

Central Precinct Renewal

Archaeological Site Plan

Report to Transport for New South Wales

August 2022

artefact

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EXECUTIVE SUMMARY

Artefact Heritage Services (Pty Ltd) has been engaged by Transport for New South Wales to prepare an Archaeological Site Plan for the Central Precinct Renewal study area as an Appendix to the Conservation Management Plan that is being prepared as part of the project. The purpose of the Archaeological Site Plan is to act as a long-term management document to guide works planning, site management and heritage assessments, and to minimise the likelihood of unexpected archaeological finds within the Site Plan assessment area.

The site plan focuses on non-Aboriginal heritage items that may have left archaeological traces within the works area. It provides overview maps to suggest areas of high archaeological potential, as well as detailed local maps and information about each former structure or other feature which may be affected by excavation or other works. Information on each individual item provides notes on its history, any likely archaeological resources, a grading of heritage significance and management recommendations. Justifications for these recommendations are provided in order to assist in heritage management and works planning. Aboriginal archaeological potential is also addressed in this report and the accompanying inventory sheet.

The mapping and inventory sheets have been derived from historical sources and prior heritage reports. It is important to note that owing to the variable accuracy of older sources, as well as the inherent complexities of georeferencing historical maps, that not all locations can be plotted confidently. This limitation is particularly true of structures that may have been within the study area prior to the commencement of construction on the current Central Railway Station in 1901. Since many of these historical features may be of high or exceptional heritage significance, buffer zones should be considered when planning works in their vicinity, and a 5m buffer zone has been included in the management maps. For these reasons the maps contained in this site plan are for guidance only and are not for construction.

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1.0 INTRODUCTION

1.1 Project background

This Archaeological Site Plan (ASP) has been prepared as part of the of the Conservation Management Plan (CMP) for the Central Station. The focal point of Central Precinct is the state heritage listed Sydney Terminal and Central Railway Station Group (SHR #01255) that has been an important site for transport operations for over 150 years. Today, Central Station is Australia's busiest transport interchanges and is the anchor of New South Wales's (NSW) rail network. It provides 24 platforms for suburban and Intercity and regional train connections as well as a direct link to Sydney Airport. The broader transport interchange also caters for light rail, bus, coach and point to point connections such as taxis. The transport interchange will also form part of the Sydney Metro network, with new underground platforms to be provided for Sydney Metro services under Platform 13, 15 and 16 at Central Station. Sydney Metro services will begin in 2024.

This ASP is designed to provide a management framework for all projects within the study area and to be used as a high-level tool to accompany planning assessment and heritage impact approval submissions.

1.2 Study area

The ASP study area is located at the south-east edge of Central Sydney (Figure 1). It is surrounded by a number of suburbs including Haymarket to the north, Chippendale to the south and Surry Hills to the south-east. It is located within the City of Sydney local government area (LGA) with an approximate gross site area of 24 hectares of government-owned land. The study area comprises land bounded by Pitt Street and Regent Street to the west, Cleveland Street to the south, Eddy Avenue, Hay Street and Goulburn Street to the north and Elizabeth Street and Chalmer Street to the east.

It ASP study area is divided into five sub precincts:

- 1: The Western Yard
- 2: Prince Alfred Sidings
- 3: Sydney Terminal
- 4: Sydney Yards
- 5: Central Electrics

The ASP investigation area included the entirety of the Central Station SHR curtilage, plus additional areas including the Cleveland Street overbridge, Sydney Yard Access Bridge (SYAB) off Regent Street, commercial buildings adjacent to Railway Square, and the Goulburn Street Car Park.

1.3 Report structure and objectives

The objective of the ASP is to provide a comprehensive guide to known or potential archaeological resources within the study area. It is intended to assist in development planning, active site management and to minimise the likelihood of encountering unexpected finds of archaeological significance within the study area. A strategic approach to archaeological management ensures that the priorities are clear and factored in early to the planning process, and that resources are directed to the areas of archaeological sensitivity and significance.

This ASP expands on the ASP prepared for TfNSW for the More Trains More Services (MTMS) 3 STAR 2 project, which mainly focussed on the central Sydney Yard and platforms 8, 9, 10, 11, 12, 13, 14 and 15. The same inventory sheet layout and numbering sequence were utilised and expanded to include the entire CMP study area. The report structure is comprised of two main components:

- a key summary report that is intended to be read in conjunction with the inventory sheets. It includes overall mapping, summary tables for each item, and key historical summaries and methodologies involved in preparation of the ASP; and
- inventory sheets. Each inventory sheet outlines information including name, inventory number, years of construction, alternative names, modification dates, function, construction materials, and year demolished. More detailed information is provided for historical summary, archaeological notes and archaeological potential. Significance includes a statement of whether intact and legible remains have the potential to reach the threshold for state or local significance, and each inventory item is graded as exceptional, high, moderate, low, or little. Management guidelines, a map, and relevant historical plans, photos, and historical references are also included with each inventory sheet.

Potential deposits evaluated for this ASP include material remains from several distinct sites and historical phases encompassed by the study area, including the former government paddocks (or Cleveland Paddocks), the Devonshire Street Cemetery, Devonshire Street itself and the Sydney railway terminal and associated yard developed across the study area from 1850 onwards (see Section 4.2). This period of analysis ranges from the first arrival of British colonists in 1788 until the conclusion of changes at Central Station that preceded the Sydney Olympics in 2000. Any structures or features added to the study area since 2000 are excluded from this report as they have been deemed not historically significant.

The plans (Section 6.2) and inventory sheets (Appendix 1) included in this Site Plan attempt to capture all identifiable structural and material features within the study area that may have left archaeological traces. These include the footprints and construction materials of former structures, as well as associated infrastructure such as plumbing, hydraulic lines and electrical conduits. Additional items of archaeological potential within the study area include graves and human remains (see Section 5.2), the footings of former signals or stanchions, adaptations or additions to surviving structures. For a

tabulated summary of existing and potential archaeological resources within and adjacent to the study area please see Section 5.0.

These plans exclude items of movable heritage such as rolling stock, work implements and artefacts of everyday living that may be uncovered during excavations. The plans also exclude items of railway infrastructure that are unlikely to have left subsurface traces, including tracks, sleepers and associated hardware (however, an inventory sheet has been prepared to guide management of such items).

The ASP is a critical document for assessing and managing significant archaeological remains at Central Station. It also promotes a public understanding and appreciation of the study area's archaeology, in the face of substantial planned redevelopment of the site as part of the renewal project.

1.4 Limitations

This report primarily focuses on historical archaeology and provides a summary of previous works and a graphic representation of Aboriginal archaeological potential.

No stakeholder consultation was undertaken for the preparation of this report.

For important assumptions and limitations regarding the accuracy and reliability of the information within this report, please see Section 2.3.

1.5 Author identification

This report was prepared by Elanor Pitt (Heritage Consultant), with additional inventories prepared by Sarah Ryan (Heritage Consultant), Sammuel Sammut (Heritage Consultant), Josh Symons (Technical Director), Jenny Winnett (Principal), Vanessa Woods (Heritage Consultant), Sarah-Jane Zammit (Senior Heritage Consultant). Assistance was provided by Michael Lever (Heritage Consultant) and Mike Douglas (GIS Officer). Dr Iain Stewart (Principal) and Anita Yousif (Technical Director) provided specialist advice Quality assurance and technical review was undertaken by Dr Sandra Wallace (Managing Director).

1.6 Acknowledgments

Artefact Heritage acknowledges the assistance of Emma McGirr (TfNSW), Gretta Logue (Heritage Specialist, Sydney Trains) and Fiona Leslie (Director, Mountains Heritage).

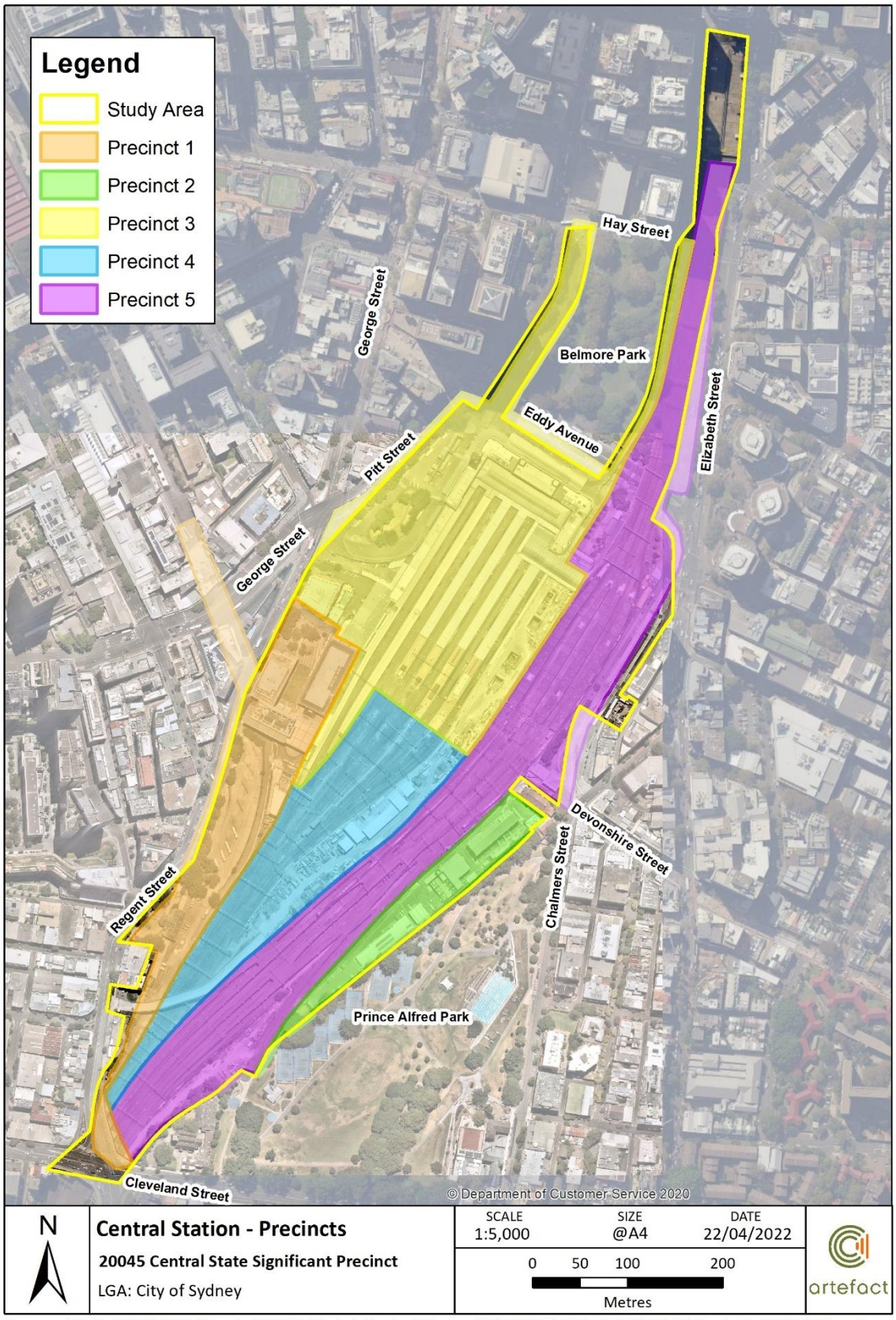

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Figure 1. Location and overview of five sub-precincts at the Central State Significant Precinct (SSP)site (Source: Artefact, 2022)

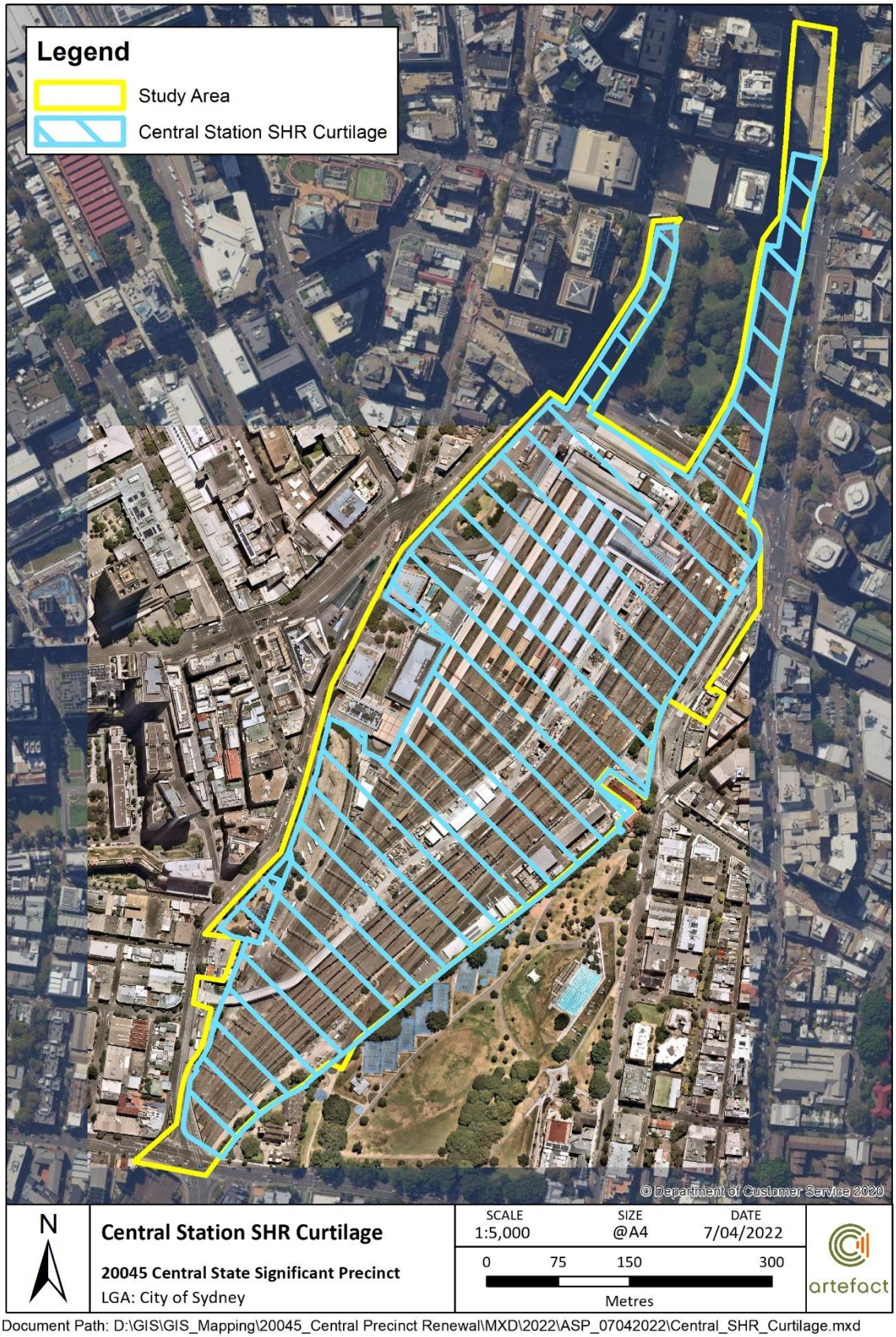

Figure 2: Relationship between study area and Central Railway Station SHR curtilage (Source: Artefact, 2022)

2.0 METHODOLOGY

2.1 Report approach

This document has been prepared using the guidelines and principles contained within The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013 (Burra Charter) (Australia ICOMOS 2013a). In addition to the Burra Charter guidelines, this document has been prepared using the guiding documents listed in the NSW *Heritage Manual* (Heritage Office, 1996) and the Central Station SSP Requirements[1][2] including:

- Archaeological Assessments Guidelines (Heritage Office, Department of Urban Affairs and Planning, 1996)
- Assessing Significance for Historical Archaeological Sites and 'Relics' (Heritage Branch, Department of Planning, 2009).
- *Historical Archaeology Code of Practice* (Heritage Office, Department of Planning 2006).
- *Statement of Heritage Impact* (Heritage Office, 1996 (revised 2002)).
- Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW (DECCW, 2011);
- Central Station Conservation Management Plan - June 2013 (NSW Transport RailCorp);
- NSW Design Guide for Heritage (GANSW);
- Central Precinct Heritage Framework (TZG); and
- Designing with Country Discussion Paper (GANSW).

In preparing the ASP the following steps have been undertaken:

- Review of existing documentation including the MTMS and the results of recent archaeological fieldwork undertaken by Artefact Heritage in the study area.
- Desktop assessment
- GIS mapping

[1] MTMS
[2] NSW Department of Planning, Industry and Environment. 2020. *Central Station State Significant Precinct Study Requirements.* CM9.pg18

2.2 Archaeological resources

2.2.1 Archaeological potential

Archaeological potential is defined by the NSW Heritage Office Archaeological Assessment Guidelines as 'the degree of physical evidence present on an archaeological site'.[3] This section draws on the above analysis to consider archaeological potential of the study area.

Archaeological potential can be subdivided into the following categories, based on the likely occurrence of archaeological material:

High Potential	areas with known archaeological remains
Moderate Potential	areas that may have archaeological remains based on other lines of evidence such as maps or documents
Low Potential	areas that are likely to have minimal archaeological remains based on analysis of known or likely disturbance
Nil Potential	areas where it is known that archaeological remains will not occur.

Potential should not be confused with significance. Archaeological potential assesses the likelihood of archaeological remains occurring, while heritage significance assesses how important those remains might be. Thus, it is possible for a location to have a high potential for archaeological remains to occur but for these remains to be assessed as not meeting the threshold for State or Local significance

2.2.2 Significance assessment

The entire study area largely falls within the curtilage of three State significant heritage items. To guide the management of heritage and archaeological items located within the study area, it is necessary to assess their significance. Archaeological significance assessment has generally drawn on the *Assessing Heritage Significance* guidelines published by the (then) NSW Heritage Office in 2001. These guidelines acknowledge that 'Different components of a place may make a different relative contribution to its heritage value', reflecting the rarity, condition, intactness and overall significance of an item'.[4] Whilst these guidelines are crucial for assessing significance of heritage items, they ''do not translate easily to assessing archaeological resources''[5].

This is because the extent and nature of archaeological features is often unknown, and judgment is made on the basis of expected or potential attributes of the remains. This therefore requires that the

[3] NSW Heritage Council, 'Archaeological Assessment Guidelines', in *NSW Heritage Manual* (New South Wales: Heritage Office, 1996).
[4] NSW Heritage Office, *Assessing Heritage Significance: NSW Heritage Manual Update* (Parramatta: NSW Heritage Office, 2001), 11.
[5] NSW Heritage Branch, Assessing Significance for Historical Archaeological Sites and 'Relics' (Heritage Branch, Department of Planning,2009), p4.

archaeological resources be assessed independently of aboveground heritage elements such as extant structure, landscaping elements and works.

The seven NSW Heritage Criteria for assessing heritage significance are as follows:

- **Criterion (A)** an item is important in the course, or pattern, of NSW's cultural or natural history (or the local area);
- **Criterion (B)** an item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the local area);
- **Criterion (C)** an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area);
- **Criterion (D)** an item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (or the local area);
- **Criterion (E)** an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the local area);
- **Criterion (F)** an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the local area); and
- **Criterion (G)** an item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places or cultural or natural environments (or the local area).

While all of these heritage assessment criteria are relevant to archaeological remains, the *Assessing Significance for Historical Archaeological Sites and 'Relics'* manual (Heritage Branch, Department of Planning, 2009) puts an emphasis on the research potential of the remains. Research potential is the ability of the archaeological material to provide additional or important information about various aspects of national, state and local history. To enable assessment of the archaeological research or scientific potential, the NSW Heritage Criteria are therefore grouped in the following manner:

- Archaeological Research Potential (current NSW Heritage Criterion E).
- Associations with individuals, events or groups of historical importance (NSW Heritage Criteria A, B & D).
- Aesthetic or technical significance (NSW Heritage Criterion C).
- Ability to demonstrate the past through archaeological remains (NSW Heritage Criteria A, C, F & G).

In addition, the following Bickford and Sullivan's[6] questions are used as a guide for assessing the research potential of an archaeological site within a relative framework:

- Can the site contribute knowledge that no other resource can?
- Can the site contribute knowledge that no other site can?

[6] Bickford, A and Sullivan S 1984, 'Assessing the Research Significance of Historic Sites', in Sullivan s and Bowdler s (eds), *Site Survey and Significance Assessment in Australian Archaeology* (Proceedings of the 1981 Springwood conference on Australian Prehistory), Department of Prehistory, research School of Pacific Studies, Th Australian National University, pp 23-24.

- Is this knowledge relevant to general questions about human history or other substantive questions relating to Australian history, or does it contribute to other major research questions?

For overview mapping of significance within and adjacent to the study area, please see Section 6.0.

2.3 Methodological Assumptions and Limitations

2.3.1 Georeferencing of historical plans

The background information on the location of buildings and structures used in the Proposal is derived from historical maps that have been georeferenced. Georeferencing is defined as aligning geographic data, such as a map, to a known coordinate system so it can be viewed, queried, and analysed with other geographic data. Georeferencing may involve shifting, rotating, scaling, skewing, and in some cases warping, rubber sheeting, or orthorectifying the geographical data to fit. These techniques are part of a GIS package such as ArcGIS or QGIS.

In this project the historical plans have been georeferenced to GDA94 in a projected coordinate system MGA 56 which allows for measurements to be in metres. The software used in this project is ArcGIS Pro and ArcGIS Desktop. The georeferencing algorithms used are first-order affine and projective, where deemed suitable.

The usual procedure for georeferencing an image involves selecting multiple points, known as control points on the source and the target rasters, specifying their coordinates, and choosing a relevant transformation type. Based on the input parameters and data, the GIS program will compute the parameters and create a world file to store them. It should also display the visual differences between the control points and a Real Mean Standard error in a table. This shows how accurate the georeferencing is and then control points can be removed and new ones added.

There are a number of potential errors involved in the process of georeferencing that users should be aware of. Firstly, the data from a map image may be distorted either by the aging of the original map or by the way the image is created. An example which is appropriate to this report is the Chippendale 1857 map of Sydney, where the original linen map is cracked and is an uneven surface. Secondly a map is only as accurate as it was drawn; early maps, in particular, tend to have errors in both the location and scale of the drawn items. The 1865 Trigonometrical Survey of Sydney includes Mortuary Station added in pencil, but it is not in the location where the station was eventually constructed.

In addition, control points on the base map be difficult to see or poorly distributed, meaning that accurate digitising may not be possible. This limitation has impacted the earlier plans more than the later plans.

While Artefact is confident that its methods for georeferencing historical plans have produced an accurate result the level of accuracy and precision of location is subject to the errors noted above and therefore the mapping of the location of historical structures is accurate in the order of 1–2m. This is an important factor to consider in the management of potential impacts on archaeological remains.

In some cases, building shapes may overlay each other, reflecting the successive phases of construction, occupation, demolition and reconstruction of buildings. The area around the Third

Carriage Shed is notable in this respect. Archaeological evidence from the MTMS program has also demonstrated that historical plans do not necessarily capture the final shape of items, either as built or as modified over time. The ash pits located to the south of the current platforms 1–13 are good examples. Thus, while building outlines may seem simple on historical plans, the archaeological features in the ground may be complex and will only be properly accessible through excavation.

The key maps used as plans for georeferencing are listed below. Further detailed information was provided by maps, plans, aerial photographs and photographs as referenced in the text (see also Section 4.4).

- Burrows, Edward. 'Sheet 23 Plan a Chippendale', City of Sydney Detail Plans, 1855, [A-00880168] City of Sydney Archives, 1857.
- City Surveyor's Department. 'Sheets R1 and S1 and S2', City of Sydney - Trigonometrical Survey, 1855-1865, City of Sydney City Surveyor's Department, 1865.
- New South Wales. Department of Lands. 'Metropolitan Detail Series, Sydney No I2', Metropolitan detail series. Sydney: Surveyor-General's Office, 1884.
- New South Wales Department of Railways. 'Redfern Station Yard', New South Wales Government Printing Office, 1896.
- 'NSW Railways Central Station Sydney, Parish of St Lawrence, County of Cumberland Plan', Crown Plan MS 2166-3000, State Archives & Records NSW, 1901.
- New South Wales Department of Railways. 'Sydney Central Station: Station Arrangements', 1903.
- New South Wales Government Railways (NSW GR), Sydney Yard existing arrangements before electrification, 'The City Railway: Underground Details: Central Station Yard', Plan IB 102, J.J.C. Bradfield, 1922.
- NSWGR, Sydney Yard as it will exist for opening of the 1st section, 'The City Railway: Underground Details: Central Station Yard', Plan IB 102, J.J.C. Bradfield, 1922.
- Chief Engineers Office. 'High Voltage Cables, Concentric & Telephone Cables, Central to McDonaldtown', B/27846, NSWGR, 1928.
- Chief Engineers Office. 'High Voltage Cables, Concentric & Telephone Cables, Central to McDonaldtown (Western Carriage Sheds)', B/27846, NSWGR, 1928.
- 'Detailed Sheet 3847', City of Sydney, Metropolitan Water Sewerage and Drainage Board, 1950.
- Sydney-Tempe Detail Survey Sydney Yard South Spot level, Sydney Trains Virtual Plan Room (VPR), CV0090914, 1967.
- Central Sydney Yard Redevelopment Plan -Basement. Sydney Trains VPR, EDMS CV0478497, 1986.

Note that, in general, maps from the nineteenth and early twentieth century have been the focus of the georeferencing and subsequent mapping of items, as it is assumed that, in general, items dating to the late twentieth century and early twenty-first century are of nil archaeological significance.

2.3.2 Elevations and depths

There are no accurate or comprehensive surveys of the study area for the determination of topography or elevations in the decades after colonisation commenced in 1788. A limited number of sources dating from 1840 to 1900 have provided some indications of the relative heights of areas in the vicinity of the study area, prior to the dramatic transformations in the local landform that accompanied the creation of the current Central Station over 1901–06. Although twentieth-century maps do provide both more accurate levels across the site, the datum point is not always indicated on plans. Levels measured after 1906 are, nevertheless, considered to largely align with the current site elevation. This stability in part is due to the nature of the site, particularly the requirement for a level grade for railway purposes. However, excavations and adaptations across the study area to assist with drainage, for instance, mean that a stable surface level cannot be assumed.

For these reasons only an indicative topography of the study area prior to 1906 has been developed. With limited reliable topographic information, coupled with the extensive earthworks which have occurred over much of the study area since 1850, mean that the potential depths of archaeological layers can only be estimated. Additional information from prior archaeological excavations, such as the ground level of the former Devonshire Street, have assisted in establishing approximate depths for some features. Nevertheless, a buffer depth of approximately 0.5m should be allowed for when planning shallow excavation work over items identified in the plans in this document, especially for items likely to have been located within the study area prior to 1906.

2.3.3 Not for construction

The plans in this report should not be used for construction.

Owing to the inherent difficulties in accurately locating and mapping potential archaeological items within the study area, especially those dated to before 1906, the maps and plans in this document should not be used for construction. An indicative 5m buffer zone has been drawn around larger items to indicate the potential range of subsurface locations. These buffer zones suggest areas of increased caution for planning and for works in the vicinity of known or potential archaeological features.

It is also noted that archaeological items indicated as potentially existing within the study area may not be present when excavation is conducted, while other undocumented items may be present. The removal of items is rarely noted historically on maps or in documents. However, as the purpose of this Site Plan is to minimise the risk of unexpected finds, and of unwanted impacts to significant heritage items, the precautionary principle has led to features being mapped if their presence is suspected.

2.3.4 Terminology for item identification

Inventory sheet mapping includes a number of site identification codes relevant to previous and ongoing archaeological investigation in Sydney Yard at Central Station. The site identification codes are summarised below; the related inventory sheets are provided in Appendix 1:

Central Station Metro (CSM) data:

- CSM A1 = Turntable (SY0007)
- CSM A2 = Repairing Shop (SY0014)
- CSM A3 = Locomotive Shop (SY0015)
- CSM A4 = Gasworks (SY0018)
- CSM A5 = Station Yard Cobbled Surface (SY0168)
- CSM A6 = Station Boundary Fence and Gateposts (SY0167)
- CSM A7 = Devonshire Street (SY0166)
- CSM A8 = Devonshire Street Cemetery (SY025)
- CSM A9 = Lee Street Turntable

CBD and South East Light Rail (CSELR) data:

- CSELR B1 = Devonshire Street Cemetery remains (SY025)

More Trains More Services (MTMS) 2

- MTMS 2 H1 = Brick footing
- MTMS 2 H2 = Intact brick floor
- MTMS 2 H3 = brick pad and retaining wall for cast iron pipe
- MTMS 2 H4 = brick footing and remnant tiled surface
- MTMS 2 H5 = brick footing and return
- MTMS 2 H9 = in situ sleepers and rails
- MTMS 2 H10 = in situ charcoal brick fill
- MTMS 2 H11 = c.1926 brick retaining wall
- MTMS2 H12 = pebble rich deposit associated with brick retaining wall
- MTMS 2 H13 = two sandstone features – possible footing
- MTMS 2 H14 = in situ sleeper
- MTMS 2 H15 = brick footing and concrete floor
- MTMS 2 H16 = brick footing and return, brick floor, sandstone yard surface
- MTMS 2 H17 = rick pier observed in section
- MTMS 2 H18 = disturbed brick footing in west section
- MTMS 2 H19 = intact ash pit with wall, floor and fill
- MTMS 2 H20 = intact ash pit with wall, floor and fill
- MTMS 2 H21 = sandstock brick pad footing truncated by H20
- MTMS 2 H22 = intact service locomotive pit with brick walls, floor and in-situ ash deposit
- MTMS 2 H23 = sandstock brick footing and brick sump
- MTMS 2 H24 = sandstock brick barrel drain oriented north west - south east
- MTMS 2 H25 = brick inspection pit
- MTMS 2 H26 = sandstock brick footing, brick floor and in-situ ash fill

- MTMS 2 H27 = sandstock brick footing oriented north-south
- MTMS 2 H28 = small sandstock brick footing at base of trench
- MTMS 2 H29 = brick service pit - junction of ceramic services
- MTMS 2 H30 = buried in-situ track and sleepers - rail is post 1880
- MTMS 2 H31 = brick and sandstone inspection pit above the Prince Alfred Sewer

3.0 ENVIRONMENTAL CONTEXT

3.1 Environmental background

The study area is located within the Sydney Basin, a geological feature that spans along the South Pacific Coast from Batemans Bay to Newcastle, and inland to Lithgow. The underlying geology at Central Station includes Ashfield Shale and Quaternary sediments.

Ashfield Shale is generally composed of black to dark-grey shale and laminate, and Ashfield Shale caps the underlying Hawkesbury Sandstone.[7] Soils associated with the typically gentler slopes of the Ashfield Shale formation tend to be residual soils developed *in situ* and includes the residual Blacktown soil landscape.[8]

Portions of the study area are located across the north-western portion of a large Quaternary sand sheet, often referred to as the Botany Sand Sheet or Botany Sands. The Botany Sands that stretch across the Eastern Suburbs to the South Pacific Ocean coastline originally consisted of an undulating series of sand dunes.

GML note that the Eastern Suburbs are 'underlain by Quaternary marine sands, deposited by marine and Aeolian actions during the Holocene, and are associated with sea level changes since the last Ice Age'.[9] The ASP study area is located on the transition between the Botany sands to the east, and the shale dominated geology associated with the Cumberland Plain to the west.

Historical records indicate that the Botany Sands were subject to extensive deflation and erosion from vegetation clearance combined with wind and water erosion.[10] This provides an example of what may have occurred in similar contexts across the sand sheet, such as at Central Station, when vegetation clearance initially occurred in the area.

Prior to European settlement, it is possible that the study area featured a sand dune network bisected by the shale ridge line associated with Cleveland Street and the ridgeline associated with Lawson Street at Redfern. The study area is also likely to have formed part of the head waters for watercourses that flowed north to Cockle Bay and Blackwattle Bay.

A watercourse running along the former Devonshire Street (now the Devonshire Street Tunnel) alignment is shown in plans from the 1850s (Figure 3). The creek rose in the Strawberry Hills area and

[7] C. Herbert, 'Sydney Basin Stratigraphy Geology of the Sydney 1:100,009 Sheet 9130', 1983, 22.
[8] G.A. Chapman et al., *Soil Landscapes of Sydney*, 1:100000 (Department of Environment, Climate Change and Water, Sydney, 2009).
[9] GML Heritage, 'CBD and South East Light Rail, Environmental Impact Statement', 2013, 134.
[10] Centennial Parklands Trust, 'History of Moore Park', Centennial Parklands, 2014, https://www.centennialparklands.com.au/visit/our-parks/moore-park/history-of-moore-park.

discharged into Darling Harbour. The watercourse is shown as running parallel and adjacent to the former Devonshire Street and it is presumed that the creek was in a channel at that time.

Early historic plans show a stream running east-west across the Cleveland Paddocks rising in the Strawberry Hills area and then joining other 1st and 2nd order tributaries in the Chippendale area before flowing north into Blackwattle Bay. A watercourse through the low-lying area between Cleveland Street and Lawson Street is also likely to have been a tributary of Blackwattle Creek/Blackwattle Swamp Creek.

Blackwattle Creek/Blackwattle Swamp Creek was utilised by the Kent Brewery and various roads had to bridge the stream. At least one portion of the upper reaches of the Blackwattle Creek tributaries that run through the present-day Sydney Yard was contained within a brick drain when the railway was constructed.

Early historic plans additionally show the Belmore Creek, which runs south-east from the western side of Belmore Park to the centre, where it splits into two additional tributaries running south-east and SSE. It is unclear as to the source of the creek, as the available maps do not show the source. However, it is likely to have been a tributary of Blackwattle Creek/Blackwattle Swamp Creek.



Figure 3. Approximate historical location of watercourses within the study area.

3.2 Geotechnical analysis

Central Station is located on the transition between the Botany Sands of the Tuggerah Soil Landscape to the east, and the shale dominated geology associated with the Blacktown Soil landscape within the study area (NSW Department of Planning, Industry and Environment, 2020). These boundaries are representative of the indicative location of these soil landscapes. Investigations in Sydney Yard as part of the CSMW investigations have indicated that the eastern Tuggerah landscape may extend into the study area.

The study area is located directly adjacent to the north-western portion of a large Quaternary sand sheet, often referred to as the Botany Sand Sheet or Botany Sands which stretch across the Eastern Suburbs of Sydney to the eastern seaboard of Australia.[11] The Botany Sands are an undulating series of dunes and is broadly bound by bedrock ridges. However, in some places the boundary is less clearly defined.[12]

The underlying geology at Sydney Yard comprises Ashfield Shale and Quaternary sediments. Ashfield Shale is generally composed of black to dark-grey shale and laminate.[13] Ashfield Shale caps the underlying Hawkesbury Sandstone.[14] Soils associated with the typically gentler slopes of the Ashfield Shale formation tend to be residual soils developed *in situ* and includes the residual Blacktown soil landscape.

Figure 4 shows the underlying geology at the Central Station Terminal as prepared by Bradfield in 1922. Cross section B through F shows the underlying stratigraphy to the north of the study area which is comprised of bedrock (‘hard rock’) and shale with overlying fill. Cross section A (Figure 5), which is within the study area, shows shale overlain by sand. Archaeological excavations undertaken in Sydney Yard for the Central Station Main Works (CSMW) project, within the north-eastern portion of the study area, identified that Sydney Yard was comprised of a truncated landform with the absence of sand noted in the northern and southern portions of the CSMW investigation area.[15] Further results from the CSMW project note the presence of localised sand deposits surrounding the former Devonshire Street Creek.[16] Assessment completed by Artefact identified that landform surrounding the former Devonshire Creek was located across a low-lying portion of the surrounding landform which had not being truncated to as large an extent as the surrounding landform.[17] Excavation across this area identified an area of redeposited sand encountered from a height of Reduced Level (RL) 20.0 m Above Sea Level (ASL) at its uppermost point. The redeposited sands in this area were noted to range

[11] Gale et al, 2017, p. 2.
[12] Gale et al, 2017, p. 2.
[13] Herbert, 1983.
[14] Herbert, 1983.
[15] Artefact Heritage, 2020b, p. 45.
[16] Artefact Heritage 2020c.
[17] Artefact Heritage, 2020b, 37.

in depth from a few millimetres to 1.4 metres.[18] The redeposited sand deposits were located directly above a natural sand dune profile.

Geotechnical investigations in Sydney Yard have shown the distribution of the subsurface stratigraphy within and in the vicinity of the study area.[19] Borehole location BH-01, located at the end of Platform 9/10, shows the underlying stratigraphy comprised of fill overlying a light grey to light brown sand between 3.1m – 6.1 m below the current surface.[20] That sand was underlain by silty clay and sandstone. BH-02, adjacent to the central portion of the study area, showed fill overlying siltstone (shale) at a depth of 1.2m below the current surface.[21] Geotechnical results at the Lee Street Substation, directly southwest of the study area, identified that the underlying stratigraphy of the majority of the site comprised of imported fill between 1.3m and 3m in depth overlying bedrock.[22] The fill material was documented to consist of sandy clay and clay with areas of clayey sand and gravel. A revised geotechnical assessment for the Lee Street Substation assessed the clay deposit identified within these boreholes as a residual soil profile overlying shale.[23] The clay deposit was identified between RL 20.5 and RL19.The Lee Street Substation borehole locations are shown in blue on Figure 7.

Further geotechnical investigations were undertaken by Douglass Partners in 2016 as part of the Central Station upgrade project, AURECON in 2017 as part of MTMS 2 STAR and Douglas Partners in 2020 as part of the Atlassian project on Lee Street. In total 54 boreholes have been identified in the area of Central Station of which 14 contained natural sands. Natural sand was identified at between RL14.29 (SRT_BH056) and RL20.72 (SRT_CBH006) and overlay clays in all except three boreholes, (SRT_BH049, SRT_BH061A and BH104) where the sand directly overlays sandstone bedrock.

Table 1: BH 01 geological profile (Source: AECOM 2016)

Material	Depth from ground level	RL (metres ASL)	Description
Fill: Sandy gravel	0m - 1.0m	20.00-19.00	Non-plastic, fine to coarse grained, sub-angular, brown to dark brown, sand is fine to coarse grained.
Fill: Silty sand	1.0m - 3.1m	19.00-16.90	Silty sand with gravel, non-plastic, fine to medium grained, sub-angular, brown grey to black, gravel is fine to coarse

[18] Artefact Heritage 2020c, p. 29.
[19] AECOM, 2016.
[20] AECOM, 2016.
[21] AECOM, 2016.
[22] GHD, 2014, p. 35.
[23] GHD 2015, p. 9.

