

HERITAGE IMPACT STATEMENT

**Concept Plan for
North Eveleigh**

on behalf of

Redfern-Waterloo Authority

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0.0	EXECUTIVE SUMMARY	i
0.1	Heritage Significance	i
0.2	Renewal and Revitalisation	i
0.3	Director-General Requirements	ii
0.4	Assessment of the Concept Plan	ii
0.5	Reassessment of Heritage Significance	iii
0.5.1	Relative Significance of the Site	iii
0.5.2	Role of Heritage Significance in Determining a Conservation Strategy	iv
0.6	The Proposal	v
0.7	Heritage Conservation at the Core of the Proposal	vi
0.8	Summary of Conclusions	vii
0.9	Demolition	ix
0.10	Report Structure	x
1.0	INTRODUCTION	11
1.1	Preamble	11
1.2	Authorship	11
1.3	Limitations	11
1.4	Methodology	11
1.4.1	Guiding Documents	11
1.5	Physical Evidence	13
1.6	Documentary Evidence	13
1.6.1	Planning Documents	13
1.6.2	Heritage Guideline Documents	13
1.7	Site Location	14
2.0	HISTORICAL DEVELOPMENT AND CONTEXT	18
2.1	Preamble	18
2.2	Cadi Country	18
2.3	1788-1855: Early European Settlement	20
2.4	1855-1880: Growth and Expansion and the Foundation of Eveleigh	22
2.5	1880-1895: Initial Phase of Construction at Eveleigh	23
2.6	1880-1895: Continued Growth Within Surrounding Suburbs	32
2.7	1895-1927: Continued Expansion at Eveleigh	33
2.8	1927-1945: The Beginning of Decline	40
2.9	1945 Onwards: Post World War II Decline and Closure	42
3.0	SITE AND CONTEXT DESCRIPTIONS	46
3.1	Description of the Site	46

3.2	Description of the Surrounding Areas	47
3.2.1	CA17 Darlington Conservation Area, Darlington and Redfern	47
3.2.2	CA25 Golden Grove Conservation Area, Darlington and Newtown	47
3.2.3	CA40 Pines Estate Conservation Area	47
3.2.4	CA41 Queen Street Conservation Area, Newtown	48
4.0	HERITAGE ASSESSMENTS	49
4.1	Assessment Methodology	49
4.2	Assessment of Extant Items at North Eveleigh	50
4.3	Discussion of Significance	71
4.3.1	Relative significance	71
4.3.2	Factors in determining a Conservation Strategy	72
5.0	STATEMENT OF HERITAGE SIGNIFICANCE	74
6.0	OPPORTUNITIES AND CONSTRAINTS	76
6.1	With Regard to the Concept Plan	76
6.1.1	Opportunities	76
6.1.2	Constraints	77
7.0	POTENTIAL IMPACTS ON HERITAGE SIGNIFICANCE	78
7.1	Description of Concept Plan	78
7.2	Description of Works	79
7.2.1	Adaptive Reuse	79
7.2.2	Demolition	81
7.2.3	Removal of Movable Heritage	82
7.2.4	New Works	82
7.3	Potential Impacts of the Concept Plan on the Site	83
7.3.1	Consideration 1	83
7.3.2	Consideration 2	84
7.3.3	Consideration 3	88
7.4	Potential Impacts of the Concept Plan on Adjacent Heritage Items	90
7.4.1	Potential Impacts on Adjacent items of State Heritage significance	90
7.4.2	Potential Impacts on Adjacent items of Local Heritage significance	92
7.4.3	Potential Impacts on Adjacent Conservation Areas	93
8.0	CONCLUSIONS AND RECOMMENDATIONS	96
Appendix 1	Table of Built Items	98
Appendix 2	Structural Issues Report	99
Appendix 3	Building identification plan	100

0.0 EXECUTIVE SUMMARY

0.1 Heritage Significance

The former Eveleigh Carriage Workshops at North Eveleigh is well recognised and respected for its historic, aesthetic and technological significance at a state level and its associative significance at a local level.

The historic significance of the site emanates from its role in providing construction, conversion and maintenance services for railway carriages from 1883 until 1913. Processes of manufacture and maintenance of rolling stock is evidenced in the buildings, open spaces, circulation paths, rails, machinery, moveable items and services within the site. At the height of its operations in the early twentieth century, over 3,000 people were employed across the entire site.

The aesthetic and technological value of the former Workshops is expressed by the core buildings of the Carriage and Wagon Workshops, Paint Shop, Stores 1 and 2 and the Chief Mechanical Engineer's Building, as well as by the overall layout of the complex. These core structures provide examples of late industrial architecture and demonstrate an excellence in design and technology.

The layout of the former Workshops reflects the technology of the time and practices common to British railways in the late nineteenth century. There are three distinct areas within the site which demonstrate its functionality. The western stores area, the main Carriage Workshops and the administrative section controlled by the Chief Mechanical Engineer's Office.

The combination of the southern locomotive sheds at the Australian Technology Park and the former Carriage and Wagon Workshops provide a distinctive landmark in the Sydney landscape and defines views to and from the site.

The demise in the operational functions at the former Eveleigh Carriage Workshops has occurred gradually over the last 50 years or so. In 1989 the Workshops ceased operation and the site has been largely dormant. Many of the remaining buildings and structures on the site have deteriorated over time due to neglect. While the whole site still retains its heritage and historic significance, its former prominence as an employment centre no longer exists. The site is now surplus to the needs of RailCorp.

0.2 Renewal and Revitalisation

The \$49 million investment by the NSW Government in the adaptive reuse of the Carriageworks Building as a Performing Arts Centre in 2004 marked the renewal of North Eveleigh and introduced a new use unrelated to its traditional railway operation.

The Redfern–Waterloo Built Environment Plan, which was adopted by State Cabinet in 2006, foreshadowed the redevelopment of North Eveleigh and identified it as a key means of achieving the revitalisation and sustainable renewal of the Operational Area of the Redfern-Waterloo Authority (RWA). The Built Environment Plan envisaged a vibrant cultural, business and residential precinct that provides jobs, quality housing and services; is well-integrated with the surrounding area, and is based on sustainable development outcomes.

A key objective for future development was the recognition and respect of the historic and heritage significance of the site.

The subsequent zoning of the site in 2006 as a 'Mixed-Use' Zone under State Environmental Planning Policy (Major Projects) 2005 heralded its future as a residential, employment, cultural precinct.

In 2007, architects Bates Smart were engaged by the Redfern-Waterloo Authority to develop a holistic and integrated concept plan for the redevelopment of North Eveleigh which achieved renewal and maximised the site's heritage and historic value to reflect its past.

Weir and Phillips Architects and Heritage Consultants was engaged as part of the Project Team to provide specialist heritage advice and guide the design of the Concept Plan to best achieve its heritage outcomes.

0.3 Director-General Requirements

A Preliminary Environmental Assessment for the Concept Plan was submitted to the Director-General of Planning in January 2008. The following Director-General Requirements were received in relation to the Proposal:

8. Heritage

- *Identify any items of European (including rail) heritage significance and provide a heritage impact statement in accordance with the Heritage Manual (NSW Heritage Office & DUAP 1996). Specifically, the design and form of the proposal needs to respond, and assess any impacts on the character of the surrounding conservation area and nearby heritage items. The Heritage Statement should address:*
 - *The impact of the proposed demolitions on the significance of the subject heritage item as a whole (as a group of buildings with related uses); and*
 - *Take into consideration the relevant provisions of the Conservation Management Plan (CMP) and any other relevant conservation framework and principles.*
- *Identify whether the site has significance to Aboriginal cultural heritage and where applicable prepare an independent Archaeological report in accordance with the Draft guidelines for Aboriginal Cultural Heritage Impact Assessment & Community Consultation, DEC, July 2005.*
- *The proposal must have regard for the character of the Golden Grove Conservation Area, as listed in the South Sydney LEP with particular consideration to development along Wilson Street.*

This Heritage Impact Statement (HIS) has been prepared to meet the environmental assessment requirements issued by the Director-General of Planning under Section 75F of the *Environmental Planning & Assessment Act 1979 (NSW)* in March 2008.

0.4 Assessment of the Concept Plan

Assisting the assessment of the Concept Plan for North Eveleigh is the State Environmental Planning Policy (Major Projects) 2005 and the Draft *Eveleigh Carriageworks Conservation Management Plan*, Volumes 1 and 2, by Otto Cserhalmi + Partners of 2002 (hereafter referred to as DCMP 2002).

0.5 Reassessment of Heritage Significance

This report has been written with reference to a draft Conservation Management Plan for the site, prepared by Otto Cserhalmi + Partners (*Draft Eveleigh Carriageworks Conservation Management Plan, 2002*) (DCMP 2002).

In light of several significant changes to the fabric, management, ownership of and strategic direction for the site, this HIS updates the DCMP 2002. Particular regard has been given to providing a refinement of the assessment of the heritage significance of all items, following these changes.

0.5.1 Relative Significance of the Site

The Eveleigh Carriage Workshops are unique within New South Wales as the only place where construction and maintenance of passenger carriages took place up to the 1920s. By 1926, new facilities built at Chullora for the construction and maintenance of suburban trains resulted in Eveleigh eventually restricting its activities to the maintenance and repair of carriages.

The DCMP 2002 contends that components of the Eveleigh Carriage and Locomotive Workshops are of international/national heritage significance. It is the opinion of the authors of this Heritage Impact Statement that such the attribution of international/national significance to these components is unwarranted, and that the site is of heritage significance at a State level only.

Major carriage workshops were built through the nineteenth to early twentieth centuries in each state to serve their respective railway systems: Newport Workshops in Victoria, Ipswich in Queensland, Islington in South Australia, Bassendean in Western Australia and Launceston in Tasmania. All workshops manufactured a distinctive range of passenger carriages for their individual systems, using construction and manufacturing techniques borrowed from then current practice in the United Kingdom and, to a lesser extent, in North America.

At the time of its construction, the Eveleigh Carriage and Locomotive Workshops were similar in set up to many workshops built in Britain and the United States and, indeed, to the carriage and wagon workshops in Newport, Victoria.

Compared with workshops in Britain and the United States, such as Altoona (USA) and Crewe (UK), those at Eveleigh are relatively modest, and their design did not incorporate truly rare or unusual features. Indeed, the layout of the Eveleigh Yards to either side of the main railway lines, while uncommon, cannot be regarded as the means to achieve the best access for trains, but was brought about by the constraints imposed by the north-south slope of the area, necessitating a split site. In levelling the area, fill cut from the higher land at Eveleigh would have been used to create level areas at the south.¹

Equally, while the transverse layout of the carriage workshops is an unusual feature, it was by no means rare – several US workshops used this layout, such as at Collingwood, Ohio (1902) and Sayre, Philadelphia (1904).

Pennsylvania Railroad's Altoona works produced the iconic Raymond Lowey-designed GG1 Electric Locomotive in the 1930s, and the Doncaster Works

¹ Thorpe, W., *Australian Technology Park, Eveleigh, Draft Master Plan*, July 2001, p. 16.

(UK) produced Sir Nigel Gresley's streamlined A4 Pacifics for the London and North Eastern Railway.

In terms of passenger carriage developments, the Pullman Workshops in the US were responsible for a large number of innovations including sleeping cars, and the iconic stainless steel dome cars of the 1950s. Railway workshops such as these justify having international heritage significance.

In terms of Australian passenger carriage design, the Newport Workshops in Victoria produced the influential Spirit of Progress train in 1937. This train was the first fully streamlined and air-conditioned train in Australia and is considered a leading example of Australian train design. As such it would ascribe national significance to the Newport Workshops. The New South Wales Railways system, while providing an acceptable level of passenger comfort, did not provide any such nationally iconic train or passenger carriages.

In terms of size, at their fullest extent, the railways of New South Wales and Queensland had roughly equivalent route mileages, while the smaller Victorian system had a similar intensity of traffic to New South Wales. The Eveleigh and Newport (Victoria) workshops are of comparable size and complexity, and as such are representative of workshops and manufactories owned by each state's railway system. Each complex, therefore, may be said to have significance at a state level in each state.

As the greater part of the machinery and equipment have been stripped from the Eveleigh Carriage workshops, the functions of various buildings are difficult to comprehend without *in situ* machinery, thereby reducing the value of the site when compared to the Newport workshops, which retain machinery and buildings intact. As such, it is more appropriate to argue that elements of Eveleigh are of exceptional value at a state level only.

0.5.2 Role of Heritage Significance in Determining a Conservation Strategy

The Eveleigh Rail Yards, comprising the Carriage Workshops and the Locomotive Workshops, are remarkable for their size and the unity of their industrial character. In relation to the North Eveleigh site, its component buildings, however, are of varying levels of heritage significance, and the physical condition of buildings also varies widely. As such, it is difficult to warrant the conservation of the site in its entirety. Furthermore, the removal of significant moveable heritage from the site to the proposed Rail Heritage Centre at Thirlmere, following RailCorp's decision not to develop a museum on the site, impedes an understanding of the former uses and significance of the place. Even where remaining representative machines are concentrated in a single building or part of a building, their relationship to other processes, and the sense of scale of the operation, is lost.

