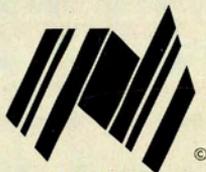


☛ MUNICIPALITY OF WILLOUGHBY ☚

ARTARMON PAST, PRESENT AND FUTURE

**COMPILED BY
GRACE WARNER**

Published for
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of
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Australia
1788-1988

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Compiled by
Grace Warner



Australia
1788-1988

*One of a set of eight locality booklets compiled by voluntary effort
to commemorate Australia's Bicentenary,*

comprising

*Artarmon, Castle Cove / Middle Cove, Castlecrag,
Chatswood East, Chatswood West Ward, Naremburn,
Northbridge and Willoughby.*

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FOREWORD

Artarmon is a suburb of one of the world's great cities: Sydney. It is on the north shore of Sydney Harbour, not spanned by the Sydney Harbour Bridge till 1932. Until then it was ferries that crossed the Harbour. Older Artarmon citizens well remember the ferries.

Before the Harbour Bridge was built the North Shore, as it came to be called, was known as "the bush". My own generation lived fairly close to the bush and knew it well. Artarmon is lucky enough to have retained some of the Australian bush in its Artarmon Reserve.

For the pioneers who crossed the Harbour by boat and brought their axes, saws, and hand-held ploughs with them, it was timber country. William Gore could never have imagined that the place to which he gave the name 'Artarmon' was to become what it is today; a big industrial centre, a main traffic route linking the city of Sydney with all places north, and yet a pleasant place for quiet domestic living.

This book is a collection of contributions from the people of Artarmon. It is far from perfect but then what is. There is bound to be a great deal more to be told when the archives for Artarmon have been collected. I make a plea that we go on collecting Artarmon history. It is important that we do. The Bicentenary is a beginning for us all not an end.

I would never have completed this book without the constant support and encouragement of my sister, May Pillinger. Without her help I would have given up under difficulties best not mentioned as they did not originate in Artarmon. Artarmon is for me a place where people went to no end of trouble to supply me with photos, plans, written and verbal information. I count myself fortunate to have had the chance to know and discover Artarmon.

Grace Warner

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This book could never have been written without the generous help of the following contributors. They are:

John and Jean Alexander; Joan Baker (Sec., Artarmon District Tennis Club); Mary Bays; Thomas J. Best (Senior Archivist, State Rail Authority); Dr John Byrnes (Geologist, Dept of Mineral Resources); Jean Carroll; Mayleen Cordia; Beryl Costin; Van Cremer, Historical Officer, Public Relations, Australia Post; Gwenda Davis; June Day; Grahame Devlin (Principal, North Sydney T.A.F.E.); Ena Elder; Betty Ellis; Dr C. D. Field, M.Sc., Ph.D., F.Inst.P., F.I.Bid. (Dean of the Faculty of Life Sciences, University of Technology); Bobbie Gledhill (Publicity Officer, A.B.C.); Norman H. Henderson, M.B.E., R.F.D; Mark Hogan; Jim Huggett; R. J. Hymann; Marilyn Johnson (Artarmon-Mowbray West Girl Guide Assoc. Commissioner); Charles Jones (per courtesy of Judy Washington, Lane Cove Public Library); Pat Kelly (Archivist, A.B.C. Channel 2); W. K. King; D. B. Lanceley (Manager, Norbrik); The Rev. J. E. McDonald (St Basil's Anglican Church); J. D. McKinnon; The Rev. R. M. Mickan (Lutheran); Val Packer; Diana Portingale; Gareth Rayner; Lance Richardson (Headmaster, Artarmon Public School); H. R. Saillard; Norman Scorer; Bob Shillcock (Sec., Willoughby District Historical Society); Winifred Slack; Jeffrey Smith (Warman International); Una Sullivan; J. R. Thorpe (Group Leader, Artarmon Scouts); James Watson (Pharmacist, Artarmon).

I would also like to thank Judy Washington (Local History Librarian, Lane Cove Public Library) and Leanne Collins and Judy Nelson (Mitchell Library) and my editor, Kaye Harman, to whom I am extremely grateful.

Grace Warner

PREFACE

It gives me great pleasure to introduce the eight Community Histories of Willoughby and to commend all those responsible for the necessary research, comprehensive preparation and their publication.

Many people are interested and fascinated by our social history and I am certain the local history contained within these booklets will add to this interest. It will certainly extend our knowledge of our immediate surroundings and bring better understanding to the origins and meanings of the streets and their names, so that they will become significant, as will the names of our parks and other landmarks.

The booklets also contain information about our local residents and provide a fund of information for those wishing to learn more about those who have had an influence on our Municipality.

The Bicentennial Project therefore is a fine way of celebrating this important event, particularly in Willoughby, which was first established as a Municipality in 1865, and which has a wealth of history to celebrate.

The Project itself is a heavy and intensive undertaking for a local group and I publicly acknowledge the major role played by Esther Leslie as Convener of the Project and thank both her and her co-authors Nancy Booker, Vince Egan, Grace Warner and Eric Wilksch for their efforts.

I hope you enjoy, as I have, the histories and the opportunities they present to learn more about our past.



*Willoughby Municipal Council,
Civic Centre, Chatswood.
July 1988*

Noel Reidy
Noel A. Reidy
MAYOR

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EARLY HISTORY

THE LAND

*Three things precious to me I did not own . . .
They were a woman, a river, and a block of land.
(Eric C. Rolls: *The River*)*

What Sir Joseph Banks saw at Botany Bay in 1770 were trees and plants of a type he had never seen before. When Captain Arthur Phillip entered Port Jackson in 1788 he looked at it with the eyes of a sailor; what he saw was "the finest harbour in the world in which a thousand sail of the line may ride in the most perfect security". Probably what most of the sailors, soldiers and convicts saw was something much more mundane, but all the more desirable for that: land at last. They celebrated their landing with a drunken spree.

Artarmon, a land unknown and unnamed, awaited the new arrivals in its pristine state. We can wonder what it was like and attempt to reconstruct it as it must have been. We can record the physical features: the slope of the land, the soil, what the original vegetation was like, because these are still there. We can also record the changes that two hundred years of European occupation have made.

A high ridge runs along the western boundary of Artarmon. Along the crest of this ridge the timber-getters first hauled their waggons to make a rough track. Much later this became Pacific Highway. On the western and Lane Cove side of the ridge is the valley through which the Lane Cove River flows. On the eastern side of the high ridge is Artarmon, the land sloping down to form the valley where Flat Rock Creek flows on its way to Middle Harbour. Some of these creeks were wiped out when the brickmakers scooped their big holes on the western side of Artarmon, but the main watershed is still there, the water run-off being collected to flow under Clarke Bridge on its way to Middle Harbour.

There was very little level land. We know that because Willoughby Council had to use filling to make Artarmon parks and ovals. Except for these and the man-made flatness of the west Artarmon industrial area, Artarmon is pleasant hilly country. As a result Artarmon residents have good views: distant views stretching to the city of Sydney, or

nearly views of the thousands of trees which grow well in Artarmon soil.

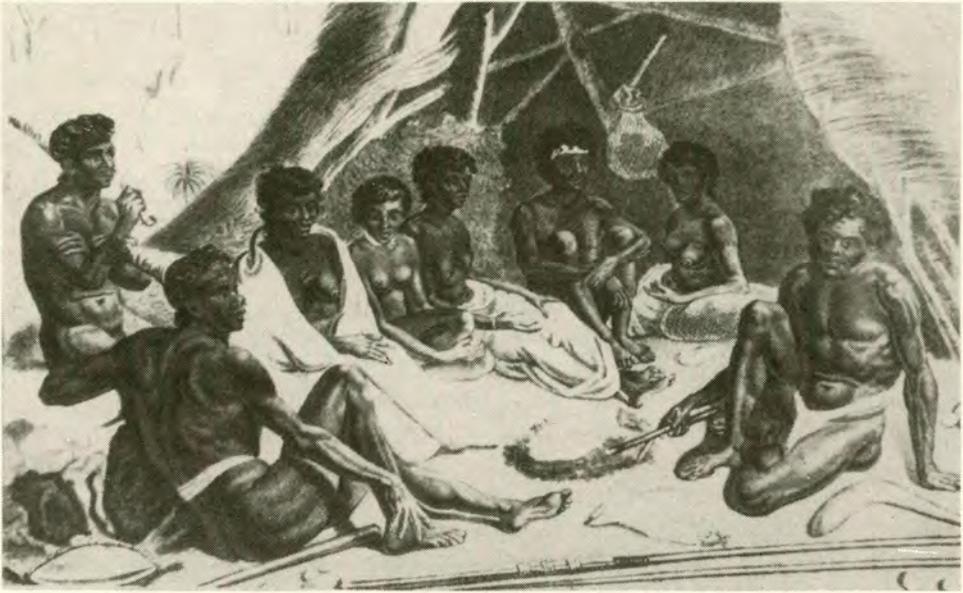
Artarmon soil must be fertile enough for all this growth. Its fertility has developed from the weathering of Ashfield shale, a widespread formation which overlies the more sterile Hawkesbury sandstone so characteristic of much of our Sydney bushland. Artarmon soil is a relatively heavier mixture of clay and sand, light enough for abundant plant growth. No wonder early land grants were made here. On the west side where the brickyards used to be, the top soil has gone and the Ashfield shale beneath it is now bricks in Sydney buildings. Records show the land to have been parcelled out in little farms before the brickmakers started their brickworks there and, judging by the stories that have come down to us of the orchards and the garden at 'Valetta', it must have been good agricultural land.

THE KOORIS

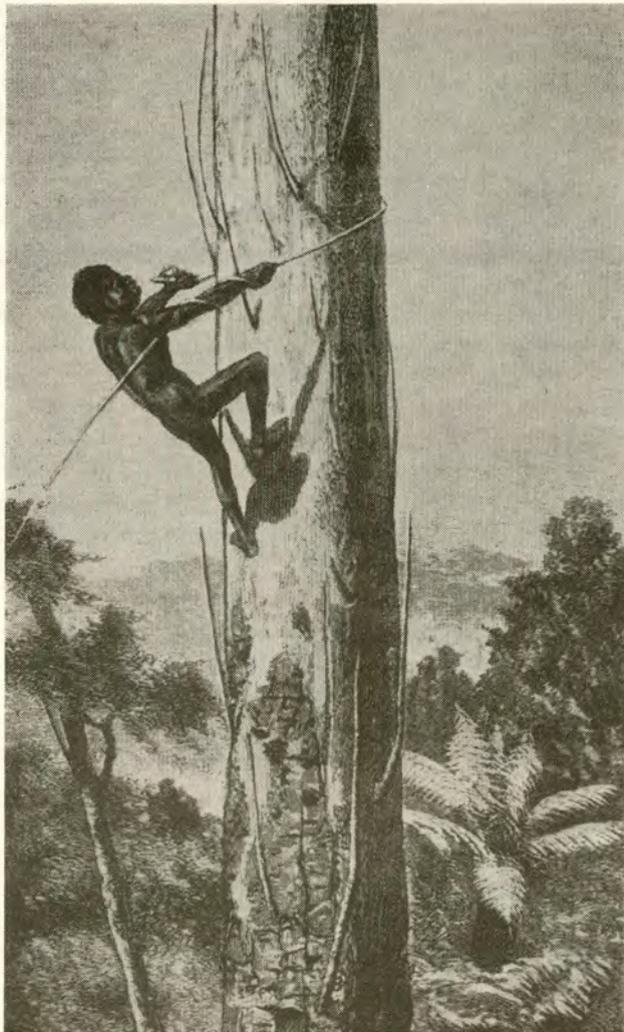
The people who inhabited New South Wales, Victoria and Tasmania before the whites came were the Kooris, which is the name the Aborigines gave to themselves. This name means 'the people' for that is how they saw themselves — as the people who have lived here for thousands of years.

Anthropologists and archaeologists estimate the Kooris to have lived in Australia for some 40,000 years, perhaps more. The Kooris who lived on the North Shore when the first white settlers came were the Cammeragal and the Walumedegal people. They fished in the rivers and creeks, hunted wild animals, held communal feasts and made their drawings on flat sandstone rocks.

The Cammeragal, after whom the suburb of Cammeray is named, inhabited the land from Sydney Harbour to Brisbane Water. They were "the largest in numbers and the most powerful in authority". Opposite Sydney Cove on the North Shore lived the Walumedegal but they were never as numerous or as fierce as the Cammeragal. Bennelong, the Koori Phillip took into his household in order to learn something of Koori language and customs, used to tremble with mingled fear and rage whenever he heard the Cammeragal mentioned. The Cammeragal were very fierce indeed, as is shown by a report in the *Sydney Gazette* in September 1804 when they boldly raided the farm of an absent Lane Cove settler named Wiltshire, bound one of his servants, feasted on some of the farm provisions and devoted the day to "mirth and jocularly". However their joy was short lived as the settler arrived the very next day and answered their brandished spears with his firearm. Later in the same year and at the same farm the Kooris were in trouble again, this time for lighting fires, a dangerous habit "arising from the common habits of a barbarous race". (*Sydney Gazette*)



*Above: The First Australians, lithograph from 'Voyages in the Antarctic and Round the World' (1819-1821) by Capt. Bellinghausen, published 1831.
Below: They were skilful tree climbers.*



Note that these clashes between Kooris and settlers happened in 1804, ten years after the earliest settlers in Artarmon had received their grants. Twelve years later the *Sydney Gazette* was still reporting trouble with the Kooris: in 1816 that "barbarous race" raided the maize crops of some of the Lane Cove settlers. The white settlers of those times did not consider themselves villains. They were behaving according to the accepted society of their time, a European society that believed in the right of conquest. We have recently begun to see the conquest of a people, not as a triumph but as a loss. Very little evidence remains of the many centuries the Cammeragal lived on the North Shore. On the floor of the big caves along the banks of the Lane Cove River we find ourselves standing on Koori middens, the earth compacted with many oyster shells from the feasts held there long ago.

It was Cammeragal land to which the early Artarmon settlers came. No trace of the Cammeragals remains at Artarmon today except perhaps the names of the roads: Burra Road and perhaps Coree Road. Muttama Road is probably also a Koori name, not derived from the Artarmon district but from Gundagai where an early Artarmon resident, Thomas Broughton, once owned property. There were previously thought to be about 300,000 Kooris living in Australia when Phillip arrived in 1788, but this figure has now been revised. Dr Peter White, Reader in Pre-History, Dept of Anthropology, Sydney University, thinks it is more likely to have been about 750,000. The first full census of the Koori population was taken in 1971 and gave 180,000 as their number.

EARLY LAND GRANTS

When Phillip sailed back to England in December 1792 there were almost 2,000 acres under cultivation at Parramatta and the threat of starvation had been lifted from the little settlement. For the next two years, 1793 and 1794, Major Francis Grose of the N.S.W. Corps acted as Lieutenant-Governor and took charge of the colony. It was during this period that some of the earliest Australian land grants were made. They were of 25 acres each and the place was Lane Cove which, at that time, was part of the Hunters Hill district and included the area we now know as Artarmon. Ten of those early grants made by Grose in 1794 were in what was later to become west Artarmon.

All the grants bar one were for land in the area bounded by present day Pacific Highway, Mowbray and Hampden Roads and Herbert Street. These grants were made to:

Thomas Baker	John Roberts	John Taylor (or Tyler)
Daniel Curry (or Currey)	Charles Robinson	George Tilley
John Dark	John Sawyer	George Whitfield

A grant was also made to Henry Lamb in West Artarmon, adjacent to the other nine grants but between the present railway line and Herbert Street. Hence we get Lambs Road there today.

Seven of these first grants were made by Grose to fellow members of the N.S.W. Corps so it looks as if Grose may have leaned towards his own kind and for that there were grumbles in his own time and since. For instance the historian Ernest Scott felt that "Grose was particularly tender towards his own brother officers in permitting them to acquire landed estates", and whereas a later historian, Marjorie Lenehan, is more generous to him, pointing out that this was "to the great benefit of the colony as a whole" because the produce of the farms was badly needed at that time. However very few of the ten grant holders took up their grants or farmed them for long. Four of the early owners of Artarmon land went off to the Hawkesbury; two went to Norfolk Island; another two speedily returned to England before even occupying their Artarmon land; about the other two there is no information. So as far as our first Artarmon settlers were concerned the grants were a bit of a wash-out. Forsyth's explanation may be correct: he says "Much of the granted land was unsuitable for growing grain or livestock".

In 1796 Governor Hunter made three grants of land in the Artarmon area. These were to:

Henry Asher (or Asser or Assur)
 T. Jennings (or Jainings)
 James Williamson

None of these men were members of the N.S.W. Corps. Williamson came out with Hunter; he was probably a gentleman. He called his farm 'Polmont Farm', increasing his original holding to 144 acres by 1812. In March of that year he advertised it to let as partly cleared with a six acre paddock, a fenced garden and a fine creek, Gore Creek. Within a few years the farm had passed to William Gore.

Of Jennings nothing much is known. We do know that his farm was included in Gore's property in 1815. Henry Asher (Asser or Assur) came to the settlement as a convict, was given 30 acres on condition that he farm them for five years, which he may have done, and later moved to the Hawkesbury.

WILLIAM GORE (1765-1845) AND THE NAMING OF ARTARMON

William Gore was twenty-three years old when Phillip raised the British flag at Sydney Cove, just the age for the young to seek adventure. Gore, however, did not leave his native Ireland for another seventeen years, by which time he was a mature man of forty whom fortune had eluded, just as it was to elude him in his new home.

He sailed for Sydney in 1805 with Captain Bligh of *Bounty* fame,

a man he was to serve with courage and loyalty and after whom he was to name his only son, William Bligh Gore. It was through his association with Bligh that Gore was to step into the pages of Australian history, for he was destined to play a leading part, with Bligh and Macarthur, in the Rum Rebellion of 1808. At the time of the Rebellion, Gore was Provost-Marshall (an officer of the law, rather like a sheriff) appointed by Bligh in 1806. The illegal rum trade sparked off the Rebellion and it was Bligh, in his role as Governor, who lit the fuse. He ordered the arrest of John Macarthur; Gore as Provost-Marshall carried out that order and put Macarthur in prison.

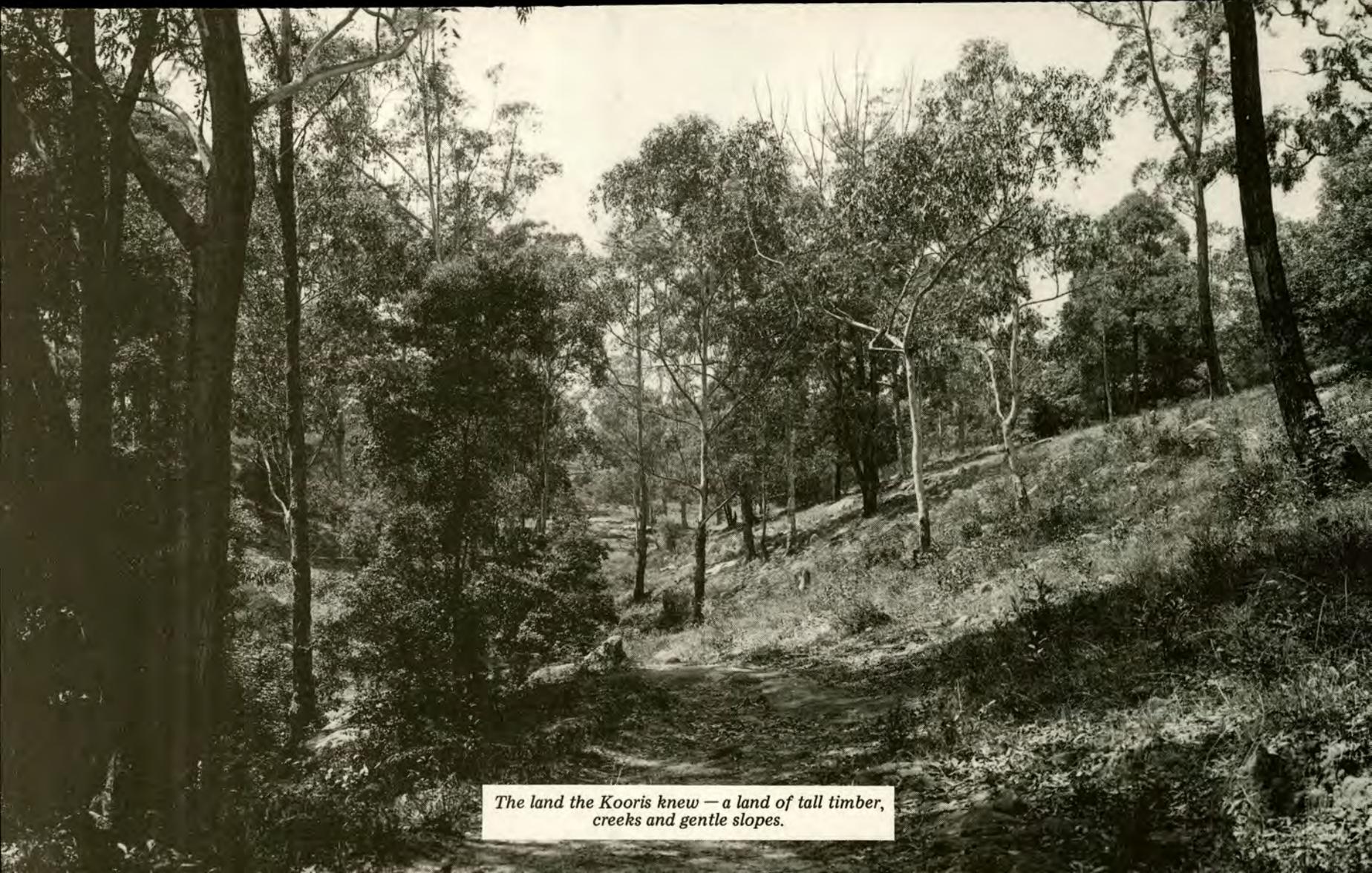
Macarthur was an officer of the N.S.W. Corps so the Corps rallied to his rescue in a successful military coup. Bligh took refuge on his ship, the *Porpoise*, while Gore, arrested by the Corps, was sentenced to penal servitude in the coal mines at Newcastle, the hell to which the worst of the convicts were sent. Gore spent two years in the mines at Newcastle before the tide turned against the Corps with the appointment of a new governor, Colonel Lachlan Macquarie, in 1810. Gore was reinstated as Provost-Marshall and received a grant of 150 acres of land.

The Gore family ancestral home was called Ardhelmon Castle. It was near the fishing village of Raghley on the northern point of Sligo Bay, Ireland. Gore named his farm after his Irish home but 'Artarmon' in Australia must have seemed to him very different from the Ardhelmon (pronounced Art-e-mon) after which it was named. Gore's farm was on the eastern side of Artarmon on land sloping down from Mowbray Road towards Artarmon Recreation Reserve, then east towards Sydney Street. Artarmon railway station is taken to be about the centre of Gore's land.

What would Artarmon have been like when Gore first went there? If it was like the natural bush in the Recreation Reserve on Burra Road it must have had a magnificent stand of native trees. In which case Gore would have had the back breaking task of clearing the land. Timber however was much sought after in those early times so Gore could count himself lucky. He had water too, for a creek flowed through his property from the high ground up near Mowbray Road down to Flat Rock Creek in the valley.

We know Gore prospered for he was able to buy up most of the surrounding farms to become for a short time the biggest landowner in the district. By 1815 he owned most of the land between the present Pacific Highway and Artarmon railway station as well as his original Artarmon farm.

He acquired the farms of Assur (or Asher), Dark, Loder, Curry, Whitfield, Roberts, Sawyer, Robinson, Packer, Dargin, Jennings and Turner. Although the Artarmon farm comprised 150 acres, the other twelve farms must have averaged no more than 30 acres each. Gore also owned Williamson's 'Polmont Farm' on the western side of Pacific



*The land the Kooris knew — a land of tall timber,
creeks and gentle slopes.*

Highway with Gore's Creek, or one of its tributaries, running through it.

James Williamson came to the colony in 1795 as private secretary to Governor Hunter. In 1796 he received a grant of land stretching from Hotham Parade to Dickson Avenue, West Artarmon. This became 'Polmont Farm'. Williamson invested in trading ventures but was unsuccessful. He was also embroiled, like Gore, in the Rum Rebellion, both men being friends of Bligh. Williamson fell foul of Major Johnston of the N.S.W. Corps but did not suffer imprisonment as Gore did. However, when Macquarie arrived in 1810, both men were called to England to give evidence, Williamson to testify against Johnston. He did not return till 1817 and then settled in Parramatta, never to return to 'Polmont Farm'. In 1812 'Polmont Farm' was advertised to let, the advertisement describing it as "in great part clear, with a 6 acre paddock and garden fenced in, partly intersected by a fine creek exquisitely adapted to all the purposes of productive fishery . . . , an unequalled run for stock, and a situation surpassing all other".

At that time Gore was prospering and increasing his holdings. In a year or two he owned 'Polmont Farm', the farm which had indeed "a situation surpassing any other". The year 1815 was the high peak of Gore's good fortune. He had however forgotten how fickle fortune can be. He mortgaged most of his holdings to Darcy Wentworth, the father of William Charles Wentworth. The Artarmon Estate was mortgaged on 2 January 1815. Three years later he had defaulted on his mortgages and lost all but a small portion of his land. On that portion he built 'Artarmon House' (where the Institute of Technology and T.A.F.E. stand today) and had gone to live there permanently by 1820. He is pictured as eking out the rest of his life until, aged eighty, he died and was buried there with his wife and one of his daughters (he had seven children) in wooden coffins raised on trestles above the ground. The reason for the raising of the coffins above ground is not known but it may have been connected with an attempt to retain land rights. Later, after the property had passed into the hands of the next owner, Richard Harnett, people began to pay visits to look at the coffins. It was not long before they started to fall to pieces exposing the bones so Harnett buried the Gore family in what was later to be Gore Hill Cemetery. They are thought to have been buried in the north-west corner, the part resumed when Pacific Highway was widened.

In some accounts William Gore is pictured as a has-been, living out his days in a humble cottage, but 'Artarmon House' must have had some merit because Harnett (who leased it at first and then bought it) not only lived in it but enlarged it. More will be said of this later (see 'Valetta'). Peace seemed always to have eluded Gore for he was bothered by trespassers and on one occasion, in 1824, was so annoyed by a soldier who was stealing his grass that he fired a shot and wounded

him. That incident nearly landed Gore back in prison for life but he was lucky. If he had enemies he also had friends. If he was rash he was also warm hearted. A man of faults and virtues, that was Gore. So we can leave him on that little farm on the hill, with its truly magnificent view: a great expanse of sky, the bush on all sides, the blue water of Sydney Harbour in the middle distance and, beyond the Lane Cove valley, the country stretching towards the Blue Mountains.

He had come in 1810 to a piece of bush which he had made into a farm. It was a place that was to become one of the inner suburbs of the great city of Sydney, the suburb of Artarmon, four kilometres from the city with property worth millions, a place for quiet domestic living but also a place that has employed thousands of people and will employ many more thousands in the years to come. And that is not all. All around, everywhere you go, are places named after Gore, places where he lived and worked: Gore Hill, Gore Hill Reserve, Gore Hill Cemetery, Gore Creek and Gore Bay. The track from his property to his wharf, Gore Wharf, is now Greenwich Road and the wharf itself is an oil terminal.

First and foremost Gore is remembered in the name he gave his farm — Artarmon. In the naming of his land and house Gore must surely have intended to set up a family inheritance in his new country. Some attachment to the land itself may have been a part of his insistence on being buried on it with his wife and one of his daughters.

Another Story: The locals (Val Packer is our informant here) have their own version of how their suburb got its name. Some of them prefer the local version so here it is. A Scotsman with a strong Scottish accent used to scoop his ticket and change up at Artarmon station in the morning saying "Ah, tah mon". People waited to hear him say it, repeated it and mimicked his accent.

GROWTH: THE ESTABLISHMENT OF A SUBURB

INTERLUDE: 1845-1865

(Chapter II of
Artarmon and the North Shore – A History
by John Pert)

Note: John Douglas Pert was born in 1941 in Adelaide and was educated at North Sydney Boys' High School in Sydney. He later gained a Bachelor of Arts degree with Honours in Philosophy from Sydney University, graduating in 1965. He also gained a Graduate Diploma in Librarianship from University of New South Wales, 1980 and a Master of Librarianship from the same university, 1984.

John lived most of his Shore suburbs of Sydney interest in local history. In of William Gore, Provost- and in 1981 completed *Marshal and Ann Gore*, his ing-lists of unpublished particular interest was the which he was very active. 4 October 1984.



life in the lower North and had a very special particular he pursued study Marshal of New South Wales *William Gore, Provost-wife*: transcripts and find-MSS, 1806-1843. Another history of tennis, a sport in John died suddenly on

John Pert could well be called the first historian of Artarmon. Unfortunately all that has come to light of his *Artarmon and the North Shore – A History* is chapters II and III which are included here as a tribute to his careful research and in the hope that more of his manuscript will be found.

The death of William Gore in 1845 heralded a period of quiescence in Artarmon, although the solicitors of the various claimants to the Estate were certainly busy. The rural nature of the locality was maintained as a handful of new farms and orchards were established and labourers' huts erected. John Boyle befriended the Gore children and ran a sheep farm where many years later Muttama Road would meet Mowbray Road. George Green claimed a fifth-share of the Artarmon Estate, and built a home on the former 'Polmont Farm' across the Lane Cove Road from 'Artarmon House'; his son Richard established an orchard at St John's Hill. (It is worth noting that Dick Green was Lane Cove's first sporting hero, a renowned sculler, Australian champion and first Colonial contender, in 1863, for the 'world' title on the Thames.)

During the early 1850s many newcomers to the Colony took up blocks of land in the parish of Willoughby and tried their hands at orange-growing, market gardening, or farming. This decade saw the release of vast tracts of Crown land through the northern part of the parish by way of auction sale. For example, the Crown land now housing the TCN 9 tower and Hallstrom Park, etc. was sold as 5-acre 'country allotments' in 1856; Gore's children successfully objected to a similar sale of what we know as Artarmon Reserve and Naremburn Park. They also let their father's cottage to an enterprising Irishman, Richard Harnett, who rebuilt it and buried the remains of the old man and his wife and daughter.

By now the gorges and waterfalls to the east were beginning to attract the attention of nature lovers in search of the picturesque. The Willoughby Waterfalls past Flat Rock were later to become a renowned attraction for picnickers and tourists who had the choice of a bushwalk with perhaps a swim in the Devil's Hole at Flat Rock, or a leisurely sailing trip up Middle Harbour. Wildflowers flourished in the bush of North Shore in endless profusion — waratahs, boronia, flannel flowers, Christmas bells, heath. So abundant was the waratah that the long slender stems of the plant were used for basket making and large bundles were taken to Sydney every week and sold for that purpose.

We hear of bushfires from time to time, such as one in 1858: "A fierce bushfire has started in Gore's Bush, and is extending through the thick scrub along Kelly's Creek [just east of Artarmon Railway Station] towards the Flat Rock. As there are several bark-roofed slab huts scattered about the neighbourhood, there is danger of injury to life and property, if the fire is not arrested promptly."

Rough paths and tracks made their appearance in land deeds, such as the 'Lane Cove Path' leading from Flat Rock through the 150 acre 'Artarmon' grant towards King's Plains [Chatswood]. Significantly, by 1852 a rough track has also appeared leading from the direction of King's Plains to the Lane Cove Road south of Gore Hill.

Some of the signs of a community were beginning to appear. By 1850 there was a school house near the sawpits at St John's Hill, and another few years later at the Bryson property where the Lane Cove Road intersected with the road [Mowbray Road] leading to North Sydney [Willoughby]. That intersection saw also a Bush Mission Preaching Station and Sabbath School by 1862. Solace of a more material kind was available at the Bushman's Inn half a mile down the Longueville Road.

1865-1901
 (Chapter III of
Artarmon and the North Shore – A History
 by John Pert)

25 October 1865 was an historic day for the handful of farmers about

Artarmon for it saw the proclamation of the municipality of North Willoughby, comprising the modern municipalities of both Lane Cove and Willoughby. This huge area then contained only about 400 residents.

How would the Government town planners of the day have seen the new municipality? Broadly speaking: to the east — much inaccessible and precipitous land, the great bulk of it untouched and held by absentee owners; to the west — the Lane Cove River with orchards and tanneries. In the centre lay the huge old estates of Berry-Wollstonecraft, Gore, Nichols, Archbold and Mrs Nichols sprinkled with farms, orchards and saupits, and with the Lane Cove Road threading through. Where could land be reserved for public purposes — municipal buildings, schools, churches, parklands? In other words where was there a supply of centrally located, unalienated Crown land?

Such land (in any quantity) was only to be found adjacent to Artarmon — the Crown land south and east of the ill-defined boundaries of the Artarmon Estate, comprising nowadays Gore Hill Cemetery, Royal North Shore Hospital, Naremburn Park, Artarmon Reserve and Cleland Park.

It was these lands which were, in fact, declared in the Government Gazette of 12 March 1869 as a recreation reserve and a reserve for municipal council chambers, and shortly afterwards placed under the trusteeship of North Willoughby Council. We need to look at this reservation of 1869 in some detail.

In the first place, some two acres of elevated land (later to become Cleland Park) were set aside as a site for council chambers. Secondly, this two-acre reserve was excised from two portions, each of 25 acres, which became a 'temporary reserve' for public recreation. These two portions, which we will for convenience designate as "portions A and B", comprised the land now bounded by Jersey Road to the north, Reserve Road to the west, Hampden Road South to the east, and the Herbert Street gully at Clarke Bridge to the south.

Thirdly, 140 acres to the east of Portions A and B and further south at modern Naremburn and St Leonards, were reserved for recreation. Known to the early aldermen simply as 'the Reserve', this undeveloped wasteland was a great attraction to trespassing timber-getters and neighbouring farmers, who depastured cattle and made bricks there for many years. The Council fenced part of the Reserve and established a cattle pound and a cricket ground in 1878, but the title to the Reserve remained in dispute for many years.

The choice of a site for council chambers is interesting. An elevated site, its outstanding feature was its centrality within the new municipality, and its centrality also between the Lane Cove and Mowbray Roads. Further, it was served by an important road or track running between the two; in existence (as we saw above) by 1852, this road was legally opened in 1878 and was known as Reserve Road North. Reserve Road East, running from Flat Rock to Lane Cove Road, was proclaimed at the same time. Yet the two-acre site was in the midst of bush and was never used for its reserved purpose. Two

tiny centres of community activity were forming elsewhere, one of which we noticed in its early stages in Chapter II.

One of these centres was at the intersection of Mowbray Road and Lane Cove Roads, where the Wesleyan Church, the North Willoughby School of Arts, and the Police Station for the district all made their appearance in the early 1870s together with a handful of stores. In 1870 the Great Northern Hotel was built, a landmark for sportsmen and a staging post for the Lane Cove Road horse buses, and complete with ballroom, cricket-ground, coach-house, stables and skittle alley. The rural properties flanking both sides of Lane Cove Road to the north were renowned throughout Sydney for their orchards and strawberry gardens. The tempo of development of the higher lands to the north of Mowbray Road [i.e. at Chatswood] gradually outstripped that around Artarmon.

Secondly, along Mowbray Road in an easterly direction at the intersection with Flat Rock Road [Willoughby Road] and to the north was the settlement of North Sydney [Willoughby], characterised by market gardens. Here was an early public school (1863), St Stephen's Church of England (1872), Forsyth's tannery (1866) and the first Church in the municipality, the Congregational Church in Penshurst Street (1871). Council meetings were held in a cottage nearby until permanent chambers were established at the School of Arts from 1877. Access to this locality was important, and much of the Council's energies were devoted to constructing the Flat Rock Road and permanently bridging Flat Rock gully.

In the meantime, the Artarmon Estate was slumbering on. Speredon Stempogian established his five-acre orchard in 1866; Cameron Avenue now runs through its centre. Gore's descendants, Boyle, Green, the Crown, and Thomas Broughton, an ex-Mayor of Sydney, continued their complex dealings over title to the Estate.

Many of the early aldermen came from this central spine area of the municipality. John Ffrench, Gore's grandson, lived at 'Carlotta' cottage and orchard within the Gore Estate. Mayor of North Willoughby in 1872 and founder of the North Willoughby School of Arts, he took his own life there in 1875. His tenant at 'Artarmon House' and predecessor as Mayor in 1871, was Richard Harnett, whose later initiatives led to subdivision of large parts of Chatswood. Half a mile down Greenwich Road, Harry Russell, an alderman from 1866 to 1871 had his home and brickworks; in 1869-70 he built the Great Northern Hotel at the corner of Lane Cove and Mowbray Roads opposite the home of John Bryson, an alderman from 1866 to 1869. Richard Seldon, Mayor from 1876 to 1880, ran a farm from 'Carlotta' cottage after Ffrench's death and managed extensive landholdings in the area.

Gore Hill Cemetery: *In 1867 the authorities were concerned to establish another general cemetery to serve the population of the parishes of Willoughby and Gordon, who were obliged to convey the dead to Haslem's Creek for burial. A suitable site at Gore Hill with only sapling timber growing was surveyed. It had a track running through from 'Artarmon House' to the*

Lane Cove Road, recently cleared by Harnett. Despite a petition objecting to the proposed site signed by 104 residents and landowners of the two parishes (including Harnett) the authorities proceeded in 1868 to reserve some 14 acres for a General Cemetery. On 25 March 1870 the Borough Councils of St Leonards, East St Leonards and North Willoughby were appointed as trustees "subject to such future arrangements as may be found expedient for dividing the General Cemetery among certain denominations". Private trustees were appointed some years later.

Brickworks: During the boom years of the 1880s the Gore Estate was extensively subdivided south of Hotham Parade. Small-scale brickmaking had been carried out in the vicinity for some years; now came large commercial enterprises, notably the Gore Hill Brickworks, by 1889 the largest brickworks in New South Wales. It and others of the time such as Gibson's Brickworks, Magney and Weynton's, Blunt's Brickworks and Oswin's are forgotten today but they were the forerunners of the Gore Hill industrial area and were a major sphere of local employment. The newspapers of 1886 reported lockouts over demands for the eight hour day, with more than forty men out. The tempo of development hastened when 150 acres near Gore Hill — the old grants of Tilley, Lamb and Evans, granted in 1794 — passed from the Crown into private hands following Supreme Court actions. The battles were not always conducted in the courts, and we hear of violence, of fences and Council notices being torn down and houses unroofed; stock and horses being shot, poultry poisoned and bushfires deliberately lit. Gore Hill gained a reputation as a wild and woolly place.

Many brickmakers took up residence in Reserve Road and the newly opened streets nearby, or in tents near the brickworks as Gore Hill became an established working class settlement with its own Post Office (from 1884 to 1890). Nearby at Central Township [Naremburn] a similar working class residential area formed at about the same time.

The Lane Cove Road at Gore Hill, we should note, retained its notoriety as a quagmire in wet weather, where fruit carts and horse buses bound for Sydney would bog with monotonous regularity. Herbert, Waltham and Frederick Streets were formed and proclaimed, although the first-named did not yet extend southwards to Lane Cove Road. Much road survey work took place in the area.

A well-known landmark overlooking the brickworks was the two-storey residence 'Valetta' built on the site of Gore's original cottage and purchased by George Whiting, a retired Sydney businessman. Its long curved drive is said to have been the theme of a romantic novel of the day, *The Lover's Mile*. 'Valetta' was rivalled only by 'Windsor Gardens' on Mowbray Road, built in 1888.

The North Shore Railway: Many proposals were made for a rail link from the main northern line at Pearce's Corner (giving access to the Newcastle coal-fields) through the rural lands of Gordon and Willoughby to North Shore and Sydney Harbour. Work commenced in 1887 and the new line came into use

on 1 January 1890. Significantly, one of the stations was at Chatswood and there was only a level crossing at Elizabeth Street, Artarmon. The new line terminated, however, nowhere near the Harbour but in Berry's Bush at the head of Eagle Hawk gully and bordering the wilderness of the Reserve, so as to connect with the Lane Cove Road at Gore Hill [i.e. at St Leonards Railway Station]. This, it was thought, would satisfy passenger needs and goods traffic could be catered for by a projected branch line to Ball's Head. A rail connection from St Leonards to Eastwood, traversing Artarmon was also mooted, and such a route was surveyed in 1889.

There were vocal demands for an extension from St Leonards to the Harbour, mainly for passenger traffic but also for goods such as bricks, coal and fruit produce. The Public Works Committee of the Legislative Assembly was dubious in 1889 of the economic viability or need for an extension and judged that "the object of the proposed extension to Milson's Point is principally to open up a new residential suburb between Pearce's Corner and Crows Nest". The Committee acknowledged the excellent potential of the parishes of Gordon and Willoughby for residential development by virtue of the elevated views and scenery, the salubrious air and the good drainage, while noting that

There may be many well-to-do people, who would take up their residence along the line, but it is not at all likely that the locality will be favoured by a working class population. The journey across the water, as compared with that by train to Redfern, would not, associated with other circumstances, be attractive . . .

After much mulling over possible routes and the needs of the greater population then living in the Mosman area, an extension to Milson's Point was built and opened in 1893.

The coming of the railway, and particularly the extension to Milson's Point, made suburbanisation of the parishes of Gordon and Willoughby inevitable. Another development was the formation of the Willoughby and Gordon Tramway Company with the ambitious purpose of continuing the Government tramline from Ridge Street northerly to the eastern parts of Gordon. The Company's prospectus pointed out that

the natural beauties of the district traversed are sufficiently great to ensure this traffic being enormous, the line chosen being along the plateau, overlooking the far-famed Middle Harbour . . . the most famous of our world-famed Harbour scenery . . .

Further, "opportunity will be afforded by the construction of the line for the opening up of a new suburban area, the natural advantages of which are sufficiently great to ensure a large population". The Suspension Bridge, completed in 1889, stands as a monument to such schemes.

The North Shore Railway cut a swathe through the centre of the Artarmon Estate and led to a fundamental alteration of the old road pattern based on Reserve Road North and Reserve Road East. Forty years later the annual report of the Artarmon and District Progress Association plaintively noted

As we are very well aware, the present isolation of Artarmon is to a large extent

due to the advent of the North Shore line and the lack of foresight on the part of the local Council of that day in not safeguarding the interests of future residents.

Important roads were crossed and permanently closed . . .

As early as December 1887 North Willoughby Council pressed for a railway platform at or near Mowbray Road but the authorities disputed the need of serving an undeveloped area like Artarmon.

Residential Release: *Nevertheless pressures for development were there and shown in the history of the land we designated above as Portions A and B. The Government changed the status of this land from a temporary to a permanent reserve for recreation in 1886 only to foreshadow its release for homesites two years later. At this stage the North Willoughby Council, as well as being disturbed at the loss of public parkland, resolved*

that immediate application be made to the Government to dedicate three acres of land adjoining the site dedicated for Municipal buildings [Cleland Park] as a site for markets, and other municipal or public purposes . . .

A significant move in a still rural municipality and one which, had it come to fruition, would have transformed Artarmon. It would have fitted in well with the half-completed St Leonards Railway extension. The proposed central market was, however, not universally welcomed. In the event the Government agreed to survey a site for markets opposite the reserve for council chambers [i.e. where Cleland Road now runs] but the proposal was never adopted.

Portions A and B were released for homesites in 1894, some eighty 'country lots' being advertised for sale with the remark that "the land is undulating and presents many suitable sites for suburban residences . . .". Sales appear to have been slow in those depressed times, and many were re-offered two years later. It is interesting to note the Government surveyor's comment at the time that portions A and B were "timbered with blackbutt gum and ironbark". The two-acre site for council chambers remained unused, having been fenced and cleared except for some ornamental trees in 1884.

The Reserve itself was vested in the Council in 1888 but trespassing and disputes over its title continued. Near the new St Leonards Station squatters lived during the 1890s depression, some thirty-three being mentioned in the Council Ranger's report of 1895. The following year the Government resumed the entire 140 acres and released large sections as 'suburban lots' in 1899.

By now the bulk of the Artarmon Estate, both east and west of the railway line, had fallen into the hands of Thomas Broughton, who agreed to dedicate land for roads (Broughton, Hampden and Tindale Roads) giving the requisite access to the long-mooted railway station near Mowbray Road. Artarmon Railway Station was finally opened in July 1898.

The posters of Messrs Richardson & Wrench proudly announced on 15 October 1898, the "FIRST SUBDIVISION" of the Artarmon Estate. It was the beginning of the long process of subdivision of Artarmon proper north of Hotham Parade on both sides of the railway line.

The Death of Broughton: *Thomas Broughton, who had known William Gore,*

died in December 1901 aged 91 years. His death symbolised the imminent end of a long era of litigation and rural isolation. Artarmon, still a backwater, was now ready for gradual suburbanisation, with its own railway station and road access thereto; some land adjoining already released for residential use; and an industrial-cum-residential area nearby, at Gore Hill. The North Sydney tramline was extended along the Gordon Road [Pacific Highway] to Gore Hill in 1900 as new brickworks, Butcher Bros and Wilson's Brickworks, appeared and plans for the relocation of North Shore Hospital to Gore Hill approached fruition.

Herbert Street was extended south to the Gordon Road at St Leonards Station, but problems of road access remained in Artarmon South and these were to become evident with the advent of the horseless carriage.

THE PARTING OF LANE COVE AND ARTARMON

At one time Artarmon almost became part of Lane Cove. Its fate hung in the balance, all because Lane Cove was a part of the parish of Willoughby for the thirty years from 1865 to 1895. This will become clearer if we go back to the proclamation of the Borough of North Willoughby in 1865. North Willoughby was the first borough to be proclaimed north of the Harbour. Ten years later the first two wards were proclaimed. They were:

North Sydney Ward — later changed to East Ward

Lane Cove River Ward — later changed to West Ward

West Ward became known as River Ward. Its southern boundary was Berrys Creek which started near what is now St Leonards station and runs into Gore Cove. Its northern boundary was Blue Gum Creek just north of Fullers Road, Chatswood; so River Ward included West Chatswood but did not include Artarmon. It included all the land between the Lane Cove River and Lane Cove Road (now Pacific Highway) but Artarmon lies east of Pacific Highway.

By 1888 there were three wards:

Lane Cove

Chatsworth (n.b. not Chatswood till later)

Middle Harbour

The boundaries of Lane Cove Ward were altered and West Chatswood was no longer included. The northern boundary of Lane Cove Ward became Mowbray Road West and Lane Cove Ward was extended to include West Artarmon between Lane Cove Road and the railway line which was being constructed at that time. So Lane Cove Ward lost West Chatswood but gained West Artarmon instead.

In 1890 the Borough of North Willoughby dropped the prefix North from its name and became the Municipality of Willoughby as we know it today. Lane Cove took the next step forward: it was proclaimed a

municipality in 1895. West Artarmon could then have been in either Lane Cove or Willoughby; the decision to make Lane Cove Road the boundary between the two municipalities sealed its fate. Artarmon became part of the Municipality of Willoughby.

THE BRICKWORKS

Early Brickmaking: As early as May 1788 Governor Phillip reported to the Secretary for Colonies that a large number of good bricks had been made and the construction of the first brick kiln, a form of Scotch kiln, commenced at the foot of Brickfield Hill, Sydney. These, the first bricks to be made in Australia, were made at Cockle Bay, at the Paddy's Market, Haymarket end of Darling Harbour. They were handmade sandstock bricks and James Bloodsworth, a convict brickmaker, supervised the operations.

By 1820 there were twenty brickmakers in New South Wales who were either free men or ticket-of-leavers and they competed with the Government for business, till, by 1850 private brickyards had spread throughout the Haymarket Valley towards Surry Hills, Newtown, Redfern and Camperdown.

The next step forward was made in 1871 by the Goodsells, father and son, who made the first shale plastic (extruded) bricks — a far cry from the first handmade sandstock bricks. Their first load of shale bricks was used to build Farmer's Department Store on the corner of Pitt and Market Streets. By 1880 the larger firms, by using mechanical presses and continuous kilns, were able to replace handmade bricks.

Good bricks require certain types of clay, shale and water. A County of Cumberland Report describes the Artarmon Industrial Area as "eroded triassic sedimentary rocks of the Sydney basin . . . being Wianamatta, Ashfield shales and Hawkesbury sandstone . . . with surface weathering . . . combined with occasional underground water-flows" forming clay.

The shale at Gore Hill proved highly suitable for brickmaking. It varied in colour from richest red to darkest blue and the iron needed for good brickmaking was also present. Bricks were first made on the Gore Hill Estate in 1828. These were of course handmade sandstock bricks, made on land where Magney and Weynton were to start their brickworks in 1880. By that time the Gore Hill Estate had been extensively divided south of Hotham Parade. Commercial enterprises such as Magney and Weynton began to take over from the earlier small scale brickmakers, until, by 1889, the Gore Hill brickworks were a large affair.