Material	Depth from ground level	RL (metres ASL)	Description
Sand	3.1m - 6.1m	16.90-13.90	Sand, Non plastic, fine to medium grained, sub-rounded to sub-angular, light grey to light brown
Silty Clay	6.1m - 7.5m	13.90-12.50	Silty clay, medium plasticity, orange mottled light grey and red
Sandstone	7.5m - termination	12.50- termination	Sandstone, yellow to red/brown, inferred extremely weathered to highly weathered

Table 2: BH 02 geological profile (Source: AECOM 2016)

Material	Depth from ground level	RL (metres ASL)	Description
Fill: Sandy gravel	0m – 1.2m	20.00-18.80	Non plastic, fine to coarse grained, sub-angular, brown to dark brown, sand is fine to coarse grained.
Siltstone	1.2m – 4.0m	18.80 – 16.00	Silty sand with gravel, non-plastic, fine to medium grained, sub-angular, brown grey to black, gravel is fine to coarse
Siltstone	4m- termination	16.00-termination	Sand, non-plastic, fine to medium grained, sub-rounded to sub-angular, light grey to light brown

Table 3: SRT_BH061A geological profile (Source: Douglass Partners 2016)

Material	Depth from ground level	RL (metres ASL)	Description
Road Surface	0m - 0.2m	21.36-21.16	Road Surface platform tiles underlain by concrete and ballast, cemented with tar
Fill: Silty Sandy Clay	0.2m - 0.5m	21.16-21.86	Silty Sandy Clay, medium to high plasticity, orange brown
Clayey Sand	0.5m - 1.5m	21.86-19.86	Clayey Sand, fine to medium grained, well graded, yellow brown

Material	Depth from ground level	RL (metres ASL)	Description
Clay	1.5m - 4.5m	19.86-16.86	Clay, medium to low plasticity, pale red brown and pale grey
Sandy Clay	4.5m - 5m	16.86-16.36	Sandy clay, high plasticity, pale grey and orange, red brown, fine grained sand, iron staining
Sand	5m - 7.59	16.36-13.77	Sand, fine to course grained, orange to red brown to white grey
Sandstone	7.59m - termination	12.50- termination	Sandstone, fine to course grained, pale grey to red brown, cross bedded

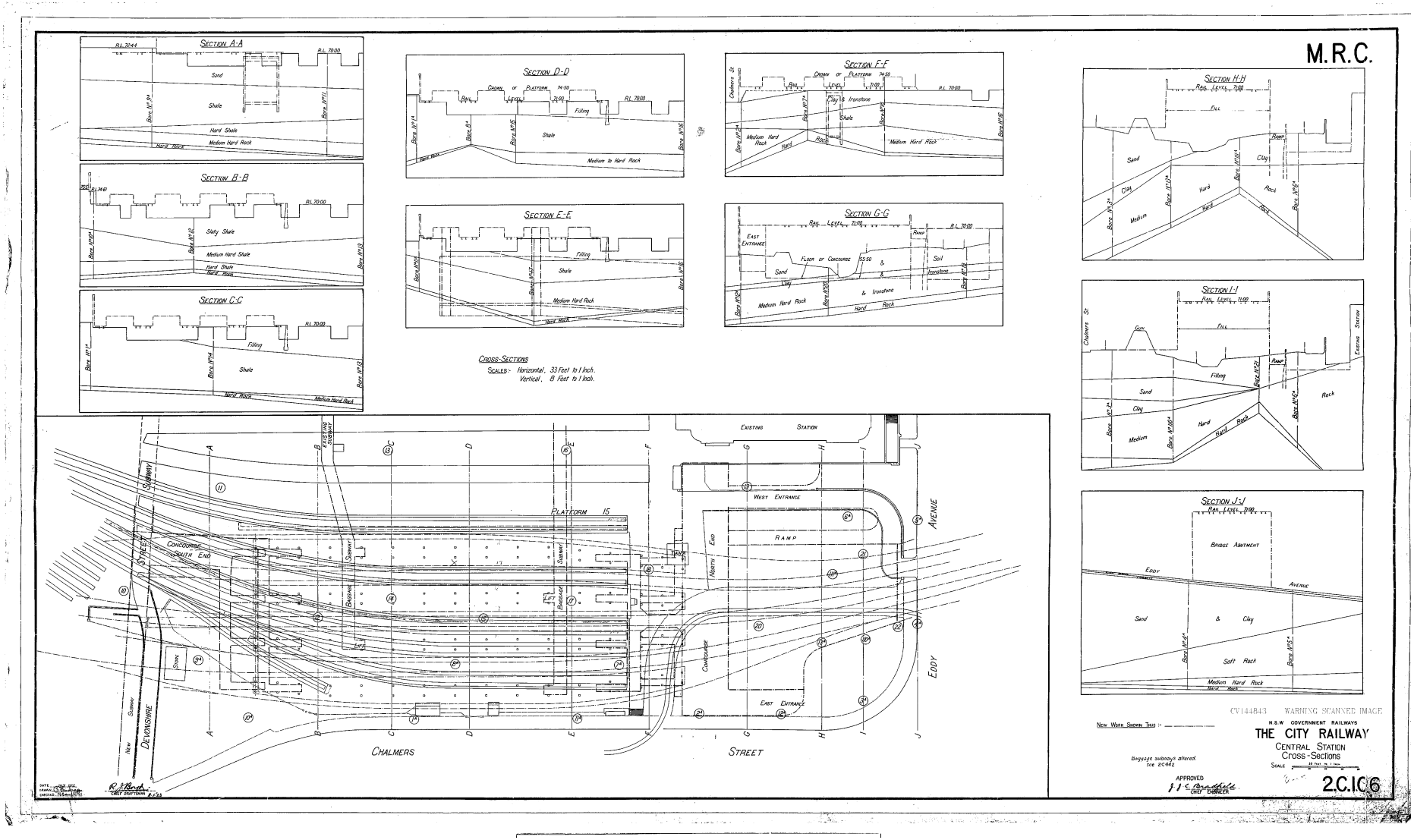

Figure 4: NSWGR Plan of Central Station Suburban Platform design 1922

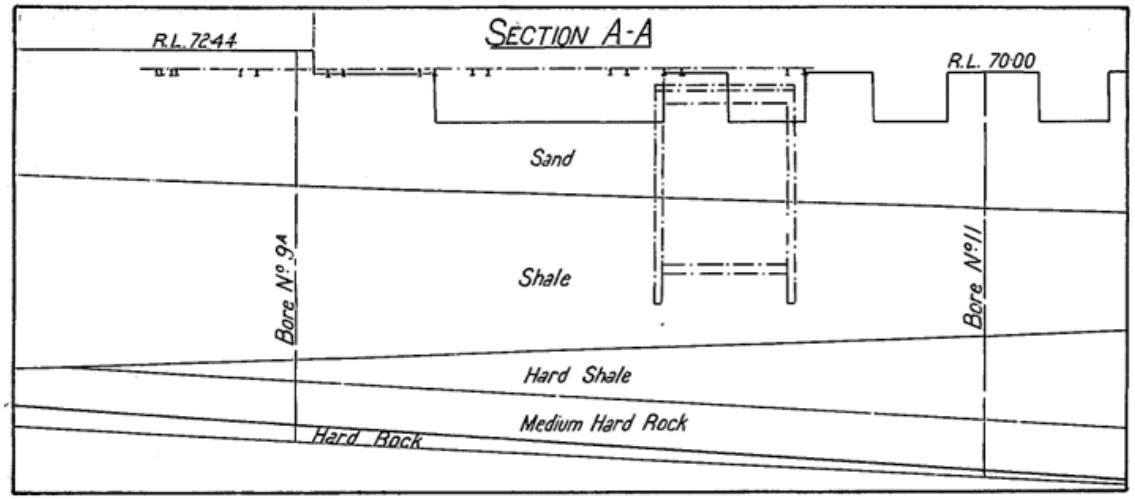

Figure 5: Closeup of Bradfield geological section A based on investigations undertaken immediately east of the Devonshire Street Tunnel

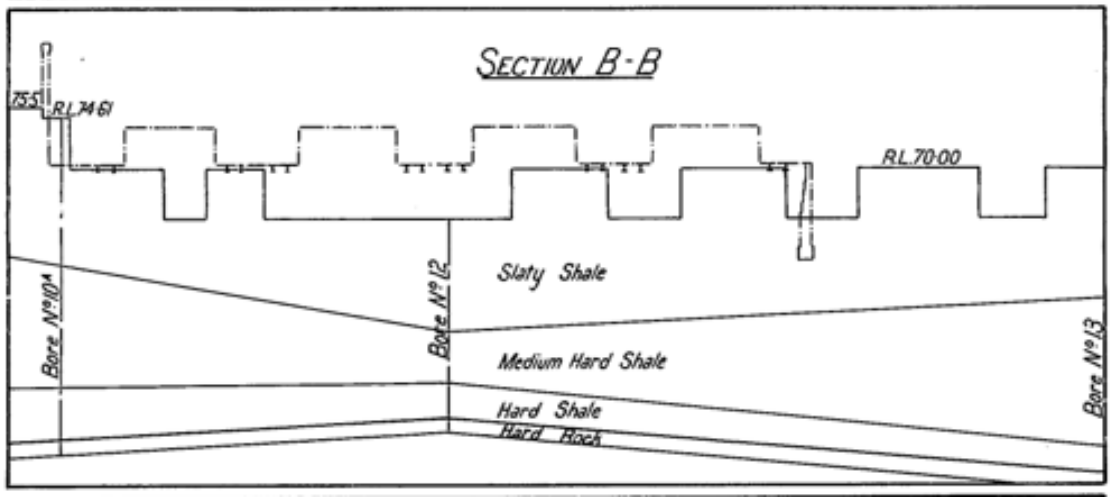

Figure 6: Closeup of Bradfield geological section B located to the east of geological section A

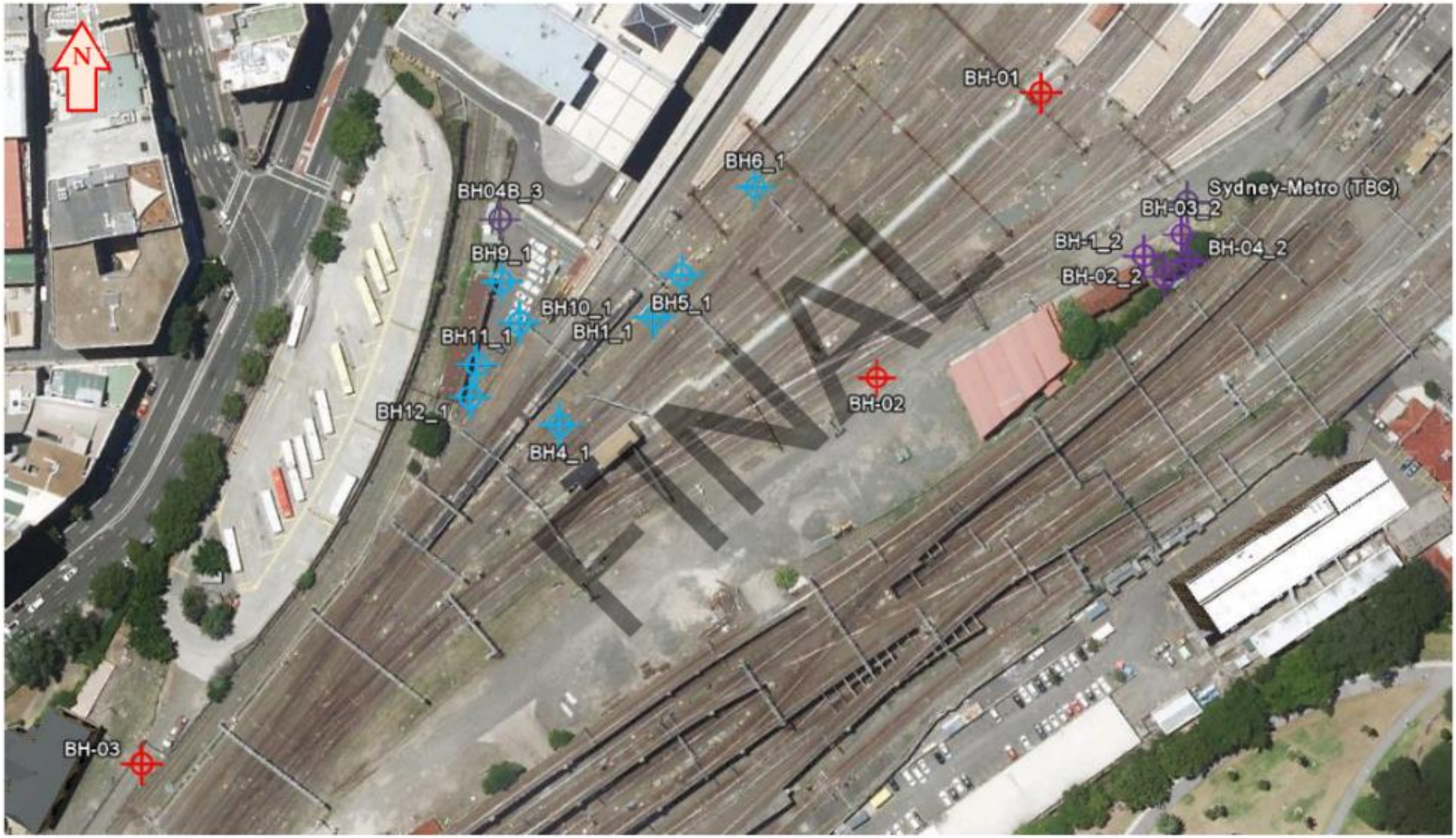

Figure 7: Location of Geotechnical investigation including AECOM (red) and GHD (blue) investigations

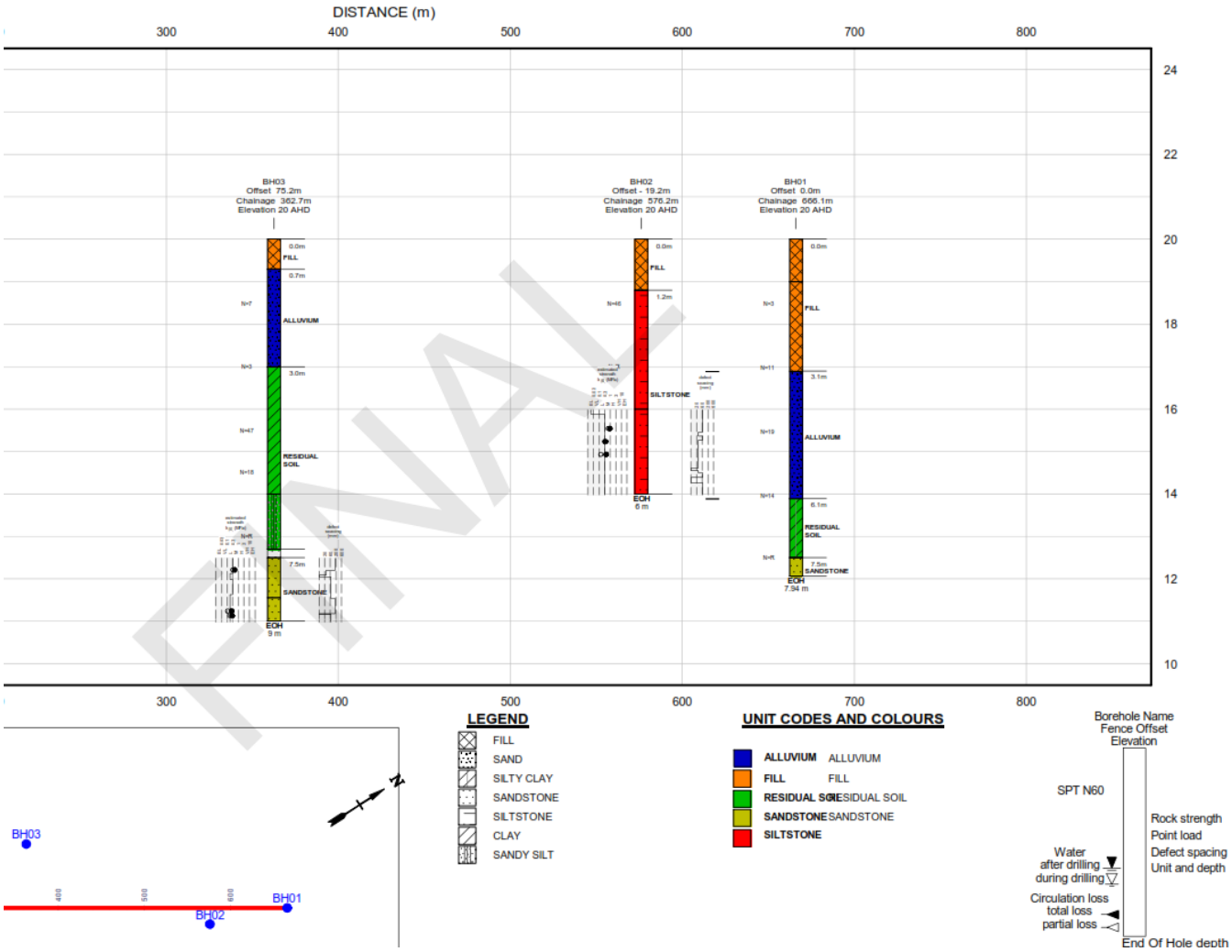

Figure 8: Geotechnical cross section of BH01-BH03 (AECOM, 2016) showing alluvial sand deposits (dark blue) within BH01 and BH03

4.0 HISTORICAL DEVELOPMENT

4.1 Historical sources

A major component in creating this ASP was systematically searching appropriate archival sources for relevant plans, maps, images and documentation. A comprehensive search strategy to identify relevant items and series included:

- reviewing primary sources used in previous heritage reports
- structured catalogue searching in relevant archives
- cross-referencing via subject indexes
- identification of parent and/or related archival series
- liaison with archivists and librarians to identify uncatalogued or unexpected sources.

Systematic searching identified the main repositories and archival holdings relevant to Central State Significant Precinct Renewal informing estimations of the overall scale of material available, including prioritisation of key records for viewing and copying. Combined with sources already held in Artefact's extensive collection of materials related to Central Station, this process created a comprehensive documentary and visual study resource. Archival holdings reviewed for the scoping report are outlined in Table 4 below.

Table 4. Archival sources consulted for this report

Archive	Key collections
Transport Heritage NSW	Historical maps, plans and photographs
Sydney Trains Plan Room	Historical maps and plans
Sydney Trains Heritage Collection	Historical maps, plans, photographs, and prior archival and heritage reports
Australian Railway Historical Society	Historical maps, plans, photographs and historical publications
Public Works Advisory Plan Services	Historical maps and plans
Sydney Water	Historical maps and plans
State Archives and Records NSW	Historical maps, plans and photographs
State Library of NSW	Historical maps, plans and photographs, plus primary documents including annual reports of NSW Railways and Public Works, NSW Railways periodicals and publications, plus numerous published and unpublished histories of the NSW railway system
State Library of Victoria	Historical maps, plans and photographs

Archive	Key collections
City of Sydney Archives	Historical maps, plans, photographs and correspondence, especially city engineer's files
Powerhouse Museum	Historical photographs
Chau Chak Wing Museum	Historical photographs
National Library of Australia	Historical maps, plans and photographs
National Archives of Australia	Historical maps, plans, photographs and correspondence, especially relating to postal facilities and Commonwealth publicity files
National Film and Sound Archive	Historical footage of Central Station
Royal Australian Historical Society	Historical photographs and published histories
Parliament of New South Wales Library	Historical reports and correspondence to Parliament
Society of Australian Genealogists	Historical photographs, primary documents, and published and unpublished histories

4.2 Historical overview

The study area encompasses several major historical developments in the topography, layout, function and associations with the Sydney Yard site since the commencement of colonisation in 1788. Each of these developments has contributed to the current features and archaeological potential of the study area. Individual inventory sheets for each of the items mentioned in this section are included as Appendix 1.

4.2.1 Cleveland Paddocks and the Devonshire Street Cemeteries (1788–1900)

Prior to European settlement the study area consisted of a sand dune network, covered in heath, low scrub and freshwater wetlands. It would have been a habitat for fauna including birds, fish and eels, and provided a hunting ground and home to Aboriginal people. Several creeks ran downhill in a roughly east to west direction, including one aligned with the current Devonshire Street Tunnel and another further to the south which discharged into Blackwattle Bay.[24]

Initially located on the outskirts of Sydney Town, by 1818 much of the area was reserved by the colonial Government, including grazing lands known as the Government Paddocks. In that year Governor Lachlan Macquarie decreed that a new burial ground would be erected within the northern section of the study area. In 1819 a brick fence was erected around the site and interments commenced.[25] Throughout the following decades parcels of land were both allocated and added to provide burial spaces for a growing number of religious denominations. An access track from the main

[24] Graeme Aplin, 'A Strange Natural Environment: Colonists in Eighteenth-Century Sydney', *Sydney Journal* 4, no. 1 (2013): 19–37.
[25] 'Colonial Secretary Index, 1788–1825', State Archives & Records NSW, 18 February 2009, 15 January 1820, Reel 6049; 4/1744 pp.108–9, http://colsec.records.nsw.gov.au/default.htm.

road to Parramatta was then formalised as the former Devonshire Street, later completely enclosing the creek beneath. By the mid-1830s the site encompassed burial grounds for seven denominations and was generally known as the Devonshire Street Cemetery.[26] By the time that interments effectively ceased in 1867, nearly 40,000 individuals had been buried or placed in vaults within its boundaries, although accurate records were not kept.[27] Until the 1850s the Government reserve south of Devonshire Street remained largely an open field, known from the 1840s as the Cleveland Paddocks.

4.2.2 First railway station and early yard development (1850–1869)

The Devonshire Street Cemetery remained intact but neglected until 1900. However, by the late 1840s the government-owned Cleveland Paddocks had become a favoured site for Sydney's first railway terminus. In 1849 Crown land was granted to the Sydney Railway Company to construct a terminus for a line to Parramatta.[28] Owing to the need for a level grade for the rail yard and station, extensive earthworks were commenced in 1850. These excavations created space for the initial Sydney Railway Terminal abutting Devonshire Street, plus a goods line westward toward the docks in Darling Harbour. This deviation required the erection of an underbridge beneath Parramatta Road in 1854–55, which remains the oldest intact item of railway infrastructure in Australia.[29]

By the time that the first service departed Sydney Terminal in September 1855, the railway had come under government control. The initial station grouping was considered temporary until more permanent structures could be funded. The original station building consisted of a galvanised corrugated iron shed, approximately 30m x 10m, covering a raised wooden platform and single-rail track.[30] The site also contained several iron buildings with lean-to roofs for carriages, offices and public rooms. The main tracks were soon duplicated, while a 30m wooden extension was added to the station building in 1856 and a second platform by 1857. To the east of the station a series of workshops were built, including a substantial stone building two stories high. Additional facilities in this early grouping included offices, a water tank and a turntable servicing a small wooden or galvanised iron engine shed, likely containing a brick-lined inspection pit. Wooden carriage sheds were also erected directly south of the main station and also diagonally to the east, the latter served by a small turntable. By 1859 a timber or galvanised iron repair shop, approximately 41m x 12m had been added in the south of the yard.[31]

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[26] Sue Zelinka, *Tender Sympathies: A Social History of Botany Cemetery and the Eastern Suburbs Crematorium* (Sydney: Hale & Iremonger, 1991), 26.
[27] Keith A Johnson and Malcolm R Sainty, *Sydney Burial Ground 1819–1901: (Elizabeth and Devonshire Streets) and History of Sydney's Early Cemeteries from 1788* (Sydney: Library of Australian History, 2001), 23–31.
[28] J. H. Forsyth, 'Historical Notes on Main Suburban Line (Including Sydney, Central and Redfern)' (Sydney, 1976), Facsimile and transcript of 'Report on the proposed line of Railway from the City of Sydney to the Towns of Parramatta and Liverpool', 10 November 1849, F388.4/1, State Library of New South Wales, https://search.sl.nsw.gov.au/permalink/f/1ocrdrt/SLNSW_ALMA21155640850002626.
[29] D. Hagarty, 'Sydney Railway 1848–1857. The Building of the First Railway from Sydney to Parramatta' (Redfern: Australian Railway Historical Society New South Wales Division, 2005).
[30] David Burke, *Making the Railways* (Sydney: State Library of New South Wales Press in association with the State Rail Authority of New South Wales, 1995), 1–20.
[31] C.C. Singleton, 'History of Sydney Railway Station, Part I: First Station, 1855–1873', *Australian Railways Historical Society Bulletin* 8, no. 49 (1941): 55–58.

Over this period much of the original topography remained intact: the main line to Parramatta continued to run through a cutting, while the goods line to Darling Harbour descended through a culvert to the east. During the 1850s the creek running across the yard into Blackwattle Bay was progressively enclosed in a tunnel drain. Excavation works over 1864–65 levelled a larger area of the yard, with further structures were added during the subsequent year, including a brick and galvanised iron blacksmith's shop and a new 63m x 21m stone locomotive shed.[32]

4.2.3 Second Sydney Station and enlargement of the yard (1869–1885)

By now usually known as Redfern Station, the Sydney terminus site was progressively upgraded and expanded from 1869. Major structures added during this period included the stone and brick Mortuary Station and associated sidings to the southwest of the main station, providing regular funeral services to the Rookwood Necropolis.[33] A sandstone goods shed of 63m x 31m with attached offices was also built in that year, incorporating two internal turntables, with a paved yard for external storage.[34] With the decision made that Devonshire Street would continue to mark the end of the railway line, over 1871–73 the original temporary building was demolished and a new brick station and train shed of 72m x 13m was erected over a double line. An additional platform opened in 1878, alongside a footbridge over the Darling Harbour line culvert. By 1876 a Tarpaulin Shed was added along Devonshire Street, but it was removed in 1891, by which time the former picket fence surrounding the goods yard had been replaced by a wrought iron fence with small wooden offices beside the gates.[35]

In the yard, the workshops to the east of the main station were rebuilt over 1871–75, including a new blacksmith's building that was likely of brick. Infill buildings in this area included a fitters shed and an expanded locomotive workshop. By 1878 a gasworks including gasometer had been built adjacent to the carriage shed, although it was relocated around 1890. A large repairing shop was added directly opposite Mortuary Station during the same period. Additional structures such as the permanent way workshops were built to the east, but they fall outside of the study area, as does the 1891 Railway Institute.[36]

From the early 1880s many facilities were dismantled in the Sydney Yard to move to the new workshops in Eveleigh, a process largely completed by 1890. At the same time, however, more elaborate points and signal systems were installed across Sydney Yard. Control of this system

[32] Singleton, 'History of Sydney Railway Station, Part II', 1941.
[33] Michael Tyquin, 'Going in Style: Sydney's Funeral Train System', *Journal of the Royal Australian Historical Society* 86, no. 1 (June 2000): 65–73, http://link.gale.com/apps/doc/A62684595/AONE?u=usyd&sid=zotero&xid=6c93ecdb.
[34] Robert Stuart Lee and New South Wales Department of Public Works, *The Greatest Public Work: The New South Wales Railways, 1848 to 1889* (Sydney: Hale & Iremonger, 1988), 69, https://trove.nla.gov.au/version/21948568.
[35] C.C. Singleton, 'History of Sydney Railway Station, Part II: Second Station 1874–1885', *Australian Railways Historical Society Bulletin* 8, no. 50 (1941): 75–76.
[36] *Railways and Tramways of New South Wales. Report of the Commissioner for Railways for the Year 1885* (Sydney: Thomas Richards, 1886), Appendix.

involved the installation of the Sydney Station signal box (1884), located partly on the wall of dive to Darling Harbour, and another for the Redfern Tunnel (three different boxes over 1883–1910).[37]

4.2.4 Later years of the Second Sydney Station (1885–1906)

Relocation of workshop facilities to Eveleigh through the late 1880s allowed clearance and reorganisation of Sydney Yard, which was also accompanied by quadruplication of the main lines by 1888. The major structure added during this period was the 183m x 20m eastern carriage shed, overlaying the site of the former original locomotive shed. While this stone building encompassed four tracks, a smaller annex added another two tracks.[38] By the early 1890s a second storey had been added to the original goods shed, while an additional produce shed – constructed of wrought iron columns and clad in corrugated iron – was erected to the east. Further rationalisation of space in the cleared yard included the movement of the gasworks to approximately 60m north of its original location, although it was apparently removed by 1903.[39] By this time the carriage repair workshop had also been demolished. Around the turn of the twentieth century a two-rail engine shed and an 18m turntable, probably accompanied by a small coal stage, were built to directly east of Mortuary Station. It appears to have been removed by 1911. The Second Sydney Station remained in operation until 1906, when it was demolished soon after the new Central Railway Station opened.[40]

4.2.5 Third Railway Station (1901–1923)

From 1901 a massive project commenced to exhume the burials at Devonshire Street Cemetery. It was followed by substantial changes in the landform to level the site, particularly via lowering the former sandhills.[41] These works prepared the site for the northward expansion of the rail terminus beyond the former Devonshire Street, which itself was subsumed under the works. In its place, a pedestrian tunnel was constructed on the north-eastern side of Devonshire Street, approximately along the alignment of the former Cemetery boundaries.

The foundation stone of the new Central Railway Station was laid in 1902 and work continued until its official opening in 1906. Its construction was primarily of sandstone, although brick was used on the eastern façade. Basement levels and sewerage were installed under the main concourse and booking hall, including baggage tunnels. The original platforms were numbered 1–15 and opened progressively over 1906.[42] Platform 1 was extended into Sydney Yard in 1937 and again in 1949. At this time Platform 2/3 was also extended southward. All platforms originally featured skylights at their southern ends to allow light and ventilation of the Devonshire Street Tunnel below. The skylights on

[37] C.C. Singleton, 'History of Sydney Railway Station, Part III: Second Station, 1886–1906', *Australian Railways Historical Society Bulletin* 9, no. 54\1 (1942): 5–9.
[38] Robert T Taaffe, *Signal Boxes of New South Wales Railways and Tramways*, vol. 2, Gazetteer, Illawarra, Metropolitan, Tramway (Taaffee Press, Hobart, Tasmania, 2019), 174.
[39] Jim Longworth, 'A Brief History of NSW Railway Gasworks', *ARHS Bulletin* 54, no. 788 (2003): 203–13.
[40] David Burke, *With Iron Rails: A Bicentennial History of the Railways in New South Wales* (Kensington: New South Wales University Press, 1988), 209.
[41] Zelinka, *Tender Sympathies*, 33–39.
[42] John Oakes, *Sydney's Central: The History of Sydney's Central Railway Station* (Redfern: Australian Railway Historical Society, 2002).

Platforms 1 and 2/3 were demolished in 1965 while those on Platforms 8/9 and 10/11 were removed when these platforms were extended in 1999. In 1980, Platforms 12/13 and 14/15 were also shortened when escalators were added to their northern end. A similar truncation occurred for the northern end of Platforms 8/9 and 10/11 to expand the concourse area in 1998. These works also led to the southward movement of buffer stops.[43]

Building the main station was accompanied by the erection of two large carriage sheds in Sydney Yard. Measuring 152m x 24m the western carriage shed was erected adjacent to the Darling Harbour diversion over 1907–08. Built of brick, the shed featured concrete floors and drains, plus elevated roads for the carriages, an associated engine house and elevated water tank.[44] By 1916 a new eastern carriage shed of similar design had been erected over the footprint of the previous shed in this location. At 183m x 20m it was somewhat larger than the western structure. Additional structures erected to the southeast of the eastern carriage shed included a tarpaulin shed and gas works. In 1910 the old Sydney Station signal box was demolished once a new structure took its place, connected by an elevated walkway to a new east box for Sydney Yard that was built in 1914.[45]

4.2.6 Electrification and the City Railway (1923 onwards)

From 1923 the main engineering works at Central were the construction of the suburban platforms (Numbers 16–21, known as Central Electric), construction of a large sub-station and installation of flyovers to the east of Sydney Yard. Although none of these features fall within the study area, construction of the flyovers required excavation and construction of tracks on bridges, which would have removed all archaeological evidence of earlier railway buildings. These flyovers were completed by 1926 and remain in situ.[46] This work also resulted in demolition of the goods shed, produce shed, tarpaulin workshops and the first eastern carriage shed, plus much of the permanent way workshops. The produce shed was removed in 1925 and relocated to form the tarpaulin factory at Enfield, where it remains today, while the adjacent gas works was also demolished at this time.[47]

Installing the flyovers also required the demolition of the eastern carriage shed and its re-erection directly to the west of its 1916 location. This brick shed was of a similar design to the previous shed and to the western carriage shed. By 1929 two further buildings had been erected north of the final eastern carriage shed site: the two-storey brick lighting depot (later a carriage cleaning facility) and the outdoor rolling stock superintendent's office. Both of these buildings were demolished in 2019 as part of the Sydney Metro project. From the late 1940s several attempts were made to excavate and build the Eastern Suburbs Railway which finally opened in 1979. These works all occurred outside of the study area. However, with the conclusion of train services to Rookwood Cemetery in 1948, Mortuary

[43] Rappoport Pty Ltd and the NSW Government Architects Office, 'Central Station Conservation Management Plan' (Mascot: Rappoport, 2013), http://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/6193.
[44] 'Railway Carriage Sheds', *New South Wales Railway Budget*, January 1908.
[45] Taaffe, *Signal Boxes of New South Wales 2*, 2:176–77.
[46] S.E. Dornan and R.G. Henderson, *The Electric Railways of New South Wales: A Brief History of the Electrified Railway System Operated by the New South Wales Government, 1926–1976* (Sydney: Australian Electric Traction Association, 1976), 5–10, https://search.sl.nsw.gov.au/permalink/f/1ocrdrt/SLNSW_ALMA21114083930002626.
[47] 'Subsidiary Undertakings, N.S.W.G.R. No. 1 – Tarpaulin Factory, Enfield', *Railway Digest*, May 1940.

Station was unsympathetically adapted to become a parcels office, until the additions were removed in the 1980s to create a range of short-lived hospitality and retail spaces.[48]

Within Sydney Yard, a new Sydney Station west signal box was installed in 1924 on a girder bridge over the Darling Harbour diversion. The earlier Sydney station box in the centre of the yard was retained for storage until demolished in 1979. From 1926 the Sydney Station east signal box was linked to the west box by a signal gantry; it was also demolished in 1979.[49] Overhead stanchions and associated wiring were installed throughout the yard over 1954–58 to provide electrification for the country passenger lines. Construction of the Airport Link Railway and a further yard rationalisations in the 1980s and 1990s saw the removal of much of the prior infrastructure to support steam trains. The two largest structures to be removed during this period were the eastern carriage shed, in 1986, while the western carriage shed was demolished around 1999.[50]

Features added to the study area after the finalisation of changes for the 2000 Sydney Olympics are beyond the scope of this Site Plan.

4.3 Historical phasing

The historical phasing in Table 5 provides a guide for contextualising the surviving features, relics and elements across the study area. It is organised according to the three main sites that encompass the study area, focusing on post-contact history. This phasing reflects wider changes in the development of the Devonshire Street Cemetery, the former Devonshire Street, Sydney's railway terminus stations, and the other areas within the precinct.

[48] Paul Rappoport, 'Conservation Management Plan of Mortuary Station, Regent Street, Chippendale' (Sydney: Paul Rappoport Architect, 2000), http://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/6178.
[49] Taaffe, *Signal Boxes of New South Wales 2*.
[50] Rappoport Pty Ltd and the NSW Government Architects Office, 'Central Station Conservation Management Plan'.

Table 5: Historical phasing for the study area

Phase	Devonshire Street Cemetery	Devonshire Street	Sydney Yard	Belmore Park	Western Gateway	Terminal building
I *Pre 1788*			**Aboriginal Land**			
	Post-Contact – pre formal use	**Post-Contact – pre formal use**	**Post-Contact – pre formal use**	**Post-Contact – pre formal use**	**Post-Contact – pre formal use**	**Post-Contact – pre formal use**
II *1788–1819*	Characterised by informal use such as clearing for firewood, grazing etc. Was on the edge of town till c.1815 – 1820. Possible use for Aboriginal fringe camps.	Characterised by informal use such as clearing for firewood, grazing etc. Was on the edge of town till c.1815 – 1820. Possible use for Aboriginal fringe camps.	Characterised by informal use such as clearing for firewood, grazing etc. Was on the edge of town till c.1815 – 1820. Possible use for Aboriginal fringe camps.	Characterised by informal use such as clearing for firewood, grazing etc. Was on the edge of town till c.1815 – 1820. Possible use for Aboriginal fringe camps.	Characterised by informal use such as clearing for firewood, grazing etc. Was on the edge of town till c.1815 – 1820. Possible use for Aboriginal fringe camps.	Characterised by informal use such as clearing for firewood, grazing etc. Was on the edge of town till c.1815 – 1820. Possible use for Aboriginal fringe camps.
III *1819–1850*	**1819 Establishment of the cemetery** Accompanied by other Government buildings such as the Benevolent Society and the Carters Barracks. Expansion in the 1830s.	Track to the burial grounds c.1830s.	**Cleveland Paddocks** Generally used for grazing and recreation.	**Police Paddock (adjacent to barracks)**	**Open land**	**Devonshire Street Cemetery and of Government and official buildings including Benevolent Asylum, Female Refuge, Parsonage and Barracks**

Phase	Devonshire Street Cemetery	Devonshire Street	Sydney Yard	Belmore Park	Western Gateway	Terminal building
IV *1850–1869*	**1867 Closed** End of formal burials, with additional interments occasionally permitted. Decline into decrepitude.		**First Railway Station period (1850s–1869)** Characterised by mostly temporary buildings except for the locomotive facilities.	**Vacant land subject to use as garbage disposal location**	**Used for Goods Line and rail infrastructure**	**Devonshire Street Cemetery and Government and official buildings including Benevolent Asylum, Female Refuge, Parsonage and Barracks**
V *1869–1885*		Paved with cobblestones, steam tram track	**The Second Railway Station Period (1869–1885)** Characterised by construction of more permanent and designed facilities such as the Station, Goods Shed etc	**Dedicated as parkland in 1868**	**Mortuary Station constructed**	**Devonshire Street Cemetery and Government and official buildings including Benevolent Asylum, Female Refuge, Parsonage and Barracks**
VI *1885–1906*			**The later years of the Second Railway Station (1885–1901)** Characterised by a major reorganisation of the area of the engine facilities once these have been moved to Eveleigh c.1890.	**Parkland with tram line and sheds**		**Devonshire Street Cemetery and of Government and official buildings including Benevolent Asylum, Female Refuge, Parsonage and Barracks**

Phase	Devonshire Street Cemetery	Devonshire Street	Sydney Yard	Belmore Park	Western Gateway	Terminal building
VII *1901–1923*	**1901 Resumption commences** Stage 1: Private resump–ions - relatives Stage 2: Government resump–ions - trenching for unclaimed graves Stage 3: Bulk earthworks Stage 4: Station Construction c.1902 onwards)	Tunnelised c.1905	**Third Railway Station (1901–1923)** Characterised by the construction of Central on the Devonshire Street Cemetery, opened 1906 followed by demolition of stations and other facilities. Construction of the Western Carriage Shed.	**Resumed for construction of Third Railway Station**		**Constructed 1901-1923**
VIII *1923–onwards*		Entrance remodelled	**Electrification and the City Railway (1923–onwards)** Characterised by the demolition of the second Eastern Carriage Shed, Produce shed and Goods shed, construction of flyovers and Sub-Station.	**Returned to City Council & remodelled**		

Phase	Devonshire Street Cemetery	Devonshire Street	Sydney Yard	Belmore Park	Western Gateway	Terminal building
			Construction of new Eastern Carriage sheds reorganisation of the yard. Reorganisation of the site into suburban (electric) services and country trains (steam).			
IX		The entrance remodelled yet again	**Eastern Suburbs Railway (1948–1977)** Excavation of box for platforms in Chalmers Street.		**Rail at Mortuary discontinued from 1948**	
X			**Electrification of the Country Trains (1954–1958)** Installation of catenary to allow electric locomotive hauled trains to use the station, some alteration of over height infrastructure			

Phase	Devonshire Street Cemetery	Devonshire Street	Sydney Yard	Belmore Park	Western Gateway	Terminal building
			to avoid conflicts with the catenary.			
XI			**Dieselisation and decline of country trains (1950–onwards c.1990)** Gradual decline in the use of steam locomotives meaning that stream related facilities are removed or go out of service. Country services also start to decline as passenger numbers decrease, inter-urban EMU trains start to use the Country platforms. Intercity trains replace the loco hauled trains.			
XII			**Re-signalling and development of Sydney Yard (1970s – 2005)**			

4.4 Visual essay

The following series of images is not exhaustive, but provides a progression of critical maps, plans and images to illustrate the historical development and complexity of the Sydney Yard site from 1788 to the present. Captions outline the key information and features of note in each image.

4.4.1 Maps and plans

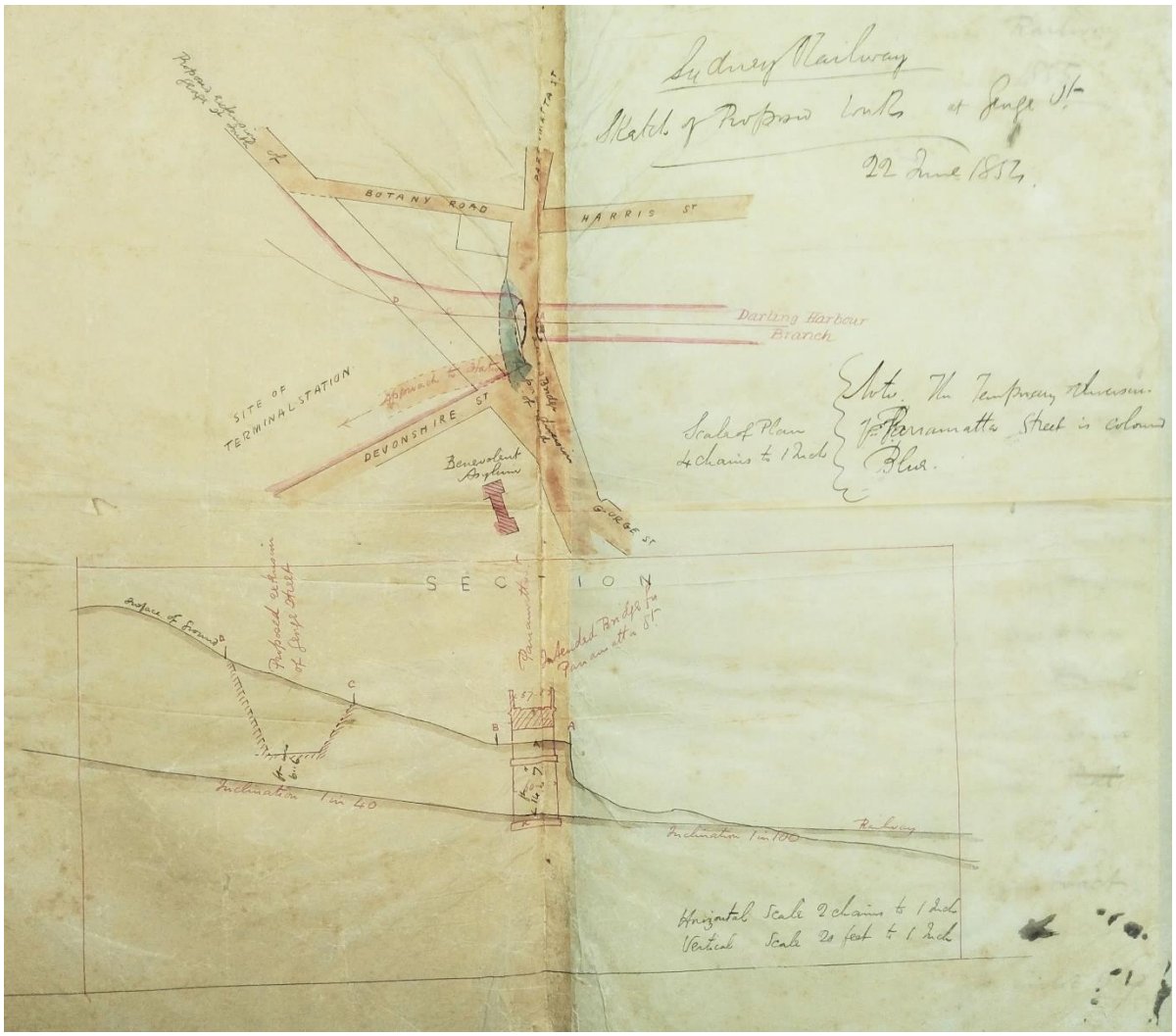


Figure 9. This 1854 map and section of the west area of the original station, including the Darling Harbour diversion, illustrates the steepness of the sandhills site prior to works commencing (Source: State Library of NSW, DL SPENCER 94)



Figure 10. The 1857 Chippendale plan of the site includes the very earliest railway structures at the Sydney Terminus, plus the burial grounds within the Devonshire Street Cemetery (Source: City of Sydney Archives, A-00880168)



Figure 11. Published in 1865, this sheet from the trigonometrical survey of Sydney establishes the development of the railway terminus but includes some errors, including Mortuary Station not in the location where it was eventually built (Source: City of Sydney Archives, A-00880408)

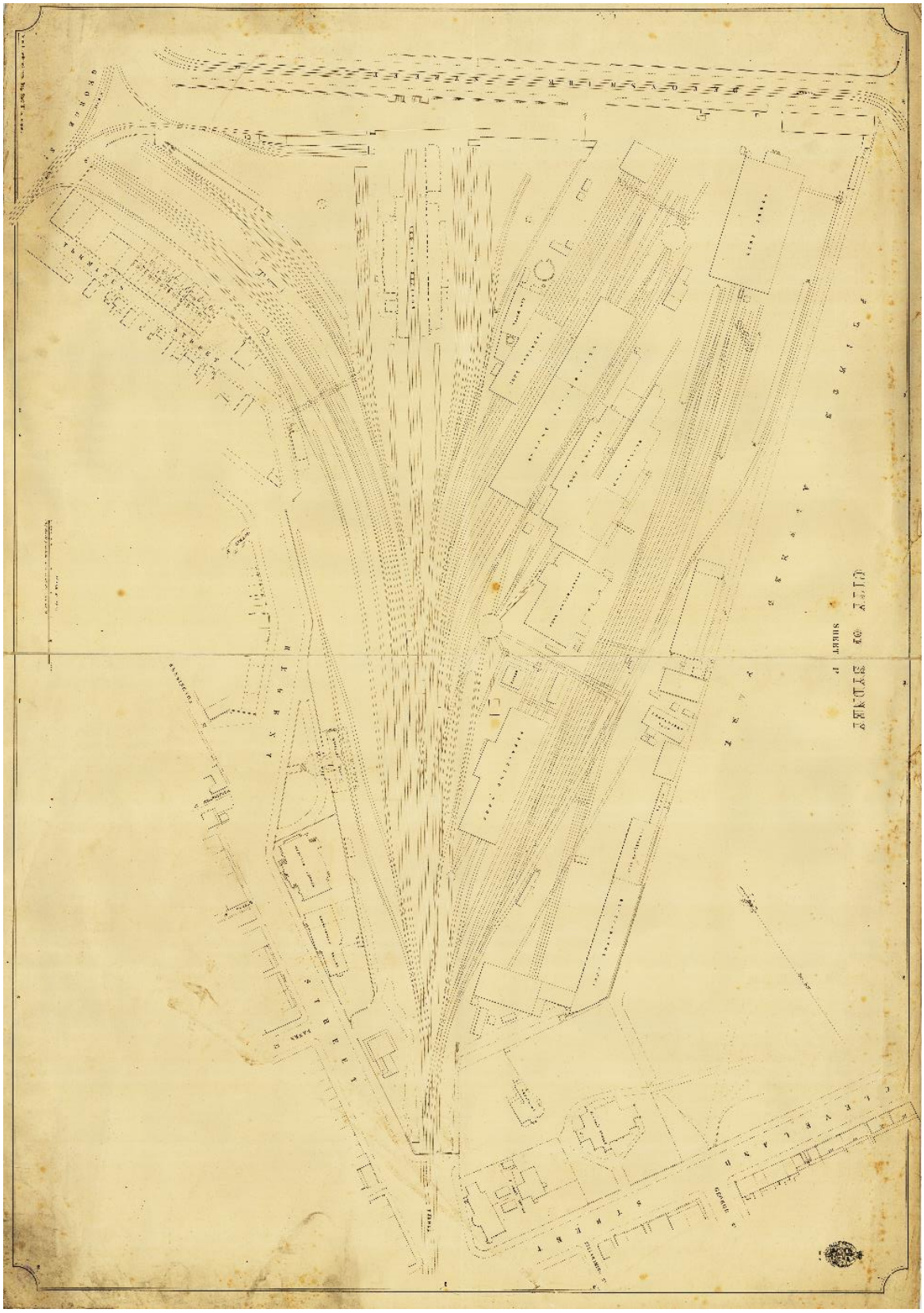


Figure 12. This 1884 Department of Lands survey sheet illustrates the original Sydney Terminus (Redfern Station) and yard at its most extensive, at a time when many workshop facilities were about to be transferred to Eveleigh (Source: State Library of NSW, Z/M Ser 4 811.17/1)

