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Owner leaving for England, will sell a splendid Cottage Home, in perfect order, containing large drawing and dining rooms, small smoke room, 4 nice airy bedrooms, hall, pantry, linen-press, large bathroom, heater, etc., large kitchen, separate laundry, front and side verandahs, electric light and points, cottage will make three spacious flats, room for flats at side. Land 60ft frontage, 120ft depth. Bus passes door, 1 minute tram. Price £3975. quick sale.

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**MODERN DARK BRICK BUNGALOW
AND GARAGE.**
(Built 12 months.)

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Owner leaving for N.Z. in November, is forced to sell this attractive Home quickly. The interior comprises: Very nice entrance hall and five spacious rooms, tiled kitchen, tiled bathroom, Roman bath, pedestal basin, etc. Partly enclosed verandah, suitable sleeping-out, separate laundry. Enclosed back porch. Storeroom, with concrete floor. Good block land, exceptionally well laid out. Stone front fence. NOTE: The hall, lounge, and dining rooms have polished floors, and every room is very nicely papered.

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EASTWOOD.—About acre, bus route, garage, etc.
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EPPING.—Level Homesite, 52 x 190, high position,
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EXCHANGE Furnished Mountain Cottage, equity
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2 Beaconsfield-road, Mosman.

EARLWOOD.—40ft x 130ft, good locality, buses
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station. Kerbed. £230 easy terms. 3000, Herald.

EASTWOOD. best side, few minutes station, shops,
and schools. IDEAL LEVEL HOME SITE,
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terms. No. 6319, Herald.

EPPING.—2 acres beautiful elevated, level Orchard
Land, 22 feet entrance from street, 5 minutes
station. Splendid site for secluded home or school.
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tiled bathroom, large enclosed verandah, side
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garage. 5 minutes station. £1850.

verandah, electric light, and all conveniences, inc garage. 5 minutes station. £1850.

K. N. RHODES, ESTATE AGENT, EPPING.

EPPING.—Good Building Lot, 56 x 132, near station, all conveniences, partly fenced, good locality. £250.

K. N. RHODES, ESTATE AGENT, EPPING.

Closed 1 p.m. To-day.

EAST HILLS, Panania Estate, right at Station.—
E Beautiful Lots, from £3/10/- foot, easier terms and exceptional investments. Secure early. Selling rapidly. Car inspection daily. Send for litho. Pet. 4049. Lindley Wragge, 257 Homer-st, Earlwood.

EARLWOOD. £1000.

E Brick 5-roomed COTTAGE, on tramline. Land alone worth £600. Inspect to-day.

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Open All Day Saturday

EXCHANGE.—The owner of THREE BUNGALOW PLATS at COOGEE, corner position, excellently situated, well tenanted, built 2 years, present RENTAL £416 (low), bedrock PRICE £4000, will exchange for BUNGALOW, eastern suburbs, up to £2500. Owner, No. 1073, Herald.

ENMORE-MARRICKVILLE. PRICE £1150.
E Modern Brick Cottage, tile roof, front verandah, hall, 4 rooms, kitchenette, tiled bathroom, laundry, etc. Every modern convenience, including electric light and power, bath heater, etc. Land 24 x 120. Torrens. Easy terms.

E. A. TURTLE and CO., LTD.

L1286, L3164. 352 King-street, Newtown.

EARLWOOD. PRICE £1375.
E MAGNIFICENT NEW DARK BRICK BUNGALOW.

Portico Side Entrance, Vestibule Hall, Lounge-room, expensively papered, 3 bedrooms, breakfast-room, Tiled Cooking Recess, Tiled Roman Bath, Bath Heater, separate Laundry, Car Entrance.

Excellent Position. Glorious Views.

EASY TERMS ARRANGED.

J. R. STEWART, Terminus, EARLWOOD. Pet. 2670.

EASTWOOD. EASTWOOD.
E The most beautiful Allotments in this delightful suburb, situated on the Eastwood-St. Leonards Railway, and within easy access of the Eastwood Station and shopping centre. Commanding gorgeous views. Every convenience available. Unparalleled investments and home sites. Torrens title. Prices from 45/- per foot; 10 per cent. deposit, and balance by easy terms. Homes financed on the allotments. Apply immediately. Sole Agents.

NORMAN H. WHITFIELD

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EDGECLIFF. DARK BRICK RESIDENCE.
HARBOUR VIEWS. EASTERLY ASPECT.

The Residence contains entrance porch, vestibule hall, large lounge (with fireplace recess), opening to spacious glass-enclosed verandah, dining-room, smokeroom, 4 bedrooms, spacious nursery, or fifth bedroom, enclosed sleeping-out verandah, 2 bathrooms, kitchen, laundry, storerooms, etc. Lovely garden. Garage.