Brickmakers of Artarmon: From the scanty information on the early brickmakers the following list has been compiled. Inadequate as it



*Aerial view of Lanceley's No. 2 brickworks
(courtesy of Willoughby Municipal Library)*

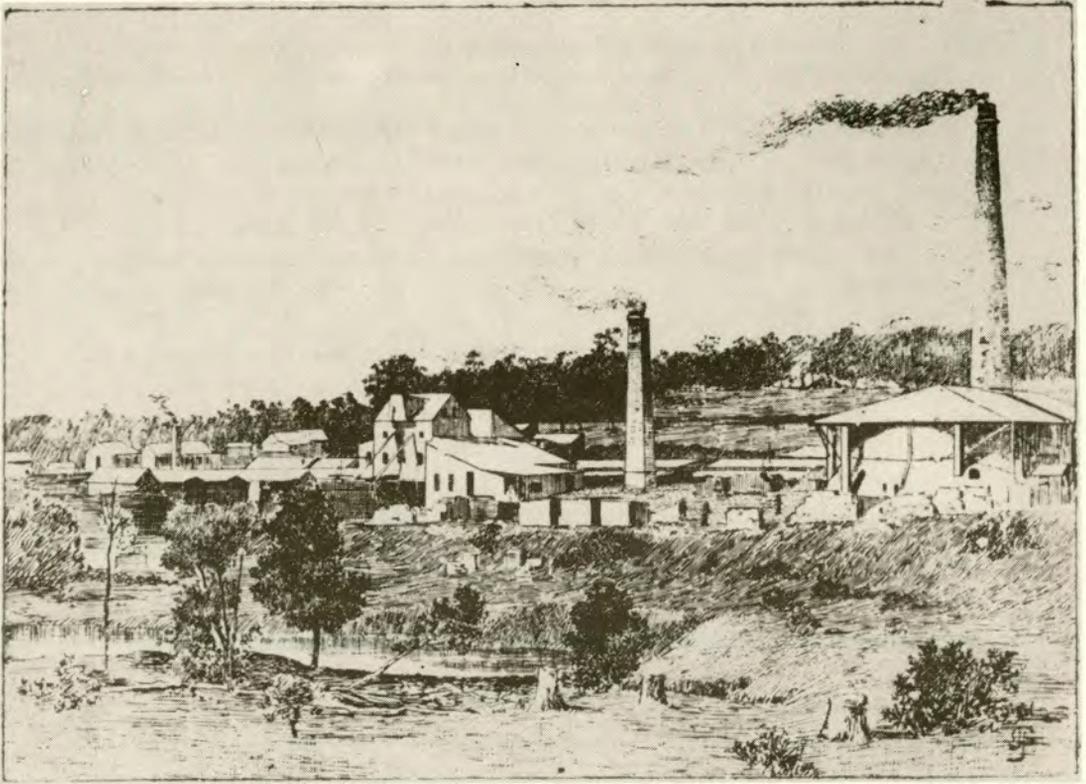
is it is printed here in the hope that more information will come to light.

- John Gibson, described by Leplastrier as “the pioneer of the dry press steam brick industry”, made most of the bricks for the Milsons Point to St Leonards railway extension from Hornsby. However his brickworks went out of production until redeveloped by David Wilson in 1898.
- The Oswin Brickworks, in Herbert Street, were taken over by E. R. Lanceley when he started his brickmaking business in 1873.
- Bricks were made on the Gore Hill Estate to which George Whiting (1834-1922), a Sydney draper, came in 1882 to the house he re-named ‘Valetta’ (q.v.).
- George Blunt was a railway contractor who leased land from George Whiting and made the bricks for the Woy Woy tunnel.
- Broughton & Rogers had a brickworks in Eric Street.
- The Land Co. of Australasia took over Blunt’s works. They were to build the first Hoffman kiln and make millions of first class bricks which were used at Garden Island and in the Hotel Australia, Walkers Hospital and the wool stores at Kirribilli. The firm went bankrupt in the bank crash of the 1890s.
- Magney & Weynton brought their brickmaking machinery from the western suburbs. By 1886 they were leasing land in Carlotta Street.
- E. M. Clark made bricks from 1887 to 1897.
- Harburds were on Lane Cove Road (now Pacific Highway) where, in 1912, the old Gore Hill Brickworks became Harburd’s Brickworks.

By 1889 the Gore Hill brickworks were the largest in New South Wales. When the railway arrived in 1890, Newcastle coal and transport for the bricks became available but it also caused some unemployment among brick carters. Many brickies had made a living carting bricks in horse-drawn drays. Some of them led a hand to mouth existence squatting in tents around St Leonards station in what was known as either ‘Berrys Bush’ or ‘The Reserve’, Willoughby Council land of which all that remains today are Artarmon Reserve, Gore Hill Park and Naremburn Park.

It was the beginning of tough times. The general depression of the 1890s caught up with the brickworks, then came the Newcastle coal strike and again many brickies found themselves out of work with no government or union aid. (The A.C.T.U., a federal body set up to handle industrial matters for the trade union movement, was not created until 1927.) “In the 1914 war, when the strike came on and they couldn’t get coal, and one thing and another, my father went to work up at the brick yards at Normanhurst. He used to ride a bike from Gore Hill to Normanhurst. It was only a dirt road.” (Charles Jones’ reminiscences)

Wilson’s Brickworks: In 1898 David Wilson reopened Gibson’s



*Above: Gore Hill brickfields
Below: Hotham Parade was an unmade road where
brickworks and cottages were neighbours in 1936.
(photos by courtesy of Willoughby Municipal Library)*



brickworks. In 1912 he moved to Herbert Street where in 1915 he was turning out 30,000 bricks per day on land at the junction of Herbert and Frederick Streets. Jim Huggett remembers playing in the brickyards as a child and both he and Mr J. D. McKinnon remember the clay pit full of water where drownings occurred. Jim Huggett remembers watching the blowing of the old stack. (See also Norman Scorer's reminiscences.)

Butcher Brothers Brickworks: In 1901 Artarmon residents Sam and Bob Butcher bought eleven acres of the Broughton Estate where they set themselves up with a brickmaking plant, machine shed, engine and boiler and six open kilns. These gave Butcher Brothers the capacity to turn out 360,000 bricks per month. They employed forty men and ten horses and carts. In 1902 they built a patent kiln to hold 320,000 bricks and increased their engine power. The opening ceremony for the new kiln must have been quite an event with the Acting Minister for Works, Mr Kidd, attending. No. 2 kiln was built by 1910. Further installations included a 300 h.p. Robey engine, a Babcock engine, new brickmaking machines and grinding pans. Then Butcher Brothers purchased more land. By 1915 they owned thirty-five acres and were turning out 1,500,000 bricks per month. By that time they were employing one hundred men and thirty horses and carts.

Norman Scorer describes Butchers' brickworks as going from Pacific Highway along to Hotham Parade, down Hotham Parade behind a row of residential houses, to McLachlan Avenue, across to White Street and thence to Broughton Road. McLachlan Avenue, Marsden Street and Gore Place were created when Butcher Brothers' holding was subdivided in 1949. Eventually Butcher Brothers sold out to a West Pymble developer.

Charles Jones' father worked for some time at Butcher Brothers. He describes the works as opposite the orphanage on Pacific Highway. There were two stacks which were only destroyed about 1970. Harold Saillard had a rough time in his youth when he took whatever jobs were offering; one of them was in Butchers' brick pits.

Others who remember the brickworks were Jim Huggett and J. D. McKinnon. For residents of that time and place the brickyards were visibly present and often smelt as well. It took only two generations for the Artarmon brickworks to be set up, flourish, and depart.

The North Sydney Brick & Tile Co: Of all these brickworks only one still operates and that is Norbrik, now at Baulkham Hills. "Would anyone at Norbrik be able to tell me anything of the firm's history?" the project worker asked. "Would the name Lanceley be remembered?" The switchgirl answered "Mr D. B. Lanceley is our managing director". So one firm which had its beginning in 1880, when Magney & Weynton left the western suburbs to set up their brickmaking plant at Artarmon,

is still operating under the leadership of the great-grandson of one of its founders, E. R. Lanceley.

J. B. Magney & H. O. Weynton brought their brickmaking machinery, capable of turning out 10,000 bricks per day, to Artarmon where they leased property from George Whiting at Gore Hill. In 1892 E. R. Lanceley joined the firm and for a time this was the only operative brickworks on the north side of the Harbour.

Lanceley was a man who was to climb the ladder from the bottom rung and succeed by his own initiative. He came to Sydney for a holiday from New Zealand where he had worked at first as a contractor delivering bricks and then as a brickmaker. He was all set to return to New Zealand when, as a last look around, he came to Artarmon. He knew good brickmaking soil when he saw it. He stayed. In 1873 he put all his capital into Oswin's Brickworks in Herbert Street where he made 300 bricks a day. By leasing a brickmaking machine from Magney and Weynton he was able to make bricks by the dry steam press process. He was to join Magney and Weynton in 1892 as a partner in the firm. The partnership leased land from George Blunt and later, when this land became the property of the Land Co. of Australasia, bought it outright. When the Whiting property 'Valetta' was purchased in 1913 it joined the original brickyard known as the No. 1 or 'old' yard.

In 1900 the firm bought an additional twenty-two acres near St Leonards station. This became known as the 'new' or No. 2 yard. The firm now had seventy acres and was turning out 80,000 bricks per day. The total output from both yards was about 40 million bricks per year.

In 1902 permission was given for the construction of a tramway across Herbert Street connecting No. 2 brickyard with the railway. The North Sydney Brick & Tile Company's Act of 1902 declared that it was "lawful to use upon the said tramway horsepower, carriages, trucks, waggons . . .". The Act was valid for ten years. Soon after 1910 the two yards were connected by rail. A tunnel was dug under Reserve Road to connect them. The company did make tiles but brickmaking received most attention.

By 1910 the firm became a limited company, the North Sydney Brick & Tile Co. Ltd. Just prior to this Mr Magney died and Mr Weynton a few years later. So the whole management of the company devolved upon E. R. Lanceley and his sons. Norman Scorer can recall the time when the Lanceley family lived at 'Lanceley Cottage' fronting Herbert Street, St Leonards. The adjacent cottage was the office. Both are now part of The Royal North Shore Hospital.

E. R. Lanceley died in 1928 and is buried in Gore Hill Cemetery. A tribute at his death said he "started from nothing and by sheer hard work, downright honesty and natural ability, achieved success". The works as they were at the time of his death were described by a

journalist on the *Suburban Herald* who made a visit to them. He wrote:

At every moment of the day there are motor lorries loading, and teams of horses drawn up for the same purpose. There are men hurrying here and there and everywhere. There are workmen at their allotted tasks, some blasting or cutting down shale from the high faces of the pits, and others taking it in small trucks to the two central depots whence the large loads of clay and shale are transferred by trucks to the crushing mills. These are the A.B.C's of the works. A truck load of shale is taken to these mills every three minutes, and when this material is crushed to a powder it is conveyed by elevators to the ordinary brick-making machines. There are four of these in each yard, each with a capacity of 22,000 a day. Three of the machines are in constant work at the present time, and one is kept in reserve in case of breakdowns.

The history of the company says: "At its peak of production the company employed 200 workers. But it was not a large concern compared with other brickworks operating at the same time . . . The North Sydney Brick & Tile Co. Ltd was a relatively small family business. Relations between management and staff were warm and friendly."

E. R. Lanceley's sons, E. D. and H. G. Lanceley, continued the expansion of the company and the company's history records: "They took as great a personal interest in the company as their father, a one-time Willoughby alderman, had done." They were involved in the foundation of The Royal North Shore Hospital and served on its Board. Like their father, the Lanceley brothers were constantly experimenting. Up to 1920 production was confined to making face bricks and commons in reds, browns, blues and blacks. H. G. Lanceley then introduced other colours and Norbrik carried on the tradition by being the first to make glazed bricks in Australia.

North Sydney Brick & Tile Co. had two pits. The 'old' No. 1 yard was bounded by R.N.S.H., Reserve Road, Campbell and Clarendon Streets and the back of what is now the A.B.C. building. No. 2 or the 'new' yard was bounded by R.N.S.H., Herbert Street, Cleg Street and Reserve Road. A tunnel under Reserve Road joined it to the No. 1 or 'old' yard. Houses existed on the land of both pits until required by the brick pits. Some of them were still there in 1955. (Norman Scorer's reminiscences)

The *Suburban Herald* wrote in 1928: "It will be many years before the supplies of shale from which they (N.S. Brick & Tile Co.) draw is exhausted. At the present rate it will take about 40 years. By that time the contour of the parish in which they are operating will be completely changed. It will have been levelled off for factories of other description, for it is likely that St Leonards will always be the industrial centre of the North Shore." It is not often that prognostications are so spot on.

During World War II brickmaking ceased and the company's machinery was devoted to the manufacture of goods for the armed forces. In the late 1940s the County of Cumberland zoned the area industrial. There had always been some small industrial concerns but now many more moved into the area. By 1965 the County of Cumberland recommended that all brickworks be closed, except the North Sydney Brick & Tile Co., but even that firm, one of the earliest and the longest survivor of the Artarmon brickmakers, decided to move out. In 1952 the company bought the old Pierce Estate at Baulkham Hills and in 1954 the first kiln for the brickworks on this new site was erected. In 1958-59 the brickworks at Gore Hill were closed down and the buildings on the site demolished. In 1960 the company had the land subdivided and in 1964-65 these subdivisions were sold.

Today the company, under the trade name of 'Norbrik', is managed by the fourth generation of the Lanceley family and descendants of the co-founders, Lanceley, Magney and Weynton. As for the old brickworks, "the area is rapidly becoming less industrial and more commercial in nature".

Lanceley Place, off Campbell and Frederick Streets, was created when the brick pit area was subdivided. The present area of Lanock Motors showroom was a large hill of shale on which there were three or four houses and a road leading up to the houses. As the brick pits needed shale these homes were demolished. The tramline which ran across Herbert Street from the North Shore Brick & Tile Co. to the main railway line until early in the 1960s is remembered by Norman Scorer who says it was finally covered over.

Personal Reminiscences: Many people remember the brickworks. Reg Mitchell, describing his welding business which opened after World War II says, "At that time the main industry in Artarmon was the brick pits which employed most of the residents". John Massey talks of his mother's family, the Nelsons: "Before World War I my grandfather John Nelson had a contract for the brick drop. My uncles Alf and Will Nelson worked in the brickyard, while Uncle Jim and the youngest Nelson, Stanley, drove the drays".

J. D. McKinnon recalls that in 1912 "the sole commercial life of Gore Hill was brickmaking, there being five brickyards in the area: Harburds on Lane Cove Road (Pacific Highway) between Broughton and Milner Road; Butcher Brothers also in Lane Cove Road between Milner Road and Hotham Parade; Lanceley's Old Yard between Reserve Road, Carlotta Street and Clarendon Road; Lanceley's New Yard in Reserve Road and Herbert Street; and Wilson's Yard also in Herbert Street".

Charles Jones (born 1898 in Whiting Street) says the "bricks went all over Sydney. A friend of mine . . . used to cart a single load of 334 bricks from Butchers' brickyard, opposite the orphanage, down to



Abandoned tunnel (1987), once used at Lanceley's brickworks.

Manly and that was his day's work". He had a horse and cart. "All the bricks came from the Artarmon pits. It wasn't big to begin with. We used to go up there and play about in the bottom of it when it started but it expanded and expanded. My father's job was to set the bricks, that is put them in the kiln and burn them. They used to get the clay and shale from the brickyard, bring it up in trucks and tip it into the big vat. It was mixed around in the vat into a lot of slurry and then it would go into moulds. A brick mould would come down and crush it into the mould and make a brick. It would be wet and they'd have to leave it there to dry. Then they'd put it in barrows (thirty bricks to a barrow) and wheel it to the kiln and it was there two weeks before it was ready to come out as a brick. They were sent out straight away. The bricks would still be hot when they'd send them away. They made all colours: yellow, black, brown. They put some sort of colouring in them — I can't tell you exactly — red, yellow ochre perhaps — but it was a trade secret. My father worked in the brickyards from about 1910 for thirty-five to forty years. On Saturdays the brickies worked till dinner time".

We are lucky to have here an account by someone who was born and grew up in the brickyards area of West Artarmon and whose father worked in the brickyards. The detailed account of a brickie's work in the period 1910 to about 1945 or 1950 is very valuable. Without realizing it, Charles Jones was watching the growth of the brickmaking industry in Artarmon. But its end was in sight.

As early as 15 October 1946 the councils of North Sydney, Willoughby and Lane Cove were considering using the Gore Hill brick pits for garbage disposal. Butcher Brothers' brickyards were for sale in 1951. They consisted of sixteen acres with a hole in the ground 60 feet deep covering an area of eight acres. It was suggested the pit could be filled in over the years and then sold as factory sites. The price was £150,000. But the scheme fell through. Norman Scorer tells how Butcher Brothers' land was subdivided and sold. The County of Cumberland zoned the land industrial. The brick pits' high stacks came down. Jim Huggett remembers the blowing of the stack where Stewarts & Lloyds used to be. (See 'Industrial Area' for further information on Stewarts & Lloyds.) Lanceleys, the last of the brickmakers, the lone survivor, moved on to Baulkham Hills.

HISTORIC HOMES

The first part of this book deals with a time which has left few traces. The land is no longer virgin forest, the Kooris have gone, the early settlers also and the brickworks have left great holes in the ground. Two houses, memorable enough to be called 'historic homes' have gone too. These were 'Valetta' built on Gore's property and 'Carlotta' built by Gore's son-in-law, John Ffrench. 'Artarmon House' preceded them both.

'Artarmon House' (c.1818-c.1869): This was the cottage in which William Gore lived after he lost his post as Provost-Marshal of the colony in 1820. While acting as Provost-Marshal he had lived in town, in George Street near the present G.P.O. He was in his mid-fifties when he retired to live at Gore Hill and he lived there till he died in his eightieth year. By all accounts the cottage was a modest affair he called 'Artarmon House'. Retirement did not change his ill-fortune and by 1843 he was bankrupt. Two years later he died at this very cottage and was later buried in the grounds of the property.

Richard Harnett, Mayor of North Willoughby, 1871 lived in it for a time but decided to build a more substantial dwelling beside it about 1869 and then pulled the cottage down.

'Valetta' (c.1869-1939): Richard Seldon, Mayor from 1876 to 1880, then lived in the house built by Harnett. The final owner of the house was a wealthy Sydney draper, George Whiting, who, in the early 1880s, renamed the house 'Valetta'.

Many older residents remember 'Valetta'. It stood near the crest of Gore Hill on the eastern side facing Pacific Highway — a fine house in a large garden. It is remembered as "the Big House" (Harold Saillard) and as "a two-storey homestead with grounds known as the Whiting Estate" (Norman Scorer). John Massey's grandmother worked for Whiting at 'Valetta'. Many remember the gardens, the roses and the pear tree. John Pert described 'Valetta' as a two-storey building on the site of Gore's original cottage. Its long curving driveway is said to have been the theme of a romantic novel of the day, *The lover's Mile*. How did it get its name? Everyone is reminded of Valletta, the capital of Malta, and if Whiting had only been a naval man, or had any association with Malta, there might be grounds for assuming a connection. 'Valeta' is also Spanish for 'weathercock'.

Gwenda L. Davis can give us a first hand account of life at 'Valetta': *George Robert Whiting (1834-1922) was our great-grandfather and, after arriving in Sydney in the early 1850s, became a partner in the mercery business of Hobson and Whiting in Hunter Street. He also speculated in land and became what we would now call a 'developer'.*

In 1879 he purchased 100 acres of land from Richard Seldon which included a small brickyard and a house, named 'Artarmon House' by an earlier owner,



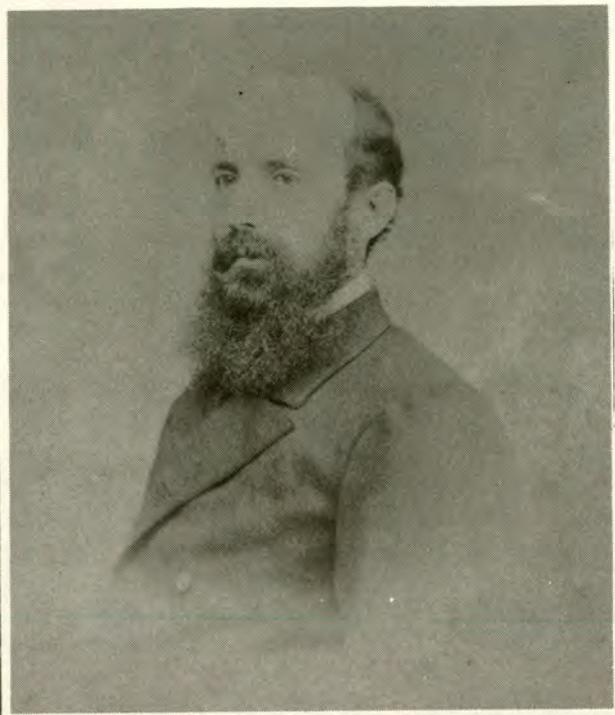
*'Valetta'. Note Victorian style house combined with earlier colonial style.
Note also height of trees and width of avenue.
(Photo by courtesy of Gwenda Davis)*

which he renamed 'Valetta'. He is said to have made many alterations and improvements to the house which, when I knew it, was surrounded by about seven acres of grounds. He must have had some knowledge of gardening and landscaping because he planned the extensive gardens himself, as well as choosing and importing the numerous trees and shrubs which he combined with suitable native species . . .

I remember chiefly the large strelitzias, magnolias and palms but there must have been a large variety of trees and shrubs. These were planted close together in clumps and so formed a really dense growth around the lawns which surrounded the house. My sister Ena tells me that there were also large beds of very fine roses, the only survivor of which is 'Lady Brisbane', a small hedge rose which still flourishes in Gore Hill Cemetery where G. R. W. planted cuttings.

Included in the landscaping was a tennis court and bowling green (complete with a small clubhouse) and a marvellous seesaw which rotated as well as the usual up and down movement. I can remember croquet being played on one of the lawns too.

G. R. W. was one of the Trustees of the Church of England section of Gore Hill Cemetery, in which he took a great interest and had direct access through a small gate at the end of one of the garden paths, beside which was a fish



*Left: George Whiting of
'Valetta'.
(Photo by courtesy of Gwenda Davis)
Below: Evelyn Whiting,
the animal-loving daughter
of George Whiting,
at 'Valetta'.
(by courtesy of
Willoughby Municipal Library)*



pond with large golden carp. His youngest daughter, Evelyn, also was involved with the cemetery and kept the records in her beautiful copperplate handwriting.

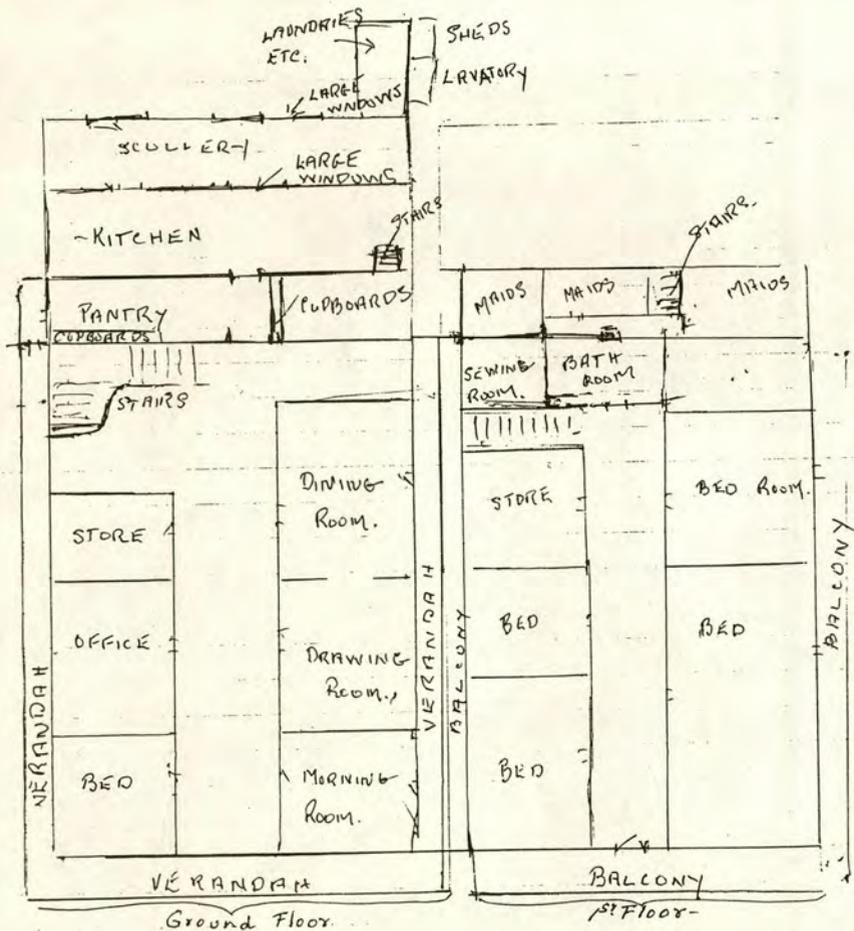
My own memories of 'Valetta' are overshadowed by a very fierce pet magpie which lurked among the vegetation bordering the drive, waiting for intruders. The wrought-iron gates themselves were huge, consisting of a double carriage component and a small pedestrian gate which I dreaded reaching. I recall vividly clinging to my mother's hand as we passed through the gate and entered the long drive, and the terror of anticipating the squawk and flash of black and white as the magpie darted from the shadows between the shrubs. The only protection available to visitors was a feather duster, one of which was supposed to be kept at the gate and another at the house, as this was the only thing the magpie was afraid of. Needless to say arrangements often broke down and both feather dusters were in the one place.

Any description of the grounds would be incomplete without mention of the Pets' Cemetery, designed and maintained by Evelyn who was a great animal lover. She herself made the miniature white picket fence which enclosed each grave and a cross which bore each animal's name. A couple of caged parrots were much in evidence as well as dogs and cats, each of which had its personal feeding bowl. Her sister, Lucilla, on the other hand was very religious and all her spare time was spent working for charity. This may have been partly her father's influence because he was a substantial benefactor of both the local Anglican and Catholic churches. We were told of competition among the grandchildren as to who would put the gold sovereign in the plate each Sunday!

Passing to the inside of the house, again it is my sister (Ena Elder) who remembers the details, mainly because she always stayed there at the same time as her cousin Kenneth Peterson and they seem to have explored most of it. I remember sleeping in a four-poster bed, with canopy, provided with a small set of steps, so the mattress must have been quite high. It was the bathroom, however, which made the greatest impression on me and I remember it very clearly. First, there was the loo itself — a veritable throne set on a platform with two steps. Its bowl was Royal Doulton with a blue design inside and set in a wooden frame about 10 cm wide, on which was the flushing mechanism. This latter was like an inverted stirrup and, when pulled, initiated an interesting gurgling sound as well as a rush of water. The bath was rectangular, larger than any bath I have seen since and, like the loo, enclosed in a wooden frame and set on a platform with two steps. It was filled once a week and, as there was no means of heating water, it was literally a cold plunge and much disliked by me.

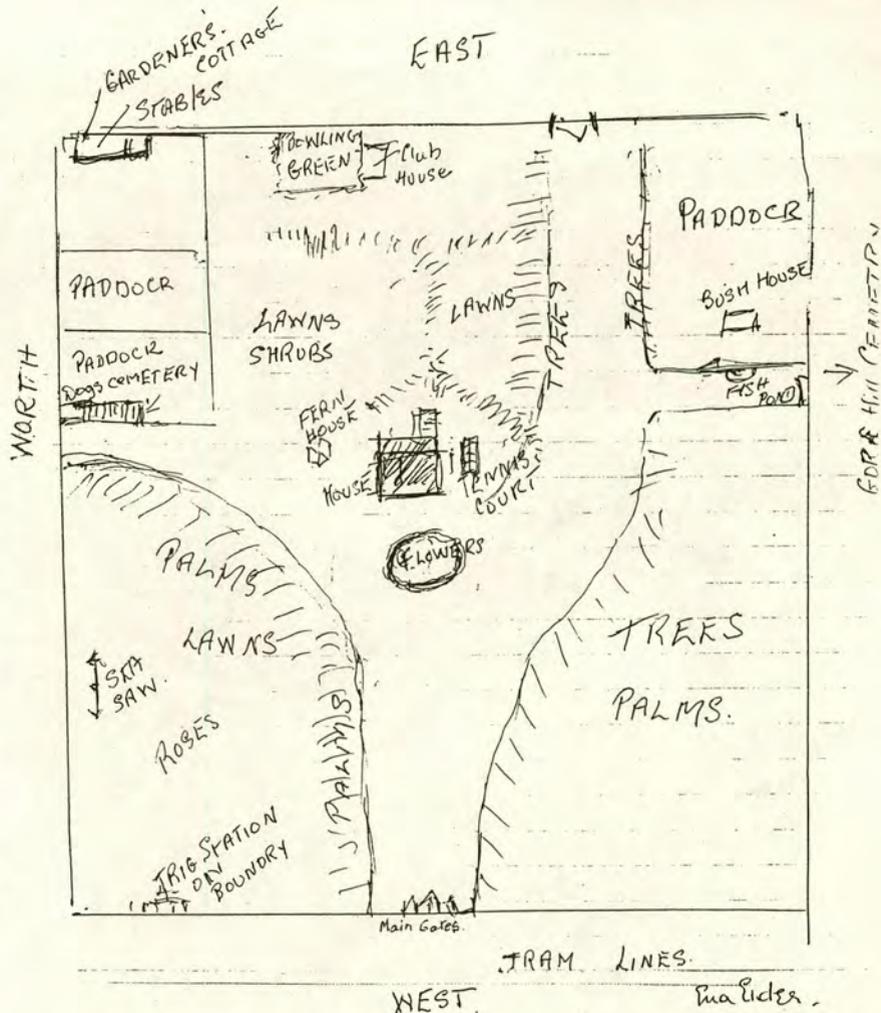
Household water was pumped daily, probably from a well, into a very large rectangular tank on a platform above roof level; gravity fed it to the bathroom and kitchen.

G. R. W. lived in 'Valetta' until his death in 1922. (See the sketch of the house and garden Gwenda L. Davis has made from memory.)



Ena Elder
 22.7.87

Left: Plan of ground and first floors of 'Valetta' drawn by Ena Elder, great grand-daughter of George Whiting.
 Right: Plan of garden of 'Valetta' drawn by Ena Elder.



TRAM LINES
 Ena Elder
 22.7.87



*Windsor Gardens in 1981 still had many characteristics of the Victorian style mansion it used to be: slate roof, chimneys, tower and landscaped grounds.
(Photo by courtesy of Willoughby Municipal Library)*

Thanks to Gwenda and her sister Ena Elder, we know a little of what living was like in that big old house. This is a valuable description of a bygone time and if we do not make such records the feel of it all will be lost and all we will have is dates, dates and vague statements which do not help us reconstruct how our predecessors lived.

The North Sydney Brick & Tile Co. purchased the Whiting Estate and demolished 'Valetta' in 1939; but a link with the old mansion still remains. The substantial red brick stables with the enormous interior central beam are said to have been built by Harnett. They have received a Heritage listing and are now in the grounds of Gore Hill T.A.F.E.

'*Carlotta Cottage*' (c.1868- ?): 'Carlotta Cottage' disappeared without its demise being recorded. It was on the corner of Clarendon and Carlotta Streets and had a large orchard. It was probably built by John Ffrench, Mayor 1871, the grandson of William Gore, and named after Ffrench's mother Charlotte Gore. Ffrench died at 'Carlotta Cottage' in 1875 and the house and orchard were taken over by Richard Seldon, Mayor of Willoughby 1876-80. By the mid-1880s the orchard attached to the house had been subdivided. At that time the brickyards were beginning to take over the Gore Hill area.

'*Windsor Gardens*', 246-260 Mowbray Road (1888-): 'Windsor Gardens' is the only grand old house that still remains in the area and is still in use today, although in somewhat altered form. It was originally built in 1888 as the family home of American journalist, Frank Coffee, and was called 'Iroquois' (one of the great Red Indian tribes whose story is part of American history), after the American battleship *Iroquois* which was visiting Sydney at that time. 'Windsor Gardens' is a two-storey mansion with tower, interior timber of cedar and walnut imported from U.S.A., and extensive grounds for which trees were imported from California and Japan. Both the house and its grounds are listed in the Register of the National Trust of Australia (N.S.W.).

The Coffee family of three boys and three girls grew up at 'Iroquois'. Two sons enlisted in World War I and one died at Gallipoli. Frank Coffee made numerous trips around the Pacific region which he later used for his book *Forty Years on the Pacific*. The house was sold in 1930 to John Burke who also raised his family there. When they grew up he sold the house in 1945 to Allan Gilbert who renamed it 'Windsor Gardens'.

'Windsor Gardens' is another example of change of use (see 'The Shopping Centre'). It was built as a spacious and elegant family home surrounded by an extensive garden. It was an 'out-of-town' gentleman's residence built for 'the carriage trade'; horses and carriages were as essential then as motor cars are today. From the 1940s it functioned as a glamorous reception centre for parties, weddings and conferences. Part of the current building recently was used as a motel and the whole building is currently being refurbished as retirement units.

MORE GROWTH

ROADS AND STREETS

First came the roads — the streets came later. Tracks would have been a better name for the first roads for they were made at will to avoid big trees, rocks, steep places and creeks. L. C. Forsyth says "Such roads were merely clearings through the bush without ballast or drainage and the horses and carts cut up the surface particularly in the soft places during wet weather". They made their appearance in land deeds; for example the Lane Cove Path led from Flat Rock through the 150 acre Artarmon Grant towards Kings Plains (Chatswood). By 1852 another rough track appeared leading from Kings Plains to the Lane Cove Road south of Gore Hill.

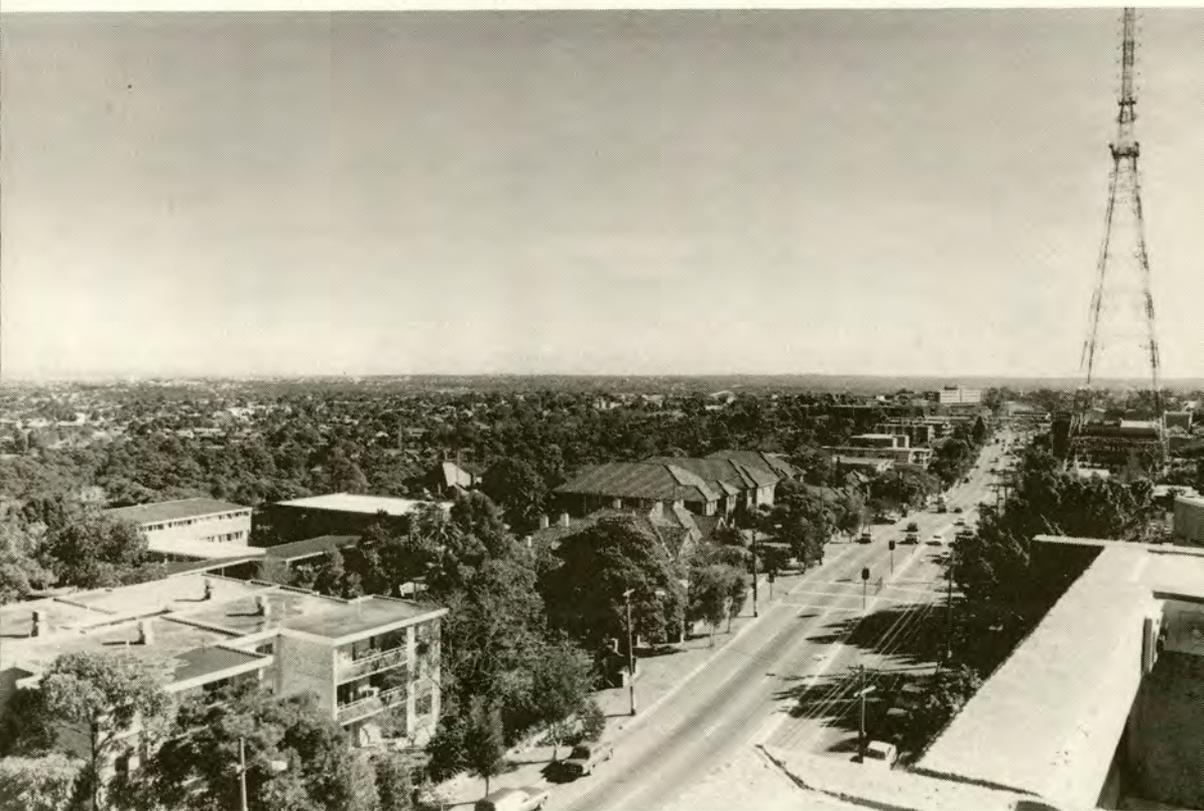
The government was later to declare some of these tracks Public Roads and get them surveyed and cleared of trees and scrub. Ballast, watertables and culverts were to be constructed much later. Roads were usually named after the places they went to, not where they came from, taking Sydney as the starting point. So we got Willoughby Road going towards Willoughby, Lane Cove Road and Artarmon Road. Reserve Road at Gore Hill led to The Reserve which, before the railway was built, stretched from Artarmon Reserve to Gore Hill Oval.

Lane Cove Road: The Lane Cove Road that became Gordon Road in 1882 and finally Pacific Highway in 1932 is not to be confused with the road now called Lane Cove Road that runs from West Pymble to Ryde. Both probably began as rough bush tracks but the earlier Lane Cove Road that ran through the middle of Artarmon followed the ridges above the Lane Cove River.

This road was the most important of the early rough tracks and later was to become the main highway of the North Shore. It was originally called Hunters Hill Road after the first grant made north of the Harbour. This first grant was at Milsons Point and was made to the Scottish martyr Thomas Muir who called his land Hunters Hill. The road was later named Pennant Hills Road and then Lane Cove Road. Dikha thinks it probably took its name from the Lane Cove River, and this, in its turn, from the reach of Sydney Harbour called Lane Cove, which Governor Phillip named after his friend John Lane, sometime



*Above: Lane Cove Road under construction by the Penetration Method in 1922.
Note steam engine with roller to crush and flatten the gravel.
Below: The same road in 1981 but with its name changed to Pacific Highway.
Note ABC tower on right and home units on left side of road.
(Photos by courtesy of Willoughby Municipal Library)*



Lord Mayor of London. In 1838 there was "a track cut through the bush . . . and named Lane Cove Road. It traversed the edge of the hills overlooking the Lane Cove river" (L. C. Forsyth). Horses and carts got bogged in it. By 1851 there was an increased sale of land to immigrants who had followed the Gold Rush. Land sales created a demand for roads. On 1 November 1861 a meeting was held to raise funds for the making of a road from Milsons Point to the main road leading to St Leonards.

There was a toll house with a toll gate on the Lane Cove Road but this was well north of Artarmon. Its purpose was to collect the funds that Willoughby Council needed for roads but it proved a contentious subject and the toll was discontinued after some years.

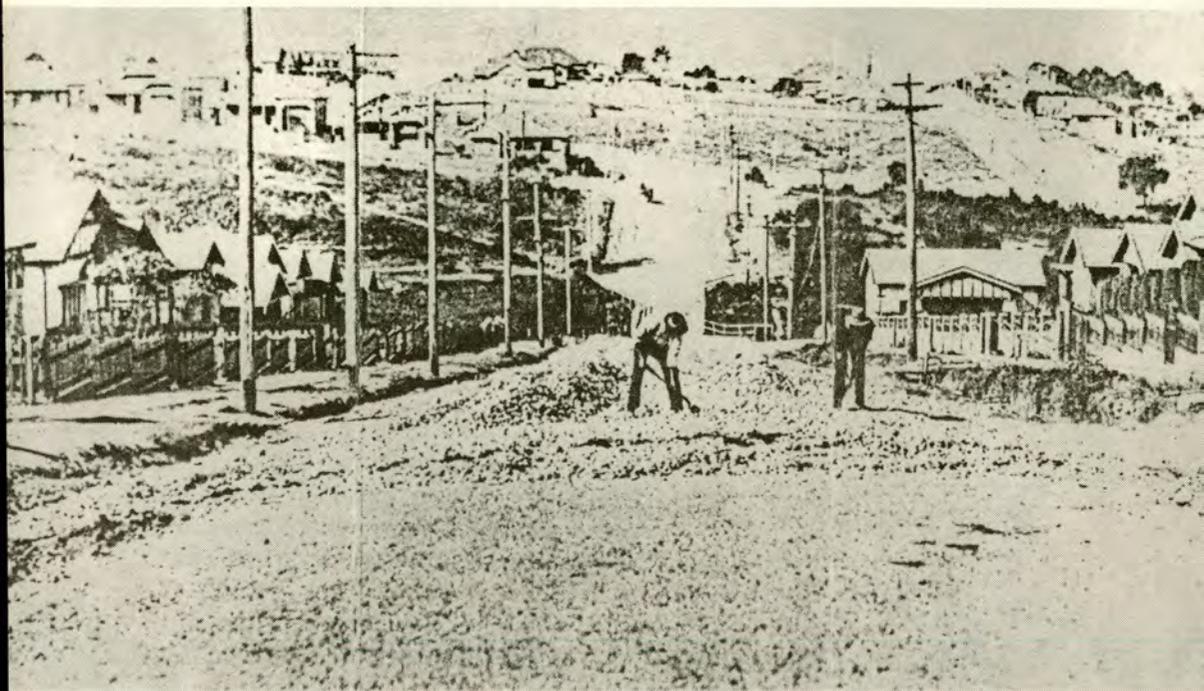
In 1882 Lane Cove Road changed its name again — and not for the last time. It became Gordon Road and it is as Gordon Road that many of our older Artarmon citizens remember it.

From 'Gordon Road' to 'Pacific Highway': The Lane Cove post office was first at Gordon on Lane Cove Road. In time this must have caused confusion so eventually the post office changed its name to Gordon Post Office and the road did too; Lane Cove Road became Gordon Road. In 1924 the old dirt road was bitumenised. Harold Saillard as a child stood to watch and lost a shoe in the bitumen. As Pacific Highway (final name, 1932) it now stretches from North Sydney through St Leonards and Artarmon to the far north of Queensland as part of Highway 1 which will take the traveller right round Australia.

Artarmon Road: Artarmon Road was once divided in the middle by a paddock with Artarmon Road on its western side and Ryans (the dairy) Road on its eastern side. Early this century as part of Artarmon Heights Estate it was subdivided with the centre left as a recreation area. Gareth Rayner says he bought the last block for sale. It was a dogleg block covered in lantana and blackberry. He removed all that but kept the angophora. The cycle track now goes along the back of his block. He remembers Artarmon Road as an unmade road with bush on both sides of it. Artarmon Road is named for 'Artarmon House' (q.v.) built by William Gore.

Mowbray Road: This was one of our earliest roads, marked out and proclaimed a public road in 1866, a year after Willoughby became a municipality. It is one of the boundaries between Artarmon and Chatswood and one of our busiest roads. The name Mowbray sounds English but its derivation is a mystery.

Streets: Suburban streets were a later development. They came with the subdivision of the land into building blocks, many of them of 40 ft frontages. On the whole, streets were shorter than roads and joined to each other in a gridiron system. With the subdivisions of the land and the construction of streets Artarmon became a suburb. A



*Above: Road surfacing in Artarmon Road in the early 1930s, looking down to the stone bridge with Cooney Road on the right.
Below: Artarmon Road, 1987.*



circular with the title 'Street Beautification for 1927' asked citizens to keep footpaths and watertables free of vegetation. This was an appeal to civic pride and cooperation but also meant the streets had no concrete footpaths or gutters.

Some subdivisions were made when the brickpits in West Artarmon closed. When Butcher Brothers Brickworks were subdivided, McLachlan Avenue and Marsden Street were created; Georges Place was created when Lanceley's brickpit closed. Lanceley Place was created then too and also Frederick Street (Norman Scorer).

Note the use of the designations Close, Place, Avenue, Crescent and Parade in our more recent subdivisions. We have long lost the difference between a road and a street, so that we have Hampden Road and Herbert Street which joins it at Clarke Bridge. There is no distinction between the pair of them as to their function as thoroughfares. Although Hampden Road is residential and Herbert Street is industrial that was not considered in the naming of these two thoroughfares. Herbert Street was extended to Gordon Road (Pacific Highway) in 1900 and Hampden Road opened in 1901.

Roads and streets named after early settlers: The places named after William Gore and his property 'Artarmon' have already been noted. Gore's grandson, John Ffrench, lived at 'Carlotta Cottage' and orchard within the Gore Estate. He was the Mayor of Willoughby in 1872 and founder of the Willoughby School of Arts. No reason to look further for the naming of CARLOTTA STREET, named for Gore's daughter and Ffrench's mother, Charlotte. A. Albrecht, dairy keeper, was the only resident in Carlotta Street listed in *Sands Directory* 1898. LAMBS ROAD was named after Henry Lamb, one of the first landowners of Artarmon already mentioned in 'Early History'.

Streets named after famous people: In Artarmon we have DRAKE, RALEIGH and HAWKINS STREETS named after famous sea captains of Queen Elizabeth I's reign, a zesty time during which the Spanish Armada was defeated by Francis Drake with the help of a great storm. He had the cool nerves to play bowls while the Armada sailed up the Channel. Raleigh was a true Elizabethan gentleman: politician, soldier, sailor, explorer, poet, historian and popular hero. He was the courtier who spread his cloak for Elizabeth to walk on but also he went to the new land of America to make his fortune, failed, and came home only to die on the block. Hawkins was another adventurous sailor of Elizabethan times. The word adventurer sounds an over-polite way of referring to such deeds as his voyages to West Africa as a slaver but he was also one of Elizabeth's best admirals who, with Drake, met the Spanish Armada in battle.

It is a far cry from the days of the Spanish Armada to the 19th century English village boy Henry Parkes, but PARKES ROAD is named after him. He was one of the two M.P.s for St Leonards but his

outstanding achievements were the 1880 N.S.W. Education Act and his support for Federation. His daughter turned the first sod of the Hornsby to St Leonards railway. Mrs Jean Carroll went to live in Parkes Road when she got married. She writes, "I lived in Artarmon from September 1921 . . . When my husband and I first came to 25 Parkes Road there was no made road or footpath and no sewer to quite a number of the houses. We had gaslight if I remember correctly till 1925 or 1926 . . . I remember taking a snapshot of a baker's or butcher's cart bogged in the road".

JERSEY ROAD is named for Lord Jersey who presided when the first sod was turned for the extension of St Leonards railway to Milsons Point on 13 May 1891. The first sod was "turned on as fine a piece of rock as there is in the neighbourhood" according to the N.S.W. Premier, Sir George Dibbs. Lord Jersey was Governor of New South Wales from 1891 to 1893.

HAMPDEN ROAD is named for Viscount Hampden (Rt Hon. H. R. Brand), Governor of New South Wales 1895-99.

Artarmon has a group of streets in West Artarmon commemorating personalities of the Boer War of 1899-1902. Artarmon has **KITCHENER**, **BADEN-POWELL** and **BULLER STREETS**. Kitchener is remembered as the general who commanded at Atbara when the Dervishes were defeated in the Sudan War which followed the death of General Gordon at Khartoum. Later he commanded during the Boer War and again during World War I. Baden-Powell (who founded the Boy Scouts) was with the British forces besieged in Ladysmith during the Boer War. General Buller preceded Lord Roberts as commander-in-chief during the Boer War.

Streets named after Municipal Councillors: Many of the aldermen of Willoughby Municipal Council are immortalised in the names of streets. Perhaps this was considered one way of thanking those who gave their time and ability to Council duties in the days when they were not paid for it. And so we get:

- CAMPBELL** — William Campbell
- CLELAND** — William Cleland, Mayor 1906-07, who also gave his name to Cleland Park
- DICKSON** — Alderman W. T. Dickson, Mayor 1914
- FRENCH** — named after John Ffrench (died 1875), early settler and Mayor 1872. Grandson of William Gore.
- PALMER** — Joseph Palmer, alderman
- SHEPHERD** — W. J. Shepherd
- SIMPSON** — Alexander Simpson, Mayor in 1889 whose house still stands on the corner of Mowbray Road and Devonshire Street.
- WILKES** — S. H. Wilkes, alderman (See 'Wilkes Plaza')

Streets named after early residents or landowners: WHITING STREET is named for George Whiting (1834-1922) who ran his own drapery business in the city of Sydney and lived at 'Valetta' from 1882.