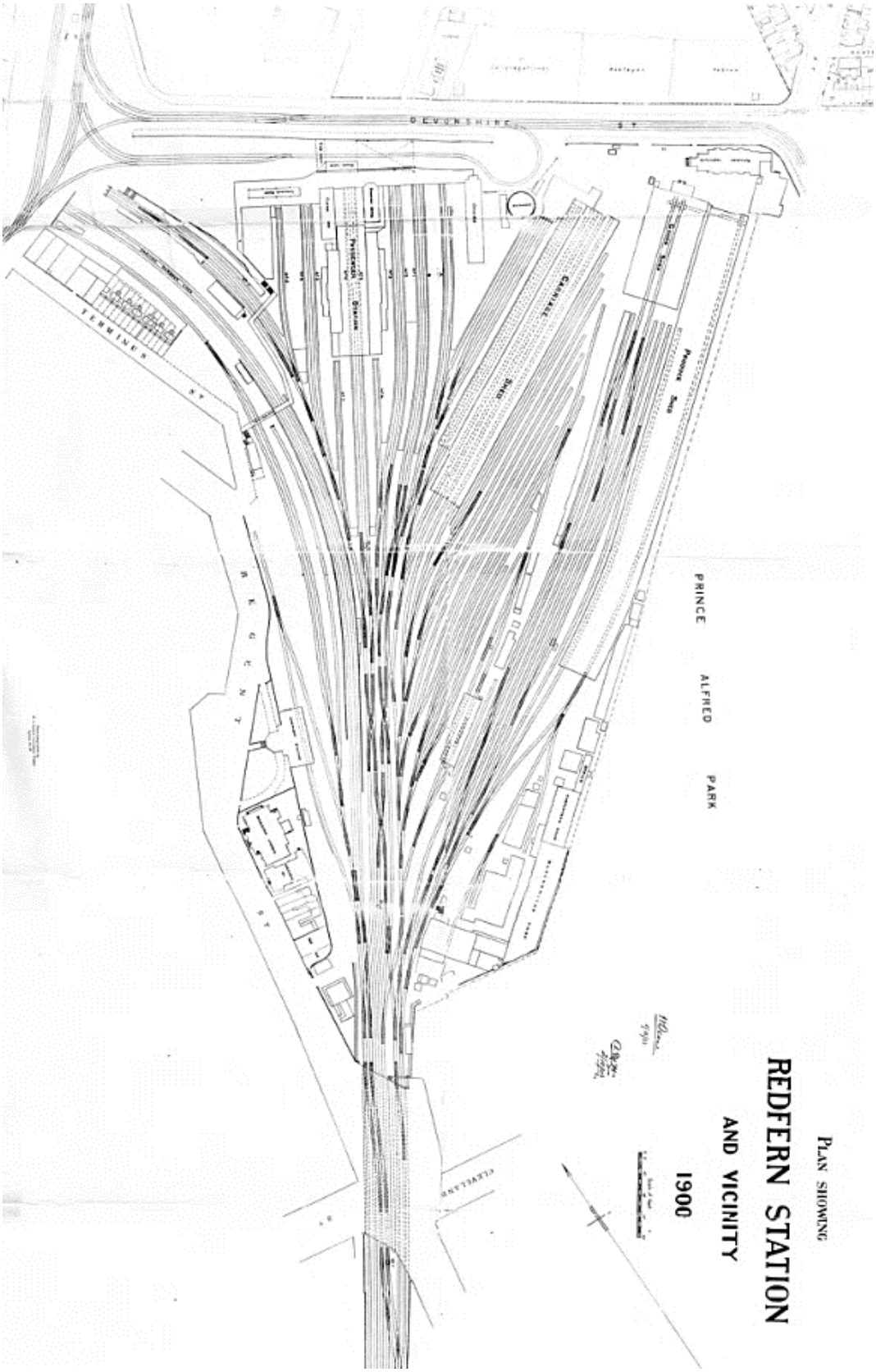


Figure 13. This 1900 plan demonstrates the final extent of the Sydney Terminus and yards prior to the creation of the new Central Railway Station on the site of the Devonshire Street Cemetery to the north (Source: State Library of NSW)

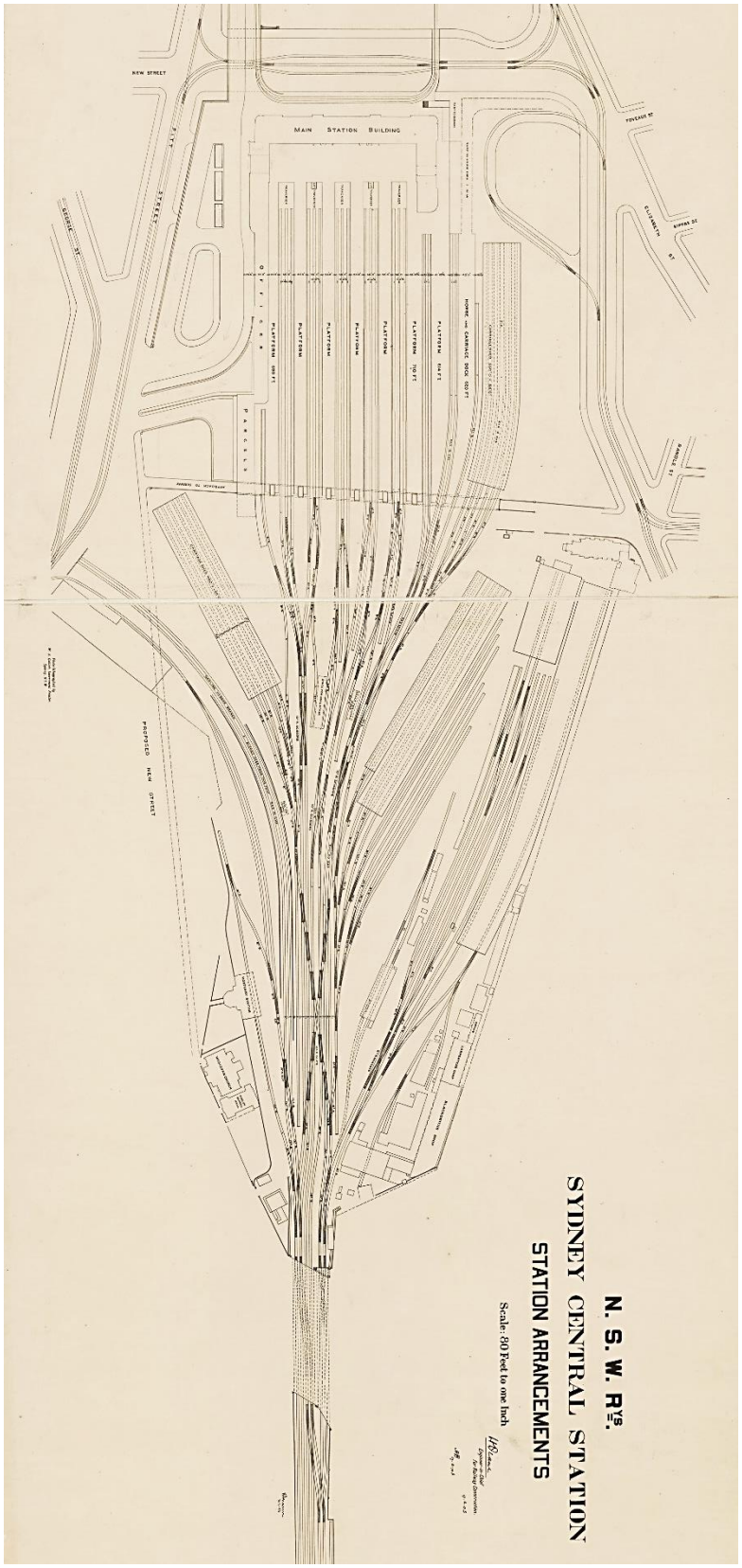


Figure 14. The expanded extent of the new Central Railway Station, including local features such as coal stages and signal boxes, is detailed on this 1903 plan (Source: State Library of NSW, Z_M2 811.1746gme/1903/1)

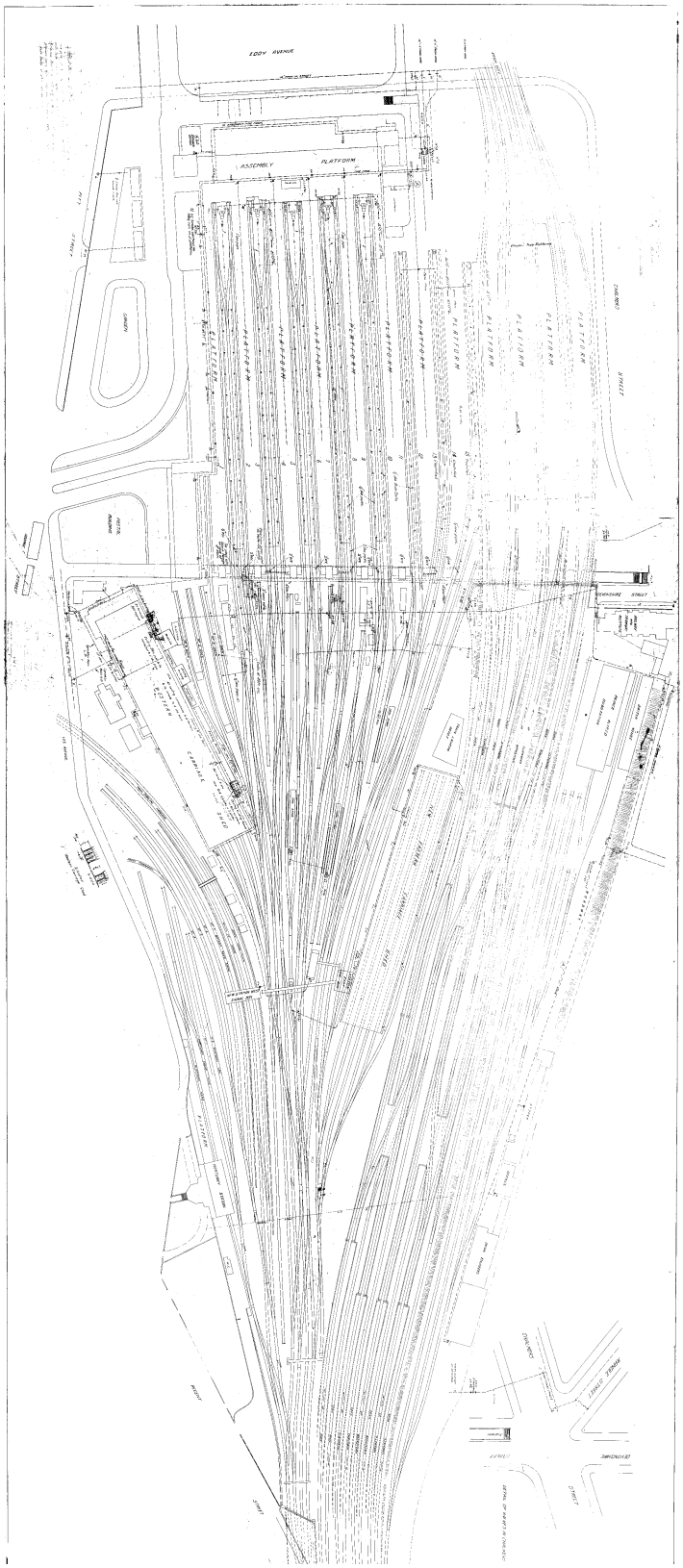


Figure 15. Dating from the late 1920s, this plan of Central Railway Station indicates the main station as built, plus the substantial eastward extension which accompanied the Central Electric services (Source: Sydney Trains Heritage Section)



Figure 16. Aerial photography from the 1920s onwards captures fine detail of structures and fixtures in Sydney Yard, as indicated by this 1930 image (Source: City of Sydney Archives, A-00009867)

4.4.2 Historical views and illustrations of the study area



Figure 17. This 1844 lithograph by John Skinner Prout is one of only a small number of images to show the vicinity of the sandhills and Government Paddock prior to the creation of railway infrastructure (Source: National Library of Australia, PIC Drawer 48 #S1616)



Figure 18. A rare illustration of the interior of the first (temporary) railway terminal at Sydney, by Samuel Thomas Gill, 1856 (Source: National Library of Australia, PIC Solander Box A58 #S1618)

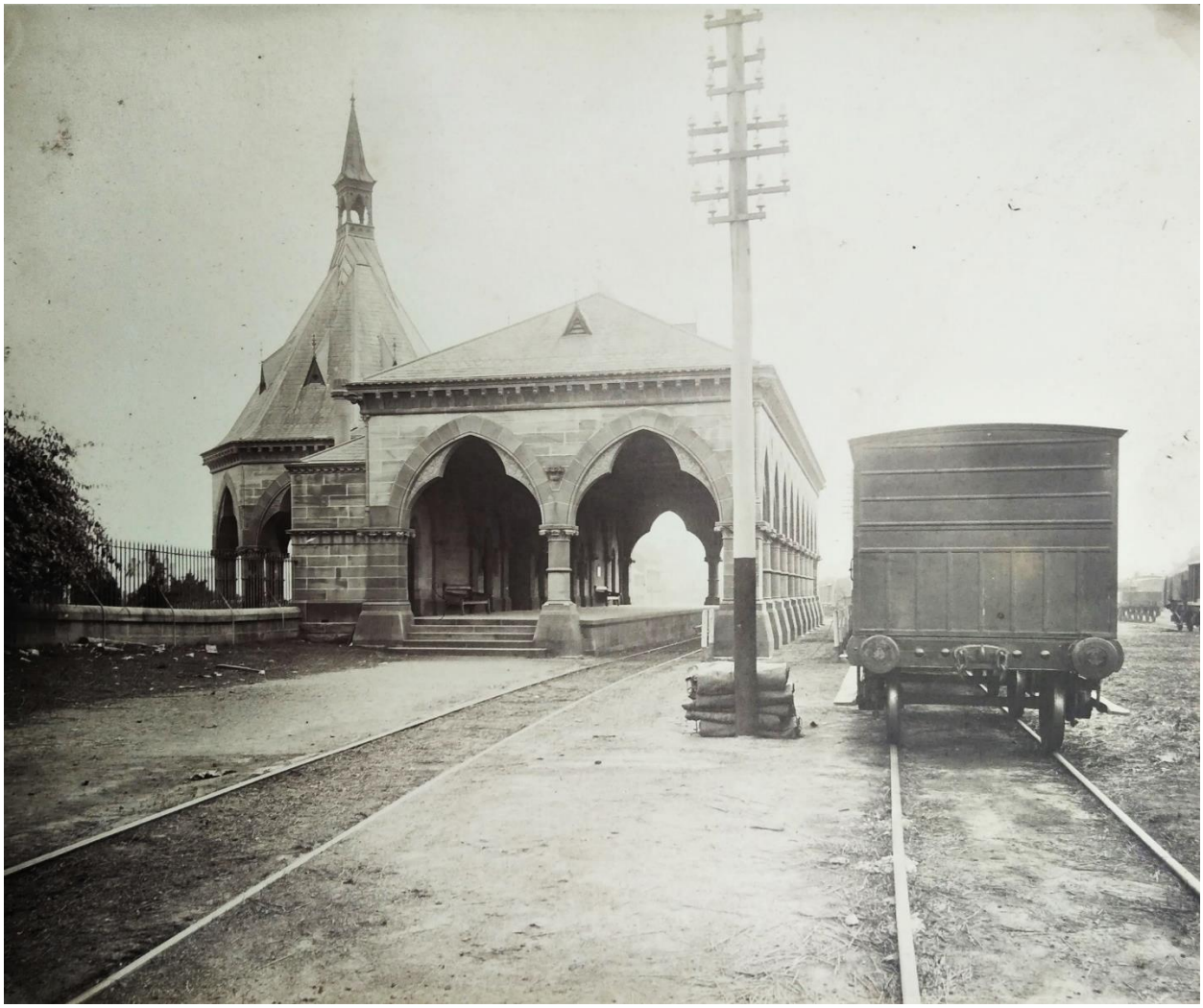


Figure 19. Erected in 1869, and shown here in 1877, Mortuary Station created a significant new precinct to the west of the expanding Sydney Yard in the second phase of its development (Source: State Library of NSW, PXD 1175)

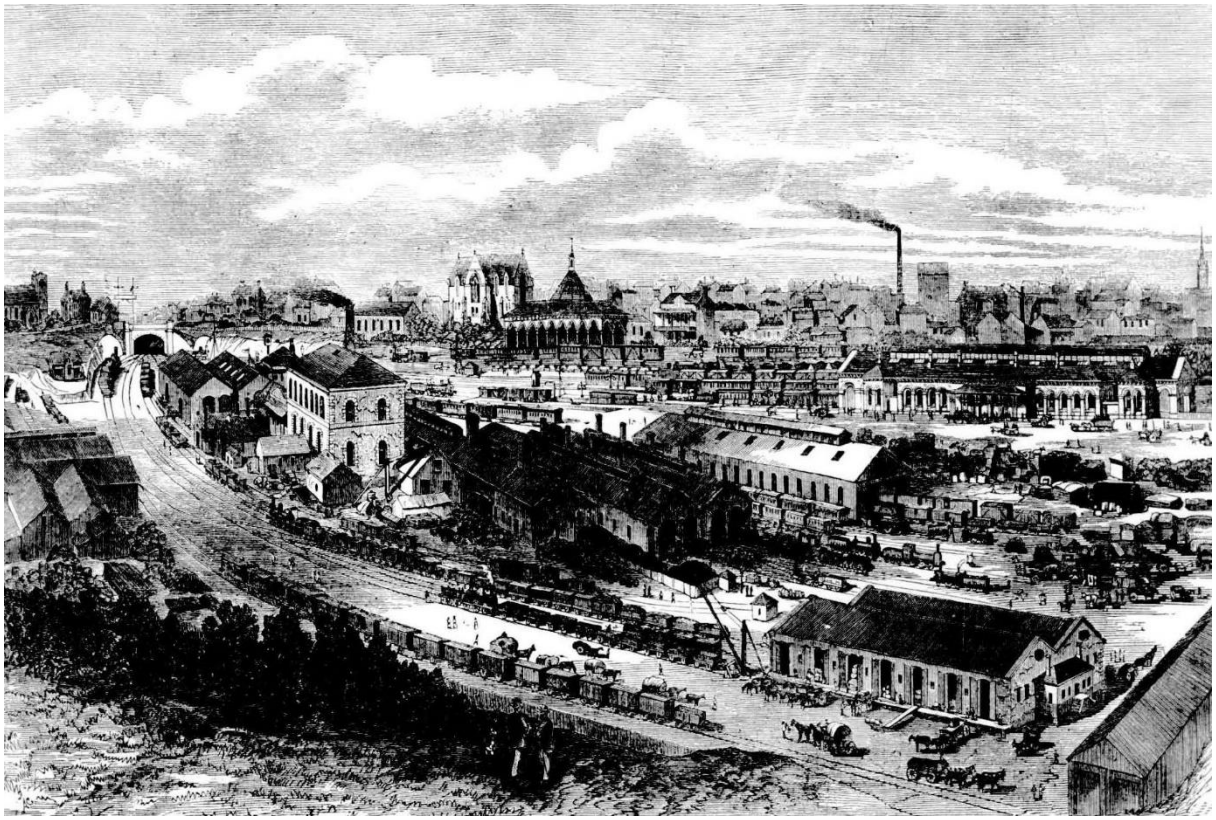


Figure 20. An 1876 illustration demonstrating the full extent of the Sydney Terminus (Redfern Station) during its second phase of development (Source: *Australian Town and Country Journal*, 14 October 1876, p.21)



Figure 21. This 1877 photograph indicates the complexity of operations and the range of structures and features in place in Sydney Yard during the second phase of the station's development (Source: State Library of NSW, PXD 1175)



Figure 22. The growing number of signalling and safeworking structures in Sydney Yard is illustrated in this 1880s photograph by John Henry Harvey, with Mortuary Station on the left (Source: State Library of Victoria, H91.300/43)



Figure 23. Emphasising the full reach of the second stage of Sydney Terminus, this 1890 photograph includes many of the ancillary structures that serviced the city's main railway station (Source: City of Sydney Archives, A-00033151)



Figure 24. This 1902 photograph illustrates both the extent to which the former Devonshire Street Cemetery was cleared and levelled in order to create Central Railway Station, as well as the sandy soil underlying much of the study area (Source: State Library of NSW, DL PX 148)

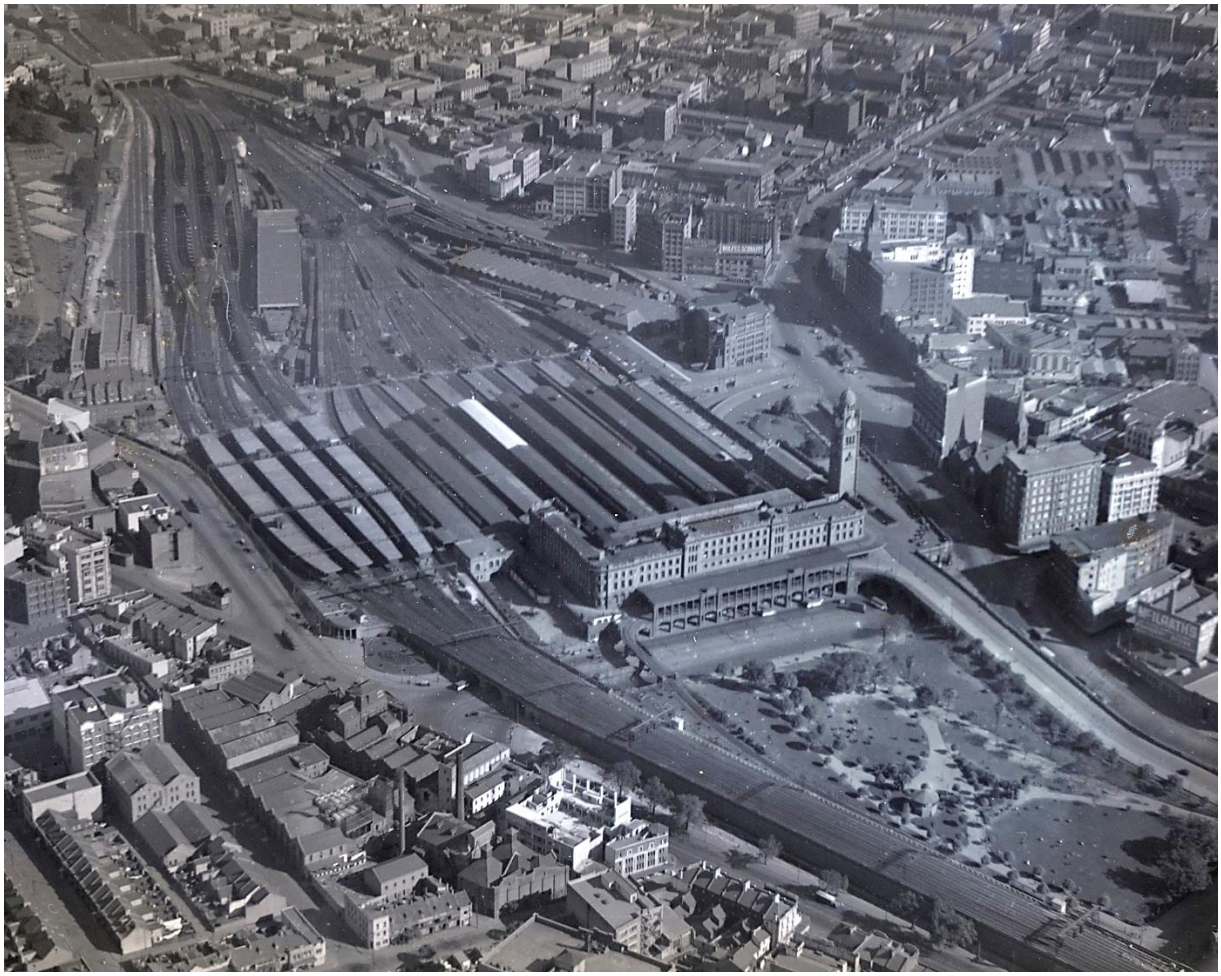


Figure 25. This Hall & Co. aerial photograph from the 1930s illustrates the complexity of the structures associated with the eastern and western carriage sheds, including the clustering of buildings along the edges of the Darling Harbour diversion (Source: Chau Chak Wing Museum, HP83.66.106)



Figure 26. By 1980 the overhead wiring and signalling systems in Sydney Yard had been fully adapted for the end of steam train services (Source: City of Sydney Archives, A-000197)

4.5 Previous archaeological assessments and investigation

This section discusses a number of previous archaeological reports are relevant to the archaeological investigations undertaken by Artefact at Central Station.

4.5.1 Devonshire Street Tunnel and Cleveland Street Bridge Excavations, 1925

An article in *The Staff*, the Railway's official staff magazine, reported on excavation works taking place between the Devonshire Street Tunnel and the Cleveland Street bridge for the installation of the 'fly-over' crossings as part of the electrification of the city railway network. Among the points of interest was the following archaeological observation:

> *Interesting relics were discovered during the progress of the excavation. Among them may be mentioned old engine turntable pits, one of which, situated near the Railway and Tramway Institute opposite the old Goods Shed, was filled in about thirty years ago. Near the southern end of the former Eastern Carriage Shed the flue and foundations of a chimney stack were encountered, the construction having been of brick in cement mortar. Near the same spot an old well was discovered. Ten feet in diameter, it had been sunk 40 feet below the level of the old yard, and was filled with charcoal. The well-sinking job seems to have been abandoned*

> *somewhat precipitately, as there were found in it various tools, including tamping bars, picks and hammers. Across the well there were found two 12 inch by 12 inch Oregon beams, which were quite sound. This well was situated in what was the Cleveland Paddock, where the original Railway Station was built, and the writer is reluctantly compelled at the present time to leave the question of the date of the sinking of this well to others who may have some definite knowledge thereof.*[51]

This report clearly indicates that archaeological remains of the railway buildings located on the site from 1855 till around 1892 were present, and that these were removed by the construction of the new fly-overs. As the fly-overs were in installed in a limited area of Sydney Yard, it is likely that further archaeological remains might remain in situ or disturbed contexts elsewhere within Sydney Yard.

4.5.2 Western Forecourt Archaeological Testing, 2009

As part of early works for the Sydney Metro Stage 1 project, Casey & Lowe undertook archaeological testing in the Western Forecourt of Central Station, located within The Western Yard Precinct (Precinct 1) of Central Station, in order to identify the archaeological potential of the area and confirm the accuracy of historical overlays.[52] The location of the nineteenth-century Benevolent Asylum (1820–1901) and Christ Church Parsonage were confirmed during excavation works. The remains of the Benevolent Asylum comprised demolition layers, including pieces of sandstock brick, mortar and demolition material, up to a depth of 1m, but the foundations were found to have been robbed out. The structural remains of the footings of the Christ Church Parsonage were found to have been preserved in situ.

4.5.3 Lee Street Substation Excavations, 2016–2018

As part of Transport for NSW's Power Supply Upgrade (PSU) program, UGL Limited commissioned the Archaeological Management and Consulting Group (AMAC) to undertake a program of archaeological monitoring at the Lee Street Substation site. This work appears to have been undertaken in mid to late 2015. No final report on this work has been issued by AMAC. The only documentation of this work is contained within a permit application under Section 60 of the Heritage Act for the removal of the remains at the Lee Street Substation site.[53]

AMAC undertook archaeological investigations at the site of the Lee Street Substation, located near the intersection with Little Regent Street, within the Western Yard Precinct (Precinct 1) of Central Station. AMAC uncovered archaeological remains of the First, Second and Third Sydney Stations across the site, finding the majority of the archaeological resources to have been poorly preserved but highly interpretable. The notable discoveries from this investigation included evidence of the c.1884

[51] 'City Railway: "Fly-over" Crossings in Central Station Yard', *The Staff* 2, no. 11 (23 November 1925): 652.
[52] Casey and Lowe, 2009. *Results of Archaeological Testing: Wester Forecourt Central Station*. Report prepared for Sydney Metro.
[53] AMAC Archaeological, 2019. Archaeological Assessment, Research Design, Excavation Methodology and Heritage Impact Statement: Lee Street Substation Site, Central Station (S60 Permit Application). Report prepared for Transport for NSW

'Platform 1' foundations from the Second Sydney Station and a wagon turntable foundation from the First Sydney Station.

The 'Platform 1' footings had been truncated by remnants of the late Second Sydney Station, and were archaeologically recorded due to their local significance. It was recommended that these remains be removed under archaeological supervision using the methodology and research design outlined in the report. The First Sydney Station wagon turntable foundation was archaeologically recorded and researched. It was recommended that the remains should be left in situ, however it was noted that immutable design requirements critical to NSW state rail infrastructure precluded the retention of the remains. As such, relocation was recommended over destruction, a separate management plan would be produced, and the removal of the relic would be monitored by an archaeologist.

The remains of the Second Sydney Station were assessed as locally significant, while the remains of the First Sydney Station were assessed as State significant. The wagon turntable was salvaged for future interpretation. The report concluded that, following the works, the areas surrounding the Lee Street Substation site have retained low to high potential for archaeological evidence of the late nineteenth-century Second Sydney Station and high potential for evidence of the twentieth-century Third Sydney Station.

As the Lee Street Substation is now in situ it is presumed that the application was granted and that the recommended works were undertaken, however there is no final report on this work available.

4.5.4 Chalmers Street Substation Monitoring and Salvage, 2016 – 2019

A power supply study undertaken as part of the PSU program found that the existing Prince Alfred Substation required replacement. Transport for NSW proposed to replace Prince Alfred Substation with two new substations; one at Lee Street and one at Chalmers Street. The work in the area of the Chalmers Street substation was undertaken by Archaeology Management and Consulting (AMAC) on behalf of Abergeldie and Transport for NSW.[54]

Archaeological monitoring and salvage excavation was undertaken between 2016 and 2019 within the Prince Alfred Sidings (Precinct 2) as part of the PSU program. During the works, three c.1870 wagon turntable footings, a counterweight and a sandstone crane foundation associated with the Second Sydney Station were salvaged. The turntables were retained by TfNSW for future potential interpretation or reconstruction. A well shaft dating to c.1855 and a pit, culvert and sandstone wall footings dating to c.1855–65 associated with the First Sydney Station were also discovered and retained in situ due to their State significance. Additional remains associated with the Second Sydney Station included sandstone footings from the 1870 goods shed, a macadam sandstone road base and late nineteenth-century buffer stops.

[54] AMAC Archaeological, 2019. Archaeological Assessment, Research Design, Excavation Methodology and Heritage Impact Statement: Chalmers Street Substation Site, Central Station (S60 Permit Application). Report prepared for Transport for NSW

Abergeldie, on behalf of Transport for NSW, commissioned AMAC to prepare a Final Archaeological Report in fulfilment of Section 7F of the s60 permit produced in 2016 for the Chalmers Street Substation site.[55] The report identified a number of archaeological features including remains of locally significant turntable foundations. The turntable foundations had been truncated by the Second Sydney Station phase and were archaeologically recorded. The report recommended that these remains would be removed under archaeological supervision using the methodology outlined in the report and any conditions stipulated by the Heritage Division. In addition, remains of a potentially State significant sandstock brick culvert and sandstock brick footings were identified within the report. Redesign of the project allowed for the complete preservation and reburial of the sandstock brick culvert and sandstock footings.

The AMAC report concluded that the remaining areas of the Prince Alfred Sidings retained nil to low potential in the northern half of the Prince Alfred Sidings, low to moderate potential for disturbed c.1889 remains in the central area of the sidings and moderate potential for disturbed c.1885–1920 remains.

The report also provided a number of recommendations which are relevant to the archaeological management undertaken by Artefact Heritage. These recommendations for future archaeological investigation included a note that First Sydney Station relics were retained in situ, including the c.1855–65 culvert, pit, sandstone wall foundations and the c.1855 well shaft. Any excavation in their vicinity should be subject to archaeological assessment to manage impacts. The study site retains moderate potential for disturbed but interpretable relics for the First and Second stations. Any future development within the Prince Alfred Sidings should be subject to detailed archaeological assessment.

4.5.5 Sydney Yard Access Bridge Excavations, 2017–2018

The Sydney Yard Access Bridge (SYAB) was constructed to provide vehicular access to Sydney Yard as part of the Sydney Metro City and Southwest project. The project was approved as Critical State Significant Infrastructure (CSSI) under application SSI 15_7400.

An archaeological investigative program of archaeological monitoring, salvage, and response to call-outs was undertaken by Artefact between May 2017 and April 2018 at the SYAB project site. All archaeological works were overseen and signed off by the Excavation Directors, Dr Iain Stuart and Jenny Winnett who were approved as Excavation Directors in consultation with Heritage Division as a delegate of the NSW Heritage Council under MCoA E18.[56]

[55] AMAC Archaeological, 2019. Final Archaeological Report: Chalmers Street Substation, Central Station. Report prepared for Transport for NSW
[56] Artefact, 2018. Sydney Yard Access Bridge Construction Report: Excavation Directors Report. Report prepared for Sydney Metro City & Southwest project.

As part of the SYAB upgrade, Artefact undertook archaeological investigations within the Sydney Yard Site (Precinct 4 – Sydney Yards) and at the southern entrance of Central Station into Sydney Yard, known as the Regent Street site (Precinct 1 – The Western Yard).

The results of the work at Regent Street are not relevant to this report however the results of the works in the Sydney Yard are. During archaeological monitoring, the remains of a c.1884 'repairing shop' from the Second Sydney Station were uncovered within the Sydney Yard Site (Precinct 4). The remains align with a plan dating to 1884 and are depicted on the 1888 plan of Redfern Station as a Carriage Repairing Shop. This workshop was part of the second phase of development of Central Railway Station and would have undertaken repairs on passenger rollingstock. The identified remains of the 'Repairing Shop' comprised of five discrete brick sections. A number of artefacts were found in unstratified context in the fill over the footings. The only diagnostic artefact within the fill was dated to 1954. Only the top course of the features was exposed during excavation, as the remainder of the feature was situated below impact depth. As there was a lack of intact remains relating to the building's function, the remains were assessed to be of local significance.

Although remains of the second phase of development of Central Station are potentially state significant, the remains of the 'Repairing Shop' located during this program do not represent intact and extensive evidence of the structure. As there is a lack of physical evidence of the repairing function, they are assessed to be of local significance. Archaeological remains relating to the third phase of railway station expansion were uncovered at various locations across the project site, including brick access pits for drainage, brick drainage structures, and footings for stanchions. Remains associated with the third phase of development did not reach the threshold for local significance.

Stanchion footings, brick access pits and brick drainage structures associated with the third phase of Central Station were discovered across the SYAB site and were assessed as not meeting the threshold for local significance.

Archaeological remains associated with an 1847 Wesleyan Chapel and school hall were discovered in the Regent Street Site and identified as locally significant. Tracks associated with the former tram line were also discovered at the Regent Street Site, which were assessed as locally significant and subsequently removed. The sandstone footings of the c.1901–1902 terraces demolished as part of the SYAB project, as well as associated twentieth-century fills, concrete, brick paving and drainage features, were identified in the Regent Street Site (Precinct 1). However, the lack of occupation or underfloor deposits led to the assessment that the remains did not meet the threshold for local significance.

4.5.6 CBD and South East Light Rail Excavations, 2017

As part of the CBD and South East Light Rail (CSELR) project, Artefact undertook archaeological investigations at the intersection of Eddy Avenue and Pitt Street within the Sydney Terminal Precinct

(Precinct 3).[57] The area was assessed as having the potential to contain locally significant archaeological remains of nineteenth-century buildings such as the Convent of the Good Samaritan, the Sydney Female Refuge and/or the tram depot building, as well as State significant remains of the Carters' Barracks and Devonshire Street Cemetery burials. During test excavation between Eddy Avenue and Pitt Street, the remains of a north-south orientated brick drain were found approximately 1250mm below the current road surface. The drain was tentatively dated as pre-1865 and assessed as locally significant. The remains of the drain were recorded and salvaged.

4.5.7 CBD and South East Light Rail Excavations, 2018

As part of the CSELR project, Artefact undertook archaeological investigations within the footprint of the former radio workshop in the north-eastern section the Prince Alfred Sidings (Precinct 2).[58] The area was assessed as having potential to contain locally significant archaeological remains of nineteenth century developments and services. During utility service investigations for the construction of the Central Station Substation at the former radio workshop, an unexpected find of a trachyte block surface was identified approximately 200mm below the surface of the building's west side. An additional unexpected find of a brick surface was identified approximately 200mm below the surface on the south side of the building. The remains were interpreted as being previous floor surfaces of the former radio workshop. Further archaeological remains were found during bulk excavations, including two sets of toilets and a brick cistern. The remains were assessed as locally significant and recorded in detail, with the trachyte salvaged for future reuse.

4.5.8 CBD and South East Light Rail Human Remains, 2018–2019

As part of the CSELR project, Artefact attended several discoveries of suspected human remains during 2018–2019.[59] The remains were discovered outside of the curtilage of Central Station, located to the east of the junction of the Prince Alfred Sidings Precinct (Precinct 2) and the Sydney Electric Precinct (Precinct 5). On 29 October 2018, workers undertaking non-destructive digging (NDD) at the corner of Elizabeth and Chalmers Street discovered human remains, which were assessed by forensic anthropologist Dr Denise Donlan as the upper leg bones of a male. Further bone fragments in this area were discovered during NDD and wet sieving. These remains were interpreted as belonging to more than one individual and associated with the Devonshire Street Cemetery.

On 22 November 2018, workers undertaking NDD at the junction of Chalmers Street and Randle Street in the eastern portion of the study area discovered a portion of a cranium. Further bones and a number of loose teeth were found during salvage in this area. These remains were interpreted as likely belonging to a single individual, possibly a female of Caucasoid/European origin. Historical documentation revealed that the remains were discovered within the footprint of the Jewish (Hebrew) section of the Devonshire Street Cemetery.

[57] Artefact, 2017. CSELR Memo: Archaeological Excavation Results 311024_JVB. Report prepared for Acciona.
[58] Artefact, 2018. CSELR Memo: Archaeological Excavation Results 180712_JVB. Report prepared for Acciona.
[59] Artefact, 2020. Report on Archaeological Salvage Fee Zone 14, Surry Hills. Report prepared for Acciona.

On 15 May 2019, a sandstone feature and loose human tooth were discovered during stormwater trench works near the junction of Elizabeth Street and Chalmers Street in the south-east of the study area. The sandstone feature was interpreted as associated with the Anglican section of the Devonshire Street Cemetery, though the limited amount of exposure meant that its function could not be confirmed. The human remains were assessed as being of State significance as part of the Devonshire Street Cemetery which operated from 1819 to 1867.

4.5.9 Central Station Main Works Excavations, 2019

The Sydney Metro City & Southwest – Chatswood to Sydenham project involved the construction of a new metro rail line between Chatswood and Sydenham. As part of the project, new underground platforms for the Metro were constructed at Central Station along with other modifications to upgrade sections of the station to metro standard and associated works within the Sydney Yard. This part of the Metro project was known as Central Station Main Works (CSMW). The main works in so far as archaeology was concerned was the excavation of the 'Station Box' from the ground surface of Central Station to the levels of the Metro station.

As part of the CSMW program, Artefact undertook extensive non-Aboriginal archaeological investigations at Central Station within Sydney Terminal (Precinct 3) and Sydney Yards (Precinct 4).[60] During the testing excavations, a number of significant archaeological remains were found. These included pieces of station infrastructure, such as the remains of the rail yard entrance, gas holder, c.1866 locomotive workshop, goods shed and sandstone foundations of the former repairing shop associated with the Second Sydney Station, part of the turntable associated with the First Sydney Station, remains of the Western Carriage Shed associated with Central Station, multiple brick, concrete and sandstone features and brick service pits. Burial vaults, grave cuts and fragmented human remains associated with the Devonshire Street Cemetery were also found, as well as basalt cobblestones aligning with the original layout of Devonshire Street, a brick oviform barrel drain and services. The archaeological investigations for CSMW are nearing the final reporting stage.

The second part of the project was Central Walk which involved the construction and operation of a new east concourse and a new eastern entry (from Chalmers Street) to Central Station. Works on the Suburban platforms were also carried out including platform refresh and re-levelling. These works were undertaken as part of the CSMW project under a variation of the original approval.

A third part of the project was the Combined Service Route (CSR) project. The construction of a combined service route was proposed as a way of minimising impact to Central Station through the construction a new service route which would avoid damage to the existing services and to provide uninterrupted access for the construction of the Metro platforms The CSR extended as a circular route around the site, utilising existing service infrastructure where possible and providing new installations as required to complete the system.

[60] Artefact, 2020. Central Station Main Works: Preliminary Excavation Directors Report. Report prepared for Sydney Metro.

The final reporting for the archaeological work is being written (as of April 2021). Salient points from these works include the fact that works in the Station Box discovered some 70 graves and five burial vaults in the area between the baggage tunnel and the Devonshire Street Tunnel. The graves were overlain by a grey sandy soil which also contained human remains. These features were the remains from the Devonshire Street Cemetery.

Works outside the Station Box encountered the following archaeological finds:

- remains from the 1855 Turntable
- remains from the 1860s Locomotive Shed
- remains from the c.1890 Gasholder
- remains of a cobbled surface from the railway Goods Yard
- remains of the Sydney Yard Boundary Fence
- remains of the former Devonshire Street
- footings from the Western Carriage Shed
- possible remains from Platform 1
- possible remains from Goods Shed
- remains from the Repairing Shed.