It is proposed to retain, conserve and adaptively reuse where possible those buildings whose functions were at the core of the North Eveleigh Carriage Works. In these cases, interpretation becomes an important aspect in maintaining an understanding of the site's original function and significance.

The range and disposition of buildings on the site also presents challenges. Where an individual building is adaptively reused, it should merge easily with the urban context in which it is found. In the case of the North Eveleigh site, however, there is a wide range of buildings of varying functions, and the site

itself – an industrial complex – has been physically and historically demarcated from its suburban context.

Where it is proposed to adaptively reuse buildings (a process that may include new construction), it is important that heritage values are maintained, but it is also important that the new urban precinct created is of viable design. Opportunities must be made to allow the design and location of new buildings to operate in an urban context that provides a high level of amenity to future users. In order to do so, it is proposed that certain buildings, some of which are deemed as having heritage significance, will not be retained.

The SEPP (Major Projects) Amendment No. 7 identifies six buildings as heritage listed, (the Carriage Workshops, the Blacksmiths' Workshop, the Paint Shop, Scientific Services Building No.1, the Chief Mechanical Engineer's Office Building, and the Telecommunications Equipment Centre). The current North Eveleigh Concept Plan proposes to conserve and/or adaptively reuse all of these buildings.

The DCMP 2002 also assessed the heritage significance of all buildings on the site. Their significance is derived from being part of a large complex, and from their representation of particular functions within that complex. However, as the equipment for carrying out those particular functions has been removed, virtually all understanding of the building's functions is lost. The architectural merit and location of the buildings themselves become important factors in deciding their future.

0.6 The Proposal

The key objective for the redevelopment of North Eveleigh is to create a vibrant mixed-use community with its own distinct identity, in an area that celebrates the site's industrial heritage and reconnects with the neighbourhood.

The Concept Plan proposes a total Gross Floor Area (GFA) of 180,007m², of which 52,730m² (or 29%) will comprise heritage buildings. Of this 19,468m² is currently approved for cultural uses within the Carriage Workshop. The residential component of the site comprises a GFA of 92,139m² and the non-residential component comprises 87,868m².

The site is divided into three precincts. The western precinct is predominantly residential and will accommodate 3 storey terrace typologies adjacent to Wilson Street, 5 and 6 storey medium rise blocks toward the centre of the precinct. There will be a high rise development adjacent to the main railway lines, and the former Clothing Store will be adaptively reused as residential.

The Central Precinct will comprise the cultural hub with the majority of the area within the Carriageworks Building used for Artistic purposes. There is also potential for commercial development within the building. The Blacksmiths Workshop will be developed by the RWA as a community market.

The Eastern Precinct is predominantly commercial and lies within 50 metres of Redfern Railway Station. The commercial building typology consists of six, 8 storey, 18 metre wide linear floor plates separated by 9 metre atriums.

A 16 storey landmark residential building is located at the eastern extremity of the site.

The Chief Mechanical Engineer's Office will be adaptively reused for residential. Scientific Services Building No. 1 will be adaptively reused as a cultural facility.

The public domain consists of a network of public open spaces. At the eastern end of the site a large plaza is envisaged. Private open space is provided to the residential development.

0.7 Heritage Conservation at the Core of the Proposal

The heritage significance of the site lies in its ability to demonstrate, with the assistance of interpretation, the development of techniques for the construction and maintenance of railway carriages for the New South Wales Government Railways and its successors. The cessation of this use and the removal of machinery, however, has diminished the significance of the place in terms of technical significance, and has made an understanding of the function and value of the site difficult without some form of interpretation.

As such, understanding the significance of the site will depend on the conservation works carried out, and the interpretation strategies that are adopted.

Regarding conservation works, all six buildings identified in the SEPP (Major Projects) as heritage items will be retained and adaptively reused. These buildings give an idea of the scale of the place and the scale of overall activity that took place there.

In relation to these items, the Concept Plan proposes to:

- Conserve and/or adapt all core heritage structures as identified in the SEPP (Major Projects), including the Carriage Workshop, the Blacksmiths' Shop, the Telecommunications Equipment Centre, the Scientific Services Building No. 1.
- Retain and conserve, where possible, the Brick Retaining Wall along Wilson Street. A large portion of the Brick Retaining Wall will remain visible in the Blacksmiths' Shop and existing pedestrian ramp.
- Provide additional floor space for the Carriage Workshop and the Blacksmiths' Shop.
- Restore and adapt the Telecommunications Equipment Centre for community use.
- Restore and adapt the Chief Mechanical Engineer's Office Building for residential use.
- Restore and adapt the Scientific Services Building No.1 as a cultural/community building.
- Restore and adapt the Clothing Store as a residential building.
- Restore (in part) and extensively rebuild the Paint Shop as commercial and residential space.
- Interpret the fan of tracks by landscaping its area of coverage in a manner that retains an understanding of its function and significance.
- Integrate the site with the surrounding residential areas by:

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- continuing the north-south street pattern expressed by Golden Grove Street, Codrington Street, and Shepherd Street.
 - providing for residential uses in buildings along Wilson Street, in addition to natural screening along the length of the conserved brick retaining wall.

It is proposed to carry out major extensions to the Paint Shop. The extensions are located to the southern side of the Paint Shop building to minimise their visual impact on the original structure when seen from the larger open spaces, particularly to the northeast and the area adjacent to the Fan of Tracks. The buildings utilise a space between the south side of the Paint Shop and the railway lines to gain access to ground level while minimising intrusion into the main building. The impact of the extensions against the southern elevation of the Paint Shop is manageable given the new structures will be glazed allowing an understanding of the rhythm of the elevation to be maintained.

An interpretation strategy has been implemented for the Carriage Workshop, and a separate complementary strategy for the Blacksmiths' Shop.

The retention of the remaining moveable heritage and its placement within the proposed development will greatly assist in interpreting and understanding the activities that once took place in the complex. An interpretation strategy will form part of the later Project Application process.

0.8 Summary of Conclusions

The impact of the Concept Plan on the heritage significance of the site is manageable.

The Concept Plan delivers an integrated design for the whole site which respects its existing character and maximises its heritage significance by:

Adaptive Reuse

- Preserving and adaptively reusing core heritage buildings to ensure the meaning and significance of the site's traditional railway history is retained. All items of heritage significance which are identified in State Environmental Planning Policy (Major Projects) 2005 are intended to be adaptively reused. The following heritage items will be adaptively reused:
 - Chief Mechanical Engineers Building
 - Scientific Services Building No. 1
 - Paint Shop
 - Telecommunications Equipment Centre
 - Blacksmiths' Workshop
- Providing for an increase of 12,000m² GFA in the Carriage Workshop Building.
- Providing an increased GFA in the Blacksmiths' Shop through the addition of a mezzanine floor.

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- Adaptively reusing the Clothing Store, which has been identified as an item of historic significance in the Redfern-Waterloo Built Environment Plan.
 - Ensuring approximately 53,000 m² (29%) of the proposed redevelopment will be comprised of buildings of heritage significance.
 - Retaining and interpreting a significant portion of the Fan of Tracks through the retention of railway lines in the landscape, and the placing of items of rolling stock, particularly passenger carriages, in the landscape.

Layout and Design

- Responding to the layout of the site by using heritage buildings to:
 - establish the alignment of east-west streets;
 - emulate the language and rhythm of the distinctive bays in the existing workshop buildings;
 - reinforce the original street pattern of Darlington; and
 - protect important views and vistas to and from heritage elements within the site.

Design Criteria

- Defining design principles to guide the future redevelopment of significant heritage items and in particular the redevelopment of the Paint Shop Building.
- Designing buildings to respect the Darlington Conservation Area and terraces along Wilson Street.

Fan of Tracks

- Providing extensive interpretation of the Fan of Tracks by the creation of a major area of public open space, and by the separation of new buildings from the eastern elevation of the Paint Shop. It is in this area that the interpretation will be particularly aided by the placement of passenger carriages.

Reinstating the Importance of the Site

- Introducing new uses to heritage buildings and transforming the site into a sustainable mixed use community while still respecting its traditional railway uses. This will reintegrate the site back to into the neighbourhood and reinstating its importance through new investment, increased activity, employment opportunities and the provision of an improved public domain.

Further Work

- Conservation Management Plan

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- Preparing a Conservation Management Plan which considers the Concept Plan and the proposed use of various buildings.
 - Interpretation Strategy
 - Implementing an interpretation strategy to enhance visitors' understanding of the site's history, its links with the surrounding area, and its former connections to the Locomotive Workshops, through landscaping, signage, media and other means.
 - The interpretation strategy should present information about the site with regard to four distinct themes:
 1. the site as it existed prior to European occupation.
 2. The original 1880s workshop complex.
 3. The relationship of the site to the railway system as a whole
 4. the demonstration of various trades and activities within the site.
 - Interpretation should be provided with the following means:
 1. interpretive plaques illustrating a particular theme using photos or text
 2. where possible, the inclusion of significant moveable items (e.g. machinery) that were instrumental in the works carried out on site.
 3. strategic placement of items of rolling stock, particularly passenger carriages, adaptively reused to provide visual context within the landscape.
 - Archival Recording
 - Recording items of local or higher significance prior to demolition or modification/adaptive reuse, in accordance with NSW Heritage Council Guidelines.

The impact of the Concept Plan on the heritage significance of the site is manageable. Heritage significance is conserved through the retention and adaptive reuse of significant buildings, and the interpretation strategies which will be adopted for the site overall.

0.9 Demolition

The redevelopment will result in the demolition of a number of extant buildings which have been identified as having heritage significance. Despite this, the heritage significance and values of North Eveleigh will be retained. In the case of the Stores buildings and the Carriage Workshop Extension, demolition is necessary due to significant structural issues, and to enable the proposal to achieve quality urban design, sustainable development and the renewal of the site.

0.10 Report Structure

This Report is structured in eight sections with three appendices, as set out below.

1.0	Introduction
2.0	Historical Development And Context
3.0	Site And Context Descriptions
4.0	Heritage Assessments
5.0	Statement Of Heritage Significance
6.0	Opportunities And Constraints
7.0	Potential Impacts On Heritage Significance
8.0	Conclusions And Recommendations
Appendix 1	Table of Built Items*
Appendix 2	Structural Issues Report
Appendix 3	Building Identification Plan

* As a point of reference and an independent source of information, the Table of Built Items (Appendix 1) sets out all buildings that have existed on the site, derived from the Department of Public Works and Services Heritage Division drawings, as reproduced in the DCMP 2002 and in this report. The table also shows previous and other names by which buildings have been known, the current state of buildings (extant or demolished), and their level of heritage significance according to the DCMP, this report, and the SEPP (Major Projects).

1.0 INTRODUCTION

1.1 Preamble

Weir + Phillips Architects and Heritage Consultants has been engaged by the Redfern-Waterloo Authority (RWA) to provide a Heritage Impact Statement (HIS) in relation to the North Eveleigh Concept Plan (March 2008) for the proposed redevelopment of the Eveleigh Carriage Workshop, Redfern, Sydney.

This HIS has been prepared to meet the environmental assessment requirements issued by the Director-General of Planning under Section 75F of the *Environmental Planning & Assessment Act 1979 (NSW)*.

This report has been written with reference to a draft Conservation Management Plan for the site, prepared by Otto Cserhalmi + Partners (*Draft Eveleigh Carriageworks Conservation Management Plan, 2002*) (DCMP 2002).

In light of several significant changes to the fabric, management, ownership of and strategic direction for the site, this HIS updates the DCMP 2002, with particular regard given to previous assessments of heritage significance.

1.2 Authorship

This statement was prepared by James Phillips, B.Sc. (Arch) B. Arch, M.Hert.Cons. (Hons), Thomas Trudeau, B.A. (Hons), M.Arch.Cons. (Hons), and Paul Fletcher, B.Arch., M.B.A., M.B.Env. (Sust. Dev.), M. Hert. Cons., of Weir + Phillips Architects and Heritage Consultants.

1.3 Limitations

The authors had access to the site and records held by the client. No historical archaeological work was carried out by Weir and Phillips.

A land titles search for the property and a detailed history were not undertaken. The history contained in this statement was compiled from the general resources listed in Section 1.6.

1.4 Methodology

1.4.1 Guiding Documents

Redfern–Waterloo Authority Act 2004 and associated legislation

The Eveleigh Carriage Workshops are listed on the NSW State Heritage Register (listing no.01140). Under Clause 29 (1) of the *Redfern-Waterloo Authority Act 2004* the provisions of the *Heritage Act 1977 (as amended)* do not apply to the carrying out of development under Part 4 of the *Environmental Planning and Assessment Act 1979* (and for which the Minister is the consent authority) or projects under Part 3A of the EP&A Act.