By 1899 Thomas Broughton (1810-1901) was the owner of the Artarmon Estate. He agreed to dedicate land for roads and is responsible for the naming of BROUGHTON, HAMPDEN, MUTTAMA and TINDALE ROADS and for STAFFORD STREET. TINDALE ROAD is named for Thomas Broughton's wife, daughter of John Tindale. STAFFORD STREET was named after Broughton's mother, Mary Stafford. Broughton was a tailor with his own business in the city who prospered and became a landowner with two country properties — 'Muttama' (hence MUTTAMA ROAD) and 'Gundagai', both in the Murrumbidgee district. He lived in Paddington and was Mayor of Sydney in 1846. He also owned 300 acres in Artarmon, known as the Artarmon Estate, which was later subdivided into building blocks for home-seekers.

Popular names for streets: It is as if some street names were so popular that every district had to have one. Artarmon uses the name George just once (Georges Place) but in Gregory's Street Directory of Sydney it is used 62 times. Listed here are the number of times an Artarmon street name has been used elsewhere in the Sydney district: Elizabeth (55), Campbell (44), Smith (38), Francis (37), Cambridge (32), Jersey (27), Robert (25) and Frederick (25).

Once Only Names: Some Artarmon streets are unique. Artarmon streets being the only ones in the Sydney Street Directory with that name are: Artarmon, Rimmington, Benton, Saville, Cleg, Pyrl, Carlos and Onyx. But a chance missed. Cameron Avenue once ran through the orchard of Sperdon Stempogian.

Puzzling Names: There are roads and streets with names which are a puzzle to us: COREE ROAD for instance. There is only one other Coree Road in Gregory's Street Directory of Sydney and that is in St Ives. Also BURRA ROAD. Burra sounds like a Koori word, just as nearby Muttama does. F. D. McCarthy in his *New South Wales Aboriginal Place Names* gives the word 'burra' as meaning 'wait' or 'stop'. There are many place names incorporating 'burra' e.g. Burragorang, Burradoo, Burraneer and Burrawang. And then there is ONYX STREET. Onyx is a kind of rock, a quartz consisting of straight layers or bands of different colours. Where does this association with mining, or costume jewellery such as cameo brooches, come from, and does nearby PYRL ROAD have any connection? Pyrl is a property of quartz.

BRIDGES

"Clarke Bridge in Hampden Road, down 'the gully', was built after we came (in 1921) and was only a footbridge." (Mrs Jean Carroll) The

bridge we see today was built in 1932 to link Herbert Street to Hampden Road. It made access by car possible and thus became an important road link for Artarmon. Betty Ellis says she attended the opening.

In 1986 the State Rail Authority began investigating the reconstruction of the Lambs Road overbridge at St Leonards. The S.R.A. asked Willoughby Municipal Council to pay for footpaths and some pedestrian facilities to ensure public safety. This our Council is prepared to do.

* * *

The provision of good roads meant everything to residents, shopkeepers and industrial concerns. Willoughby Council took on a big task in providing and maintaining a good system of roads. Russell says "Until the 1930s roads were constructed of hand-packed ballast" and such were the 150 miles of roads Willoughby Municipality had in 1924. Roadmaking was a priority job all through the 1920s and 1930s. Then came mechanisation but the steam engine of those days was very different from the mechanised plant needed now. By 1965 Willoughby Municipality had 98 miles of upgraded roads:

- 56 miles of bituminous sealed roads
- 24 miles of concrete roads
- 18 miles of bituminous pre-mix

Early Artarmon, cut off from the centre of Sydney by the Harbour and surrounded by bush, was isolated and needed a road to link Artarmon with St Leonards and Chatswood. Why not make Herbert Street, Hampden Road and Elizabeth Street into main roads? A letter to the *Suburban Herald* of 8.10.1926 by 'Artarmonite' voiced the current feeling of isolation and asked for a through road to divert Lane Cove traffic through Artarmon, thus saving travellers over a mile. How different Artarmon residents feel today. We are now trying our best to keep traffic OUT of Artarmon.

In 1936 no arterial road linked Artarmon with Chatswood or St Leonards. For one thing the proposed railway link between St Leonards and Epping was going to bisect Artarmon. This line was surveyed in 1880, and legislation passed for it in 1930 but it was never built. Yet the land remained reserved for it and soon will become the Gore Hill Expressway.

Present-day Artarmon suffers not from isolation but from traffic congestion. A letter to the *North Shore Times* dated 16.3.1983 protested that "the residential street of Artarmon Road has become a through-traffic speedway" and this was true at the time although now the speed of traffic has been slowed a lot by roundabouts. Artarmon has paid a high price for being on the main route between the city of Sydney and areas north. The main highways — Pacific Highway, Willoughby Road,



Aerial view of Artarmon.

and to a lesser extent Mowbray Road — are choked with traffic in the before 9 a.m. rush to work and the after 4 p.m. return from work. To a lesser extent the Hampden-Herbert link between Mowbray Road and Pacific Highway also has to take the commuter traffic and is also busy all day with a constant stream of traffic to and from the Artarmon industrial area. Willoughby Municipal Council is well aware of the traffic problem and studies any possible solutions but the problem has no easy solution. The big hope is the Gore Hill Expressway.

TRANSPORT

The Railway: In 1875 a public meeting was held at the Greengate Hotel, Killara; its purpose was to agitate for a railway. This was badly wanted to transport farm produce to the Harbour and to open up land for homes. That was the first step, the next created problems. Where should the connection with the main line that went from Central Station through Strathfield to Parramatta be made?

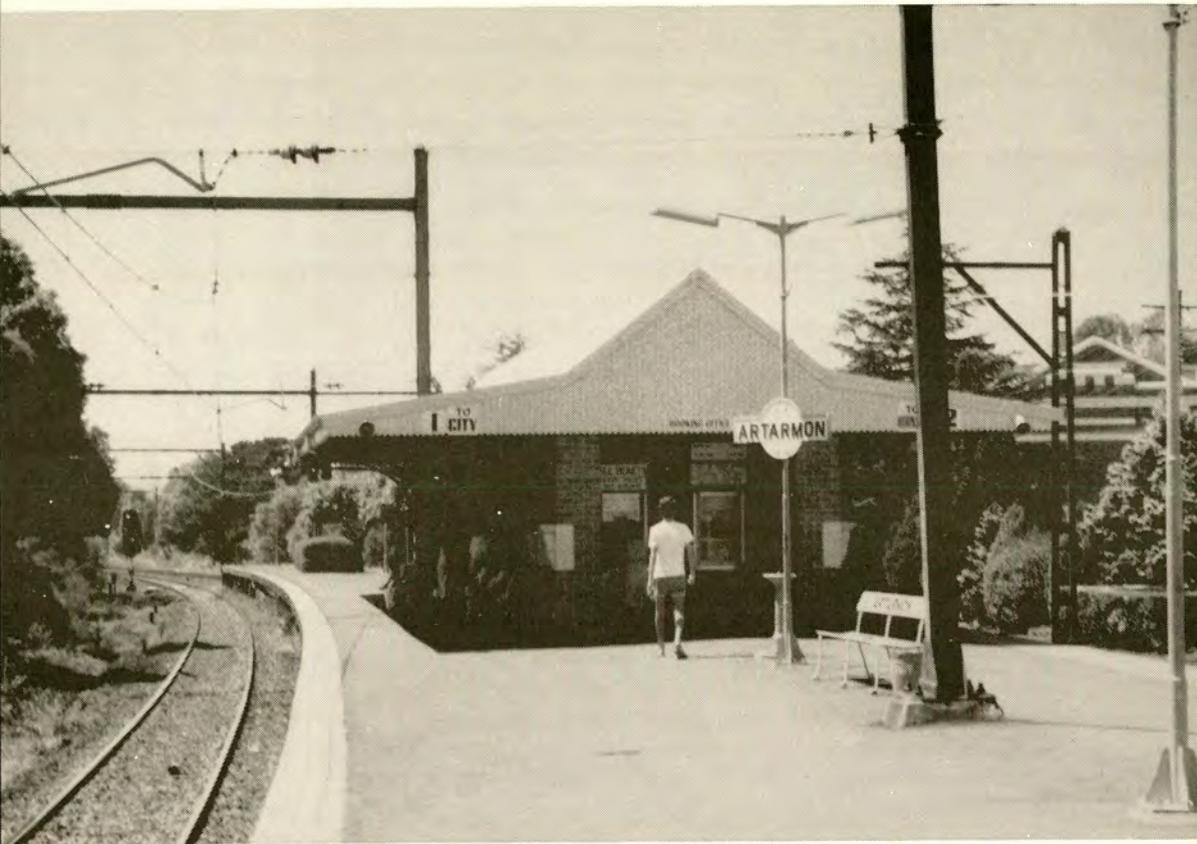
It looked as if the North Shore might miss out. John Whitton, Engineer-in-Chief of the Railways, thought the connection should be made west of Parramatta, but others wanted it to be on the North Shore, arguing that the western line was already saturated. Those favouring the western line could have replied that the number of railway tracks was to increase by 1891 but this argument was not used. Trial surveys were made from Pearce's Corner to Crows Nest between 1881 and 1882. Sir Henry Parkes suggested Homebush as a terminus, with a loop line or fork to the North Shore, but in the end money was granted for a railway from Pearce's Corner to Crows Nest. The first sod was turned on 10 August 1887 by Annie Thomasine Parkes, Sir Henry Parkes' daughter. Sir Henry was the member for St Leonards at that time and also Premier of New South Wales.

By 1890 the railway from Hornsby to St Leonards was completed. By bringing the line under Pacific Highway a site was made for St Leonards station. It terminated at St Leonards because:

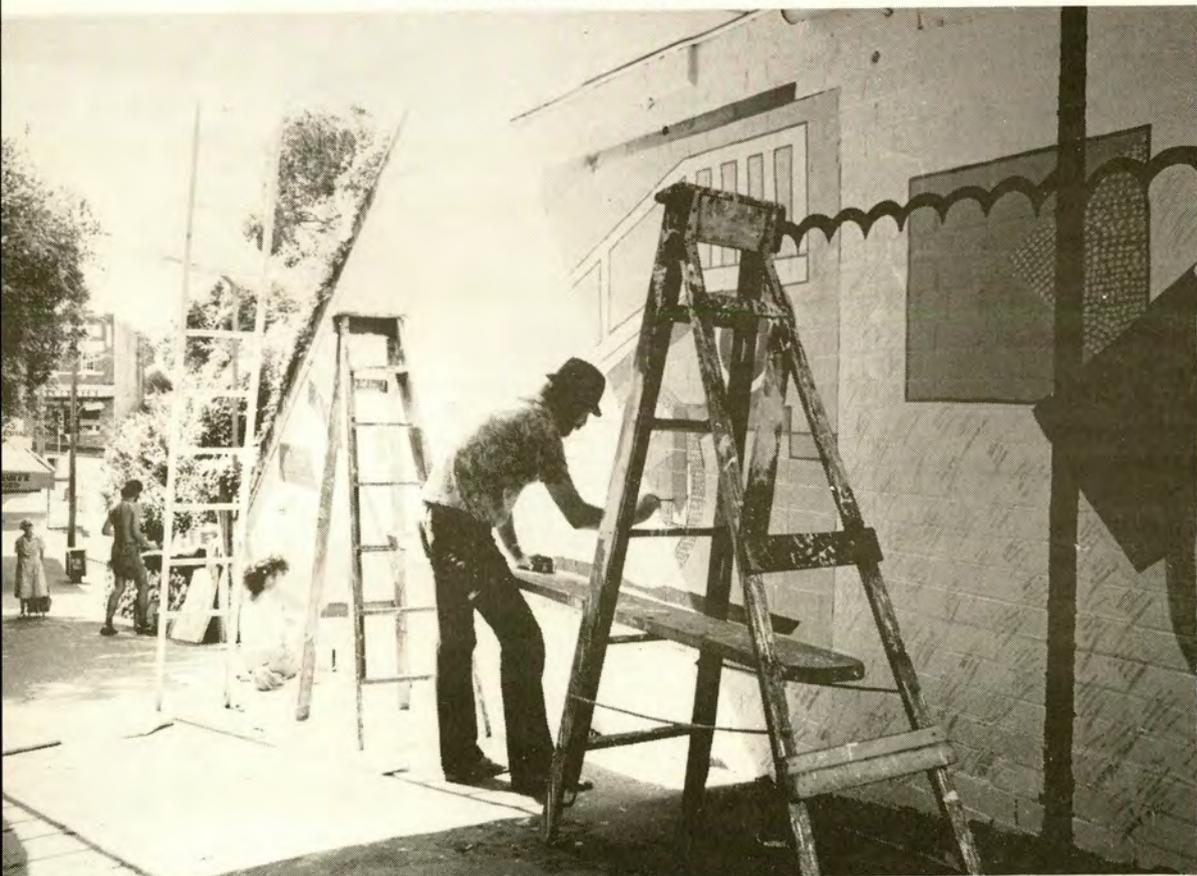
- in the event of a high-level bridge being constructed across the Harbour, any further length of the line might interfere with a connection over the bridge;
- it was considered that the passenger service on the Hornsby to St Leonards line would be small and well within the capacity of the Ridge Street cable tramway;
- no protest had been raised by the residents of North Sydney . . . (so) apparently everybody was satisfied.

Obviously all these objections were overcome because the service was extended to Milsons Point in 1893.

The original plan for Artarmon was to have the station near Mowbray Road but this plan was abandoned for the present position



*Above: Artarmon Railway Station, 1987. (Photo by P. Warner)
Below: Malcolm King, artist, at work on his mural
in Artarmon railway station subway, 1982.*



and Artarmon station opened on 6 July 1898. It was a single platform only, to serve the single railway track; trains went up to Hornsby and came down again on this one track. The railway caused the mushrooming development of the North Shore, including the subdivision of the Artarmon Estate into building blocks. The year 1908 saw the installation of signals and the Artarmon station buildings were improved. By 1916 the standard type of railway station building was built for Artarmon and that is the same one we see today.

The next development was the plan to electrify the railway. A start was made in 1927. Carriages had to be built, the line itself altered to take electric trains and overhead wires built. Still, by 1932 it was all completed and passenger trains became electric. However steam trains carrying goods still travelled at night as late as 1965. Work on the railways is constant. Travellers notice when the station has been refurbished but rarely notice the constant work on the tracks themselves. In 1977 the tracks at Artarmon were improved.

What Artarmon residents cannot fail to notice is the mural designed and executed by the artist Malcolm King (who also designed the Willoughby Bicentennial Banners), with a lot of help from any of the locals who wanted to wield a paint brush. It was a case of 'Everybody In', from school children to senior citizens and was made for the Willoughby Festival 1982. It is alas suffering from damp now but it depicts train travel from the 1890s to the 1920s and is such a change from the depressing piece of grey wall that preceded it that every effort should be made to preserve it permanently. (For the station gardens please see 'The Village Green'.)

St Leonards: St Leonards takes its name from the British statesman Sir Thomas Townshend who became Baron Sydney of Chislehurst. Governor Phillip named Sydney after him. As Secretary of State in 1788 he was instructed by the Admiralty to provide transport for the first settlement. When created a viscount in 1789 he chose St Leonards in Sussex as his family seat, thus becoming Viscount Sydney of St Leonards. "Consequently the township of Sydney and its North Shore counterpart of St Leonards were both named in honour of that gay hard-drinking London socialite, 'Tommy' Townshend . . . as the Prince of Wales, the future King George IV, called him."

Present-day North Sydney was originally known as St Leonards. It was laid out as a town by Sir Thomas Mitchell. Settlement there was so rapid that although it only began somewhere about 1825, by 1830 St Leonards was gazetted as a town. When Willoughby became a municipality (known as North Willoughby) in 1865, St Leonards, which included Mosman as well as North Sydney, became a N.S.W. State electorate able to send two members to parliament. In 1885 one of these was Sir Henry Parkes. Once the railway was completed in 1893, North Sydney was no longer called St Leonards.

The original stationmaster's cottage is still standing at 1 Pacific Highway, St Leonards. It has been restored, with its grounds, to original condition and the decor of the 1890s reproduced. The task has been made easier by the preservation of the original construction drawings. It is now a restaurant with an unusual menu which includes buffalo steaks and juniper berry sauce.

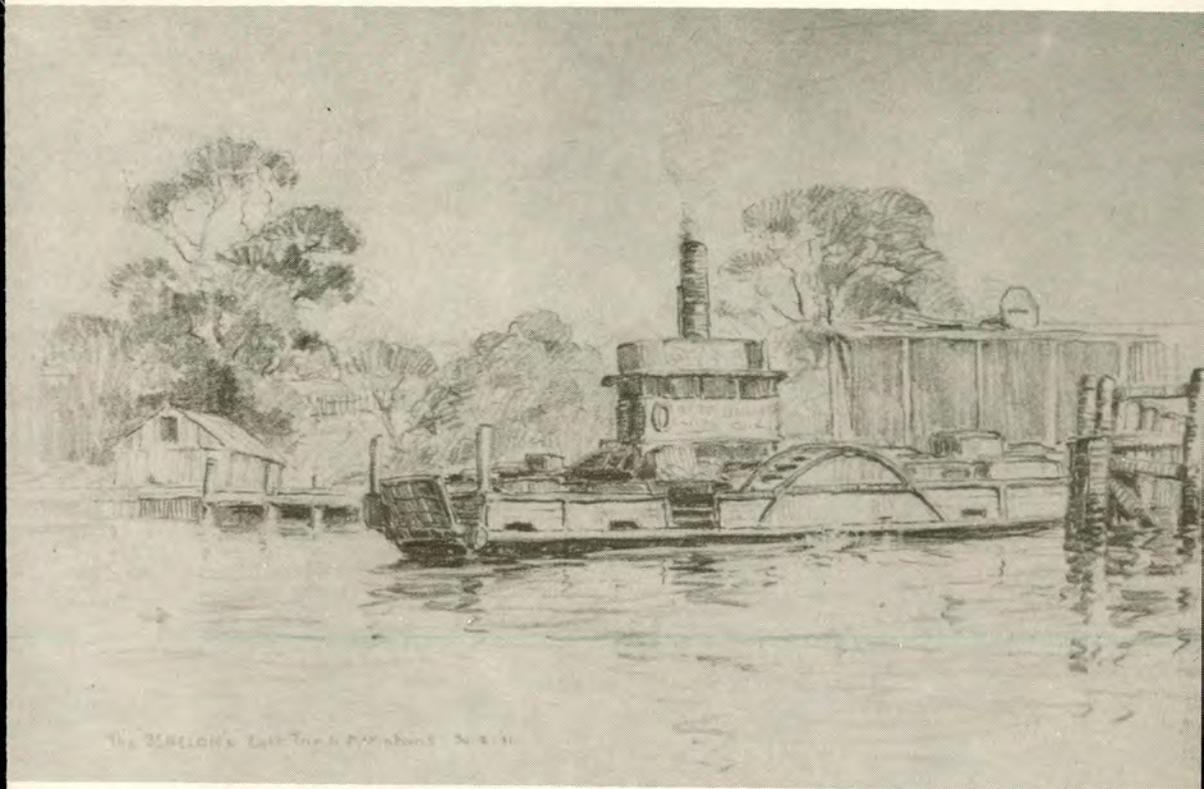
Trams: Trams were taken off the Sydney streets in 1958. Until then they had served us well. The first Sydney tram was pulled along Pitt Street by four horses. The first steam trams were travelling along Hunter Street to Central Railway station via Elizabeth Street in 1879. Sydney got its first electric tram in 1890. The metropolitan area and most of the suburbs became crisscrossed with a network of tramlines. The trams were slow and travelled in the middle of the road, a hazardous place, but they made frequent stops so that living within walking distance of a tram stop was possible for many working people.

On the North Shore the first cable trams were operating from Milsons Point ferry to Ridge Street, North Sydney by 1886. The route was extended to St Leonards and then from St Leonards to Gore Hill. Jim Huggett remembers this as 'the Broughton loop', the Gore Hill terminus being at Westbourne Street. J. D. McKinnon remembers when the St Leonards-Gore Hill trams started from McMahons Point and so does David Pillinger. A letter to the *North Shore Times* (13.5.81) mentions the trams going from McMahons Point to Lane Cove. It was 4d to Lane Cove and 3d to Gore Hill. In 1909 the trams were diverted to McMahons Point when traffic through Milsons Point became too heavy.

The tramway system had its enthusiasts. Claude Lepastrier, Mayor of Willoughby 1898, was one of them. He saw their benefits to the Willoughby district where they "infused a large amount of fresh vitality into an already healthy District . . . and all this has been accomplished in less than 18 years" he wrote in 1916.

Older residents can still remember the O type trams with an open compartment at each end and sliding doors along each side of the middle compartments. The driver had his own compartment at each end of the tram. They could carry 80 passengers and fares were relatively cheap. For a long while one section cost a penny.

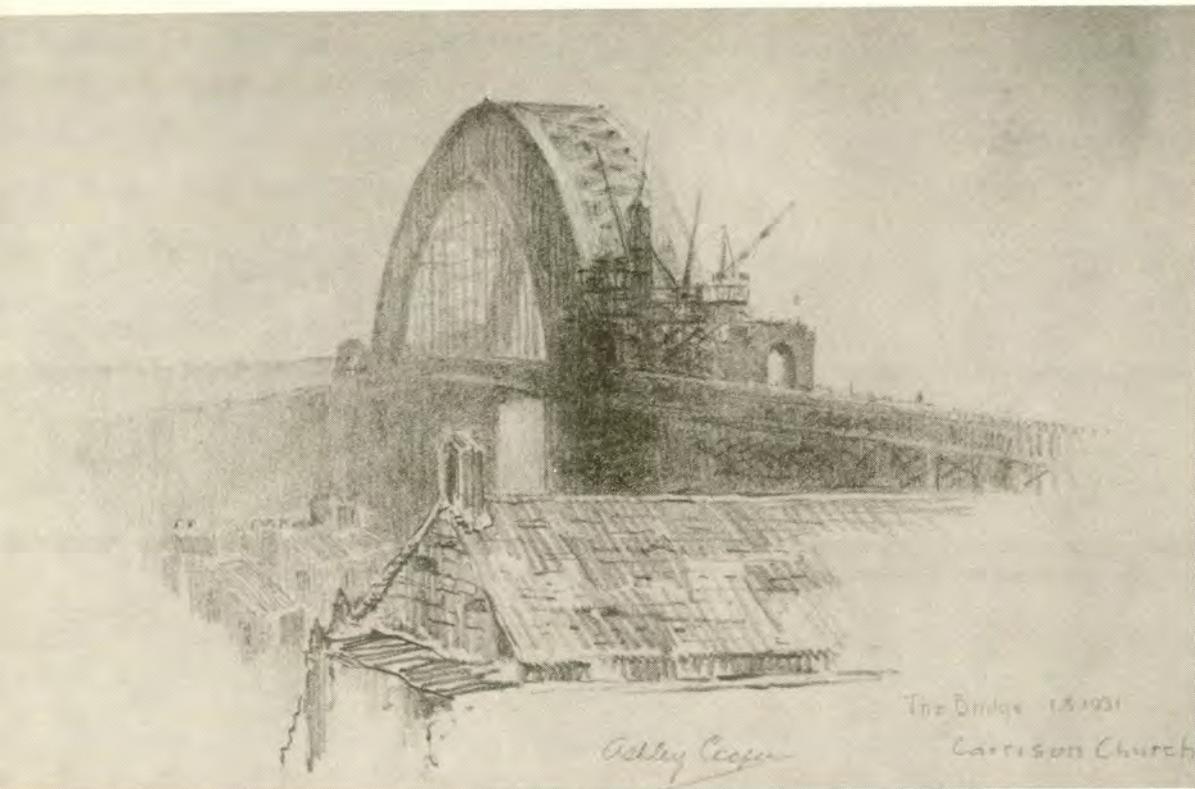
The loss of the Sydney tramway network has been mourned by enthusiasts. In its day it carried great numbers of commuters and pleasure seekers at small cost. Trams provided Sydney with "the largest street railway system in the British Empire" according to Russell. After 1932 trams bypassed the ferries and went over the Sydney Harbour Bridge to the city. In 1958 when trams left the streets, government buses took over. There was not much opposition at the time but as more and more commuters take to their private cars and we have traffic



Above: The last vehicular ferry, the 'Benelon', which ran between McMahon's Point and Dawes Point. It went out of service on completion of the Harbour Bridge.

*Below: Milsons Point before the Harbour Bridge was built.
(Drawings by Ashley Cooper, by courtesy of Madeleine Cooper)*





*The Harbour Bridge under construction.
(Drawing by Ashley Cooper)*

congestion, parking problems and road accidents, a sigh goes up for that cheap and convenient form of transport — the tram.

Buses: The history of buses is not so easily come by as the history of other transport because until 1930 all buses were privately owned. David Pillinger describes getting off the ferry at McMahons Point and seeing the line-up of buses, all painted different colours and with their destination and other information set out as the proprietor thought most appropriate. The first buses were horse buses. Richard Harnett started his own in 1879 with a coach carrying 19 passengers. Later he had a bus carrying 30 passengers. In 1890 the bus went from Hornsby to St Leonards.

Although government buses did not replace the trams till 1958 the first government bus was more than twenty years earlier (1932). It was the forerunner of route 144 that travels between St Leonards and Manly. A survey of Artarmon's transport needs by Y. A. Dikha shows that much of the transport is on the edge of the Artarmon area and this is especially true of government buses. They go along Willoughby Road on their way between the city and Chatswood; or along Pacific Highway to St Leonards and then to Lane Cove, or along Mowbray Road — all routes that are on the edges of Artarmon. West Artarmon

industrial area is dependent on the private car and East Artarmon would be badly off if it did not have the train and private buses. In 1985 an old bus service which had served the district for twenty-five years, the Artarmon Bus Service, was taken over by Macquarie Coach lines and a new run from Artarmon to St Leonards and Crows Nest started.

PUBLIC UTILITIES:

Gas: Gas came to the Willoughby district in the 1890s and very welcome it was. Earlier households cooked on wood stoves and candles or kerosene lamps were the source of home lighting, except during strikes when candles were brought out — as they still are. The Council Chambers were lit by candles for a meeting on 20 December 1909 and again on 25 May 1914 because of a coal strike. Before street lighting kerosene lanterns were needed out of doors on dark nights. Alderman Catt (Mayor of Willoughby in 1891) used a kerosene lantern to light him on his way to Council meetings. As his municipal life lasted twenty-seven years his lantern must have seen plenty of service. One of his fellow councillors lost a shoe in the mud while on his way to a Council meeting, so he must have been pleased when street lighting came to Chatswood — but many citizens were not. It put the rates up; some refused to pay.

Mayor Gordon lit the first gas street lamp in 1896 and thereby ushered in the lamplighter who turned the lamps on at dusk and off at sunrise with his hooked pole. The first street light was on the corner of Mowbray Road and Gordon Road (Pacific Highway) because, until the railway came, that was the centre of the Willoughby district. Fourteen years later, in 1910, Willoughby Municipality had 360 street lamps (333 gas, 27 oil) as well as six electric ones in Willoughby Road.

The North Shore Gas Company was incorporated in 1882 but we had gas before that. It was supplied by Charles Watt and James Walter Fell in the late 1870s. The first establishment on the North Shore was at Neutral Bay where H.M.A.S. Platypus is now, and the year was 1877. By 1900 an efficient system for the distribution of gas had been installed and gas became popular. Gas stoves were installed, gas lighting, gas fires and gas water heaters in the bathroom. Evans writes "Gas heaters became common about 1900 although treated with caution because people were afraid gas would affect the water. But by 1915 manufacturers were promising 'a hot bath ready in one minute for a penny' ". The introduction to Australia of Baron Carl von Welbach's incandescent mantle in 1890 helped to prolong the popularity of gas.

What older Artarmon residents remember most were the Oyster Bay gasworks at Waverton which opened about 1912. They could see these from the train. In 1964, when Russell was writing his centenary history,

the North Shore Gas Company was the fourth largest gas supplier in Australia with one-third of its mains in the Willoughby district. By 1980 it had changed its name to become the Australian Gas Light Company which intends to develop the old gasworks site at Waverton as a residential area. That is not the only plan the Australian Gas Light Company has; launching into a full scale advertising campaign, gas is now challenging the supremacy electricity has held for so long. And gas has a new weapon: natural gas which came to the district in the 1980s.

Electricity: "The first electric lights posed little threat to the supremacy of gas lighting for domestic use", Evans writes. In 1905 the tungsten filament globe was invented and should have put electricity ahead but it was quite a while before it was accepted. Indeed some homes still had gas lighting right up to the 1930s although more for ornament than for use. Some of the old Federation homes still had one or two gas lights which came in useful during the postwar blackouts of the late 1940s and early 1950s. Gas did have disadvantages. It was impossible to have gaslight without fumes, heat, discoloured ceilings, decay of curtains and wallpaper and maybe the risk of fire. Electricity was clean, silent, odourless and no matches were needed. Nevertheless for many years gas was cheaper and to those used to the softer gas light, electric light was harsh and glaring.

Yet for all that, by 1916 electricity came to dominate the scene, gas stoves excepted, until the 1980s and the advent of natural gas. The first electric street lights in Sydney were switched on by the Lady Mayoress of Sydney in 1906. Direct current electricity came from the Pyrmont Power Station (now converted to the Power House Museum of Applied Arts), but soon proved less efficient than alternating current and was only used in the central area of Sydney.

In 1914 Willoughby Municipal Council made an agreement with Sydney City Council for two submarine cables. The work was not finished till 1916, the delay being caused by the 1914 War. Even in 1916 it was only street lighting that Willoughby got and then only in the main street, Victoria Avenue. In 1919 Artarmon Public School could use the school lighting only when the street lights were switched on. Even when electricity came to the home many householders thought that one power point would be enough. It was for the iron. What first made a power point so essential in any room was the vacuum cleaner.

The Artarmon industrial area is the site of a large electricity sub-station, between Carlotta, Campbell and Clarendon Streets. Homes today need electric power for their refrigerators, washing machines, stoves, TVs, radios, telephones, hot water systems and air conditioners, as well as for house lighting. The Sydney County Council was set up in 1936 to cope with the expanding demand for electricity in the home

and in industry. We have come a long way from the home with one power point — and all in the time span of one generation.

Water: The earliest water supplies came from wells. The lovely old historic house, 'Carisbrook', at Lane Cove, still has its well — now covered over (See also 'Valetta'.) Then came tanks, galvanised iron affairs collecting water from the house roof.

At the corner of Pacific Highway and Mowbray Road are two Service Reservoirs known as the 'Chatswood Tanks', erected in 1888. The site chosen is 370 ft above sea level. The erection of the 'Chatswood Tanks' in 1888 was the beginning of an adequate water supply to the North Shore. The two reservoirs were the first erected on the north side of the Harbour and are still in use. (Other reservoirs built at Ryde in 1891 are no longer operating.) However some residents objected to the expense of reservoirs just as they were to object to the expense of street lighting. For them progress had drawbacks. They were perfectly happy with their wells, tanks and dams and mounted such a strenuous opposition to the installation of the reservoirs that they held up their installation for some time. But time does roll on and public opinion changes. In 1901, at the time of the Great Water Famine, aldermen were bombarded with complaints and indignation meetings were held. The community had come to rely on reticulated water.

Built by the Dept of Public Works each Chatswood Tank holds 1½ million gallons (seven megalitres) of water. They have concrete floors and are steel riveted wrought-iron tanks 100 ft in diameter. Water is pumped to them from Ryde Pumping Station. When built the Chatswood Tanks supplied by gravitation the whole of the North Shore east of Lane Cove River, including Mosman. In 1960 a third reservoir was built behind the two Chatswood Tanks. The third is a much larger reservoir holding 54 megalitres of water (roughly 10 million gallons).

Sewerage: Sewerage came later. When the land was farming country, sewerage was disposed of by the farmers themselves in the earthen closets still used on farms today. The more closely settled the land became the more inadequate this was, so with urbanisation came the sanitary man and his nightly visits with his horse and cart. His visits to the backyard are still remembered and are the reason older parts of the municipality have lanes running parallel to the street but at the back of the houses. Fortunately once water was piped to the homes a modern sewerage system became possible.

In 1896 Willoughby Council voted to look into the possibility of sewerage and a survey was carried out. This resulted in the construction of a reticulation system which supplied some areas with sewerage by 1899. In 1901 the system was extended but some areas with homes built as early as 1912 were not serviced till the 1920s.

Artarmon has been lucky. In the spread of urbanisation which followed World War II Artarmon was already a well-settled district

and did not have to resort to septic tanks with all their problems, as outlying areas were forced to do.

Garbage: Householders used to dispose of their rubbish on their own land when properties were larger. An earlier farming community burnt off what was burnable and dug into the ground any soluble refuse that was not. They probably had very few unwanted items such as furniture, pots, pans and crockery they could not sell or give away.

The problem of waste disposal became more pressing in the 1920s when the district became more closely settled and properties smaller. Willoughby Council set up a garbage service, each household providing its own bin, mostly for kitchen scraps. There was no paper collection; most bottles could be returned for a refund and if not there was always the 'bottle-o'. Willoughby Council arranged with contractors for the disposal of household garbage but did not take control of the tip site till 1921. When they did they considered various sites and decided that the Flat Rock Creek site facing Willoughby Road was the most suitable. It was here at 2 Small Street that the incinerator, designed by Walter Burley Griffin, the Canadian architect who planned Canberra, our national capital, was built in 1934. It is a unique style of building, still drawing the eyes of passers-by; it was converted to a restaurant in 1980.

Garbage of the 1920s and '30s went to the tip in a horse-drawn cart. What could be burnt went into Walter Burley Griffin's incinerator, while rubbish such as tins, leather, metal and some cloth discards was used to fill the Flat Rock Creek gully. The old tip has now become part of Willoughby Bicentennial Reserve, a recreational area made to celebrate the 1988 Bicentenary. Maybe some day archaeological historians will have digs at the old tip and the old broken toasters, hair curlers and what-have-you will go off to museums.

Another area that Council later considered as a possible tip was the brickpits of Artarmon. On 1 October 1946 the Councils of North Sydney, Willoughby and Lane Cove held a conference to consider the use of the Gore Hill brickpits for garbage disposal. The first site considered was Wilson's old brickyard opposite Stewarts & Lloyds factory. That was in 1947. Another site considered in 1947 was the area bounded by Carlotta, Portland and Clarendon Streets and Reserve Road. Maybe too many councils became involved in this scheme because it eventually fell through. Mosman and Manly Councils became interested and were joined in 1960 by Ku-ring-gai, Hunters Hill and Hornsby. Butcher Brothers' Brickyards were for sale in 1951, the whole 16 acres of them, with a hole covering eight acres and 60 feet deep. A letter to North Sydney Council by R. M. Wade-Ferrell suggested that the hole could be filled in over the years and finally sold as a factory site. The price was £150,000.

When the choice was made it was not Butchers' but Lanceley's

brickpit that was chosen as the site for a Garbage Transfer Station. The resulting tip was run by Willoughby Waste Disposals, a private company operating under licence from Willoughby Council from 1974 until the agreement was terminated in 1987. It was replaced by the Metropolitan Waste Disposal Authority, a state run agency engaged in rubbish collection. The Authority is in the process of building a waste disposal depot adjacent to the old one and residents are able to use the old station until the new waste transfer station is built.

From 1960 household garbage has been collected twice weekly and there is a Clean-Up Day every three months. It was not until the population became more mobile that families moving from their homes started using the bush as a dump for unwanted household goods such as old mattresses, broken beds and chairs, pots and pans with holes in them. This is still done although now it is illegal. Even in the 1920s, when as children we were exploring the middens left by the Kooris, we would come on a latter day pile of discards: white people's rubbish. It was for the convenience of residents and the preservation of the bush that Council instituted its Clean-Up Day. It has the added advantage that it minimises, and may in time put an end to the backyard fires where weeds, leaves, lawn clippings and prunings send a pall of smoke into the atmosphere.

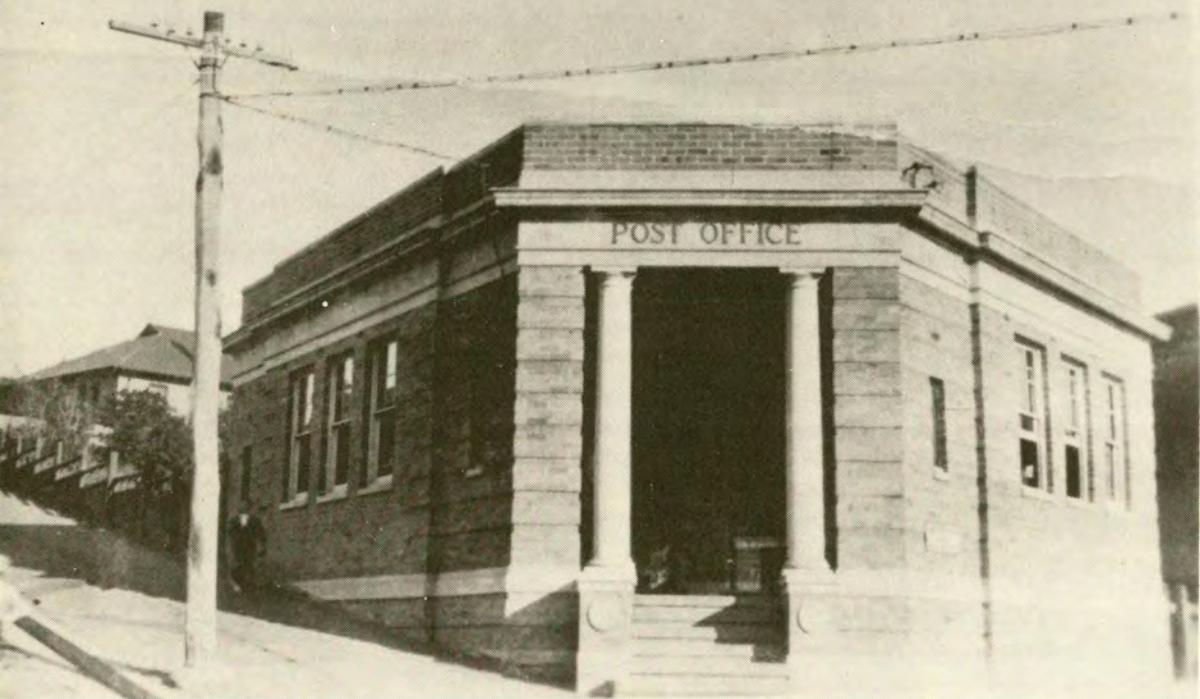
ARTARMON POST OFFICE

The first postal service on the North Shore was at St Leonards (present day North Sydney) and it was there that residents had to go to collect their mail until 1871 when they petitioned for a post office at North Willoughby and one was opened. Mail was delivered by a man on a horse.

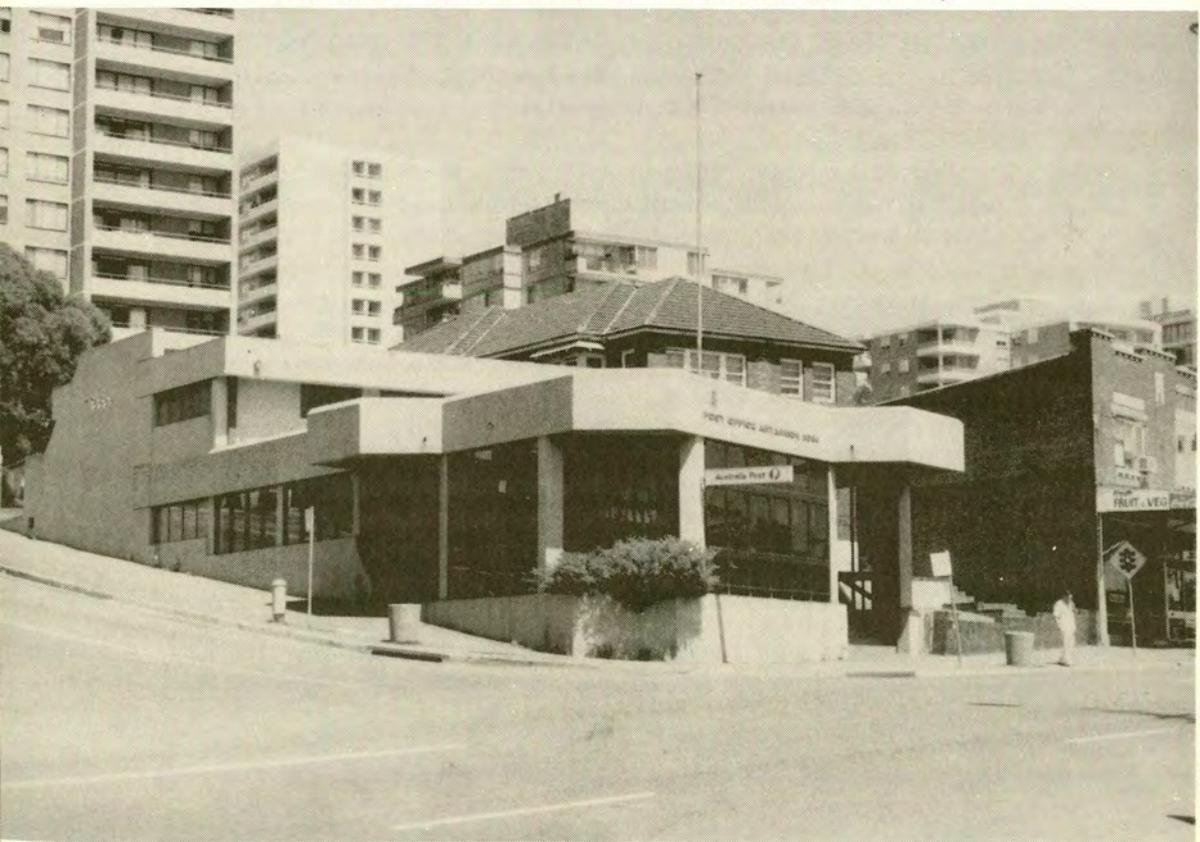
The first official post office in Artarmon was completed on 1 October 1924. What a day that must have been for the Progress Association which had shown such persistence in its demands for a post office over many years.

The Chatswood post office opened in 1897 but by 1906 Artarmon wanted its own and 57 Artarmon citizens signed a petition to the Deputy Postmaster-General. One reason the petitioners gave was that: "At present under the system of letter delivery from Chatswood Post Office we do not receive our correspondence until late in the morning". No telephones in those days; business transactions were carried out by letter and so prompt mail delivery was important.

In 1906 the delivery of mail was so important that the Progress Association was prepared to take strong action. The Central Post Office was besieged with letters and several very vocal and well informed deputations. But the Chatswood Postmaster, reporting to Head Office on the petition, stated that there were only three business places in



*Above: First Artarmon Post Office, built in 1924. (Photo, Vann Cremer)
Below: Present-day Post Office, built in 1973. (Photo, P. Warner)*



MORE GROWTH

Artarmon; a sketch dated 25.1.1907 showed that there were 152 houses and four business premises (two in one building).

However the deputation had some success and by late 1907 the first telephone was installed at Artarmon Railway Station, and also a letter receiver, cleared three times daily. A report dated 5.7.1907 stated that 140 weekly tickets were issued at Artarmon Railway Station each week, 250 season tickets were issued, and 170 ordinary tickets were sold each day, so the letter receiver must have been welcome. Letter deliveries from Chatswood were earlier than before and twice daily, and a Mrs Kirbyshire had a licence to sell stamps.

Mr Greatrex and other storekeepers were willing to sell stamps but were initially dissuaded by the Progress Association which feared this would end all hope of a Post Office. However by May 1909 Mr Greatrex was a licensed vendor of postage stamps, and when he sold his business in Hampden Road to James Hall in 1909 the latter was appointed postmaster at an annual salary of twelve pounds. In 1911 this was raised to twenty pounds. A telephone was installed in 1910 and approval given for the sending of telegrams. In 1912 a letter box was installed at the top of Tindale Road. Another deputation in 1912 from the Progress Association described letter deliveries and stated that the postman covered about twelve miles. His beat included Artarmon, Naremburn and part of Lane Cove.

Mr Hall extended his premises in 1912 and commenced the delivery of telegrams. A second telephone was installed solely for receiving telegrams telephoned from Chatswood. According to a report made in July 1912, there was a rapid growth in building at Artarmon: 80 new dwellings had been erected in the previous six months. From November 1913 money orders and Commonwealth Savings Bank facilities were provided at the 'Artarmon Post Office' (Hall's shop) but the Progress Association still pursued their objective — an official post office at Artarmon.

In 1914 statistics showed that revenue from telegrams received and despatched, money orders issued or paid and postal notes issued amounted to a total of £175. At that time the postmaster received a commission of twopence for telegrams despatched and threepence for telegrams delivered. Mr Hall's business was purchased by James Smith in 1919 and a series of temporary postmasters followed until Miss A. M. Lisle became postmistress in 1920.

There was a further deputation in 1920 which came armed with figures to show that postal revenue for the previous years had been:

1917 - 1918	£387
1918 - 1919	£479
1919 - 1920	£718

Note the postwar boom of 1919 - 1920. The district was growing. The deputation made its point. The 1922/23 Government Estimates

included provision for the acquisition of a site for a government building in Artarmon. Mr L. Behl was appointed the first Official Postmaster in July 1924 and then on 1 October 1924, the Official Post Office building was completed.

The present Post Office was built in 1973. By then Artarmon was an automatic mail exchange area, and in 1974 an interim mail centre — the first of its type in Australia. Those who use the facilities of this modern building should remember with gratitude the efforts of their forebears in the Artarmon Progress Association.

Gore Hill — Postcode 2065: The postal code for Gore Hill (2065) is used by the Institute of Technology (now the University of Technology) and T.A.F.E., both of which quite rightly describe themselves as being at 'historic Gore Hill'.

Gore Hill was where William Gore spent his last days, died and was buried and it really is a prominent hill. When local councils were set up in the later part of the 19th century the Pacific Highway became the boundary between Willoughby and Lane Cove municipalities. Gore Hill became part of Willoughby Municipality. Much later, in the 1960s, when the Commonwealth Government established postcodes, Gore Hill was given the same postcode as Greenwich (2065) — Greenwich being on the western side of Pacific Highway and in Lane Cove Municipality.

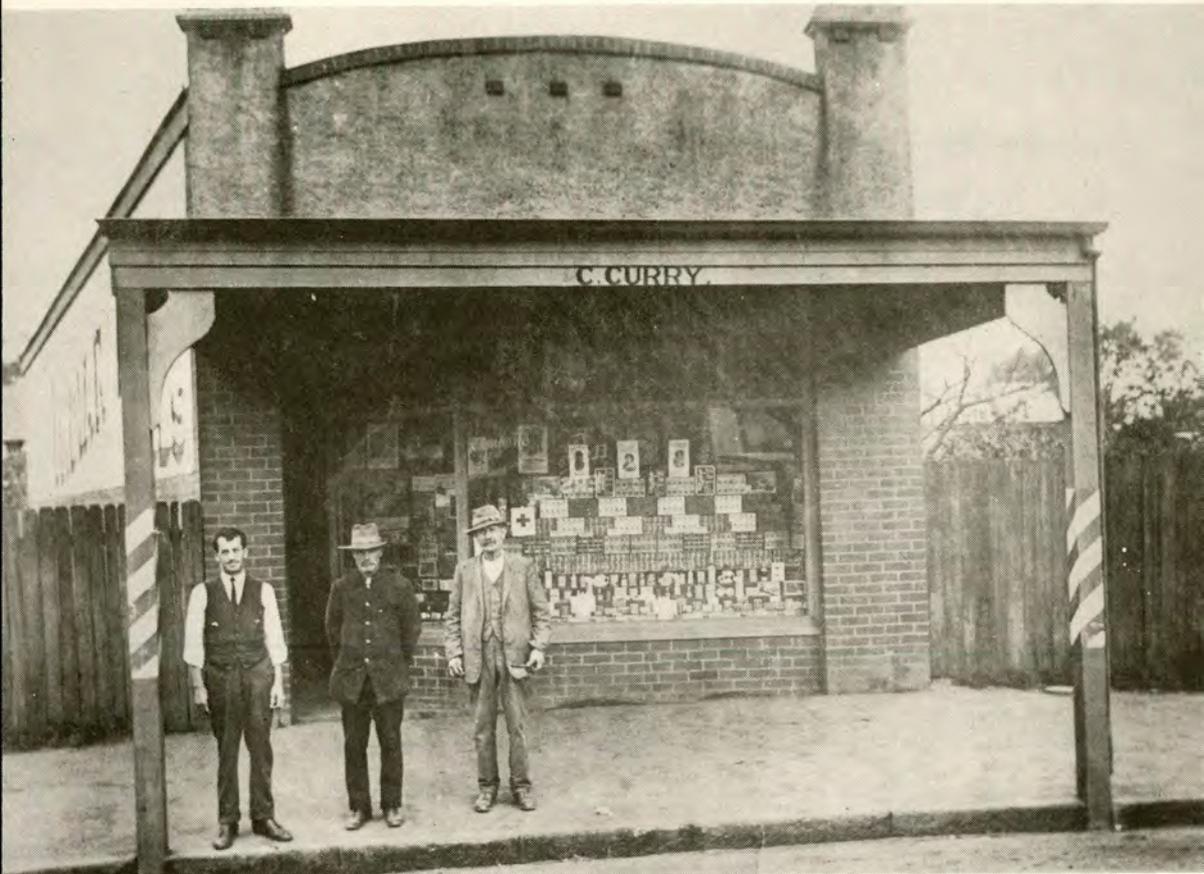
This area is where the Councils of Lane Cove, Willoughby and North Sydney meet. The Royal North Shore Hospital which adjoins Gore Hill has the same postcode as Gore Hill (2065) but gives its address as St Leonards.