PRICE ONLY £6250.

SMALL DEPOSIT. EXCEPTIONAL EASY TERMS.

Full details from J. D. THANE.

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**EARLWOOD'S GREATEST BARGAIN,
BEING SACRIFICED ABSOLUTELY
A BEAUTIFUL NEW BRICK-ON-STONE, AND
right in the Heart of Developments. Yes, it's a
WONDERFUL HOME for the money.**

Lounge exquisitely papered, also hall, 2 fine
bedrooms, and glassed sleep-out, all-Roman tiled
hot and cold shower bathroom, well placed, dining-
room with fireplace, and charmingly modern cook-
ing recess; also laundry, carway—and right handy
to everything.

IT'S YOUR CHANCE—£975. EASY TERMS.

Never before have we been able to offer such
a Home for the money. Yes, it's decidedly your
chance.

**LINDLEY WRAGGE,
257 Homer-street, 1 stop from Terminus. Tel. 4940.**

(Continued on next page.)

Appendix E – *Mr J. Fraser. Former Railways Commisioner. DEATH ANNOUNCED.*, The Sydney Morning Herald, Wednesday 29 July 1936, p.10

MR. J. FRASER. Former Railways Commissioner.

DEATH ANNOUNCED.

Mr. James Fraser, who was Chief Commissioner of the New South Wales Railways from 1917 until 1929, died at his home at Pymble yesterday, aged 74 years. He was recognised as a particularly sound administrator and an authority on railway matters, and deep regret was felt at his forced retirement because of ill-health in 1929—two years before the expiration of his term of appointment.

Mr. Fraser entered the railway service as a boy, and rose to the highest position in it 39 years later. His wide experience during those years proved invaluable to him in his administration of the great undertaking, and during his term as Chief Commissioner the efficiency and finances of the service improved considerably. He supervised the construction of many lines, and he was in charge when the metropolitan service was electrified. He was extremely popular with all sections of employees in the railways.



Born at Braidwood in 1861, Mr. Fraser completed his studies at the Sydney Grammar School. He entered the railway service in 1878 as a cadet under the late Mr. John Whitton, engineer-in-charge of railway construction. After four years in the drawing office and on survey work, he was appointed assistant engineer on April 1, 1882, and later became resident and district engineer. In the latter position he supervised new railway construction work in various parts of the State. He was chiefly concerned with the South Coast line, which afforded excellent scope for the exercise of his engineering ability because of the difficult nature of the

country. He was specially selected by the Chief Commissioner (Mr. E. M. G. Eddy) in 1889 to control railway duplication and other large engineering works then being carried out by contract. He was appointed divisional engineer at Goulburn in 1890, with engineering control over the main line and branches south of Goulburn, a track mileage of approximately 1000 miles.

TOUR ABROAD.

He became assistant engineer-in-chief in 1892, and, after acting as engineer-in-chief for six months in 1893, he was appointed to that position on March 16, 1903. In that office he exercised engineering control and supervision of a track mileage of 3790 miles. In 1905, he represented the New South Wales Railways at the International Railway Congress at Washington, U.S.A., and subsequently toured the United States, Canada, and Britain investigating railway control and improvements.

Mr. Fraser was appointed Deputy Assistant Commissioner for Railways on April 27, 1910, and Assistant Commissioner on April 4, 1914. Subsequently he became Deputy Chief Commissioner until January 1, 1917, when he was appointed Chief Commissioner. In this position he had control of the biggest business undertaking in the Commonwealth, with a staff, including the tramways, which were then under the same control, of 52,208. The turnover of the two concerns was then £33,259,515 a year.

IMPORTANT WORKS.

Important works carried out under Mr. Fraser's personal direction included the elimination of the great "Zig Zag" and the construction of the Emu Plains to Glenbrook deviation on the main western line; the new railway line between Waterfall, Otford, and Coalcliff on the Illawarra line; the reconstruction of the main southern line between Picton and Mittagong; the duplication and quadruplication of long stretches of the main trunk lines; and the construction of the new goods railway from Flemington to Wardell-road and Glebe Island. During his term as Chief Commissioner the underground railway was in course of construction, and the electrification of the metropolitan lines was carried out. He also rendered important service in an advisory capacity in the bulk handling of wheat and the construction of grain silos and elevators.

He was reappointed Chief Commissioner in December, 1924, for a period of seven years at a salary of £5000 a year. However, in September, 1929, he asked the Premier, Mr. (now Sir Thomas) Bavin for permission to retire as soon as possible because of ill-health. Regret was expressed by the Government at the need for his retirement, and the Premier paid a high tribute to his long and valuable public service, and to his ability as an administrator. Mr. Fraser relinquished his duties late in November.