Under Clause 29(2) of the RWA Act an item or part of an item listed on the State Heritage Register is not to be altered or demolished unless:

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- (a) the Minister has consulted the Heritage Council of New South Wales about the matter and has taken into consideration any advice duly provided by the Council, and
 - (b) the Minister is satisfied that it is necessary for the sustainable improvement of the operational area.

Redfern-Waterloo Built Environment Plan (Stage 1) August 2006

The Built Environment Plan (BEP) was endorsed by NSW Cabinet in 2006 and provides the planning framework for the revitalisation of Redfern-Waterloo. The BEP identifies heritage items and items of historical interest for RWA strategic sites, and foreshadows the introduction of a heritage clause in the related State Environmental Planning Policy (Major Projects). Heritage items identified in the SEPP (Major Projects) are listed below. The BEP identifies the Clothing Store and the pre-1911 Timber Shed Extension as 'Buildings of Historical Interest'. However the BEP does not provide any controls or guidelines for such buildings.

State Environmental Planning Policy (Major Projects) 2005 and SEPP (Major Projects) 2005 Amendment No. 7

The State Environmental Planning Policy (Major Projects) 2005 lists the Redfern-Waterloo Authority Sites as State Significant Development, under Schedule 3, Part 5.

The SEPP (Major Projects) Amendment No. 7 relates specifically to the Redfern-Waterloo Authority Sites. Clause 27 of this Amendment relates to the protection of identified heritage items within RWA sites in relation to applications under Part 4 of the Environmental Planning & Assessment (1979, as amended). It is noted that this proposal is subject to Part A of the EP&A Act.

As shown on the Redfern-Waterloo Authority Heritage Map, the following items within the North Eveleigh Carriage Works site are identified as heritage items for the purposes of Clause 27:

- Carriage Workshops
- Blacksmiths' Workshop
- Paint Shop
- Scientific Services Building No.1
- Chief Mechanical Engineer's Office Building
- Telecommunications Equipment Centre

Eveleigh Carriageworks Conservation Management Plan, Otto Cserhalmi + Partners, 2002

The Conservation Management Plan is being updated to take into account the Redfern-Waterloo Built Environment Plan (Stage 1) and the associated SEPP (Major Projects). It should be noted that the DCMP 2002 was prepared for the State Rail Authority in view of the Authority's desire to redevelop the site and establish a museum for rail heritage on the site. However, RailCorp (formerly

State Rail) no longer intends to develop a museum on the site and intends to transfer the site to Redfern-Waterloo Authority. All RailCorp's significant moveable heritage will be relocated to its proposed Rail Heritage Centre at Thirlmere and there will be no continuing or further rail uses on the site. As such, the bases for the conservation policies of the DCMP 2002 are no longer applicable, and its recommendations no longer as relevant.

The DCMP 2002 was endorsed by the NSW Heritage Office subject to various matters being addressed. However due to RailCorp's change in focus and intention to transfer the site these matters were never addressed.

NSW Heritage Manual and the Burra Charter (ICOMOS Australia)

Discussions and revisions of heritage significance have been prepared with an understanding of the guidelines provided by the *NSW Heritage Manual*, itself based on the principles of the *Burra Charter: the Australian ICOMOS Charter for Places of Cultural Significance* (1999). Further interpretation of the *Burra Charter* has been made with reference to its predecessor companion document, *The Illustrated Burra Charter: making good decisions about the care of important places* (1992).

This heritage impact assessment makes reference to the NSW Heritage Office publication *Statements of Heritage Impact* (2002), and to documents listed in Section 1.6.

1.5 Physical Evidence

Site visits were made in December 2007. Unless otherwise credited, all photographs were taken at this time.

1.6 Documentary Evidence

The author had access to documents and records held by the Redfern-Waterloo Authority.

1.6.1 Planning Documents

- *Redfern–Waterloo Authority Act 2004* and associated legislation
- *State Environmental Planning Policy (Major Projects) 2005*
- *SEPP (Major Projects) 2005 Amendment No. 7*
- *Redfern-Waterloo Authority Built Environment Plan* (Stage One)
- Bates Smart, Design Development Documents, December 2007, February and March 2008.

1.6.2 Heritage Guideline Documents

- *Eveleigh Carriageworks Conservation Management Plan*, Otto Cserhalmi + Partners, 2002
- City of Sydney, *Selected Heritage Conservation Areas Draft Study*, 2005. Attachment C, Inventory Sheet for Conservation Areas

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- NSW Heritage Office, *NSW Heritage Manual: Statements of Heritage Impact* (2002).
 - Australia ICOMOS, *Burra Charter: the Australian ICOMOS Charter for Places of Cultural Significance* (1999).

1.7 Site Location

As shown in Figures 1 to 3, the Carriageworks site is bounded by the Wilson Street to the north, Iverys Lane to the west, the rear of boundaries along Ivy Lane to the east, and the rail corridor (between Redfern and Macdonaldtown Stations) to the south.

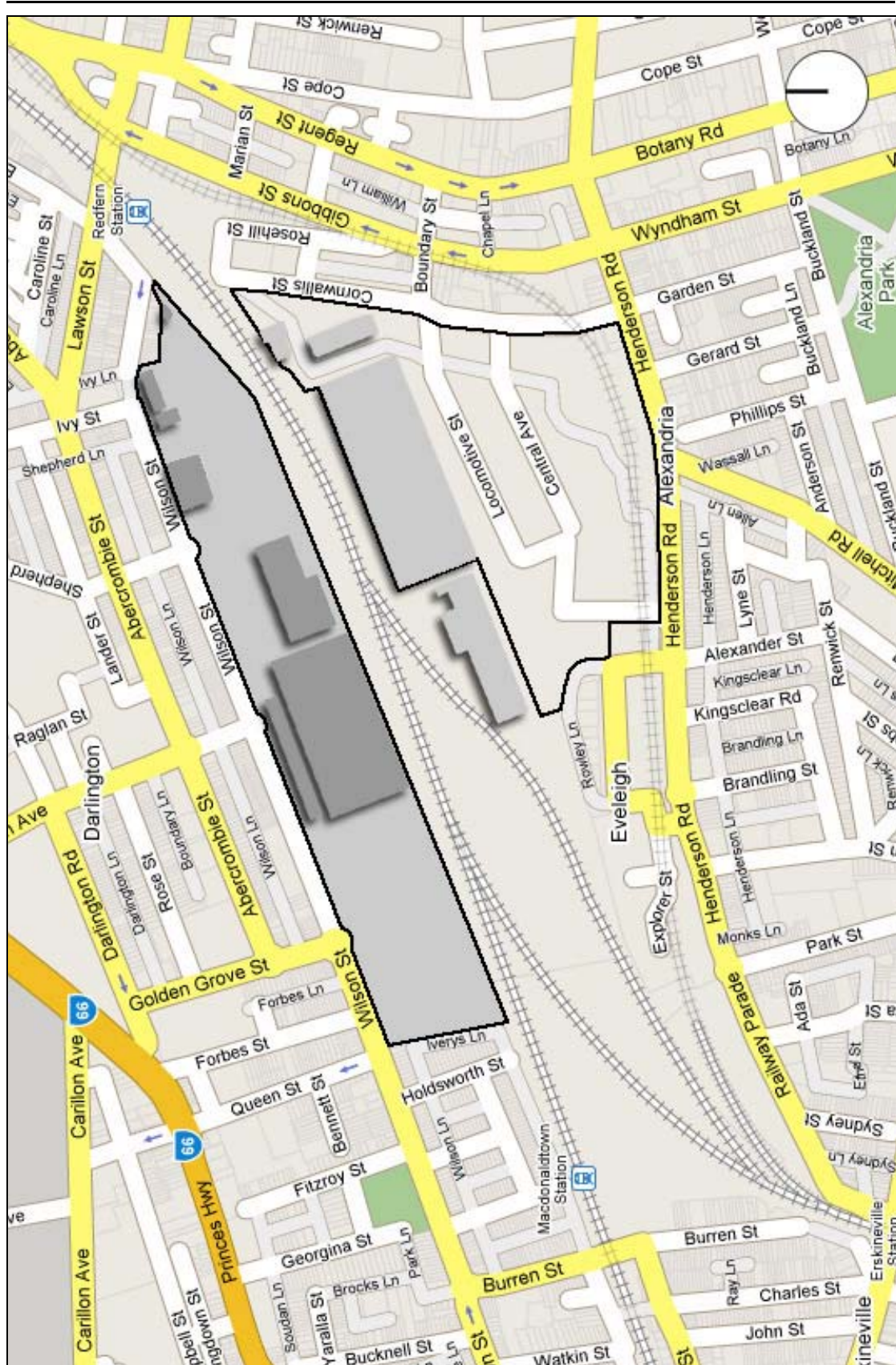


Figure 1: Site plan showing the location of the Carriageworks (black boundary, shaded light grey). The Australian Technology Park (black boundary, unshaded) is to the south. Principal buildings of heritage significance are shown as dark grey footprints with a drop shadow.
Google Maps, modified image.



Figure 2: Satellite image of the Carriageworks (heavy red boundary) and surrounding areas. The ATP is shown (black boundary) to the south, and additional RailCorp buildings to the southwest.
Google Maps, modified image.



Figure 3: Satellite image showing detail of the Carriageworks site. Principal buildings of heritage significance are shown with red boundary.
Google Maps, modified image.

2.0 HISTORICAL DEVELOPMENT AND CONTEXT

2.1 Preamble

The purpose of this section is to outline the historical development of the site. This section is essentially a summary of Section 3.0 (Historical Analysis) of the DCMP 2002. Sources of additional information are noted where appropriate.

2.2 Cadi Country

The date of the first human occupation of the greater Sydney region is not known. The devastating impact that European colonists had on the Aboriginal people they dispossessed has resulted in the loss of any in-depth knowledge of these first inhabitants. The amount and nature of archaeological materials that have survived depends on the preservational conditions of individual sites.

Archaeological evidence suggests human occupation of the Sydney region at around 15,000 years ago. In other areas of Australia, however, there is evidence for human occupation 30,000 to 40,000 years ago. There is thus the possibility that some of the practices observed in historic documents and objects found in the Sydney region may possess histories that extend back further than the available archaeological evidence would suggest.²

At the time of the arrival of the First Fleet in 1788, the wider Sydney region is thought to have been comparatively sparsely settled. Recent research indicates that the total population around Sydney lay between 2,000 and 3,000 people and, in the greater Sydney region (including the Blue Mountains), between 5,000 and 8,000 people. Although estimates can be made based on archaeological evidence, the actual size of the population before 1788 will never be known.

Members of Captain James Cook's 1770 journey of exploration made the earliest known written descriptions of Sydney's original inhabitants. The first European colonists, however, recorded few details about the kinship structures of the Aboriginal people. The immediate and decided impact that they had on Sydney's original population, as outlined below, creates further difficulties in the use of the records that they did produce. Recent research suggests the existence of networks of bands, as opposed to the tribal structures implied by colonial records. These bands were subgroups of larger entities bound by complex rights of language, marriage and ceremony. What have long been described as 'tribes' and 'tribal areas' are thus more accurately described as localities where different languages were spoken.³

Archaeological evidence suggests that patterns of life in the Sydney region changed little in the period before 1788. Bands moved within their territory at the prompting of seasons and with the availability of food. A coastal sea diet of fish and shellfish was supplemented by terrestrial food sources, such as game, edible tubers, figs and apple berries. A wide variety of materials were used in the production of tools and artefacts.

Prior to European settlement, the soils of southern suburbs of Sydney supported a rich variety of vegetation. Eveleigh is located on Ashfield Shale,

² Val Attenbrow, *Sydney Aboriginal Past: investigating the archaeological and historical records*, NSW, University of New South Wales Press Ltd, 2002, pp.3-4.

³ Ibid, pp.3-4.p.18.

part of the Wianamatta Shale group. The subject site was mostly located on the Shea's Creek catchment to the south, that drained into the low-lying Botany Swamps via the Cooks River and thence to Botany Bay. The higher land on the northern side of the main line, around Wilson Street, however, drained in a north easterly direction via Blackwattle Swamp Creek to Blackwattle Bay. These drainage patterns no doubt influenced Aboriginal land use as they would later European settlement and use of the area.

The traditional way of life of the Eora was abruptly and permanently interrupted when the first European settlement was established at *War-ran* (Sydney Cove) in late January 1788. The initial, cautious, welcome of the Eora turned to displeasure as it became clear that the newcomers meant to stay:

*'The Natives were well placed with our People until they began clearing the ground at which they were displeased and wanted them to be gone.'*⁴

Local food sources were depleted by the sudden increase in population; conflict followed from the meeting of two different cultures. With no resistance to European diseases, the Eora were decimated by an epidemic, thought to have been small pox.