Artarmon has its own postcode (2064) and this is used by the industrial centre, Gore Hill's northern neighbour.

THE SHOPPING CENTRE

Dikha considers Artarmon shops as a neighbourhood centre catering for the day-to-day needs of local people. The South Willoughby Local Environment Study of 1987 lists nine types of shops according to their use. Below are the types of shops as listed but the examples given are the author's own.

- A. Local convenience/Food and Personal services i.e. the T.A.B., laundromats, grocers, delicatessens, etc.
- B. Office and ancillary services including banks
- C. Light industry i.e. bootmakers, saddlers, jewellers, printers, locksmiths, tailors
- D. Specialty/Retail i.e. boutiques, babywear, menswear, shoes, hardware, gardening
- E. Restaurants/Take away
- F. Specialty/Personal Services i.e. doctors, dentists, chemists, optometrists, hairdressers



*Above: Curry's shop on Lane Cove Road c.1915. Note barber's poles.
 From l to r: C. Curry, chemist, a Water Board agent and a bystander.
 Below: West Artarmon shopping centre 1987. The original shops have survived
 but changes are afoot.
 (Photos by courtesy of Willoughby Municipal Library)*



- G. Household goods i.e. washing machines, TVs, refrigerators, stoves, furniture
- H. Automotive — garages & automotive supplies
- I. Hotel

The main shopping centre of Artarmon is on the west side of the railway station stretching down Hampden Road from Brand Street (where a viaduct allows traffic to pass under the railway line) to Jersey Road. The shops are on one side of Hampden Road only, with the Village Green, the railway and the railway station on the opposite side.

A field study of the shopping centre was made on 30 January 1987 and below is a list of the shops as they were at that time. The shopping centre was approached from Brand Street.

- Earthworks: a motor garage (use H) has been pulled down for the erection of an office block (use B).
- Mower repairs & Sales: here 25 years (C and D). Before that was a produce store, an obsolete business (D).
- Medical centre: recent conversion (F) from an arts and craft shop (D). Change of use.

FRANCIS STREET

- Liquorland: (D and I) has been there more than 30 years.
- Health foods: (A and D)
- Doctor's surgery: (F)
- Dentist: (F)
- Pharmacist: (D and F) has been on this site for more than 50 years.
- Self-Service grocery: (A) a small business arranged as a supermarket.
- Medical System: (B and F)
- Food Take Away: (E)
- Fruit market: (A) has been here two years.
- Real Estate: (B) moved here in 1963 from site further down.
- Electronics: (G) sells refrigerators, washing machines, stoves. Has been here eight years.
- Newsagency: (D) has been here more than 50 years.
- Restaurant: (E) Ristorante Italiano.
- Milk Bar: (A and/or E) has been here about 20 years.
- Empty shop
- Instant Print Service: (C)
- Hardware: (D) having a closing down sale.
- Butcher: (A) here 39 years. This is an old-fashioned family butcher's business.
- Estate agent: (B) window is full of pictures of home units, most of them sold. Notice in the window says: "During the month of December property to the value of \$166,342,445 was sold through Multilist."

MORE GROWTH

- Dry Cleaners: (C)
Chemist: (F and D) James Watson. The firm has been here since 1913. A family business.

BROUGHTON ROAD

- Aust. National Bank: (B) was a branch of Moran & Cato's grocery stores (A). Change of use.
Barber: (F)
Sea Foods: (A and E)
Estate agent: (B) has window display of home units but also houses in Federation and Californian bungalow style. Many for sale.
Advertising business: (B)
Office partitioning business: (B)
Optometrists: (F) have been here since February 1985. Before that this was a fruit shop (A). Change of use.
Milk bar: (A and E) makes sandwiches, sells take away hot food as well as usual milk bar goods and services.
Commonwealth Bank: (B) with a yellow tiled front and a security guard.
Pizzeria: (E) hours 11-2 & 5-10 and all day Saturday and Sunday.
Australian & Continental delicatessen: (A)
Casa Mia: (E) Italian restaurant with attractive entrance.
Mixed business: (A) present shopkeepers have been here three years.
Home units: two-storey block set well back from the building alignment (Residential).
Artarmon Post Office: (B)

JERSEY ROAD

- Bootmaker: (C)

Compare the Artarmon shopping centre today with what it was like in the past. Sixty years ago the *Suburban Herald* reported "there was practically no shopping on Friday nights". Twenty years later Artarmon was being described as a tranquil and peaceful world where shopkeepers knew customers by their first names. (The same could have been said about Chatswood in the 1940s). Businesses were small and the pace was leisurely. Theo Francis, who started his electrical business in 1933, is reported as saying in 1969 "It hasn't changed that much since I first came here".

At the time of the 1987 field study Artarmon had about forty shops, about the same number it had when Theo Francis was in business. In his day the main ones were four grocers, three chemists, four banks and two butchers. Artarmon has fewer of some of these shops now but it also has several milk bars, health food, liquor store, a newsagency, dry cleaner, estate agents, electrical goods and a few others. The most noticeable loss has been the picture theatre but that has gone from most suburbs.

The shops were built fifty to sixty years ago and haven't changed much. They have been modernised within but the exteriors have been left with few alterations. Gibsons Buildings were erected in 1914. Most of the shops are typical of the 1920s and 1930s, two-storey affairs with residences above, each one with an open balcony. Living above the shop was taken for granted by the shopkeeper's family and yet it must have been the forerunner of the modern home unit, except that the balcony was larger, more private and sheltered. In Artarmon the shop home was close to the railway station and the balcony faced east. Also the shops and their residences had a backyard. Those 'lived-in shops' must have been more easily part of the community they served than shops are today. Who occupies the old shop residences today? The upstairs premises have been converted to offices. There is a photographer, dentist, secretarial services, a typesetting business, something to do with computers, all this and more in rooms once used solely for domestic living. The Artarmon Residents Survey conducted in 1972 showed the need for a supermarket, delicatessen and a haberdashery. The last is the only one not supplied by 1987 and some of the locals still say they would like to have a haberdashery.

Several sorts of customers use the shops. First there are the local people, most of them living within ten minutes walking distance of the shops. Then there is the trade from the nearby industrial area. Finally there is the through traffic that flows past the shops using Hampden Road and Herbert Street to bypass Pacific Highway. The shopping centre functioned as a neighbourhood centre until the 1950s when specialist shops discovered what a convenient location it is for them and their services. If we look at the Artarmon shops as a neighbourhood centre then they are catering for people without cars and for the elderly. There will always be a need for such a shopping centre because it is so convenient, but general shopping is not done locally. With a big centre like Chatswood so close and providing big stores this is understandable. The restaurants and take aways attract patrons who live outside the Artarmon area. The speciality businesses, of which Artarmon has a noticeable number (e.g. mower repair, optometrist, doctors, dentists, photographer and business offices) also cater for non-residents as well as residents.

Another change has come to the Artarmon shops and that is

multiculturalism. It has been with us for a long time now so that many of our Australian-Italians, Greeks, Chinese, were born here and their parents too. The Italian barber joked that he came here with Captain Cook. And there is truth behind his joke: many Australian-Italians have been here for a very long time and so have Australian-Greeks, Jews and many others. The more recent they are the more they are tied to their two countries so that they have a double inheritance. All have contributed to our history and we all share a common humanity. Among the shopkeepers of present-day Artarmon are Australian-Chinese, Italians, Greeks and Lebanese. To attend any Artarmon School function is to see what a multiple inheritance today's Australians have.

Some people, looking at the Artarmon shopping centre, may think it is not keeping up with the times. The one long line of shops (ribbon development) is inconvenient for pedestrians. Shopping in Artarmon can be hard on the feet. And there is not enough parking for cars either. Willoughby Municipal Council has provided parking for 100 cars but more is wanting. Yet James Watson, in 1969, when asked about the inevitable change in Artarmon said, "No one could offer me enough to leave my chemist business which I have owned for five years". He was speaking about a business which has passed from father to son since the early days of Artarmon and he is still there today, just as identified with Artarmon and intending to be as much part of Artarmon's future as he has been of its past. No one can remember Artarmon without Watson's chemist shop.

ARTARMON VILLAGE GREEN

Artarmon Village Green is the land on Hampden Avenue alongside the railway line, leased from the State Rail Authority. The official opening was held on 21 September 1968 and a small plaque was set into a rock saying:

The Artarmon Village Green
A Tribute to Pioneer Residents
Set Aside By
The Council of the Municipality of Willoughby
And Officially Opened by
His Worship the Mayor Ald. R. H. Dougherty
on Saturday 21st September 1968

The gardens were first set up by Artarmon Progress Association when J. Burch was President (about 1938) and were maintained by a committee of which Charles Wickham was a member. He became the



*Artarmon Village Green, 1980.
(Photo by courtesy of Willoughby Municipal Library)*

first director, described as "the guiding genius of the garden". He was a skilled gardener who made the garden his retirement hobby, devoting all his time to it. He not only studied botany and horticulture but became an assiduous entomologist as well. A water bubbler was erected in his memory in the Village Green garden.

When the gardens were supported by public subscription during the Depression there were 700 subscribers. Not only were Artarmon citizens the subscribers, they also provided the voluntary labour, helped by the railway gardening staff and other railway staff. That says a lot for the public-spirited citizens of Artarmon. Finally the voluntary subscriptions became large enough for the employment of a gardener two days a week.

By 1934 the garden covered two acres and employed three gardeners three days a week. In that year the *Sydney Mail* described the gardens as a "wealth of beauty". Purple lantana was grown to cover the railway fence. In front of this was an English grass lawn with a profusion of bulbs, roses including climbing ones on trellises, a creeper-covered pergola and beds of perennials.

The railway gardens include not only the flower garden on the west side of Artarmon but the strip of garden along the east side of the railway station as well. On the eastern side a terraced embankment banished "a waste of blackberry and paspalum". The substitute for the blackberry and paspalum was pigface and nasturtium, also coral trees and over three hundred other decorative trees.

After good service on a voluntary basis, Mr Wickham was employed by Council. He was the one who made the rockery. The accounts he kept so carefully from 1928 to 1934 show a collection and disbursement of £1,350, no mean sum in those Depression days.

WILKES PLAZA

'Plaza' means a public square or open space; it is a very old word handed down from the original Latin to the Spanish language whence it comes to us. An English equivalent is the word 'place' which means a short street or an open space or square in a city or town (example Martin Place).

Wilkes Plaza is a small open space on the east side of Artarmon giving access to the railway station and west Artarmon. It was named after S. H. Wilkes, a one-time alderman of Willoughby Council and was originally called Wilkes Avenue. It has always been an attractive little square bordered by old-fashioned shops, two-storeyed, with polished brass trims to their shop windows and some coloured leadlights.

The free standing little wooden building on one side of the plaza fronting Elizabeth Street is just as it has always been. Painted on its worn brown timber can still be seen the old sign:



*Cook's Store
of earlier
days still
survives
in 1987.*

P. R. COOK & CO.
Estate Agents

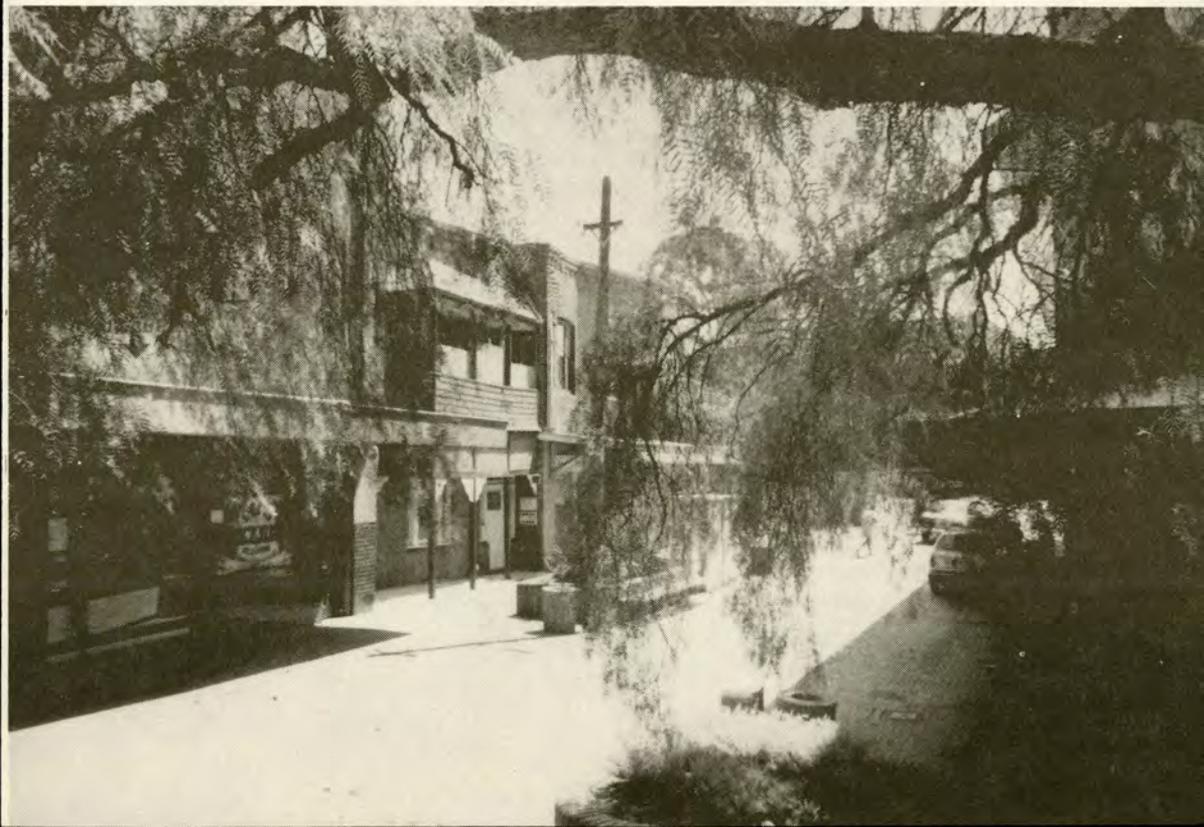
THE SOUTH BRITISH
INSURANCE CO. LTD.
FIRE ACCIDENT, WORKERS COMPENSATION
Capital £2,000,000
J. Allen
Epping 282

Willoughby Council recently contributed \$15,000 towards the building of the pedestrian plaza to replace Wilkes Avenue. The little square has been brick paved, two pepper trees planted and the shops modernised. It was planned to be lit at night and to have outdoor tables and chairs for eating al fresco. It has always had, that little square, whether it was known as Wilkes Avenue or Wilkes Plaza, a combination of charm and utility worth cherishing.

East Artarmon has never developed into a self-contained shopping area partly because the West Artarmon shops are so close there seemed no need to extend the shops to the eastern side. The most recent addition to the shopping area is Gillespies at 13 Elizabeth Street opposite the Plaza. Gillespies set up in business in 1964 to cater for the needs of babies: cots, baths, baby chairs, playpens, etc. In 1984 they decided to expand and cater for the needs of an aging society. So they now sell and hire surgical and exercise equipment that helps aging people to keep active. This shop is part of the trend in Artarmon today for speciality shops. Artarmon cannot compete with its big neighbour Chatswood but customers who want some special service are grateful for the convenience supplied by Artarmon shops.



*Above: Wilkes Plaza in earlier days.
(Photo by courtesy of Willoughby Municipal Library)
Below: Wilkes Plaza, 1987. (Photo by courtesy of P. Warner)*



THE ARTARMON HOME

EARLY SUBDIVISIONS

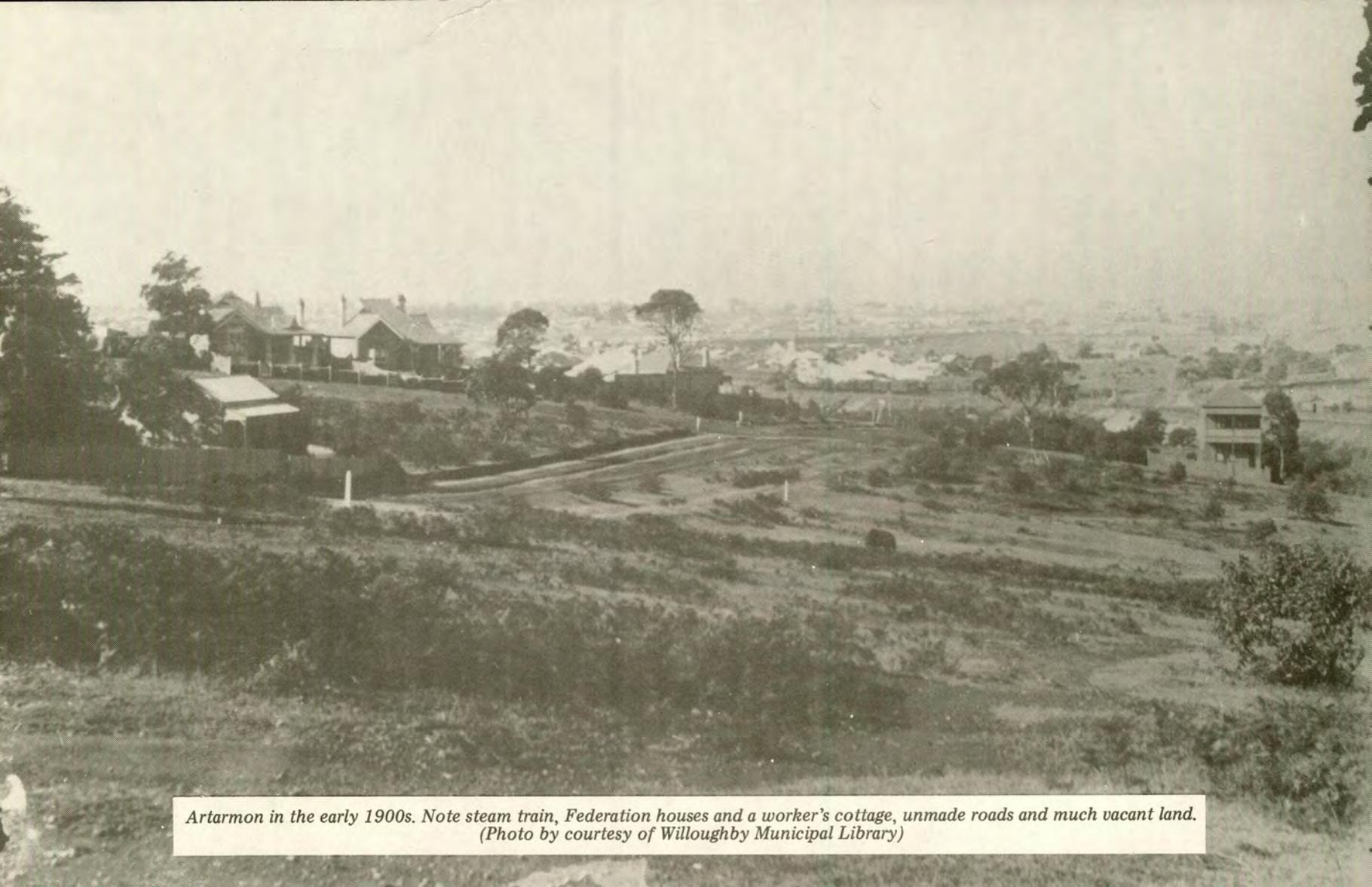
A release of Crown land in Artarmon for housing was made in 1894. This was followed by a subdivision of private land in 1898 and a further subdivision of Crown land soon after in 1899, this time at Gore Hill. In 1901 Thomas Broughton who owned much of the private land died, and this led to a further subdivision of private land. Most of the land thus subdivided was firstly in West Artarmon and then in East Artarmon close to the railway station.

Until the 1880s people preferred to be "within walking distance of the city" of Sydney but the tramway system completed in 1895 changed all that. Once the trams and the trains came people were able to live further away from the city. Peter Noble gives figures which show how Sydney's population was moving out of the inner suburbs:

Year	% of Population living in inner city
1911	34
1921	23
1933	16

With the subdivisions came the estate agents. Richardson & Wrench were selling land in Artarmon as early as 1866. It is one of the oldest estate agency firms in New South Wales, established in 1858 by Robert Pemberton Wrench. Edward Thomas Richardson joined soon after. In 1900, after the founders died, a Board was formed and the firm started to specialise in land auctions. In 1908 an Act of Parliament changed the levying of rates and this caused an auction boom as large estates were cut up. Richardson and Wrench became actively engaged in this business. The buyer would pay a 10% deposit and quarterly instalments for five years at 5%. Raine & Horne was another early firm, founded in 1883 by Thomas Raine and Joseph Horne. They specialised in real estate management and agency work. In 1910 the Real Estate Institute of N.S.W. was founded. Forsyth's estate agency was founded in 1912 and is still in business. Today Artarmon Real Estate (V. K. Thomas & Co. Pty Ltd) and L. J. Hooker Pty Ltd are situated in the shopping area of West Artarmon.

By 1914 Artarmon was a suburb with a modest industrial centre at



*Artarmon in the early 1900s. Note steam train, Federation houses and a worker's cottage, unmade roads and much vacant land.
(Photo by courtesy of Willoughby Municipal Library)*

Gore Hill but with much vacant land especially east of the railway line. The big boom period was the 1920s when more houses were built than at any previous time — a record unsurpassed until the 1950s. Home sites were advertised in Muttama Road, Elizabeth and adjoining streets in 1922 and developed at that time, although the first subdivisions on the east side had been made as early as 1910. No wonder local residents like Mayleen Cordia and her husband, Val Packer and the Costin and Slack sisters can talk about paddocks everywhere and creeks bordered by bracken fern. They remember bushfires in summer and the fire brigade being called out. Listening to such accounts one realizes how rapidly Artarmon has changed and continues to do so.

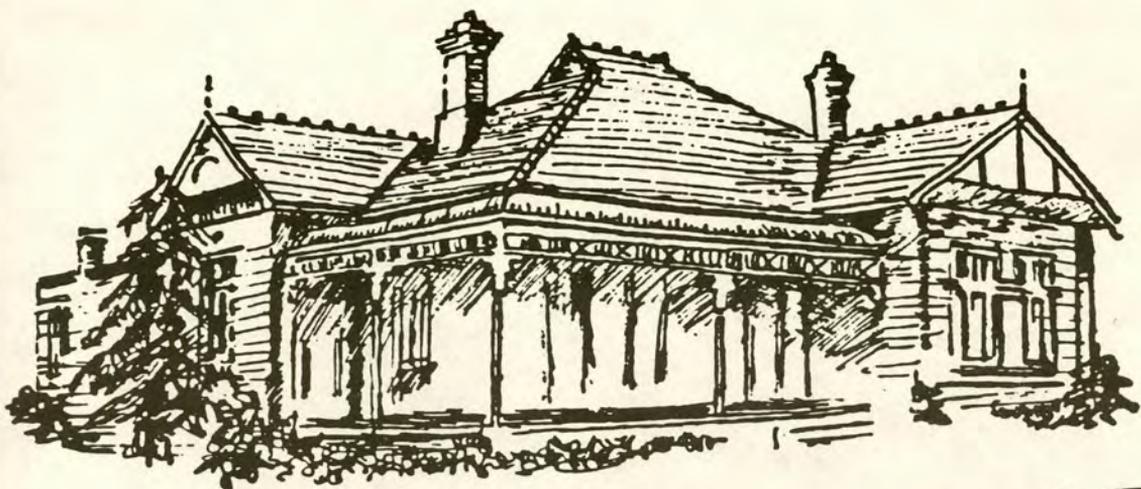
The first home buyers bought their block and built a home with hopes of raising a family. They set about planting and tending a garden. One thing most of them didn't need was a garage.

Cost of House and Land: Comparing the prices of land and houses then and now is a trap because the value of money has changed so much. The monetary system has changed as well to decimal currency. For what it is worth, a block of land cost anything from £75 to £100 in 1883 and the average house cost £220 to build. Analysing the value of houses in 1982, Noble puts an average Artarmon home as worth \$122,500 and a Willoughby home as slightly lower at \$112,800. Houses, he said, in Castle Cove, Northbridge and Castlecrag cost more, but on the whole Willoughby is an average sort of place. There are advantages in that which will be taken up later.

THE FEDERATION HOUSE

A variety of dates are given for the period when the Federation house was built. Since Federation houses have become popular, estate agents joke that the period dates from 1788 to 1970, but seriously it is the period from 1890 to 1914 or thereabout. The name comes from one of the most important events in Australian history, the federation of the separate states into the Commonwealth of Australia in 1901. The surge of nationalism had grown in strength with every year of the latter half of the nineteenth century. By 1880 two-thirds of the population was Australian born.

This spirit of nationalism found its expression in the Federation house of which there are many examples in Artarmon. Although the Federation style has similarities with architecture in England, France and U.S.A. we have added an Australian element to it especially in the decorations, notably in the Australian animals and plants depicted in ceilings, wallpaper, windows and the delicate wooden fretwork seen on Federation verandahs. The result is a style which is characteristically and recognisably Australian and, as its popularity coincided with Federation, that name was given to it.



*Examples of Federation Houses.
(above drawing by courtesy of Raine & Horne Pty Limited)
Below: 'Nerlinga', Harden Street, Artarmon. (Photo by courtesy of P. Warner)*





*1913 view of railway line looking south towards Artarmon Station.
(Photo by courtesy of Willoughby Municipal Library, originally donated by D. Warner)*

Federation saw the growth of suburbs, Artarmon being a good example. The Federation home was designed to be run by the housewife without servants and so it is a simpler design than its Victorian predecessors. The Victorian age is typified by the terrace houses of the inner city area and by large and imposing homes e.g. 'Windsor Gardens' which is a country-style residence belonging to a time when horses and carriages could cope with unmade roads and land was plentiful. When homeseekers deserted the inner city area to establish the suburbs they built a smaller type of house than this, a suburban house, each with its garden considered as an extension of the house.

Features of the Federation style are timber shingles on the gables of high roofs, chimneys with their hurling topped with terracotta chimney pots, ornamental roof cappings and finials, delicate wooden fretwork on the verandah with floors of tessellated tiles, leadlights in windows, often having coloured panes with Art Nouveau designs. The foundations of the house were sandstone blocks. Inside the houses fireplaces had wooden carved mantels while decorative tiles lined each side of the grate and bow windows and built-in window seats made a 'cosy nook'. A wooden ornamental grille in the hall separated the entrance area from the hallway. The types of garden and plants were also characteristic of the Federation style.

Federation houses delight us for several reasons. They are a part of our history, the Federation style has a charm of its own and, perhaps most important of all, the way in which the builder and the householder captured the pleasure of being Australian. They are now much sought after. A Federation house in East Artarmon was sold in 1985 for \$178,000 and more recently an Artarmon home, built in 1919, was described as displaying "the charm of the past" which consisted, among other things, of leadlight windows and high ceilings.

Most of these houses are single storey affairs with a remarkable degree of individuality. Semi-detached cottages were also built on small frontages to suit working families needing to live close to their work. Federation semis can still be seen in parts of Naremburn. Other examples of Federation houses can be seen in Harden Street; for example 'Nerlinga' (built about 1912) which is in the process of being carefully and expertly restored. A rear extension looks like part of the original house. 'Nerlinga' has many of the features typical of Federation houses.

ROW HOUSES

Row houses were no doubt meant to be built in a row, all to the same design with small front verandahs and common walls at each side except for the end house. There was nothing, however, to govern the number of such houses built except the owner's wishes or capital.

West Artarmon still has some row houses. In 1903, Nos 90-94 Hotham Parade were built for a Mrs Barker and were named 'Knaresborough', 'Harrogate' and 'York'. In 1910-11 Nos 7-11 Robert Street were built for a W. E. Gates and named 'Gwydir', 'Wamba' and 'Valencia'. The Hotham Parade houses are still there today but those in Robert Street have been replaced by home units.

THE CALIFORNIAN BUNGALOW

The 1930s were "the years of the red roof and Californian bungalow", according to Noble. It was the most popular style in the pre-World War II period, to be joined later by the Spanish Mission style of which Artarmon has examples. More compact, smaller, and on the whole more homely than the Federation house, Californian bungalows were unpretentious houses of moderate size. Artarmon, "the main dormitory suburb of the North Shore", has plenty of them.

The Packer family came to live in their home in Godfrey Street in 1928. It had been 'spec-built' on a double block and had been rented previously to a German family. The area was called 'Artarmon Heights' and suited its name, part of the city of Sydney could be seen from it. In 1938 the house and land were valued at £300 and in 1940 the rates were £8. 0. 4. Beryl Costin and her sister Winifred Slack moved from Hornsby in 1927 and bought their present home, one of three spec-built Californian bungalows. Artarmon Heights had been subdivided somewhere about 1925. It became a very settled neighbourhood with people living in the same house for generations. Homes of liver-coloured brick were fashionable during the 1930s and can still be seen in Artarmon. This dark brick has gone out of style and pride of place has now gone to pale cream-coloured bricks.

FLATS

The first flats to be built in East Artarmon were the two-storey white building on the corner of Elizabeth Street and Artarmon Road. They are a pleasing example of Spanish Mission style, later followed by another smaller block of flats in the same style, and some rectangular red brick blocks of flats, both on the opposite side of Elizabeth Street from the first flats. East Artarmon has not developed into a home unit or town house area so far. It is an attractive area of freestanding homes with flourishing gardens in tree-lined streets where property values are steadily rising. The main home unit area is on the west side of Artarmon.

THE LOW TIMES

During the Depression houses were not painted, guttering repaired,

82.0 above Sea level

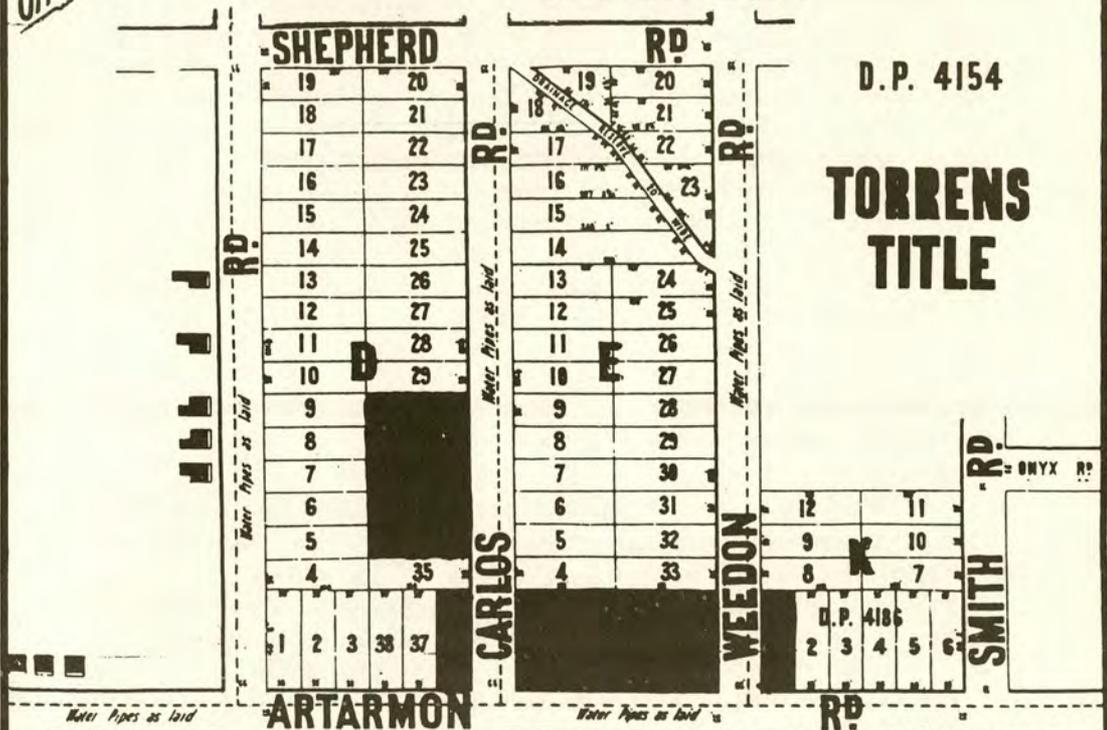
ARTARMON ESTATE

MILSON'S POINT RAILWAY

**Auction Sale
on the Ground**

SATY 9TH DEC^R 1905 at 3 p.m.

RICHARDSON & WRENCH LTD.
Auctioneers 98 Pitt St.



D.P. 4154

**TORRENS
TITLE**

TERMS, 10% Deposit, Balance in 12 Quarterly payments from Date of Sale, with 5% Interest added.

Note, Water laid on to the Estate

Copy of advertisement for auction sale of land in East Artarmon, 1905.

J. H. LUCAS

Licensed Surveyor under R.P. & Mining Acts
39 Castlereagh St. City. Tel. 1363

Notes: All measurements subject to local Plan

or fences maintained. Many landlords had barely recovered from the Depression years when rents were pegged during World War II. Rents stayed at the pegged level after the war ended so landlords found it very difficult to get tenants to vacate. To induce their tenants to move, landlords had to find them acceptable alternative accommodation — and that after the war years had put severe restrictions on the building of houses. So the years immediately after the war were years of an acute housing shortage. The Housing Commission was set up to provide accommodation for families who needed it desperately.

HOME UNITS

Artarmon became caught up in the property boom of the post-war years. The Strata Title Act 1961 was to change some areas of the North Shore into home unit land, including much of West Artarmon. The early Artarmon home units, built in the late 1960s or early '70s, were walk-up buildings of no more than three storeys. Later ones were to be eight to twelve-storey towering affairs, mostly with one or two bedrooms. Property developers became active in Artarmon. Home units attracted the Dinks (Double income no kids), single professionals, first home buyers and older people. Like other property, home units have risen in value. An Artarmon home unit which cost \$42,510 in 1977 might well cost \$100,000 five years later and \$200,000 today.

WEST ARTARMON RESIDENTIAL AREA REDEVELOPMENT PLAN

The firm of Clarke and Gazzard was commissioned by Willoughby Council to prepare the Artarmon Redevelopment Plan, 1969. The area surveyed stretched from Pacific Highway to the railway, and from Mowbray Road to the planned Gore Hill Expressway. At the time the survey was made there were some detached houses (built about 1918) on 40 ft allotments in the area. There were also some three-storey home units built 1965-68 close to the railway.

The Clarke and Gazzard survey considered home units to be inevitable but they stressed the need for citizen participation and consent to their proposed plan because “the successful public participation in the Artarmon scheme indicates that citizens want a say in what happens in their living areas”.

For the benefit of the public an architectural model of the plan was exhibited in the Masonic Hall and provoked some adverse comments from the locals. Many of them said they couldn't “make head or tail of it” and didn't seem impressed by the boast that this was the “first time in Australia that a scheme of this magnitude has been attempted

by a metropolitan council". The redevelopment was to be spread over eighteen years i.e. to 1987.

Alderman David Warner of Artarmon was probably voicing the apprehension of many Artarmon residents when he was reported as saying that he did not want "haphazard development — penitentiary type flats — lying side by side". Artarmon people were proud of their suburb and did not want to see it ruined.

The opinion of the survey was that "economic pressure will tend to make Artarmon a flat area", popular with commuters going to the city, North Sydney and Chatswood. Density housing looked inevitable but on the plus side the survey recommended that provision be made for additional open space and for the preservation of the village atmosphere.

The result of the survey was that the State Planning Authority and Willoughby Municipal Council acted together to rezone a large part of West Artarmon. The old liver-coloured brick houses in Jersey Road had to go for development and in Broughton Road "all the houses in this street are going to go". A developer was moving in and he was not the only one. "One is amazed at the lack of public outcry. A look at Artarmon railway station in peak hour testifies to what has become of this once peaceful suburb" wrote an Artarmon resident making a personal protest in a letter to the *North Shore Times* in 1983.

Artarmon was changing, it was under threat — or so many of its residents felt. All too soon there were the home units, twelve storeys high, some of them with TV intercom, security parking, a pool, dish-washers and ensuites in all units. There was strong reaction from the local people of West Artarmon who saw disadvantages in the encroaching home unit development and nothing gained thereby. West Artarmon formed a Residents' Association in February 1983 to act as a watchdog for the interests of residents. Willoughby Municipal Council adopted a development code. Home owners felt their interests had to be protected; they had not bought land and built homes to find themselves spending their old age with a block of home units for a neighbour.

Yet there are gains to the community as well as losses to the unfortunates who live in the immediate vicinity of big blocks of units. With today's pressure on our land resources, home units can house a great many people on a fairly small piece of land, and there are an increasing number of people who find home units convenient. Also home unit developers usually offer the community something such as a park or garden to compensate for the presence of their big buildings. Home unit tenants mean more customers for Artarmon businesses and may in the end be the reason for a better transport service. Finally there will be a cut-off point; home unit development in Artarmon will eventually come to a halt through scarcity of appropriately zoned land.

When that happens the State Planning Authority will allow homes to be subdivided into flats.

TOWN HOUSES

Town houses provide single people and small families with a home of their own, at ground level, brand new and easy to take care of, with a garden and a place for the car. For some people town houses present an acceptable alternative to home units.

Artarmon has some very pleasant looking town houses in Reserve Road opposite Thomson Park, and in Parkes Road on the west side of Hampden Road.

N.S.W. GOVERNMENT HOUSING

Perhaps Alderman David Warner felt dubious about the proposed Housing Commission building in Artarmon. In 1969 he called this "haphazard development . . . of penitentiary type flats . . . side by side with very little open space between them" and said "Nothing could be worse than Artarmon's Housing Commission high rise development. To me it's a monstrosity".

He was voicing the opinion of many Artarmon people. Viewing this building in 1987 Alderman Warner might be surprised. The building at 17 Barton Road was named after Phyllis Burke, a Commissioner 1945-65 with the Housing Commission (now the N.S.W. Department of Housing). It has 153 units; 37 with three bedrooms, 95 with two and 21 (especially for the elderly) with one. Built in 1968 it is a large cream structure which fits pleasantly into its environment of tall trees and gardens. Opposite are all the facilities of Thomson Park, while at the rear of the building there's plenty of open space: play equipment, including a skating rink, off-street parking facilities and room for barbecues or just relaxing. The rear of the building abutts on to Barton Reserve — a great place for many games. When inspected a horse was grazing under one of many large trees. People living in these units are within walking distance of the Artarmon Industrial Area, the shopping centre and the railway station. The school is almost opposite.

There are three other Department of Housing buildings in West Artarmon. Hampden Road has one structure with two blocks, one with fourteen units and the other with fifteen. One block in Buller Road has thirty units, and one in Cleland Street has four. The villa-type units in Cleland Street are the result of a special project by the Willoughby Retirement Association and Willoughby Council to provide housing for elderly residents on the Housing Commission waiting list.

COMMUNITY ORGANISATIONS

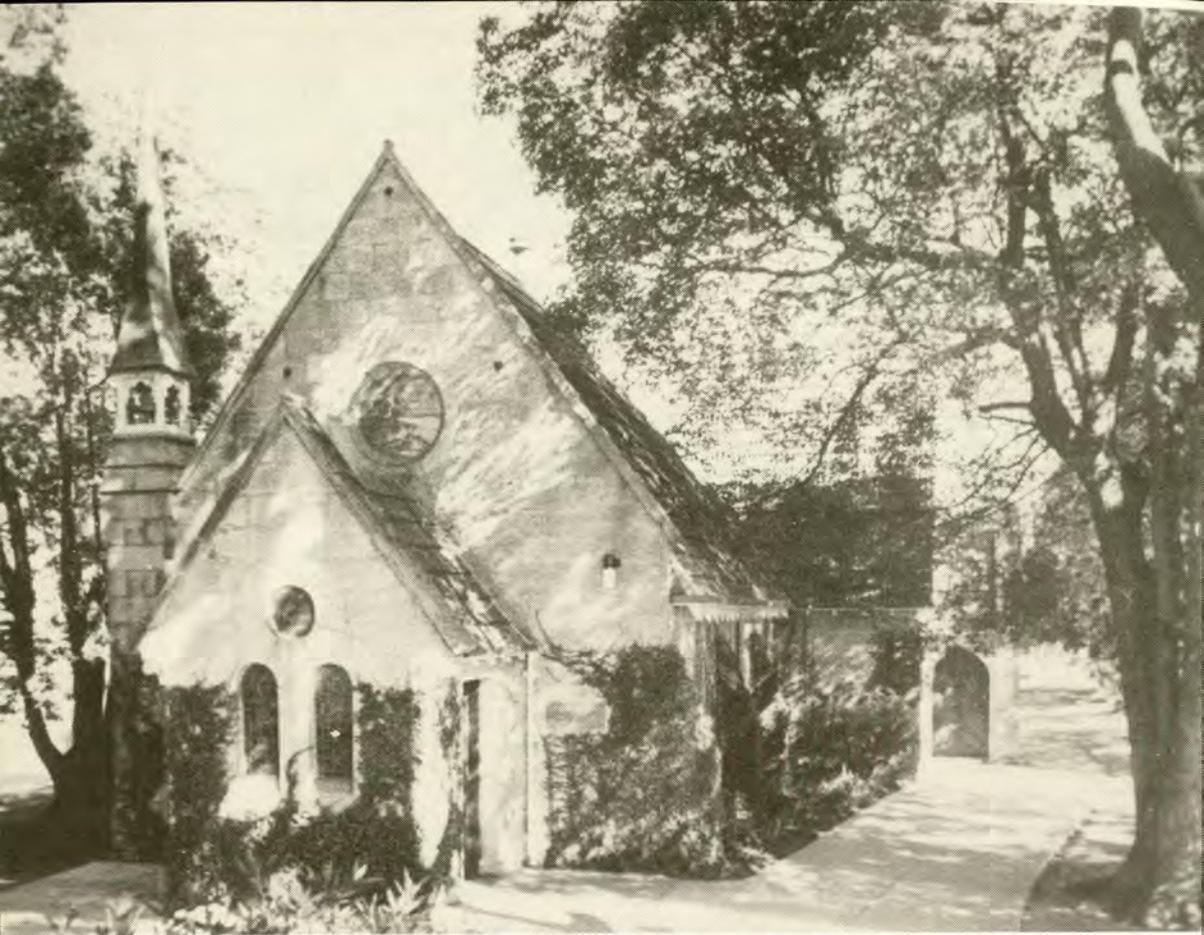
CHURCHES

Churches fill a community need which is social as well as religious. In the Artarmon Residents Survey, August 1972, the church was rated the most used local activity. Sport came second. Often a church would begin with a few people coming together in a resident's home as is still happening today. The church and its community prospered and suffered together. The Great War (1914-18) engulfed them both and so did the pneumonic 'flu when the war was over. By Government Order no church services (as well as other public gatherings) could be held while the 'flu epidemic raged. Later the Depression reduced the funds available for church work and World War II took the young men away from home if it did no worse.

Uniting Church – 518 Pacific Highway; Artarmon/Chatswood South Pastorate: First known as the Wesleyan Church it later became the South Chatswood Methodist Church and is now a Uniting Church. Methodism was established in the 18th century by John Wesley, an Anglican clergyman. He never left the church of his upbringing, for he had no fundamental differences with it, but in time his followers came to be called Methodists, because of their strict rules of conduct and the strict way they performed their religious duties. They have always been noted for their sincerity and for charitable works.

The first church in the Artarmon of former days was a Bush Mission Station and Sabbath school established in 1862 on the south-western corner of Mowbray Road and Lane Cove Road (now Pacific Highway). The little grey stone church one finds there today is the sort of church one would expect to find in an English village. It was one of the earliest churches of the Willoughby district, built in the early 1870s when this area was the centre of the North Willoughby Municipality. When the railway came through and Chatswood railway station was built, the Council Chambers, Police Station and the main shopping centre moved to Chatswood, and the earlier Artarmon/South Chatswood centre declined.

Furthermore when Lane Cove Municipality was created in 1895 the portion of the River Ward west of Lane Cove Road became part of Lane Cove. So the Wesleyan church on the corner of Mowbray Road



*Uniting Church, cnr Mowbray Road & Pacific Highway, formerly Chatswood South Methodist Church.
(Photo, 1930, by courtesy of Willoughby Municipal Library)*

and Pacific Highway left North Willoughby to become part of Lane Cove. But it still serves the Artarmon/South Chatswood congregation as well as nearby Lane Cove residents. Lane Cove Council and the National Trust have restored the cemetery behind the church. Over the years rain, wind and sun have taken their toll of the gravestones; vandals helped too by knocking over and damaging them. Much dedicated work had to be done to restore this historic old cemetery where some of our pioneers are buried. It is one of the few 19th century cemeteries adjacent to its church still remaining on the North Shore. A bronze plaque records how, in 1878, 19-year-old Hugh Bryson was thrown from his horse and killed while on his way to visit his sweetheart. His sweetheart took the camellia he had been wearing in his buttonhole and planted it on his grave. The camellia tree is still there today.

The church is now part of the Uniting Church which was formed in 1977 when the Presbyterians, Methodists and Congregationalists came together to form one united church. The history of the little Wesleyan church has been written by Miss Isabel Hammond, local historian of the Willoughby district, long-time parishioner of this church and a descendant of the pioneer Hammond family.

Methodist Church – Hanover Street: This church was opened in 1910 to serve West Artarmon residents. It was closed in 1960 when the area became industrialised and the site was sold. Hanover Street changed its name to Dickson Avenue during World War I.

(J. D. McKinnon's reminiscences)

St Andrew's Uniting Church – Tindale Road: St Andrew's was first established as a Presbyterian church and so functioned until 1977 when the Uniting Church was formed. John Knox established the Protestant church in Scotland during the 16th century. It was three centuries later, 1823, before another Scot, John Dunmore Lang, came to the Sydney colony to establish his church. It was another century, 1905, before there were enough Presbyterians in Artarmon for them to want a church of their own, and then it was not a church they got themselves but a school hall in Herbert Street, West Artarmon. That was the small beginning from which St Andrew's grew.

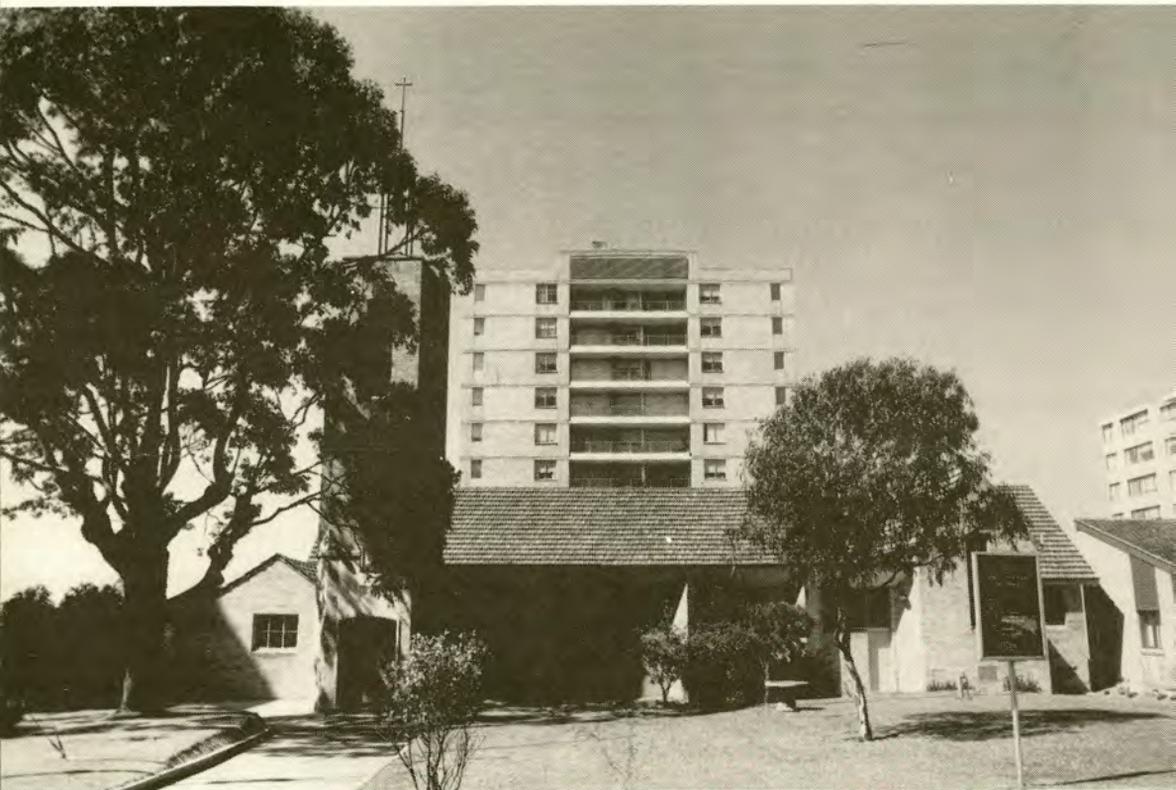
St Andrew's was built in Tindale Road, East Artarmon in the mid-1920s. It is a rather imposing tall building of dark brick, of not much architectural significance and without sufficient ground to be enhanced by trees or a garden, but to judge by the lovingly preserved and attractively produced programmes of its services for Christmas, Easter, and Anzac Day (stored in Willoughby Library archives), its services have been memorable.

