout the base of the walls both externally and internally, which requires immediate attention to halt further deterioration and prevent any structural damage. A number of timber floorboards are broken or missing. Internal wall painting finish is flaking.

Platforms: Both of the platforms are in good condition.

Footbridge: It is in good condition.

Crane: It is secured by metal fencing and is in good condition.

Modifications And Dates

- 1994-95 - major upgrading work to footbridge, including covering footbridge deck and stairs.
- 1995 - Overhead booking office designed by Spooner Harris & Associates - builder unknown - erected on 1943 steel beam sub-structure
- 1995 - 1942 station building on Platforms 1/2 (type 13, brick, standard roadside) has been demolished and replaced by a canopy
- 2001 - original electric control console and wall panel of the Signal Box have been replaced, and additional platform canopies installed.

Further Comments

Current Use

Railway Station

Former Use

Aboriginal land, farmland, Goods Yard, Signal Box

Listings

Listings

			Records Retrieved: 2		
Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazzette Number	Gazzette Page
Heritage Act - State Heritage Register		01249	4/2/1999 12:00:00 AM	27	1546
Heritage Act - s.170 NSW State agency heritage register					

Procedures/Exemptions

Records Retrieved: 1					
Section of Act	Description	Title	Comments	Action Date	Outcome
57(2)	Exemption to allow work	Standard Exemptions		11/9/2020 12:00:00 AM	

History

Historical Notes or Provenance

Updated

St. Marys station opened as South Creek when the Great Western Railway was extended from Parramatta in 1863. On August 5, 1885 it was given its present name and prior to this a brick goods shed was built in the yard, which remains in the station precinct. A crane is also extant.

The line was duplicated in 1886. The Platform 3 & 4 building dates from 1888 and the contractor was John Ahearn & Wm. King.

Major changes were made to the site in 1942-3, which included construction of the present signal box, the Platform 1 & 2 building, and the islanding of both platforms as well as the opening in stages of the branch line to Ropes Creek. These changes were one part of a much larger scheme to increase the tracks to four main lines between Lidcombe and St. Marys during World War II in order to provide maximum track capacity to the American ammunition and general store built at Ropes Creek. It took over 32 years until all aspects of the quadruplication were completed between Westmead and Blacktown. Quadruplication reached St. Marys in 1978, while the Granville to Westmead section was finally completed in 1986.

The signal box is of a select non-standard elevated electric power operated type and is only the second to be built at the station. It was constructed in 1942 to provide signal and track control on the main line and the then new branch line serving the wartime munitions factories at Dunheved and Ropes Creek. The signal box was the only example built during World War II to have a flat roof. The original electric control console and wall panel have been replaced.

The 1943 footbridge underwent major upgrading work in 1994-95, including covering the footbridge deck and stairs and a new overhead booking office designed by Spooner Harris & Associates. The 1995 works also involved replacing the canopy on the Platform 1 & 2 building.

In 2001 additional platform canopies were constructed.

Historic Themes

Records Retrieved: 50		
National Theme	State Theme	Local Theme
8. Culture	Social institutions	Joining together to study and appreciate local history
8. Culture	Social institutions	Developing local clubs and meeting places
8. Culture	Leisure	Visiting heritage places

8. Culture	Leisure	Activities associated with relaxation and recreation
8. Culture	Domestic life	Ways of life 1950-2000
8. Culture	Domestic life	Ways of life 1850-1900
8. Culture	Creative endeavour	Landscaping - Victorian period
8. Culture	Creative endeavour	Landscaping - Federation period
8. Culture	Creative endeavour	Landscaping - 20th century post WW2
8. Culture	Creative endeavour	Landscaping - 20th century interwar
8. Culture	Creative endeavour	Interior design styles and periods - Victorian
8. Culture	Creative endeavour	Industrial buildings
8. Culture	Creative endeavour	Developing cultural institutions and ways of life
8. Culture	Creative endeavour	Architectural styles and periods - Victorian (mid)
8. Culture	Creative endeavour	Applying architectural design to utilitarian structures
7. Governing	Government and Administration	State government
7. Governing	Government and Administration	Developing roles for government - public land administration
7. Governing	Government and Administration	Developing roles for government - providing rail transport
7. Governing	Government and Administration	Developing roles for government - providing public transport
7. Governing	Government and Administration	Developing roles for government - conserving cultural and natural heritage
7. Governing	Government and Administration	Developing roles for government - building and administering rail networks
7. Governing	Government and Administration	Developing roles for government - administration of land
5. Working	Labour	Working on public infrastructure projects
5. Working	Labour	Working in the public service
5. Working	Labour	Railway work culture
4. Settlement	Towns, suburbs and villages	Suburban Expansion
4. Settlement	Towns, suburbs and villages	Shaping inland settlements
4. Settlement	Towns, suburbs and villages	Railway Suburbs
4. Settlement	Towns, suburbs and villages	Planning relationships between key structures and town plans
4. Settlement	Towns, suburbs and villages	Impacts of railways on rural development
4. Settlement	Towns, suburbs and villages	Impact of railways on suburban development
4. Settlement	Towns, suburbs and villages	Evolution of railway towns
4. Settlement	Towns, suburbs and villages	Developing suburbia
4. Settlement	Towns, suburbs and villages	Creating landmark structures and places in suburban settings
4. Settlement	Towns, suburbs and villages	19th century suburban developments
4. Settlement	Towns, suburbs and villages	19th Century infrastructure
4. Settlement	Land tenure	Early farming (cropping)

4. Settlement	Land tenure	Changing land uses - from rural to suburban
4. Settlement	Land tenure	Townships
4. Settlement	Land tenure	Suburban Centres
4. Settlement	Land tenure	Resuming private lands for public purposes
4. Settlement	Accommodation	Building settlements, towns and cities
3. Economy	Transport	Administering transport, public and private
3. Economy	Transport	Railway Station
3. Economy	Transport	Rail transport
3. Economy	Events	Developing local landmarks
3. Economy	Environment - cultural landscape	Landscapes of institutions - productive and ornamental
3. Economy	Environment - cultural landscape	Landscapes and parklands of distinctive styles
1. Environment	Environment - naturally evolved	Other open space
1. Environment	Environment - naturally evolved	Changing the environment

Recommended Management

Management Summary

Management

Records Retrieved: 0

Management Category	Management Name	Date Updated
No Results Found		

Report/Study

Heritage Studies

Records Retrieved: 0

Report/Study Name	Report/Study Code	Report/Study Type	Report/Study Year	Organisation	Author
No Results Found					

Reference & Internet Links

References

Records Retrieved: 1

Type	Author	Year	Title	Link
Written	Prue Car; Jo Haylen	2024	Media Release Design of St Marys Transport hub revealed	

Data Source

The information for this entry comes from the following source:

Data Source	Record Owner	Heritage Item ID
Heritage NSW	Heritage NSW	5012221

Every effort has been made to ensure that information contained in the State Heritage Inventory is correct. If you find any errors or omissions please send your comments to **heritagemailbox@environment.nsw.gov.au**

All information and pictures on this page are the copyright of the Heritage Division or respective copyright owners.