Nineteenth century references provide us with only fragmentary accounts of the Aboriginal people who continued to inhabit the Sydney region. Traditional ceremonies were discouraged by colonial authorities as part of the 'civilising processes' introduced by Governor Lachlan Macquarie (1810-1821). By the late 1820s, the pre-colonial way of life had all but disappeared from settled areas. An article appearing in the *Sydney Echo* in June 1890 described the corroborees and camps of an earlier period:

*'There are people living who recollect when the Cleveland Paddocks, where the railway station and the Exhibition Building now stand, were a favourite place for the blacks. Then their 'corroborees' kept the few residents of Redfern awake till far into the night. By degrees the camps were driven back into Waterloo and Alexandria, until the blacks....have all gone.'*⁵

The establishment of noxious industries in the area in the mid nineteenth century polluted the landscape, in particularly the natural water supplies.

Contrary to the above description, the Aborigines were far from 'all gone'. During the late nineteenth and twentieth centuries, many Aboriginal people found employment in the factories of Redfern, Chippendale, Waterloo and Alexandria. Oral history collected for the DCMP 2002 provides a perception that few Aboriginal people were employed at Eveleigh.

Aboriginal associations with Redfern became more pronounced in the 1970s. In 1973 the Aboriginal Housing Company was formed. With the aid of a Federal grant, they purchased their first properties in Redfern. The aborigines of Redfern today come from a wide range of lands and communities.

Extensive excavation and levelling took place across the sites of the Carriage and Locomotive Workshops from 1835 to 1880. A report by Austral Archaeology on the site states that the cutting and filling carried out for railway

⁴ Lieutenant Bradley cited in *ibid*, p.17.

⁵ 'The Suburbs of Sydney. No. VIII-Waterloo and Alexandria', *Sydney Echo*, 12 June, 1890. Mitchell Library, Newspaper Cuttings, Volume 159, pp.35.7.

purposes is likely to have disturbed and/or destroyed that evidence [of any previous uses] leaving, at best, fragmentary features and deposits.” As a result the archaeological potential for Aboriginal sites or artefacts is considered to be low, and for historic sites, nil.⁶

2.3 1788-1855: Early European Settlement

The European colony of New South Wales was established at Sydney Cove in January 1788. In December 1792, Governor Phillip established the official boundaries of the Township of Sydney. The eastern boundary stretched from the modern day junction of Elizabeth and Albion Streets to the southeast corner of Hyde Park and thence to Woolloomooloo Bay. During the early and mid nineteenth century, the town of Sydney was generally thought of as terminating within the vicinity of Liverpool and Bathurst Streets.⁷ The subject property thus lay well outside of the first boundaries of Sydney.

Initially, all land in the Colony was declared to be Crown land. The Eveleigh Carriageworks stand on land granted to John Davis in 1794. This grant, however, was cancelled and the site incorporated into a grant of 62 acres made to James Chisholm in 1835 under the hand of Governor Bourke.

The Scots born James Chisholm (1770-1837) had arrived in New South Wales in 1790, aged twenty, as a sergeant in the New South Wales Corps. While little is known about James Chisholm, it is known that he built a house, *Calder House*, on this grant sometime in the 1820s or 1830s (Figure 4). Chisholm died in 1837; his widow, however, continued to occupy *Calder House* until 1855. The house was eventually resumed by the railways in 1878; it was demolished in 1924.



Figure 4: *Calder House*, etching by Ure Smith, 1921.
Mitchell Library, PXN 670, DC D43.*

⁶ Austral Archaeology, *Archaeological Assessment of the Eveleigh Carriage Workshops*, 2000, p.15.

⁷ Shirley Fitzgerald, *op.cit.*, 1990, p.13.

While the surrounding lands were granted at an early date, the degree to which they were improved and occupied varied. To the south of Chisholm's grant lay John King's 1794 grant, known as *Kingsclear*. To the east lay the 100 acre grant of Dr. William Redfern, known as *Redfern Farm* (1817). To the north west lay Thomas Shepherd's 28 ½ acre grant on which he established the Darling Nursery in 1827 (formalised in 1835). To the immediate north lay William Hutchinson's 1852 grant of 1819. Further to the north lay William Chippendale's 95 acre grant of 1819. While Chippendale built a dwelling on his land, he soon sold his grant to the entrepreneurial Solomon Levey (Figure 5).

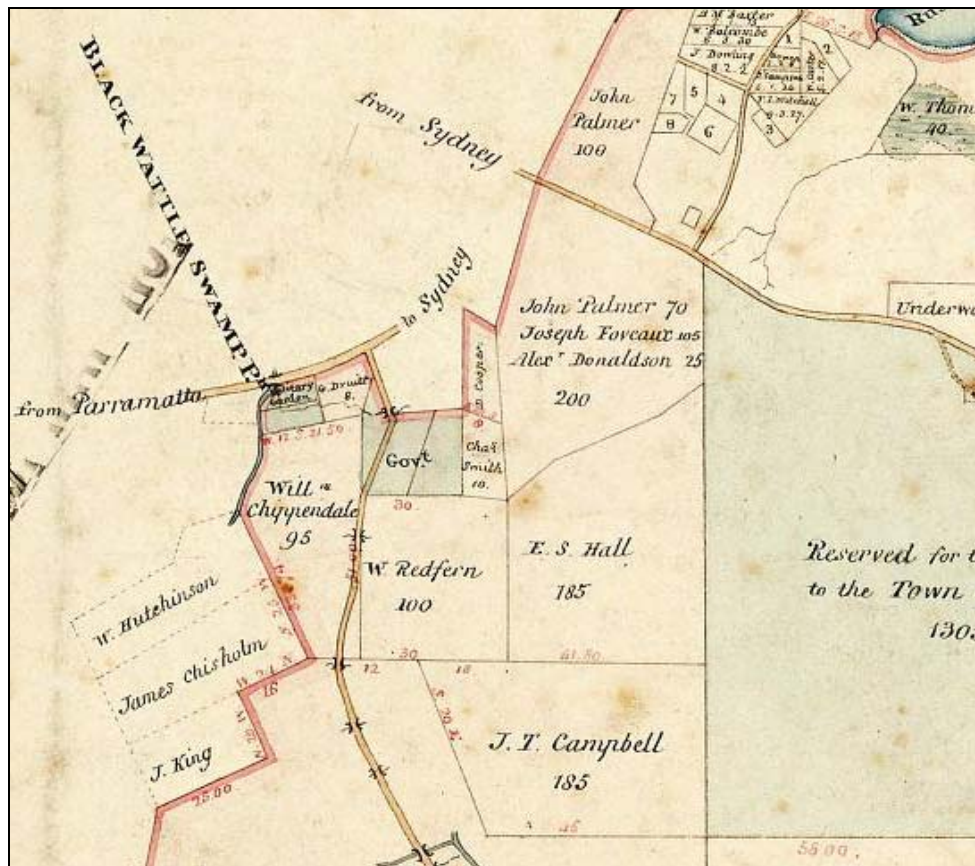


Figure 5: Detail from an undated plan of the Parish of Alexandria, County of Cumberland.
NSW Lands, Parish Preservation Project.

Subdivision in the southern Sydney suburbs began during the mid nineteenth century. The area generally subdivided for middle class villa estates, market gardens or nurseries and farmyards. Redfern's grant was subdivided into two to five acre lots in 1834. Four years later, Levey's part of Chippendale's grant was subdivided and sold at auction. Hutchinson's grant was subdivided and leased for gardens following his death in 1846. Shepherd's Darling Nursery was subdivided from 1855. In 1844 Levey sold the southern part of Chisholm's grant to William Hutchinson; the area subsequently became known as Hutchinson's Paddock. One of Hutchinson's sons-in-law, John Rose Holden, constructed a villa on the land, naming it *Everleigh House* (later Eveleigh) after his mother's maiden name, around 1840. This house would eventually give its name to the surrounding area.

Chisholm's grant was located outside of the City of Sydney Municipal boundary established at incorporation in 1844. In 1848, noxious industries were banned from within the City boundaries. Thus, while encouraging

residential and semi-rural pursuits, the area also attracted these industries. A dam at Sheas Creek and the water resources of Blackwattle Swamp provided water for wool washers, tanneries, abattoirs and boiling down works.

2.4 1855-1880: Growth and Expansion and the Foundation of Eveleigh

The second half of the nineteenth century was a period of considerable growth and change across Sydney. The population of the metropolitan area underwent a seven-fold increase between 1850 and 1890. During this period, the area to the south of Sydney was intensely subdivided and re-subdivided into small lots that were advertised as the ideal location for the working man and his family.

The growth of Sydney during the second half of the nineteenth century was heavily influenced by transport patterns. Nineteenth century Sydney was a 'walking city.' Public transport was limited and un-subsidised until the early 1880s. Working people were thus largely restricted to living close to their place of employment. During the 1850s, a horse drawn bus service opened between Redfern and Sydney. The fare of 6d was within the reach of a skilled tradesmen earning between £2 and £3 for a six day working week. For those seeking local employment, there was an ever growing range of industries. The opening of the Sydney Terminus of the Sydney to Parramatta Railway in 1855, in Devonshire Street to south of modern day Central Station, provided an added impetus for development and new opportunities for employment.

The Sydney to Parramatta Railway- the first railway in New South Wales, had a particularly significant impact on the Chisholm grant, cutting the estate in half and dividing *Calder House* from the rest of the grant. Part of the grant was resumed at this time for Railway purposes.

The events leading to the construction of the Sydney to Parramatta Railway have their foundation in the 1820s, when the first steam hauled public passenger railway in the world opened in 1825 between Stockton and Darlington, England. While the laying of lines in the Australian colonies was discussed at an early time, the Sydney Railway Act was not passed until October 1849. The Act authorised the Sydney Railway Company to construct a railway from Sydney to Goulburn and towards Bathurst. The first turf for the Sydney Railway was turned in the Cleveland Paddock, near modern day Central Station, on 3 July, 1850. Construction was taken over by the Government on 3 January, 1855.

By the time that the Railway opened the line between Sydney Terminus and Parramatta on 26 September, 1855 it was a Government owned enterprise, the first Government owned railway in the British Empire. The first rails and rolling stock was imported from England, being Barlow patent rolled iron hollow rails, 4 locomotives, 8 first, 12 second and 12 third car passenger cars, and 60 assorted goods wagon and vans.

The railway system expanded rapidly from 1855, extending into country areas, under the direction of the Chief Mechanical Engineer, John Whitton, from the 1860s onwards. The rail system reached the border between new South Wales and Victoria in 1881 and Wallangarra, for connection to Queensland, in 1888.

Faced with expansion and the need to produce railway related infrastructure within the Colony, the original railway yards, located adjacent to the original Terminus at Devonshire Street, soon proved inadequate to carry out short and

long term storage and maintenance of rolling stock and the collection and distribution of goods. By the 1870s, the area to the south west of the Devonshire Terminus had become a maze of railway lines, buildings, sidings, workshops and offices. To provide for the expanding system, goods and coaching vehicles were being imported and produced by local firms such as Hudson Bros at Redfern; an increasing number of locomotives were being imported from England and the USA. By 1879, when the planning for the new workshops commenced, the New South Wales rail system had 177 steam locomotives, 444 coaching vehicles and 3,867 goods wagons on its books.

2.5 1880-1895: Initial Phase of Construction at Eveleigh

Whitton was responsible for a major restructuring of the rail system in the 1870s. In 1874, his new, larger Sydney Terminus building was completed creating further congestion at Devonshire Street. Whitton concurred with his employees' complaints about the inadequacy of their original yard and workshops and identified the Chisholm grant as the ideal location for a new yards at an early date. Delays, however, followed as other sites were considered. It was not until July 1879 that Parliament voted £10,000 to purchase and level the 62 ½ acre Chisholm Estate. This purchase stretched on both sides of the Sydney to Parramatta Line, from Wilson Street, Erskineville, on the north to Henderson Road on the south and from the present Redfern Station to Macdonaldtown Station.