St Basil's Anglican Church – 6 Broughton Road: The most famous St Basil's is in Moscow: the church with the squiggly highly coloured fairytale domes. St Basil was born in 329 A.D. and educated at Caesarea, Constantinople and then Athens. He was a learned man who was awarded the title of Doctor of Caesarea. In 370 A.D. he became Bishop of Caesarea.

To begin with, Artarmon was part of the parish of St Thomas, North Sydney and then of St Stephen's, Willoughby. At that time Artarmon was "more or less virgin bush" so it is easy to understand how the first Sunday School came to be held in a cave near where Clarke Bridge is now. The children probably thought it an adventure, especially as their teachers, Mr Hordern and Miss McIntosh, rode their horses down to the cave. Later the Sunday School was held in a resident's home, until larger premises were needed. A public meeting was then held in the military drill hall (later to become St Basil's Parish Hall). The meeting decided to purchase some land for a church. The land cost £145. 6. 0 and on it the church was built for £704. 3.10.

The foundation stone was laid on 1 June 1912, "and pending the erection of the building, services were held under a very large gum tree in the grounds". The tree was still standing in 1964 when Irene Clifford researched her book on the church and is still there. The first child baptised was very appropriately Basil Greene.

The first service was held on 1 December 1912. In the aftermath of



*St Basil's, Broughton Road, Artarmon.
(Photo by courtesy of Willoughby Municipal Library)*

World War I a start was made at fund raising for a new church; in the end it was decided to enlarge the existing building and hold services meanwhile in the Parish Hall. Miss Val Packer learnt ballet in the Parish Hall. St Basil's has two halls available for community activities, one seating one hundred and a smaller one seating thirty. A piano and kitchen facilities are available.

On 1 December 1956 the foundation stone of the extension to the church building was laid, and on 15 June 1957 the first service was held in the larger church. The earlier church had outgrown its usefulness but served its purpose. Its 44 years had not been without achievements: a rectory was purchased in 1919; in 1926 the old School of Arts building (now St Basil's Parish Hall) was taken over by St Basil's Institute and in 1950 a pipe organ installed. The present St Basil's is the extended old church of 1912 with the original foundation stone re-sited and a tower erected as a memorial to the pioneers of the church. It was dedicated on 15 June 1957.

In 1981 St Basil's became known as an Anglican church when the Church of England became the Anglican Church in Australia. St Basil's held a special service on 14 June 1987 to celebrate its 75th anniversary (1912-1987). About 150 people attended the festal evensong in the church and 111 were at the dinner held after the service.

Lutheran Church of Australia – The Manse, Artarmon: Martin Luther (1483-1546) was the founder of the Protestant Reformation. The church he founded, the Lutheran Church, spread mainly through northern Europe and then to America. It was not till 1838 that the first Lutherans came to settle in Australia. Today the most notable community of Lutherans in Australia is at Tanunda, S.A.

The Reverend M. Mickan who lives at the Lutheran Manse in Artarmon is the pastor of St Paul's, 3 Stanley Street, Sydney. St Paul's has a congregation of 150 baptised members and 50 others. Eight members of St Paul's live in Artarmon. He writes, "The greatest percentage (over 2/3) of my congregation are Australian born and are of the fourth to fifth generation of Australian-born citizens".

The Lutheran Church was established in Sydney in 1866, with its first church founded in 1882 at 90 Goulburn Street. Here services were held in German, but when in 1915 St Paul's was founded, the change was made to English. A third church, Trinity, was founded in 1928, and again services were in English. The Lutheran Church is not only part of the life of Sydney, it is also part of our own municipality, with its manse at Artarmon and its pastor, the Rev. M. Mickan, serving the church of St Paul, which is his main church although for the time being he is also in charge of Trinity.

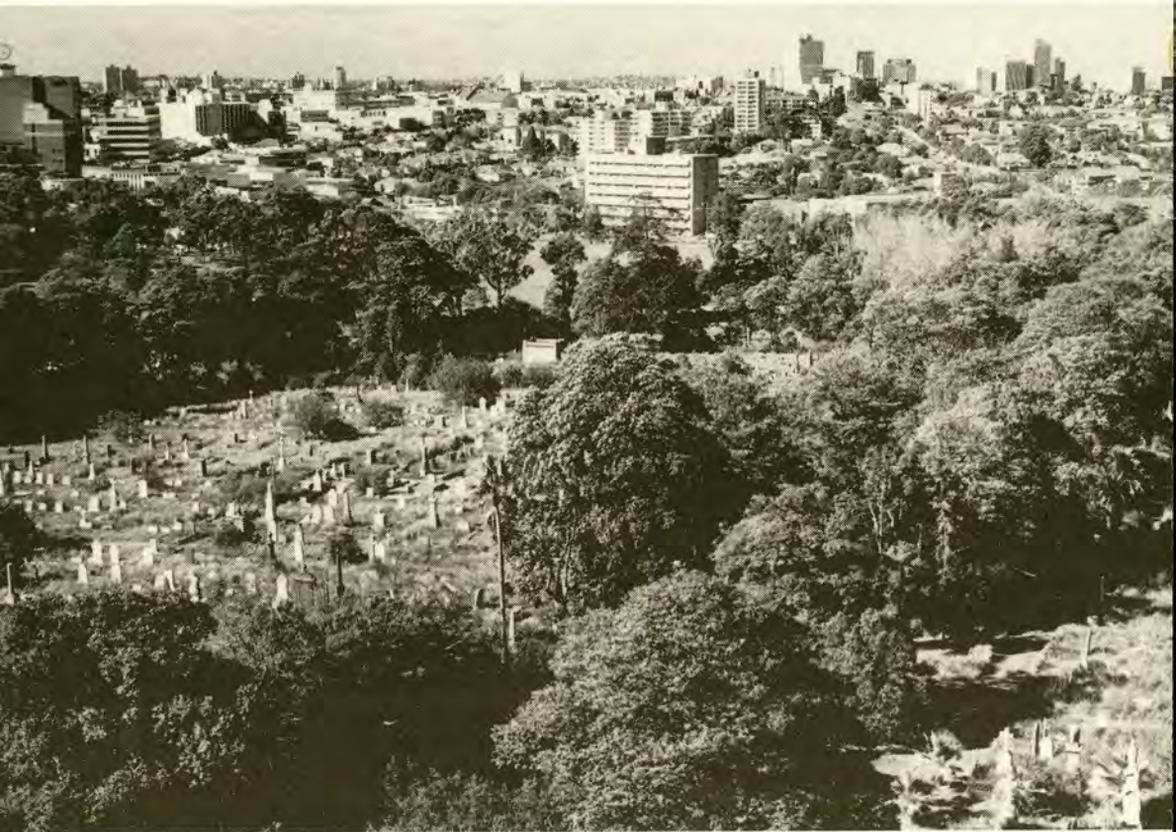
Catholic Church: We do not have a Catholic church at present in Artarmon, probably because there is the large Our Lady of Dolours nearby in Chatswood, as well as St Leonard's, Naremburn, situated on the crest of a hill so that its lovely spire is visible against the sky for quite a distance.

GORE HILL CEMETERY

Gore Hill Cemetery is situated on a bend of the Pacific Highway with its entrance in Westbourne Street, Artarmon. The cemetery gates were built in 1902 by W. E. Parry of Gordon with sandstone from Waverley quarry. At the entrance is the lychgate (lych is an Anglo-Saxon word for the dead), the traditional gateway to consecrated ground and where the casket bearers wait before entry. The land (six hectares about four miles from the city) was dedicated in May 1868. The manner in which it was set up has been admirably dealt with by Miss Edith Sims in her book *Gore Hill Cemetery 1868-1974*.

Few of us have ever given a thought to how a public cemetery comes to be: how a cemetery is needed as a district becomes settled, the petition that the local member of parliament (in this case William Tunks, M.L.A. for St Leonards) presented on behalf of the local citizens, the choosing of the land and surveying of the same, and the setting up of an authority to administer the resulting cemetery.

Public cemeteries replaced an earlier tradition where the graveyard



*View from top of Gore Hill Tech, looking towards the city.
Gore Hill Cemetery in the foreground.*

was next to the church. St Thomas's, North Sydney had its graveyard beside the church for many years, until a rest park replaced it, the tombstones being re-sited on the boundaries of the park. The old West Street Cemetery at Crows Nest has been treated in the same way. Both the Uniting Church at the corner of Pacific Highway and Mowbray Road, and St John's Church at Gordon still have their original graveyards beside the church. The first Catholic cemetery in the municipality, next to the Catholic Church in Archer Street, Chatswood, was removed to make way for the present school. For Artarmon residents both the Uniting Church cemetery at Mowbray Road/Pacific Highway and Gore Hill cemetery are of special importance for they are the resting place of some of our early pioneer families.

To students of family history and local history cemeteries represent what gold does to a fossicker. Be sure to pay a visit to Gore Hill Cemetery, it is well worth it. The hill on which the cemetery stands overlooks the steep escarpment of the Lane Cove valley (the magnificent expansive view of the Harbour and the city of Sydney is best seen from the top storey of the University of Technology). The



*(Photo, 1981, by courtesy of
Willoughby Municipal Library)*

cemetery is on the crest of the hill, contained within its own world of sky and trees, a place of quiet retreat. It is difficult while standing there among the graves to realize that all the busy traffic of Pacific Highway is roaring past outside that green metallic iron fence. The outside world is really and truly shut out making "an oasis of peace in a desert of high rise development; a space enclosed by dense trees, making it a retreat for privacy" according to a talk given to the Friends of Gore Hill Cemetery in 1977 by John Stowar B.A., Dip.L.P., M.A.I.H. A useful lesson here: how to make an attractive urban environment by judicious planting of trees and shrubs. And it is worth noting that from the earliest days there was a concern for landscaping of the grounds. William Tunks wrote to the Secretary of Lands asking for the trees to be left standing "for the purpose of shade and ornamentation". Pacific Highway does not intrude on the peace of the place and neither do the cemetery's neighbours, The Royal North Shore Hospital, T.A.F.E. and the University of Technology, nor the young and vigorous enjoying their outdoor leisure pursuits on Gore Hill Oval.

By 1974 the cemetery seemed to have outlived its usefulness. Indeed

Leplastrier wrote in 1916 that the trustees did not intend to permit burials after 1917. It went on to function for a little over one hundred years (1868-1974) during which time all the grave sites were sold and the last burial took place. What was to be done? It was proposed to build a crematorium in its place but nothing came of that. The weeds took over. Everywhere were signs of neglect. In came the vandals. Vandals are always attracted to cemeteries, they are full of things to be smashed, a favourite place to let off steam. So of course Gore Hill suffered. It still does. As late as June 1986 the Friends of Gore Hill Cemetery were saying that vandalism was on the increase — "We see evidence of this every time that we go into the cemetery". Did the community that had needed the cemetery need it no longer? Its early years had been years of growth (1875-1920), followed by years of decline (1920-1974), partly due to the establishment of the Northern Suburbs Cemetery and later the Crematorium.

At first the cemetery had a caretaker, James Kennedy, who dug the graves, planted trees and looked after the grounds. A cottage was built for him in 1886 but each denomination kept its own burial records until a sexton was appointed in the 1930s. The present sexton's cottage is a fairly recent one, built in the late 1940s, now under the control of Willoughby Council.

One of the best features of this historic old cemetery is the landscaping which is formal with straight lines of palms. Palms were very much in favour in the Victorian age. They used to line Bridge Street and Macquarie Street in the city. The palm tree is a symbol of the resurrection and reminds us of Palm Sunday commemorating Jesus' triumphant entry to Jerusalem. On the borders of the cemetery grounds a hedge of shrubs and trees was planted. There is a pleasing regularity about the place, an unmistakable atmosphere belonging to a past time. Seen here are fig trees, ornamental olive, conifers, cotoneasters, holly, and some Australian natives (including the brush box which grows on the nature strip of so many Willoughby streets) and the pittosporum. The shrubs and other plants as listed by John Stowar are exotics: rosemary, hawthorn, privet, azaleas and viburnum; the flowers are periwinkle, coreopsis, violets, old types of roses; there are also bulbs (such as watsonias) and vines (honeysuckle and ivy). Growing beside one of the graves among the exotic weeds a sturdy Australian native acacia was to be seen, Prickly Moses which takes its common name, not from the Biblical Moses, but from a corruption of the word Mimosa (wattle).

In this relatively small garden graveyard are 14,483 burial plots. Upwards of twenty monuments were transferred from the Devonshire Street, Surry Hills Cemetery when it was demolished to make way for Central Railway Station, Sydney. Each denomination was assigned its own area: Baptist, Catholic, Church of England, Congregational,

Methodist, Presbyterian, Non-sectarian. There is a sad little row of fifty babies' graves, victims of the 'flu epidemic (1919). When the 'flu struck the Presbyterians ran out of space so the Congregational church (a smaller denomination) generously gave them some of their area. Also in the Congregational area were buried the Chinese but their graves were not marked with the traditional Chinese gravestone inscribed with red characters so the grave sites have been lost. At first Jews had an area of their own but by 1917 they seem to have needed it no longer. Suicides, lunatics and the unbaptised were buried outside consecrated ground (which meant outside the lychgate), poor things. So it is heartening to turn to the well loved and remembered. We find many of those. In the old Catholic section the Jesuit priests are buried in a circle with their feet pointing inwards towards their bishop.

Gone the Victorian pageantry with its black horses decked with black plumes and with hooves muffled, gone the widows in black clothes and veils, men with black armbands, and everyone with black borders to their handkerchiefs. Horses and mourners travelled slowly. Male bystanders took off their hats and bowed their heads. Women did not go to the graveside but prepared a funeral repast to which the male mourners returned. There was a lot of social pressure to put on a fine show for a funeral even if the family was skimped for money. The grave itself was a sign of the importance of the family. "Ostentatious displays of grief were required by Victorian society . . . You may have been starving in the privacy of your own home, but here you had to put on a show. A poor funeral and grave indicated not only poverty, but lack of love and respect for the dead. A family grave like a family home, was a sign of success." Thus says the excellent script accompanying the video *Stories in Stone* prepared by Willoughby Municipal Library for the Friends of Gore Hill Cemetery. A grave was a place to be visited, to place flowers, especially white flowers on Mothers' Day. Respect for the dead was shown by caring for the grave.

Most burials took place between 1868 and 1929 but started to become less frequent in the 1930s by which time there were fewer gatherings at family gravesides and much less elaborate funerals. Cremation became popular. And when all the allotments had been sold, as they had by 1922, the cemetery's income declined. It was obvious that the cemetery would reach a time when there would be no more burials there. Trees and shrubs which died were not replaced. The trustees rarely met. The last burial was in 1974. The cemetery fell into neglect. Weeds flourished.

What was to be done? Replace the cemetery by an extension of Gore Hill Oval? To Willoughby Council fell the responsibility of arranging such an extension. But it was not to be. In 1975 the Gore Hill Cemetery Act was passed making the cemetery Crown land, with the proposal that the site be made into a rest park with the tombstones

arranged round its edges, as had happened to St Thomas's, North Sydney and to the old West Street Cemetery, Crows Nest.

Friends of Gore Hill Cemetery: In 1975 the Friends of Gore Hill Cemetery organised a petition of 4,200 signatures, calling on Willoughby Council and the Lands Dept to preserve the cemetery. Their fight for the preservation of this historic and beautiful site brought together the National Trust, Royal Australian Historical Society, Society of Australian Genealogists and regional historical societies. Under threat of closure the Heritage Council and the Lands Dept provided \$80,000 for its restoration and the National Trust was represented on the management committee to help with the badly needed restoration. The Crown Lands Dept allocated \$250,000 for restoration and maintenance for five years.

The result of all this action was that those sections of the Gore Hill Act which had classified the cemetery as a rest park were repealed and instead Gore Hill was declared an historic cemetery. Everybody and every organisation that helped in this is to be congratulated, especially the Friends of Gore Hill Cemetery, founded in 1974 by Dr Margaret Collins. Ten years later, September 1984, the Friends had a membership of 300 volunteers who have done their best to transform what was once a neglected wilderness into something pleasing to the eye. They have restored the carriage-way, the lychgate, summer house, the brick wall along the carriage-way and the fence along Pacific Highway. They do this at weekends when they hold working bees. They meet on the first Sunday of the month from February to November from 12.30 p.m. to 2.30 p.m. or thereabouts at the Westbourne Street entrance to the grounds.

"A fine 19th century landscape": What has been preserved is "a fine 19th century landscape" according to Richard MacKay, National Trust archaeologist, "with the monuments showing the art of the stonemason". Many of the oldest are of sandstone, greyed and yellowed with age. White marble with black incised lettering was popular too but more expensive. In the 1920s darker stone of highly polished granite, red, grey or black, became a fashionable choice. Wealthy families could aspire to a marble vault (a custom introduced from Italy) above ground but most of the graves are below ground. One can almost pick the date of the interment by the type of tombstone, its stone, lettering, words chosen and ornamentation. The heads of old sandstone tombstones were rounded and the lettering incised. Metal letters were chosen by a later time and these were inserted into a groove and held in place by a pin. White marble slabs and the granite ones have this metal lettering. But nothing withstands the wind and the rain; the old sandstone tombstones end up with their lettering obliterated and the metal letters drop off the later monuments, leaving gaps.

Before the information on the old tombstones is completely lost, the

Society of Australian Genealogists has made a careful record of all that remains. The Royal Australian Historical Society has collaborated in publishing these in two volumes of transcripts; Vol. 1 is a list of all burials entered in the burial registers and Vol. 2 is a list of all the headstones as transcribed in 1975-76 by the Society of Australian Genealogists. Regrettably Vol. 2 is incomplete. Some graves have no headstones and some are so damaged or worn they cannot be read. Keith Johnson has listed important monuments and Marjorie Lenehan has listed persons of historical interest buried at Gore Hill. All this information is available at Willoughby Municipal Library where there is also an alphabetical card index of persons buried at Gore Hill.

"In the varying styles used by churchyard carvers we have an unequalled social record of artistic tastes and attitudes to death, of public expressions of grief and the craft of the stonemason" to quote again from the excellent video tape made in 1981 (Willoughby Municipal Library archives). Most of our early settlers were born in the British Isles and brought their customs with them. So the Irish ones engraved the shamrock and the Irish cross on the graves of their relatives. The urn has been a symbol of death since ancient times. Marble angels were expensive and their robes changed with the times. Earlier ones wore feathered wings, the Victorian ones wore full length gowns. Lilies were symbols of purity; clasped hands marked the grave of couples buried together; a broken column signified someone who had died tragically or very young. Fat roly-poly cherubs decorated children's graves, or perhaps a lamb. An open book was often seen and also a three-tiered monument surmounted by a cross. Most unusual are a couple of Art Nouveau headstones of an elegant simplicity, entirely original in conception and very beautifully executed.

Among the early settlers some birth dates go back to the 1820s and '30s. There is even the grave of an ex-convict, Peter Size of County Mayo, transported for seven years. One of his descendants, Mrs Murdoch, has his Ticket-of-Leave dated 1854. Jeremiah Crowley, born in Ireland in 1837, was the first registered schoolmaster at the St Leonards of that time (present-day North Sydney). There are some New Zealand-born among those buried here.

The most outstanding monuments are those for important citizens. The Hordern family home was where Chatswood High School is now but they are chiefly remembered for the Anthony Hordern's emporium at Brickfield Hill, George Street, Sydney with its motto 'While I live I grow'. The Hordern monument in Gore Hill cemetery is an imposing one, not only for the monument itself but for the landscaped grounds surrounding it. Also represented is the Ludowici family (tanners of Lane Cove); three members of the Gore family; a great-grandson of Billy Blue, North Shore's first boatman; Mashman from the Chatswood

pottery works; E. R. Lanceley who helped found the North Shore Brick and Tile Co; John Sulman, the architect; John Dettman the educationist; a Durack of the well-known pastoral family.

Among our local aldermen are buried Forsyth, Bavin, Bailey, Crabbe, Duff, Baldry, Lanceley and Harold Reid who was Town Clerk of Willoughby and after whom Reid Park is named.

There were more people lost at sea in times past but our most tragic loss was of our young men in war. The Boer War took two Gilchrist brothers, sons of the headmaster of Willoughby Public School; World War I and World War II took many others. Most tragic seems the death of the outstanding sportsman Barney Kiernan at the age of nineteen when he was at the height of his swimming career; "the greatest swimmer the world has ever known" he has been titled. He died of what is now a curable malady, appendicitis.

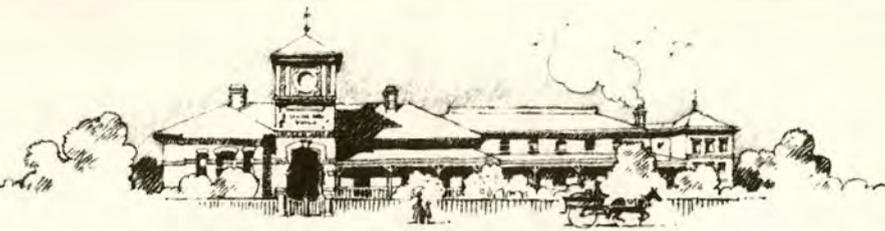
On 17 November 1987 a visit to the cemetery showed it to be overgrown with privet and lantana. The yellow coreopsis and a bulb with a mauve/white flower had taken over many of the graves. Neglect was everywhere. So it is good to end on a brighter note. A full-time gardener, Adrian Symes, has been appointed, and there is a conservation plan and a management trust with representatives from the National Trust, Friends of Gore Hill Cemetery and Willoughby and Lane Cove Councils.

Should there be a limited tenure on grave sites? Fifty years perhaps? Should the headstones then be removed and put somewhere else? Those who lie in Gore Hill Cemetery can rest in peace. The Heritage Act of 1986 has classified all pre-1900 monuments as relics that cannot be interfered with. We have at Gore Hill an historical record of the North Shore area and those who lived, worked and died there. The history depicted there is one of our links with the past, part of the wider Australian story. We can thank the people who worked to see it was not destroyed and it is up to us to look after it for the future.

THE ROYAL NORTH SHORE HOSPITAL

The early white settlers on the North Shore had no general hospital; many families probably had a medical book, no doubt much used. Those were times when roads were few and often only dirt tracks; when horses shied, vehicles overturned, and riders were injured; when work was arduous and dangerous and implements inadequate — tree felling, rock excavation and building were all accident-prone jobs. There were venomous snakes and spiders and of course the housewife in a rudimentary kitchen had her share of injuries. Illnesses, injuries and childbirth were treated at home. Families lived in relative isolation scattered over a large area.

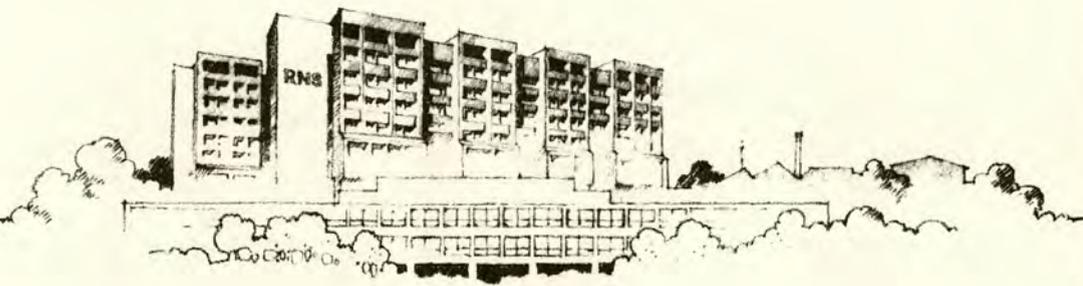
The history of the Hospital begins with a small group of local people



Above and Below: The Royal North Shore Hospital, yesterday and today, as appearing on the hospital's letterhead.

getting together. They were the 'issues people' of their time and like similar groups now, the growing edge of a democratic society. In 1885 when the population of the North Shore was 20,000, Chatswood magistrate Frank B. Treatt and his wife became prime movers in arousing public interest. They organised a meeting on 30 October 1885 in the Masonic Hall, Walker Street, St Leonards (now North Sydney). This inaugural meeting of 'citizens of North Shore' resolved to take steps to provide a cottage hospital. In moving the resolution Dr C. D. Clarke spoke about the desirability of such a hospital; he told of serious accidents and the difficulty and danger experienced in conveying patients to the Sydney Infirmary (which became Sydney Hospital). On 9 January 1886, the press revealed that "The recent and fatal accident to Boyce, the Woodman, late of Chatswood, who took three hours to reach Sydney Infirmary, there to die the same evening, points in sad but eloquent significance to our great want of an accident hospital on the North Shore". The meeting appointed office bearers and discussed fund raising. With this in mind a Pioneer Industrial Exhibition was held in June 1886 to raise funds for the hospital and to publicise the area's growing industry.

This exhibition was a great success and yielded net takings of £120. In addition, David Berry, M.L.C. donated £200. The exhibition was divided into sections, indicating the interests of the times: raw products and building materials, manufacturing, natural history, agriculture and horticulture. Some interesting prizes were listed in the catalogue: best collection of dried ferns grown in Parish of Willoughby, one guinea; best darned pair of stockings by North Shore girl under 14 years of age, one guinea; best watercolour of any scene in Middle Harbour,





Royal North Shore nurses' tennis match, c.1910.

(Photo by courtesy of Willoughby Municipal Library)

open to all competitors, one guinea; best exhibition of knitting, two guineas, presented by Lady Carrington, wife of the Governor.

In July 1886 a hospital committee chaired by Dr McDonagh set about planning a cottage hospital and on 18 June 1887, Sir Henry Parkes, Colonial Secretary, Premier of New South Wales and representative of the East St Leonards electorate, laid the foundation stone at the little hospital. It was a special day, not just for the people of St Leonards, but for Sir Henry too. He had a strong commitment to improving health care. He had supported many schemes and had been instrumental in establishing Prince Alfred Hospital. Even earlier he had pleaded with Miss Florence Nightingale to send to Sydney nurses trained in her new nursing methods. He later defended Miss Nightingale's nurses against stringent criticism by the Sydney medical establishment. The North Shore Cottage Hospital had fourteen beds, five staff and cost £2,120. It was situated in Willoughby Road, Crows Nest, on land donated by David Berry, M.L.C.

By 1900 the population of the North Shore had grown to 56,000. The little cottage hospital, despite expansions, no longer met the needs of the district. Those of us who see The Royal North Shore Hospital now can be grateful to the Cottage Hospital delegates and those from the North Sydney and Willoughby Councils who conferred with the Minister for Lands and the New South Wales government, the result being a grant of eight acres of the Gore Hill Reserve near the new St Leonards Railway Station.

In 1902 Sir Harry Rawson, Governor of New South Wales, laid the foundation stone of the soon-to-be-erected hospital amid much pomp and ceremony. And in 1902 the title Royal North Shore Hospital was granted by King Edward VII following his coronation, the first hospital in Australia to be given this honour. Only a year later on 10 June 1903, the New South Wales Premier, Sir John See, opened the new hospital. It had one Nightingale pavilion, which consisted of two wards, each with twenty beds — Dibbs Ward for women, named after Sophia Elizabeth Dibbs, a great supporter of the hospital and mother of Sir George Dibbs, and Carey Ward for men, named after Randal Carey, the hospital president. There was also an administrative block with operating theatres, nurses' accommodation, kitchen and laundry. Two additional wards were opened in 1914 to make a total of 132 beds.

The original Cottage Hospital was sold (1905) to the Sisters of Mercy, who later established what is now the Mater Misericordiae Hospital on the Pacific Highway at Crows Nest.

Charles Jones who lived with his family in West Artarmon described his impression of the hospital as it was in 1915. One day Charles had such a bad pain he couldn't go to work. It was a wet day and an ambulance was sent for but it got bogged for half an hour down at the bottom of Whiting Street. In the end the doctor did the operation in

the ambulance at R.N.S.H. The patient's appendix had burst. He was in hospital for three months and three weeks. When Charles was a patient, R.N.S.H. had only one building. Charles remembers the Sallies coming on Sundays and playing music on the lawn. The food was awful. "We never got enough to eat. You were hungry all the time." Which means he was getting better, and also he was a growing lad — seventeen years old.

And here is a nurse's description of the hospital in 1922: "The conditions in which we lived were quite primitive by today's standards. The night nurse cottage had no hot water, no shower, just a tin bath behind a shed-like construction. My bedroom was in the former kitchen of the old cottage and the head of the bed was placed up against an old disused fuel cooking stove." That quote is from Margaret Rice's history of nursing at R.N.S.H. and Margaret goes on to say: "Nurse Wallace made porridge, gave out the eggs brought for patients by relatives, washed dishes, scrubbed lockers, turned down quilts, scrubbed urinals and pans with sand-soap and carbolic solution, gave out morning tea, helped prepare lunch, ran errands, cleaned everything again in the afternoon that she had cleaned in the morning and completed many pan rounds. The work seemed like sheer drudgery and also seemed endless. It was hardest on Nurse Wallace's feet."

World War I (1914-18) followed by the Depression (1929-33) were difficult times. Many people were unemployed. The 'flu epidemic was widespread. Life was grim. Hospital growth slowed down. However a group of nearby old cottages on resumed land were put into use as the first maternity unit.

The 1930s saw great expansion of medical and surgical departments. One example was the Arthritis Clinic, one of the first of its kind in Australia, which was added to the Outpatients services. Vindin House providing accommodation for nurses replaced Lanceley cottage in the 1930s. Sturt House was built in 1956.

The Royal North Shore Hospital reflects the gradual developments in science and technology affecting medical practice. By 1936 the sulphonamides brought a new wave of chemical and drug therapies. Advances in medicine and surgery were a by-product of World War II (1939-45). Penicillin brought in a new era. The Royal North Shore Hospital had 22 surgical and medical specialities by the 1960s. The Spinal Unit established in 1956 had, by 1960, a worldwide reputation.

Then in 1964 came Stage 1 of the new building. It requires a great leap to comprehend the enormous complex which makes up The Royal North Shore Hospital in 1987 and think back to what it was like in 1905. By 1977 "six decades after its first conception . . . the R.N.S.H. multi-storey ward block had become a completed reality . . . Containing 650 beds, it was designed to integrate with the four-level Stage 1 building completed in 1964".

COMMUNITY ORGANISATIONS

By 1948 R.N.S.H. had become a teaching hospital linked with Sydney University. By the 1980s it was "one of the most modern and complete teaching hospitals in Australia — one of world standard — an achievement of which not just the North Shore of Sydney for whom it was originally founded, but this country, should be proud". One sees now the great conglomerate of high rise buildings. What do they provide? A full length book would be needed to cover a complete list of the services provided, including those external to the main location. Here are a few statistics from the 1986 Annual Report which give some idea of what those mighty buildings represent:

PATIENTS

Inpatients:

Admissions during 1986	34,680
Total patients treated	35,448

Babies & Children:

Number of births	2,698
Children under 15 (inpatients)	2,362

Outpatients:

Number registered	64,997
Total occasions of service	260,259

STAFF

Nursing	1,189
Medical	1,151
Administration & Financial Services	536
Domestic & Maintenance Services	656
Research & Academic	133
Total	<u>3,665</u>

SERVICES

Specialist Clinics	26
Ancillary Clinics	17
Diagnostic Services	12
Sterile Services	4
Catering Services	3
Laundering Service	1

Medical research is an integral part of the Hospital and of a particularly high standard. The Hospital research staff work in close

liaison with the University of Sydney and with the nearby University of Technology. The 1960s and 1970s saw the development of cardiac pacemakers, artificial heart valves and arterial replacements. The R.N.S.H. In-vitro Fertilisation programme is one of the leaders in this field. The first I.V.F. triplets in New South Wales were born at R.N.S.H. in September 1984. Since its inception the I.V.F. programme has produced 105 pregnancies and 51 births.

Another aspect of the hospital's services is that carried on outside the hospital or in cooperation with external agencies. Community Health services include residential programmes (Ellamatta Lodge), living skills centre, drug and alcohol services, development disability services, home nursing services, assessment centre, diabetes education and assessment programme, health promotion unit, child and family health services, regional health care interpreter services and rehabilitation geriatrics centre.

The Health Promotion Unit: In early 1984 the Minister for Health announced a three year programme to make health more caring in New South Wales. The initial stages relate to refurbishing of maternity, paediatric and accident and emergency units to present a welcoming and friendly environment to patients and visitors.

Many, many people have and are contributing their knowledge and skills, their voluntary services and donations to this great hospital. The Ladies Committee, started in 1886 is still going strong. In 1986 under president, Mrs Jeannette Dowda, it raised \$79,065. In the seventeen years, 1969-86, the Floral Service Sub-committee raised half a million dollars; in 1985 \$90,000. Mrs Nance Hansen formed a committee to raise funds for a chapel. This accomplished, the committee became the Floral Service Sub-committee of the Ladies Committee. Other Sub-committees include: the Hospital Shop, the Trolley Service and the Patients' Escort Service. The Graduate Nurses' Association, Patients' Aid Group, the Willoughby Auxiliary, R.N.S.H. Hydronauts, Westpac S.L.S.A. Helicopter Rescue Service and local Rotary Clubs are among the most active voluntary groups.

The hospital benefits from bequests and donations. In 1986 there were 699 donations and bequests of over \$100, total \$2,038,791. Many hundreds of donations of less than \$100 also were received. Many bequests have been given for a specific service. In 1973, for example, a new research centre, named after the late Dr Wallace Freeborn, general medical superintendent 1946-63, incorporated the Raymond E. Purvis and the Caroline Lanceley research laboratories. The Raymond Purvis bequest came from the Raymond E. Purvis foundation. Caroline Lanceley, whose father, E. R. Lanceley and her two brothers, H. G. and E. D. Lanceley had served on the hospital board, was a member of the Lanceley family. There are, of course, many others.

Of the contribution of the medical staff space permits mention only of Dr Grace Cuthbert-Brown. She was the first woman resident medical officer. In 1937 she became the State Director of Maternal and Baby Welfare. Programmes she developed became models for Australia and achieved international recognition. Her efforts led to the development of free Baby Health Centres. In 1986 she received the Degree of Honorary Doctor of Medicine. Dr Grace Cuthbert-Brown is remembered for her pioneering work to combat maternal and infant mortality and morbidity, one of the major problems in public health earlier this century.

The R.N.S.H. is compiling a comprehensive history of the hospital. Margaret Rice very kindly permitted me to read her manuscript. 'The Close of an Era — A History of Nursing at The Royal North Shore Hospital, 1887-1987'. I look forward with pleasure to the publication of both of these histories, which celebrate the hospital's centenary.

PRIVATE HOSPITALS, NURSING HOMES AND HOME CARE SERVICES

In 1987 there seem to be no private hospitals or nursing homes in Artarmon. A survey in November 1977 by two welfare students from Sydney Technical College shows no nursing homes in Artarmon at that time either.

However Val Packer says she was born in a private hospital which she thinks was at 125 Artarmon Road. This was in 1933, and in the 1940s a County of Cumberland Report listed three private hospitals in Artarmon: 'Fairhaven', 152 Sydney Street, 'Trentham' Rest Home, 71 Sydney Street, and 'Challina', 114 Sydney Street. (Sydney Street is now in Willoughby.)

This Report also lists five nursing homes: 'Halloween', 5 Carlos Road; 'Clemits' Convalescent Home, 5 Waltham Street; 'Mowbray Road Rest Home', 290 Mowbray Road; 'Highview' Convalescent Home, 338 Mowbray Road; and 'Elderslie' Convalescent Home (for sub-normal babies), 65 Broughton Road. (This last-named was previously 'Allowah' Nursing Home.)

Artarmon may not have private hospitals or nursing homes, but it is well served by home-care services.

The Home Care Service of N.S.W.: The Lane Cove/Willoughby Branch of this welfare service is in Artarmon. Established in March 1987, it is one of 165 branches in New South Wales. The Home Care Service aims to help people who through illness or incapacity cannot cope alone with day-to-day living problems. The Service provides home care, cooking and shopping, laundry, personal care and relief or respite for family members. The aim is to keep people as independent as

possible and prevent institutionalisation. Unfortunately this important service is chronically short of staff despite good pay and conditions.

The Australian Visiting Nurses' Association: Now that patients are being discharged earlier from hospital they often need daily dressings and supervision of diet and medication at home. The A.V.N.A. provides this valuable service. They care for those suffering from post-surgery, acute, incurable, chronic and many other health conditions. The patient is maintained in his or her lifestyle, conserving independence and allowing the patient to feel in control of his or her own destiny.

Alderman Betty Fowler is one of the founders of A.V.N.A. She was one of a group of self-employed, registered nurses who decided they needed an association. These nurses felt isolated and scattered over a large area. They wanted some means of communication, and some method of keeping up to date with nursing practices. Then, too, because of their close contact with patients and their families, they became aware of anomalies and injustices. To rectify these they needed an organisation. Alderman Betty Fowler describes two issues for which A.V.N.A. has fought: first, the two dollars (now three dollars) per day allowance paid to convalescent homes should be paid also to the patient's relative (husband or wife usually). This was granted seven long years later (1973). The second issue relates to health insurance. As a result of A.V.N.A. persistent lobbying, the patient now receives twelve dollars per nursing visit with a limit of six hundred dollars per year.

CHILD CARE

Dikha listed the following community services for children available in 1981: Baby Health Centre at 2 Elizabeth Street, Kindergarten in Cameron Avenue, Retarded Persons Hostel in Carlos Road. He found Artarmon underprovided with community activities, the most neglected being the 5 - 15-year-olds who needed recreation areas.

Willoughby Council has provided after-school care for children 5 - 12 years old at 3 Abbott Road, and private care has been available at 67 Broughton Road. After-school Care has also been available from 3 p.m. to 6 p.m. at the Guides Hall, Cleland Park and there are recreational activities during school holidays at Artarmon Public School.

The above information will very quickly become dated, if it is not so already. Artarmon, it is hoped, will have much more child care available in future.

Artarmon Children's Centres: If the need for child care existed in the past, as it probably did, there was no provision for it. Child Care is a recent development and still unable to cope with the need. Artarmon has two centres publicly funded.

The Artarmon Children's Centre at 3 Abbott Road provides long-day

care between 7.30 a.m. and 6 p.m. for 25 children aged 3 to 5 years. A prerequisite for eligibility is that both parents must be working or studying. An indication of the need for this service is demonstrated by the fact that the Centre's waiting list at present is 220. The Centre has been in operation for ten years. The Director, Caroline Bridgen, has a staff of five: two have diplomas in early childhood development; one has a child-care certificate; one is untrained but very experienced; and the part-time cook is a home economics graduate. Ms Bridgen estimates that 60% of children at the Centre are from families recently arrived in this country. Some of the children are bi-lingual even at this early age. Their families are more from Asia than Europe, from China, Hong Kong and Singapore, and a growing number from Iran. The Centre is funded by Willoughby Council and parents pay a weekly fee.

Artarmon After-school Centre (Kids Cottage) at 41 Jersey Road provides safe recreational activities before and after school for children aged 5 to 12 years. The maximum number per day is 45. These children come mostly from families where both parents are working. The Centre has indoor and outdoor facilities and various activities, whatever the children want. The three staff members have tertiary qualifications, the present Director having a degree in psychology and the others the triple C child care certificate. The Centre is funded by Willoughby Council.

ARTARMON PUBLIC SCHOOL

In October 1910, after some three years of community action, Artarmon Infants' School was opened. All the effort had been worthwhile — the public meetings, petitions, visits to the Minister, official inspections and finally the acquisition of land and the building of a two-room structure on the corner of McMillan and Abbott Roads. Miss Eliza Cowan was the first school mistress with one assistant, Miss Hancock (later Mrs Wales). Sixty-six pupils enrolled.

By 1917 extensions were completed enabling the school to provide full Primary classes. The first permanent Headmaster (1917), John Pugh, had a staff of five teachers and 272 pupils, that is 45 pupils per teacher. The third Headmaster (1919-25), Jonathan Machin, had a staff of eight (later nine) and 462 pupils — 46 pupils per teacher. Mr Machin died in 1925 while still Headmaster. The Parents & Citizens Association erected a bell tower as a memorial which was unveiled by W. M. (Billy) Hughes, the local M.P. at that time. Miss Clifford, a teacher during Mr Machin's term, spoke of happy memories of the school and described him as a "wonderful man of great moral and spiritual stature — loved and revered by his staff and pupils". He gave music prominence in the curriculum, as he considered "music is the soul of the school". A piano and string band was created and vocal exercises introduced.

Expansion continued, more land was acquired, sheds and portable classrooms were used until, in 1928, a new building was erected on the other side of Abbott Road. The school divided into three departments — boys, girls and infants.

In 1936 Artarmon was chosen as the third school in New South Wales to have a special class for gifted children. (Woollahra and Erskineville were the other two). This development has boosted the achievements of Artarmon School, which in 1947 was classified as a school for Special Purposes and Experiments in education with relation to primary education. Experiments were conducted to ascertain the value of methods of teaching, for example: normal curriculum in 1st and 2nd grades versus no formal arithmetic; use of mechanical aids versus normal methods of reading; spelling with and without use of typewriter; homogeneous grouping of skills versus normal class teaching; visual approach versus auditory approach in the beginning of reading. These experiments created much interest. They were widely reported on Australian radio and later on T.V. and in articles in newspapers and magazines in Australia and U.S.A. The library for which the P. & C. Association and others had worked for many years was officially opened in 1959.

The 1950s postwar influx of migrants, many from non-English speaking countries, brought the need to teach English to migrant children. The school census of 1978 showed that one in five of Artarmon school children was born outside Australia, more than one-third of parents were born outside Australia and nearly half of grandparents. More than two-thirds of the school children had both parents and grandparents born in other countries. In 1986 25% of pupils were not of British descent. By 1986 there were two full-time English-as-a-second-language teachers. By 1987 Artarmon school was one in which multi-culturalism flourished.

For children experiencing difficulties with reading a special remedial reading teacher was appointed in 1976, and by 1986 there were Opportunity C classes in Years 5 and 6 for talented children and Resource teachers for remedial teaching. Opportunity Classes continued, the emphasis being on full integration, with all other senior classes in particular, and the school in general. The range of curriculum and extracurricula activities was ever broadening: choirs, bands, dance groups, sporting teams and more.

In 1983 a successful Total School Development Programme in Self-esteem was undertaken. Parents and teachers work together under this scheme which surely demonstrates the school's motto: 'Learn to Live'.

As stated previously Jonathan Machin introduced music. By 1946 Artarmon school had a flute band which played with secondary school bands and orchestras and also raised funds for charities, a recorder

band (the first in New South Wales) and a choir. A School Concert Band has existed since 1972. The school band won the New England Band championship in 1986 (novice section). This was the first time they had entered, and they played against secondary schools. By 1971 there were three choirs, flute and drum bands, junior and senior recorder groups and a small group of violinists. 1974 saw a second brass band. In 1967 the school stage was extended to accommodate 200 performers for orchestral and choral concerts.

Drama does not mean just acting, but writing and producing students' own work. In 1984 Year 6 earned \$1,000 for the school. Their script for a commercial was selected from one hundred entries. Folk dancing has always been popular and, perhaps in recognition of the interest shown in art, Sir Sidney Nolan presented a painting of two camels in the desert to the school in 1953. His daughter attended the school.

Sport is always popular and the additional playing area (1947) next to Thomson Park provided additional sporting facilities. Sports listed in 1971 included: two softball teams, two cricket teams, two netball teams and two Rugby Union teams. The school's senior Rugby Union team was written up in a local newspaper as "undefeated".

Artarmon school canteen provided Oslo lunches. Run by Mrs Kay Grant, for its first twenty years it specialised in wholemeal bread, fresh fruit and dairy products based on the principles of a very health-conscious Norwegian professor. Mrs Grant set up a 'swap table' where beautiful homemade chicken sandwiches found their place only to be exchanged for Vegemite.

Pupils have been encouraged to develop a social conscience. They have raised money for charities and for community projects such as collecting rubbish during Earth Week. In 1968 a backyard garden fete organised by nine pupils made \$34.69 for Tooma Convalescent Home; stamps, books and coins were sold and competitions held. Older friends cooked cakes and toffee and an elder sister told fortunes. The Parents & Citizens Association from its inception in 1917 (one of our earliest) has been an active and progressive organisation closely linked with the school's development.

From 1917 to 1955 appeals for school lighting persisted. Initially lighting was needed in the school for Army recruiting during World War I as well as for P. & C. meetings. When in 1919 the school was connected to street lighting this could be used only when street lights were switched on.

During the Depression (1929-33) a Food Relief Depot was established which assisted 117 families and also provided lunches for needy children. Euchre parties and socials were held in the school to raise funds. Other organisations using the school were the Girl Guides, the Australian Labor Party and the Douglas Social Credit Association.

Miss Val Packer, a student at the school, remembers the World War II years (1939-45), the air-raid shelter and air-raid drill, and also making camouflage nets.

The 1955 movable stage equipped with curved cyclorama screen curtains and 150 lights in five colours, could not have been completed without the help and voluntary aid given by many citizens. Also in 1955 thirty men dug the drains needed for the sports field. In the school's Jubilee year (1960), considerable effort went into raising funds for an Assembly Hall. The school Jubilee fete was a great success, as were the various fundraising schemes conceived and organised by pupils and their parents. Community contributions continue. In 1967 physical education received enormous support when some sixty fathers worked for two weekends to instal equipment. Parents organised the stage for a symphony concert given by Willoughby Municipal Orchestra. The Infants' School Club, the Ladies Auxiliary and the P. & C. amalgamated in 1980, becoming the Artarmon School Association (A.S.A.). The A.S.A. helps unite all parents in working for children throughout the school.

From the sixty-six pupils in 1910 numbers have grown. In 1981 there were 241 pupils in the Infants' Department, 380 in the Primary Department and 22 teachers and one librarian.

In *Artarmon Public School, 1910-1985 — Our First 75 Years*, Lance Richardson, Principal, spoke of "the goal of parents and teachers working together for the benefit of children". He said the school had become the "focus for the community with new families from overseas especially finding it instrumental in helping adjustment". There is a "pronounced international flavour . . . multi-cultural and personal development programs for all are assisting children learn tolerance". Since 1980 the 'Welcome Nights' and the parent/teacher evenings and interviews have brought parents and teachers more closely together. Mr Richardson expressed the hope of all associated with the 75th anniversary — that the children of 1985 would grow with even greater opportunities and fuller appreciation of the school motto "Learn to Live".

RECREATION AND COMMUNITY ACTIVITIES

THE PARKS OF ARTARMON

Gore Hill Park – Pacific Highway and Reserve Road, St Leonards: This park was first called a 'Reserve for Recreation' and, there being no railway, the Reserve extended from Gore Hill to east Artarmon Reserve, an area of 140 acres. It was dedicated on 12 March 1869, Willoughby Council appointing trustees for it on the following 16th July. In early years trespassers caused Council much anxiety and expense, and at least one so-called trespasser contested Council's ownership of the land. To settle the matter a deputation from Council put their case to the Minister for Lands on 7 March 1879. To end the trespassing Council fenced the land, only to have the fence thrown down. In the end the contested land was resumed and sold at auction in 1899 as home sites.

The Annual Report of Willoughby Council for 1922 gives the area of the park as 17 acres 2 roods and 10 perches and says it was notified on 11 August 1900. By 1928 the levelling of the ground was on Council's agenda. Easy enough to do when "the filling for this park can be obtained from the excavation of the Water & Sewerage Board's reservoir" (Engineer's Report 1928). The reservoir mentioned here still stands at the junction of Mowbray Road and Pacific Highway.