The conclusions that can be drawn from these results are that:

a) the construction of Central station in 1901–1906 did not remove all archaeological remains
b) archaeological remains from the Devonshire Street Cemetery exist and were observed to extend under Platform 12 and under Platform 16
c) remains from the earlier phases of the Sydney station and yard exist under the level of the current track formation.

4.5.10 Central Station Main Works Human Remains, 2019

As part of the CSMW program, Artefact undertook archaeological testing near the southern end of Platforms 13–15 at Central Station within Sydney Terminal (Precinct 3). During testing, 76 grave cuts and vaults were located, including several with fragmented human remains.[61] On 30 May 2019, archaeologists discovered a metal-lined coffin containing human remains in Grave Cut 46. The coffin remains contained an intact decorative pressed-zinc nameplate, which identified the human remains as belonging to Joseph Thompson, who had died in July 1858. Following the requirements of the Excavation Management Plan and a Department of Health permit, the human remains were exhumed and transferred to the Shellshear Museum of Comparative Anatomy and Physical Anthropology at the University of Sydney for appropriate handling and storage.[62]

[61] Artefact, 2020. Central Station Main Works: Preliminary Excavation Directors Report. Report prepared for Sydney Metro.
[62] Artefact, 2020. Sydney Metro Central Station Main Works: Human Remains Management Plan for Grave Cut 46. Report prepared for Sydney Metro.

4.5.11 More Trains More Services, 2020 – 2021

As part of the More Trains, More Services (MTMS) Sydney Terminal Area Reconfiguration (STAR) project, Mountains Heritage has undertaken archaeological monitoring and excavation at the Sydney Yard within Central Station.

Initial assessments that only disturbed remains of local and State heritage significance were reconsidered when substantially intact relics associated with the first and second Sydney Stations were identified during monitoring between July 2020 and February 2021. An additional s60 approval was obtained for testing and salvage of these relics in April 2021, with test excavations taking place at Sydney Yard from September 2021.

Items associated with the 1855-1906 phase of the First and Second Stations include a truncated brick footing associated with the first Carriage Shed (c.1865), intact brick service inspection pits and drains associated with the former Locomotive Workshops building, including one artefact-bearing deposit with dark grey ash fill, glass bottle fragments and a whole glass hop bitter bottle embossed with the date '1872'. Other items include a sandstone yard surface and possible access pits associated with locomotive service bays. These items have been assessed as possessing State significance.[63]

Items associated with the post-1906 phase of Central Station include ash pits associated with Sydney Yard c.1910-1940, ash fill, 'NEWTOWN' stamped bricks during pit construction (possibly recycled from the previous station phase), and structural remains associated with buildings such as the Mechanical Branch Amenities, Maintenance Plumbers, Traffic Control buildings and signal boxes in Sydney Yard. Items associated with this phase have been assessed as locally significant.[64]

The locations of heritage items identified during archaeological investigation works for MTMS 1 are shown in Figure 28 to Figure 30. Discussions of these remains and how they inform the archaeological predictions of this report are provided in the inventory sheets in the appendix.

4.5.12 Western Gateway Sub-Precinct Proposal.[65]

GML was commissioned to prepare archaeological reporting on the Aboriginal and historical archaeological potential of Block B within the Western Gateway Sub-Precinct. Block B comprises the southerly and largest Sub-Precinct of the Western Gateway. The report made use of three analytic phases, Phase 1 from 1788 to approximately 1850, Phase 2 associated with development and expansion of rail from 1853-1990, and Phase 3 from 1990's onwards. GML found no evidence to suggest the potential presence of archaeological remains from Phase 1. The only item dating to Phase 2 that was identified as remaining in the study area was the Goods Line, which has been subject to

[63] Mountains Heritage, 2020. Sydney Terminal Area Reconfiguration, Historical Archaeological Impact Assessment and Research Design.
[64] Mountains Heritage, 2020. Sydney Terminal Area Reconfiguration, Historical Archaeological Impact Assessment and Research Design.
[65] GML 2019. Western Gateway Sub-Precinct Proposal: Block B. 14-30 Lee Street, Haymarket NSW 2000. Archaeological Assessment. Report to Dexus CPA Pty Ltd

substantial modification due to construction of Henry Deane Plaza. Citing the Central Station CMP[66], GML proposed that these was no potential for archaeological remains of the Inwards

Parcels Dock, Western Carriage Shed, Support Offices, Demountable Workshops or stores buildings to be present within the footprint of Block B. If present, the only archaeological potential would

consist of historical fills used to landscape the Site for the construction of the Western Yard.



Figure 27: Block B in blue (GML 2019. Figure 1.2)

4.5.13 Ambulance Avenue Archaeological Test Excavation Results Report 2021

Artefact were engaged by Avenor, on behalf of Atlassian, to prepare an archaeological research design (ARD) and carry out archaeological test excavations at Ambulance Avenue. As Ambulance Avenue is located outside of the SSD project boundaries and is located within the curtilage of the State Heritage Register (SHR) listed item “Sydney Terminal and Central Railway Station Group” (SHR #01255), the test excavation program was proposed to be conducted under an exemption of section 57(2) of the NSW Heritage Act 1977 (Heritage Act). The ARD was submitted to Heritage NSW, Department of Premier and Cabinet (Heritage NSW, DPC) with the section 57(2) exemption notification. The ARD determined that there was low potential for local or State significant archaeological remains associated with the Benevolent Asylum (1820-1901). Two test trenches were excavated, both measuring 6 metres (m) long by 2m wide. The upper layers of stratigraphy encountered in both test trenches, consisting of road base (Context 001) and crushed sandstone (Context 002) are interpreted as being associated with the twentieth century establishment of Ambulance Avenue after the demolition of the Benevolent Asylum (Phase 3). Context 004 and Context

[66] Rappoport and NSW Government Architect’s Office, Conservation Management Plan

005 are interpreted as being a service cut and backfill for the installation of a terracotta pipe. Given that these were cut through the crushed sandstone deposit, it is interpreted that the pipe was installed in the early twentieth century as part of the development of Central station (Phase 3). No significant artefactual material was encountered, and in both test trenches the Phase 3 deposits were founded directly on the natural subsoil and bedrock which were only 300-400mm below the road surface. No archaeological remains associated with the Benevolent Asylum were encountered. Interpretation was that in distinction to the area excavated by Casey and Lowe in 2009, the subject site of Artefact's excavation had been wholly impacted and remodelled during twentieth century phases of construction.

4.5.14 Regent Street Sidings – Archaeological Assessment of Sub-Surface Remains 1999[67]

This report was constrained to a desktop assessment, on the basis of which Casey and Lowe (1999) found that "There are no. subsurface remains of any significance known to survive on the site other than those of the Botany Road and Regent Street (former Mortuary Station) sidings. There is no archaeological potential for remains from other historic uses or periods and therefore the study area is considered to contain no other items of heritage significance."

[67] Casey & Lowe Associates (1999). Archaeological Assessment of Sub-Surface Remains. Central Bus Layover. Regent Street, Sydney. Report to Civic & Civic on behalf of NSW Dept. of Transport



Figure 28: Location of heritage finds during the MTMS 1 archaeological program (2020 – 2021) (Source: Mountains Heritage, 2021)

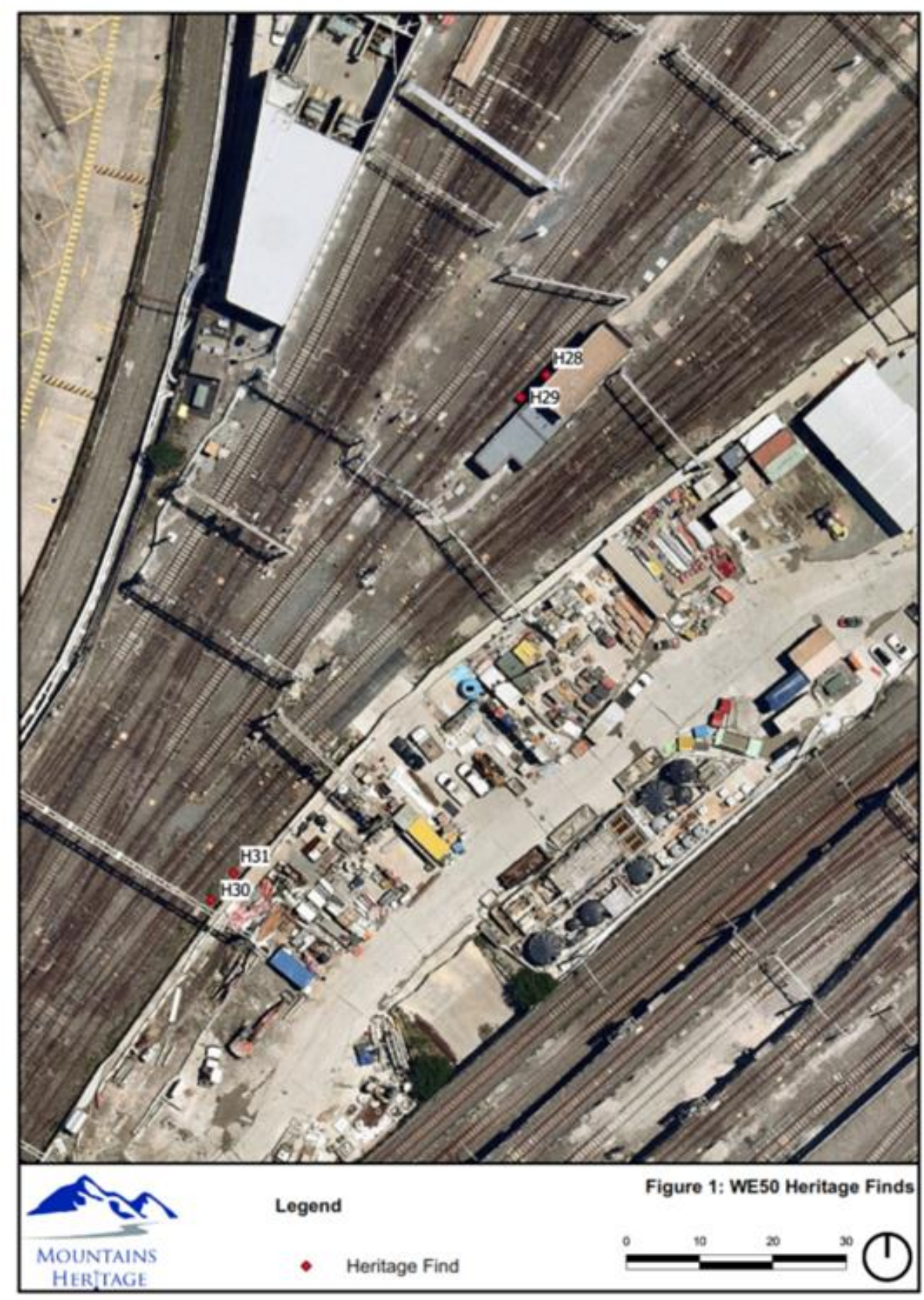


Figure 29: Location of heritage finds during the MTMS 1 archaeological program (2020 – 2021) (Source: Mountains Heritage, 2021)



Figure 30: Location of heritage finds during the MTMS 1 archaeological program (2020 – 2021) (Source: Mountains Heritage, 2021)

4.6 Aboriginal archaeological potential

The Aboriginal archaeological potential for the Central SSP site has been assessed as follows[68]:

- **Low** potential for currently unidentified localised areas of intact Tuggerah soils to be present at any location in Central SSP.
- **Moderate** potential for currently unidentified localised areas of redeposited Tuggerah soils to be present in Central SSP.
- Where localised areas of intact or redeposited Tuggerah soils are present in Central SSP, there is **high** potential for the presence of low density archaeological deposits.
- Where Tuggerah soils are not present in Central SSP, there is **low** potential for the presence of **low density** archaeological deposits.
- Where development has removed all Tuggerah soils there is **nil-low** potential for the presence of **low density** archaeological deposits.

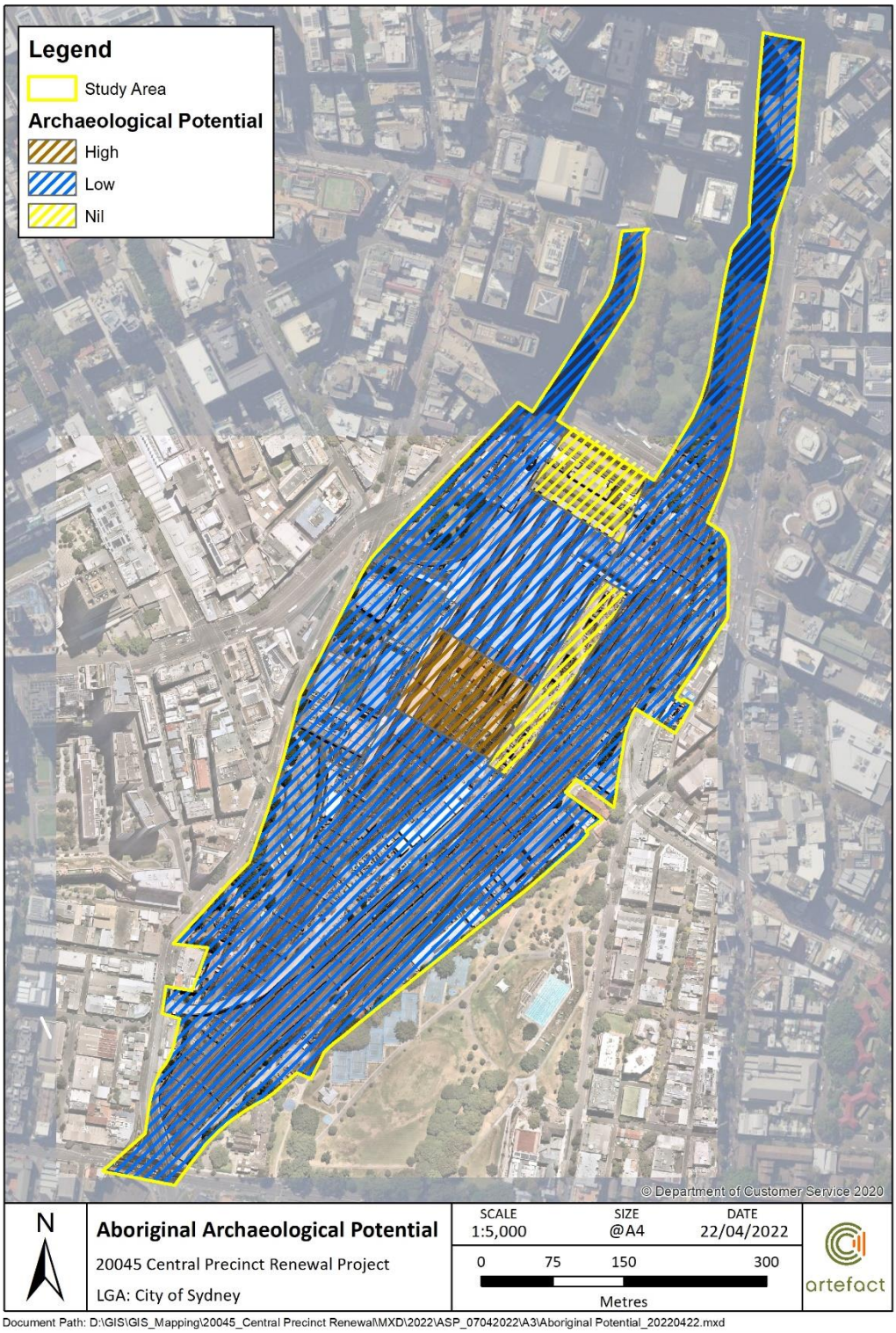
The Aboriginal Heritage Information Management System (AHIMS) search determined that there are 18 registered Aboriginal sites within the overall search area.

[68] Artefact Heritage, 2022. Draft Central State Significant Precinct Aboriginal SSP Study. Report to Transport for NSW.

A single Aboriginal site (AHIMS ID 45-6-3654) was located within the Central SSP subject site, with no other sites identified within 100m.

The assessed archaeological potential of Central SSP is shown in Figure 31.

Figure 31. Map of Aboriginal archaeological potential at the Central SSP site. Aboriginal site AHIMS ID 45-6-3654 is located within the area of high potential. (Source: Artefact Heritage, 2022)



Document Path: D:\GIS\GIS_Mapping\20045_Central Precinct Renewal\MXD\2022\ASP_07042022\A3\Aboriginal Potential_20220422.mxd

4.6.1 Results of Aboriginal archaeological investigations

Results of Aboriginal archaeological excavations in the study area have been included here as they provide evidence to the nature of soils and soil disturbance or preservation in the study area. A relatively limited number of Aboriginal sites have been identified in the dense urban development of the area, largely due to the intensive development of the area and associated sub-surface impacts, and the limited number of archaeological excavations that have taken place.

4.6.1.1 Archaeological Testing: Western Forecourt, Central Station, 2009

Two archaeological trenches targeting the remains of the Benevolent Asylum and the Christ Church St Laurence Parsonage were excavated in the Western Forecourt of Central Station by Casey and Lowe.[69]

Test excavations showed that European demolition layers overlay clean basal deposits of Botany sand. Due to the greater depth of excavation in the study area compared to this area of the Western Forecourt, it is likely that intact soils below the current basement floor of the Former Inwards Parcels Shed are also basal sands or possibly sandstone bedrock. Due to the location of the study area on the western margin of the former Botany sand sheet, it is also considered highly unlikely that earlier sand deposits (of Pleistocene age), which may represent former ground surfaces, would be located within the study area.

Due to the history of deep ground disturbance within the Western Forecourt down to a level of deep basal (B-horizon or deeper) sand bodies, there is considered no potential for the recovery of Aboriginal objects within the Western Forecourt.

4.6.1.2 Sydney Metro City and Southwest Chatswood to Sydenham, Central Station, 2016-ongoing

As part of the CSMW program for Sydney Metro, Artefact Heritage undertook extensive archaeological investigations at Central Station. A staged archaeological test/salvage excavation program was completed within the station box area, located across areas where geotechnical testing had indicated the presence of sand deposits.

Following the retrieval of three Aboriginal artefacts from Text/Salvage Excavation Area 1, Geomorphologist Dr. Sam Player conducted auguring below the base of the excavated pits to characterise the stratigraphy underlying the dune deposit. Auguring identified intact Blacktown soil landscape buried under the Aeolian dune at around 5m below ground surface.[70] The geomorphological inspection concluded the basal dune was found to be pre-contact with the buried landscape anywhere from 1,000 to 10,000 years old. No A horizon soils were identified in association with the buried soil landscape. The A horizon had been truncated with the underlying B horizon clays

[69] Casey & Lowe, 2009. Results of Archaeological Testing, Western Forecourt, Central Station.
[70] Artefact Heritage, 2020. Preliminary Excavation Director's Report – Central Station Main Works. Report prepared for Sydney Metro. 9.

directly overlain by the basal dune. No Aboriginal objects were recovered from the auger deposits and the truncation of the A horizon meant that Aboriginal archaeological potential was reduced in the buried soil landscape, so no further management was undertaken.

No Aboriginal objects were recovered from the intact basal dune profile within the test pits at Test Excavation Area 2, though three Aboriginal artefacts were retrieved from redeposited sands during testing. The basal dune, an orange clayey sand, was identified to be sterile.[71]

Plunge column testing south of the Devonshire Street Tunnel area identified an intact sand dune. The southernmost plunge column was investigated and identified as the same sterile basal dune containing no Aboriginal artefacts, while the remaining three plunge column testing contained the upper stratigraphic unit of the dune as evidenced by fine grey sand similar to that found in Test/Salvage Excavation Area 1.

Overall, the excavation program has resulted in the retrieval of 14 artefacts over 71 square metres of hand excavation in both intact and secondary contexts. A total of 4 artefacts were retrieved from an intact archaeological deposit (all confirmed Aboriginal objects), while the remaining 10 artefacts were retrieved from disturbed contexts of low archaeological integrity (redeposited sand). The site (AHIMS ID 45-6-3654) is considered a low-density artefact scatter within both intact sand and redeposited sand.

4.6.1.3 MTMS STAR Sydney Yard Central Station, 2020

Artefact Heritage prepared an Aboriginal Cultural Heritage Assessment Report (ACHAR) for the MTMS – Sydney Terminal Area Reconfiguration (STAR) project in Sydney Yard. The ACHAR identified a low density artefact scatter registered in the AHIMS database (AHIMS ID 45-6-3654) as being located within study area. This site was associated with intact natural sands. The presence of intact sands was found to be indicative of Aboriginal archaeological potential. An Aboriginal Heritage Impact Permit (AHIP) was recommended to allow impact to AHIMS ID 45-6-3654, and it was found that the proposed works would cause a partial loss of value for AHIMS ID 45-6-3654.

4.6.1.4 Former Inwards Parcels Office, 2020

Urbis undertook an ACHAR on the Former Inwards Parcels Office on the western side of Sydney Yard within the site. The ACHAR found that geotechnical investigations undertaken by Douglas Partners had identified a discontinuous layer of intact sands underneath a thick layer of fill (2-8m). The study concluded that there was potential for intact sands with Aboriginal archaeological potential despite the high degree of disturbance caused by historic activity on the site. Urbis recommended that further investigation take place in the form of archaeological test excavation.

[71] Artefact Heritage, 2020. Preliminary Excavation Director's Report – Central Station Main Works. Report prepared for Sydney Metro. 10.

4.6.1.5 New Intercity Fleet Signalling Modification Works, 2021

Artefact Heritage undertook an Aboriginal Heritage Due Diligence Assessment for signal modification works as part of the New Intercity Fleet (NIF) Station and Signalling Enabling Works Project, located within the current study area. The due diligence assessment identified the potential for both intact natural sands and redeposited sands, associated with AHIMS ID 45-6-3654, within Sydney Yard. It was determined that the sands are generally encountered at a depth of greater that 1m below the current ground level. As such, works that do not exceed this depth are unlikely to impact deposits with Aboriginal archaeological potential.

4.6.2 Additional heritage reports

The following key archaeological and heritage reports were also evaluated in preparation for this site plan.

- Artefact Heritage. *Conversion of the Former Radio Workshop at Central Station into an Electrical Substation for the CSELR project—Heritage Advice Memo*. Prepared for Acciona, 2017.
- Artefact Heritage. *DRAFT Memo Archaeological Excavation Results Central Station Substation 23082018*. 180712_JVB. Prepared for Acciona, 2018.
- Artefact Heritage, 2018. *Sydney Yard Access Bridge Construction Project: Excavation Directors Report.* For Sydney Metro.
- Artefact Heritage. *Sydney Metro: Central Station – Central Walk*. Sydney: Artefact Heritage, 2019.
- Artefact Heritage. *CSM Excavation Directors Report*, 2020.
- Artefact Heritage. *Preliminary Excavation Directors Report Central Station Main Works*, March 2020.
- Brasil, Tony. *National Trust Register Listing Report: Tarpaulin Factory, Enfield.* National Trust of Australia (NSW), 2020.
- Everett, Claire. *Archaeological Monitoring of Works at Central Railway Station, Sydney.* Pymble: HLA-Envirosciences, 1995.
- Godden Mackay. *Enfield Tarpaulin Factory: History, Operations and Building Fabric*: Report. Prepared for State Rail Authority by Godden Mackay Pty Ltd, 1991.
- GML Heritage, 2015. *CBD and South East Light Rail Central Station Substation (Chalmers Street, Surry Hills) Heritage Report.* Report prepared for Acciona.
- Heritage Group, State Projects, Department of Public Works. *Sydney/Central Station: Conservation Management Plan.* Sydney: Heritage Group, State Projects, 1996.
- Howard Tanner and Associates. *Sydney Central Station and Sydney Yard: Conservation Plan and Management Strategy. Part One: Report*. Surry Hills: Howard Tanner and Associates, 1987.
- McKillop, Robert. *Thematic History of the NSW Railways*. Sydney: Railcorp, 2009.

- Rappoport Pty Ltd and the NSW Government Architects Office. *Central Station Conservation Management Plan*. Mascot: Rappoport, 2013.
- Rappoport, Paul. C*onservation Management Plan of Mortuary Station, Regent Street, Chippendale.* Sydney: Paul Rappoport Architect, 2000.
- Sheedy, David. *A Conservation Plan for Sydney Central Railway Yard.* Dover Heights: David Sheedy, 1988.
- Stuart, Iain Malcolm. *An Archaeological Zoning Plan for Central Station and Adjacent Areas*. Pymble: HLA-Envirosciences, 1995.
- Thorp, Wendy. Draft Report. *Thematic History, White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study*. Godden Mackay, 1990.
- Thorp, Wendy. *Archaeological Assessment: Northern Concourse Central Station, Sydney.* Cultural Resources Management, January 1999.

4.7 Summary of historical archaeological potential and significance

Historical archaeological resources associated with the following phases of development have the potential to be located within the Central Precinct:

- Phase 1: Early British Land Use (1788 – 1805)
- Phase 2: Macquarie's Governorship and the Early 19th Century (c.1819-1850)
- Phase 3: First and Second Railway Stations (1855 – 1900)
- Phase 4: Land Resumption and Constructing Central Station (1901 – 1932)
- Phase 5: Modern (1930s – present)

Historical items from these land phases have been assessed at varying levels of potential and significance. The assessment of archaeological potential and significance for historic items associated with these phases of development is included in Table 6.

Table 6: Assessment of archaeological potential and significance[72]

Historic Item	Date	Archaeological Potential	Archaeological Significance
Phase 1: Early British Land Use (1788 – 1805)			
Original landscape/land use		Nil	Local

[72] Casey and Lowe, 2018. Draft Central Precinct Renewal Project, Before Central Station: A Historical Archaeological Assessment. Report prepared for Transport for NSW.

Historic Item	Date	Archaeological Potential	Archaeological Significance
The Brickfields and pottery	1788-1829	Low	State
Evidence of early road	c.1811	Nil	State
Phase 2: Macquarie's Governorship and the Early 19th Century (c.1819-1850)			
Devonshire Street Cemetery	c.1819-1888	Nil-Moderate	State
Cleveland Paddock	1820-1865	Low	Local
Carters' Barracks	1820-c.1901	Low-Moderate	State
Benevolent Asylum	c.1820-c.1901	Nil-High	State
The 'Cottage'	1820s-c.1901	Nil-High	State
The Tollhouse	1820-c.1901	Nil-Low	State
Christ Church Parsonage	1855-1902	Nil-High	Local
Belmore Police Barracks	c.1854-c.1901	Low-Moderate	State
Saint Paul's Parsonage and School	c.1850s-c.1911	Nil-Low	State
Phase 3: First and Second Railway Stations (1855 – 1900)			
First Sydney Station (Redfern)	1855	Nil-High	State
Prince Alfred Sewer Line	1850s	Low-Moderate	Local

Historic Item	Date	Archaeological Potential	Archaeological Significance
Terrace Houses (Railway Place)	c.1860s-c.1901	Nil-Moderate	Local
Mortuary Station	Opened 1869	N/A	State
Second Sydney Station (Redfern)	Opened 1874	Nil-High	State
Belmore Park Tramway Depot	1879-c.1901	Nil-Moderate	Local/State
Phase 4: Land Resumption and Constructing Central Station (1901 – 1932)			
Land resumption/demolition	c.1901-1906	Low-High	Local
Central Railway Station	c.1901-1932	Nil-Low	Not significant
Phase 5: Modern (c.1930s-present)			
Central Railway Station	1930s-present	N/A	Not significant

5.0 STRATEGIC MANAGEMENT

This section provides a general guidance for the management, conservation and future investigation of the study area's archaeological assets. The management policies and procedures have been devised to provide a decision-making framework to assist with mitigation of potential impacts associated with new developments and master planning.

The preservation of archaeological and heritage values should be managed by applying best practice heritage principles. The principal determining factor for the management of archaeological resources is their assessed significance and research potential.

The level of archaeological significance defines the degree of impact or tolerance for change to which archaeological resources can be subjected to. It also determines the appropriate investigation method and level of recording.

Archaeological resources assessed to have high research potential and/or significance at a state level must be protected from impacts, retained in situ and conserved.

Archaeological resources with limited research potential and/or significance at a local level should be managed in a more flexible manner. Disturbance or removal of such resources would be permissible after thorough recording. Specific consideration for retention in situ, however, should be given to those resources whose significance may be of non-archaeological values (eg: association, uncommon, rare or endangered aspects, etc).

In general, the management approach should be based on the strategy of avoidance. Alternatives to direct impacts should be considered first so that subsurface disturbance or removal to archaeological remains is minimised wherever possible.

This ASP recognises that Central Railway Station is a network-critical component of the State's metropolitan and country rail services. Within this operational context, Table 7 outlines the preferred management steps required for individual heritage and archaeological items that may be encountered within the study area. The guidelines accompanying each recommendation include any specific processes that are advised, such as archival recording in situ, as well as supervision requirements, including the oversight of an archaeologist suitably qualified to determine appropriate impacts and procedures. The robustness of an archaeological management recommendation is related to the significance of the find. For a set of overview maps of management recommendations within and adjacent to the study area, please see Section 6.2.3.

5.1 General management guidelines

5.1.1 Physical Archaeological Remains:

- Management of physical archaeological remains should be undertaken in accordance with the guidelines provided in Table 8.

5.1.2 Compliance and Approvals:

- Conditions of relevant planning approvals/consents pertinent to heritage and archaeology must be obtained and abide to prior to any works that may impact archaeological resources.

5.1.3 Skills and Training:

- Any archaeological documentation required by conditions of approval/consent, in addition to this ASP, must be in place prior to commencement of ground disturbance.
- Appropriately qualified heritage specialists/archaeologists must be included in decision making relating to impacts on archaeological resources and their values.
- Carrying out of conservation works and/or archaeological investigations will be subject to advice by appropriately qualified heritage specialists/archaeology excavation director. All contractors or other persons involved in development works must undergo a heritage induction to understand the study area's significance, its archaeological potential and the role of archaeologists during onsite works. Heritage induction should be prepared and delivered by a qualified archaeologist. On-site personnel should be made aware of the procedures to be followed for notification and work stoppage in the event of the unexpected discovery of archaeological remains.

5.1.4 Archaeological Records

- Upon completion of on-site works and post excavation analysis, a report should be prepared by the project archaeologist/Excavation Director that presents a detailed description of the works performed and their results.
- The report on the results of all archaeological fieldwork must be produced in accordance with conditions of approval or best-practice procedures if statutory approval is not required.
- Archaeological artefacts retrieved during archaeological works deemed to be of local or state significance must be stored at an accessible repository to enable future research.

5.1.5 Collections management

Transport for NSW and interrelated transport agencies share a collective responsibility for the conservation, storage and interpretation of significant archaeological findings and collections within the Central Precinct.

- An Archaeological Collection Strategy should be developed for Central within 12 months of the completion of the ASP. The Strategy will be included as an appendix to the ASP to support management of archaeological resources at Central. The Strategy will need to address questions including:
    - long term storage location for the collection
    - conservation needs and maintenance

- accessioning and deaccessioning of collections

5.1.6 Communication and interpretation of heritage values and the past

- Opportunities to interpret any archaeological evidence discovered during site works should be considered as part of a holistic approach to interpreting the site. The evidence revealed by archaeological investigation should be incorporated into an integrated approach to heritage interpretation within an individual item or site.
- The nature, location and historic context of significant archaeological remains at Central should be communicated via integrated interpretation prepared in accordance with the *Central Heritage Interpretation Strategy*.
- Interpretation of highly significant archaeological remains sited in non-accessible or non-visible public areas, such as the operational rail corridor, should employ innovative methods to communicate the significance, location and historic context of these remains.
- Innovative interpretive methods which convey the history and evolution of the Central precinct through archaeology should be integrated within the design, planning and built form of future developments. They may include the following media:
    - lighting and signage
    - digital methodologies (drones, aerial photography, 3D scanning and modelling, photogrammetry for recording archaeology and archaeological investigations
    - integration of archaeological data, shapefiles and findings with existing digital engineering records for production of an interactive mapping portal

5.1.7 Further Research

- Any archaeological investigation of an individual site or item should be considered in both local and broader contexts, including the relationships between subsurface remains and standing structures, landscape and geomorphology.
- A Strategic Research Framework should be prepared for Central to support the prioritisation, ongoing refinement of key research questions, and lines of historical enquiry. The framework should be prepared in accordance with the *Guidelines for Preparing Archaeological Management Plans* published by the Heritage Office
- The Strategy Research Framework should be prepared within six months of the delivery of the ASP and be included as an appendix. It needs to be updated either every five years or following the delivery of major final reporting outcomes from major projects at Central to ensure key research avenues remain current.
- The Strategy Research Designs should be prepared with the research focus on the historical themes and phases of development as explained in this ASP in order to maintain a consistency in the recording and presentation of data, so that all conclusions drawn in response to research questions can be understood together in the context of the historical development of the Central Precinct.

- Partnerships and collaborative projects, including with tertiary institutions, should be established to support ongoing research and learning.

Table 7. Recommendations for management of physical k archaeological features within the study area.

Management	Guidelines and remarks
A **Avoidance of impact and preservation in situ**	Whenever possible, locate proposed developments in areas of low to nil archaeological potential and no significance. The strategy of avoidance would consider reuse of existing service trenches, placement of elements and structures on above-ground supports or construction in the areas of previous disturbance. Preservation in situ is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be fully recorded including GIS location, then covered in geofabric prior to reburial. This process should occur under the supervision of an Excavation Director approved for management of State significant sites and items.
B **Archaeological recording prior to salvage**	When impact is unavoidable and archaeological remains are deemed for removal, thorough archaeological recording must be undertaken. The recording would include detailed note taking, sediment sampling (where appropriate), GIS and RL recording, photography, site/feature planning and/or photogrammetry, section drawing and/or 3D scanning. Archaeological records would form part of the study area's archives.
C **Salvage or removal**	If impact is unavoidable and archaeological remains are deemed for removal, this action should be carried out in a controlled manner and after completion of detail archaeological recording. This process should occur under the supervision of a qualified archaeologist.
D **General recording**	Given the heritage and archaeological significance of the study area, notes of all archaeological intervention should be made for future reference.
E **No action required**	The item may be removed or impacted without archaeological supervision or reporting.

5.2 Unexpected Finds Procedure

Management of finds that may unexpectedly be encountered should be undertaken in accordance with *Unexpected Heritage Finds Guidelines (3TP-SD-115/2.0)* prepared by TfNSW in 2014.

5.3 Skeletal remains and burial sites

The study area encompasses a substantial section known to have contained a major metropolitan burial ground – the Devonshire Street Cemetery. Recent archaeological work in the vicinity of the platform area of the study area has uncovered both gravesites and human remains. However, not all skeletal remains that may emerge during works are likely to be human, as the bulk of the study area encompasses former grazing land where animal remains may have been buried. For this reason, two sets of location-specific procedures for suspected skeletal remains and burial sites have been incorporated into this Site Plan (see SY0170 and SY025).

5.3.1 Former Devonshire Street Cemetery site (SY0025)

The northernmost section of the study area overlays the site of the former Devonshire Street Cemetery (Figure 32). This section encompasses the areas between platforms 9 and 14 of Central Station, as far south as the Devonshire Street tunnel. However, deep excavation below platforms 13, 14 and 15 for the Sydney Metro Central Station removed all archaeological material within this footprint, including human remains. Beyond this recent excavation zone, the likelihood of encountering human remains and/or burial sites is considered high.

For the full management procedure when working in an area where human remains are likely to be encountered, please refer to the *Sydney Metro Central Station Main Works Human Remains Management Plan for Unidentifiable Remains*.[73] These guidelines outline the site management, legal, reporting, scientific and media requirements to be met. A summary only of the guidelines is provided below.

- Stop work and preliminary notification – all work in the area must stop immediately and the site must be secured.
- Confirm human provenance – the bones must be identified as human, and their burial context – whether they are forensic (less than 100 years) or archaeological (older than 100 years) and suspected ancestry (Aboriginal or non-Aboriginal) confirmed.
- Notification based on jurisdiction – once confirmation is received from a technical specialist that the remains are of human origin, the correct statutory pathway must be followed.
- Archaeological exhumation – recording, excavation and relocation of bones and preparation of an exhumation report.

[73] Sydney Metro. Exhumation Management Plan, Version 3 (Sydney Metro, 2019).

5.3.2 Areas outside of the former Devonshire Cemetery site (SY0170)

The majority of the study area is south of the former Devonshire Street Cemetery site (Figure 32) and therefore the potential for discovering human remains is considerably lower, although not nil. Although it is possible that Aboriginal or non-Aboriginal burials may have occurred in this section of the study area, any skeletal remains encountered here are more likely to be animal rather than human in origin. Therefore, unless there are strong reasons to suspect that any skeletal remains encountered in this section of the study area are human, the following procedure is recommended:

- Stop work and preliminary notification – all work in the area must stop immediately and the site must be secured.
- Confirm non-human provenance – the bones must be identified as animal, through physical or photographic inspection by a qualified archaeologist with experience in identifying animal bones.
- If the bones are confirmed as being animal in origin, their location should be recorded and works can proceed.
- If there is any possibility that the bones are human, follow the procedure for human skeletal remains outlined above.

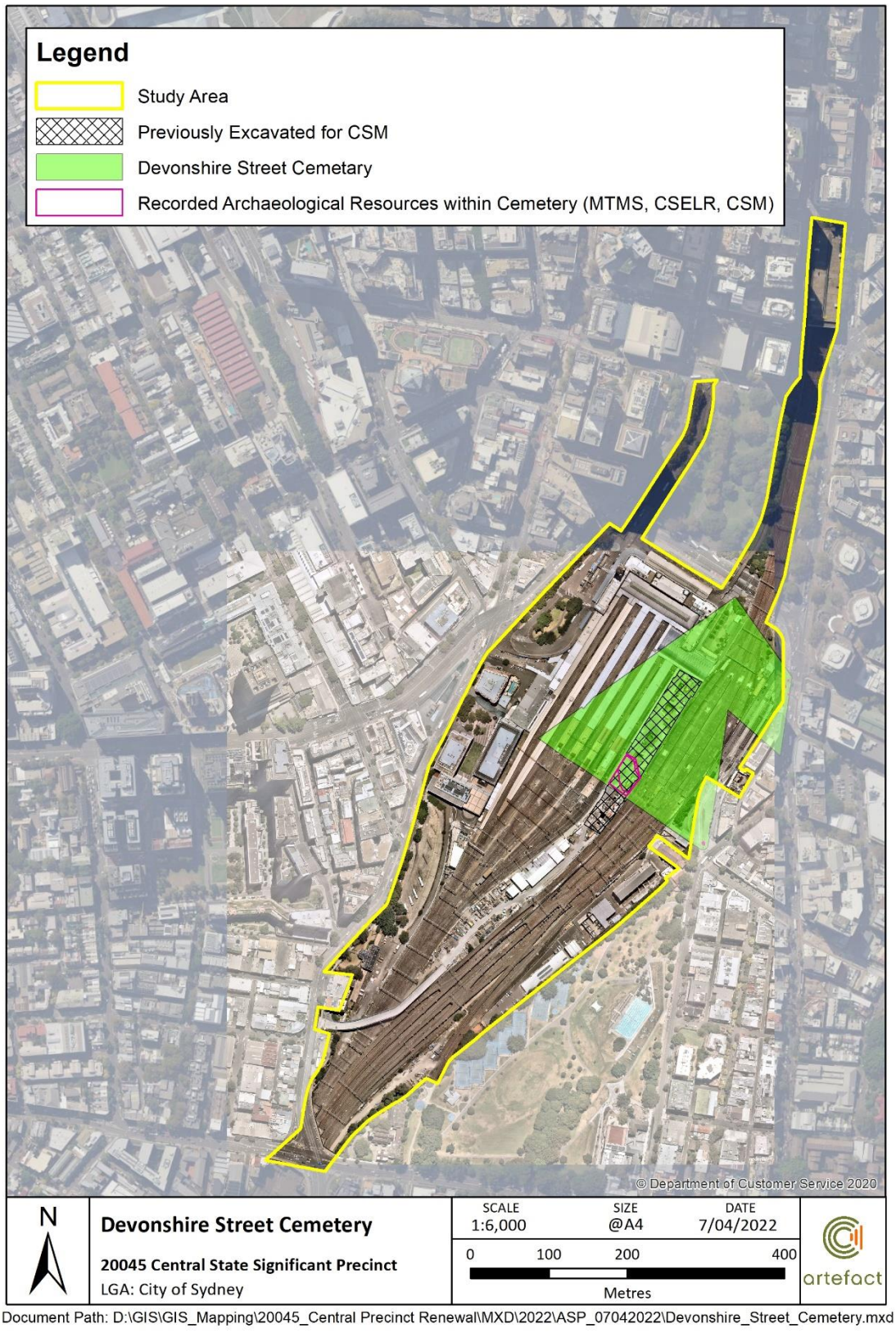


Figure 32. Extent of former Devonshire Street Cemetery overlaid on the Central State Significant Precinct study area (Source: Artefact, 2022)

5.4 Hazardous materials

Hazardous materials such as asbestos were often used to construct items used at Central Station. These materials included asbestos cement pipes and asbestos cement sheeting to clad buildings. Environmental contamination may also have occurred via the use of industrial materials and chemicals such as hydrocarbons. Remnants of these materials, for instance in the vicinity of the former railway gas works, may remain an enduring environmental hazard during works.

There is a potential conflict between risk to human health and the management of significant heritage items and the safety of individuals takes priority. Artefacts that are manufactured from hazardous material such as asbestos, and those that may be contaminated due to proximity to contaminated deposits, will not be collected because of the danger to human health.

However, there are now available archaeological techniques for recording that can be undertaken remotely (for example laser scanning and photogrammetry) and these can be used where it is unsafe to physically contact heritage items. In these cases, advice from a competent Occupational Hygienist should be sought to work archaeologists to ensure that the archaeological work flow is safe.

6.0 SUMMARY OF ARCHAEOLOGICAL RESOURCES

6.1 Introduction

This section includes a tabulated summary of archaeological resources, known and and potential ,their significance and recommended archaeological management located in the study area. The resources are subject to the definitions and limitations outlined in 2.3 of this report. Maps showing archaeological potential, significance and recommended archaeological management are provided in separate maps in Section 6.2.

Please see Section 8.0 for detailed inventory sheets for each item in Table 8 below.

Table 8. Summary table of known and potential archaeological features in Sydney Yard. Note that gaps in the sequence may indicate items that have been excluded from the study area or have been consolidated into another inventory item.