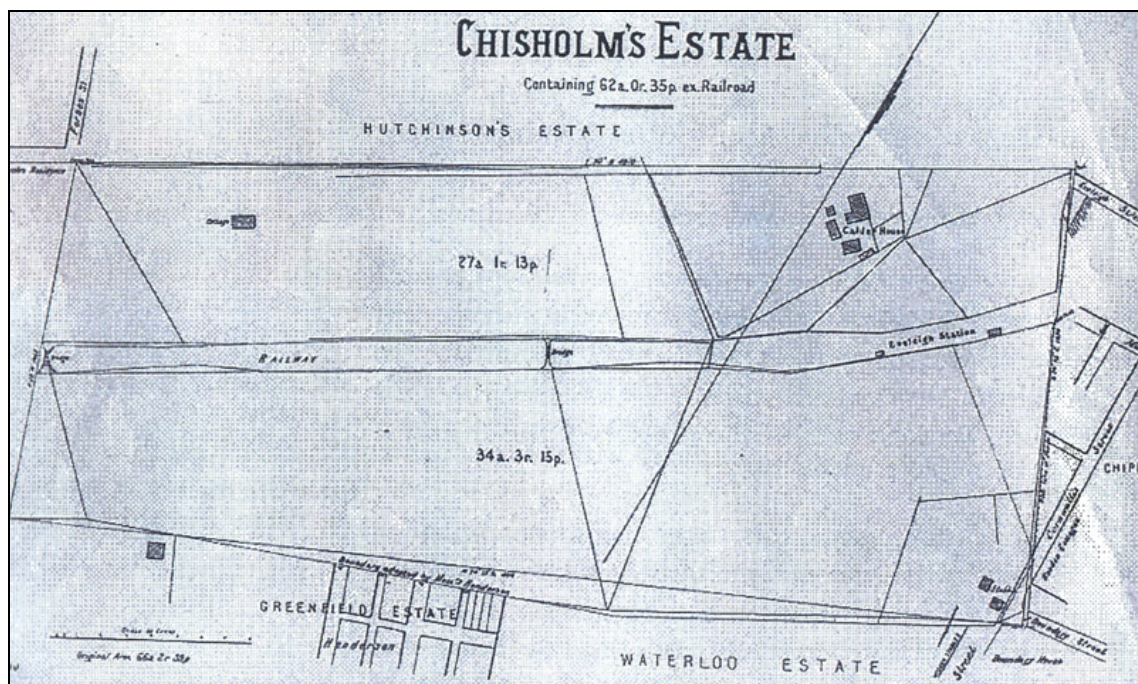


Figure 7: Chisholm's Estate, 1855. showing Chisholm's land after resumption for the Eveleigh Railway Workshops. Property included the main line bisecting the property, Eveleigh Station and a bridge over the rail line linking the two parts of his property.

Source: State Rail Archives Office, EL 1, cited in DCMP p.29.

Parliament voted £250,000 to build and equip the workshops in 1880. The approved work was described as follows in the Railways Annual Report of 1881:

- a) a running shed (providing coal, water and preparatory services for the every operation of engines).
- b) workshops to repair all the engines, boilers, tenders utilising the related 'black' trades (e.g. iron working), associated with working on iron and steel in machines.
- c) a shunting yard for placing goods wagons for loading and unloading south of the above two areas closer to Henderson Road, and on the north side of the railway line (the 'up' side of the lines).
- d) Carriage and wagon repairing shops in a block of buildings 600 x 350 feet, containing wagon repairing shops, wood working machine shop, fitting and turning shop, smiths' shop, carriage repairing shop, paint shop, trimming shop, and stores. The whole of these shops will be amply fitted and provided with all the necessary machinery and appliances that may be required for the description of work to be performed. Communication of the shops with sidings and main lines will be effected by means of two steam travellers, by which the carriages and wagons can be deposited where required."
- e) "The general Railway Stores, which are now being constructed, will consist of one main building 200 feet x 50 feet, and one open shed also 200 feet x 50 feet, also detached office buildings for the storekeeper and his staff. The stores will be fitted up in the most convenient manner, and will have communication with the main lines and workshops by means of sidings and turn-tables."
- f) Space for expansion: "It will be noted from the plan of general arrangement that ample space is still available on the western side of extension of, or additional workshops, when required."
- g) Locomotive Engineer's Offices, a two-storey building 100 feet x 50 feet, containing offices for the Locomotive Inspector and the professional and clerical staff, etc, in connection with the department. From the position of the building it commands a good view of the whole yard. In the plan accompanying the report, the building is shown as being located in the centre of the original portion of the Paint Shop, some distance from its eventual location on the Wilson Street boundary of the site.

The general arrangement of the features listed above was described as follows:

"The workshops will be situated on both sides of the line between Eveleigh (now Redfern Station) and Macdonald Town (sic), the area set part for them being about 60 acres...the locomotive works, running sheds and shunting yard, etc, will be situated on the eastern side of the main lines, while the carriage and wagon shops, and the general railway stores will be situated on the western side.

The main point aimed at in planning the general scheme has been to arrange the different shops and branches in such a way that while the communication of the whole with the main lines will be free and unobstructed, the access to the several divisions will be effected without interfering with each other. Thus it will be seen from the plan that the several workshops, running sheds, shunting yards and general store, etc., can separately communicate with the main lines, without in any way interfering with the traffic on those, or interfere with the traffic to or from each other. (Figure 8).

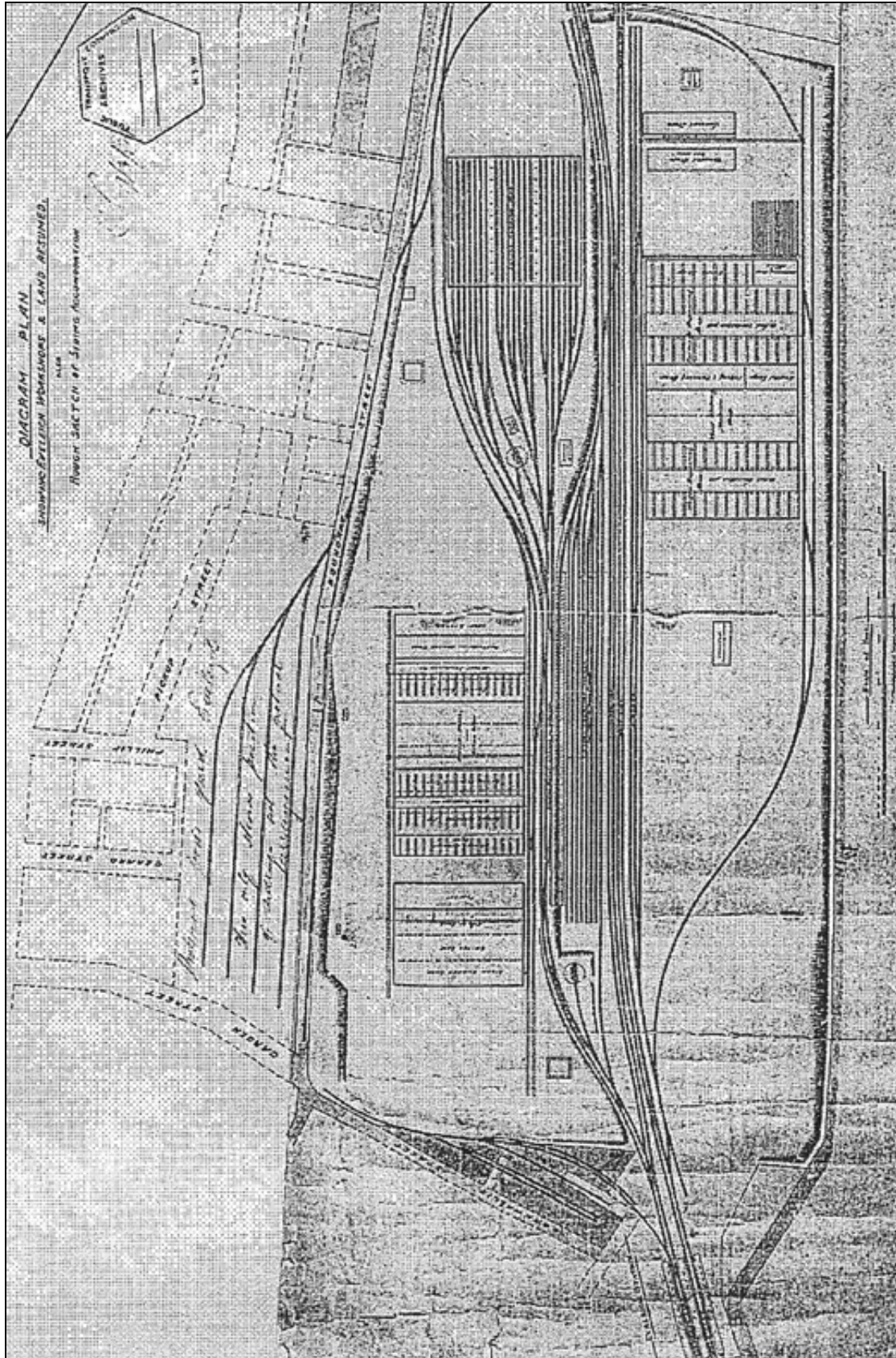


Figure 8: Plan of Eveleigh Carriage and Wagon Workshops, c.1889. Plan shows the Carriage and Wagon Workshops, the Pain Shop as built, and the Chief Engineer's office.

Source: State Rail Archive Office EW 7, cited in DCMP p.45.

Eveleigh was designed to be the major railway workshop in NSW. It was supplemented by smaller workshops at regional centres including the Honeysuckle Workshops at Newcastle, established in 1875 before the construction of a rail link between Sydney and Newcastle. Regional centres at Bathurst, Goulburn and Lismore generally occupied corrugated iron sheds.

Responsibility for the new works at Eveleigh fell to George Cowdrey, Engineer for Existing Lines. The Chief Mechanical Engineer of the day, William Thow, would also have influenced the direction of carriage design and manufacture and hence on the design of the workshops. Most of New South Wales' railway engineers in the second half of the nineteenth century had trained on various British railway systems. Examples of the workshops of which they would have been familiar are Swindon (former Great Western Railway), Crewe (former London and North Western Railway) and York and Darlington (former North Eastern Railway). Specific requirements influenced the design of railway workshops. Railway workshops, for example, did not generally utilise the wide spans possible with iron technology because at least some of their bays needed to be narrow to provide columns to support travelling cranes. A bay layout also suited the division of space into units reflecting different work divisions.

The Annual Report for 1882 indicates that, during this year **excavations and levelling** of the site was carried out and office and stores buildings at the Macdonaldtown Station end of the site 'nearly completed.' Three new sidings were linked to the main line, presumably to facilitate works on the site. The report also notes the construction of a new carriage shed. This building, now demolished, was most likely a temporary building located at the western end of Redfern Platform No. 1 and may be that labelled as 'Tender Shed' or 'Old Paint Shop' of various plans. There were three other sheds in this area at this time, none of which had tracks running into it to allow for carriages or wagons to be repaired under cover.

In 1883 a series of **timber buildings** were completed: a new office and stores (with a three and ten ton crane, sidings and two small turn tables); water closets and urinals; and a box for the night watchman. A new oil store and platform were also completed. Sidings were laid along most of the length of the site and into buildings and new turn tables, cranes and platforms erected to handle the loading and unloading of wagons. The report for the following year notes the completion of 'a subway at Eveleigh', presumably the tunnel than runs under the lines built to allow small goods wagons and goods from the stores to be moved from one side of the line to the other. The yard was altered by changes to the lines that ran through it. The two lines running from Sydney to Parramatta were duplicated to the west of Redfern Station (still called Eveleigh Station) when the Illawarra line to Hurstville was opened in August 1884. Further additions occurred over time; in 1927, the main line was finally increased to 10 tracks to allow the divergence of the Illawarra line. The Annual Reports for 1883 and 1884 indicate that wagons and carriages were repaired at Eveleigh in these years, even though the facilities were far from completed.

Work on the **Car and Wagon Workshops** commenced in January 1885, when a contract for the foundations and pits was let to Harold Norris, who completed the work in that year. Access lines into the two internal traversers in Bays 17 and 23 were laid in 1886. Drawings and tenders for the superstructure for Shops 16 to 25 are dated 1886 and 1887 and it was reported that the main building enclosing bays 16 to 25 of the Carriage and Wagon Workshops was completed in October 1888 at a cost of £77,013.

When opened, the building had the capacity to handle 40 carriages and 56 wagons. When the workshops were fitted out with machinery is not clear; there is little surviving documentation for machinery.

In 1889, William Henry Elston was appointed to manage the Carriage and Wagon Workshops. William Henry was the first of two 'Mr. Elstons' to be placed in charge of the workshops. The name Elston or 'Elston's Sidings' were thus commonly associated with the Carriageworks; 'send it to Elston's' was a common instruction among railway operators who wished coaching vehicles to be sent to the workshops for attention.

The Carriage and Wagon Workshops were primarily woodworking shops and continued as such throughout their life. From the time the workshops opened until 1913 when the wagon facilities were removed from the site, the eastern end of the main building was allocated to wagon construction and repair, while the western end was allocated to carriage works. The central section was occupied by the sawmill and fitting and turning workshops which serviced both areas. It would appear that alterations were made to the workshops at a relatively early date. In 1884 longer carriages were introduced into service, necessitating the installation of new traversers. Later, increases in carriage widths would require the widening of openings. The use of individual bays within the Carriage workshops is outlined in detail in the DCMP 2002 (Section 3.4). The different types of carriages and wagons made and serviced in the workshops is also outlined in detail (Section 3.5).

It is unclear when the **Paint Shop** was constructed. The Paint Shop is not mentioned in the 1880 Annual Report, which lists the buildings for which the £250,000 had been allocated. The building may not have been part of the original scheme for the site. The 1881 and 1884 drawings of the Carriage Works and Wagon Workshops marked Bay 25 of the main building as an area for the painting and trimming and show no further area for painting. The decision to move these functions to a larger, separate facility would appear to have been made by April 1887, when Bay 25 was named the 'Store and Trimming Shop.' A drawing dated 1887 shows a building in the location of the Paint Shop, but labels this building as the 'Engine Shed.' There are two detailed drawings for this building dated December 1887. It is likely that it was completed as late as 1888 or early 1889.

