



Creating a time capsule

Key Learning Area	Unit or lesson title and main focus questions	Most appropriate level and suggested number of lessons
 History	Creating a time capsule How will the new railway change my local community?	Early Stage 1 and Stage 1
 Geography		2-3 lessons

Teacher briefing

In this lesson sequence, students explore their built environment focusing on public transport, the planned Sydney Metro Northwest and their local community. Students create a 'Changes' diagram and a 'Sydney Metro Northwest environments diagram', and work as a team to create a time capsule to be opened at the school when Sydney Metro Northwest opens.

Requirements for this lesson

- Interactive whiteboard
- Internet connection
- Computers, laptops, iPads, cameras
- Print out of photos
- Paper, art mediums, time capsule resources.

Key terms and vocabulary

Sydney Metro Northwest, change, natural and built environments, community, public transport, infrastructure.

Syllabus links

Geography K-10

Early Stage 1 – People live in places

(GE-e1) identifies places and develops an understanding of the importance of places to people

(GE-e2) communicates geographical information and uses geographical tools.

Stage 1 – Features of places

(GE1-1) describes features of places and connections people have with places

(GE1-2) describes the ways people, places and environments interact

(GE1-3) communicates geographical information and uses geographical tools.

Web links



Sydney's new train unveiled

<https://youtu.be/GKi69Az5UHI>

Photos

<https://www.sydneymetro.info/images-and-video>

Mind mapping software: Bubbl.us

<https://bubbl.us>

Suitable map sites:

<http://maps.google.com.au>

<http://www.mapquest.com>

Route map of Sydney Metro Northwest

<https://www.sydneymetro.info/map/interactive-map>

Sydney Metro Northwest

<https://www.sydneymetro.info/northwest/project-overview>

Wordle

<http://www.wordle.net/create>

History K-10

Early Stage 1 – Personal and family histories

(HTe-1) communicates stories of their own family heritage and the heritage of others

(HTe-2) demonstrates developing skills of historical inquiry and communication.

Stage 1 – The present in the past

(HT1-2) identifies and describes significant people, events, places and sites in the local community over time

(HT1-3) Describes the effects of changing technology on people’s lives over time

(HT1-4) demonstrates skills of historical inquiry and communication.

Learning experiences

Activity 1

View artist’s impression videos of Sydney Metro Northwest stations and rail lines (see web links).

Ideas:

- Create a mind map on the interactive whiteboard discussing ideas related to changes in the local environment that the students have witnessed. Relate the changes to meeting community needs, and the needs of students and families. See web links for suitable mind mapping software
- Discuss the public transport options students and families use
- Discuss changes that may occur to the built environment due to Sydney Metro Northwest. Display photos of these changes on the interactive whiteboard, ask students to locate them on a map of the local area. See web links for suitable maps
- Go on a walking excursion. Visit any nearby locations of Sydney Metro Northwest and take photos. Ask students to draw simple diagrams of the changes and infrastructure they see
- Draw simple diagrams representing the natural and built environments in the local area. Label diagrams using mapping terms, such as hill, road, compass directions, the names of main streets and shops, and bus stops. Add in terms associated with Sydney Metro Northwest and identify their social purposes
- Teachers can contact the Sydney Metro Northwest project team and make a request for a presentation by one of the team members on a particular aspect. This would be at the teacher’s and school’s discretion
- Ask students to discuss changes to the local community with their family and friends. Students can share their stories and narratives
- As a class, investigate the Sydney Metro Northwest website and discuss the changes the students will start to see in the near future. See website <https://www.sydneymetro.info/northwest/project-overview>

Activity 2

As a class create a 'Sydney Metro Northwest environments diagram' for the wall.

Ideas:

- Add students' photographs taken on the walking excursions
- Alternatively, teacher can take the photos, and as a class discuss the photos and their location
- Add the diagrams created in Learning Activity 1
- Students illustrate and label particular changes to the local infrastructure such as, the local Sydney Metro Northwest train station, areas of new rail line, car parking stations and add these to the diagram
- Create word clouds using key community, geographical and infrastructure terms on computers. Add these to the diagram
- Alternatively, students could create their own artist's impression of local Sydney Metro Northwest infrastructure and add these to the diagram.

Activity 3

Create a class 'Change' time capsule reflecting change and continuity.