Item No.	Item Name	Potential	Significance	Archaeological Management
SY0001	Brick Drain Containing Blackwattle Creek	High	State	A – Preserve in situ
SY0002	First Redfern Station and Platform	Low	State	A – Preserve in situ
SY0003	First Engine Shed	Low	State	A – Preserve in situ
SY0004	Two Storeyed Workshop	Nil	State	A – Preserve in situ
SY0005	Carriage Shed	Low	State	C – Archivally Record and Remove
SY0006	Goods Shed	Moderate	State	A – Preserve in situ
SY0007	Turntable	High	State	A – Preserve in situ
SY0008	Blacksmith's Workshop and Steam Hammer	Low	State	B – Archivally Record and Salvage
SY0009	Repair Shop	High	State	B – Archivally Record and Salvage
SY0010	Second Engine Shed	Moderate	State	B – Archivally Record and Salvage
SY0011	1869 Goods Shed	Moderate	State	B – Archivally Record and Salvage
SY0012	Second Redfern Station	High	State	A – Preserve in situ
SY0013	Second Blacksmith's	Moderate	State	A – Preserve in situ
SY0014	Repairing Shops	High	Local	B – Archivally Record and Salvage
SY0015	Locomotive Shops	High	State	B – Archivally Record and Salvage
SY0016	Boiler and fitting shop	Moderate	State	A – Preserve in situ
SY0017	Carriage Shops	Moderate	State	C – Archivally Record and Remove
SY0018	Gas Works	Moderate	State	C – Archivally Record and Remove
SY0019	First Eastern Carriage Sheds	High	State	B – Archivally Record and Salvage
SY0020	Second Eastern Carriage Shed	Low	Local	C – Archivally Record and Remove
SY0021	Carriage Cleaners Amenities	Low	Local	C – Archivally Record and Remove
SY0022	Mechanical Plumbers	Low	Local	C – Archivally Record and Remove
SY0023	Eastern Signal Box	Low	Local	C – Archivally Record and Remove

Item No.	Item Name	Potential	Significance	Archaeological Management
SY0024	Sydney Yard Signal Box	Low	Local	C – Archivally Record and Remove
SY0025	Devonshire Street Cemetery	High	State	B – Archivally Record and Salvage
SY0032	Coal Chute and Stage, Number 10 Platform	Low	Local	C – Archivally Record and Remove
SY0037	High Tension Cable Tunnel for Prince Alfred Substation	Moderate	Local	E – No Action Required
SY0039	Devonshire Street Passenger Subway	High	Local	E – No Action Required
SY0040	Connected Signal Section Hut, Telephone Branch and High Pressure Cable Tunnel to	Low	Nil	D – Note and Remove
SY0042	No. 8 Manhole	Low	Nil	E – No Action Required
SY0043	Yard Controller Building	Low	Local	C – Archivally Record and Remove
SY0045	Locomotive Examiners Office	Low	Local	C – Archivally Record and Remove
SY0046	Engine Pit Platform 10-11	Low	Local	C – Archivally Record and Remove
SY0048	Footwarmer Plant, Platforms 10-13	Moderate	Local	C – Archivally Record and Remove
SY0050	Station West Signal Box	Low	Local	B – Archivally Record and Salvage
SY0051	Mortuary Station	High	State	A – Preserve in situ
SY0052	South-Western Toilets	Low	State	C – Archivally Record and Remove
SY0053	Structure	Moderate	State	B – Archivally Record and Salvage
SY0054	Staircase	Moderate	Local	B – Archivally Record and Salvage
SY0055	Pedestrian Footbridge	Low	Local	C – Archivally Record and Remove
SY0056	Structure	Low	Local	C – Archivally Record and Remove
SY0057	Structure	Low	Local	C – Archivally Record and Remove
SY0058	Sydney Station Signal Box	Moderate	State	B – Archivally Record and Salvage
SY0059	Structure	Low	Local	C – Archivally Record and Remove
SY0060	Structures	Low	Local	C – Archivally Record and Remove
SY0062	Structure	Low	Local	C – Archivally Record and Remove
SY0063	Structure	Low	Local	C – Archivally Record and Remove
SY0064	Structure	Low	Local	C – Archivally Record and Remove

Item No.	Item Name	Potential	Significance	Archaeological Management
SY0076	Western Carriage Shed	Moderate	State	
SY0077	South-Western Signal Box	Low	Local	C – Archivally Record and Remove
SY0078	Structures to the South-West of the Western Carriage Shed	Moderate	Local	C – Archivally Record and Remove
SY0087	Concrete Sewerage Line	High	Local	A – Preserve in situ
SY0088	Signal Bridge	Low	Nil	C – Archivally Record and Remove
SY0089	Staircases	Low	Local	C – Archivally Record and Remove
SY0091	Mortuary Station North-Eastern Platform	Low	State	B – Archivally Record and Salvage
SY0092	North-Eastern Parcel Train Platform	Low	Local	C – Archivally Record and Remove
SY0093	South-Eastern Parcel Train Platform	Low	Local	C – Archivally Record and Remove
SY0103	Compressor Hut	Low	Nil	C – Archivally Record and Remove
SY0104	Distributing Chamber	Low	Local	C – Archivally Record and Remove
SY0105	Tramway Interlocking Depot	Low	Local	C – Archivally Record and Remove
SY0106	Entrance Structures	Low	Local	C – Archivally Record and Remove
SY0109	Electrical Workshop	Low	Local	C – Archivally Record and Remove
SY0110	Mess Room	Low	Local	C – Archivally Record and Remove
SY0117	Footbridge over Goods Line	Low	Nil	C – Archivally Record and Remove
SY0118	Ramp to Bridge over Goods Line	Low	Nil	D – Note and Remove
SY0135	Chief Electrical Engineer's Office	Moderate	Local	C – Archivally Record and Remove
SY0138	Structure adjacent to footbridge	Low	Local	C – Archivally Record and Remove
SY0139	Feature extending from the Electrical Workshop to the Structure adjacent to Foot	Low	Local	C – Archivally Record and Remove
SY0140	Signal Box to North-West of Station west Signal box	Low	Nil	C – Archivally Record and Remove
SY0141	Structure to the North-West of Station West Signal Box	Low	Nil	C – Archivally Record and Remove
SY0143	Structure	Low	Nil	C – Archivally Record and Remove
SY0144	Hut adjacent to Station West Signal Box	Low	Nil	C – Archivally Record and Remove

Item No.	Item Name	Potential	Significance	Archaeological Management
SY0145	Urinals	Nil	Nil	C – Archivally Record and Remove
SY0151	Workshop	Local	State	B – Archivally Record and Salvage
SY0152	Ancillary Structures	Moderate	State	B – Archivally Record and Salvage
SY0153	Structure	Low	State	B – Archivally Record and Salvage
SY0154	Ancillary Structure	Low	State	B – Archivally Record and Salvage
SY0155	Ancillary Structure	Low	State	B – Archivally Record and Salvage
SY0156	Ancillary Structure	Low	state	B – Archivally Record and Salvage
SY0157	Structure	Low	State	B – Archivally Record and Salvage
SY0158	Fencing	Low	Local	C – Archivally Record and Remove
SY0159	Ticket Collector's Platform	Low	State	B – Archivally Record and Salvage
SY0160	Darling Harbour Goods Line	High	State	B – Archivally Record and Salvage
SY0161	Pump Engine	Low	State	C – Archivally Record and Remove
SY0162	Ancillary Structure	Low	State	C – Archivally Record and Remove
SY0163	Platform and Platform Building	Low	State	C – Archivally Record and Remove
SY0164	Battery Room	Low	State	C – Archivally Record and Remove
SY0165	Third eastern Carriage Shed	Moderate	State	B – Archivally Record and Salvage
SY0166	Devonshire Street	High	State	B – Archivally Record and Salvage
SY0167	Station Boundary Fence	High	State	C – Archivally Record and Remove
SY0168	Station Yard Cobbled Surface	Moderate	State	B – Archivally Record and Salvage
SY0169	Central Station Platforms	High	Local	B – Archivally Record and Salvage
SY0170	Animal Bones	Low	Local	C – Archivally Record and Remove
SY0172	Coal Stage, Platform 8	High	Local	C – Archivally Record and Remove
SY0173	Ash Pit, Platform 8	High	Local	C – Archivally Record and Remove
SY0174	Ash Pit, Platform 9	High	Local	C – Archivally Record and Remove
SY0175	Ash Pit, Platform 10 East	High	Local	C – Archivally Record and Remove

Item No.	Item Name	Potential	Significance	Archaeological Management
SY0176	Ash Pit, Platform 10 West	Moderate	Local	C – Archivally Record and Remove
SY0177	Water Crane, Platform 10	Moderate	Local	C – Archivally Record and Remove
SY0178	Water Crane Platform 8	Moderate	Local	C – Archivally Record and Remove
SY0179	Ash Pit, Platform 6	High	Local	C – Archivally Record and Remove
SY0180	Ash Pit, Platform 5	High	Local	C – Archivally Record and Remove
SY0181	Coal Stage, Platform 6	High	Local	C – Archivally Record and Remove
SY0184	Subway Passage System	High	State	E – No Action Required
SY0189	Carriage Turntable	Low	Local	C – Archivally Record and Remove
SY0190	Locomotive Shed	Low	State	C – Archivally Record and Remove
SY0191	Office	Low	State	B – Archivally Record and Salvage
SY0192	Ancillary Structures	Low	Local (State subject to integrity)	B – Archivally Record and Salvage
SY0193	Wall adjacent to Gas Works	Low	Local	D – Note and Remove
SY0194	Circular Gas Works Structure	Low	Local	D – Note and Remove
SY0195	Platform	Low	State	C – Archivally Record and Remove
SY0196	Office	Low	State	B – Archivally Record and Salvage
SY0197	Service Pit [H22]	High	State	A – Preserve in situ
SY0198	Brick footing, floor and sandstone yard surface [H16]	High	Local	B – Archivally Record and Salvage
SY0199	Maintenance Plumbers Building [H5]	Little	Local	C – Archivally Record and Remove
SY0200	Brick Footing [H18]	High	Local	D – Note and Remove
SY0201	Aboriginal Archaeological Site AHIMS# 45-6-3654	Low	State	Management of this resource conducted under separate approvals and archaeological methodologies.
SY0202	Maintenance Plumbers Building	Low	Local	C – Archivally Record and Remove
SY0203	Brick footing directly west of the Yard Controller Building [H28]	Moderate	Local	B – Archivally Record and Salvage
SY0204	Brick footing and floor, possible ash pit [H26]	High	State	A – Preserve in situ
SY0205	Electrical Pits	Moderate	Local	C – Archivally Record and Remove

Item No.	Item Name	Potential	Significance	Archaeological Management
SY0207	Offices	Low	State	C – Archivally Record and Remove
SY0208	c. 1900 structures associated with Gas Works	Low	Local	B - Archivally record then salvage
SY0220	Benevolent Asylum	High	State	A – Preserve in situ
SY0221	Christ Church Parsonage	Moderate	State	A – Preserve in situ
SY0222	Police Superintendent's Residence	Moderate	State	A – Preserve in situ
SY0223	Carter's Barracks	High	State	A – Preserve in situ
SY0224	Belmore Police Barracks	Low-Moderate	State	A – Preserve in situ
SY0226	Hay Street Presbyterian Church Building, Manse and Terrace	High	State	A – Preserve in situ
SY0228	Old Burial Ground Road	Low	State	C – Archivally Record and Remove
SY0229	1850's Fencing	Moderate	State	C – Archivally Record and Remove
SY0230	St Francis' Church and School	Low	State	C – Archivally Record and Remove
SY0231	Buildings between Campbell and Goulburn Streets	Low	Local	C – Archivally Record and Remove
SY0232	Presbyterian Morgue/Chapel	Low	State	B - Archivally record then salvage
SY0233	Roman Catholic Chapel	Low	State	B - Archivally record then salvage
SY0234	Quakers Meeting House & Cottage	Low	State	B - Archivally record then salvage
SY0235	Congregational Churches Chapel	Low	State	B - Archivally record then salvage
SY0236	Jewish Residence & Morgue	Low	State	B - Archivally record then salvage
SY0237	Cemetery Entrance Gates	Low	State	B - Archivally record then salvage
SY0238	First Station Yard Buildings	Moderate	State	A – Preserve in situ
SY0239	First Station Yard Enclosed Yard and Building	Low	State	A – Preserve in situ
SY0240	Wagon Turntables associated with the First Station	Moderate	State	A – Preserve in situ
SY0241	St Paul's Ancillary Buildings and Yard	Low	State	B - Archivally record then salvage
SY0242	St Paul's Church School	Low	State	A – Preserve in situ
SY0243	St Paul's Church Parsonage	Low	State	A – Preserve in situ
SY0244	First Station Southern Sydney Yard Buildings	Moderate	State	B - Archivally record then salvage

Item No.	Item Name	Potential	Significance	Archaeological Management
SY0245	Sydney Yard Signal Box	Low	Local	C – Archivally Record and Remove
SY0246	Locomotive Engineer's Office	Low	State	B- Archivally record then salvage
SY0247	Chippendale School	High	State	B- Archivally record then salvage
SY0248	Wesleyan Church	Low	State	B- Archivally record then salvage
SY0249	Carpenters Shop	Low	State	C – Archivally Record and Remove
SY0250	1855-1865 Workshops	Low	State	C – Archivally Record and Remove
SY0251	1855-1865 Central Sydney Yard Workshops	Low	State	C – Archivally Record and Remove
SY0252	Tarpaulin Shed and Urinals	Low	State	C – Archivally Record and Remove
SY0253	Goods Platform and Tow Crane	Low	State	C – Archivally Record and Remove
SY0254	Cement Testing Room	Low	State	D - Note then remove
SY0255	1855-1865 Central Sydney Yard Structures	Moderate	State	B- Archivally record then salvage
SY0256	1855-1865 Northern Structures	Low	State	B- Archivally record then salvage
SY0257	Railway Place Houses and Yards	Low	State	B- Archivally record then salvage
SY0258	Railway Place and Randle Street	Moderate	Local	B- Archivally record then salvage
SY0259	Historic Road Surfaces	Moderate	Local to State	C – Archivally Record and Remove
SY0260	Structures	Low	State	C – Archivally Record and Remove
SY0261	Carriage Structure	Low	State	Monitoring & B- Archivally record then salvage
SY0262	Structure	Low	State	B- Archivally record then salvage
SY0264	Housing along Terminus Street	Moderate	State	C – Archivally Record and Remove
SY0265	Benevolent Asylum Yard corner of Harris and George Street	Moderate	State	B- Archivally record then salvage
SY0266	Watch House Yard corner Devonshire and George Street	Low	State	B- Archivally record then salvage
SY0267	Toll House along George Street	Moderate	State	B- Archivally record then salvage
SY0268	Church of England – Residence and Morgue	Moderate	State	C – Archivally Record and Remove
SY0269	Tram Car Shed	Moderate	State	C – Archivally Record and Remove
SY0270	Tramlines	Moderate	Local to State	C – Archivally Record and Remove

Item No.	Item Name	Potential	Significance	Archaeological Management
SY0271	Belmore Park Pathways	Low-Moderate	Local	C – Archivally Record and Remove
SY0272	Lamp Post	Low	Local	C – Archivally Record and Remove
SY0273	Tramway Platform Buildings	Low	State	C – Archivally Record and Remove
SY0274	Platform Structure	Low	State	C – Archivally Record and Remove
SY0280	Permanent Way Buildings	Low	State	C – Archivally Record and Remove
SY0281	Blacksmith's Shop	Moderate	State	C – Archivally Record and Remove
SY0282	Goods Platforms	Moderate	State	C – Archivally Record and Remove
SY0283	Ancillary Building	Low	State	C – Archivally Record and Remove
SY0284	District Engineer's Office Extension	Low	State	C – Archivally Record and Remove
SY0285	Ancillary Building	Low	State	C – Archivally Record and Remove
SY0286	1880s Carpenter's Shop	Low	State	C – Archivally Record and Remove
SY0287	1870s Carriage Workshops	Moderate	State	C – Archivally Record and Remove
SY0288	1870s Ash/Access Pit and Crane	Moderate	State	C – Archivally Record and Remove
SY0289	c.1870s Carriage Shed	Low	State	C – Archivally Record and Remove
SY0290	Draughtsman's Office Ancillary Structures	Low	State	C – Archivally Record and Remove
SY0291	1855 Turntable	Moderate	State	A – Preserve in situ
SY0293	Structures	Low	State	C – Archivally Record and Remove
SY0294	Produce Shed	Low	State	C – Archivally Record and Remove
SY0295	Interlocking Workshops	Low	State	C – Archivally Record and Remove
SY0296	Terraces	Low	Local	C – Archivally Record and Remove
SY0297	Engine Shed	Low	Local	C – Archivally Record and Remove
SY0299	c.1903 Structure	Low	State	C – Archivally Record and Remove
SY0301	c.1896 Platform	Low	State	C – Archivally Record and Remove
SY0302	Workshop Structures	Low	State	C – Archivally Record and Remove
SY0303	Relocated Turntable	Low	State	C – Archivally Record and Remove

Item No.	Item Name	Potential	Significance	Archaeological Management
SY0304	Entrance Building	Low	Local	C – Archivally Record and Remove
SY0305	1891 Signal Box	Low	State	C – Archivally Record and Remove
SY0306	Structure	Low	State	C – Archivally Record and Remove
SY0307	Structure	Low	State	C – Archivally Record and Remove
SY0308	c. 1896 Structures	Low	State	C – Archivally Record and Remove
SY0309	c. 1896 Gas Works	High	Local	C – Archivally Record and Remove
SY0310	c.1896 Entrance Structures	Moderate	State	C – Archivally Record and Remove
SY0311	c.1896 Offices	Moderate	State	C – Archivally Record and Remove
SY0312	c.1900 Structure	Nil	State	C – Archivally Record and Remove
SY0313	Parcels Structure	Nil	State	C – Archivally Record and Remove
SY0314	c.1903 Carriage Shed	Moderate	State	C – Archivally Record and Remove
SY0315	c.1870 Redfern Tunnel Signal Box	Low	State	B- Archivally record then salvage
SY0316	1883 Redfern Tunnel Signal Box	Low	State	C – Archivally Record and Remove
SY0317	1910 Redfern Tunnel Signal Box	Moderate	Local	C – Archivally Record and Remove
SY0318	Bondi Ocean Outfall Sewer [BOOS]	High	State	A – Preserve in situ
SY0319	Engine Erecting Shop	Low	State	C – Archivally Record and Remove
SY0320	Lighting Depot	Low	Nil	C – Archivally Record and Remove
SY0321	Radio Workshop	Low	Local	C – Archivally Record and Remove

6.2 Site plans and mapping of archaeological overlays

6.2.1 Overview

The following maps provide an overview of the archaeological resources (Figure 33 and Figure 34) within and adjacent to the study area. The map in Figure 35 provides a thematic grouping of the archaeological resources in order to demonstrate the general nature of the different resources.

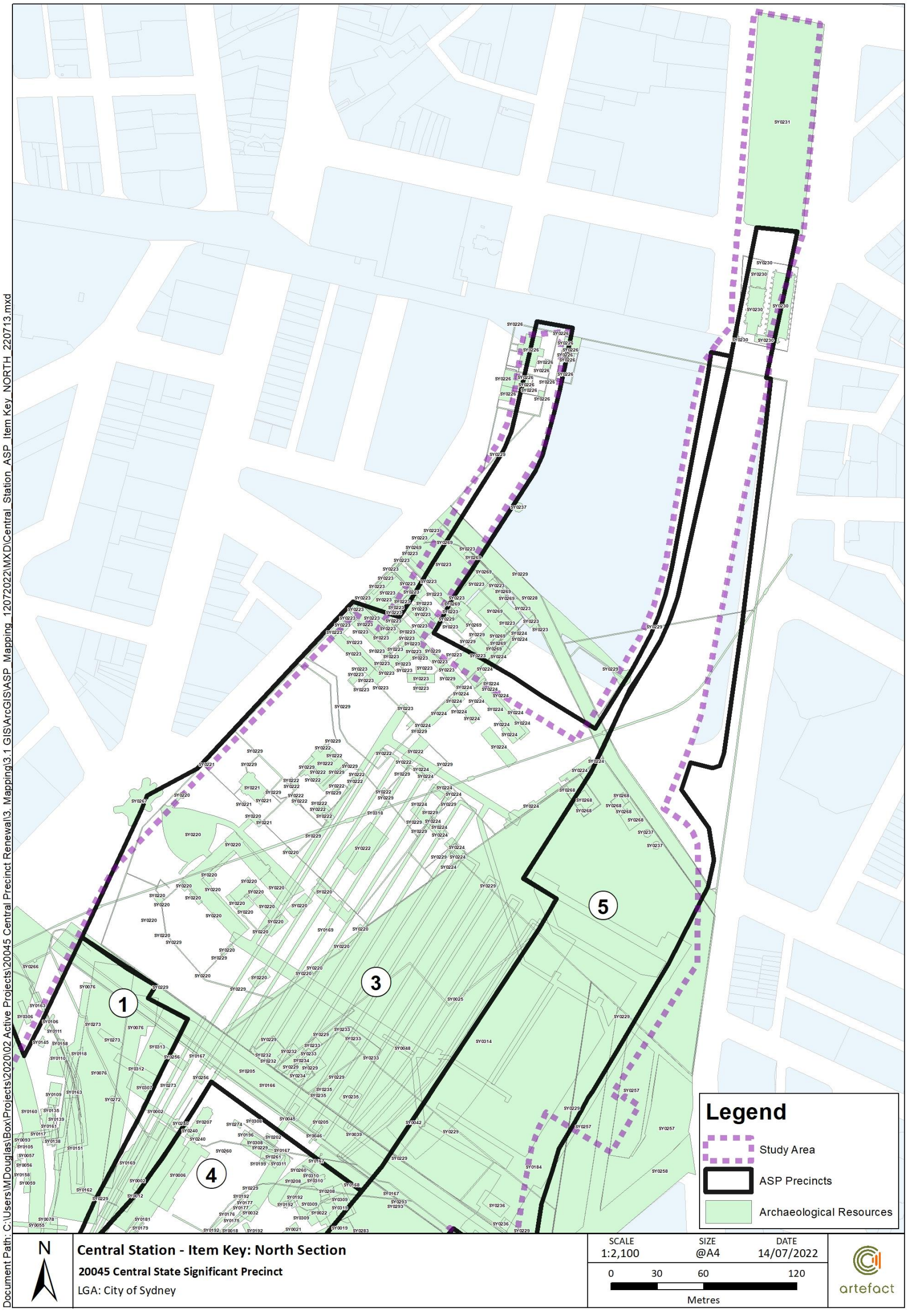
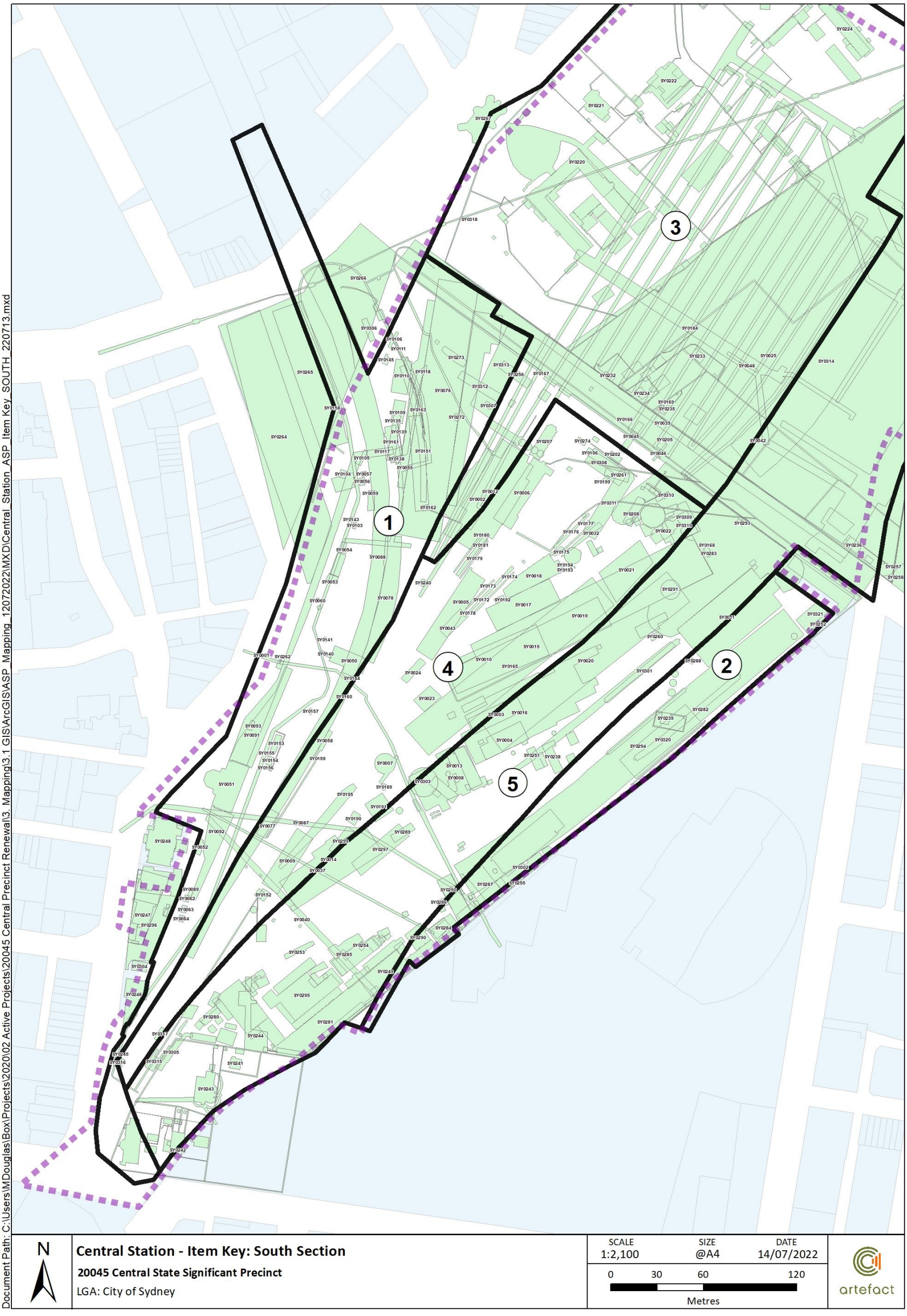


Figure 33. Comprehensive plan of archaeological resources within and adjacent to the study area in the northern section of the study area.



Document Path: C:\Users\MDouglas\Box\Projects\2020\02 Active Projects\20045 Central Precinct Renewal\3. Mapping\3.1 GIS\ArcGIS\ASP_Mapping_12072022\MXD\Central_Station_ASP_Item Key_SOUTH_220713.mxd

N

Central Station - Item Key: South Section

20045 Central State Significant Precinct

LGA: City of Sydney

SCALE	SIZE	DATE
1:2,100	@A4	14/07/2022

0 30 60 120

Metres

artefact

Figure 34. Comprehensive plan of archaeological resources within and adjacent to the study area in the southern section of the study area.

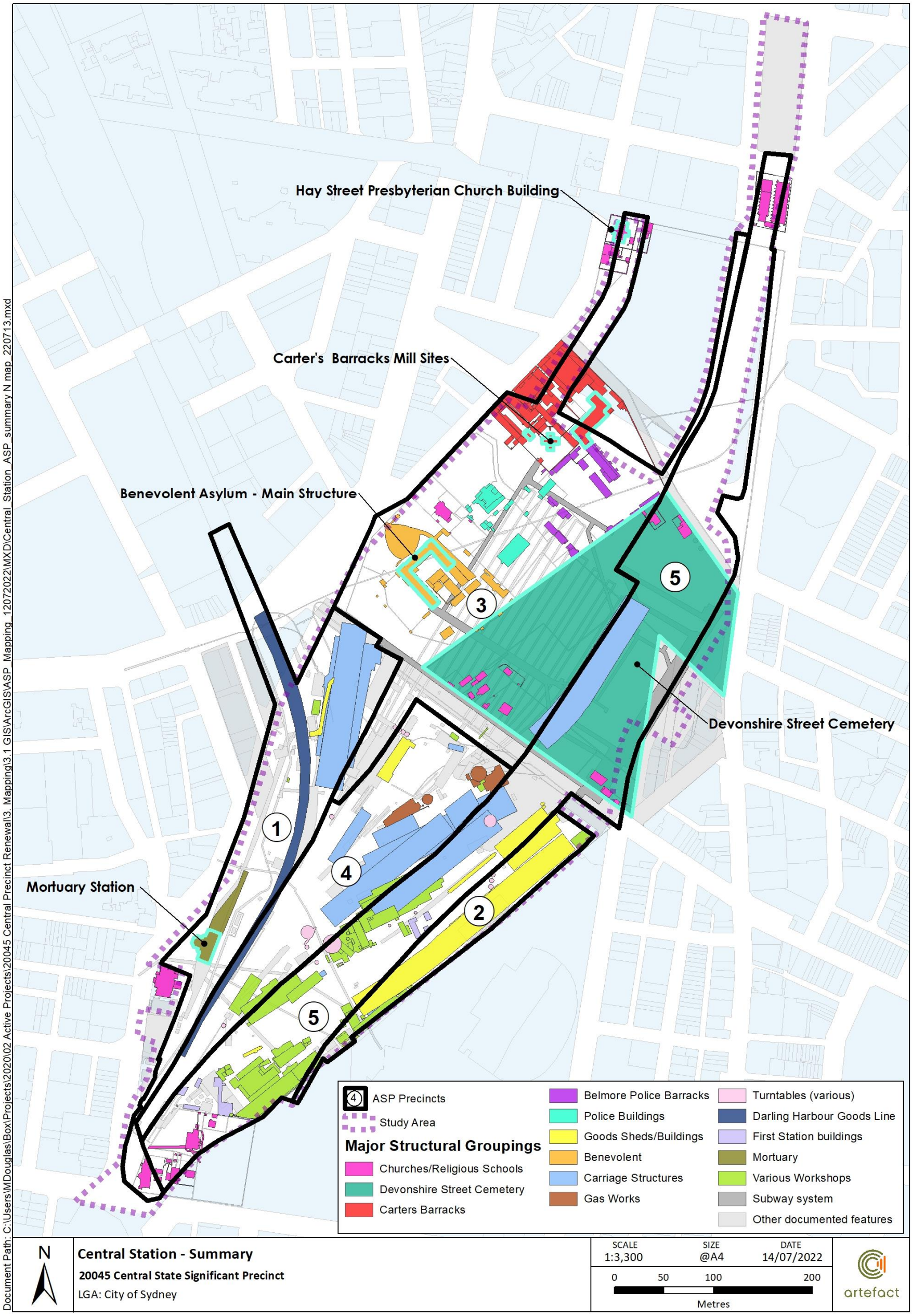


Figure 35. Thematic plan of the archaeological resources within and adjacent to the study area.

6.2.2 Archaeological potential and significance

The following maps demonstrate the archaeological potential of the items within and adjacent to the study area (Sections 6.2.2.1 to 6.2.2.3). The maps show the items separated by level of significance and archaeological potential (Figure 36 to Figure 53).

6.2.2.1 State significant archaeological resources

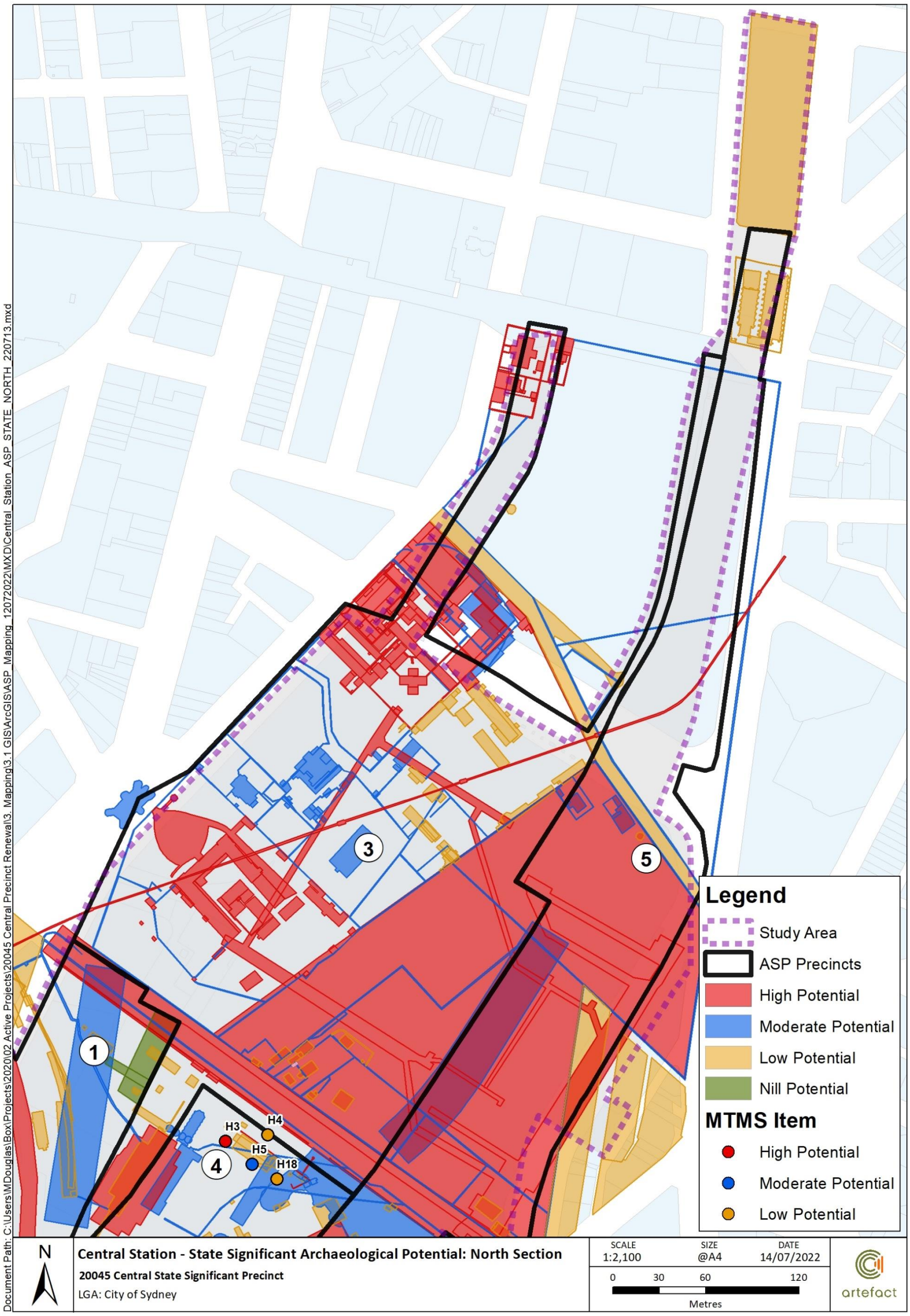


Figure 36. Overview of State significant archaeological resources within and adjacent to the northern section of the study area (Source: Artefact Heritage, 2022)

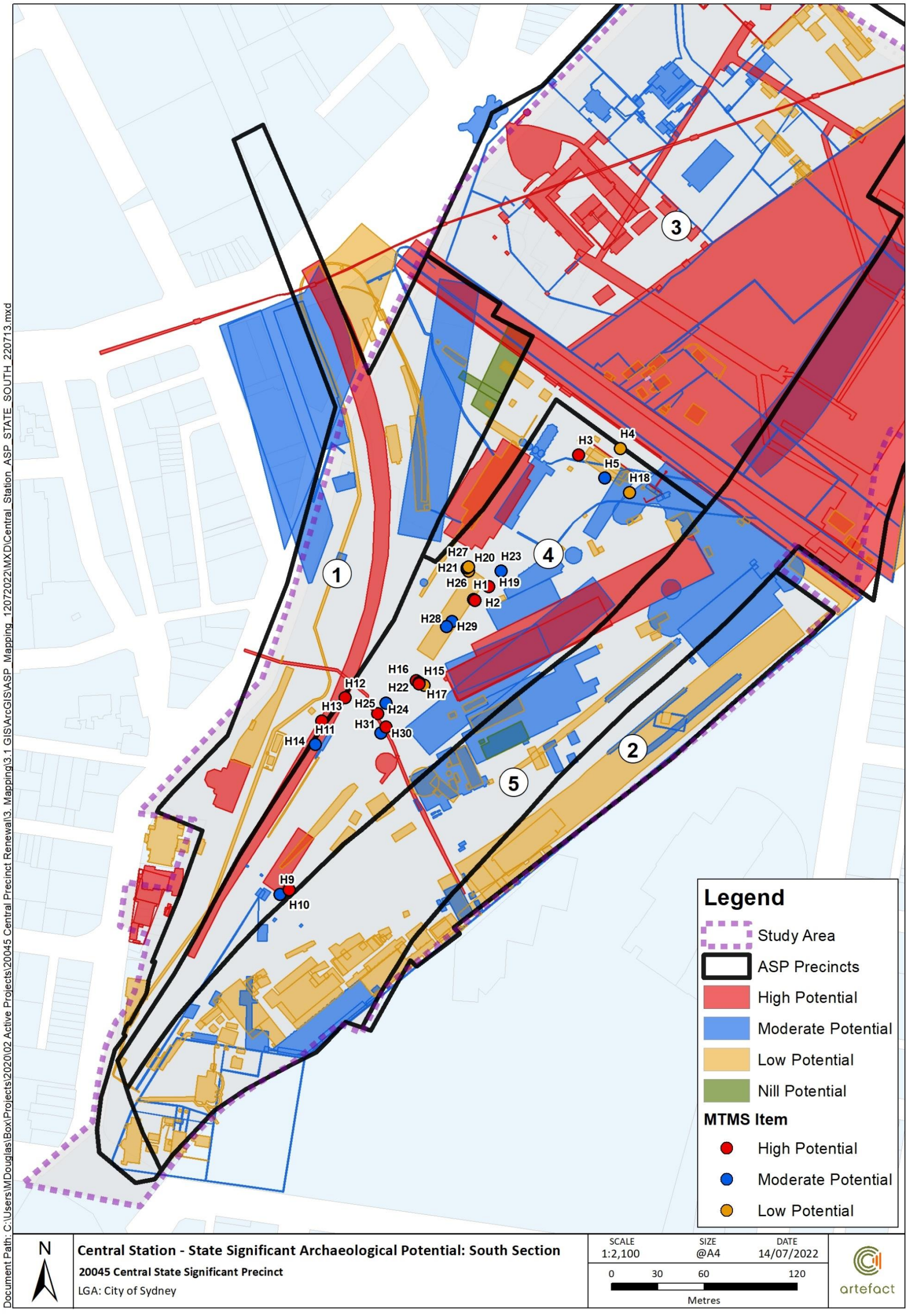


Figure 37. Overview of State significant archaeological resources within and adjacent to the southern section of the study area (Source: Artefact Heritage, 2022)

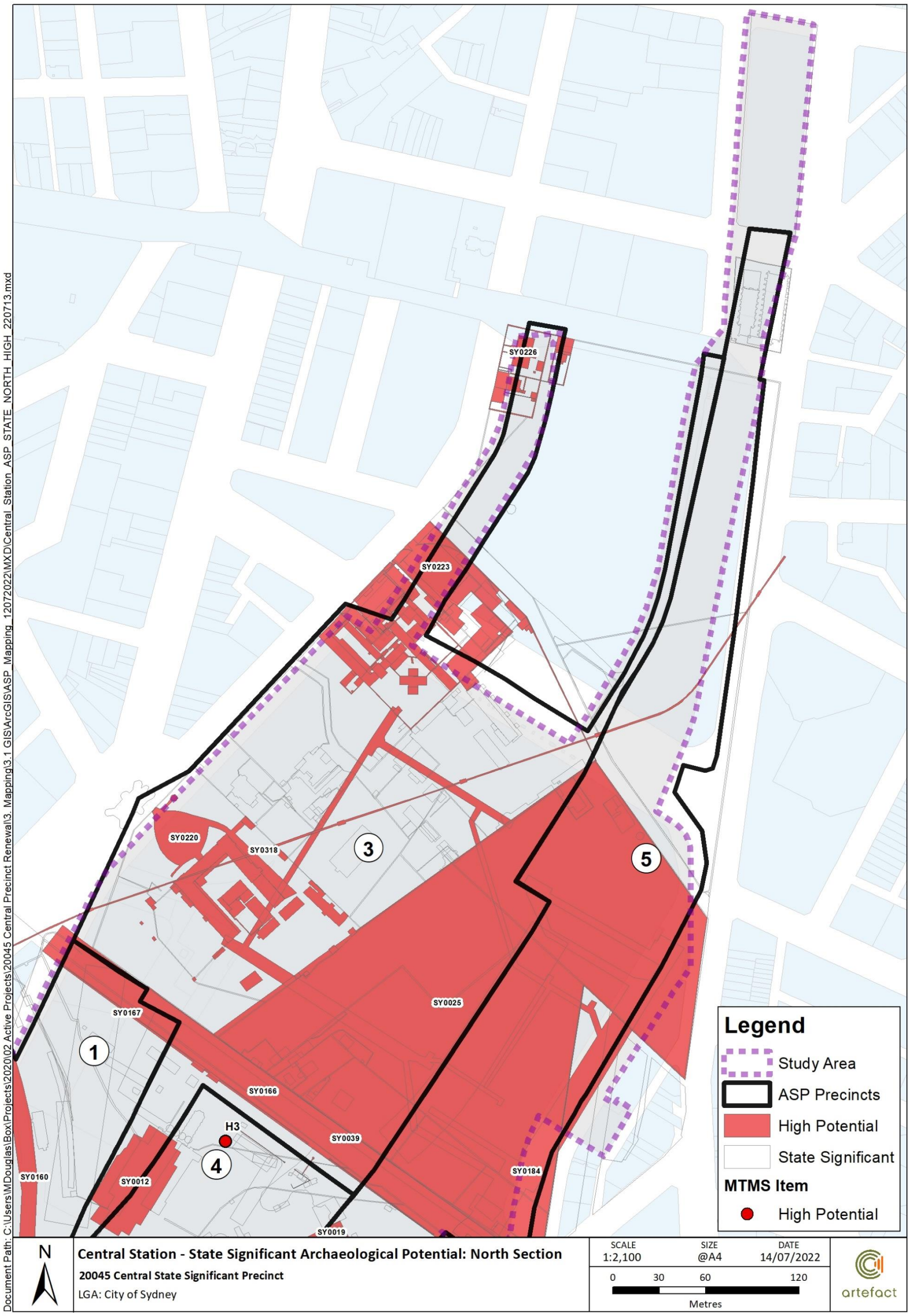


Figure 38. Overview of State significant archaeological resources with high archaeological potential within and adjacent to the northern section of the study area (Source: Artefact Heritage, 2022)