The first **Eveleigh Railway Station**, c.1876, was located approximately on the site of the Illawarra Dive.⁸ The second station, c.1886-7, was built to the north-east. This station was renamed Redfern Station in 1906 when the new Sydney Terminal (Central Station) was completed.

The above buildings represent the pinnacle of design and construction quality on this side of the Eveleigh site. The Chief Mechanical Engineers Building, on Wilson Street, was perhaps the grandest of the group and provides a fine example of a late Victorian railway office building. The Carriage and Wagon Workshops not only demonstrated the most up to date iron and steel technology but were also constructed with high quality brick facades. The timber structures of the Stores Buildings were comparably well detailed.

⁸ A dive is a short rail tunnel where one railway line passes under another so that the movement of trains in either direction is not impeded. In this case, the Illawarra Dive allows intercity services from the south coast line to cross underneath the main suburban railway lines to reach Central station.

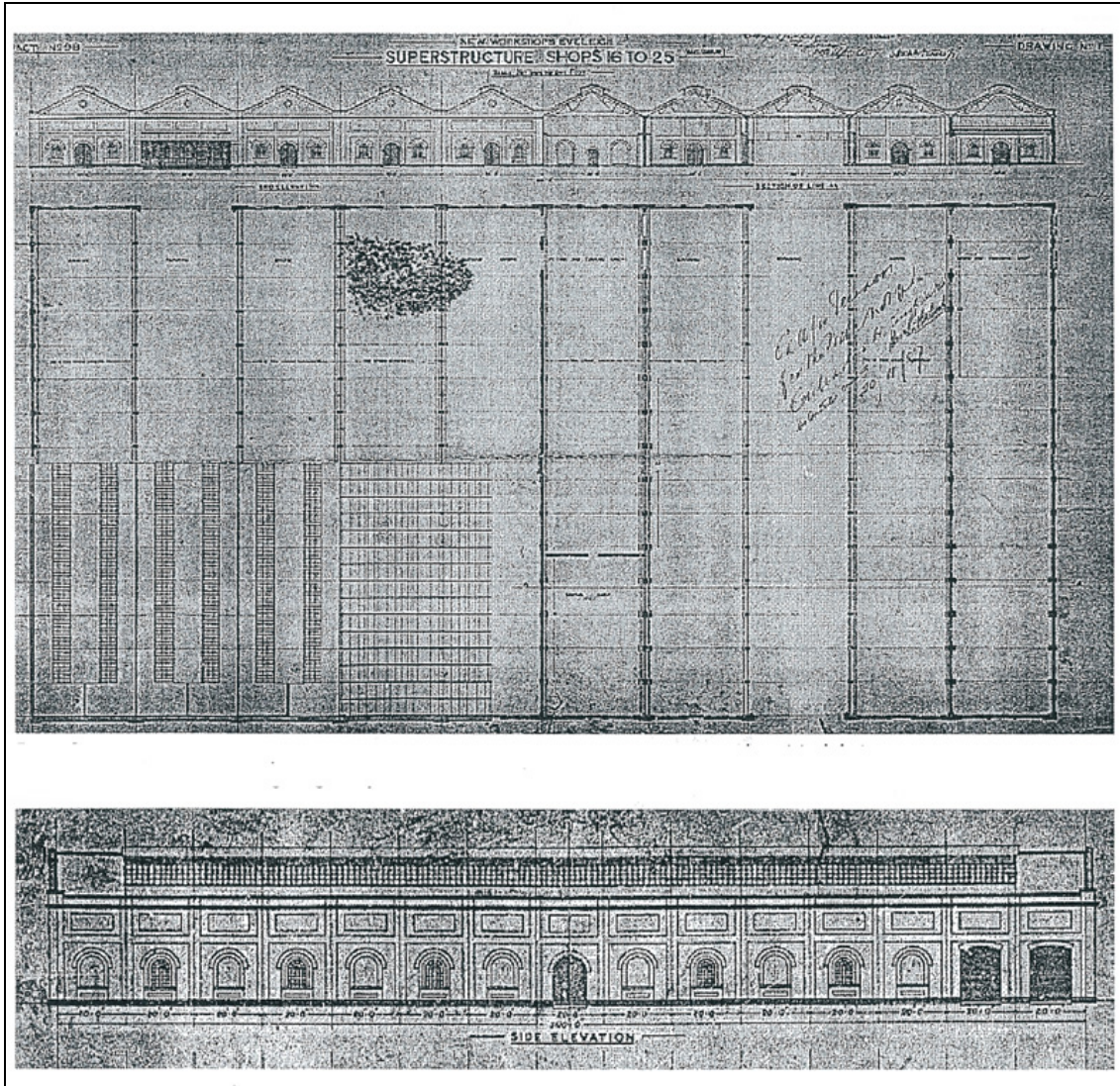


Figure 9: (Above) Superstructure of bays / shops 16 to 25 (or 1 to 10, of the original Carriage and Wagon Workshops), 1887, signed by the contractor and architect.
 (Below) Detail of the above plan showing a façade elevation.
Source: State Rail Archives Office Drawing 39/87

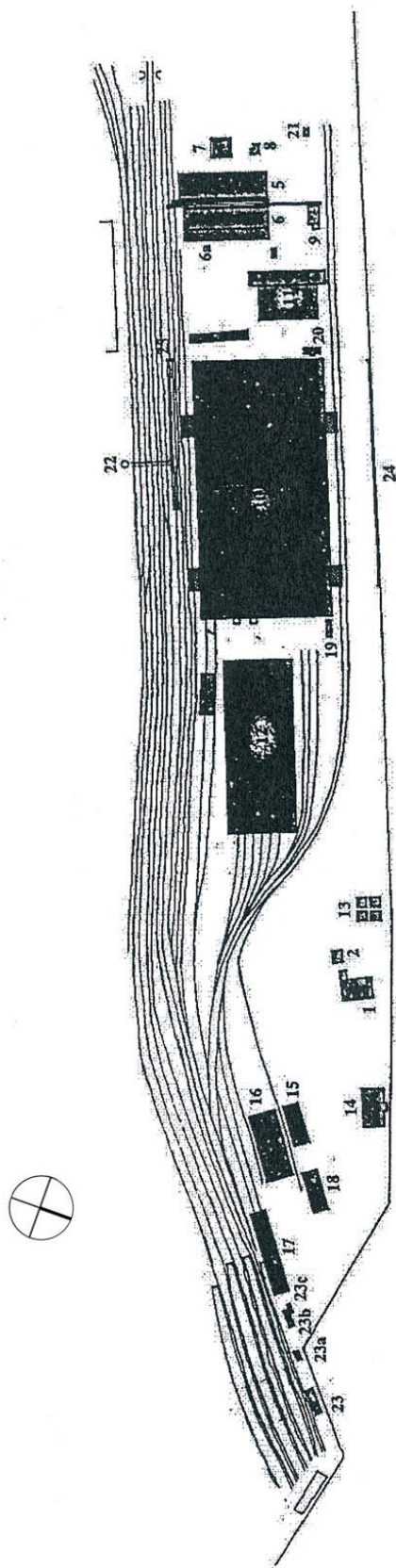
Figure 10 shows the layout of the site in 1895, at which time the first phase of development was complete and all the major buildings on the Carriage and Wagon Workshop side of the site were in place. The original layout of the site shown on this drawing included the following buildings, identified by their building numbers as per the DCMP and Figure 10:

North Eveleigh, c.1895 — Buildings and Structures, extant

CMP #	Date	Item Name
5, 6	1883	Stores Nos. 1 and 2
10	1887-8	Carriage and Wagon Workshops, bays 1-10 (16-25), including the two traversers, completed 1888.
12	c.1888	Paint Shop
14	1887	Office for the Locomotive Engineer (later Chief Mechanical Engineer) and his staff. This building addresses Wilson Street.
22	pre 1887	Subway and turntables, connecting the Carriage and Wagon Workshops and Stores with the Locomotive Workshops on the southern side of the railway lines
23 a,b,c	c.1891	Redfern Station – ticket office, amenities building, and station building.

North Eveleigh, c.1895 — Buildings and Structures, now demolished

CMP #	Date	Item Name
1, 2	pre 1855	Calder House and outbuildings
9	pre 1883	Oil Store, near Stores Nos. 1 and 2.
13	pre 1887	Water tanks near Calder House
15	1885	Signals Workshops
16	pre 1887	Workshop, called the Tarpaulin Shed by 1893
17	by 1887	Shed, later called the Old Paint Shop (by 1893) and the Tender Shop (1926), in reference to its probable use for painting locomotives and their tenders. This building may have been used for carriage and repair work before the main workshops were completed.
18	pre 1887	Shed
25	pre 1895	Signals box, at the southwest corner of the Carriage and Wagon Workshops



1	Calder House	pre 1855
2	Calder House outbuildings (some demolished pre 1887)	pre 1855
5	Store No. 1	1883
6	Store No. 2	1883
6a	Store No. 2 extension	by 1895
7	Stores Office	1883
8	Stores Office WC	
9	Oil Store	1883
10	Carriage and Wagon Workshops (Carriage Workshops)	1887-8
10a	Carriage and Wagon Washing Facilities	c.1952
10b	Unidentified addition	pre 1970
11	Timber Shed	by 1895/7
11a	Timber Shed Extension	pre 1911/1901
11b	Timber Shed Extension	pre 1967
12	Paint Shop	1887
12a	Paint Shop Extension (later Suburban Car Workshops)	1911-1912
13	Water Tanks	by 1887
14	Chief Mechanical Engineer's Office	c.1888
14a	Extension to CMEO	by 1906, by
14b	Extension to CMEO	c.1926
15	Signals Workshops	1885
16	Workshop (Tarpaulin Shed by 1893)	by 1887
17	Shed (Old Paint Shop by 1893)	by 1887
18	Shed	by 1887
19	Toilets (demolished by 1900)	by 1887
20	Toilets	by 1887
21	Toilets (demolished probably by 1900)	by 1887
22	Subway, with lengthening	1887 / 1926
23	Redfern Station Platform 1	c.1891
23a	Trickett Office and Workshop	c.1891
23b	Amenities Building	c.1891
23c	Station Building	c.1891
24	Brick retaining wall	pre 1887
25	Signal Box	by 1895

Figure 10: North Eveleigh, 1895. Buildings built at or around this time are shown in solid black.

Heritage Group, DPWS, 1998, cited in DCMP, p.48.

The DCMP 2002 outlines how Eveleigh Carriageworks functioned. For most of its operational life, management of Eveleigh Carriageworks fell mainly under the control of the Mechanical Branch (originally the Locomotive Branch). Initially, this branch was headed by the Locomotive Engineer, a title later changed to Mechanical Engineer and then Chief Mechanical Engineer (CME). Positions reporting to the CME include the various Works Managers, the Laboratory Superintendent and Running or Operations Superintendents (who oversaw day to day operations). The Car and Wagon Workshops were under the care of the Car and Wagon Superintendent (later called the Work Manager). The Superintendent was responsible for all workshop facilities around the city and state.

Eveleigh developed strong working and social networks with time. By 1889, the Carriage and Wagon Workshops employed over 520 men. There were many different trades employed in the workshops, as outlined in the DCMP 2002 (Section 3.6.2). The yard has been credited as being pivotal in the Australian Labour Movement, with the formation of the Amalgamated Railway and Tramway Service Association in 1886 to create a union that covered all aspects of railway and tramway work. Previously rail workers belonged to smaller unions that reflected their particular trades. The Association would play a major role in later industrial action. In 1892, however, the union collapsed for a period of ten years. Economic depression had hit the railways. Annual reports record the small amount of work carried out in the early 1890s, changes to work practices and reduced hours. In 1896, it was reported that the Carriage and Wagon workshops had again been working full time through the year.

2.6 1880-1895: Continued Growth Within Surrounding Suburbs

The population of Redfern Municipality (Figure 11) almost doubled every decade between 1851 and 1891, rising from 1,200 in 1851 to 22,000 in 1901. By 1891, Redfern had the second highest density of occupation per acre of any of the inner city suburbs.⁹ When Redfern Municipality celebrated its 50 year Jubilee in 1909, the opinion was ventured that:

‘...though Redfern will continue to increase in importance, it cannot well increase in population because there is hardly a plot of vacant land in the whole municipality.’¹⁰

Redfern of 1909 boasted ‘22 miles of streets and lanes, around 5,000 houses, shops, including 8 churches, 73 factories, 36 workshops, 32 hotels and 53 stables’, all in an area of 68 square miles.¹¹ The *Sands Directories* indicate that the number of dwellings increased only slowly after this date. According to this Directory, there were 4,861 houses in 1900 and 4,940 houses in 1925.¹²

⁹ Statistics cited in Max Kelly, ‘Picturesque and Pestilential: The Sydney Slum Observed 1860-1900’, in Max Kelly (ed.), *Nineteenth Century Sydney: Essays in Urban History*, NSW, Sydney University Press in association with the Sydney History Group, 1978, p.70.