The Council Engineer's Report for 1928 also mentions a concrete cricket pitch (used in the summer months but covered over in winter for the football season) and limited dressing-shed accommodation. Note here that both cricket and football were already being played on Gore Hill Oval by 1928, just as they are today, and that already there were dressing-sheds even if limited ones. Gore Hill Park is an active recreation area with multiple facilities. By 1985 plans were afoot to install flood lighting, build retaining walls, a canteen, pavements, upgrade the change rooms (that "limited accommodation" they had in 1928) and install toilets for the disabled. Gore Hill Oval and Park has the big advantage of being close to St Leonards railway station and on bus routes between the city, Epping and Manly. Access is within reach for sports teams from any Sydneyside suburb.

Thomson Park – Reserve Road between Jersey and Barton Roads, West Artarmon: This park has an area of 2 acres, 26.75 perches and



*Schoolgirls at Thompson Park, 1935, looking south with the brickworks in the background.
(Photo by courtesy of Willoughby Municipal Library)*

was notified 13.3.1925. The Hon. Dugald Thomson was the first Federal Member for North Sydney (Willoughby was at the time part of the North Sydney electorate), a position he held for ten years. Leplastrier commended his farsightedness and patriotism in the movement to get the railway extended from St Leonards to Milsons Point. The filling to make the oval for this park and its children's playground came from a construction site in Robert and Francis Streets. Council seized the opportunity to use the filling because it "can be delivered to this park at very little cost" (Engineer's Report 1928). Note that the district was well settled enough to need an oval and a children's playground by 1928.

By 1975 an Open Space Management Study of the Parks and Gardens Committee of Willoughby Council was recommending lighting and watering systems, parking facilities and an adventure playground. Artarmon Rotary Club provided the adventure playground in 1979. It has a wooden fort and a frame for the sort of gymnastics that the under-twelves enjoy. Near the adventure playground is a well-used skating ramp for skateboard addicts. Thomson Park has a cricket practice enclosure with a synthetic covered pitch which is covered over during the winter football season. A dressing-shed nearby is handy for cricket and football players.

When the Artarmon Redevelopment Plan (1969) was put into operation, Council asked developers to contribute towards the development of open space and they did so. Council then decided to spend quite a lot of this money on Thomson Park. The result today is a well-maintained recreation area with grassed areas surrounded by a border of trees. Next-door neighbour to Thomson Park is the playground of the local public school, while several large Housing Commission home unit buildings are almost opposite. With such facilities and in such surroundings this park is a very active recreation area indeed.

Cleland Park – Barton and Hampden Roads, West Artarmon: An area of 2 acres, notified 9.9.1919 and named after Alderman William Cleland junior, one of Artarmon's earliest residents. His home was in Abbott Road where Artarmon Public School is now. He was Mayor of Willoughby from 1906 to 1907 and first president of the School of Arts. As mayor he had to deal with the aftermath of the Naremburn tornado and with the revised Local Government Act of 1906.

Cleland Park was initially meant to be the site for Council Chambers and was reserved for that purpose, but when Chatswood Town Hall was opened in 1903 (the old Town Hall which was pulled down in 1965 to make way for the present Town Hall), the land was no longer needed. So, in 1908, urged by William Cleland, the land was declared a public park and named Cleland Park.

The park's facilities include a shelter-shed, hot water, toilets, car

park, children's playground and six tennis courts built during World War II. The tennis courts are leased to Cleland Tennis Club, also Artarmon Tennis Club, and any other tennis players at other times. There is a club house, coaching is available and racquets can be hired.

The Open Space Management Study of the Parks and Garden Committee of Willoughby Council (1975) made these recommendations for Cleland Park: construction and sealing of a car parking area with retaining wall; installation of a watering system for the garden; turfing and planting of trees; re-surfacing of the children's play area; installation of light standards; tree planting; paths along street frontages. Some of these improvements, but not all, have been made to a park which is well used as a recreation area. The Girl Guide club house fronts the parking area.

Artarmon Park – Hampden Road between Parkes Road and Punch Street, West Artarmon: An area of 9 acres. Artarmon Park lines both sides of the gully through which Flat Rock Creek flows. It is along this gully that the Gore Hill Expressway is going to run, so we can but hope that Artarmon Park will not suffer too much, because it is truly a lovely park, a buffer between the industrial and residential sections of Artarmon west. Alas, Flat Rock Creek at Clarke Bridge has become badly contaminated by privet seedlings and rubbish. But the Parkes Road end of the park has been made into a delightful rest area with native trees predominating. A Willoughby Municipal Bushland Survey made in 1980 by the National Trust of Australia (N.S.W.) describes the part of the park nearest Parkes Road as grassed with kikuyu and paspalum which is mown occasionally. Trees there are natives: *Eucalyptus saligna*, *Eucalyptus pilularis*, *Syncarpia glomulifera*, *Angophora costata*. The Survey goes on to say: "When viewed from Punch Street the canopy of these trees and shrubs is dense and a beautiful combination of colour and texture". The National Trust recommended that the grass area continue to be mown, the trees listed should continue to be planted there and the rest should be weeded by the Bradley method. (The Bradley sisters of Mosman pioneered a new system of bush regeneration at Ashton Park and this has become standard practice for most conservationists. They did not just root up exotics and thus leave empty spaces for more weeds to grow. They tried to get the native plants to grow strong enough, guarding their seedlings, so that they could resist the exotics and reclaim the bush for themselves.)

When visited in the winter of 1987 the Parkes Road side of the park was edged with palm trees; the natives included plenty of wattles and a few turpentines. The Punch Road side of the park has been developed as a picnic area, planted with willows, liquid ambers, eucalypts, acers, ash trees and also groves of flowering prunus and cherry. A cycle way is intended here.

Robert and Eric Streets – West Artarmon: The tiny park here, a pocket handkerchief children's playground (but not to be sneezed at on that account – children are small too) is under threat of resumption, in order to make access between Robert and Eric Streets, when the Expressway goes through.

Other reserves – West Artarmon: The Barton Road Reserve at the back of the Barton Road Housing Commission home units at 32 Barton Road is a piece of undeveloped open space. The Parkes Road Reserve (notified 22.11.1946) is a tangled mass of scrub now awaiting the construction of the Gore Hill Expressway as is the Hampden Road/Herbert Street Reserve (notified 15.9.1894) on Flat Rock Creek.

Artarmon Reserve – between railway line, Burra Road and Chelmsford Avenue, East Artarmon: As we have seen, in 1869 Willoughby Council asked the N.S.W. Government to set aside 140 acres of Crown land as a public reserve to stretch from Burra Road to Gore Hill Cemetery. In 1886 the Mayor of Willoughby signed the deeds and in 1890 some of The Reserve had to be fenced "to prevent ingress of cattle" and weeds had to be eradicated from its border. By 1895 The Reserve was troubled by trespassers, some of whom lived on it. It was not long before the government resumed The Reserve, in spite of a Willoughby deputation to the Minister of Lands "protesting against the Government taking our Reserves". But already the Hornsby to St Leonards railway had cut the Reserve in two. The western portion of The Reserve became Gore Hill Park (q.v.). The eastern portion kept the word 'reserve' in its name and is still known as Artarmon Reserve.

Since the old original Reserve has been so long gone and forgotten perhaps the 1988 Bicentenary would be a good time to give Artarmon Reserve a distinctive name of its own. The Macquarie Dictionary says a reserve is something kept back or saved for future use; and so in a newly formed municipality such as Willoughby was in 1865, with all the prospect of growth ahead of it, there was a need to reserve enough land for future roads, public buildings and recreation. But sometimes what was originally a reserve may become a park. The Macquarie Dictionary defines a park as land within a town, often with recreational and other facilities. In time the distinction has been lost. Artarmon Reserve, East Artarmon has more active recreational activities than Artarmon Park in West Artarmon, the difference being that Artarmon Reserve began as a reserve and has never changed its name.

Artarmon Reserve has an area over 17 acres. In 1912 Willoughby Council was given power under the Local Government Act to control parks and recreational areas. Notified on 24.9.1913 this area was dedicated as a park and called Artarmon Reserve (mentioned in Willoughby Council Annual Report 1914). As a result of the earlier dispute over the land, Artarmon Reserve lost part of what must surely be one of the most accessible and beautiful pieces of bushland that still

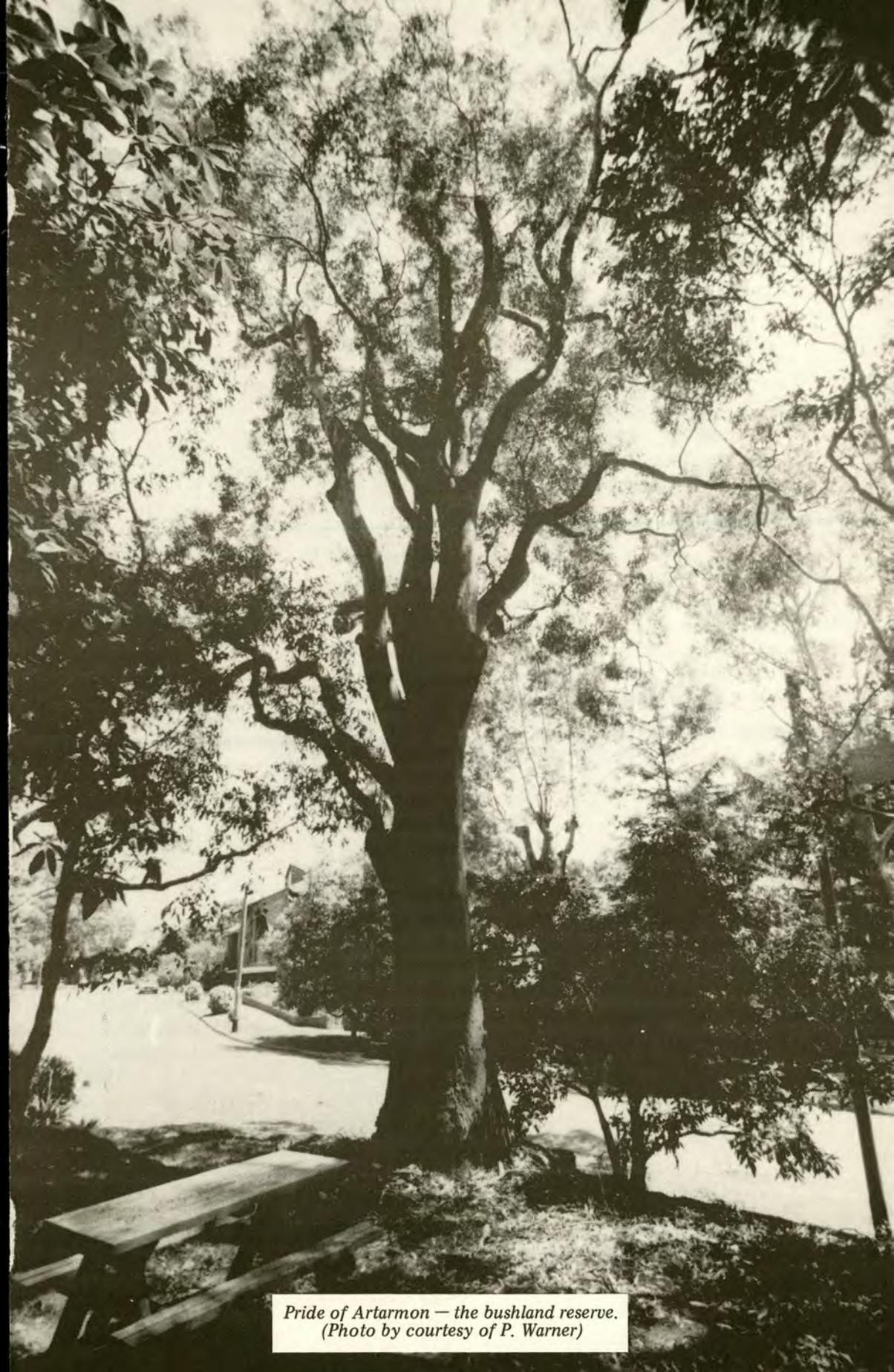
remains on the North Shore. What other suburb on the North Shore has a stand of native trees within a few minutes easy walking distance of its railway station and main shopping area?

Part of the Reserve consists of open forest where grow *Angophora costata*, *Eucalyptus gummifera*, *Eucalyptus pilularis* and *Syncarpia glomulifera*. Much of the soil is the Wianamatta shale which lured the brickmakers to the West Artarmon industrial area in the early brick-making days. On it grow *Maytenus silvestris*, *Bursaria spinosa*, *Desmodium rhytidophyllum* and *Rubus parvifolius*. *Daviesia ulicifolia* appears nowhere else in the Willoughby Municipality. Don't be frightened off by the botanical names. There are many good reference books on native plants, most of them inexpensive, and if not, then available at Willoughby Municipal Library.

The soil of a large part of the Willoughby district is clay and this is especially so for Burra Road which was, within living memory, a quagmire. No wonder Blackbutt and Sydney Blue Gum flourish in the forest part of the Reserve. These trees are the remains of what was once the 'High Forest' of the Sydney region. They were milled for timber while the smaller limbs made useful firewood. Still seen here with the Blackbutt and Blue Gum are the Smooth Barked Apple, Red Mahogany, Red Bloodwood, Stringy Bark and Iron Bark, while the undergrowth is thick with smaller shrubs like *Pittosporum*, *Pultanaea* and *Leptospermum*.

There are two other types of soil found here. One is Hammondville soil: sandstone and shale mixed together with a profusion of small flat rust-coloured stones. The other is the Hawkesbury sandstone soil with which all Sydney bushwalkers are familiar. Here grow the scribbly gum, *Casuarina*, Sydney Peppermint and *Banksia*, as well as the aforementioned Smooth Barked Apple, Red Bloodwood and Blackbutt, with an understorey of *Grevillea*, *Hakea*, *Kunzea*, *Wattle*, *Geebung* and *Pittosporum*. In the gullies and on the creek banks are the moisture loving plants: *Callicoma*, *Coachwood*, *Blueberry Ash*, *Lomatia*, *Christmas Bush* and *Pittosporum* with plenty of ferns, vines and mosses. The sandstone slope between the oval and Chelmsford Road is dominated by *Kunzea abigna*, *Bauera rubioides* and a small tree, *Casuarina littoralis*.

Conservation is not just a recent trendy issue. There have always been people who cared for the bush. Way back in 1794 Rex Thomas Fyshe Palmer writing to a friend in England from the little settlement at Sydney Cove said "This is a land of wonder and delight". Over one hundred years later a Willoughby trustee of Artarmon Reserve took up his pen to protest that "many fine young trees have been destroyed. There is no question but that this once very beautiful bit of bush will — without adequate protection — soon be a thing of the past". The protester was Mr C. L. Forsyth, the year was 1926, and he was writing



*Pride of Artarmon — the bushland reserve.
(Photo by courtesy of P. Warner)*

on behalf of the trustees of the Reserve who had, he wrote, put up notices along the track and now asked for a grant from Council to complete this work. The letter also mentions the need to clear away the undergrowth and lantana (it is still there) and that the watercourse was full of potholes (which it still is). Council helped with a grant.

As one enters the Reserve from Burra Road one is faced by a notice which says:

This Reserve is a Bird Sanctuary

Please protect your National Heritage

In the Plan of Management of bushland reserves, made for Willoughby Council by Allan Fox and Associates in 1984, fifty-six birds which can be seen in this bird sanctuary are listed, but most of them only appear when the gums are in blossom. Nesting begins in July and it is the forest-loving birds, the strong fliers who keep to the tree tops, who have survived best. This is another reason they are hard to see. The small birds and the ground level creatures are the most threatened by human disturbance of their habitat. The best survivors are the lizards and the insects. Even so one can see about twenty-five of the common bird types on a casual stroll through the sanctuary: kookaburras, rainbow lorikeets, magpies, currawongs and mynahs are the commonest of all.

Conservation? There always was, and still is, an opposing view. In 1926, when L. C. Forsyth was protesting that this once very beautiful piece of bushland, without adequate protection, would soon be a thing of the past, an irate householder was writing that "The reserve is absolutely useless . . . owing to the thick scrub and undergrowth covering the whole area" and suggesting "that the park be cleared of all scrub and undergrowth — or burnt off to say 200 ft of the scrub nearest the residences". He followed this up with another more urgent letter saying he had young children and was afraid of snakes entering his backyard. Poor man, the bush was to him an enemy. The bush had its enemies then — and still has. Another letter to Council from another trustee, a Mr Rees, mentions "much despoiling of the Reserve". It is not clear whether the whole of the Reserve was under threat or part thereof. Did Mr Rees' statement refer to the oval (active recreation) or to the bushland (passive recreation) part of the Reserve? Probably the natural bushland suffered the most. It usually does. So it is good to see the care for this piece of bushland shown by Artarmon Rotary Club.

In the Willoughby Council annual report 1915-16 it was recommended that steps be taken to fence and improve Artarmon Reserve. "This is one of the very few parks in the Municipality that has not been improved." So Artarmon Reserve was improved. The Engineer's Report for 1928 pointed out that 8,000 cubic yards of soil was available from the reconstruction of Burra Road and Cameron

Avenue and that this "may be utilised to form an oval and level up various parts of the reserve". The report goes on to estimate the cost of fencing, laying paths, installing lighting, seats, and constructing main drains.

These improvements may have satisfied the sport players of 1928 but not so the enthusiasts of 1983. The Reserve was the home ground of Artarmon-Willoughby Soccer Club and they considered that it was "not up to standard". Willoughby Council was only too willing to rectify this. A water sprinkler system was installed and changing rooms. But there is always something more to be done. It's like the family home where one can never leave off making repairs. Proposals at the time of writing are for drainage improvements, improved surroundings for the Norman Brooks pavilion, provision of a sealed car parking area, extension to amenities room, barbecue and picnic area for passive recreation, improved road access to Burra Road, improvement to existing natural bushland and a practice cricket net area. These improvements were all proposed in an Open Space Management Study conducted by the Parks and Gardens Committee of Willoughby Council in 1975. Not all of them have been carried out at the time of writing but then this is a rather lengthy list. There is still the Bicentennial Reserve to come; this will affect Artarmon Reserve to some extent if the Bicentennial Reserve is extended to join up with Artarmon Reserve.

Today the Reserve has its problems. In 1975 the *Sydney Morning Herald* reported: "The angry roar of minibikes shatters the peace of Artarmon Reserve, a leafy sanctuary. These bikes tear the bushland to pieces". They were considered a nuisance that ought to be banished. The police tried to help by taking a trailer down to the Reserve and carrying off a few bikes, but this was recognised as no permanent solution. Alderman Dougherty felt there was a need for minibike areas. This problem is still with us and so is the scrawling of graffiti on any public wall surface. The Norman Brooks Pavilion (Norman Brooks was an alderman of the Council) is covered in graffiti in all the colours of the rainbow. So as not to end on a sour note let's take a deep breath and realize that the good things, the bush, the oval and the bikeway, far outweigh the irritation the despoilers of our parks try to provoke in us.

Marlow Street Park — East Artarmon: This small park can be entered from Marlow Street or Shepherd Road. It is called 'a rest park' in the South Willoughby Local Environment Study 1984 and that is what it truly is. Access from Shepherd Road is level but Marlow Street is a very short dead end, the flattened top of a hill with the descent into the park being very steep. Below Marlow Street the park is really a gully with the back fences of homes forming one of the park boundaries. Because of its inaccessible nature this little park has been left largely in its natural state with many fine native trees, a boon to

the birds and also to the surrounding homes. In one area Council has installed some brightly coloured play equipment for children.

Conclusion: What a long way we have come since our first parks were set up towards the end of the nineteenth century. The 1975 Open Space Survey found Willoughby Municipality well provided with open space, but it is not in Artarmon. Artarmon does not have enough parks. Its largest parks are Gore Hill Park and the Artarmon Reserve (both 17 acres). Other parks are less than half that size.

Willoughby Council's Annual Report for 1922 found "most of the larger reserves . . . in their virgin state". Artarmon was in the throes of becoming a suburb in 1922. Citizens were establishing their gardens. Council asked residents to form street committees to take on the job of preparing the ground for trees, and planting, protecting and caring for them. The trees were supplied by Council. "Council is . . . convinced that the citizens of this municipality are sufficiently imbued with civic pride and public spirit as to impel them to respond wholeheartedly to this appeal" — and the citizens jolly well did respond wholeheartedly because a circular of 1927 thanked them for doing so. They got their reward in the next year, 1928, by having portions of their parks levelled, a good thing if games such as cricket and football were to be played there. It was no skin off Willoughby Council's nose either as the soil came from road construction and cost them little. Also note the hilly nature of Artarmon; it didn't have the flat land of some other suburbs.

In 1965 Reg MacMahon, Superintendent of Parks and Gardens, was making his report to Council. He compared the 1935 Parks and Gardens staff of six men and a Head Gardener to his own staff of 29 men employed to look after Council's 70 gardens, lawns and small playing areas, as well as Council's 24 parks and ovals (including tennis courts, croquet lawns and bowling greens). In 1935 tree-cutters had walked from one job to another and carried their ladders; the Head Gardener walked or rode his bike. In 1954 the job was done with one tractor with iron wheels, two motor mowers, two hand rollers and three horse-drawn bar cutters to cut paspalum. By 1965 the garden staff were using 39 power-driven machines and four vehicles. No wonder Mr McMahon remarked in 1965, rather laconically, that "A lot more machinery is used than 30 years ago". How pleased he would have been when by 1967 Willoughby had "plenty of parks, beautiful foreshores and recreation areas, with playing fields totalling nearly 67 acres, children's playgrounds of more than seven acres, and a total of more than 34 acres set aside for rest parks".

So we come to the Open Space Survey of 1975 where open space was divided into active and passive recreation. Willoughby then had 265 hectares of open space classified as 'passive' (bushland reserve, rest parks and Council gardens), 43 hectares of children's playgrounds and

312 hectares of recreational open space. Nevertheless in an open space survey in 1986 Willoughby is rated twentieth out of forty municipalities, so it looks as if we could do with more open space. Interesting to note also is that the South Willoughby Local Environment Survey considers that Artarmon parks are well used — and so they are. On a Sunday morning in the spring of 1987 Thomson Park was being well used by the young skateboard enthusiasts and some football practisers. There were young footballers on Artarmon Reserve oval too, as well as a couple of men practising their golf strokes in another area and a man had just finished walking his dog through the park. Some boys bicycled along the bicycle track and a group of littlies were enjoying the playground. Perhaps this is really the best argument for more parks.

SPORTING FACILITIES

Sports people are not usually writers of their deeds which may be the reason there is so little to record here. Yet football (Soccer, Australian Rules and Rugby League) is played in the winter at Gore Hill Oval, Artarmon Reserve and Thomson Park. Cricket is played in all of these parks in the summer.

Artarmon is a good place for bike riders. Harold Saillard says his father bought him a bike to help his recovery from polio. "There are good hills in Artarmon", he says, and so there are. Willoughby Council has already constructed some cycleways and plans to extend the one in Artarmon Reserve to link up with Bicentennial Reserve. Finally the whole of the Municipality is to be networked with cycleways. Life Be In It.

On 17 May 1987 Willoughby had a Fun Run called a Path to Park. It began at Lemon Grove, Chatswood and finished at Willoughby Park. Those who stayed the distance walked, ran and puffed 11 km and got to know more of their own district including Artarmon's Sydney Street, Stafford Road, Tindale Road, Hampden Road and Herbert Street to St Leonards station and then along Christie Street. There they left Artarmon for Naremburn.

Tennis: The Artarmon District Tennis Club Incorporated has leased the three Willoughby Municipal Council tennis courts in Cleland Park, Barton Road since 1925. Although no longer having the backing of the St Basil's Church of England, which established the forerunner to the Club in 1920, the Club has continued to thrive and now boasts a membership of 45 in contrast to the 25 to 35 members of the previous sixty years.

Over the years the club house has grown from a shed that moved four feet off its foundations during a storm in 1931 to a solid brick building with a kitchen, shower and toilets. The Club had only £15

to its name in 1930 but it now has sufficient funds to attract a bank loan to finance a \$100,000 upgrading of facilities in 1988.

There is no longer any social tennis played on a Saturday afternoon during competition times. Two additional courts are now hired to cater for competition players. Only one court was used for competition during the Club's infancy so that the interests of non-competition players could be safeguarded. Thirty to forty of the current members and their friends are likely to have a night out together at a Chinese Restaurant or go on a Harbour Cruise. Back in the 1930s the Club used to run an annual dance and attract 150 people.

The Club has been well served over its 63 years by the efforts of many untiring residents of the Municipality. Life membership has been given to C. D. Stevenson, W. K. King, D. King, K. Styles and J. McKenzie.

Artarmon Bowling & Recreation Club: Walter S. Reeves, when president of the Artarmon Progress Association, fostered various developments including sports. He conceived the idea of an Artarmon Bowling Club and was appointed president at the inaugural meeting (1946) attended by 73 men. 97 men were listed as Foundation Members. Few if any of them were bowlers at that time.

There were two activities which occupied the new Club: fund raising, a constant and vital part of any voluntary organisation, and searching for a suitable Club site. Mrs Reeves and Mrs Lewarne held card parties for funds from November 1946. The first site considered was in Artarmon Park. Plans were drawn, hopes raised and then all was lost. An expressway was to be routed through the area. This was 1947 — the Park is still inviolate — the expressway still only routed in 1987! Attention then turned to Thomson Park. Even more ambitious and elaborate plans were placed on paper, and once again the project was unsuccessful. "Disappointment fostered gloom but just when spirits had reached their lowest point a ray of hope shone through. An obscure area of steep, rocky and timbered land", privately owned with a small frontage to Burra Road and described as "mountain goat country", was purchased in 1952. Volunteers did the initial clearing which involved much hard physical effort. Despite the slow progress in acquiring a green, Club enthusiasm was high. "With or without greens it is difficult to suppress the desire to bowl. Those who were keen to play visited many of the neighbouring clubs (1947). This activity was thoroughly organised and there was no lack of space available at these clubs to accommodate their homeless kindred from Artarmon." Artarmon players reckoned they were the most travelled bowlers around Sydney.

By 1954 the first club house was built — an old tin shed built with materials gathered from near and far. The outcome is a pleasant place in a bushland setting with two well-kept greens and a new club house built



*Artarmon Bowling & Recreation Club, opened 1957.
(Photo by courtesy of Willoughby Municipal Library)
Insert: Fred Packer, 1957. (Insert by courtesy of Val Packer)*

in 1957. The first green, the Fred Packer Green, was opened in 1955; the Ray Sadlier Green in 1960. Fred Packer was president for nine arduous years, 1950-59. "Problems were things that had to be overcome and Fred seemed to relish them." The charming little garden near the first green is a memorial to Mrs Pearl Packer. Ray Sadlier was President from 1959-63 and guided the Club's progress.

In 1955 a Ladies Auxiliary was formed and quickly became the Women's Bowling Club. Forty-eight women had been accepted as Associate Members by 1957. "Most men members will salute the ladies by acknowledging their help in the words of C. J. Dennis . . . 'I dips me lid'."

One of the Club's first possessions was a flag pole — so early was it obtained that it was necessary to store it until premises were secured on which to have it erected. Those who wrote the history of the Bowling Club sound a most enthusiastic group. Their final paragraph expresses the comradeship among Club members: "Let it be our personal responsibility to perpetuate the inheritance provided by the founders of our Club so that we may enjoy the fruits of their labours in a convivial atmosphere".

ARTARMON PICTURE THEATRE, Hampden Road

In the heyday of the picture show, Willoughby Municipality had seven picture theatres, one of which was the Prince of Wales (later renamed The Sun) in Hampden Road, Artarmon. It was next to the Masonic Hall and built during the same period, but it was never an imposing structure.

The Prince of Wales Theatre was built in 1923. Sound arrived in 1928 and the Prince of Wales continued as the local picture show for Artarmon. Many older residents remember 'going to the pictures' there, among them Miss Winifred Slack, Mrs Beryl Costin and Mr Harold Saillard. Charles Jones, an enterprising youngster, got up early to pick wildflowers which he sold for a penny a bunch on Saturday mornings at the Gore Hill Cemetery. With the money so earned he and his little brothers and sisters went to the pictures. It was the main social activity enjoyed by everyone, especially after sound arrived in 1928.



*The Prince of Wales Theatre, Hampden Road, erected 1923, later 'The Sun'.
(Photo by courtesy of Willoughby Municipal Library, originally from Miss I. Hammond)*

Then in 1937 came the shock caused by the Prince of Wales (the future Edward VIII) marrying Mrs Simpson and relinquishing his throne. The Artarmon Theatre proprietor was quick to realise possible repercussions. He changed the name from The Prince of Wales to The Sun, and no doubt gained much approval. The Sun continued to operate throughout the war years. It closed in 1951. The building was acquired by Grace Bros as a repository, and so remained until 1980 when it was demolished. A block of home units now occupies the site.

ARTARMON LIBRARY – Elizabeth Street near Wilkes Plaza

Artarmon library owes its genesis to Mrs Mary Mathieson of Castlecrag. She established children's libraries in the Willoughby district long before such things were thought of and when no public funds were available for them. So she set to raising funds herself, organising and talking at public meetings and social functions and lobbying tirelessly. It all began with a visit she paid to a children's library and craft workshop in the house where Charles Dickens had lived in London. She came home determined to initiate something like that here in Sydney. Her first library and craft workshop in Surry Hills became her headquarters. As she was for many years a resident of the Willoughby district, she went on to establish the first children's library in Chatswood. All the books and funds were donated and volunteers ran it.

It was the little Artarmon library Mary Mathieson organised in 1944 which was to survive and become the Artarmon branch of Willoughby Municipal Library. Her enthusiasm won out when she got the support of Willoughby Council who erected the present library building in 1958. The library was run by volunteers, the Artarmon Junior Library Committee, and was later expanded to include adult books. In 1964 it was renamed the David Warner Community Library. David Warner lived in Artarmon, was an alderman, 1963-65, and Mayor of Willoughby 1973-74.

The library was officially handed over to Willoughby Municipal Council in April 1975 and since then has been staffed by Council librarians.

From 1978 the Home Library Service has shared the premises, and since 1980 the library building has also been shared with the Noah's Ark Toy Library for handicapped children. The library does not yet have a computer terminal to link it with Shorelink but that will probably come in time. At present all Artarmon citizens have access to Shorelink through the central library in Chatswood where they are able to use the resources of the other four major Shorelink libraries of Lane Cove, Manly, Mosman and North Sydney.

**THE MASONIC LODGE,
cnr Hampden & Jersey Roads**

The Foundation Stone on this fine Masonic Hall states:

This stone was laid by
the most wor. bro. W. M. Thompson
Grand Master U.G.L. N.S.W.
on 21st October 1922

The building is described as 'eastern style' architecture. The entrance is flanked by two Ionic columns.

Originally there were six units — four lodges (Artarmon, Chatswood, Hampden and Advance), one Royal Artarmon Chapter, and one Mark Lodge. Since then units have fluctuated. At one stage there were eleven or twelve and now seven.

The building cost seventeen to eighteen thousands pounds to build. In 1946/47 the overdraft was nine thousand pounds. However voluntary contributions removed this debt by 1960. The building was used for dances until 1955 and is still sometimes used for church fetes. It is used regularly as a polling booth for Federal, State and Local elections.

ARTARMON PROGRESS ASSOCIATION

Established about 1914 the Artarmon & District Progress Association is one of the oldest such associations in continuous existence in the Municipality of Willoughby. A lively community spirit developed as Artarmon grew into a suburb. The roads and streets were of clay and the footpaths covered with weeds. Street lighting was bad. The Progress Association became the 'watch-dog' group of local citizens prepared to organise volunteers, raise funds, sign petitions and make submissions for various projects.

John Pert says there was "great pride in the Railway Station Gardens, developed and maintained through the efforts of the Progress Association, which organised voluntary subscriptions from many hundreds of residents during the Depression years of the 1930s . . . Unpaid volunteers laboured mightily on the station gardens, led by Charles Wickham who did most of the initial planting and collecting of funds". Over the years the Progress Association has been involved in many initiatives. The subway under the railway in Brand Street, the post office and more are the result of the Progress Association's endeavours.

Willoughby Council in 1968 commissioned a firm of consultants, (Clarke & Gazzard) "to carry out a study of an area of 105 acres in Artarmon west of the railway line. There was much resident

participation in the planning process by way of mail questionnaires, public meetings, and submissions and objections by interested persons, and groups such as the Progress Association . . . The eventual outcome was that Willoughby Council adopted a long-term development plan which permitted the erection of certain medium-rise and high-rise flats. This plan is still being implemented”.

In 1977 the Progress Association is reported in the *North Shore Times* as being concerned about traffic. Problems resulting from the increase in traffic are listed as: loss of residential streets, the density of traffic, the effect on government occupied land, and the needs of the industrial area. In 1983 the *Advocate* reported the Progress Association as being opposed to density housing. The Association wanted housing for families, housing with room for children and plenty of yard space. The Association proposed a covenant allowing only one storey detached houses “for at least 50 years”.

SCOUTING IN ARTARMON

1st Artarmon Boy Scouts troop was formed in 1919. It was the fifth group to be registered on the North Shore; the application for registration is dated 11 May 1922.

1st Artarmon met in various places until it acquired its own hall in Cleland Park in 1922. Messrs Lanceley and S. Butcher provided bricks for the foundations, volunteers helped erect the building and the hall was officially opened on 25 November 1922 by the local Member of Parliament, W. M. (Billy) Hughes, Prime Minister of Australia. This building was used until the merger with 2nd Artarmon.

The opening ceremony was memorable. Billy Hughes was to be there by 3 p.m., but he didn't arrive. The clock was slipping round to 4 p.m. and scouts who had not performed their good deed for the day were eager to go in search of him. Someone suggested Mr Hughes was waiting for the Harbour Bridge to be built. Towards 4.30 p.m. scouts on a hill near the new hall semaphored that the P.M.'s car was in sight. So, at last, Billy Hughes arrived and the opening ceremony could go ahead.

Fund raising began from the inception of 1st Artarmon. The 1st Artarmon Troop Parents & Supporters Committee was formed in 1921 and became actively engaged in raising money. From 1930 Mrs Florance Vera Fowler organised regular card parties at her home. This led to the formation of the 1st Artarmon Bridge Club and was acknowledged some years later with the institution of the Fowler Shield, an inter-patrol shield awarded for the best kept den. 1st Artarmon had its achievements. In 1958 Graham McDonald of 1st Artarmon was the most improved scout in the West Willoughby district.

2nd Artarmon was formed in 1931 and first met at 12 Elizabeth Street but outgrew these premises. So in 1952 land facing Hampden

1st Artarmon Wolf Cub Pack, 1931.



*Back row: Bruce Fowler, Walter Jay, Neville Piper, Fred Jacobs, Robert Train, Geoffrey Dight, Norman Jefferson, Tom Cummings, ? , Colin Clarke, Ron Musgrave, Ken Hogbin.
2nd row: ? , Richard Ottaway, Robert Watkins, Frank Meers, Cubmaster Walton Dearn, Assistant Ronald Hay, William Lawrie, Malcolm Clarke, Fred Hepple, Tom Page.
Front row: Jack Lehman, Ted Gabriel, Jack Reddie, Randle Pritchard, Bruce Ralph-Smith, James Reddie, Jack Steward, Bruce Small, Richard Gilman, Doug Hayes.*

1st Artarmon Troop of Boy Scouts, 1931.

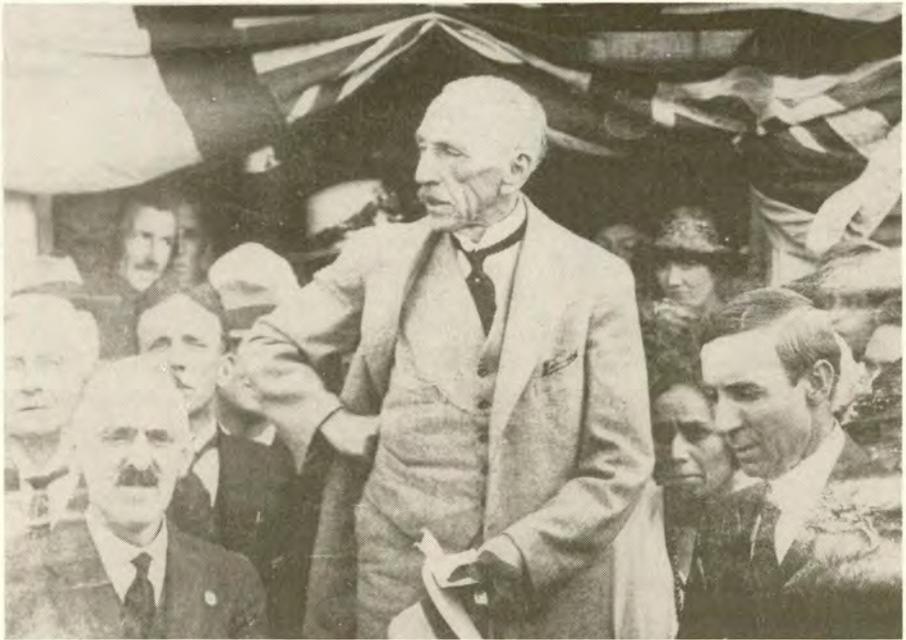


Back row: Alec Pritchard, Alan Strachan, Robert Schutt, Holbrook Parker, Frank Fowler, Ashley Amos, Len Mitchell, Eric Goldswain, Fred Knaggs, Max Whiddon, Rennie Watson. 2nd row: Bernard Donnelly, Ford Vickory, Rover Leader Keith Boyden, Scoutmaster Ernest Simpson, Asst. Scoutmaster Len Ralph-Smith, John Felstead, Alan Bolton, Michael Angelo, Ted Jefferson, Norman Gilman. 3rd row: Bert Hogbin, Les Stansell. 4th row: Robert Lanceley, Herbert Smith, Kenneth Jacobs, Lloyd Aston, Fred Jacobs (with shield), John Farrand, Ian Sutton, Eric Solomon, Harry Staas.

(Photos by courtesy of Willoughby Municipal Library)



*Above & Below: Opening by W. M. Hughes of 1st Artarmon Scout Hall,
Cleland Park, 25.11.22.
(Photos by courtesy of Willoughby Municipal Library)*



Road was purchased from the Railways, and on 26 July 1958, the Mayor of Willoughby, Alderman N. R. McDowell, officially opened the 2nd Artarmon Scout Hall. 2nd Artarmon needed their new hall. At the inaugural ceremony the District Commissioner, Mr G. Hogan, "remembered his first meeting with 2nd Artarmon, which was held in the old hall one wet night. The rain was coming through the roof so badly that the secretary's table had to be moved several times in order to dodge the rain. Members even had to raise their umbrellas to keep dry". 2nd Artarmon became the Mayor's Own Troop and held the Joyce Sangelly Shield. When 5th Chatswood's hall burnt down in 1967 the group met in 2nd Artarmon's hall till their own was rebuilt.

The two Artarmon troops merged in 1972 to become 1st/2nd Artarmon, and in 1981 the Artarmon Group, which meets in the Hampden Road Scouts Hall. This hall holds many mementoes of Artarmon scouting from 1919 onwards. Some of these are: The 1st Artarmon Totem Pole; the Artarmon Radio Club Shield; several Pack Totems complete with Badge Ribbons; a plaque in memory to Bob Stobo who was killed in action in 1942; a plaque in memory of Bob Ganting who passed away in 1947; a 1st Artarmon Patrol Leaders' shield (c.1926); the 1st Artarmon Patrol Leaders' Honour Board; the 2nd Artarmon Patrol Leaders' Honour Board; and the table based fleur-de-lis Wolf Emblem, donated by the Artarmon Radio Club. The Fowler Shield no longer is among the mementoes in the Scouts Hall. Its whereabouts are unknown.

Artarmon Scouts have attended most jamborees and competed in events at District Camps. They formed their own 1st Artarmon Rover Crew in 1929; their application for registration as 1st Artarmon Rover Patrol is dated 1 January 1930. In 1965 1st Artarmon Senior Troop was formed. Application for registration is dated 20 April 1966.

This description of early days of scouting in Artarmon is taken from a letter by Ted Jeffreson, written in 1987:

We had a mighty troop in that 1930-39 prewar period. When we turned out for periodical church parades at St Basil's and sometimes St Stephen's (Mowbray Road), the roll of the drums, the 32 scouts plus the cub pack was quite a sight and I am sure the suburb of Artarmon was proud of its troop of scouts and cubs.

And then again, the Scouts' Own Service at the Arcadia Theatre, Chatswood, where all the troops on the North Shore turned out, was a spectacular annual event.

I think the most spectacular event I remember was when Lord Baden-Powell came to Australia (March 1931). The whole of Sydney's Scouts turned out in their thousands for a great march through Sydney's city streets. We were all excused from attending school that day. And another great gathering and 'March Past' — his revered majesty B. P. at Randwick Racecourse on the Sunday.

I wonder how many ... can remember the opening of Clarke Bridge (connecting Hampden Road and Herbert Street)? Yes, 1st Artarmon was at that occasion and the skinny kid marching in the rear, who didn't have a uniform and had not even been sworn in as a tenderfoot, was me.

ARTARMON GIRL GUIDES

Guiding grew out of Lord Baden-Powell's Boy Scout Movement founded in 1908. In New South Wales, Guiding began officially in 1920 and in Artarmon in the early '30s when 1st Artarmon Guide Company was founded by Captain Jean Stanton-Cook in 1931 and 2nd Artarmon Guide Company in 1932 by Captain Mavis Gulliford.

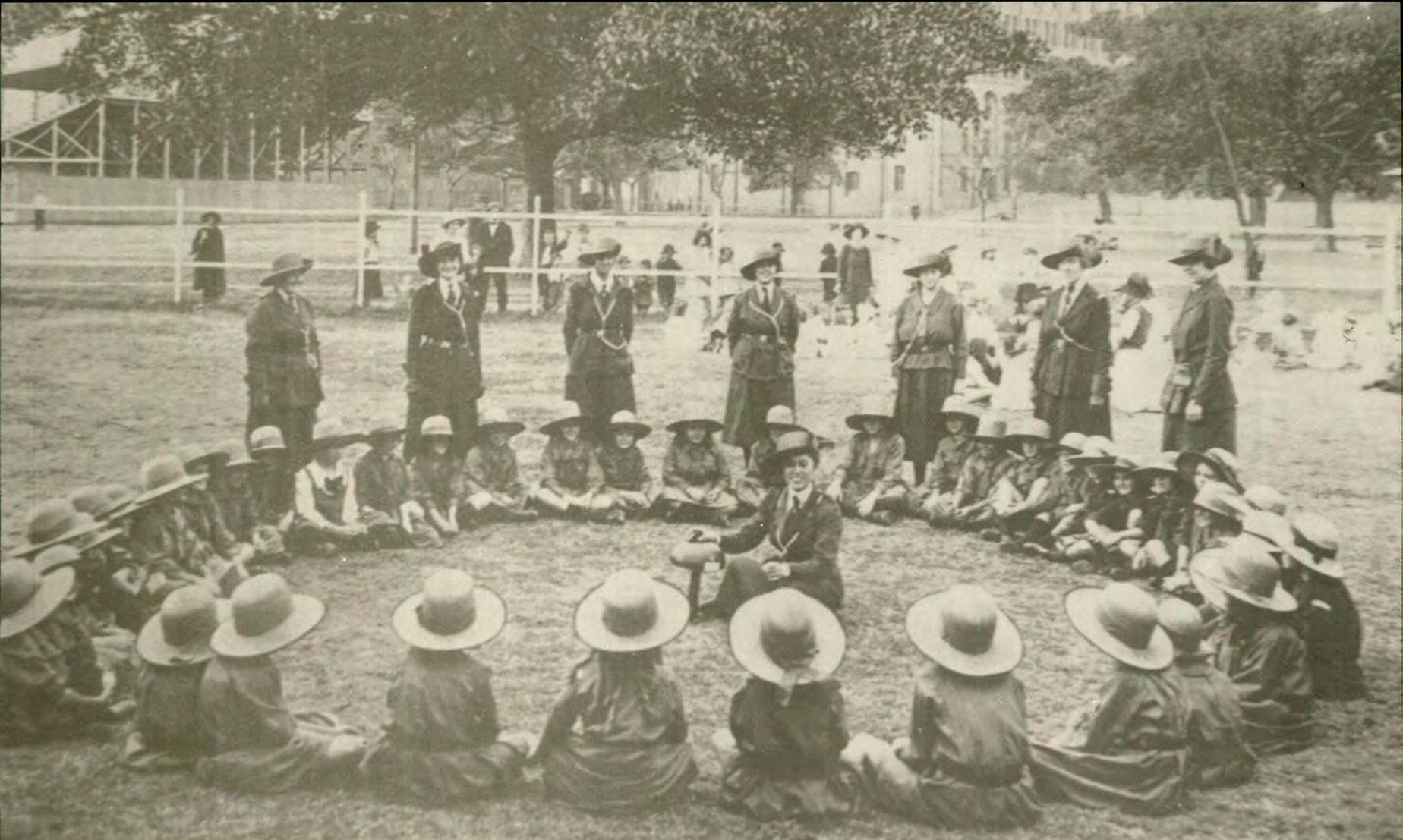
Guiding became very popular in the district and it didn't take long to establish two Brownie Packs and two Guide Companies. 1st Artarmon Brownie Pack was formed when younger sisters wanted to join and was registered on 30 July 1931, with Isabel Quinn as Brown Owl. As the number of girls wishing to join increased, Jennifer Louat, who had been Tawny Owl for many years with 1st Artarmon Pack, formed 2nd Artarmon Pack in February 1958.

For older girls a Company of Rangers (15-18 years) was active for a few years in the 1940s but lapsed and it wasn't until June 1982 that a Ranger Company was again registered in Artarmon by Guider Karen Lee Henry (nee Hillyard). In her younger years Karen had been an Artarmon Brownie, Guide, Packie with the Brownie Pack and Assistant Guide Guider.

From its inaugural meeting in 1932 the Artarmon Guides & Brownies Companies (parents & friends) Committee has been responsible for fund raising. The first objective was building the Hall in Cleland Park. Prior to the building of this Hall in 1933 the Guide Companies met in the Rover Den, in the lane behind Artarmon Post Office. Finance for the Hall was provided by donations from the Committee, and the Guide Companies, and a loan of £130 from Mavis Gulliford.

The parents and friends have always been supportive of the many activities, both fun and fund raising that the girls planned. From the beginning when the first Commissioner was Mrs Belman (1925) of combined Greenwich/Artarmon District, to Mrs M. Johnson (1985 to date) of combined Artarmon/Mowbray West District today, Artarmon Commissioners have advised and helped the Companies and Packs in many ways — even at times as Acting Leaders while awaiting a new Leader to come forward. Mrs Bain (later to become District Commissioner), Mrs Packer and Mrs Lee were early members of the Committee who gave long and outstanding service.

During the War years (1939-45) Artarmon supported the many Relief Funds organised by the Guides Association. By 1946 a total of £500 had been raised and 587 articles of clothing had been handed to



Brownies 1926, Sydney Showground, Brownie Revels

(Photo by courtesy of Girl Guides Association)



Above: 2nd Artarmon Brownie Pack outing in 1966 to Sydney Harbour Bridge Pylon, then lunch in Botanic Gardens.

Brown Owl, Mrs June Day, Tawny Owl, Miss Libby Guy.

(Photo by courtesy of June Day)

Below: Guides 1988 Cataract Park, Appin, International Bicentenary Camp.

(Photo by courtesy of Girl Guides Association)



the War Relief Depot, together with ten woollen rugs and three patchwork rugs. The Guides and Brownies knitted squares which were made into rugs to be sent overseas. A house-to-house collection of Food for Britain was made by Guides and Brownies resulting in 600 food parcels being dispatched. Postage stamps were collected to help support a cot at the Queens Hospital for Children, London. Collection of old cotton vests, old silk stockings, medicine bottles and newspapers was made. The proceeds went to assist expenses of the War Relief Depot and Guide International Service. Artarmon district is very proud of its effort during the war years.

The Guide Movement is still strong today and has survived by moving with the times. The hem lines of the tunics which scandalised Edwardian England because they showed the girls' ankles have risen. There is no longer the militaristic fetish for marching, or the quasi-obsession with being able to light a fire with only two matches. These days it is no longer of paramount importance for a Guide to master a vast repertoire of knots or to be an expert in pitching tents. Guiding has changed quite a lot: girls are much more articulate now.

1986 saw a merger of Mowbray West and Artarmon as one district. At present there are three Brownie Units and one Guide Unit with a combined total of eighty girls and eight Leaders. There is a waiting list for Brownie Units for whom voluntary Leaders are needed.

In 1945 District Commissioner Miss Gavel retired after 20 years service.