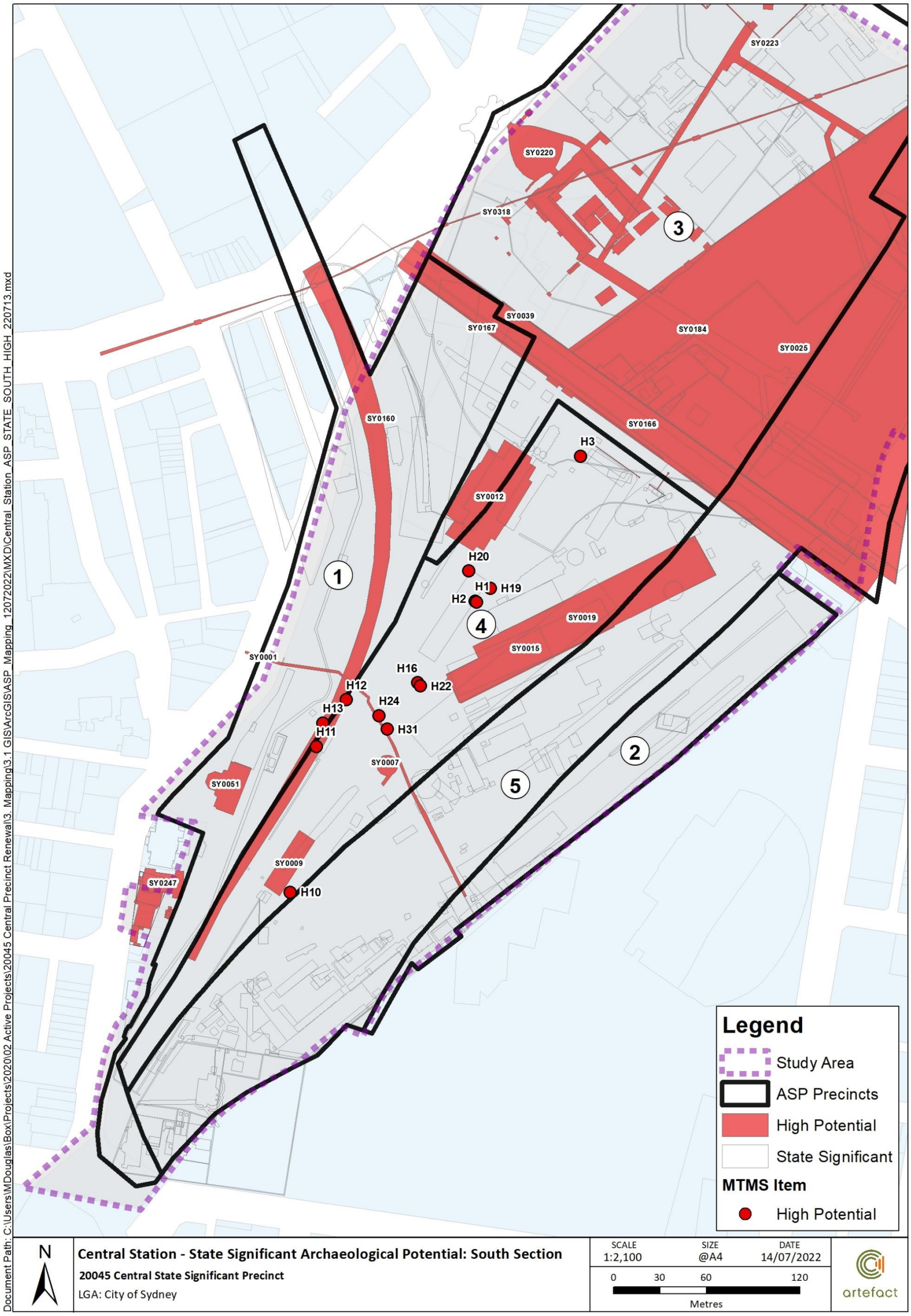


Figure 39. Overview of State significant archaeological resources with high archaeological potential within and adjacent to the southern section of the study area (Source: Artefact Heritage, 2022)

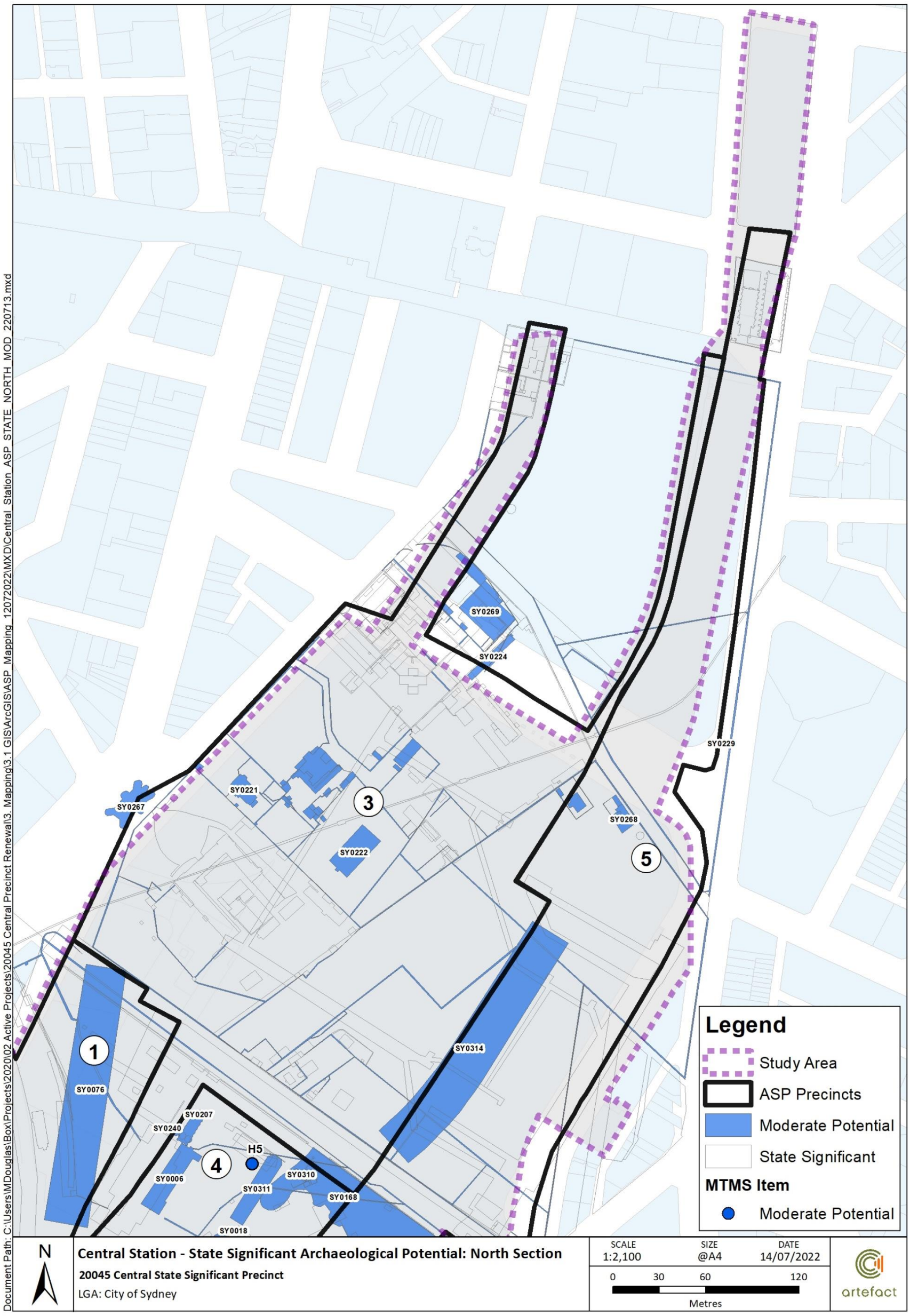


Figure 40. Overview of State significant archaeological resources with moderate archaeological potential within and adjacent to the northern section of the study area (Source: Artefact Heritage, 2022)

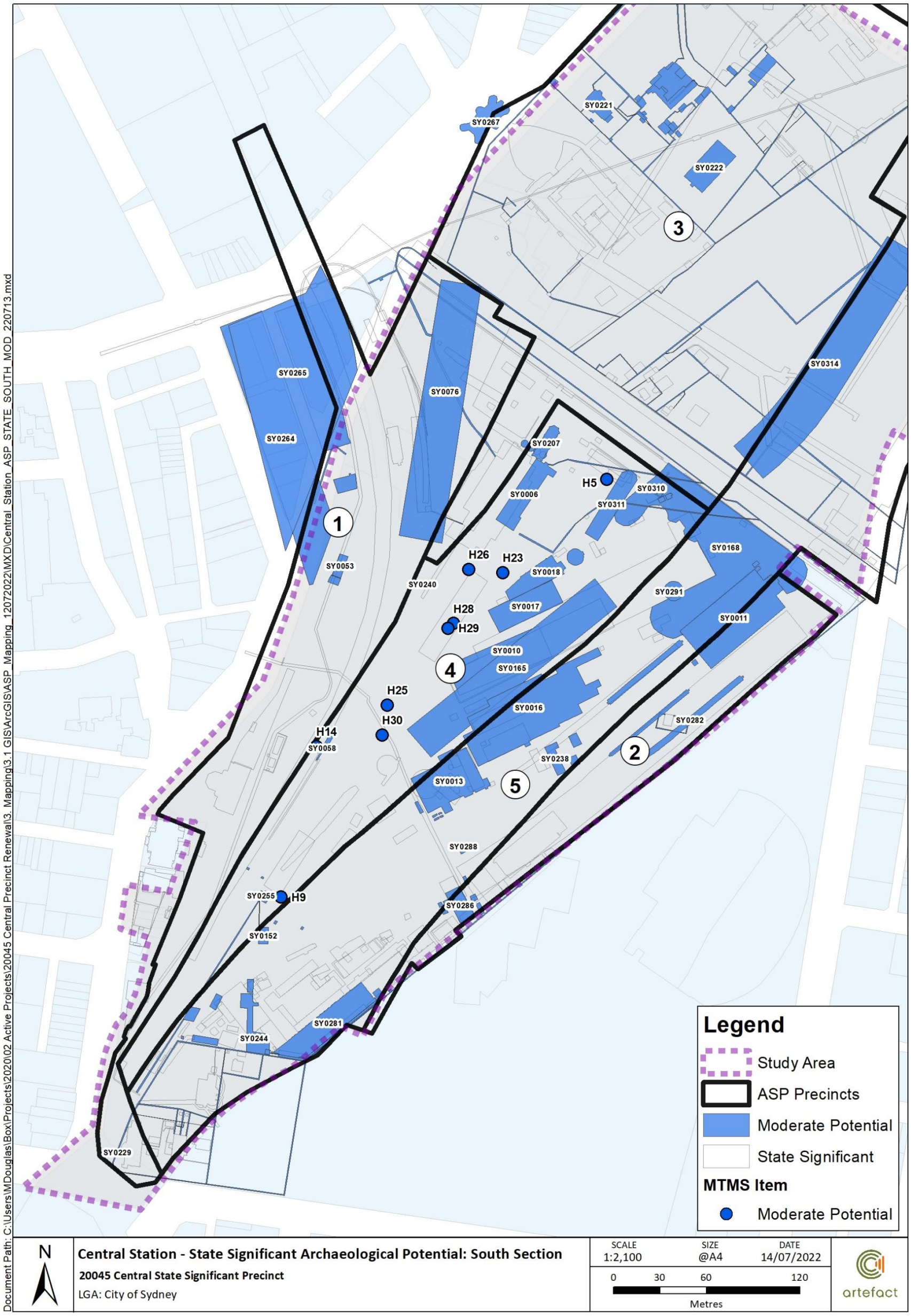


Figure 41. Overview of State significant archaeological resources with moderate archaeological potential within and adjacent to the southern section of the study area (Source: Artefact Heritage, 2022)

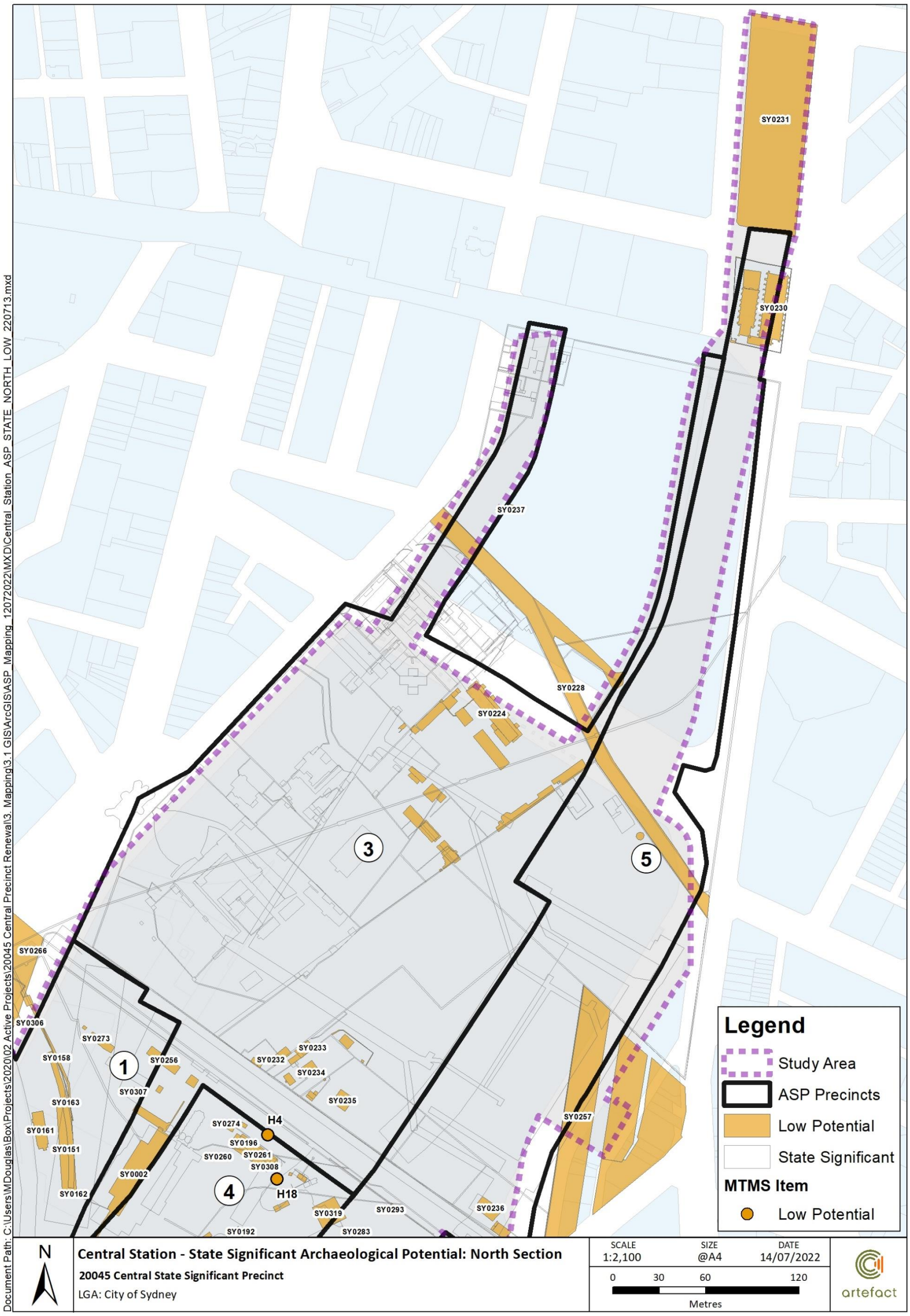


Figure 42. Overview of State significant archaeological resources with low archaeological potential within and adjacent to the northern section of the study area (Source: Artefact Heritage, 2022)

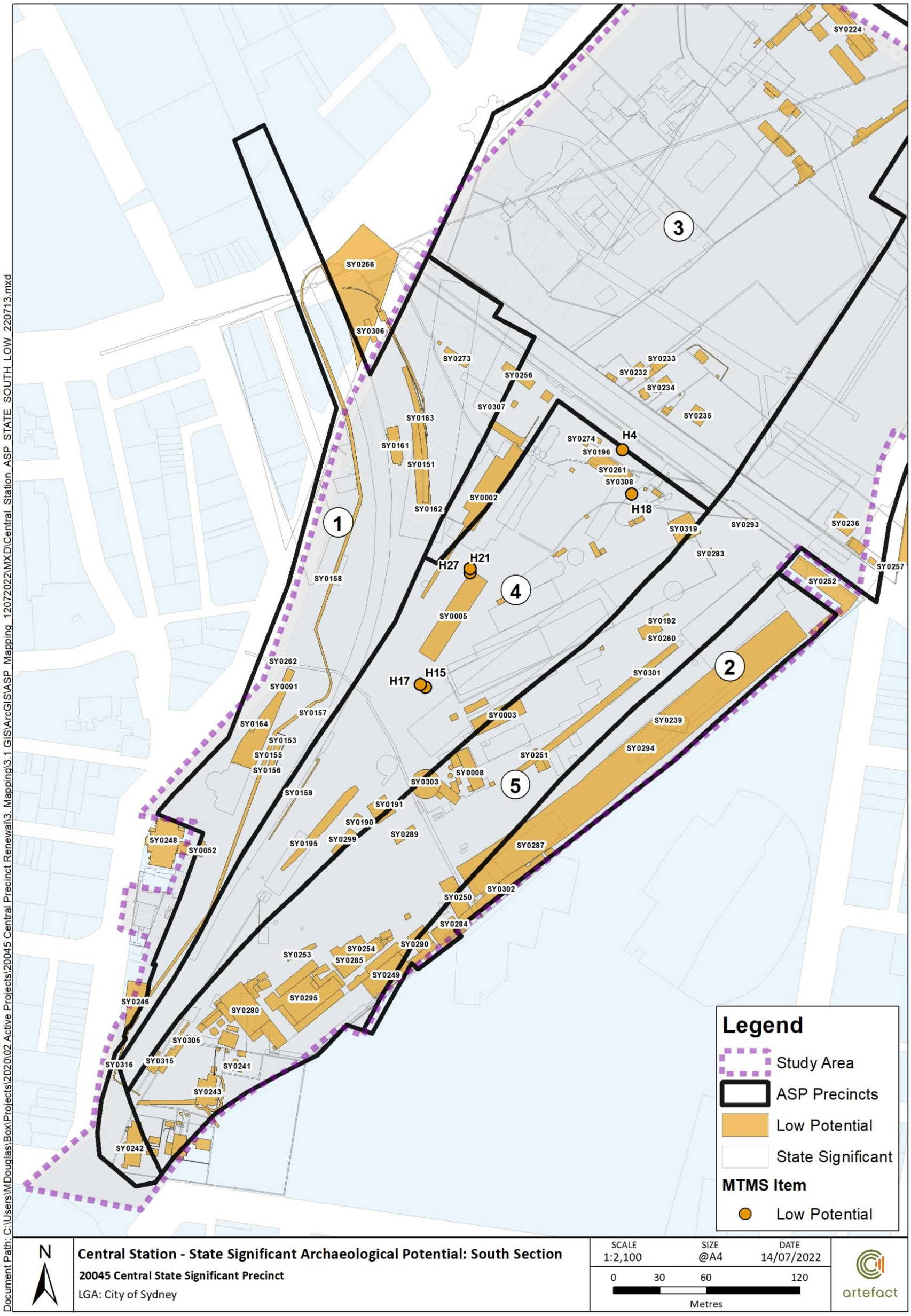


Figure 43. Overview of State significant archaeological resources with low archaeological potential within and adjacent to the southern section of the study area (Source: Artefact Heritage, 2022)

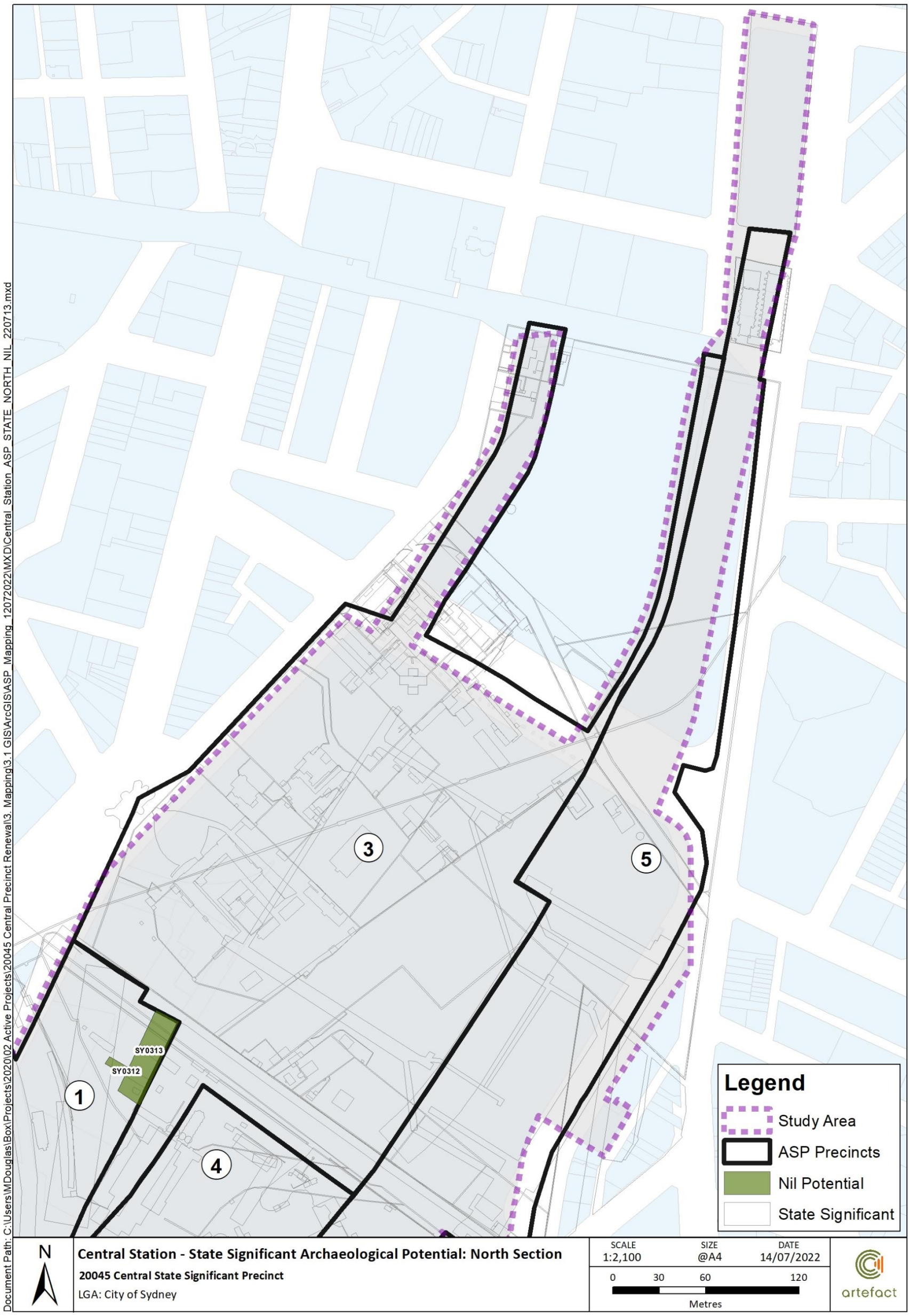


Figure 44. Overview of State significant archaeological resources with nil archaeological potential within and adjacent to the northern section of the study area (Source: Artefact Heritage, 2022)

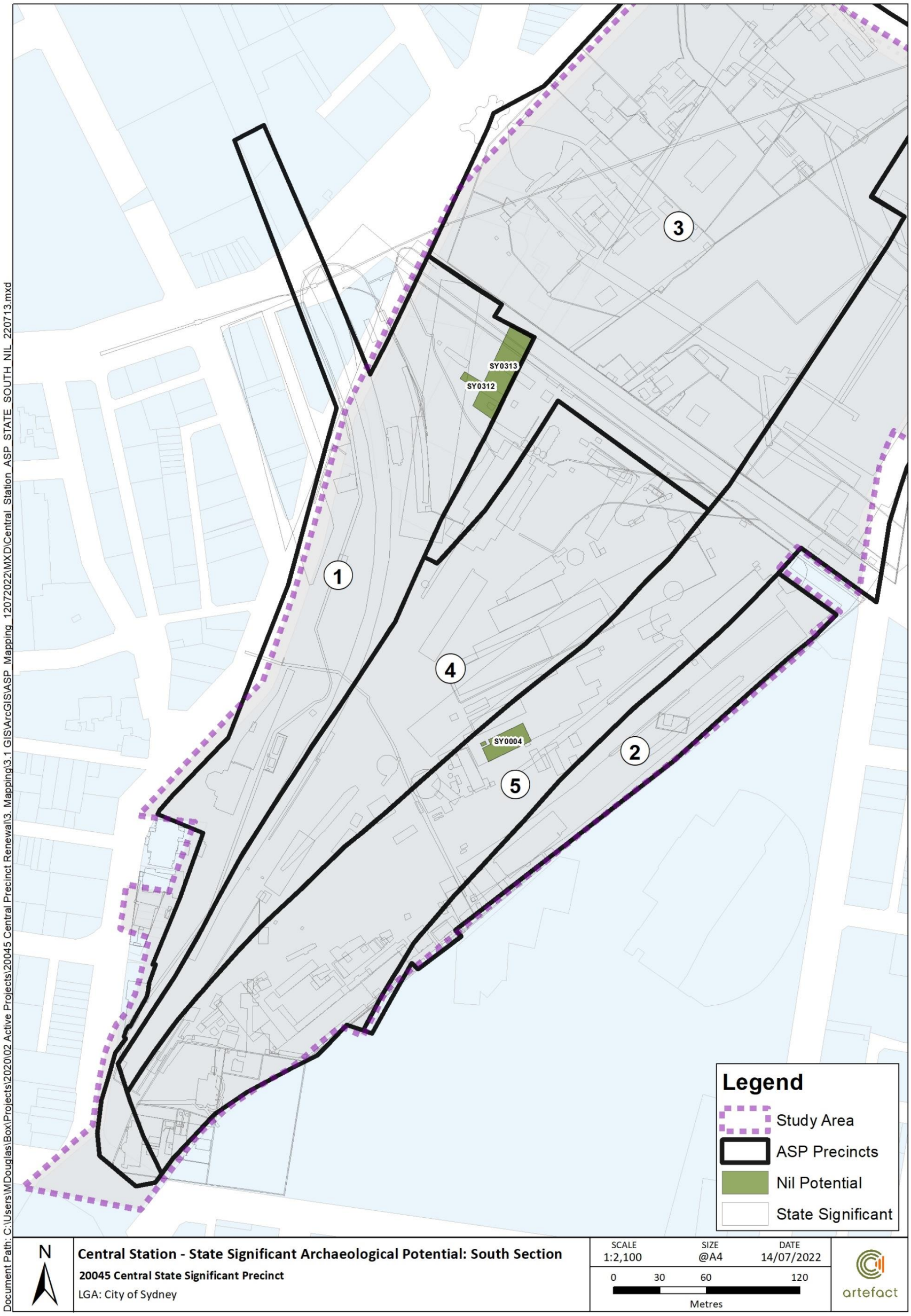


Figure 45. Overview of State significant archaeological resources with nil archaeological potential within and adjacent to the southern section of the study area (Source: Artefact Heritage, 2022)

6.2.2.2 Locally significant archaeological resources

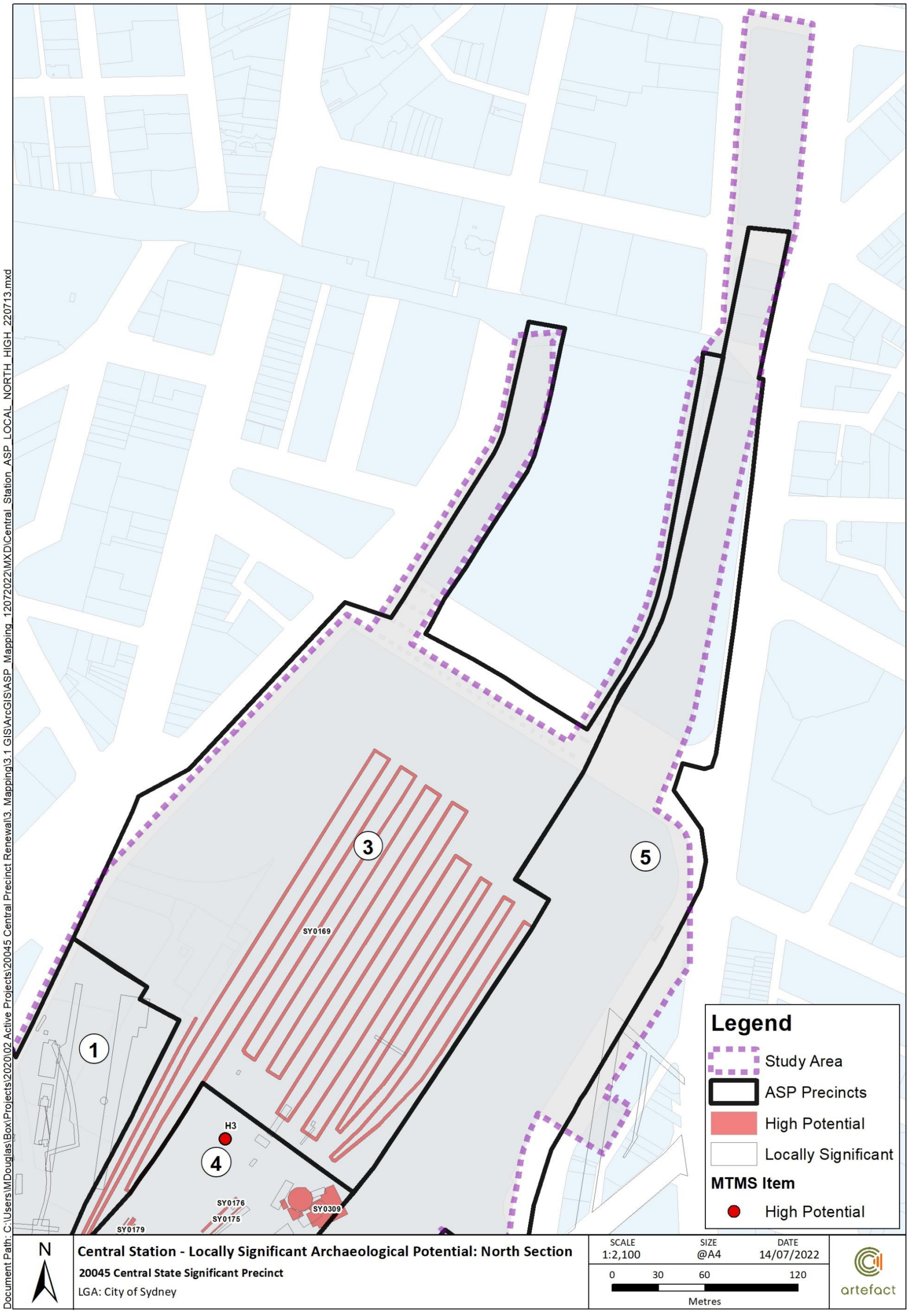


Figure 46. Overview of locally significant archaeological resources with high archaeological potential within and adjacent to the northern section of the study area (Source: Artefact Heritage, 2022)

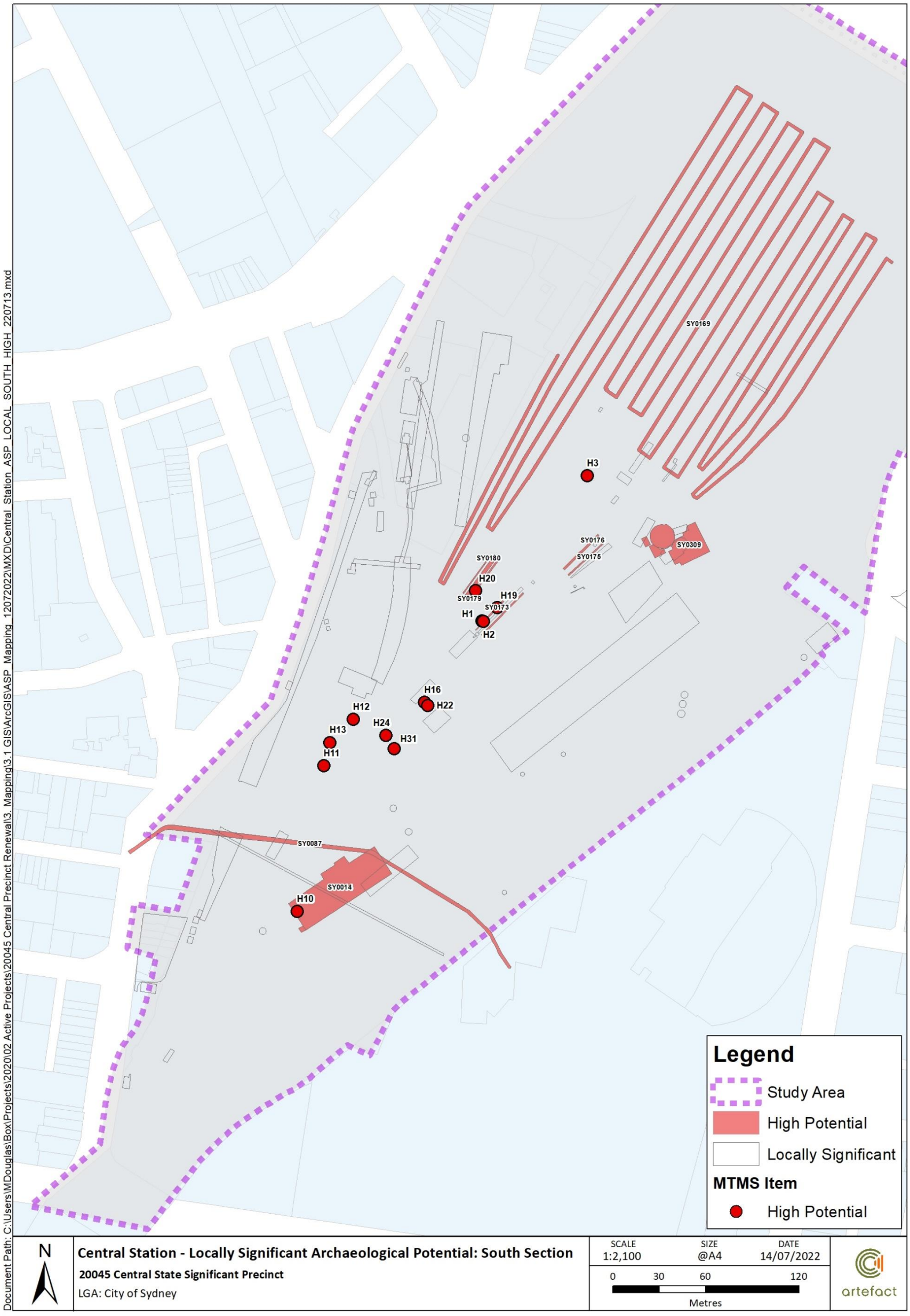


Figure 47. Overview of locally significant archaeological resources with high archaeological potential within and adjacent to the southern section of the study area (Source: Artefact Heritage, 2022)

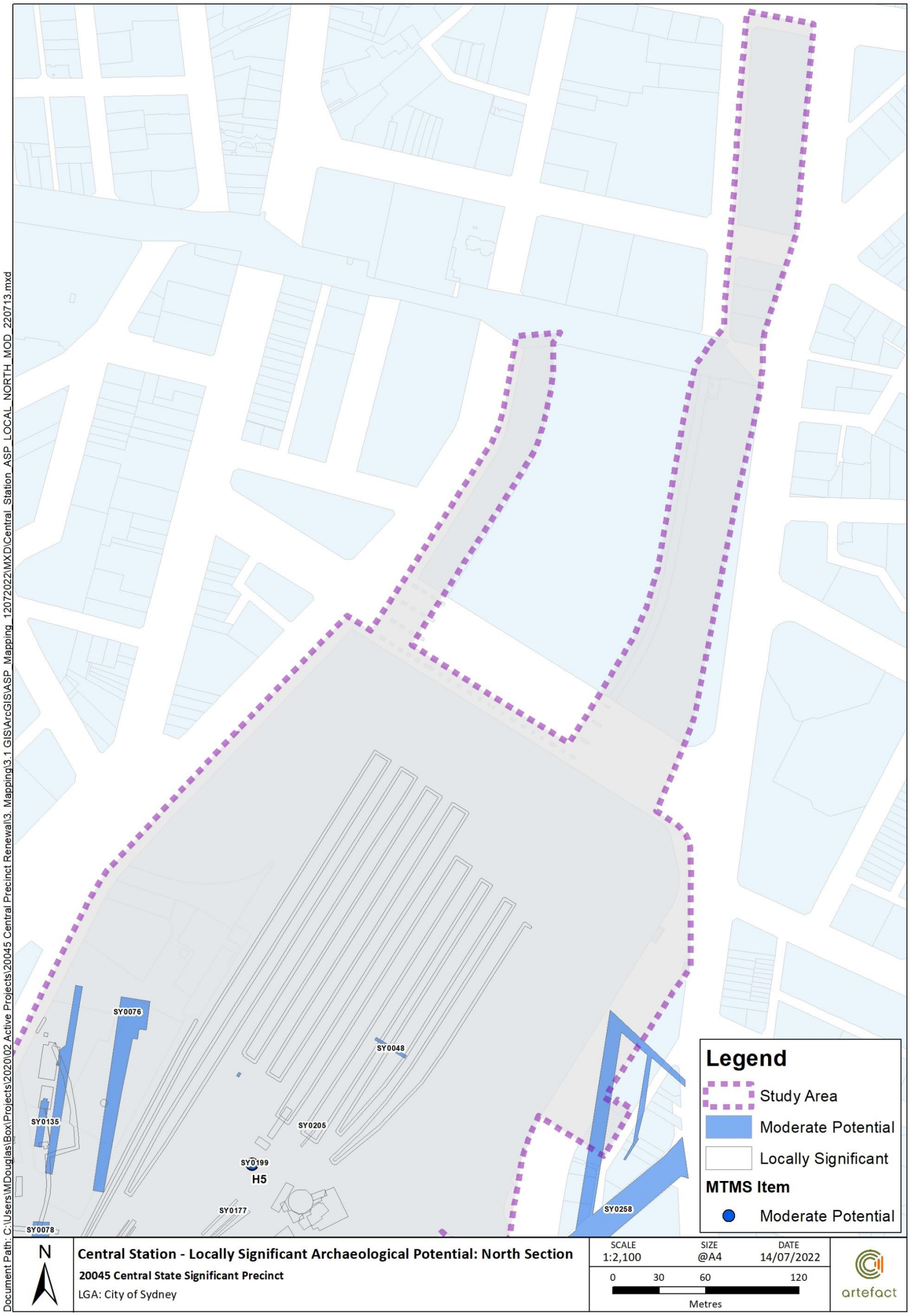


Figure 48. Overview of locally significant archaeological resources with moderate archaeological potential within and adjacent to the northern section of the study area (Source: Artefact Heritage, 2022)

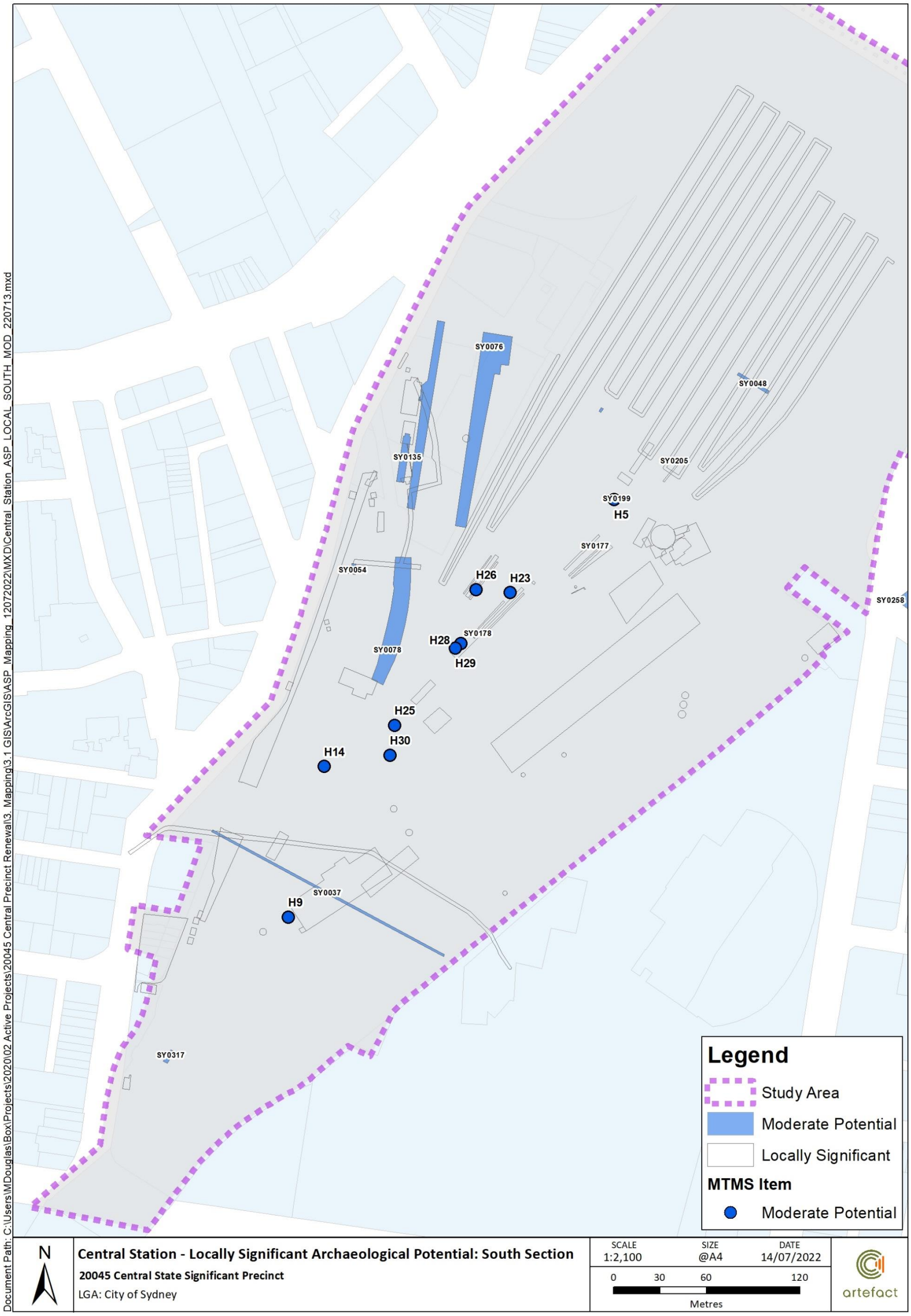


Figure 49. Overview of locally significant archaeological resources with moderate archaeological potential within and adjacent to the southern section of the study area (Source: Artefact Heritage, 2022)