Subsequently, in September, 1931, Mr. Fraser was appointed a member of the Transport Co-ordination Commission by the Lang Government.

Mr. Fraser was a keen gardener, and was very fond of reading. His other hobby was painting.

He is survived by three sons, Messrs. Keith, Noel, and Ian Fraser. The funeral will leave his late residence at 2 p.m. to-day for Rookwood Crematorium.

Tributes to Mr. Fraser's work were paid yesterday by a number of public men, including the Acting Premier (Mr. Bruxner).

Appendix F – *Pymble Arnprior, Avon- Road*, The Sydney Morning Herald, Saturday 13 March, 1937,
p.26

REAL ESTATE AUCTION SALES.

(Two lines (about 12 words), 2/-; Saturday, 2/-.)

PYMBLE.

ARNPRIOR, AVON-ROAD,
3 minutes from station, and close to Avondale
Golf Club.

A CHARMING AND EXTENSIVE RESIDENCE,
built of brick, on stone foundations, with roof
of slate.

THE RESIDENCE contains large VESTIBULE HALL,
with Fireplace, particularly large DRAWING
and DINING ROOMS, FIVE BEDROOMS, and
Maid's Room, and complete Domestic Offices.

THE VERANDAH ACCOMMODATION (mostly en-
closed) is a very special feature.

THE GROUNDS are particularly attractive, com-
prising an area of about 3 acres 2 roods 5
perches, and are highly improved, including
Terraced Lawns, Flower Garden, Orchard, Kitchen
Garden, etc.

TERMS can be arranged.

TORRENS TITLE.

Vendor's Solicitors: MESSRS. John Williamson and
Sons.

RAINE and HORNE LTD., will offer the above at
PUBLIC AUCTION, in the ROOMS, 70 PITT-
STREET, on THURSDAY, 31st OCTOBER, 1929, at
11 a.m.

(281)

WOOLLAHRA.

"TRELAWNEY," TRELAWNEY-STREET,
On the Heights, between EDGECLIFF-ROAD and
OCEAN-STREET, and in one of Sydney's most
desirable Residential Localities.

"TRELAWNEY" is a Gentleman's Residence, sub-
stantially constructed, under the supervision of
one of Sydney's leading Architects, of selected
brick on solid stone foundations, with roof of
shingle tiles. It stands well back from the road,
and is approached by a brick-paved drive,
with magnificent porte-cochere, with sun
porch above.

ON THE GROUND FLOOR are handsome entrance
hall (also side entrance), large dining-room,
morning-room, sitting-room, and one bedroom
with sitting-room en suite, cloak-room, and

Appendix G – *The Work of Mad Men (To the Editor of the Herald)*, The Sydney Morning Herald,
Saturday 17 April, 1915, p.15

"THE WORK OF MADMEN."

TO THE EDITOR OF THE HERALD.

Sir.—I have used the Milson's Point railway service since 1898, and am glad to see we are at last to have a sensible system of transhipment from the ferry boats. It is a disappointment that no moving staircase is fitted at the new railway station in Lavender Bay, but that may come later, and in the meantime it is obvious that where a station with more than one platform is required steps are necessary. I fail to see why, because of this the railway men should be so stigmatised by the Mayor of North Sydney. That gentleman's grievance, according to the article in your paper, is principally that travellers by train from St. Leonards or Killara who wish to "dip" themselves in the Lavender Bay Baths, will have to walk 1½ miles from the new station. This may not be much of an argument, for, as the Lavender Bay Baths look so enticing, and are in such a bracing, sparkling locality, their votaries probably won't notice the walk. But for every railway traveller bound for North Sydney (including the baths), it is, I venture to submit, safe to say there are 99 for Circular Quay, and the new station and separate ferry service will suit them better than being mixed up with the North Shore tramway passengers.

I am, etc.,

E. J. LAMB.

April 16.

Save all Lipton's Tea Wrappers, and share in the profits. 656 prizes on August 31.—Adv.

Appendix H – Paul Davies PTY LTD, *Ku-ring-gai Potential Heritage Conservation Area North Review*, November 2010, prepared for Ku-Ring-Gai council.

**KU-RING-GAI POTENTIAL HERITAGE CONSERVATION AREAS NORTH
REVIEW**

DRAFT FINAL REPORT



Prepared by

**PAUL DAVIES PTY LTD
ARCHITECTS, HERITAGE CONSULTANTS**

**For
KU-RING-GAI COUNCIL**

NOVEMBER 2010

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Right: Photo of western end of Water Street, Wahroonga taken by Paul Davies Pty Ltd for this Review

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