¹⁰ *Souvenir Municipal Jubilee, Redfern 1859-1909*, n.p.

¹¹ *Ibid*, n.p.

¹² Cited at the beginning of the Redfern Section in the *John Sands Sydney and Suburban Directories* of 1885 and 1925.

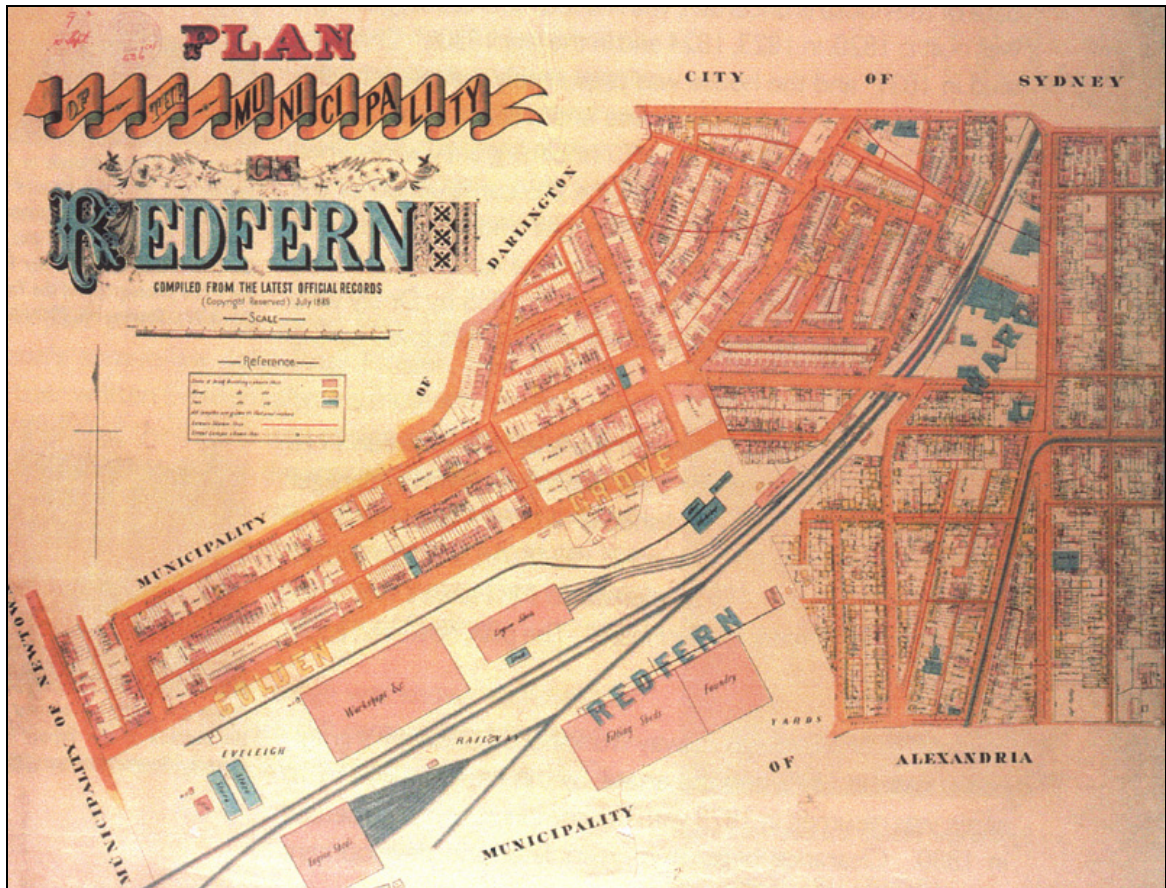


Figure 11: Higginbotham and Robinson map of Redfern in the Parishes of Alexandria and Petersham. The Rail Yards are shown, as is Eveleigh Railway Station, later to become Redfern. Calder house Remains at centre.

Mitchell Library ZM3 811.1819/1889/1 Sh 1(2).

Towards the end of the nineteenth century, the rapid and often haphazard development of the inner southern suburbs repeatedly attracted the attention of social reformers. Chippendale, Waterloo, Redfern and Surry Hills contained some of the most sub-standard housing in Sydney. Archdeacon Francis Boyce, rector of St. Paul's Church of England from 1884-1930, in whose parish the subject site lay, played an instrumental role in highlighting the plight of his parishioners, providing evidence to government commissions, advocating change from the pulpit and conducting journalists on tours through the area. Motivations for resumptions were mixed. At one end, were the social reformers who sought improved living conditions for the working people of Sydney; at the other extreme were the industrialists who wanted inner city land for industry.

2.7 1895-1927: Continued Expansion at Eveleigh

The period 1895 to 1927 were years of expansion at the Carriage and Wagon Workshops. Passenger numbers and goods tonnage hauled rose dramatically in the years before World War I (191-1918). The number of carriages handled on the railway system peaked at 2070 in 1916. Concurrently, the size and capacity of carriages also increased. To alleviate the resultant congestion at Eveleigh, the wagon repairing function was gradually moved to a new site at

Clyde between 1909 and 1913. From 1913 onwards, the word 'Wagon' was dropped from the name of the Carriage and Wagon Workshops. The whole of the former Carriage and Wagon workshops were given over to carriage works.

While new buildings were added to the site over ensuing years (see below) and various functions moved between buildings, the way the site worked remained relatively constant from the time the wagon repairing function was moved from the site in 1913 until the workshop's closed in 1989. Few major alterations were carried out to the workshop buildings. Details of the operation of the site, for example, why carriages were brought to Eveleigh and how they passed through the site, are provided by Section 3.2 of the DCMP 2002. A general summary is as follows:

1. Reception at Elston's Sidings (two sidings behind Platform 1 at Redfern Station) or one of the longer reception tracks behind the main lines.
2. Inspect body for work, send details to programmers for scheduling.
3. Move to crane area where bogies removed to be sent to bogie section for separate overhaul; replace with temporary work bogies.
4. Move to northern end Traverser No. 1, Wilson Street side for cleaning.
5. Move car to workshop appropriate to its type, and overhaul as programmed and scheduled.
6. When repairs completed, all surfaces were rubbed down ready for painting.
7. Move to Paint Shop (or Extension) for painting and interior varnishing or polishing.
8. 'Fit out' and trimming.
9. Return carriage to crane area to reunite with pair of overhauled bogies.
10. Trial trip (if major works carried out) scheduled.
11. Place into Elston's Sidings for return to traffic work.

There were exceptions to this general programme, for example, Royal or special carriages, which were treated independently from the mains system.

During World War I, 8,500 railway employees enlisted. The Carriageworks were occupied in carriage conversions. A total of 25 suburban cars were, for example, converted into ambulance cars.

During the 1920s, the electrification of the Sydney suburban lines and the construction of the City Railway, as well as the opening of the Harbour Bridge and its necessary rail component, contributed to the volume of works being put through the yard. The Eveleigh Carriageworks converted many existing carriages to electric power and lighting. Between 1919 and 1939 Eveleigh Carriageworks also continued to build and maintain rail vehicles propelled by internal combustion engines. Later, production was moved to Chullora.

It was during the 1920s, however, that the seeds for the decline of Eveleigh were sown with the move towards the use of steel, as opposed to timber, carriages. The impetus for all steel, fire-proof carriages had originated in New York, where city administrators became concerned with the hazards of timber carriages in the underground system. The first steel car was built for the New York subway in 1904 and was well underway by 1910. The introduction of all steel carriages was also underway in Europe by 1912. The move towards

steel, although more gradual in the United Kingdom and Australia, would be a major factor in the decline of Eveleigh Workshops, which had been designed and operated as a wood shop. The railway management seemed to favour the development of newer workshop sites, such as Chullora, as requirements changed and the fleet expanded. In 1926, 'Elcar' opened at Chullora to repair and maintain the growing number of electric (all steel or part steel) carriages. The number of carriages passing through Eveleigh began to decline.

For a period, there was a considerable amount of new work at Eveleigh in modernising and converting old rolling stock. Between 1929 and 1939, for example, the workshops converted a fleet of 1890s box cars into corridor cars. It was during the interwar period that the number of motor vehicles began to increase. This mode of transport would not, however, seriously challenge the railways until the Post World War II period.

The bulk of the major alterations and additions made to the site after the completion of the initial construction phase occurred before 1927. Later developments, with few exceptions, were generally smaller in scale and less expensive than the original works. The only later works approaching the initial works in quality are the General Store (now the Clothing Store, CMP No.50), the Telegraph Workshop (now the Telecommunication Equipment Store, CMP No.31) and the southern façade of the Carriage Shop Extension (CMP No.47). The latter, which was highly visible to passing passengers, was intended to preserve and augment the aspect of the site as seen from the main line. Its other elevations would appear to have originally been open sided and the interior was constructed in steel and corrugated iron, a dichotomy reflecting the cost pressures on the railway system.

The DCMP 2002 and individual inventory sheets should be referred to for detailed information of the following works carried out during this period. Changes to the site are shown in graphic format in Figure 12 below:

North Eveleigh, c.1927 — Buildings and Structures, extant

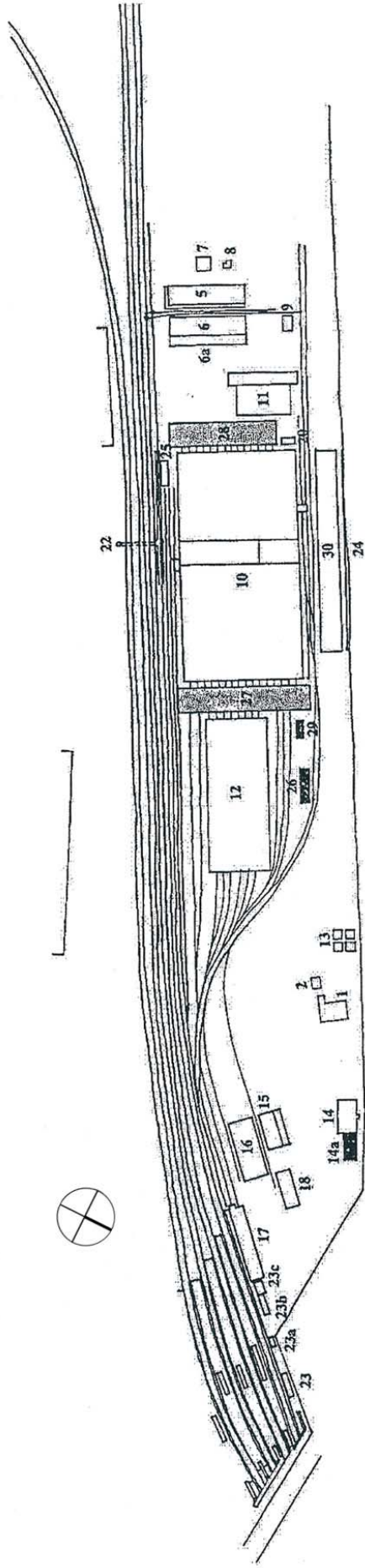
CMP #	Date	Item Name
10	pre 1927	Carriage and Wagon Workshops Alterations: these buildings generally continued to be used as originally designed and work was carried out in existing spaces. The uses of particular bays changed as later detailed.
14	1900, c.1920	Chief Mechanical Engineers Office Extensions: this building was extended to the east, almost doubling in size. A small extension was carried out to the southern side c.1920.
30	1909	Blacksmiths' Shop: a new building erected on the Wilson Street boundary using part of the existing substantial brick retaining wall. A new building was most likely needed because of the extra amount of work coming into the yard and because of the projected use of steel under-frames on all new carriages from 1912.
12a	1911-12	The Paint Shop extension (later the Suburban Car Workshops) almost doubled the size of the original building. The extension was a simple construction of cast iron columns, cast iron riveted web trusses and corrugated

		iron clad sawtooth roof bays.
47	1912, 1916	Carriage Shop Extension (later the Cable Store) to the west (1912) including additional bay (1916).
50	1913	General Store (now Clothing Store)
31	c.1912	Electrical and/or Telegraph Workshop (now Telecommunications Equipment Centre)
48	1915	Spring Store
73	c.1926	Store No.3
22	c.1913 or 1926	Lengthening of subway
59	1921-23	Materials Testing Laboratory