The following have given loyal outstanding service to the Girl Guide Association in Artarmon:

Audrey Stevenson	Guide Leader 7 years
Mrs R. N. Somerville	District Commissioner 8 years
June Day	Brownie Leader 14 years
Fran Shortbridge	Guide Leader 10 years
Margaret Terrey	Brownie Leader and Local Association 10 years
Jocelyn Harris	Guide Leader and Local Association 7 years
Karen Lee Henry &	
Robyn Eastman	Ranger Leaders 6 years

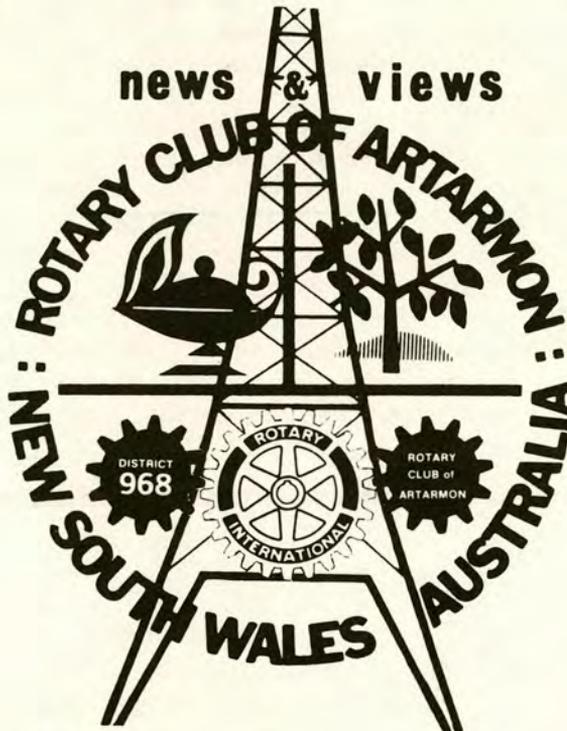
The present district team comprises:

District Commissioner	Marilyn Johnson
Brownie Leaders	Irene Sticpewich, Gundy Boutzouris, Leanne Ward, Elizabeth Rupp and Belinda Seaton
Guide Leaders	Ann Hindmarsh and Rosemary Taylor

Guiding for Brownies, Guides and Rangers has always been FUN in learning new skills, especially camping and pack holidays, and satisfaction in service to others.

ARTARMON ROTARY CLUB

Chartered in 1972 (District 968), Artarmon Rotary Club is an active organisation embodying principles of service to others, at local, national and international levels. The Club motif depicts the lamp of learning signifying the Technical College and education facilities in Artarmon; the television tower; the tree, denoting the residential area, and the cog-wheel of industry. A remarkably appropriate motif for the diversity of Artarmon.



Even a brief list of initiatives gives some indication of the wide and varied social areas covered:

- 1973 Artarmon 50 Plus Club established
- 1975 \$5,000 raised to assist victims of Cyclone Tracey, Darwin
- 1975 Renovated First West Willoughby Scouts Hall
- 1975 The first Pride of Workmanship Awards, an annual event providing an opportunity for employers to recognise employees' worth
- 1976-79 Medical supplies and equipment to Sri Lanka Rotary Club. The first shipment in 1976 was valued at \$7,000
- 1976 Adventure Playground, Thomson Park
- 1977 \$4,000 to Guide Dogs for the Blind
- 1978 Community Blood Pressure Screening held in Artarmon

- 1979 First group of underprivileged children sponsored to the Vision Valley Camp
- 1980 Inaugural meeting of Artarmon Probus Club
- 1982 10th Anniversary Year
 Louisa Mathenius attended Oregon University, U.S.A. to extend her teaching skills for intellectually handicapped children, as the first Rotary Foundation awardee.
 \$3,000 to the Woodies Coffee Inn, a meeting place for intellectually disabled persons. This donation saved the Inn from closure. Rotarians were instrumental in getting ongoing monetary grants from the Board of Education.
- 1983 First Summer Festival Fair, now an annual event, held in Thomson Park — a great fund raiser and an enjoyable event. Mr Pat Kelly, Vocational Service Director, explains, "One of our main aims with this project is to have a local activity once a year that emphasises and caters for the community of Artarmon".
- 1984 Bush Regeneration, the Club's Bicentenary project, commenced
- 1986 First Paul Harris Fellowship Award granted to Past President Norman Henderson.

Over the years Artarmon Rotary has supported the International Youth Exchange and has hosted young men and women from Indonesia, Japan, Denmark and U.S.A., and has also sent students to Indonesia and Japan. Other activities include Christmas hampers to local charities, play facilities at St Basil's Church, sponsorship of Artarmon Child Minding Centre.

Pat Reilly describes his reasons for joining Rotary: "I was impressed with the bond of friendship, similar interests and worthwhile community work ethic that existed between the members and their families".

Projects such as those listed demonstrate the Club's objectives: "to encourage and foster the application of the ideal of service by every Rotarian to his personal, business and community life. Do it once, do it well and help build a better Australia".

MEETING HALLS IN ARTARMON

The Municipality of Willoughby Directory of Halls and Meeting Places (undated) lists four possibilities in Artarmon. By far the best place to hold public meetings is the Artarmon Public School which has seating for 350 people, a stage, piano, three phase power, a P.A. system and a kitchen. The Artarmon Bowling Club can seat 100 and has all facilities but is privately owned. St Basil's Church has two halls — the larger seats 100 and the smaller seats 30. St Basil's has a kitchen and piano.

THE WORLD OF WORK

NORTH SYDNEY COLLEGE OF TECHNICAL AND FURTHER EDUCATION (T.A.F.E.) 213 Pacific Highway, Gore Hill

On 26 May 1987 North Sydney College of T.A.F.E. held its annual Open Day when visitors are able to see over the buildings, the displays, and discuss courses of study. This is an opportunity for those interested in tech. courses to get advice from experts. It is more than a quarter of a century since the main building was opened by the Minister for Education on 29 May 1961. Everything here is up to date; it has the 21st century in its sights.

What a long way technical education has come from its beginnings in the 1880s when tech. classes were first started at Railway Square. In 1914 Technical Education began its growth north of Sydney Harbour in rented premises in Mount Street, North Sydney. The first subjects taught were: Freehand Drawing, Model and Object Drawing, Plan Drawing, Black and White Design, Illumination, Plane and Solid Geometry, Perspective and Mechanical Drawing, Sketching from Nature, Architectural Drawing, Building Construction, Trade Drawing, Shorthand, Typing, Bookkeeping, and German.

In 1917 the North Sydney branch of the Technical Education Dept set up its headquarters in Rodborough Avenue, Crows Nest, on a site of approximately two acres purchased for £4,100 from the estate of David William Solomons. At Rodborough Avenue, Elementary and Applied Art and Dressmaking were introduced. Other courses were to follow: in 1923 Plaster Casting, Millinery, Plumbing, Fitting and Machining; in 1924 Carpentry and Joinery; in 1944 Commercial Courses, Pre-Apprenticeship, Diploma Preparatory for Electrical and Engineering Trades. By 1947 it had outgrown those early premises and the move to Gore Hill was made.

Technical schools were at first set up and functioned for a long time as an alternative form of secondary education. Boys, and a very few girls, went to tech. on completion of the Primary Final exam (later its equivalent) and trained for careers as electricians, plumbers, carpenters, builders and many other trades. Girls trained as milliners, dressmakers

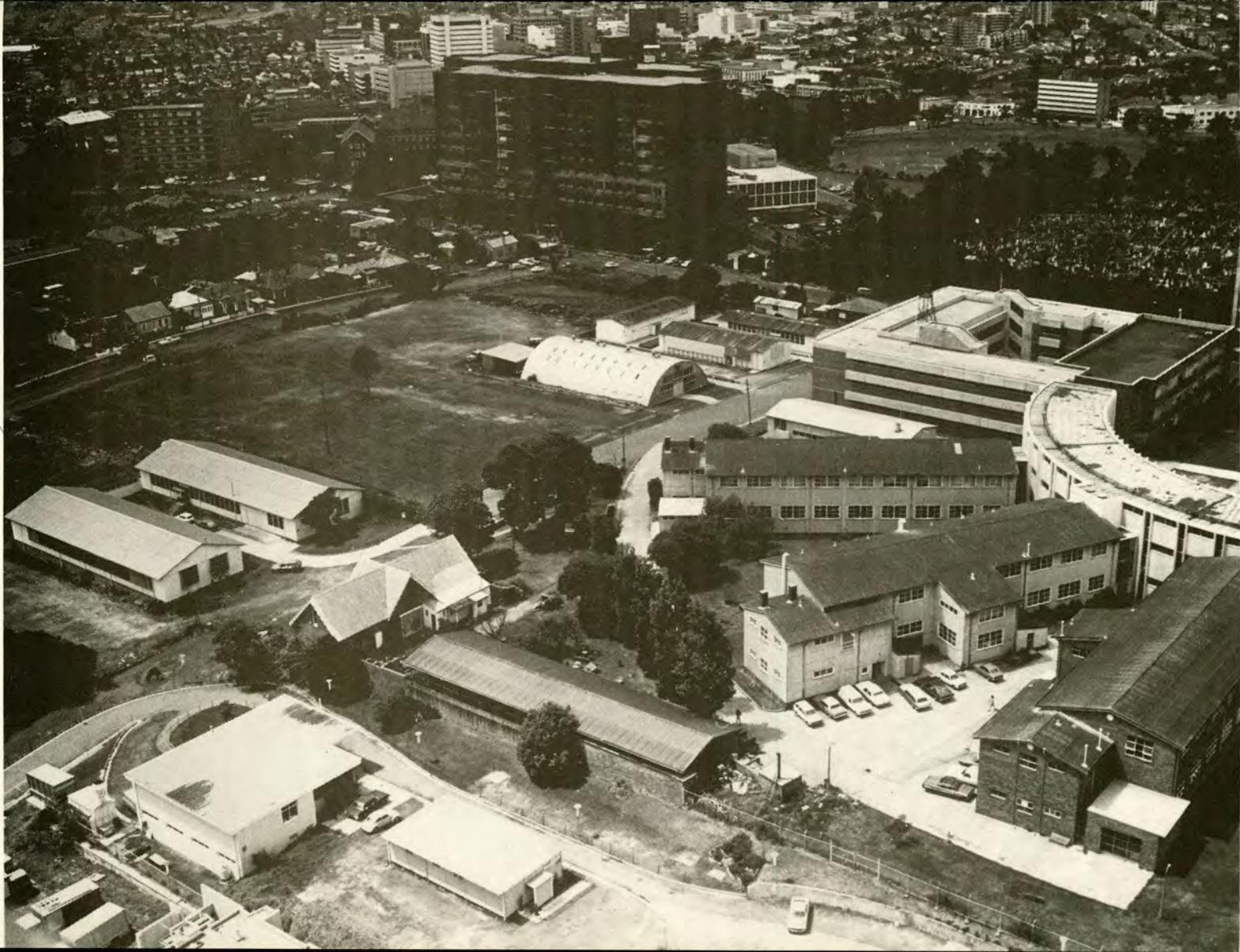
and hairdressers but very little else. What the tech. has always done is provide the highly skilled workforce needed for industry and for home maintenance.

Those earlier tech. colleges served us well — until the post-World War II period — and then we needed a vastly increased highly skilled labour force. Technical education had to be upgraded. It had to become not just an alternative to secondary schooling, as it had been in the past, but an alternative education to that provided by universities. The technical college expanded its courses to become a tertiary institution, and not only that, it had also to cope with an enormous increase in the number of students. For one thing far more girls opted to do tech. courses than ever before. So North Sydney found itself needing a much larger college with much greater facilities.

The Dept of Education (Technical Branch) began to acquire land at Gore Hill in the 1940s and kept increasing its acreage; by 1975 it had twelve and a half acres. This land has an interesting history. Grants of land were made at Gore Hill in the early 1790s, among the earliest land grants ever made in Australia. (See 'Early Land Grants'.) In 1795 Governor Hunter gave land grants of 30 acres to Henry Asser and to James Williamson (grants 532 and 533) and it is on this land that the North Sydney Tech. is built.

Then came William Gore (q.v.). Westbourne Street was first called Gore's Street according to local historian L. C. Forsyth. At the height of his prosperity William Gore owned the land on which the Tech. now stands and, when the bubble of his prosperity burst, it was the Gore Hill property that he managed to keep, and it was there that he lived for the rest of his life. The property still remained in the Gore family after Gore's death in 1845; the Willoughby Rate Book for 1872 shows 76 acres at Gore Hill owned by J. Ffrench, a grandson of Gore's. However the Gore family no longer lived there; by the 1860s the property was leased to Richard Hayes Harnett who later bought the property and built a new 'Artarmon House'. In 1882 George Whiting acquired the property, improved it and renamed it 'Valetta' (q.v.).

The North Shore Brick and Tile Co. bought the property from Whiting and in 1939 demolished 'Valetta' to make way for their No. 2 Brickyard. Of 'Valetta' only the coach-house, or old stables as it is also called, remain. They were built by George Whiting and have been classified by the Heritage Council. They were built c.1894 and are "an attractive cottage-sized building of brick with corrugated iron roof, steeply pitched and gabled. There are a number of small rooms, a bay for coaches and a small loft". The old coach-house is well worth preserving as a relic of Artarmon's past. The material used in the construction of the building is interesting: we no longer see anything like the great timber beams. This old coach-house would some day make an excellent museum, especially for technical artifacts.





Looking north from Gore Hill Technical College, 1981.

The Historical Buildings Section, Public Works Architect, Crows Nest, lists "a Federation style single brick and tile cottage at present used as a caretaker's cottage built c. 60-70 years ago". It is a far cry from this humble cottage to the spread of modern buildings erected for the many activities of the college. There are lecture rooms, demonstration rooms, rooms set up with equipment such as lathes, computers, television monitors and video tape recorders; there are staff rooms, library, canteen, space indoors and out for students to get together, and attractive lawns and gardens. North Sydney Tech. aims to be the equal of any tertiary institution and it is.

Counsellors: Prospective students would be well advised to get in touch with T.A.F.E. counselling service. With the rapid growth of technical education enquiries are necessary to discover new courses and qualifications for admission to them. The annual Open Day is also a good way to discover the diversity of courses T.A.F.E. offers. Types of courses listed in the prospectus are:

- Certificate — at Basic education and Employment/Educational Preparation/
Operative Skilled level (approx. 36 courses)
- Advanced Certificate — at Trade Technician/Trade Supervisory or equivalent
level (approx. 18 courses)
- Associate Diploma — at Paraprofessional/Higher Technician level (1 course)



(Photo by courtesy of Willoughby Municipal Library)

Special Programs and Services are also offered:

Joint/T.A.F.E. School Programs: Students in Years 11 and 12 can explore a range of courses offered as "Other Approved Studies" by Joint/T.A.F.E. School programs. These include computing, accounting, welding, hospitality, business management, engineering and rural studies. By successfully finishing such courses students gain credit from the Board of Secondary School Studies and from T.A.F.E. Year 12 students gain credit which contributes directly to their Higher School Certificate.

Pre-Vocational Trade-Based Programs: These three courses are designed for people who intend to obtain an apprenticeship at a later time. They are: a Pre-Apprenticeship Course for those who have selected the trade they wish to pursue; a Pre-Employment Course for those who require a better understanding of a number of electrical/construction trades before finally deciding on a specific trade; an Industrial Skills Development Course which runs for two years commencing with broadly based engineering skills, changing to a selected trade during the course.

Basic Education and Adult Literacy/Numeracy: T.A.F.E. Adult Literacy Information Office provides up-to-date information about literacy programs conducted by T.A.F.E. and other organisations throughout New South Wales. Adult Literacy Officers work in the

community to find adults who have little or no skills in reading and writing. Tutors teach these adults in a one-to-one situation, usually in the student's or the tutor's home. There are also small personalised classes for those who wish to improve their reading, writing and mathematics. The maths workshop is for adults who wish to develop sufficient skills to cope with everyday mathematical problems.

Individual Learning Centres: These provide access to general education for adults. Students can vary the times they come so the I.L.C.s are suitable for shiftworkers, women with childcare responsibilities and the unemployed. Students begin at any time of the year and work at their own pace.

Aboriginal Education: T.A.F.E. provides a range of courses specifically for Aboriginal people through the Aboriginal Education Unit. The Pre-trade courses cover the initial stages of T.A.F.E.'s pre-apprenticeship courses and are offered in Plumbing, Carpentry and Joinery, and Ladies' Hairdressing. Courses are also offered in Management and Community Training to provide training and educational opportunities for Aboriginal organisations and communities.

Provision for People with Disabilities: Special facilities and support services are provided by the Consultants for Students with Disabilities. There are Consultants to assist the deaf or hearing-impaired, visually-impaired, physically disabled and intellectually handicapped.

Labour Market Programs: The aim of the T.A.F.E. Participation and Equity Program is to provide unemployed young people (15 - 24 years) with courses at T.A.F.E. colleges to improve their employment prospects. The Youth Employment Scheme aims to give young unemployed people some work experience and on-the-job training in Government Departments or local government and up to one day a week formal T.A.F.E. training. Experimental Training Projects are designed to enable disadvantaged young people to compete for entry to Traineeships. There is also an Adult Training Program to provide training courses linked to local labour market conditions, training in occupations where there is a national shortage, and vocational training for retrenched workers.

Outreach Program: Outreach gives adults an access point to education on a short-term basis to meet immediate needs. It can be regarded as a stepping stone, an opportunity, and is of benefit to the disadvantaged.

Annual reports by the principal of the college give a good idea of how the college has grown. The following information is taken from these reports. 1947 was the first year classes were held at Gore Hill. They were held in a series of corrugated-iron Nissen huts, because a crash course in building was needed. The war over in 1945, C.R.T.S. (Commonwealth Rehabilitation Training Scheme) was set up to put

returned soldiers back into civilian jobs where they were badly needed. In 1949 two-storey fibro workshops were erected, followed in 1952 by three aluminium buildings which, by 1953, became the library, canteen and administrative offices. By 1954 there was a fourth aluminium building consisting of four classrooms. The old coach-house was remodelled for the college caretaker. You can see that North Sydney Tech. grew like Topsy.

The College spread over the surrounding roads. By 1968 Clarendon Street ceased to be a public road and in 1971 portion of Portland Street became part of the college. In 1972 excavations began for the Electronics Block (also designed to house Secretarial Studies) with the aim of completing the north wing ready for occupation in 1974. It was to consist of nine specialist laboratories and seventeen lecture rooms but was not completed till 1975. It was to have four levels consisting of laboratories, workshops, lecture rooms, offices, library, and store rooms. The estimated cost of this building was to be \$1 million. In 1976 a much needed course was added to help those who intended to set up and run small businesses; another much needed course was in income tax law.

The pressing problem of coping with an ever growing number of students was always present. In 1939 enrolments totalled 608 students. By 1956 there were 4,660 students; by 1972 there were 7,797 students and would have been more but some students had to be directed to other colleges to ease the congestion. Tech. students were still occupying three portable classrooms as well as classrooms in three major high schools. By 1975 enrolments had reached 10,000. By 1977 the Tech. was finding it could not handle the numbers who applied for admission. Of every 140 applicants 100 had to be turned away, mainly in carpentry and joinery, but also in fitting and machinery. A new three-storey trade block was needed for these trade courses. It did not stop the flow. By 1979 the principal was saying in his annual report that the college could not cope with student needs; but the Gore Hill campus still awaited completion.

North Sydney T.A.F.E. is the headquarters of electrical engineering and also specialises in electronics and communication skills. In 1978 T.A.F.E. was planning the site for a fully equipped TV studio with sound, lighting, videotape, and production control rooms. The make-up rooms, storage areas, scenery runway and carpentry workshop were designed to provide for the addition of a large Film Studio and a smaller General Purpose studio which are now in use. By 1979 T.A.F.E. had a student population of 11,000 with more than 200 full-time teachers, 400 part-time and over 100 office staff.

With the opportunities the Tech. gives its students it is no wonder that both students and staff have a record of notable achievements and problems tackled. The 1987 T.A.F.E. report deals with problems and

achievements and it is from this that the following material is drawn; the Report points out the close contact between the College and industry. Staff from the School of Electrical Engineering visited Wollongong College and industries in the Wollongong district including a Coal Loader, Coal Mines, B.H.P. and the local TV station. The Vehicle Painting facilities of the College were made available to Berger Paints for six days during the July vacation so that this firm could run two three-day training workshops. The College Automotive Section had two areas of display at the Sydney Motor Show. The firm Repco held a Trade Night at the College at which manufacturers and importers displayed and demonstrated tools and equipment to the northside motor industry. Shell Auto Care requested a Block Release program for their Group Apprenticeship Scheme.

The Carpentry and Joinery section closed at the end of the 1986 academic year and was transferred to Hornsby College of T.A.F.E. Instead a course in Shopfitting and Detailed Joinery was established in its place so this was a losses and gains affair. Another gain was the Enrolled Nurses course which commenced in 1986. Ninety students pass through the College each semester and graduate with a Certificate in Enrolled Nursing.

There is a good network of communication and cooperation between the T.A.F.E. Colleges. Gore Hill T.A.F.E.'s School of Electrical Engineering has manufactured and distributed specialised communication equipment to Wollongong, Nowra, Newcastle and other metropolitan colleges. The school has also developed a microprocess trainer for Mt Druitt and St George Colleges; and Granville and Gore Hill teachers have worked together to construct a Computer Principles Course for use in both colleges. Also final year full-time students from Granville College attend Gore Hill one day a week for specialised subjects. And that is not all; the Senior Head Teacher of Automotive Engineering at North Sydney is co-ordinating the activities of four northside colleges: Brookvale, Hornsby, Meadowbank and North Sydney.

Technological changes in the motor vehicle industry have caused experienced motor mechanics to seek retraining at North Sydney where the college specialises in electronic engine management and fuel injection. So far four basic retraining courses have been filled.

The School of Secretarial Studies has purchased ten Memory Chip typewriters and sixteen Canon typewriters and is installing an Apricot PC. Another Apricot PC is being used by the Panel Beating section for their Computer Quoting System. Electrical Engineering is testing a Liquid Crystal Module to fit an overhead projector. Staff at the Electrical Engineering school have constructed equipment for practical work in Audio Techniques. Also constructed in the electronics

workshop were seven microprocessor-based automatic frequency response plotters.

The College Library is computerised too through TAFENET to provide access to current information, with an automated loan service to students and staff. Installation of a CAD-CAM (computer aided design-computer aided manufacturer) system is expected before the 1988 academic year for use by the Mechanical Engineering and Arthitectural Drafting sections. It will provide students with hands-on experience with the latest technological developments. The activities of North Sydney T.A.F.E. would make a book on their own. It is only possible here to mention a few of the many activities of the College.

What sort of help do students need at the personal level and how were these needs met in 1987? Child care for under-fives was provided on campus and courses for the non-English speaking student. The Counselling unit helps students choose their T.A.F.E. courses as well as providing help in other ways. An Afghan Community Information Day was held at the College in 1987. Another achievement was the approach intellectually handicapped clients of a rehabilitation centre made to Outreach. This resulted in the establishment of a Home Services Co-operative engaged in house painting and handyman skills. Also a T.A.F.E. Student Association was formed and a building provided for student recreation. There were lunchtime activities such as Yoga and Tae Kwon Do, while evening classes were held in Karate and Guitar. There were inter-school sporting competitions: soccer, netball, volleyball, basketball and touch football.

North Sydney Tech. can be looked at with pride and pity: pride in its achievements and in its future; pity for those who are wrestling with its many problems. Nothing in the history of our past educational system led educators to envisage such an enormous upsurge in the number of students, the facilities needed, and the desire for tertiary education. The year 1981, said the college principal in his annual report, was a difficult year because of the large enrolments (a familiar story) and the construction of buildings still going on. "Demands on this college are still increasing contrary to all reason and reasonableness . . . the numbers attending Gore Hill are too great for the facilities available." He went on to say "Circumstances will force increased specialisation upon us, the general widespread will have to be pruned, some courses go elsewhere, with Gore Hill concentrating on fewer courses". The relief he envisaged happened the next year when enrolments fell from 13,000 to 10,000, helped by Fashion classes going elsewhere. The Tech. at Gore Hill at that time serviced an area covering the northern beaches, with its outer limits the Gosford area, Meadowbank and Wiseman's Ferry.

"North Sydney College is becoming . . . a college orientated towards high technology activities, with all the difficulties caused by trying

to accommodate activities it does not have the facilities for." By 1983 the College was beginning to specialise in Electronics, Electrical Engineering, Film and Television, Information Processing in the School of Business, and Administrative Studies. Enrolments at that time were stable at about 10,000. They have grown since to 11,000 with the College becoming the third largest in the metropolitan area, only topped by Sydney and Granville.

In 1983 technical education celebrated one hundred years since its foundation. It is now in its second century facing "the challenge of the rapid pace of technological developments in industry and commerce. In the nineteenth century a new technology was introduced about every generation. Now society has to cope with the introduction of several new technologies every generation. Recent developments in micro-electronics, particularly the introduction of the silicon chip, have resulted in machines which can perform more and more complicated tasks in industry, commerce and other walks of life . . . Updated equipment and expanded staff development programmes are a must, and they require an expanded commitment of resources".

So challenges face T.A.F.E. as it enters its second century. "In the world of the next decades the demand will be for people with skills and knowledge, both broad and specialised. . . T.A.F.E. sees itself as the most flexible sector of post-secondary education, with its ability to respond quickly to the education and training needs of individuals, industry and the community. This vision of itself will certainly be put to the test in the next 100 years."

The Bicentenary year of 1988 sees us looking forward to the 21st century and no one more so than those who plan the future of technical education. In a pamphlet headed 'Technical Education for the World of Tomorrow' technical colleges are seen as providing an alternative to university education. Our older universities were established to serve a very different society. Today our society faces a continuation of automation with new and better machines so that "the next 30 years will be as revolutionary as those . . . achieved in the last hundred".

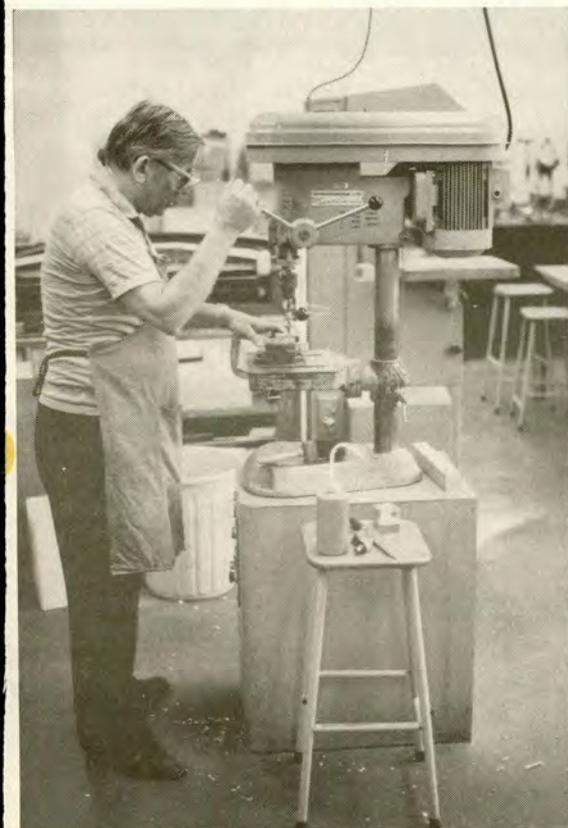
THE UNIVERSITY OF TECHNOLOGY, Gore Hill

The establishment in 1961 of the Martin Committee to enquire into the future of tertiary education marked a watershed in the development of post-secondary education. The rapid advent of a vast array of colleges of advanced education (C.A.E.S.) — equal to but different from universities — permanently changed the perception of tertiary education.

In 1963 an advisory council recommended to the Minister of



*Above: Dunbar Building, front entrance
Below left: Expert at work in the School Mechanical Workshop.
Below right: Using liquid nitrogen, Dept of Cellular Pathology.*



(Photos by courtesy of Dr Field)

Education, the establishment of a new technological institution to develop tertiary courses. This became the N.S.W. Institute of Technology at Broadway. Dr R. L. Werner was appointed the first Director. It was envisaged that the Institute would prepare students for professional practice in their chosen careers and that it would work closely with industry and commerce. The founding disciplines were Science, Engineering, Business Studies and Architecture.

A new concept in education was introduced that allowed students to mix periods of time in employment with periods of time in the classroom. The Institute also gave particular emphasis to part-time students studying in the evenings. The new institution was ambitious and competitive and it took seriously the political rhetoric of "equal but different". It did not accept that it was a 'cut-price' alternative to the universities.

In 1969 the building on the corner of Westbourne Street and Pacific Highway, Gore Hill, initially intended for T.A.F.E., was acquired by the N.S.W. Institute of Technology for the purpose of teaching early stages of the Science and Medical Technology Diploma Courses. Dr W. Stern was appointed as Head of the Gore Hill Division of the Institute.

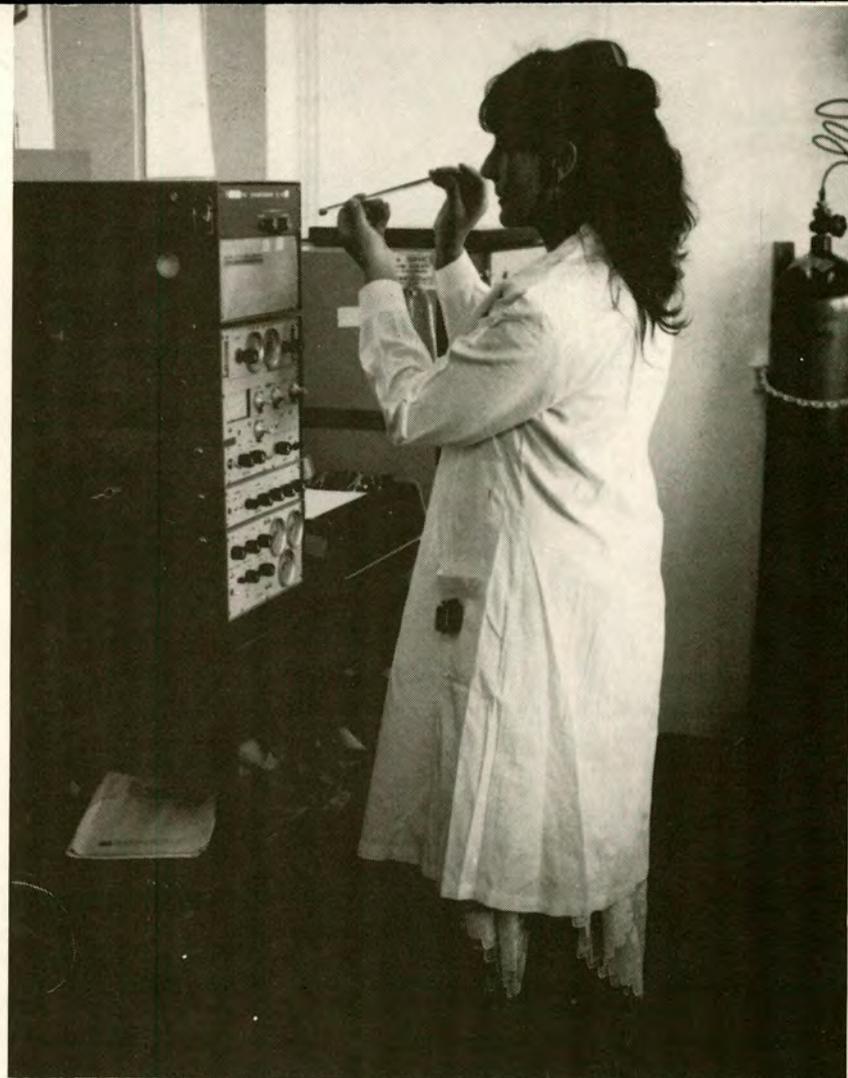
In 1970 the School of Science at Broadway became the Schools of Physical Sciences and Life Sciences. Dr E. S. Swinbourne was Dean of Science and Head of the School of Physical Sciences; Dr C. D. Field was Head of the School of Life Science.

The School of Life Sciences: In 1971 the School of Life Sciences had grown from an initial nine academic staff to fourteen, and was preparing to offer one of the first degree courses in the Institute, in biomedical science. The accommodation at Broadway was inadequate to cope with the expansion and it was decided that the whole School would move to Gore Hill. This decision was assisted by the proximity of the site to The Royal North Shore Hospital, a well-respected teaching hospital of the University of Sydney, and by the fact that the School would have more or less complete access to a new six-storey building. At that time some physics and chemistry were still taught in the building but, as the School of Life Sciences continued to expand, eventually only the biological sciences were taught on the site. In 1974 the building was named the Dunbar Building, after the Director of the Department of Technical and Further Education who had presided over the birth of the Institute of Technology. The Dunbar Building is on land once owned by William Gore (q.v.) and the view from the top floor offers one of the best views of Sydney, as far as Botany Bay.

Courses and Degrees: By 1976 the School of Life Sciences had grown to twenty-five members of academic staff and an equivalent number of support staff. Two undergraduate degrees, a Master's degree by Thesis and a Master's degrees by Course Work, were now offered.



Above: using atomic absorption spectro photometer, Dept Applied Biology.



*Above: Dept of Biochemistry: technical officer using gas liquid chromatograph.
Left: Preparing for Degree Courses in bioinstrumentation & clinical measurement, Dept of Applied Biology.*

(Photos by courtesy of Dr Field)

A close relationship had begun to develop between the School of Life Sciences and The Royal North Shore Hospital. In this period the School received great encouragement from Dr Roger Vanderfield, General Medical Superintendent of the Hospital. A joint complex, consisting of research laboratories, animal house, greenhouse and an electron microscope, was built on land owned by the hospital close to Reserve Road. The co-operation between the hospital and the School of Life Sciences was an important factor in the quality of education that was offered in the biomedical sciences at all levels.

The Library: There is now an extensive biological sciences library which contains well over 200,000 volumes and is still growing. The Information Resources Service has access to data bases in Australia and overseas and also shares library services with other colleges and institutions. The library consists of books, microforms, slides and audio and visual tapes. The co-operation with The Royal North Shore Hospital was also continued in this area with each institution making use of the other's library and avoiding duplication.

The Nursing Diploma Course: 1984 saw a major change to the activities conducted on the Gore Hill campus of the Institute. In that year the Institute was invited to accept two hundred nurses for a Nursing Diploma Course to be offered in 1985. The close links with the Hospital and its moral and financial support enabled the Institute to respond quickly. After months of anxious planning the first nursing students were admitted to the Institute at the beginning of 1985. The students and staff were housed in accommodation supplied by the Hospital consisting of the west wing of Vindin House and the old centre for nursing studies on the corner of Herbert Street and Pacific Highway.

A New Faculty of Life Sciences: A new Faculty of Life Sciences was formed consisting of the renamed School of Biological and Biomedical Sciences and the School of Nursing. Dr C. D. Field was appointed inaugural Dean of the Faculty and Dr Robin Parson was appointed as the first Head of the School of Nursing.

The N.S.W. Institute (N.S.W.I.T.) becomes a university: The beginning of 1988 saw the N.S.W. Institute of Technology poised for yet another leap forward as, on 26 January 1988, the bicentennial birthday of Australia, the Institute was renamed the University of Technology, Sydney.

The School of Biological and Biomedical Sciences, with its more than forty members of academic staff and equivalent number of support staff, has totally outgrown the Dunbar Building. Today, some five hundred undergraduate students attend classes in the Dunbar Building. In addition, there are more than sixty students enrolled in the School undertaking Doctoral degrees and Masters degrees.

The School of Nursing has also grown rapidly and today there are thirty-six members of academic staff and more than five hundred

students enrolled. The first nursing students graduated in 1987 with the nursing diploma and the School of Nursing commenced its first degree course.

Since the inception of the School of Life Sciences on the Gore Hill campus in 1971, some 1,200 students have graduated in biomedical science or applied biology and more than forty students have graduated as Master of Applied Science. Many of these students are now occupying senior positions in industry or government service. It can be claimed that over the last fifteen years the Gore Hill campus of the University of Technology has become a major focus for biological education in New South Wales.

A Centre for Environmental Toxicology: It is also encouraging to note that the development of the biological sciences at Gore Hill is still continuing. Recently the State Pollution Control Commission of N.S.W. established a Centre for Environmental Toxicology in the Dunbar Building, for the purpose of developing tests to measure the effect of pollution on our environment.

Urban Horticulture: The School of Biological and Biomedical Sciences has just commenced a degree programme in Urban Horticulture in co-operation with the Ryde School of Horticulture. In order to assist the development of the programme a new computer controlled greenhouse has been installed on top of the Dunbar Building.

The Centenary Theatre: The co-operation with The Royal North Shore Hospital continues with the construction of a 270 seat lecture theatre in the grounds of the hospital. The new building is known as the Centenary Theatre, to mark one hundred years of existence of the hospital. It will be used by both the hospital and the University of Technology. In addition a new teaching block for nursing students has just been completed adjacent to the new lecture theatre.

The N.S.W. University of Technology on the Gore Hill campus has come a long way since the early seventies. It still aims to give its students a broad understanding of social as well as technological processes. As far as the biological sciences are concerned there is a new revolution occurring today, as the fundamental discoveries of the molecular basis of the genetic code begin to find expression in the manipulation of micro-organisms, plants, animals and significantly, homo sapiens. The commercial value of these scientific developments is now well appreciated and huge financial resources are being applied worldwide to produce the necessary technology, innovative products and, presumably, profits. The new technologies will dramatically affect the world we live in, a situation which some people will regard as invigorating and inspiring and others as depressing and frightening. The School of Biological and Biomedical Sciences offers the opportunity to learn about the nature of modern biology, to understand the

challenge of the new technologies and to appreciate the responsibility entrusted to future biologists.

**THE AUSTRALIAN
BROADCASTING CORPORATION,
221 Pacific Highway, Gore Hill**

In the 1950s when TV was in its infancy the Australian Broadcasting Commission (now Corporation) chose Gore Hill as eminently suitable for a television centre. Fortunately the Corporation's archives have the records of who and what was there prior to the acquisition of some 7.95 acres. There was a certain amount of urgency regarding these acquisitions. W. A. Pert, Deputy Commissioner of Taxation, writing to the General Manager of the A.B.C. in November 1955, stated:

North Sydney values are rising rapidly owing to the intense activity now taking place in the commercial section between the railway station and Crows Nest. This activity also extends to the industrial area between Crows Nest and Artarmon, where a number of factory buildings and business premises are being erected. There is very keen competition for any industrial or business sites that become available in the area on account of the restricted zoning permitting the erection of buildings for these purposes. The opinion is expressed that if there is delay in obtaining land for a television site the price that will have to be paid in the future will be considerably higher.

The land acquired by the A.B.C. was not vacant. The Postmaster-General's Dept had a large area used as a primary works depot. The P.M.G. continues in the area, the A.B.C. having taken only a slice of the P.M.G. site. Other sites now included in the A.B.C. television centre are:

1. Property originally owned by MacRobertson's (N.S.W.) Pty Ltd purchased (1950s) by Amalgamated Television Services Pty Ltd, who retained one portion as a transmitter site, later acquired by the A.B.C.
2. Property adjoining (1) owned by C. E. & H. E. Bulbrook, builders and contractors, and Artarmon Timber & Joinery Co. who had a joinery and a machine shop.
3. The residence of Mr J. & Mrs E. M. Leal. Mrs Leal, A.L.C.M., L.L.C.M., a qualified musician, taught pianoforte and theory.
4. Three small adjoining areas originally intended as roadway and owned by the North Sydney Brick & Tile Co. and MacRobertson's. The A.B.C. needed these to provide access and parking for their site.
5. Another area owned by the North Sydney Brick & Tile Co. was also needed for access.

And finally two residences owned by Mrs M. Seres and C. & R. P. St Clair.

Other properties considered by the A.B.C. but not included in the final purchase were: Precision Plastics Pty Ltd sold to Spera Veneer & Plywood Pty Ltd; C.O.R. Ltd sold to Cineoptics (Aust.) Pty Ltd;

Wrightell Products Pty Ltd sold to Wormald Bros Industries Ltd; Speedo Knitting Mills Pty Ltd; Potter & Birks Pty Ltd.

What a mixture! The general impression is of manufacturing industries with private dwellings scattered between them.

A.B.C. T.V. opened at Gore Hill on 5 November 1956. Live programmes were produced in a temporary Arcon building until new studios could be built. The new studios were completed and formally opened on 29 January 1958, with a live production of *The Multi-Coloured Umbrella*, a play written by Barbara Vernon who was later to write the first episodes and plan the long-running A.B.C. serial *Bellbird*.

With the development of location filming and direct transmission video cameras, present production at Gore Hill is mainly News and Current Affairs, Children's/Education and Live Entertainment. From the early 1970s, production of film programmes (apart from News) moved to Frenchs Forest, to studios purchased by the A.B.C. in 1981.

The functions of Gore Hill have, naturally, changed over the years, with the rapid advance of technology. At this time Gore Hill contains the Central Control System, which collates programmes from all States and feeds them to Belrose for transmission by satellite throughout Australia. The Gore Hill transmitting tower built in 1984 is reported as the tallest structure on the North Shore. Some of the varied skilled staff employed at Gore Hill are engineers, electricians, technical operators, costume and set designers, carpenters, costume makers, make-up artists, cameramen, sound recordists, film editors, journalists, scriptwriters, producers and one helicopter pilot.

Patricia Kelly, Document Archivist with the A.B.C. states, "It would be like trying to incise the Lord's Prayer on a pinhead to condense and select from over thirty years of production".

ARTARMON INDUSTRIAL AREA

Artarmon Industrial Area on the western border of Artarmon, is one of the largest and most important industrial areas in the Sydney district. It lies in a great flat dip between Pacific Highway and the North Shore railway line that runs between St Leonards and Artarmon, with most of the industrial development being west of Herbert Street. On the northern side it is separated from the residential area by the gully through which the Gore Hill Expressway is to be built.

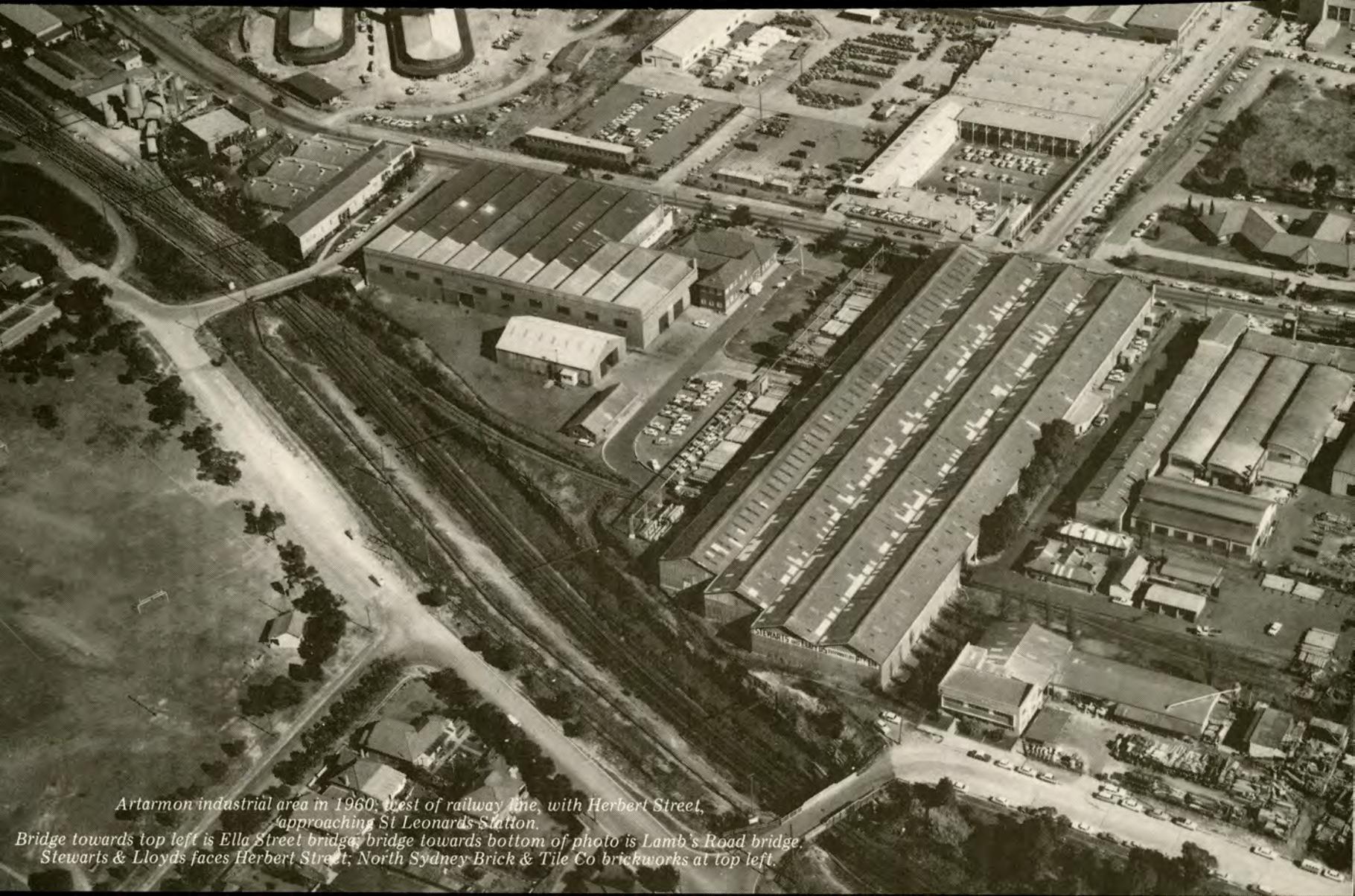
An industrial area is never static. The Artarmon area can be taken as typical and the following examples show how it changed from timber-getting, to farming and dairying, to residential housing, to backyard industries, brick and other manufacture, and now to service industries. "By the end of the First World War the foundations of suburban Artarmon had been set and nearby Gore Hill was a viable if modest industrial centre" records John Pert, who also says that Willoughby

Council used provisions of the Local Government Act to limit industrial development to certain specific areas, the main one being Gore Hill. Light industry was set to take over from the brick pits well before brickmaking went elsewhere — with the North Shore Brick & Tile Co. (now Norbrik) being the last to leave. The ending of World War II quickened the process of industrialisation. The residential area of Hotham Parade started to go. “The St Leonards side of Hotham Parade was all houses and remained that way until the properties were reclassified as B class industrial whereupon it became valuable land for factory sites.” When did this happen? Norman Scorer says “Probably about 1949; houses would be converted to offices or factories”. With the Green Belt came the County of Cumberland’s zoning scheme for industrial areas on the fringes of suburban municipalities. Willoughby was the very place. It had rail transport, water and sewerage and suitable land. By 1951 the County of Cumberland had zoned 165.65 acres of Willoughby land on which 42 factories had been set up with 444 employees. Class A was land zoned for general industrial use with Class B for light industry.

In the 1950s factories were small, owner occupied and engaged in manufacturing. But problems occurred: land values went up, there were parking problems, the area was not big enough for expanding businesses. So manufacturing gave way to high tech. industries. Premises for rent were most needed. Investors moved in and the Artarmon industrial area became the largest industrial area on the North Shore. High rents had forced entrepreneurs out of the inner city towards the nearest suburbs — close but not within the city area. City factories converted to warehousing. There was an acute shortage of industrial land within 8 km of Sydney so Artarmon land was much sought after. So, when the brickmakers went the land was not left vacant for long. A new and vigorous industrial area replaced the old brickyards.

Artarmon industrial area is close to the city. Devine reckons it as five miles, Dikha gives an approximation of 9 km, with Chatswood 1.5 km away. By train it is 15 minutes from Sydney and in 1985 was described as fast becoming “the hub of commercial activity”. It is also close to Pacific Highway, the main traffic highway between Sydney and the north. “Don’t people realize that St Leonards is only a few minutes from the centre of Sydney?” said Douglas Baglin, owner of a photographic studio, in 1986.

Surveys of the industrial area have found that the majority of staff tend to live on the North Shore. The Industrial Division of the Artarmon Chamber of Commerce carried out a survey of the industrial area in 1974 when R. J. Hyman was President. The 51 employers who replied to the questionnaire provide an idea of what the area was like in the 1970s. Total staff of the 51 employers was 2,361 with two



*Artarmon industrial area in 1960; west of railway line, with Herbert Street,
approaching St Leonards Station.*

*Bridge towards top left is Ella Street bridge; bridge towards bottom of photo is Lamb's Road bridge.
Stewarts & Lloyds faces Herbert Street; North Sydney Brick & Tile Co brickworks at top left.*

of the employers having between them 1,176 staff members. Most of the 51 employers were small firms employing less than 100 staff. Approximately half of the employers owned their own premises with the other half renting them. Approximately half were engaged in manufacturing, next warehousing, then motor car servicing and sales. The most urgent problems listed were parking, road construction and maintenance, transport to the area, and representation on Willoughby Council.