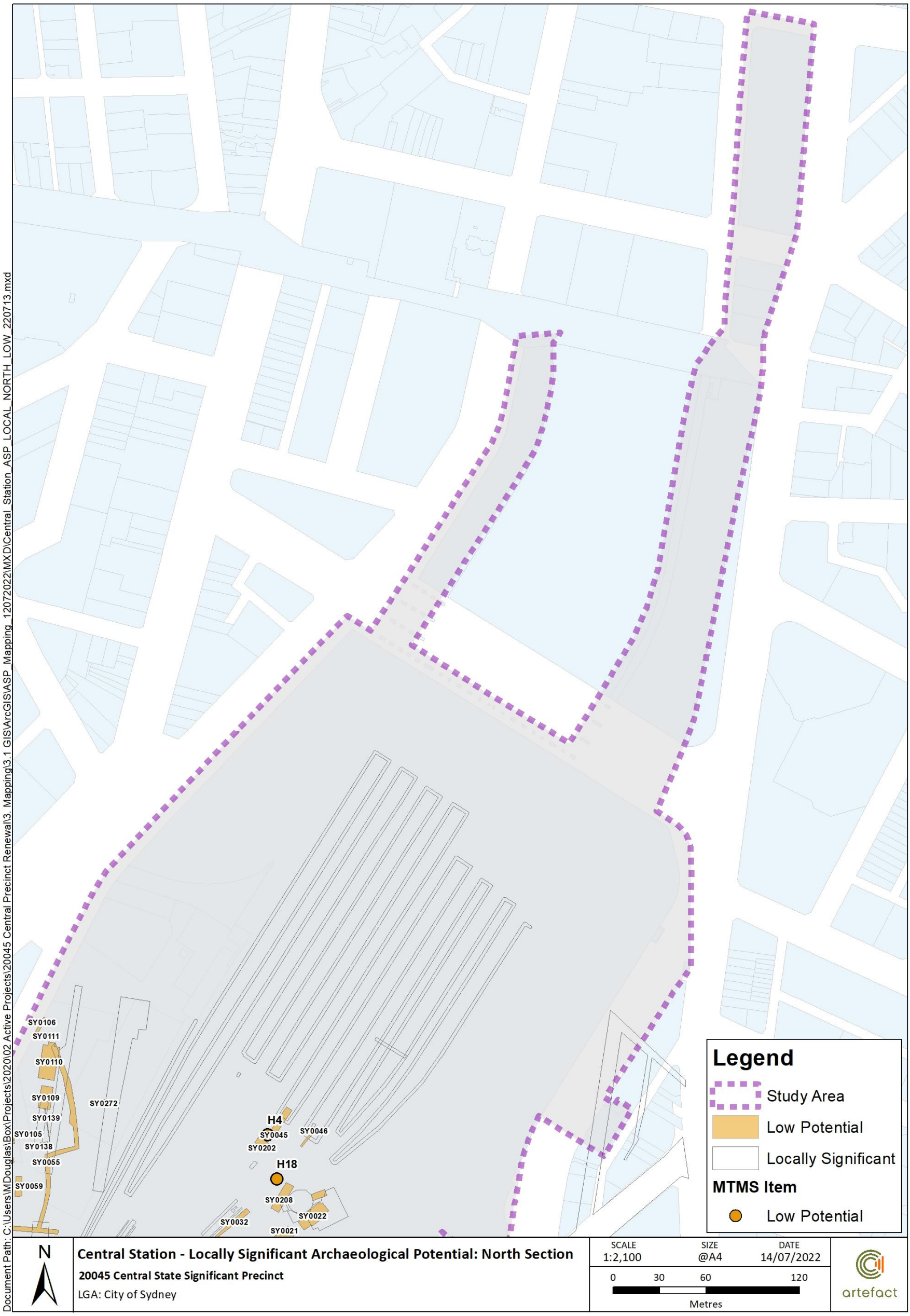


Figure 50. Overview of locally significant archaeological resources with low archaeological potential within and adjacent to the northern section of the study area (Source: Artefact Heritage, 2022)

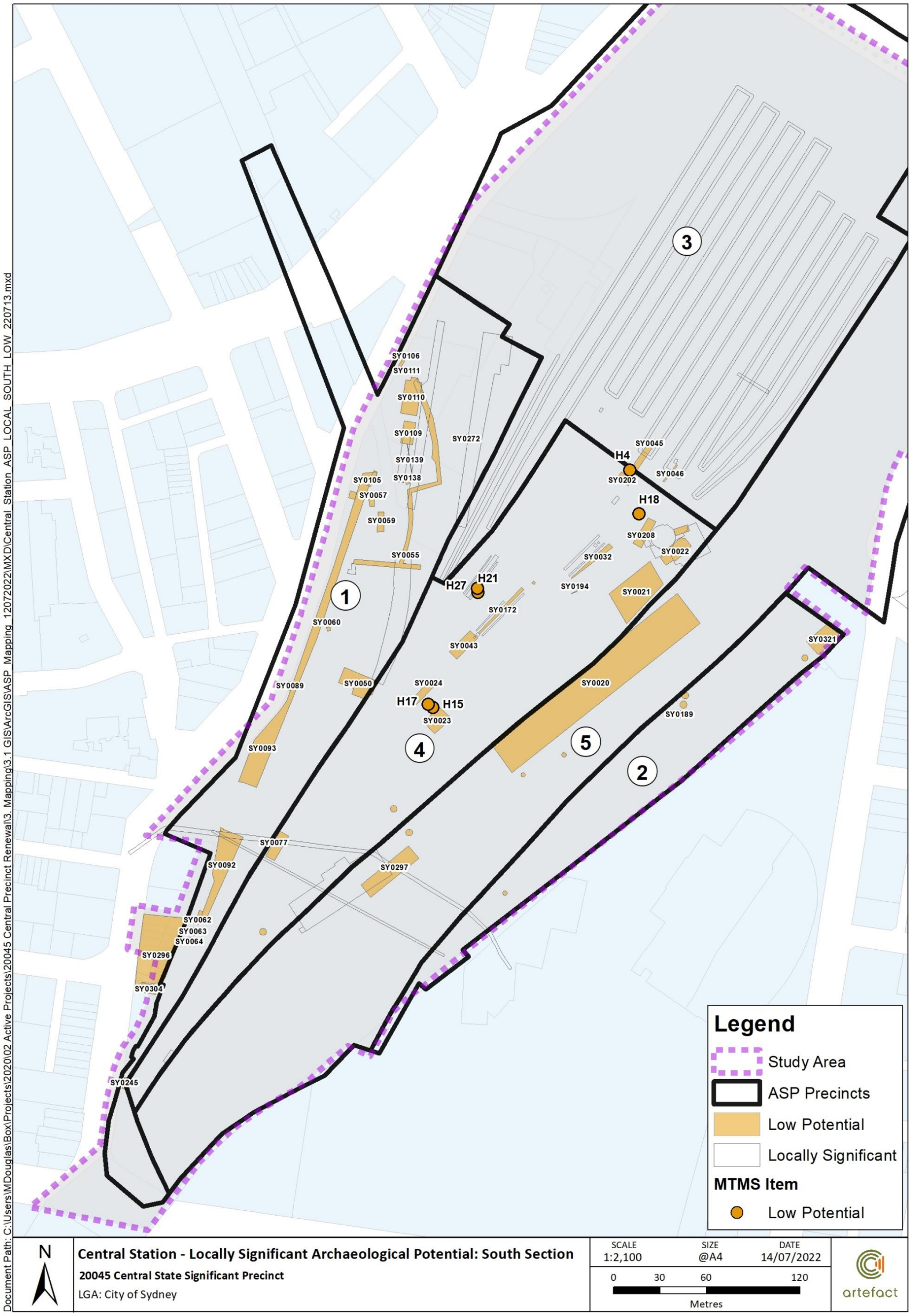


Figure 51. Overview of locally significant archaeological resources with low archaeological potential within and adjacent to the southern section of the study area (Source: Artefact Heritage, 2022)

6.2.2.3 Nil significant archaeological resources

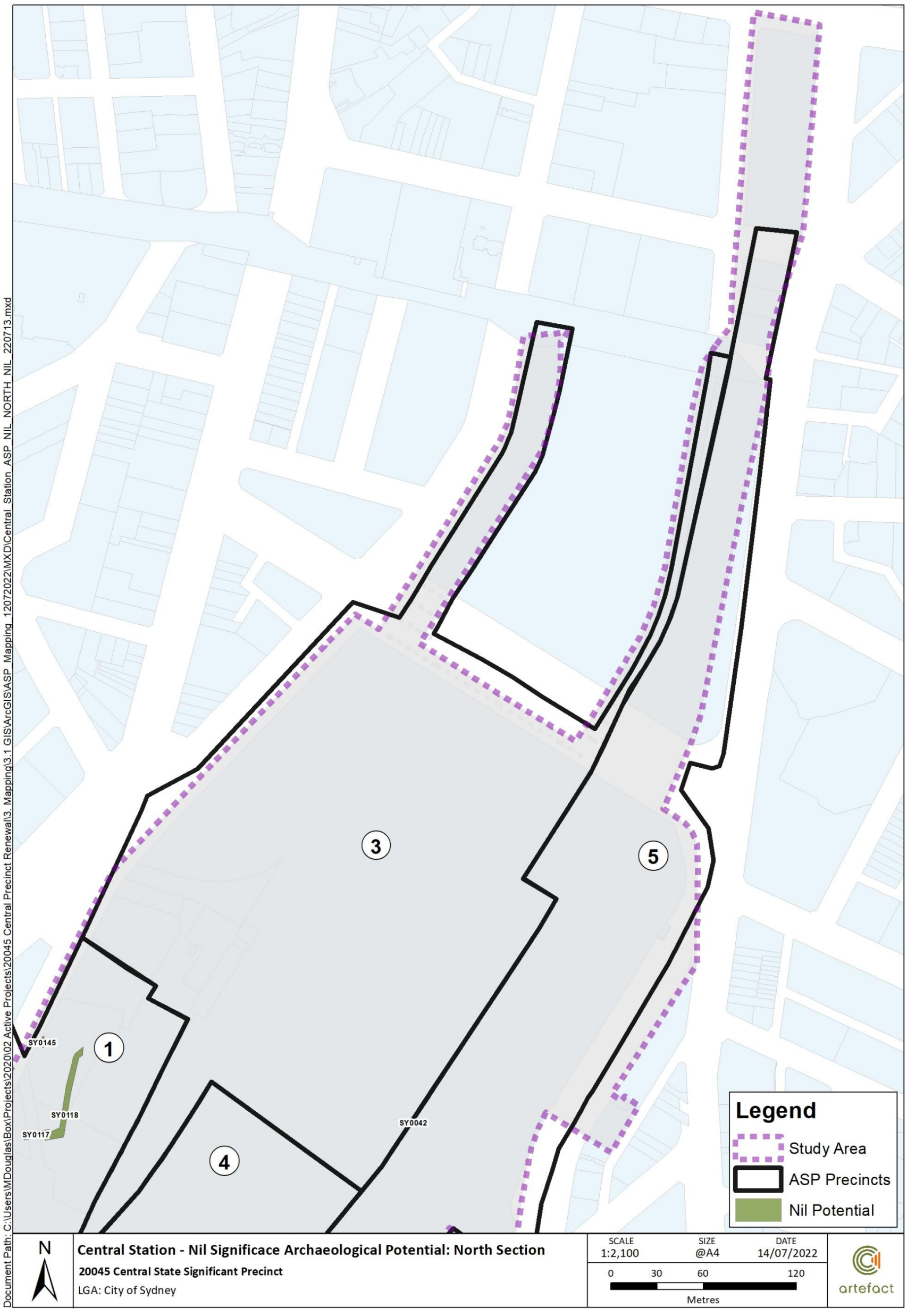


Figure 52. Overview of archaeological resources with nil archaeological significance within and adjacent to the northern section of the study area (Source: Artefact Heritage, 2022)

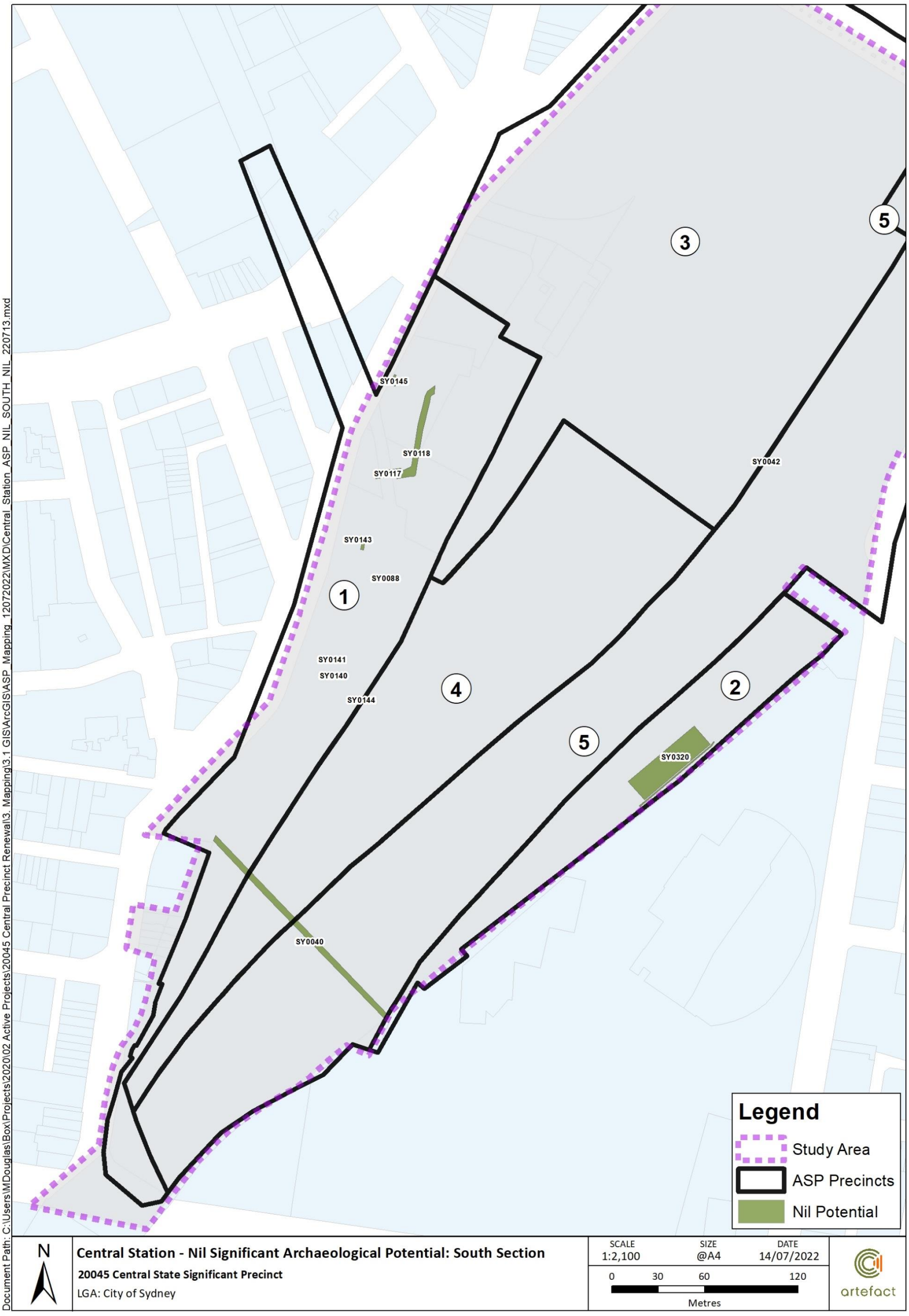


Figure 53. Overview of archaeological resources with nil archaeological significance within and adjacent to the southern section of the study area (Source: Artefact Heritage, 2022)

6.2.3 Archaeological management

The following maps demonstrate the archaeological management required for the items within and adjacent to the study area. The first map provides an overview of the archaeological management and the succeeding maps show the items separated by level of archaeological management (Figure 54 to Figure 59).

Note that the following images are placeholders and will be updated in the next issue.

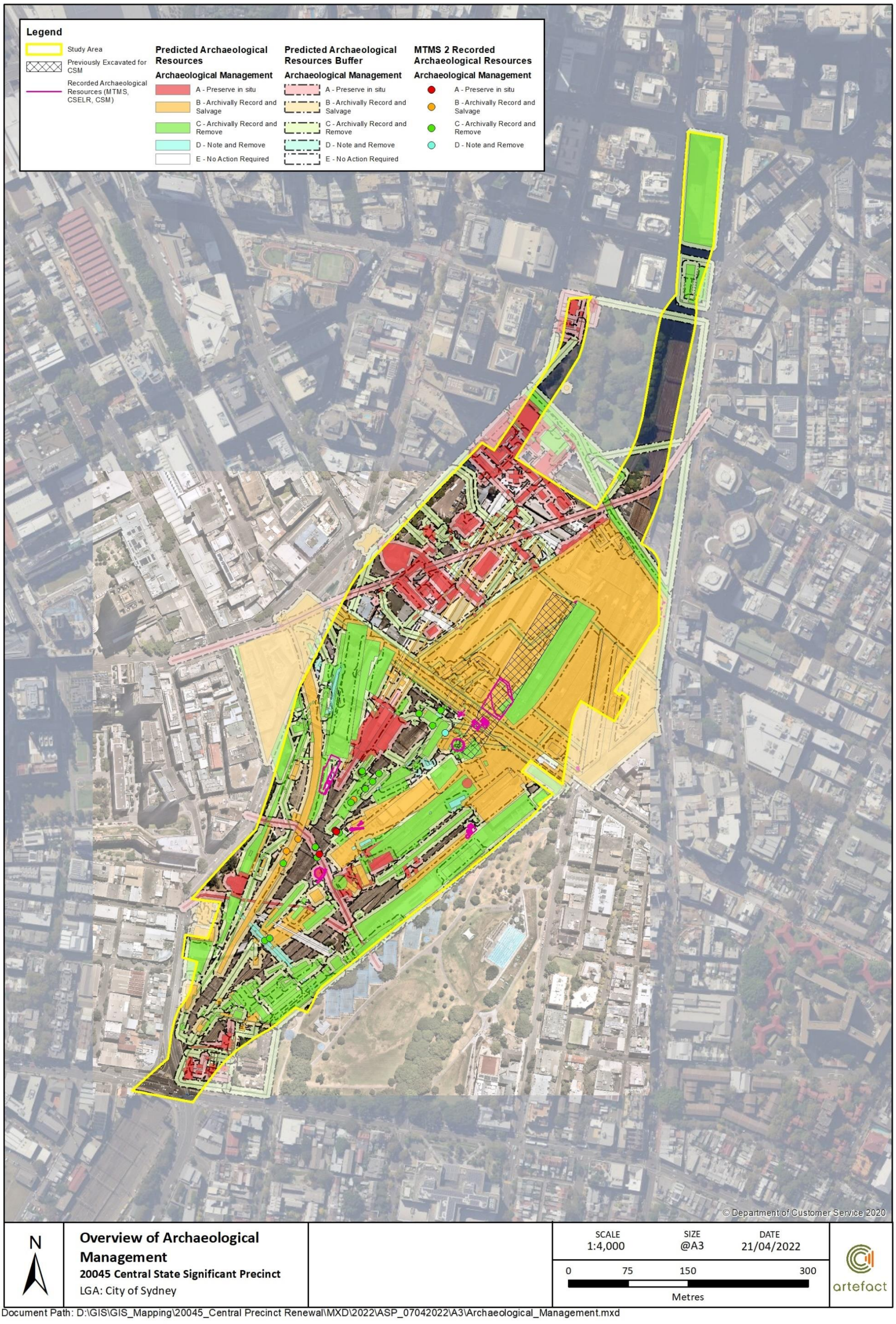


Figure 54. Archaeological management for items within and adjacent to the study area (Source: Artefact Heritage, 2022)



Figure 55. Items requiring Archaeological Management Level A (Preserve in situ) (Source: Artefact Heritage, 2022)



Figure 56. Items requiring Archaeological Management Level B (Archivally Record and Salvage) (Source: Artefact Heritage, 2022)



Figure 57. Items requiring Archaeological Management Level C (Archivally Record and Remove) (Source: Artefact Heritage, 2022)



Figure 58. Items requiring Archaeological Management Level D (Note and Remove) (Source: Artefact Heritage, 2022)



Figure 59. Items requiring Archaeological Management Level E (No Action Required) (Source: Artefact Heritage, 2022)

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8.0 APPENDIX 1: INVENTORY SHEETS



Central Station Archaeological Site Plan: Item Inventories

Inventory Sheets Part 1

August 2022

artefact

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1.1 SY0001 (Brick drain containing Blackwattle Creek)

Item Details	
Year of construction:	1852
Alternative names:	Brick Sewer, Box Section, Old Council Sewer and Prince Alfred Sewer
Modifications (with years):	Full array unknown; extension 1864-1865; drain was truncated in 1924–25, with a section left abandoned beneath excavations for the Central Electric roads leading to Platforms 16–25.
Function:	Drain taking Blackwattle Creek
Construction materials:	Excavated trench lined with brick
Demolished/removed (year):	Remains of an intact section were located during works for the Airport Link Railway (c.1995), Sydney Metro (2021) and MTMS 2 (2021). An extensive length likely remains in situ under Sydney Yard.

Historical Summary

The Blackwattle Bay stormwater system was one of the five original combined sewers built in Sydney around 1857. The other four sewers were: Bennelong, Hay Street, Tank Stream and Woolloomooloo. These five sewers were constructed by the City of Sydney with the aim of improving public health, hygiene and living standards for the city's residents in the late 1800s. Improved public health was achieved by diverting stormwater and sewerage from the streets and discharging it into the Harbour.

An open watercourse known locally as the Black Wattle Swamp Creek ran approximately northwest across the Cleveland Paddocks until its western section was given over to railways construction in 1849. In 1852, works began to construct a substantial brick drain in the railway yard to contain the creek. Either the Railway Commissioners or the Municipal Council of Sydney were responsible for the construction of the drain, with the latter having taken over its upkeep by the last decade of the nineteenth century if not earlier. The city Council had taken on a key role in establishing a sewer scheme in the 1850s following the passing of the *Sewerage Act* 1850 and the *Sewerage Act* 1853. Early works involved excavation, followed by the lining of the excavated trench with brick which appears to have occurred in 1854-1855. The drain ran across the railway yards to Coppers Swamp at the rear of Kent Brewery and down to Blackwattle Bay. The drainage works would have been essential in making the site for the railway suitable for construction.

This drain was likely to be a 3 foot (0.91 metre) oviform brick sewer, 10–20 metres in length, but it may also include sections of stone. The drain was probably extended across the entirety of the Railways land in 1864–65 and was again likely to be a 3 foot (0.91 metre) oviform brick sewer, with a total length of approximately 230 metres.

The drain is described in the 1864 Trig map (S2) as being a 3ft Brick Oviform Sewer. A later Sydney Water Plan from 1924 (D/L 2077) reflects that over 1924-1925 that the drain was replaced by a 3’ 6” circular concrete drain routed to avoid impact from the City Railway construction. A section was left abandoned beneath excavations for the Central Electric roads leading to Platforms 16–25.

Archaeological notes

Still extant. It is likely that the construction of the City Railway would have demolished the section in the location of the flyovers, but the remaining section is likely to be intact. The section exposed in c.1995 was ovoid in form.

Archaeological investigations undertaken for MTMS 2 identified an intact sandstock brick section of the drain in Sydney Yard at B0+470 (H24).[1] The drain was about 1.2m in diameter (external) and was identified at RL18.438 (about 2.1m below the top of ballast). The exact shape of the drain could not be confirmed, but was likely ovoid. The drain was constructed of at least two courses of brick laid vertically in stretcher bond, and the bricks were bonded with hard grey lime mortar. This section was interpreted as being part of either the original 1852-1855 construction or the 1864-1865 extension across the Railways land. No evidence of stone construction was observed.

Archaeological investigations undertaken for MTMS 2 also identified a brick and sandstone pit (H31) located along the expected alignment of the drain to the southeast of H24.[2] The pit measured about 1.68m deep and 2.2m wide, and was located 400mm below the top of the ballast. The pit was rectangular or square in shape and consisted of 16 courses of brick laid in stretcher bond. The bricks were red clay bricks bonded with a yellow sand mortar, and one brick featured a rectangular frog stamped with the initials 'M B'. The surface of the pit was lined with sandstone blocks, and there appeared to be additional course of sandstone blocks at the base. The pit was interpreted as being an inspection pit that would have been used to gain access to the sewer.

Archaeological Potential

High Potential

Assessment of significance

The Blackwattle Bay stormwater system is of high historical and technical significance as one of the five original combined sewers built in Sydney in c.1857. Intact and legible remains have the potential to reach the threshold for *state* significance as evidence of early utilities related to the first phase of development of Sydney/Central Station and for their role in the development of the City of Sydney. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[3] the remains of the Brick drain containing Blackwattle Creek have the potential to contribute knowledge that no other resource and site can in relation to the Blackwattle Bay stormwater system, as well as answer broader questions relating to early infrastructure and the development of NSW.

Level of Significance

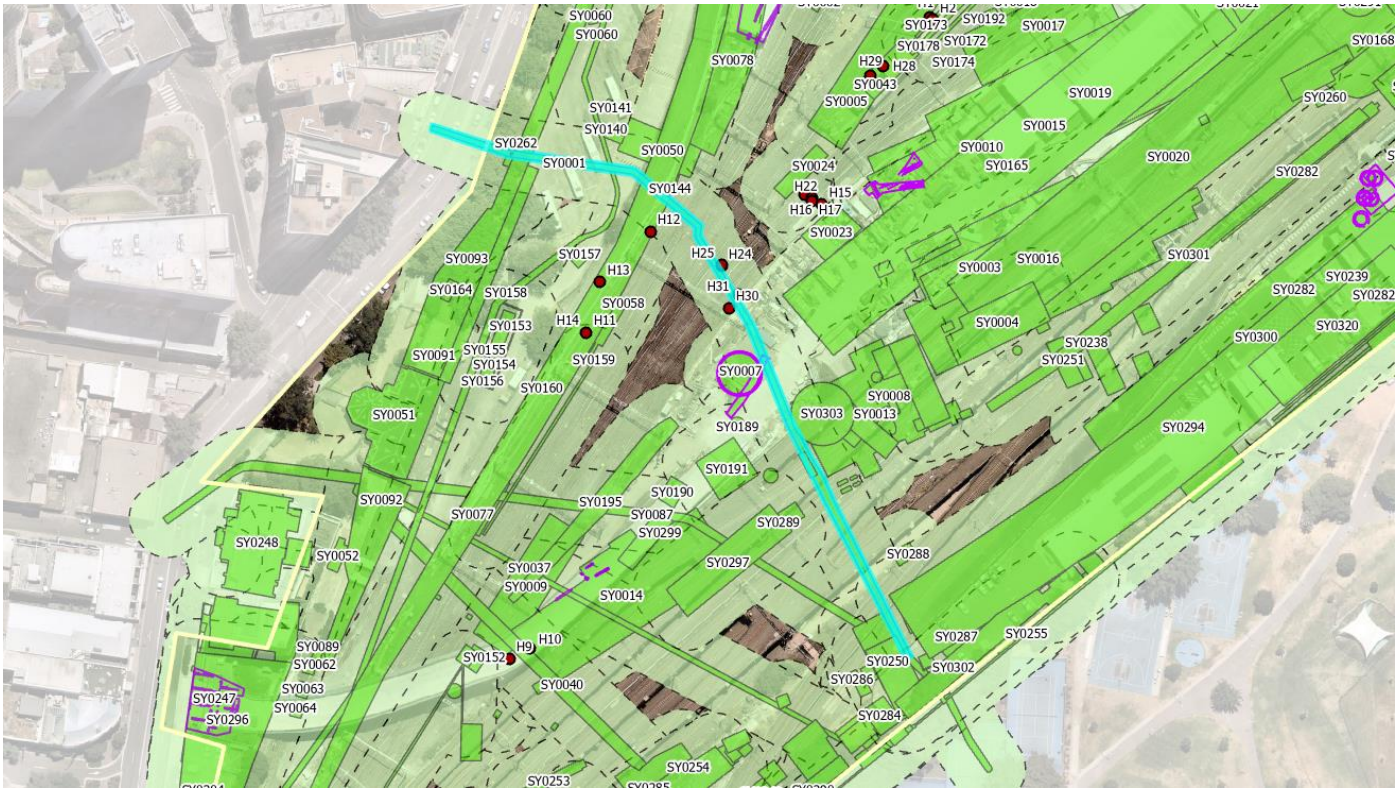
State

Management

A - Preserve in situ: Owing to the network-critical nature of Sydney Yard, this option will rarely be feasible. However, this is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be noted and reported, then covered in geofabric prior to reburial. This process should occur under the supervision of a State significant qualified Excavation Director.

[1] Artefact Heritage, April 2021.
[2] Artefact Heritage, July 2021.
[3] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Item Location



Key Images

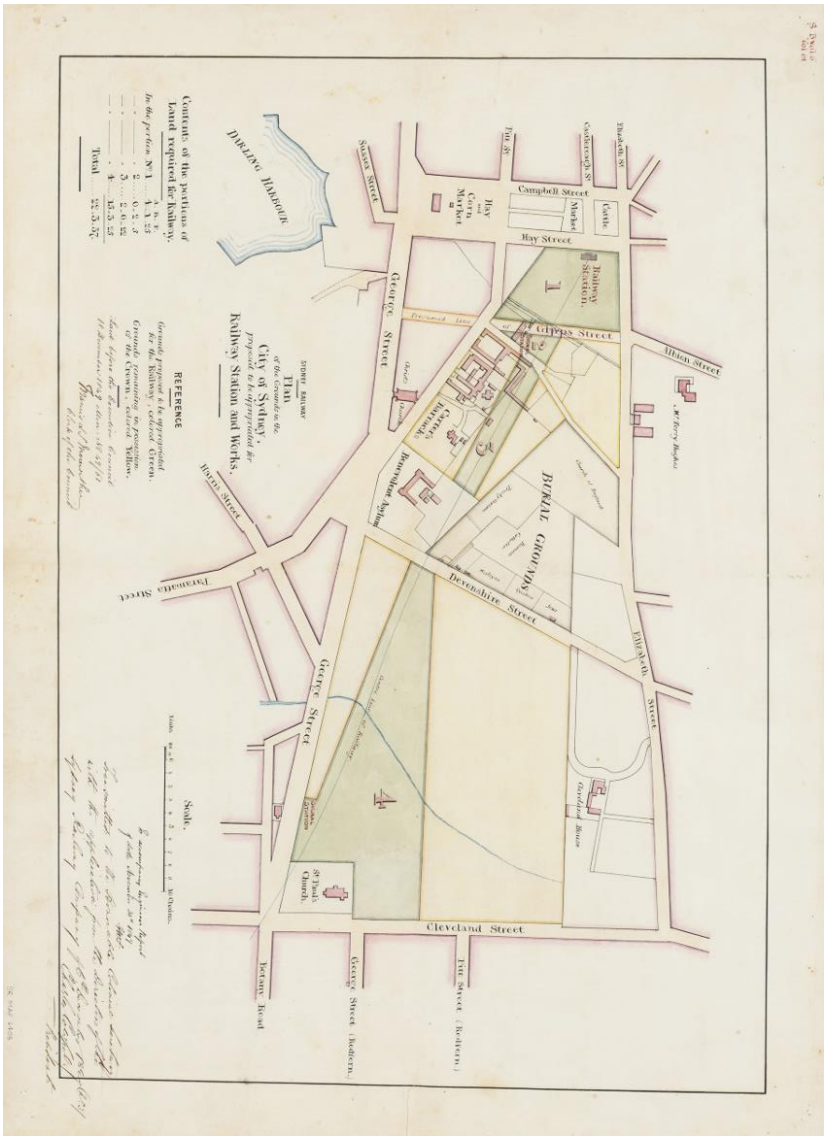


Figure 1.1849 plan of proposed railway, showing open creek watercourse across Cleveland Paddocks site. Source: *SR Map 6408, 1849*, State Archives & Records NSW, enclosure to CSIL 49/11712 in NRS 905 [4/2887]

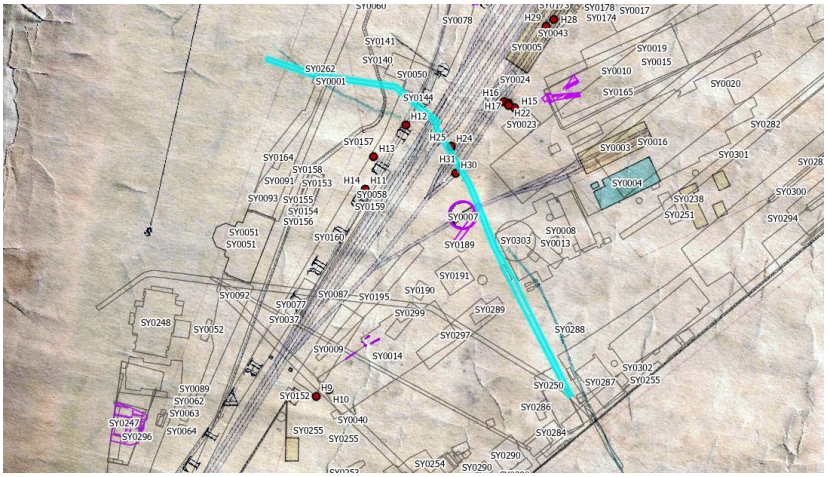


Figure 2. 1857 City of Sydney Detail Plan (annotated) showing indicative location around blue creek line. Source: Source: City of Sydney Archives & History Resources, A-00880168.

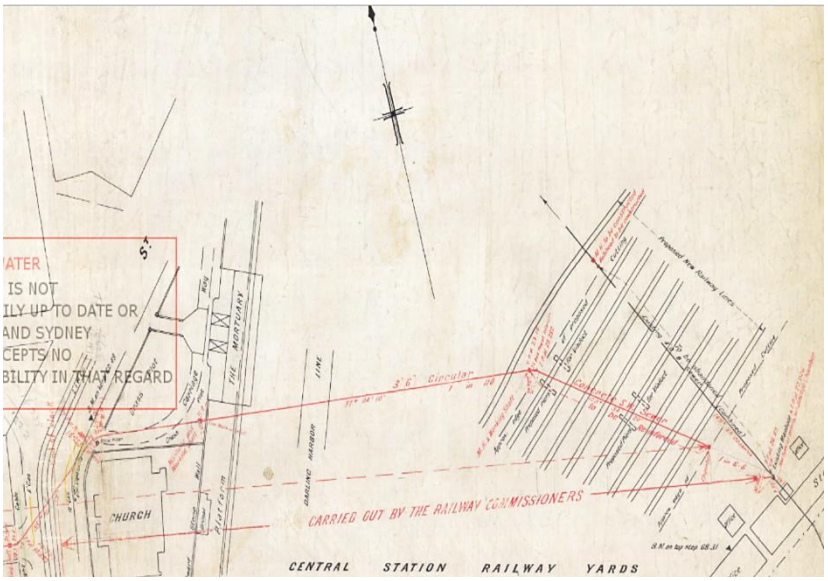


Figure 3. 1924 detail from sewerage diagram, showing cutting of brick oviform sewer for new Central Electric development. The former brick sewer's northward section across the yard is "To be abandoned" Source: Metropolitan Board of Water Supply and Sewerage, City sewerage northern division – diversion of Council's old sewer, Day Labor [sic] 2077 Sheet 1, 1924, Sydney Water Plans, DL2077 (1)

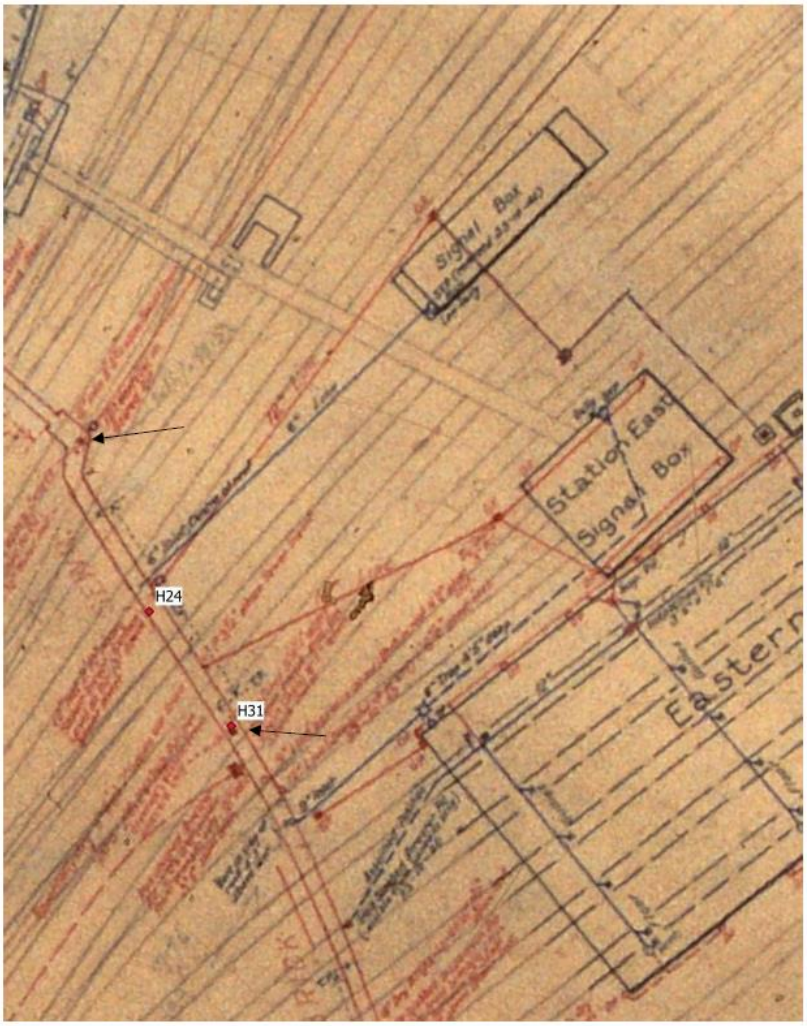


Figure 4. Extract of the 1939 Metropolitan Water Supply and Drainage Board Plan showing the location of H24 and H31 along the alignment of the Prince Alfred Sewer. Source: Metropolitan Water Supply and Drainage Board Amplification Sheet I2, compiled from information supplied by the Railway Department and Transport Board also from Notes of Mr Sur AT McDougall in F.B 2463 July 1939, Sydney Water Plans, DS3847).

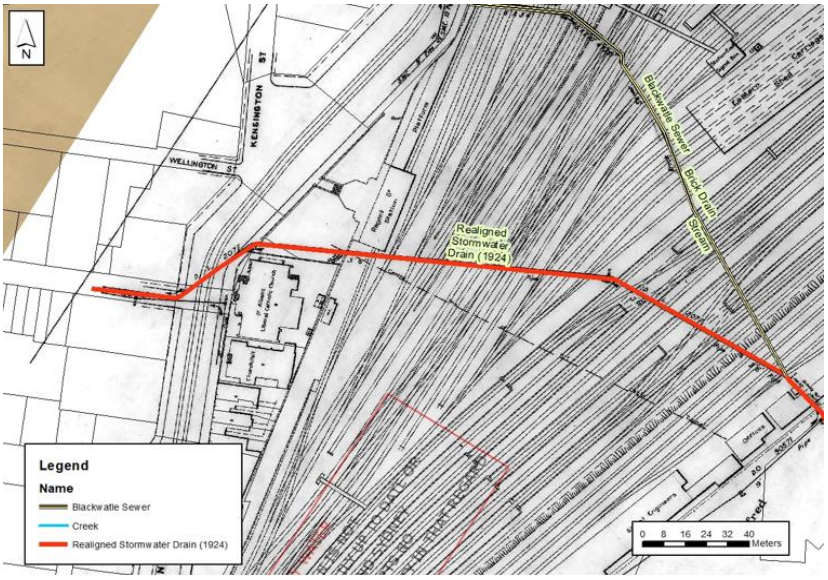


Figure 5. Location of the Old and New Drains, Source: "Detailed Sheet 3847." In City of Sydney, Metropolitan Water Sewerage and Drainage Board, 1950.

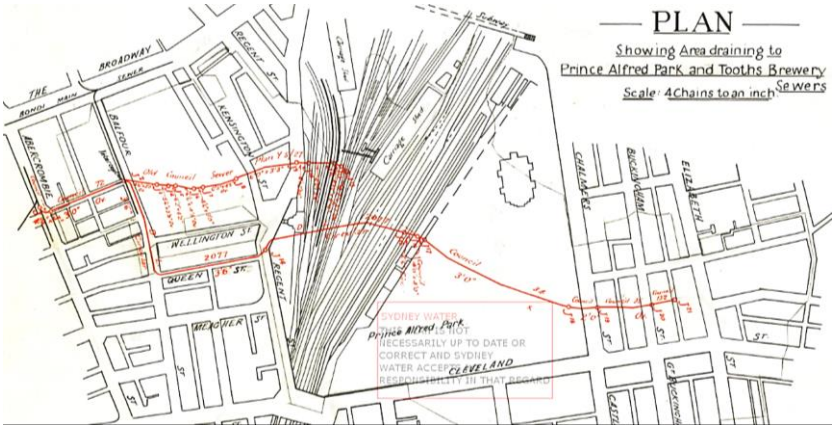


Figure 6. C.1950 sewerage plan indicating the full extent of the drain as well as annotations regarding the dimensions of the drain. Source: Plan showing area draining to Prince Alfred Park and Tooths Brewery sewers, undated, Sydney Water Plans D29006.

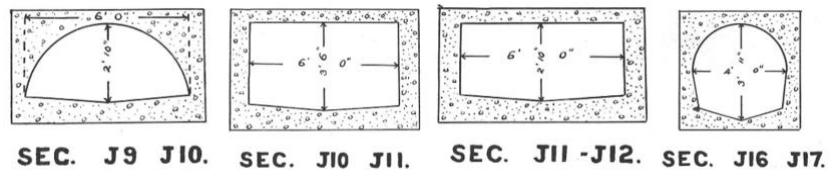


Figure 7. C.1950 diagrams of the typical profiles of the brick drain across Sydney Yard and under the Darling Harbour goods line. Source: Blackwattle S.W.C. [storm water channels], undated, Sydney Water Plans, D29009

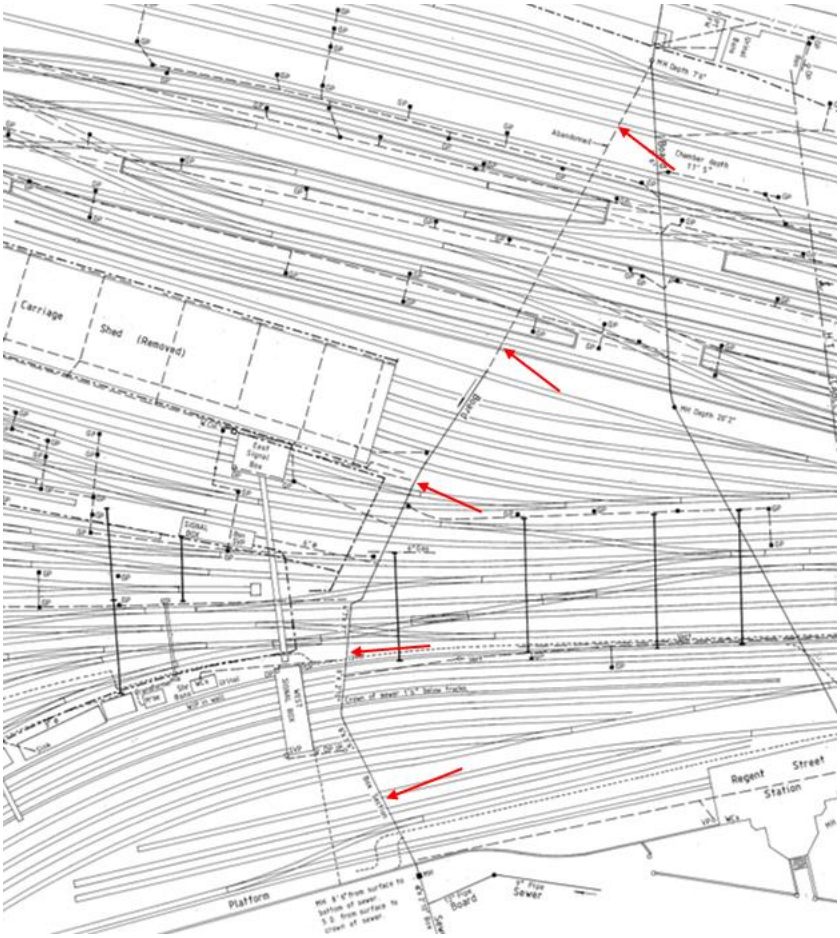


Figure 8. 1992 tracing of a 1954 plan of Sydney Yard, showing the underground services. Source: Source: D. Marshall, Sydney Yard Underground Services, 1992, Sydney Trains Heritage Collection, 0420484_00C Yard Services



Figure 9. Brick drain uncovered in Sydney Yard on 10 April 2021 during works for MTMS 2. Source: Artefact Heritage

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

Artefact Heritage. *Brick drain uncovered in Sydney Yard during MTMS 3 Star 2 works* (2021). Report to Mountains Heritage.