Ideas:

- Create a class time capsule that represents current life, the local community and changes to local public transport
- View the Australian Government site 'National Archives of Australia' for useful information on creating a time capsule.

A list of artefacts that could be added to the class 'Change' time capsule include:

- Photos of the 'Sydney Metro Northwest environments diagram'
- Photos of students
- A photo book of changes and Sydney Metro Northwest progress in the local community
- Current public transport tickets
- A print out of the local bus route and timetable
- Artist's impressions of Sydney Metro Northwest
- Student word clouds
- Hold a class open day and invite students' families to view their work - 'Sydney Metro Northwest environments diagram' - and hold a mini ceremony closing the capsule and explaining when the capsule will be opened.



Figure 6: Representing change. As it was in July 2013 – the future location of Norwest Station from the corner of Norwest Boulevard and Brookhollow Avenue.



Figure 7: As it was in January 2016 – showing the Norwest construction site at the intersection of Norwest Boulevard and Brookhollow Avenue.



Figure 8: The completed Norwest Station concourse, November 2018.



Figure 9: First look at Norwest Station, November 2018.



Figure 10: Aerial view of Parramatta, with Sydney central business district in the distance.

Teacher references and extension work

Extension activity

Students can use their new knowledge and create a five to 10 minute class drama play depicting the Sydney Metro Northwest opening day. They can use the play to research and describe who might be present at the opening, what might happen on the day, what the celebrations might be like, and who might be on the first Sydney Metro Northwest journey.

The teacher may like to tell them the story of the opening of the very first train journey from Sydney to Parramatta.

Sydney to Parramatta

“The scene at the station was exciting. Never was a greater concourse assembled in New South Wales ... the shrill whistle of the engine was the precursor of the waving of flags, hats and handkerchiefs, the salute of the artillery and the hearty cheers of the assembled thousands ...” said the Sydney Morning Herald.

So left the first train for Parramatta from the station at Sydney, in those days called Redfern, very close to the great flyovers used by the electric suburban trains of the 1970s.

That was on September 26, 1855, 30 years (less one day) after the opening of the first steam-hauled public railway – the Stockton and Darlington railway – and some 25 years after the first steam drawn passenger railway which ran between Liverpool and Manchester.

“The bridges were also crowded with spectators, and the inhabitants along the railway all turned out to look on ...”

The Herald continued.

“The morning was unfortunately wet and gloomy – the more disappointing because unexpected; the weather for some days previous having been bright and cheerful.”

It was a strange repetition of the weather at the turning of the first sod some five years previously.

“The ceremony of cutting the first sod was performed by the Hon. Mrs Keith Stewart in the presence of his late Excellency Sir Charles Augustus Fitz Roy and a large concourse of people.” That had been on July 3, 1850.

“The day was extremely unpropitious, inasmuch as it rained almost without hesitation from morning until evening ...”

The Sydney Railway Company was formed in 1849 and received much opposition and little support.

At last, by Act of Parliament, the railway was taken over by the Government. The first sod ceremony was held in “Cleveland Paddocks” not far from the swimming pool and ice skating rink of over a century later. William Wallis had the first contract to build the line but the gold rushes of the 1850s left him short of workmen. However in 1852 William Randle secured a contract to work from the Cleveland Paddocks and was able to carry out construction work during which it was found that neither wooden rails nor iron plated wooden rails would be suitable and iron rails shipped from England were used entirely. The railway line of 14 miles was double track to Newtown with earthworks to Parramatta for double track which was soon found to be necessary to operate the system.

The first station after leaving the Redfern terminus was Newtown, at first west of King Street, with two platforms placed one on either side of the newly made Station Street which ran between them on a level crossing. The line then curved away over “Petersham Hill”, across the Long Cove viaduct to Ashfield station, five miles from Sydney. It had a plain cottage for the stationmaster with a booking office as part of it. Next station was Burwood, at first west of Burwood Road which it crossed on a level crossing, then Homebush where there was a racecourse. After Homebush the next station was Parramatta (now Granville) at the Dog Trap (now Woodville) Road, south of its junction with Parramatta Road.

On arrival of the official train “... the rain came down for some minutes in torrents ...” People sheltered as best they could and the official party went to the luncheon organised by the Commissioners. So began the regular running of trains in New South Wales on the Sydney and Parramatta railway.

Source: *Sydney suburban steam railways*, William A. Bayley, Locomotion Productions, 1983