North Eveleigh, c.1927 — Buildings and Structures, now demolished

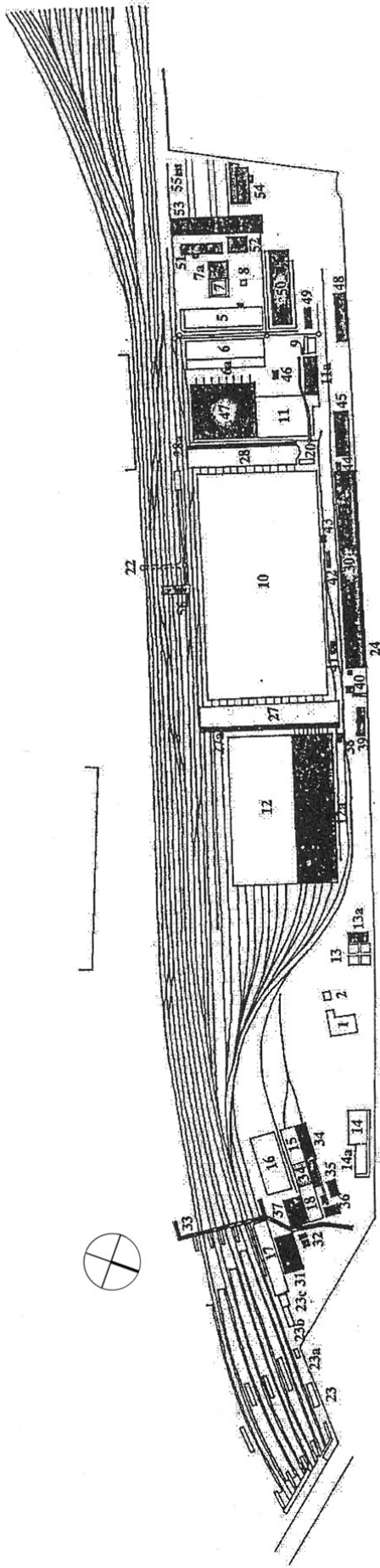
CMP #	Date	Item Name
5, 6	c.1917	230 dwellings on additional land resumed to southwest to allow for construction of the Alexandria Goods Yard.
56	c.1913	New Illawarra Junction Signal Box
57	c.1926	Electric Train Drivers' Instruction School, on the site of the 1889 Tarpaulin Shed
58	1923	Drawing Office for the Chief Mechanical Engineer's Office
76	pre 1926	Overhead Footbridge over tracks to Locomotive Workshops

The period 1902, when the Australia Rail and Tramways Service Association reformed, and 1927 were once of increasing union activity in the railways. The major industrial action took place in 1913 and there were at least two strikes in World War I as working conditions declined in the face of labour shortages. It is also during this period that the first records of women at the Carriage and Wagon Workshops occurs when, in 1900, women were engaged in upholstering work. Outside the Union structure, but co-existing with it, were the railway workshop committees, which were established in 1926.



1	Calder House	pre 1855
2	Calder House outbuildings (some demolished pre 1887)	pre 1855
5	Store No. 1	1883
6	Store No. 2	1883
6a	Store No. 2 extension	by 1895
7	Stores Office	1883
8	Stores Office WC	1883
9	Oil Store	1883
10	Carriage and Wagon Workshops (Carriage Workshops)	1887-8
11	Timber Shed	by 1895/7
12	Paint Shop	1887
13	Water Tanks	by 1887
14	Chief Mechanical Engineer's Office	c.1888
14a	Extension to CMEO	by 1906, by 1917
15	Signals Workshops	1885
16	Workshop (Taraulin Shed by 1893)	by 1887
17	Shed (Old Paint Shop by 1893)	by 1887
18	Shed	by 1887
20	Toilets	by 1887
22	Subway, with lengthening	1887 / 1926
23	Redfern Station Platform 1	c.1891
23a	Ticket Office and Workshop	c.1891
23b	Amenities Building	c.1891
23c	Station Building	c.1891
24	Brick retaining wall	pre 1887
27	Traverser No. 1	1901
28	Traverser No. 2	1901
29	Toilets (demolished by 1916)	1900
30	Blacksmiths' Shop	1907

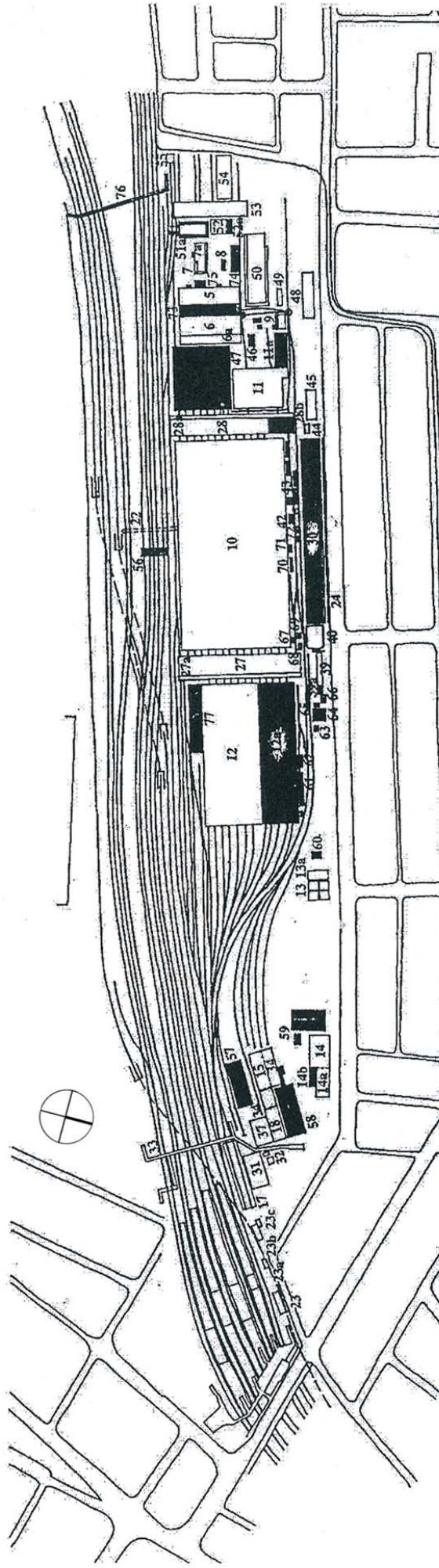
Figure 12: North Eveleigh, 1907. Buildings built at or around this time are shown in solid black.
Heritage Group, DPWS, 1998, cited in DCMP, p.55.



1	Calder House	pre 1855	31	Electrical and/or Telegraph Workshop (Telecommunications Equipment Centre)	c.1912
2	Calder House outbuildings (some demolished pre 1887)	pre 1855	32	Electrical Workshop Outbuildings (altered)	c.1912
5	Store No. 1	1883	33	Overhead Footbridge to Locomotive Workshops	pre 1914
6	Store No. 2	1883	34	Workshop Extensions	pre 1916
6a	Store No. 2 extension	by 1895	35	Timber Store (demolished by 1926)	pre 1916
7	Stores Office	1883	36	Timber Store (demolished by 1926)	pre 1916
7a	Stores Office Extension	pre 1916	37	Workshops Paint Shop addition	pre 1916
8	Stores Office WC	1883	38	Unidentified Building (demolished by 1926)	pre 1916
9	Oil Store (Paper Store by 1916)	1883	39	Carrage and Wagon Superintendent's offices	pre 1916
10	Carrage and Wagon Workshops (Carrage Workshops)	1887-8	40	Gas Plant	pre 1916
11	Timber Shed	by 1895/7	41	Unidentified building (possibly demolished by 1926)	pre 1916
11a	Timber Shed Extension	pre 1911/1	42	Unidentified building (Acid House by 1927)	pre 1916
12	Paint Shop	1887	43	Unidentified building (Hair Tearing Shed by 1927)	pre 1916
12a	Paint Shop Extension (later Suburban Car Workshops)	1911-	44	Unidentified building (Office by 1927)	pre 1916
13	Water Tanks	by 1887	45	Iron Rack (demolished by 1942)	pre 1916
13a	Water Tanks addition	pre 1916	46	Carriage Shop Extensions incl. additional bay (Cable Store)	c.1912
14	Chief Mechanical Engineer's Office	c.1888	47	Spring Store (Bulk Store)	1915
14a	Extension to CMEO	by 1906,	48	General Store (Clothing Store)	pre 1916
15	Signals Workshops	by 1917	49	Store	1913
16	Workshop (Tarpaulin Shed by 1893)	1885	50	General Store (Clothing Store)	pre 1916
17	Shed (Old Paint Shop by 1893)	by 1887	51	Store	c.1910
18	Shed	by 1887	52	Chemical Laboratory	pre 1916
18a	Shed	by 1887	53	Traverser No. 3	pre 1916
20	Toilets	by 1887	54	Oil Store	1911
22	Subway, with lengthening	1887 /	55	Store (Benzene Store by 1927)	pre 1916
23	Reidern Station Platform 1	1926	56	New Illawarra Junction Signal Box	c.1913
23a	Ticket Office and Workshop	c.1891			
23b	Amenities Building	c.1891			
23c	Station Building	c.1891			
24	Brick retaining wall	pre 1887			
27	Traverser No. 1	1901			
27a	Traverser No. 1 extension	pre 1916			
28	Traverser No. 2	1901			
28a	Traverser No. 2 extension	pre 1916			
30	Blacksmiths' Shop	1907			

Figure 13: North Eveleigh, 1916. Buildings built at or around this time are shown in solid black.

Heritage Group, DPWS, 1998, cited in DCMP, p.56.



5	Store No. 1	1883	31	Electrical and/or Telegraph Workshop (Telecommunications Equipment Centre)	c.1912	65	Unidentified building (demolished by 1942)	pre 1926
6	Store No. 2	1883	32	Electrical Workshop Outbuildings (altered)	c.1912	66	Office	pre 1926
6a	Store No. 2 extension	by 1895	33	Overhead Footbridge to Locomotive Workshops	pre 1914	67	Hydraulic Accumulator	pre 1926
7	Stores Office	1883	34	Workshop Extensions	pre 1916	68	Ambulance Depot (demolished by 1942)	pre 1926
7a	Stores Office Extension	pre 1916	37	Workshop Paint Shop addition	pre 1916	69	Scrap Bin	pre 1926
8	Stores Office WC	1883	39	Carriage and Wagon Superintendent's offices	pre 1916	70	Scrap Bins	pre 1926
9	Oil Store, called Paper Store (by 1916)	1883	39a	Carriage and Wagon Superintendent's offices addition	pre 1926	71	Oil Reclamation Plant	pre 1926
10	Carriage and Wagon Workshops, called Carriage Workshops	1887-8	40	Gas Plant	pre 1916	72	Store Racks x 2	pre 1926
11	Timber Shed	by 1895/7	42	Unidentified building (Acid House by 1927)	pre 1916	73	Store No. 3	c.1926
11a	Timber Shed Extension	pre 1911/1901	43	Unidentified building (Hair Treating Shed by 1927)	pre 1916	74	Unidentified building	pre 1926
12	Paint Shop	1887	44	Unidentified building (Office by 1927)	pre 1916	75	Reclamation Branch Office (possibly; demolished by 1942)	c.1921
12a	Paint Shop Extension	1911-1912	45	Iron Rack (demolished by 1942)	pre 1916	76	Overhead Footbridge to Locomotive Workshops	pre 1926
13	Water Tanks	by 1887	46	Iron Rack	pre 1916	77	Carriage Lifting Shop	pre 1926
13a	Water Tanks addition	pre 1916	47	Carriage Shop Extensions incl. additional bay (Cable Store)	c.1912			
14	Chief Mechanical Engineer's Office	c.1888	48	Spring Store (Bulk Store)	1915			
14a	Extension to CMEO	by 1906, by 1917	49	Store	pre 1916			
14b	Extension to CMEO	c.1926	50	General Store (Clothing Store)	1913			
15	Signals Workshops	1885	51	Stationery Store	pre 1916			
17	Shed demolished by 1942, called Old Paint Shop (by 1893), Tender Shop (1926)	by 1887	51a	Stationery Store extension	pre 1926			
18	Shed	by 1887	52	Chemical Laboratory	c.1910			
22	Subway, with lengthening	1887 / 1926	52a	Chemical Laboratory extension	pre 1926			
23	Redfern Station Platform 1	c.1891	53	Traverser No. 3	pre 1916			
23a	Ticket Office and Workshop	c.1891	54	Oil Store	1911			
23b	Amenities Building	c.1891	55	Store (Benzene Store by 1927)	pre 1916			
23c	Station Building	c.1891	56	New Illawarra Junction Signal Box	c.1913			
24	Brick retaining wall	pre 1887	57	Electric Train Drivers' Instruction School	c.1926			
27	Traverser No. 1, trolley replaced 1971	1901, 1971	58	Drawing Office for CME's Office	1923			
27a	Traverser No. 1 extension	c.1913	59	Materials Testing Laboratory and Outhouse (incl. earlier building, now called Scientific Services Building No. 1)	1921-3 (1916)			
28	Traverser No. 2, trolley replaced 1971	1901, 1971	60	Trimming Shed (demolished by 1942)	1926			
28a	Traverser No. 2 extension	c.1913	61	Unidentified building (Planning Office by 1970)	pre 1926			
28b	Traverser No. 2 lengthening	pre 1927	62	Unidentified building	pre 1926			
30	Blacksmiths' Shop	1907	63	Office	pre 1926			
			64	Compressor House	pre 1913			

Figure 14: North Eveleigh, 1927. Buildings built at or around this time are shown in solid black.

Heritage Group, DPWS, 1998, cited in DCMP, p.57.