The project workers who researched this book visited the area in the late summer of 1987, map in hand and notebook at the ready. Difficulties were encountered. There was no possibility of listing ALL the businesses in the area, only a general outline could be made: light engineering, factories, warehouses, offices. It is hoped that in time a much more detailed survey of the industrial area will be made at the official level. The project workers were defeated by size, the variety of activities, and the rapid changes going on in the area.

Marshall Batteries Pty Ltd is a good example (there are many more) of the continual change that characterises the industrial area. Harry Gold ran Caltex in Carlotta Street until about 1957 when he decided to lease a shop on the corner of Pacific Highway and Broughton Road from the brickworks. The brick kilns were behind the shops. Later Marshall Batteries joined Harry Gold. The partnership upgraded the building, decorating it with excellent furnishings and carpets and celebrating the opening with many important guests. "It was a furs and diamonds affair" says Alan McDiarmid.

The Willoughby Centenary Issue 1965 (A *Clarion* Supplement) contains information about the following firms:

Nilfisk, 357 Pacific Highway. Manufacturers and distributors of heavy duty vacuum cleaners

Cooper, Grimm & Turner Engineering Pty Ltd, 78 Hotham Parade
Industrial Permindex, 81 Dickson Avenue. Printing, addressing, mailing

Bell Bryant — APV Equipment suppliers, 37 Herbert Street. Australia's leading supplier of equipment to the Australian Food & Dairy Industry

Frederick Duffield Pty Ltd, a family company, was founded by Frederick Duffield with a light engineering workshop in 1919. His son P. R. Duffield took over on his death in 1948. In 1957 the Company purchased property at 355 Pacific Highway, Artarmon and moved to that address. Later they bought an adjoining property in Whiting Street and established two other divisions at 47-51 Dickson Avenue, one of them being a machine shop opened in March 1965. This company specialised in components, mainly for high pressure hydraulic equipment as well as components used in heavy earth-moving

machinery. They had a low labour turnover, some of their staff having been with the company for 15 years by 1965.

Barham Industries, Campbell Street, is also written up in the Centenary Issue. Wilfred A. Barham moved into the Willoughby district prior to World War II and began operating as a painting contractor. He re-opened his painting business after the war in Campbell Street (rezoned A industrial but until then a residential area). He established a small workshop to enter the industrial finishes field and was so successful that he extended the workshop and took to paint manufacturing, specialising in industrial finishes for the leather industry. By 1965 he was recognised overseas as the sole Australian representative for K. J. Quinn Incorporated of Massachusetts. The firm also developed a finish for galvanised iron (Gempol). In 1965 a new building was planned for this proprietary family company.

In its own way all this activity at Artarmon (of which the above are only a few examples) is an adventure story and a successful adventure story at that. There was also the retail side of the story. For instance there was Bill Southam at 473 Pacific Highway, setting up Fisherman's Corner in 1950 to supply fishermen's needs including handmade rods.

Where are the firms now whose success stories appeared in the Centenary Issue of 1965? Nilfisk is still in business but at Rhodes; Bell Bryant is at Auburn; Duffield have moved to Mount Kuring-Gai. Like Stewarts & Lloyds these firms have come and gone elsewhere just as Norbrik did. But one of them stayed in Artarmon: Barham's, now Barham-Quinn Pty Ltd, is still in Campbell Street.

Artarmon industrial area can be divided into three sections:

- (a) from Pacific Highway to Herbert Street;
- (b) between Herbert, Ella Streets and the railway;
- (c) narrow strip along Pacific Highway — Broughton Road to Campbell Street.

(a) *Pacific Highway to Herbert Street*: Public utilities occupying a large area are: P.M.G. works and maintenance depots; an Electricity Sub-station; Willoughby Council's garbage disposal plant at Lanceley Place and a Works Depot and Garage at 1 Frederick Street. The variety of industries established here are:

- automotive — repairs including smash repairs, spare parts and sales of new cars e.g. Lanock Motors Euro Cars
- engineering — all types of light engineering
- electronics — offices, warehouses and sales
- publishing — John Sands have 12 acres where they publish popular magazines such as *Family Life*. (Local radio news report, March 1988, is that they are closing down)
Encyclopaedia Britannica has an office; also C.B.O. Publishing.

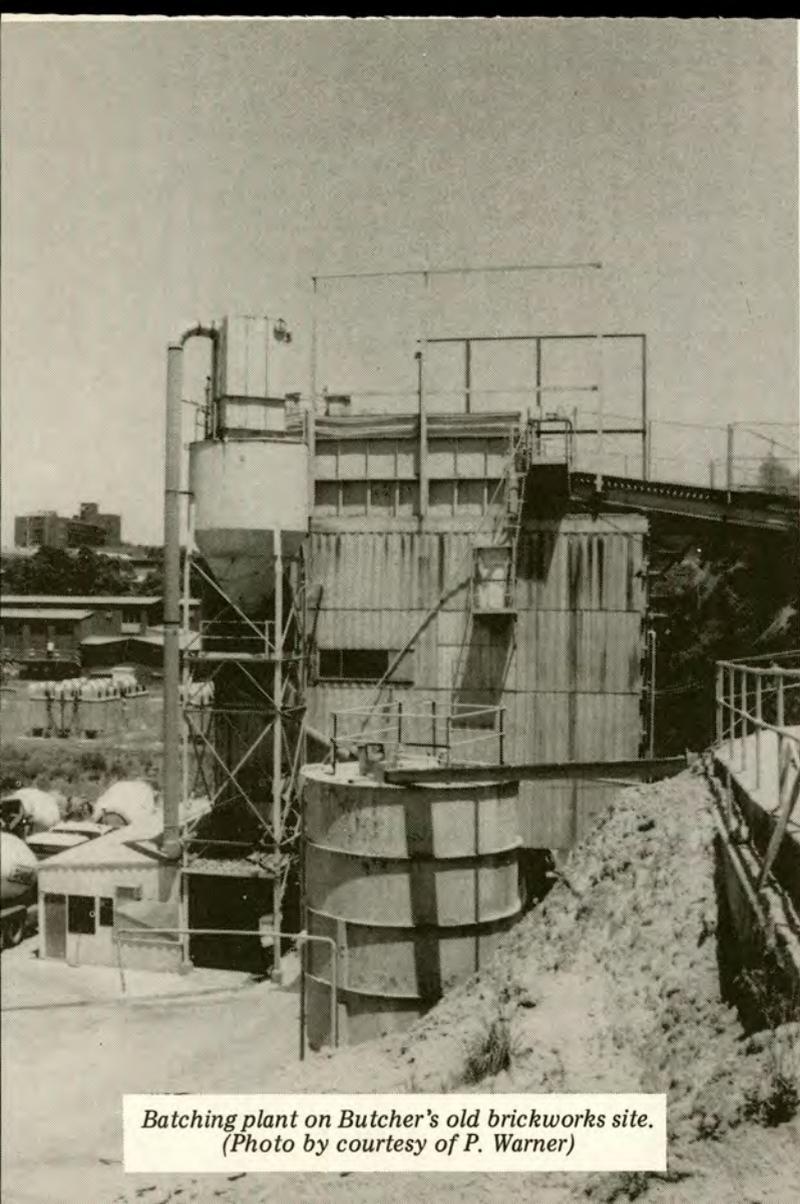
The variety of activities can be shown by Kennards Hire Service (ladders, tools and vehicles), Rosemount Estate wines, Scrap Metal, Parker Pens and Jacksons Engraving firm. Artarmon industrial area is a bit of a patchwork quilt, and exhibition quality to boot.

Many of the buildings have been designed for multiple use. Hooker's building at Gore Place has a self-contained factory as well as warehouse units with container truck access. The developer M.E.P.C.'s building on the corner of Herbert and Cleg Streets has 1,294 square metres of floor space for warehousing, 341 for office space and 18 car spaces. Leda, the largest industrial developer in New South Wales, has developed a six unit complex of 8,000 metres of combined office and warehouse space for letting at 49-53 Hotham Parade. Prudential Assurance owns Valetta Building at Lanceley Place. This is a three level complex of 22 units all of which are for lease. At 2-8 Campbell Street the Artarmon Business Centre has recently been completed as strata units for sale. It has been designed as large and small offices to suit high tech. and service industries.

Even with the trend towards offices and warehouses, which is replacing the earlier factory development, there is still a great deal of variety. Butcher's old brick pit, for instance, is now used by a concrete batching plant where mounds of blue metal and cement have turned the ground grey, under the tread of heavy machinery and big trucks.

An industry which began in the mining town of Kalgoorlie, W.A., established its headquarters in Artarmon, stayed and expanded into a worldwide business, is Warman International Ltd, 4-8 Marden Street. Charles Warman constructed his first rubber-lined slurry pump at Kalgoorlie in 1938. His slurry pump with an easily replaceable lining outclassed any equipment being used at that time and was invaluable to the mining industry. He not only patented it but also fabricated it and went on from there. But it was not until 1948, when the world had returned to normal after World War II, that Warmans began to expand. The Sydney office was established in 1953. By 1969 the company had offices in Kalgoorlie, Perth and Sydney and had granted manufacturing licences to companies in the U.K., Japan, U.S.A. and South Africa. The name of the company was changed to Warman International Limited with Artarmon becoming the only place in the world where slurry pumps were designed, tested, and manufactured on one self-contained site. What an achievement. From a small company of 50 employees in Kalgoorlie, Warman's currently employs 1,000 people all over the world and offers the largest range of slurry pumps in the world.

(b) Area between Herbert Street and the railway: The site occupied by Stewarts & Lloyd Tubemakers for so many years is now the St Leonards Corporate Centre, a very stylish looking consortium (built by Leda). Nortec Centre has been planned as a complex of offices and



*Batching plant on Butcher's old brickworks site.
(Photo by courtesy of P. Warner)*



*Above: Batching plant showing trucks used to distribute concrete.
Below: Pioneer Concrete at Lanceley Place.
(Photos by courtesy of P. Warner)*



showrooms. The site is shared with Scrap Metal Co. of Aust. which has 171 car spaces. The ground floor was designed for use by technical firms or government offices.

Jim Huggett and Norman Scorer have supplied a detailed account of the changes they remember in this area. These show that the mobility noticed in area (a) also presents itself in area (b). No. 23 Herbert Street, originally a galvanised-iron building operated by M. J. Sainty and the Prunegrowers Association, is now a Fitness Centre. Nos 31 - 35 Herbert Street were where the railway tracks crossed to the North Sydney Brick & Tile Co. When the property was taken over by the Commonwealth Portland Cement Co. Ltd the railway track in Herbert Street was covered over. The remaining railway track was used solely by the cement company.

Next door was the galvanised-iron shed (still standing) where R. B. C. Herbert traded as Playmaker making playground equipment. All the land mentioned above is now used by the Scrap Metal Company.

No. 37 corner of Herbert and Ella Streets was where Bryant Bros made stainless steel equipment for the dairy industry.

No. 39, now the St Leonards Corporate Centre, was Stewarts & Lloyds.

No. 41 and Nos 43 - 45 now known as Matthew Hall and Artarmon Court, used to be occupied by Alan Crook Electrical, later known as AC -ELEC.

No. 47 and No. 49 were occupied by houses before the factories were built.

(c) Area lining Pacific Highway: Noted here fronting Pacific Highway were: Buckleys Furniture, Jennings Industries, Telecom and several automotive firms. Buckleys Furniture building has been designed to make full use of the sun and \$35,000 of solar energy equipment has been installed. It is the first solar showroom to be built in Australia on a commercial basis. It has a massive glass roof, facing north, underfloor heating fed by solar heated water and a solar sensor which automatically closes shutters over the glass roof. It may seem humdrum to come down from such technical innovations to motor bikes, their spare parts and accessories but then — aren't new materials and new designs changing both bikes and furniture, as they both go forward into the 21st century?

Artarmon industrial area as it appeared just prior to the Bicentenary was growing and still is. Leasing has become more popular than owning a building, mainly because of the cost involved and the tying up of capital. As many as 85% of companies prefer to lease premises, many of which belong to investment firms. Dikha, making his survey in 1976, found a working force of 2,130, most of whom were professional workers, i.e. white collar outnumbered blue collar, with some retirees opting for part-time work.

Personal Reminiscences: Norman Scorer is a most valuable informant both for his accuracy and the carefully researched account he has written in conjunction with Jim Huggett, both men having a long association with Stewarts & Lloyds. He retired from the firm in 1982. Stewarts & Lloyds can be taken as an example of the many industries which moved their premises to Artarmon, prospered there and moved on. Indeed a factor that challenges the historian of Artarmon industrial area is its mobility; the history of the Artarmon industrial area is an account of comings and goings. 39 Herbert Street St Leonards is an area of 9½ acres now known as St Leonards Corporate Centre which was built after the previous premises were demolished. Stewarts & Lloyds (affectionately known by their trade name of S. & L.) operated from this address from September 1938 to 4 October 1985. Norman Scorer writes:

“Prior to the year 1938 the ground was a brickpit owned by a man named Wilson. The kiln for this brickpit was in the vicinity of the present John Sands building at the corner of Herbert and Frederick Streets. In 1938 Stewarts & Lloyds (Australia) Pty Ltd purchased nine and a quarter acres. The property, bounded by Ella Street, took up 600 metres along Herbert Street, then went in an indirect line to the railway line, and back to Ella Street. On this land was erected an office building and a warehouse consisting of three bays, each 17 metres wide and approximately 183 metres long.

“At the time of the purchase part of the land was being used as a Chinese market garden. The manager of Stewarts & Lloyds allowed the Chinese free use of the land until the last of their vegetable crop finished. But every time the manager of Stewarts & Lloyds went out to see if the crops were nearly finished he was amazed to find them flourishing. This state of affairs went on for some time until the manager decided he had to find out why the vegetables were lasting so long. The mystery was solved when the manager . . . arrived one night to see a group of Chinamen planting vegetable seedlings by candlelight. These delaying tactics by the Chinese caused much laughter among Stewarts & Lloyds’ employees at the time.

“The purchase of this property in 1938 . . . showed much foresight and imagination . . . The previous Sydney warehouse was in a small building in Wattle Street, Ultimo. Up to 1934 Stewarts and Lloyds’ main product, steel tubes, was imported from the United Kingdom. In 1934 Stewarts and Lloyds started to manufacture steel tubes at Newcastle, N.S.W. When the Sydney Harbour Bridge was opened in 1932 the management of Stewarts and Lloyds were looking for a property to replace the Ultimo warehouse with a larger area of land close to the City of Sydney and served by a railway line. The property at 39 Herbert Street was ideal in every respect.

“In September 1938 steel tubes manufactured at the Newcastle

works of Stewarts and Lloyds were loaded into rail trucks and railed right into their warehouse at St Leonards. A train load of twenty rail waggons became a daily sight at St Leonards. The early morning shunting of trains was often heard by residents of Artarmon and Naremburn. Steel tubes, taken from the rail trucks, were stored in the warehouse until they were required by the hardware merchants and engineering works in Sydney and the suburbs. Then they were loaded on to motor lorries and taken over the Sydney Harbour Bridge to the City, Alexandria, Botany and the near suburbs. Deliveries to the western suburbs would travel along the Epping Highway.

“Hardware merchants in those days who had premises in the City were: William Adams, James Blackwood, John Danks, Fox Brothers, W. S. Friend, Grace Bros, Anthony Horderns, McPhersons, Scruttons and Swans — to name some. So you can see that St Leonards was centrally placed to service Sydney and suburban hardware merchants.

“The warehouse continued to expand over the years. The storage grew from the initial three covered bays to ten covered bays with open storage areas also being utilised. In addition to steel tubes of all shapes and sizes, Stewarts & Lloyds stocked B.H.P. steel, Lysaght roofing shapes and many other products used in the building and construction industries. At the height of its activity, in addition to products coming in, it was not unusual for 350 tonnes of products to go out from the warehouse each day.

“At different times throughout the years the warehouse was partly occupied by Stewarts & Lloyds separate divisions, such as: the Fabrication division which specialised in steel tubes, straight or manipulated, as used in electricity power stations or the oil industry; the Tubewrights division for the construction of building roof trusses and tubular products; the Steel Reinforcement division which prepared reinforcing steel sections for the building industry. During this period up to 300 people were employed.

“The policies of the company were altered when necessary to meet conditions in the market place. Changes to the company name occurred on various occasions. In March 1970 it was called Tubemakers of Australia Ltd, as it is known today. Management decided the large warehouse at St Leonards had served its purpose when the company started to deliver direct from its Newcastle works by motor lorry to customers in the Sydney metropolitan area, so the industrial activity moved out to the western suburbs. Wetherill Park was chosen for the new warehouse.

“The gates at 30 Herbert Street, St Leonards were closed for the last time on Friday evening, 4 October 1985, but not before a remarkable exhibition of friendliness and goodwill when approximately two hundred past and present employees gathered for a ‘wake’ which

sort of gathered momentum from what was to have been just a final get-together of a few employees. For forty-seven years the name of Stewarts & Lloyds was certainly an integral part of the Artarmon industrial area."

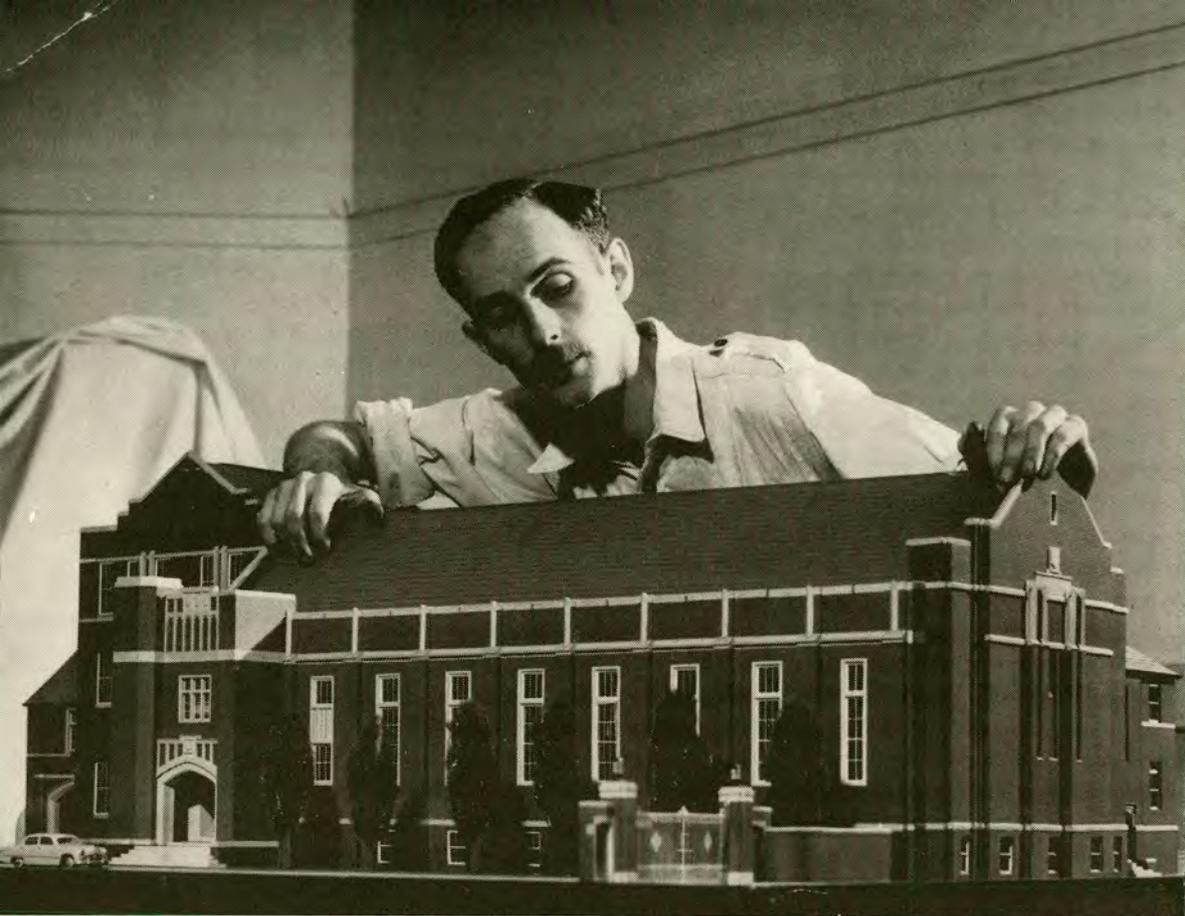
Jim Huggett, who combined with Norman Scorer to give us this account of how a firm set up in business and prospered in the Artarmon industrial area, is an old Artarmon resident. His father was a bootmaker in the industrial area with his own shop: J. R. Huggett, Bootmaker.

Harold Saillard remembers the prune factory in Herbert Street and others do too. That was a long time ago when roads were unpaved, trams still ran, the industrial area had many cottages, a couple of blacksmiths (one on the corner of Carlotta Street, the other in Dickson Avenue) and horses and drays were common.

R. J. Hymann, President of Artarmon Chamber of Commerce at the time of writing, said the landscape was changing and gave as an example Stewarts & Lloyds moving to the western suburbs and Whiting Street being subdivided after World War I into 40 ft blocks which later became industrial sites.

Reg Mitchell bought Jimmy Woods' old blacksmith shop on the corner of Pacific Highway and Dickson Avenue at the end of World War II and there he set up his welding business with his friend Keith Jackson. It was outside Tram Stop 23 and opposite Coronation Viewpoint which was then an air-raid shelter. Dickson Avenue had a paddock on one corner and a furniture factory on the other. Later the factory became a garage and then an Avis rental depot. A row of neat houses was there when Reg Mitchell set up his welding business but when the area was rezoned for industrial use they all disappeared. Reg Mitchell says, "It was so quiet that when the trucks and caravans were too large to get into the workshop for repairs we would do the welding on the highway itself. We protested when they put in the median strip because the large 45 foot trucks couldn't turn into the workshop. We had to hold up the traffic with our hand and back them in". Reg left Artarmon for a time to move to a larger and more modern factory in Brookvale but eventually he came back to Artarmon. By that time his old welding business site was owned by Pacific Tyres so he set himself up (in the premises of the old National Bank on the corner where the paddock used to be) in a business supplying tools and hardware to industry. He now has a partner, his son Robert, and, as a recognised welding authority, is still giving welding advice.

In 1949 H. & J. Morson had an engineering and structural business in Artarmon. They bought their land from Frank Butcher the brickmaker. It was on the corner of Hotham Parade and McLachlan Avenue, zoned A Industrial. There were only a few factories when, in 1950, Jock Morson erected his own building. Norman Scorer says Frank Morson told him that "From McLachlan Avenue to Reserve Road it was all



*Edwin Ryan with his model of a school building
(Photo by courtesy of Associated Newspapers Ltd)*

houses” and “the southern side of Hotham Parade remained residential till it was classified B Industrial. That was when it became factory sites”.

This account of a few (there are many more) who lived and worked in the Artarmon industrial area cannot be closed without mention of Edwin Ryan, a pioneer of the commercial model making industry. He started his model making career at the age of five and kept going, so that by the age of fifteen he had his own office in Bligh Street, Sydney. On his eighteenth birthday he enlisted in the A.I.F. where his talents were put to good use, first of all in the camouflage section of the Military Engineers, then designing camouflage for the ships of the Australian Navy. He had studied aircraft construction at Sydney Technical College before the war so, when he was invalided out, he was assigned to a Qantas aircraft maintenance branch to repair aircraft instrument panels damaged in combat. When the war ended he went back to his model making and also, in 1954, set up his own factory, Everyday Products Pty Ltd, at the corner of Dickson Avenue and Reserve Road, making kerosene heaters and nickel-plating. He lived in Waltham Street near Cleg Street. He was to build some of the most impressive scale models ever constructed in Australia. We have not

heard more of his exploits because he died, aged 39, but in his short life he did a great deal.

General Observations: Surveys made, such as that of Eugene Smith & Hone on the Artarmon industrial area in 1978, and information supplied by people who work or worked in the industrial area such as Norman Scorer, Jim Huggett and others, show that the area changed from small factories, often in converted cottages, to complexes involving millions of dollars. The trend now is towards warehousing and high tech. industries, engineering (Artarmon industrial area is a major supplier of light industrial equipment), publishing, printing and automotive industries. Many industries have moved into the area because of high rents in the inner city area and lack of space to expand. Artarmon has certain advantages which attract industry. It is one of the suburbs closest to the city; it is relatively noise and pollution free and it is close to its markets, its customers and its workforce.

Artarmon industrial area was planned under the County of Cumberland zoning scheme as industrial land separated from the residential area. This separation has been so successful that residents can enjoy their homes with little interference from the industrial area. The Gore Hill Expressway is expected to deal with the traffic problem. For the residents of Parkes Road and surrounding streets, the trees of Artarmon Park almost completely blot out the industrial centre on their southern border. And the same is true of the householders living in West Artarmon. The zoning of the industrial centre has been successful. Industry has not created another Mascot here. Another bonus is that industrial concerns have built prestige buildings of a pleasant appearance. Industrial buildings are no longer dirty looking, shabby, unattractive places. Herbert Street, Artarmon boasts a modern building worth looking at, with a glass facade, blue like Australian skies — a building that won a design award (Architects: Boddam, Whetham & Dorta). Artarmon industrial area could be improved by a process of beautification. It could be greener. Trees and gardens beautify any place and are not just unnecessary frills. After all, most people spend more of their active life at work than they do at home so the working place needs to be attractive as well as functional.

The problems of the area have been left until last because they are still with us. Traffic is very heavy in the industrial area. Traffic congestion is at its peak during the morning rush hour before work begins and again in the evening when workers are going home. It is fairly constant all day and consists not only of cars but of all types of trucks. Some vehicles use Reserve Road as a speedway. Parking is a problem especially for customers. Willoughby Council is aware of these problems and is looking for solutions. It is just that most of us, battling with the traffic and looking for a parking space, wish the solutions had already been found.

THE FUTURE

In 1988 when Australia is celebrating 200 years of white settlement the Willoughby Municipal Council will be 123 years old. The 21st century is only twelve years away. By the year 2000 Willoughby will be 135 years old — well on the way to its sesquicentenary in 2015.

Most of us feel it is pointless to look into the faraway future, over which we have little control; it is the near future with which Artarmon is concerned. Up to date Artarmon has been fortunate. It is a comfortable suburb, not millionaires' row but not difficult to keep up with the neighbours. Neither great wealth nor great poverty prevails here. But is time running out for Artarmon? How long can this happy lifestyle be enjoyed in our rapidly changing world? Artarmon feels under threat. Artarmon residents want to preserve their own delightful suburb but is this a forlorn hope and are the times against it?

Artarmon has changed beyond recognition from the days when the first settlers came with their carts, axes and saws. It is still changing and changing rapidly. Gone forever are the horse-drawn vehicles, household wells and the brickpits. What is worth preserving? When Dikha made his study of Artarmon in 1981 he found the home owners had no desire ever to leave that quiet and pleasant place. John Pert described Artarmon as "a pleasant secluded suburb". The residential area is mainly made up of single dwellings in residential streets, more so in East than in West Artarmon. The school, shops and transport are handy, although transport is mainly on the edges of the district and could be improved. Artarmon residents identify closely with their suburb and enjoy living in it. Community spirit, often lacking in new suburbs where it takes time to build up, is shown in the way Artarmon citizens organised themselves to create the Village Green, in their support for their school and for their churches.

The Residential Areas: "We want to keep Artarmon the way it is" Mayor Noel Reidy was reported as saying in 1982, voicing the opinion of Artarmon residents who didn't want Artarmon to go the way of Chatswood which began to change in the 1960s and is still changing. They hope that Chatswood will stop spreading towards East Artarmon. The Artarmon Residents Survey made in 1972 found that Artarmon people want the village atmosphere to remain.

"In 1921 there were Chinese gardens and the ugly remains of an old

brick yard ... where there are office blocks and buildings now" (Mrs Jean Carroll in 1987). "Artarmon began as an outer suburb and grew into a middle one. It is still a middle suburb but may well become an inner one. It is a suburb on the move. And mobility happens not only to suburbs but also to the people who live in them" (Peter Noble). "Many of the home unit tenants on the west side of Artarmon are itinerants who stay for 1 - 3 years and then move on. Their reasons may be personal: change of job, getting married, but also high rents and too much traffic" (Dikha).

Home ownership in the residential area of West Artarmon is giving way to home unit development. Where houses recently stood there are empty blocks awaiting the developer. Many householders regard their homes as temporary dwellings no longer worth repairing. So homes stand neglected with paint peeling off, guttering rusting and weedy overgrown gardens. It is not only the developer they wait for but also the proposed expressway. In defence of West Artarmon, residents formed a West Artarmon Residents' Association on 1 February 1983 to represent their interests.

Artarmon lies between the regional centres of North Sydney and Chatswood. It feels threatened by its large and vigorous neighbours and hopes it will not be swallowed up by them.

The Population of Artarmon: No environment is static and change can and does bring many good things. It has brought to Artarmon many newcomers so that Artarmon is now "a complex mix of all sorts and types of people" (Population Profile 1984). Artarmon people are everything from professional, managerial white collar, to skilled non-manual and manual blue collar. On the whole income is higher than average for metropolitan Sydney, ranging from upper middle to lower middle class. Most of the newcomers came from the United Kingdom or New Zealand but there are plenty of Artarmon Australians who were born in Italy, Yugoslavia, North America, Asia and Europe.

Although most of our early settlers were from Britain there were others whose contribution we must not forget. The petition asking for the incorporation of the Borough of North Willoughby was signed by fifty-seven people, among them T. C. Ludowici, Albert Ratke and Heinrich Kulman. Ludowici, who established his tanning business at Burns Bay was from Denmark, and his partner Ratke was from Germany. Note there was only one woman petitioner, Joane Howard (British). Smalltown Chatswood, which so many of us remember from the 1920s and '30s, had its Italian greengrocers, Greek shopkeepers, Levido the plumber, Poincare the drycleaner and Uminos the Japanese laundry.

Our big influx of newcomers came to us when World War II ended. The first of the new arrivals came at the end of the 1940s and were from European refugee camps. Those who came were called 'displaced

persons' and transferred from their ships to disused army camps like the one at Cowra. Some of these people have been here for around forty years. There is nothing 'New Australian' about them; they are no doubt grandparents by now with Australian grandchildren. The refugees we got in the 1930s, those escaping from Fascism, were few in comparison with our postwar newcomers. In 1967 the Immigration Restriction Act was abolished and so no more 'White Australia' policy. Newcomers could come from anywhere and everywhere and they have. Artarmon has become international with Artarmon school coping successfully with children from non-English speaking families (see 'Artarmon Public School').

The 1976 Census, as quoted by Dikha, showed:

	Sydney	Willoughby	Artarmon
No. of Migrants	24.4%	26.3%	29.7%
Non-English speaking	1.8%	1.6%	2.4%

The majority of newcomers were from the U.K. or Europe but 1976 is more than ten years ago. The Municipality of Willoughby Population Profile 1971 - 1981 also found the largest number of Willoughby district newcomers living in Artarmon. These people and their families are the Australians of the future.

The Environment: So far it is West Artarmon residents who feel most threatened by change because it is their environment which has altered most. Family homes have been demolished to make room for home units and town houses. For some Artarmon residents this is a loss. Isabel Hammond looked hard at the plans for the development of West Artarmon and saw an expanse of concrete where a garden had been and much less sun on surrounding properties. She moved. But pulling up one's roots is never easy and what guarantee has one that the new neighbourhood will remain untouched?

There is no opposition to change from the industrial area because there change has meant growth — and it still does. Change, growth and mobility are characteristic of this area. New industries have replaced the old. It is noticeable that while Artarmon residents complain of the home units and the traffic, they are not so vocal in disapproval of the industrial area. And for very good reasons. The industrial area does not encroach on their lives. It does not interfere with their sun, air, sky, trees or view of the city of Sydney on the horizon. It does not create unpleasant smells (as the old Chatswood tanneries did). Yet it is the biggest concentration of industry on the North Shore. What an achievement in modern town planning that is.

New suburbs are better endowed with open space than Artarmon, not because they are better managers or more appreciative of the value

of open space, but simply because they have not yet got around to building on it. The older a suburb is, the more fully developed. Artarmon is lucky enough to have some open space but not enough (Clarke & Gazzard 1969). Dikha, in 1981, was reporting that the open space available for recreation, both active and passive, was below the acceptable standard of 2.83 hectares per 1,000 persons. Furthermore it was concentrated in the southern areas.

Willoughby Municipal Council took notice of these reports and produced a Bicentennial Plan for open space and parks, with power to levy a charge on developers of high density housing obliging them to contribute towards the cost of parks. This plan needs the support of the Minister for Local Government to give it teeth. Willoughby joined the Green Plan in 1983 which covered site clearing, filling and draining, tree planting, walking trails, parking areas and jobs for unemployed.

The need for open space and the preservation and ongoing care of the environment go together naturally. In 1984 Willoughby Municipal Council became a member of the National Trust of Australia which has, among its aims, the training of conservation volunteers in the care and management of the environment. The need to care for the environment is not new, it is just more urgent as our population increases and land becomes scarce. As early as 1804 a notice was placed in the *Sydney Gazette* forbidding trespassing and cutting down trees such as she-oaks. By 1981 we had a larger vision. Peter Collins, now State Member of Parliament for Willoughby, said: "A bicentennial park serving the growing Willoughby and North Sydney municipalities can only enrich our lives". It was to be "an outlet for people wanting to walk dogs, go for a stroll or a picnic, watch cricket or ride bicycles" and more than 80% of its land falls within Willoughby jurisdiction. A Conservation Committee of Willoughby Council was set up and held a public meeting in Naremburn where 300 acres of green stretching from Artarmon railway station to Tunks Park and Middle Harbour was discussed. Willoughby Council employed landscape consultants J. S. Butterworth to prepare plans for walking trails; Alan Fox and Associates were engaged to make a bushland management study which resulted in the publication of their Plan of Management of Bushland Reserves 1984. Council's plan for bushland management is outlined in Council News Line, August 1987. The plan aims at establishing walking trails, bushland education programmes and bushland regeneration programmes, and the eradication of weeds and exotics.

The Bicentennial Reserve will be a multipurpose sports area. It is an exciting plan for a park extending from Artarmon railway station to Salt Pan Bay. It will be 112 hectares in extent, connecting a number of independent parks along the five kilometre valley between Artarmon railway station and Salt Pan Bay. It will have a system of walking trails, bicycling routes, lookouts, picnic grounds, playgrounds and recreational

areas. John Spender, our Member of the Federal Parliament, says it will "preserve the remaining natural forest not already in Sydney National Park and would extend the park along its foreshores". He would like to see a Middle Harbour National Park encompassing the foreshores from Folly Point to link up with Davidson Park. Included in this expansive scheme is the Salt Pan Bay area, Salt Pan Creek, and the Bicentennial Reserve.

Willoughby Council wants existing open space preserved. There is to be no destruction of trees, especially native trees and plants, no rubbish dumping and no private use of public land. Council has a tree preservation policy and has already prosecuted offenders.

Someone wrote a letter to the *North Shore Times*, in 1988, not an Artarmon citizen, but it could have been. It was about the quality of life and said "Total development of any site is an environmental disaster. The altered drainage and loss of wildlife habitat and change of the microclimate is intolerable" and went on to say "The earth needs CARETAKERS". Willoughby Council set up a Select Committee into Future Planning Needs of the Municipality to the year 2000. Participation by residents was sought and obtained. Artarmon residents said they wanted less traffic, better shopping and community facilities, more parking, no more home units, pedestrian safety, more parks, better transport and NO CHANGE (which probably means they wanted all the good changes and none of the bad).

The 1972 Artarmon Residents Survey found there were not enough trees on the west side and not enough children's playgrounds in West or East Artarmon. Teenagers were not catered for. Teenagers need a picture show, a community meeting place, dance hall and swimming pool. Some of these are in the process of happening e.g. the Bicentennial Reserve is to have a swimming pool and the Zenith Centre a theatre. Grumbles about transport have gone on for a long time. Transport was not as good as it could be according to the Artarmon Residents Survey. It is hoped that the Gore Hill Expressway will be built and that it will deal with Artarmon's traffic problem.

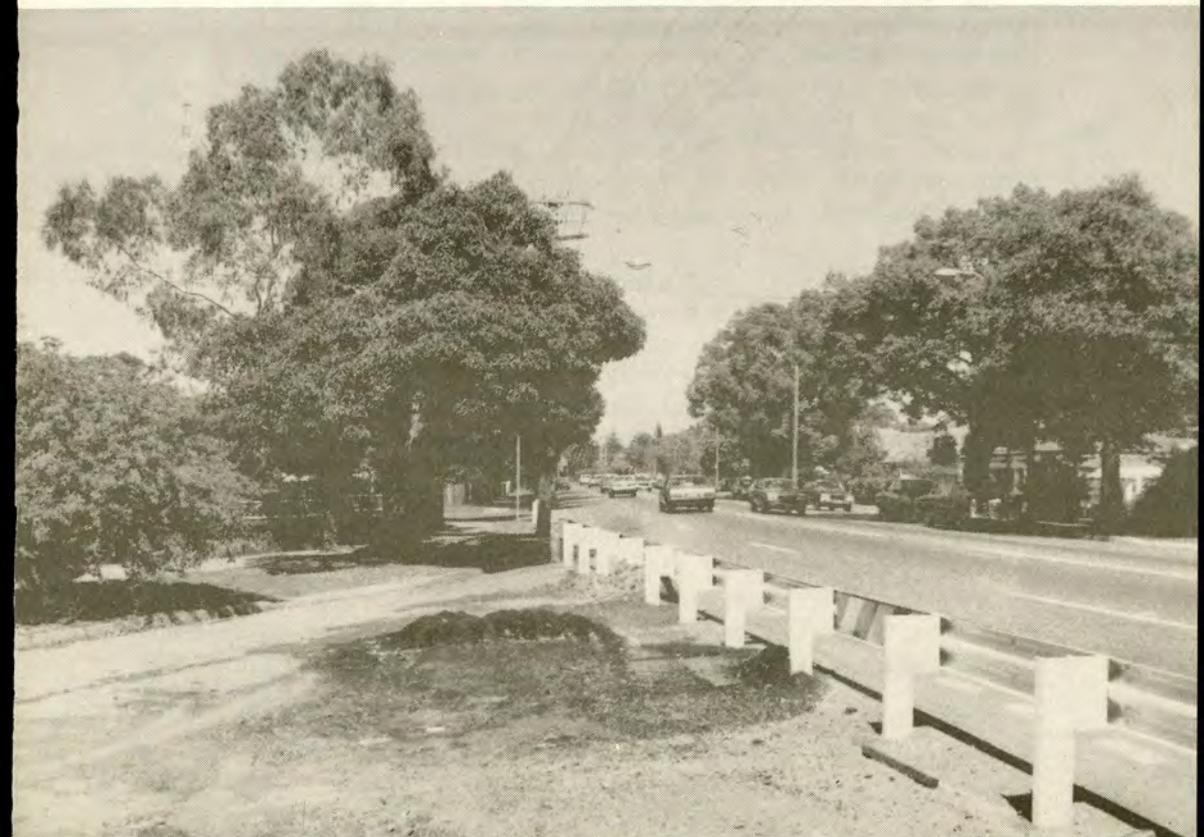
Traffic Problems: Artarmon acts as a traffic corridor and feels that in its war against the motor car the car is winning. Traffic is endless along Mowbray Road, Hampden Road/Herbert Street, Elizabeth Street and Artarmon Road, destroying the peace and quiet beloved by Artarmon residents and adding air pollution, noise, and the possibility of dangerous accidents. Lovely Artarmon is paying the price of being close to the city and between two major thoroughfares, Pacific Highway and Willoughby Road. Over-development of residential areas destroys the very reason many chose to live in them. No wonder James Watson, who said in 1969 no one could give him enough to induce him to leave Artarmon, is worried by increasing development.

Gore Hill Expressway: In the 1880s a proposed extension of the



Road closures at entry to Mowbray Road.

(Photos by courtesy of P. Warner)



railway from St Leonards to Eastwood was surveyed. It was meant to bisect Artarmon but was never built. Legislation was in fact passed in the State Parliament in 1930, the result being that what was to have been a railway became the reservation for a road. By the 1980s this was the land Artarmon residents were looking at longingly in the hope that it would become the Gore Hill Expressway. And they did more than hope; they began to organise meetings and get press support.

In the 1970s a model of the proposed Gore Hill Expressway was publicly exhibited. The scheme was called the Artarmon Control Plan. The route would extend from the existing Warringah Freeway at Willoughby Road, Naremburn, to the Pacific Highway at Longueville Road, Lane Cove. This would provide direct access from Warringah Freeway to Epping Road (the main route to the north-west) as well as to Pacific Highway. It would save motorists travel time and petrol costs and reduce traffic volume in local streets. It was hoped to complete it by 1992. It showed the lesser arm of the Expressway as going along Parkes Road and White Street to link up with Mowbray Road. It showed Eric Street and Palmer Street blocked off and it proposed to close a portion of Kitchener Road and Abbott Street and turn them into open space. This has been done.

By 1981 Dikha was writing that the Gore Hill Expressway was badly needed because the termination of the Warringah Expressway on the doorstep of the Municipality had created a situation where infiltrating traffic had reached plague proportions. From then on the demand for the expressway grew stronger and louder. It was rumoured that the Department of Main Roads was all set to build the Expressway as a Bicentennial gift to the people of the North Shore. In 1984 Alderman Reidy said he would be delighted if this were true: "For years Council has been anxious for the freeway to go ahead so that northside traffic problems could be eased. The freeway will take a lot of traffic off residential streets. We want a plan which would least affect Naremburn residents".

In 1985 there were more than a dozen articles in local newspapers demanding the Gore Hill Expressway. The plan for the freeway was displayed in Willoughby Municipal Library in March 1985 and a public meeting held in May. The only dissidents seem to have been the Naremburn residents who wanted their neighbourhood shopping centre to remain, but most people were delighted when it seemed the Expressway was in the bag. The *Advocate*, in August 1986, had the heading "Go-ahead to Freeway" and Willoughby's Mayor Reidy said "We've been waiting for this news for a long, long, time". The *Mosman Daily* in September 1986 carried the heading "1987 start on freeway link?" and many people may have disregarded the question mark and thought it was an actuality. But nothing was to be plain sailing. Indeed the story of the freeway is stormy weather from start

to finish. In November 1986 a battle over the need for on-off ramps at Reserve Road, Artarmon to serve the industrial centre began. The D.M.R. did not think them necessary, the locals did. Naremburn was not only losing a neighbourhood shopping centre but it "is already cut in two and the freeway will divide the area even further" (Alderman Cianfar). A meeting of 200 residents, D.M.R. officials and Willoughby Council alderpersons was held at Chatswood's Civic Centre in November 1986.

More problems had to be solved. The Royal North Shore Hospital needed access to the expressway for emergency services and hospital visitors. Yet in spite of everything, work was expected to begin on the freeway by March 1987; all that was needed was to simplify the plans. Willoughby Council was to call another meeting where people could express any misgivings. Still, it was all going well, Willoughby Council had given the nod for a four-lane freeway and it was hoped it would be built before the proposed tunnel to go under Sydney Harbour; it was to cost \$70 million and had been given the official go-ahead. Then there was a change of Ministers, followed by a change in government. In mid-1988 the new government gave the go-ahead for the expressway once again. Some day, after all this delay, the Gore Hill Expressway will be built because our roads can no longer cope with the volume of traffic and the tunnel under the Harbour will certainly add more traffic to our roads.

* * *

Whatever the future brings Artarmon, its citizens will need to continue to be well-informed watchdogs of community interests. Meanwhile, in our 1988 Year of Celebration, Artarmon is celebrating with the rest of the Australian nation.



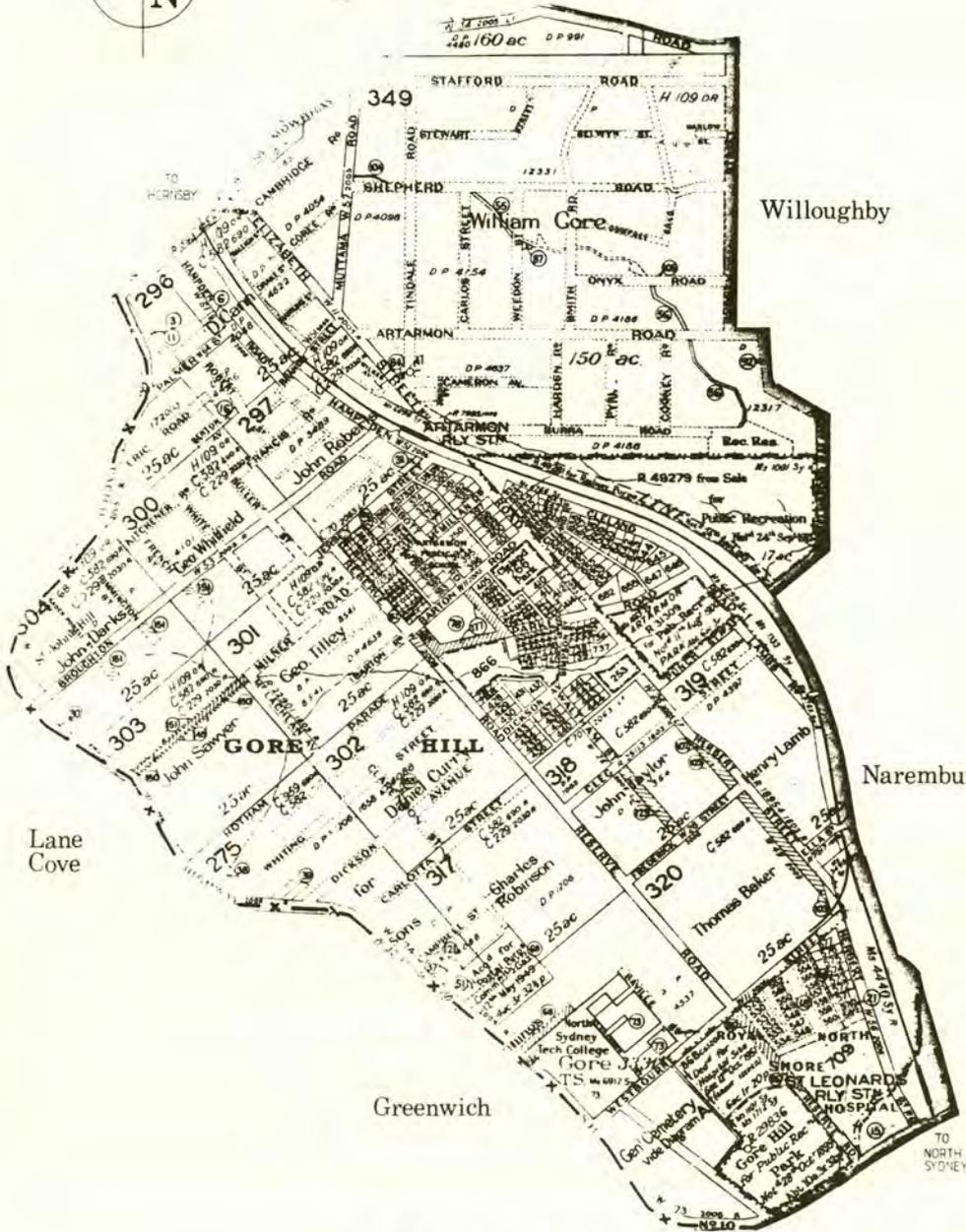
Chatswood

Willoughby

Naremburn

Lane Cove

Greenwich



ARTARMON

MUNICIPALITY OF WILLOUGHBY

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M. G. WARNER, B.A., Dip.Ed., A.L.A.A., was born in that part of the East Ward of Willoughby Municipality known as East Roseville. Her grandfather retired to this part when it was still 'the bush'; her parents settled nearby and Grace began her education at Roseville Primary School. She graduated from Sydney University with majors in History and English Literature (Hons) and became one of the first school teacher-librarians until the outbreak of World War II when she worked as an industrial psychologist in wartime industry in Brisbane. She established the first children's library in Brisbane, was librarian at Bankstown Municipal Library and then librarian for the Dept of Child Welfare, establishing libraries in its children's homes and remand centres. She participated on a voluntary basis in the founding of the first children's library in Chatswood in 1941. Grace has also been involved with a young people's theatrical group and has tutored creative writing courses for the Y.W.C.A. She was a member of the Fellowship of Australian Writers, North Shore and founded a Chatswood branch of this association. In 1958, after the death of her husband, Grace returned with her children to her childhood home where she has lived ever since. In 1983 she organised a Senior Citizens' competition which resulted in the publication of the written entries but not the oral material. This oral material, given to her by over fifty people living in the Willoughby district, she has put together as a collection of local history and intends to have it published as a record of her own generation worth preservation.