Hagarty, Donald Delderfield. *Sydney Railway 1848-1857: The Building of the First Railway from Sydney to Parramatta*. Redfern: Australian Railways Historical Society (NSW Division), 2005

The Glebe Society. *Blackwattle Bay and its creek*. (2020) Retrieved 30 March 2021 from: https://www.glebesociety.org.au/blackwattle-bay-and-its-creeks/

Notes

Appears on 1939 Sewerage Amplification Plan, 1950 City of Sydney Detail Sheet 3847, 1954/1992 Sydney Yard Underground Services map, running to the south-west of the Station West Signal Box. Noted on Plan Showing Area draining to Prince Alfred Park and Tooths Brewery Sewers (in Sydney Water Plans, D29006).

The 1954/1992 Sydney Yard Underground Services map provides dimensions and details for the sewer along its length. The map notes this sewer to be a 6’ x 2’10” box sewer (brick) at its north-western end, with the crown located 5’ below the surface and a manhole measuring 8’6” from the surface to the bottom of the sewer. The map notes that the crown of the sewer is 1 foot 6 inches below the track surface at the corner near the new Station West Signal Box, with dimensions of 6’ x 3’6” to the north-west and 6’ x 2’10” to the south-east of the corner. As it heads south-west, the dimensions reduce to 4’7” x 3’1”. As it continues to run south-east, it is noted as abandoned and meets a manhole with a depth of 7’6” within the Prince Alfred Sidings/Chalmers Street Triangle area.

1.2 SY0002 (First Redfern Station and Platform)

Item Details	
Year of construction:	1855
Alternative names:	Sydney Station, Sydney Terminus, Redfern Station
Modifications (with years):	Wooden platform extension in 1856 (100ft/30.5m) Engine shed, carriage shed, goods shed constructed next to the First Sydney Station (1856) First Sydney Station demolished in 1874 to make way for the Second Sydney Station, erected in the exact location (1874)
Function:	The first Sydney Railway Station - Passenger rail terminal and platform
Construction materials:	Temporary building comprising a wooden platform (originally 100ft/30.5m) and galvanized corrugated iron shed
Demolished/removed (year):	1874

Historical Summary

In 1849 the Sydney Railway Company was formed, as the need for a rail link to the farming communities in western NSW became apparent. In 1854, the Sydney Railway Company and newly founded Hunter River Railway Company were purchased by the New South Wales government. Once formed, the Sydney Railway Company constructed the first Sydney station in 1855, creating the first government-owned railway in the British Empire.[4]

The dismal financial position of the Sydney Railway Company led to the construction of a temporary station in 1855 rather than a grand terminus, which was intended to be replaced in the future. This informed the temporary and relatively lightweight construction materials, and the context of the station building as one of the few buildings erected, being those absolutely necessary for the opening and operation of the line. A contract was awarded for the construction of the station to William Randle in August 1855 for the restrained sum of £2012. In 1856, the platform was extended from its original 100ft length to 200ft (60m).

The station was named ‘Redfern’ after surgeon William Redfern. Redfern Station sat south of Devonshire Street, across from the Devonshire Street Cemetery and south of the Cleveland Street subway in the Government Paddocks. The station comprised of a single timber platform, with a corrugated iron station building spanning over 100 ft long and 30 ft wide. The first Sydney Station was only intended to be temporary but remained in use for almost fifteen years. An engine shed, carriage shed, and goods shed was constructed in 1856 next to the station building.

In the early 1870s, a lack of facilities identified at the original Redfern Station led to the construction of a new, larger station which was completed in 1874. This station would go on to replace the first Sydney Station. Called the ‘Second Sydney (or Redfern) Station’, it was designed by prominent rail and tramways engineer John Whitton in the Neo-Classical style using polychromatic brick. Positioned in the same location as the first Sydney Station, its northern frontages faced onto Devonshire Street.

At its maximum capacity, the station contained 13 platforms, including the Mortuary platform and the two original 1855 platforms (platforms 5 and 6). Although the station eased congestion for a short period of time, an increase in inland railway construction put further pressure on the station and the size of the structure meant platforms

[4] NSW Government Architect’s Office, and Rappoport Pty Ltd, 2013. *Central Station Conservation Management Plan*, NSW Transport RailCorp, p. 32.

became increasingly congested with passengers and trains, with trains often blocking each other's access to their assigned platforms.[5]

In June 1888 Edward Miller Gard Eddy was appointed Chief Railway Engineer. In 1892 he submitted proposals to the Railway Commission to build a large terminus for country trains on the site of the Benevolent Asylum and Devonshire Street Cemetery, both located opposite the new or 'Second' Redfern Station (subsequently know as Central Station). This proposal was adopted by the Parliamentary Standing Committee on Public Works on 7 June 1900 and, soon afterwards, resumptions began on land for the station.

The station was built and modified in a series of phases (four altogether) due to financial constraints associated with the First World War. The Terminus, including the main concourse level, was one of the first structures to be completed in August 1906.[6] The piers, ramps and walls were all built using sandstone quarried from nearby Pyrmont.[7] The second group of buildings to be constructed were the clock tower and upper levels which were built between 1916 and 1921. The Eddy Avenue colonnade which surrounded the tram port-cochere and the Eddy Avenue shops and arcade on the northern façade of the station were also finished during this phase of construction. Later, the main terminus, concourse, booking hall, waiting rooms, dining and refreshment rooms, cloak room and barber's saloon were constructed. During the second phase of construction, the Parcels Post Office and its associated wings were built between 1914 and 1918.

Soon after phase one and two had been finalised, increased congestion in the city led to a series of public infrastructure changes in Sydney. These infrastructure upgrades would become some of today's most prominent transport landmarks, including the underground eastern suburbs railway, and initial planning for the Sydney Harbour Bridge. During this period, the idea for an electric railway service was introduced by Chief Engineer for Metropolitan Railway Construction John Job Crew Bradfield, who had recently returned from an overseas trip where he had become familiar with modern transport systems being used in the United States.

In 1915 the City and Suburban Electric Railways Act 1915 was passed and phase three included the construction of a new electric train platform in 1917. The new platform was located on the eastern side of the existing terminal building and involved the demolition of the East Carriage Shed (SY0019), several storage sheds and an old sewer. The smaller East storage shed was built as a replacement.[8] In addition, this particular portion of the station was to be situated above-ground rather than at ground level.

Although work was quickly commenced, pressures associated with the First World War stalled construction work in 1917, which did not resume until 1922. From here, four new double platforms designed to accommodate new electric trains were completed to the east of the original 1906 platforms. These new platforms led to further demolitions at Central Station, including platforms 16-19, a horse loading platform, a series of sidings and a goods shed.[9] On the first of March 1926, the first electric train ran from Central Station to Oatley making it the first suburban railway station to be electrified in NSW.

A single line was originally located alongside the station building, but shortly after opening was duplicated. In 1856, an engine shed, carriage shed and goods shed were erected around the station building.

Demolished 1871-1874 in line with the second Sydney Station re-development.

Archaeological notes

[5] NSW Government Architect's Office, and Rappoport Pty Ltd, 2013. *Central Station Conservation Management Plan*, NSW Transport RailCorp, p. 39.
[6] Oakes 2007, p. 24
[7] Sydney Trains, 2014. Central Station-In Depth History: https://web.archive.org/web/20140625215945/http://sydneytrains.info/about/history/central_station_in-depth
[8] McKillop, R., 2008. *Century of Central*. Redfern: Australian Railway Historical Society, p. 55.
[9] NSW Government Architect's Office, and Rappoport Pty Ltd, 2013. *Central Station Conservation Management Plan*, NSW Transport RailCorp, p. 54.

Given the temporary nature of the building and platform, foundations are unlikely to have been substantial and would have consisted of rows of stout posts and possibly mounding to form a platform. However, the construction of the second station on the same spot is likely to have obscured this evidence.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible remains from the First Redfern Station and Platform would have the potential to reach the threshold for *state* significance as evidence of the earliest major train terminus in Sydney belonging to the first phase of development of Sydney/Central Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[10] the remains of the First Redfern Station and Platform have the potential to contribute knowledge that no other resource and site can about the First Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

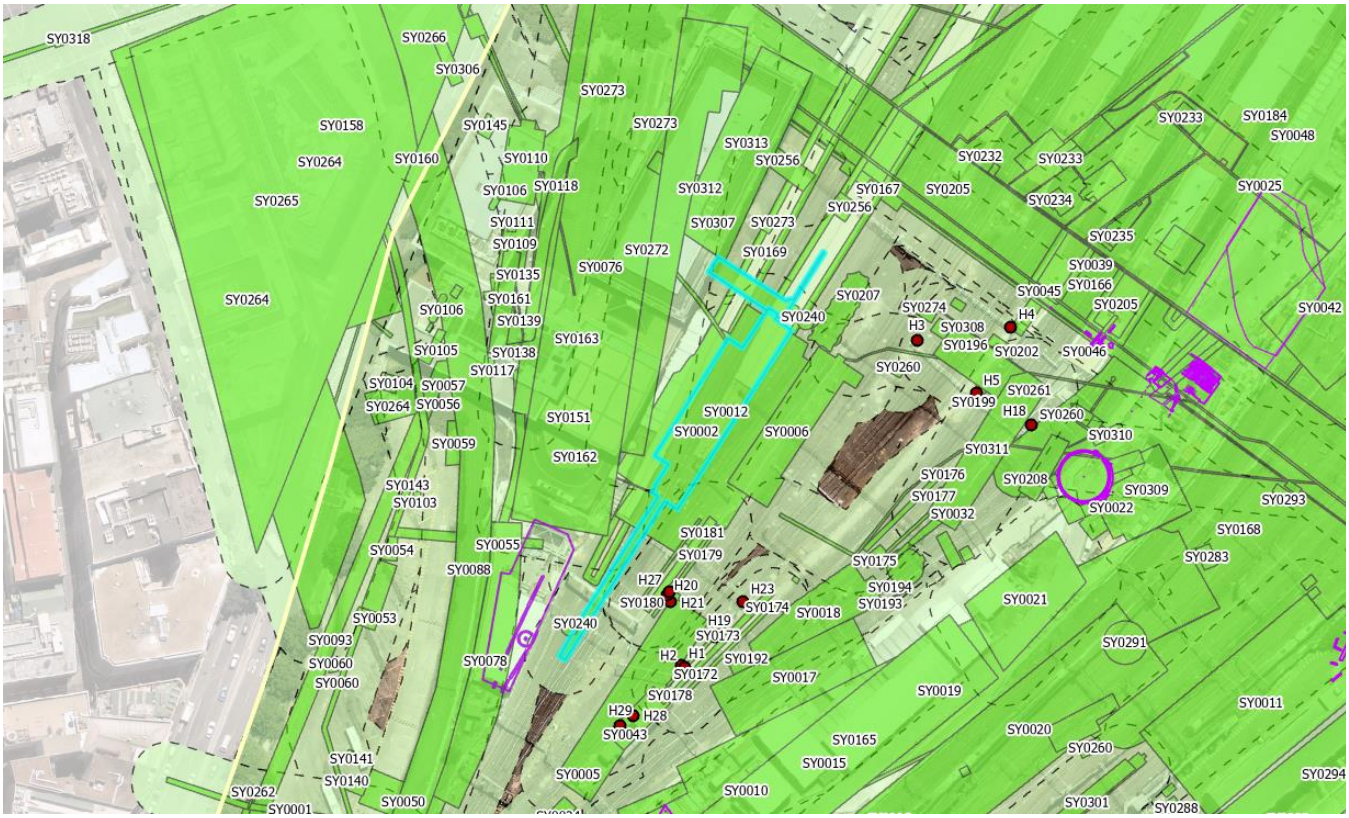
State

Management

A - Preserve in situ: Owing to the network-critical nature of Sydney Yard, this option will rarely be feasible. However, this is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be noted and reported, then covered in geofabric prior to reburial. This process should occur under the supervision of a State significant qualified Excavation Director.

[10] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Item Location



Key Images

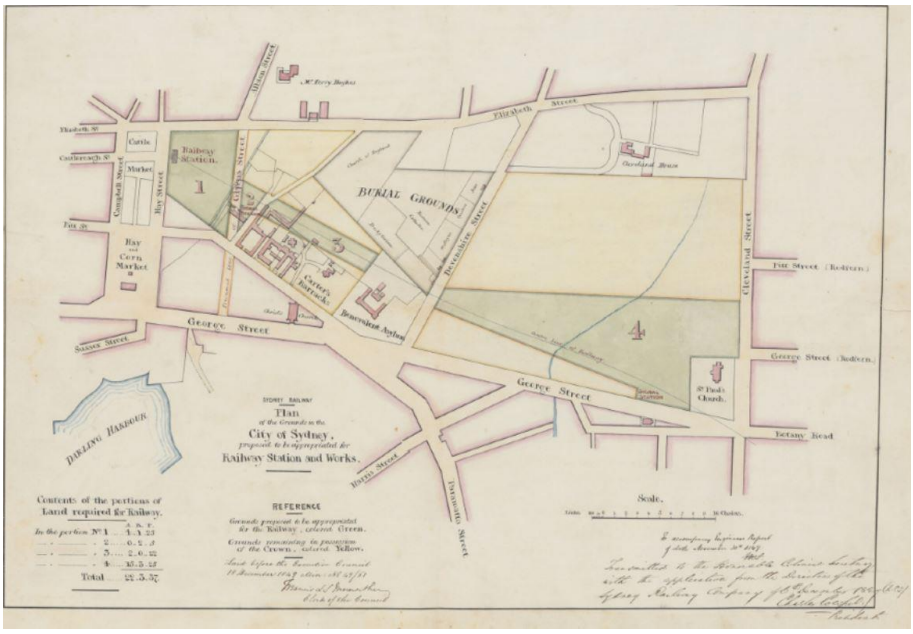


Figure 10. Map of Sydney showing Redfern Station, 1849. Source: State Archives

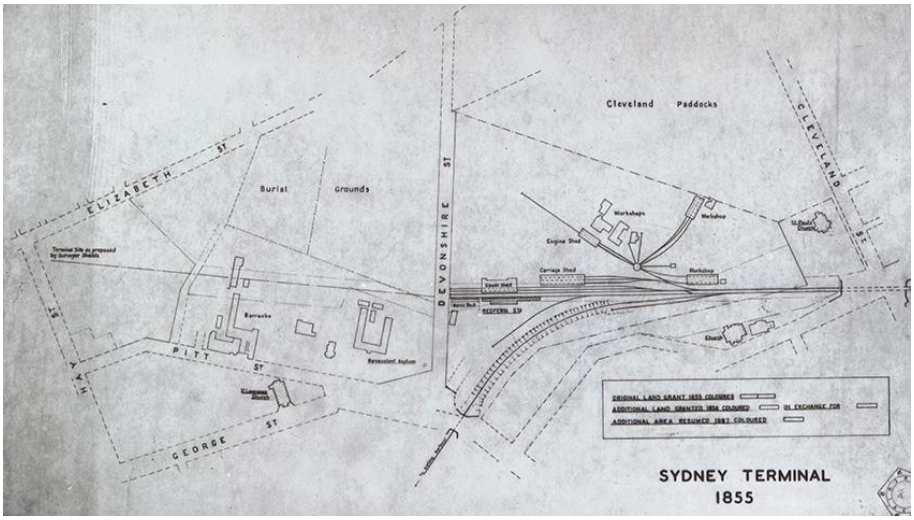


Figure 11. First Sydney Station plan 1855. Source: SLNSW.



Figure 12. 1855 sketch of the first Sydney Station circa 1855. Source: State Records.



Figure 13. First Sydney Railway Station, 1871. This is the first Sydney Railway Station, showing the remains of the old tramway tracks where man is sitting. The Goods Shed is on the far left and the platform on the right side became the George St Platform. Source: State Records, Digital ID 17420_a014_a0140000245

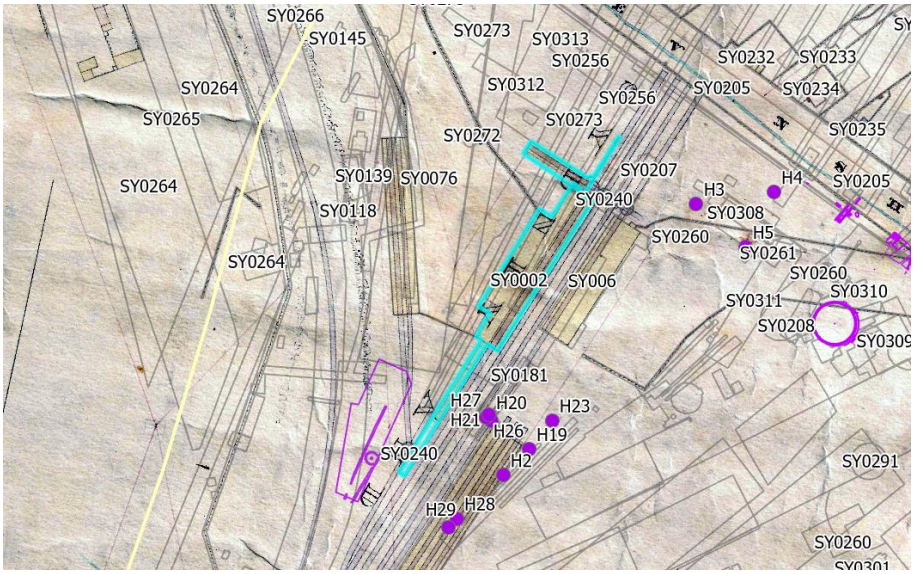


Figure 14. 1857 City of Sydney map. Source: Source: City of Sydney Archives & History Resources, A-00880168.

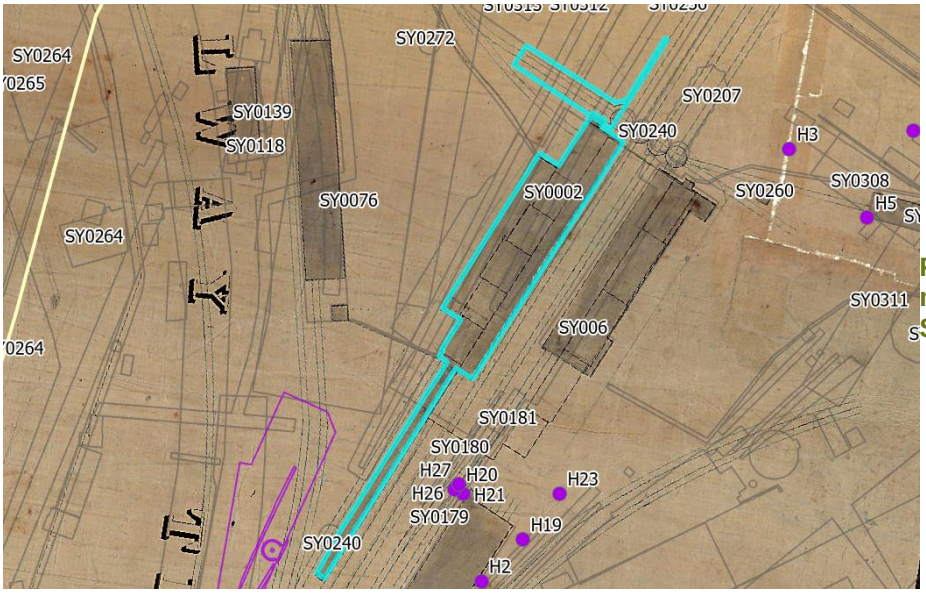


Figure 15. 1855-65 Trigonometric map, Sheet S2. Source: City of Sydney Archives.

Key Sources

Artefact, 2020. *Sydney Yard, Overhead Wiring Structures Modernisation Project – Aboriginal Cultural Heritage Assessment Report*, pp. 19-20.

Artefact, 2020. *CSM Excavation Directors Report*. Chapter 3, pp.144-145.

Hagarty, Donald Delderfield, 2005. Sydney Railway 1848-1857: The Building of the First Railway from Sydney to Parramatta. Redfern: Australian Railways Historical Society (NSW Division).

McKillop, R., 2008. *Century of Central. Redfern: Australian Railway Historical Society*, p. 55.

NSW Government Architect's Office, and Rappoport Pty Ltd, 2013. *Central Station Conservation Management Plan*. NSW Transport RailCorp, p. 54.

NSW Government, State Archives & Records, 2013. *Central Railway Station: Through the Lens*. Accessed: http://gallery.records.nsw.gov.au/index.php/galleries/through-the-lens-central-railway-station/ (March 2022).

Sydney Trains, 2014. *Central Station-In Depth History*: Accessed: https://web.archive.org/web/20140625215945/http://sydneytrains.info/about/history/central_station_in-depth (March 2022).

1.3 SY0003 (First Engine Shed)

Item Details	
Year of construction:	1855
Alternative names:	Engine Shed
Modifications (with years):	Possible modification between 1855-1865 when workshops were extended to adjoin the building
Function:	Engine repair and maintenance
Construction materials:	Assumed semi-permanent iron building; possible use of stone foundations and timber structure.
Demolished/removed (year):	By 1885

Historical Summary

The first engine shed appears to have been constructed as part of the original layout of the First Sydney Station development, as opened in 1855. A contract was awarded to William Randle for the construction of an Engine Shed in June 1855, for £2238. The building was depicted on the 1857 Chippendale Sheet 27 detail plan of the area.

This building was approximately 115 ft by 34ft, being a single stalled lightweight structure, likely composed of timber board or galvanized iron, with a prominent ridge cap vent for releasing smoke. This material composition was due to the fact that the station and associated buildings were always intended to be temporary and replaced later once the necessary funds became available.

When the new engine shed was built in 1865 (Second Engine Shed), the workshops near the first engine shed were extended to adjoin it. The first engine shed remained, adjoining a building known as a 'fitters shed' by the 1870s. It may have been modified at this time. The first and second engine sheds were likely demolished in line with the Second Sydney Station re-development of the area, and was certainly no longer extant by the 1884 Sydney Water Board Plan. The removal of this workshop building took place during the general shift of railway workshop facilities from Central to Eveleigh from the 1880s onward.

Archaeological Potential

Low Potential

Assessment of significance

Given the temporary nature of the building, the foundations are unlikely to have been substantial, although there may have been an associated brick ashpit. The site of the building is likely to have partially impacted by excavation for the construction of the City Railway flyovers.

Intact and legible remains have the potential to reach the threshold for *state* significance as evidence of an early utilitarian building in the first phase of development of Sydney/Central Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[11] the remains of the First Engine Shed have the potential to contribute knowledge that no other resource and site can about the first phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

[11] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian

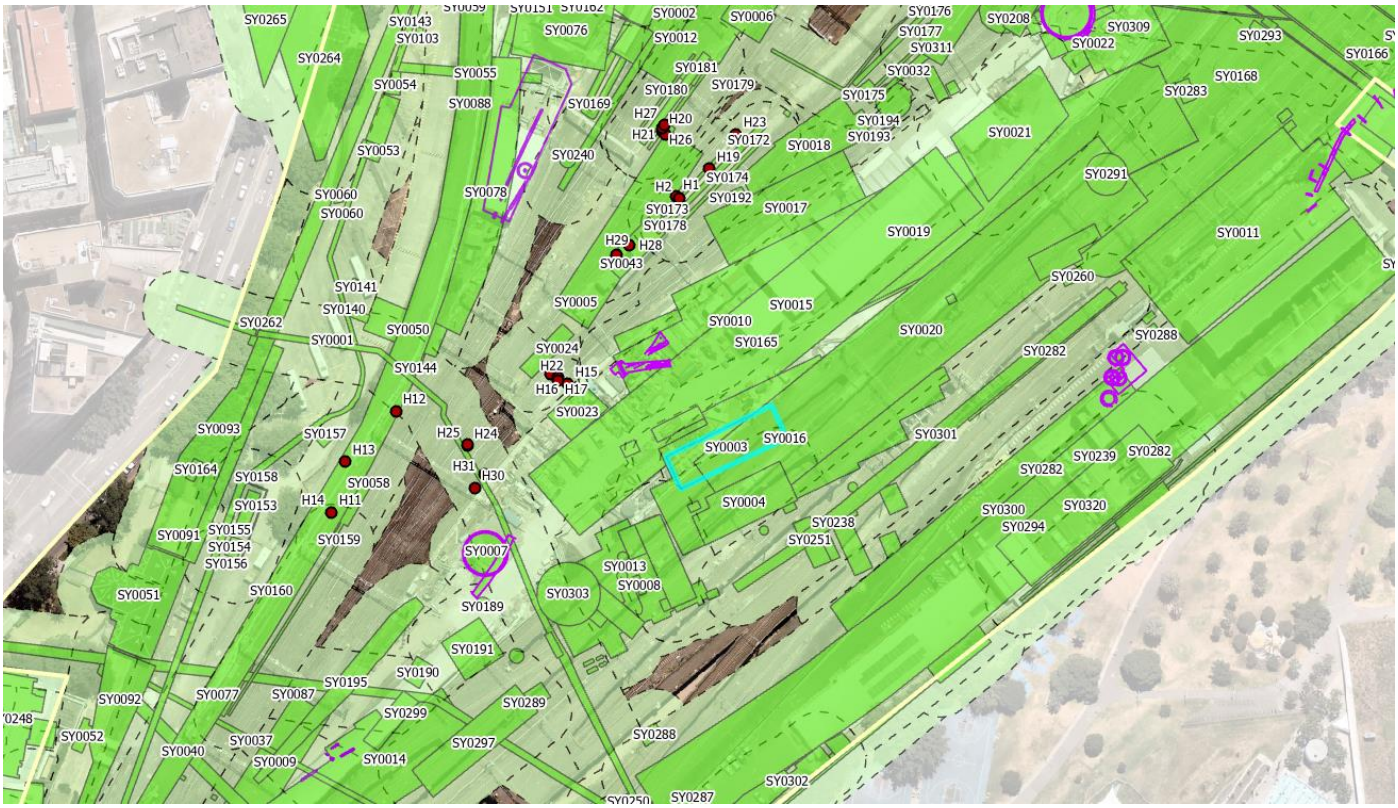
Level of Significance

State

Management

A - Preserve in situ: Owing to the network-critical nature of Sydney Yard, this option will rarely be feasible. However, this is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be noted and reported, then covered in geofabric prior to reburial. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

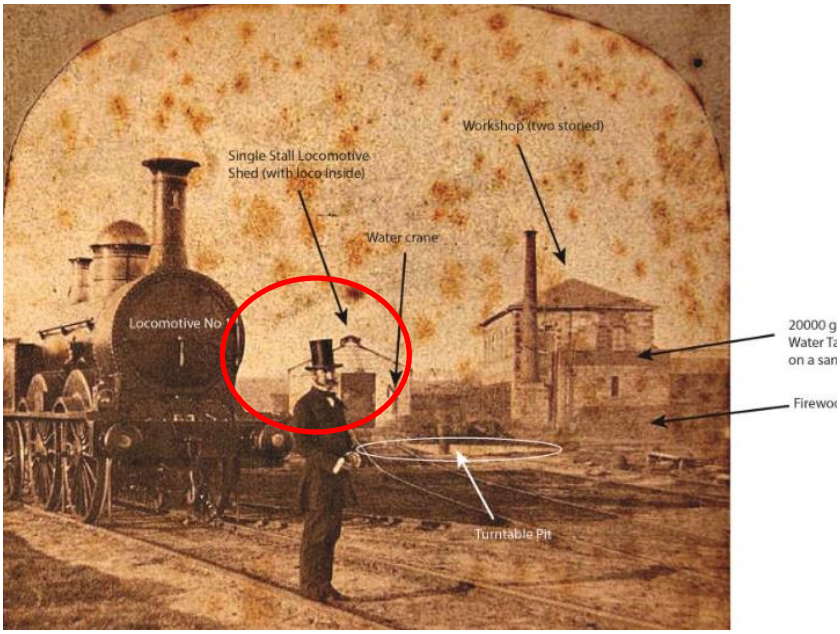


Figure 16. Locomotive No 1 and railway infrastructure c.1858-1860 (annotated). See also 1857 City of Sydney Detail Plan for indicative footprint and location. Source: Hetzer, William "Locomotive No. 1, Redfern Station." Loco No 1 near the turntable. Sydney: William Hertzer, 1858-1860 MAAS.

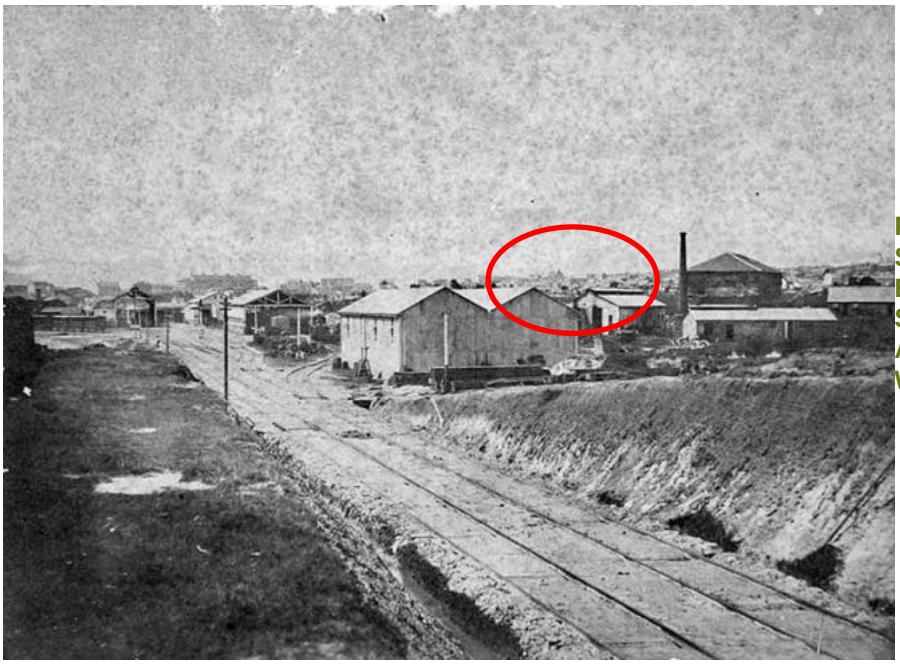


Figure 17. The Great Southern Railway Station Sydney 1858 Source: Blackwood, William. "The Great Southern Railway Station, Sydney." In Album of Australian Scenery. Sydney: William Blackwood, 1858.



Figure 18. 1857 City of Sydney Detail Plan (annotated) showing the location of the First Engine Shed. Source: City of Sydney Archives & History Resources, A-00880168.

Key Sources

Artefact, 2020. *CSM Excavation Directors Report*. Chapter 3, p. 147.

Sydney Trains, 2014. *Central Station-In Depth History*: Accessed: https://web.archive.org/web/20140625215945/http://sydneytrains.info/about/history/central_station_in-depth (March 2022).

John Rae, 1864. *Report on the Railways of New South Wales.* Appendix p. 3. Held by the State Library of New South Wales.

Notes

1.4 SY0004 (Two-storeyed Workshop)

Item Details	
Year of construction:	1855
Alternative names:	Workshop, engine shed
Modifications (with years):	Likely extended between 1857 and 1865
Function:	General workshop, containing machinery needed to repair rolling stock.
Construction materials:	Stone
Demolished/removed (year):	Removed by 1886

Historical Summary

The two-storeyed workshop was constructed in 1855 as part of the working yard of the First Redfern Station. Unlike the majority of buildings dated to this period, including the station itself, the workshop was constructed in stone and intended to be permanent, rather than replaced in the near future when appropriate funds were available. The building was described in accounts of the opening of the station as a two-storeyed building constructed of stone with a substantial chimney, containing machinery and power to repair rolling stock. The approximate size of the workshop was 80ft by 40ft, and the stone base of the water tank was 30ft by 20ft. A 20,000 gallon tank was located over the "engine room" of the building, as well as an associated water crane for pumping. The two-storeyed workshop was the most substantial building erected in the first decades of the station.

The stone two-storeyed workshop was likely modified between 1857 and 1865, when a single-storey extension was added along the western elevation of the workshop. Also at this time, the workshop facilities were expanded to fill the space between the workshop and the neighbouring engine shed (First Engine Shed – SY0003). The expanded workshop facilities were indicated on the 1865 City of Sydney Trigonometric Survey Plan, and historic images suggest they were lightweight, likely of galvanized iron roof and wall cladding.

A fire appears to have damaged or destroyed the two-storeyed workshop in August 1886.[12] Articles describe a substantial fire at Redfern Railway Station in a two-storey stone building, and the two-storeyed workshop would appear to be the only one meeting this description. The articles note that the building was being used as a machine and turnery shop (ground floor) and to store machinery patterns made of dry pine (upper floor).[13] The fire was thought to have started in the upper floor and destroyed the building, leaving only the walls standing, with damage also occurring to a turning shed built of corrugated iron measuring about 140ft long. Efforts were focused on saving the adjoining building which includes the "machine and boiler sheds".

The removal of this workshop building in the c.1880s is consistent with the general shift of railway workshop facilities from Central to Eveleigh from the 1880s onwards.

The remains of the building were encountered during the construction of the City Rail Flyovers.

Archaeological notes

The workshop building is within the footprint of the City Rail Flyovers which were excavated below the original land surface, so it is presumed that all evidence of this building has been removed.

[12] 1886 'SYDNEY.', *Queensland Times, Ipswich Herald and General Advertiser* (Qld. : 1861 - 1908), 17 August, p. 5. Accessed: http://nla.gov.au/nla.news-article122555892 (19 April 2022).
[13] 1886 'GREAT FIRE AT REDFERN STATION.', *The Daily Telegraph* (Sydney, NSW : 1883 - 1930), 16 August, p. 5. Accessed: http://nla.gov.au/nla.news-article237299171 (19 Apr 2022).

Archaeological Potential

Nil Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for *state* significance as evidence of an early utilitarian building in the first phase of development of Sydney/Central Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[14] if remains of the Two-Storeyed Workshop were discovered, the remains of the building would have the potential to contribute knowledge that no other resource and site could in relation to the First Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

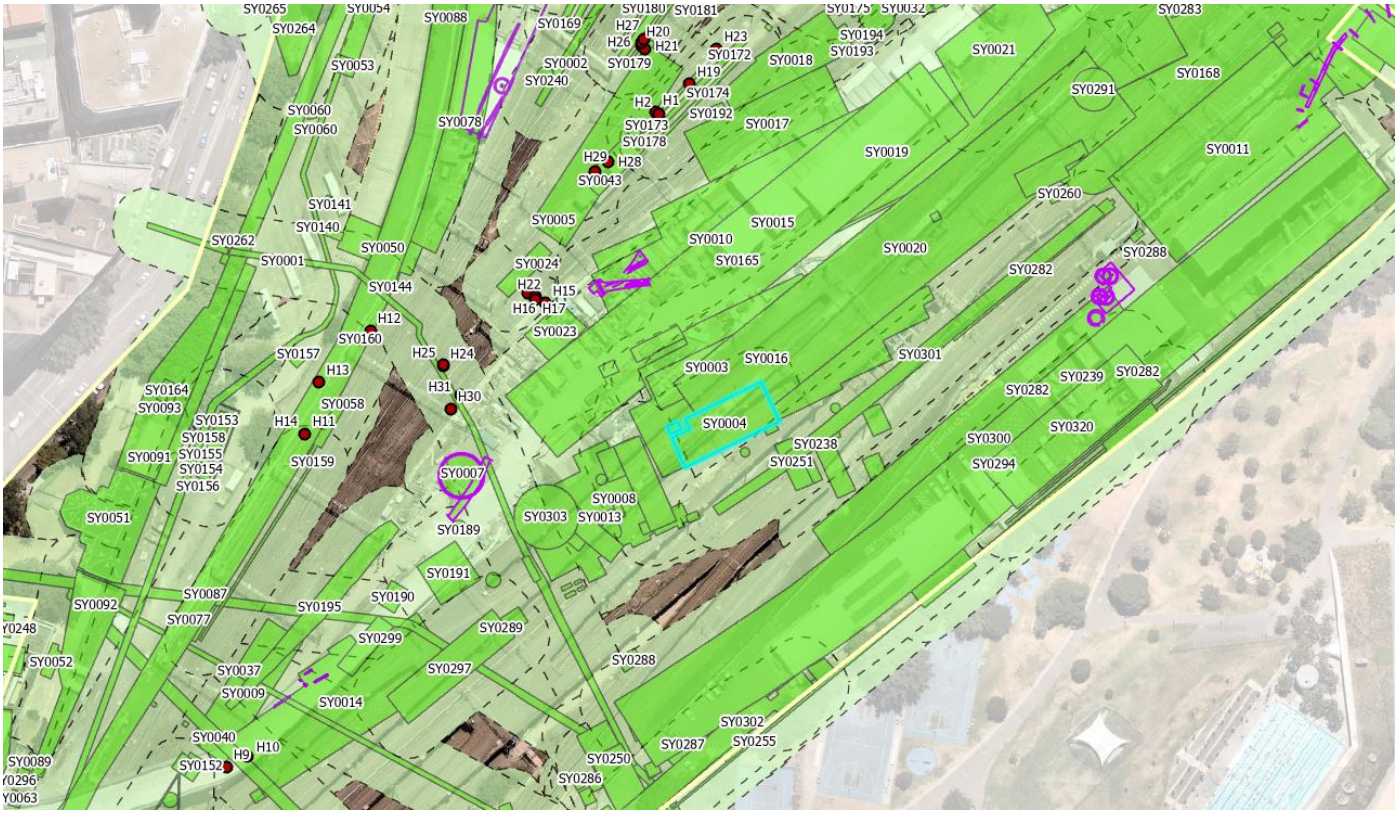
State

Management

A - Preserve in situ: Owing to the network-critical nature of Sydney Yard, this option will rarely be feasible. However, this is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be noted and reported, then covered in geofabric prior to reburial. This process should occur under the supervision of a State significant qualified Excavation Director.

[14] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Item Location



Key Images

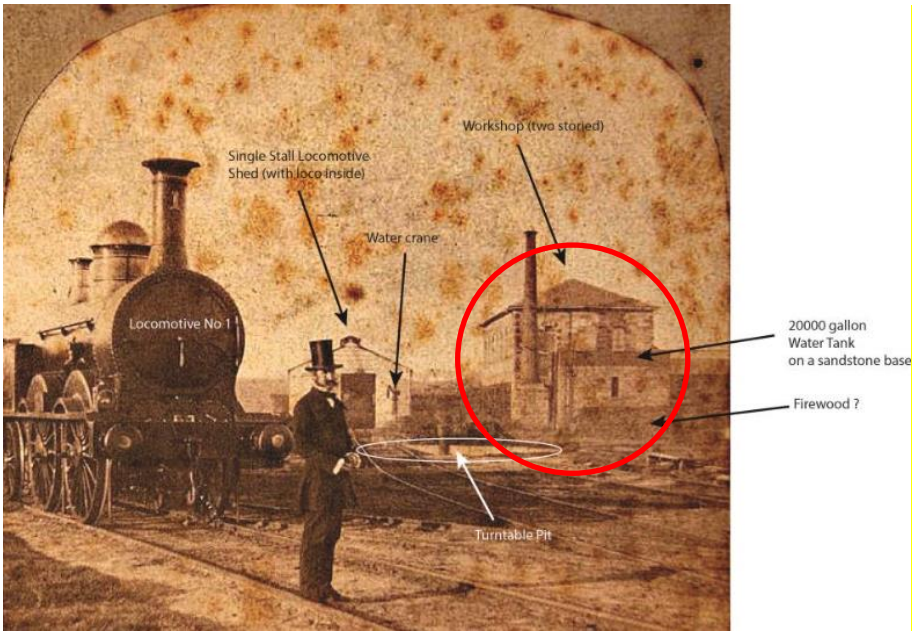


Figure 19. Locomotive No 1 and railway infrastructure c.1858-1860, showing the two-storeyed workshop (circled). Source: MAAS.

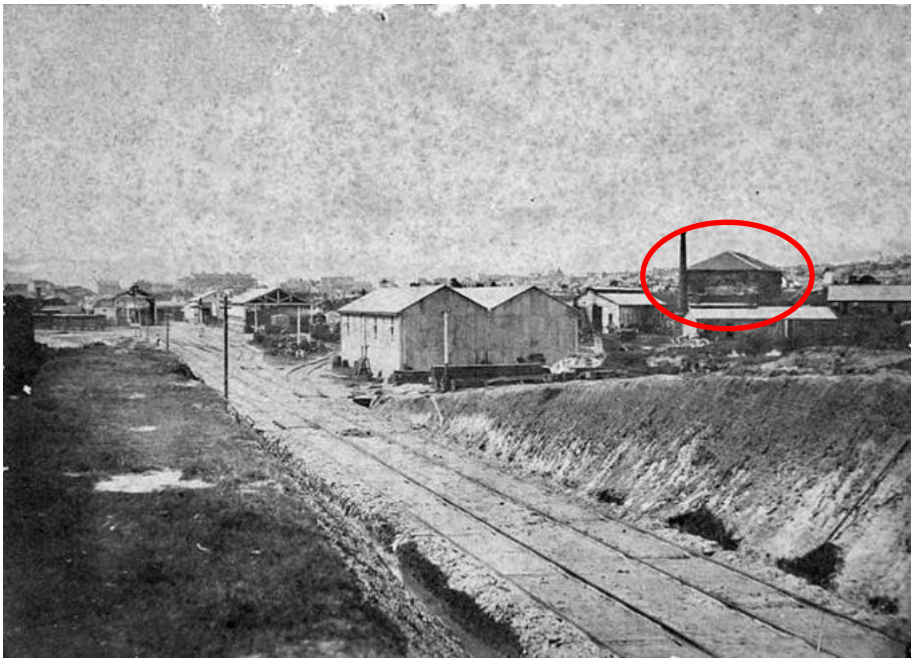


Figure 20. The two-storeyed workshop (circled) in 1858. Source: "The Great Southern Railway Station, Sydney." In Album of Australian Scenery. Sydney: William Blackwood, 1858. The Great Southern Railway Station Sydney 1858-59, photo by William Blackwood.



Figure 21. 'Redfern Railway Workshops, Sydney, March 1871' Note: Two-storeyed workshop building with first Blacksmith's at rear (before demolition) and showing c.1860s expansion of workshops to the west (in less robust materials). Source: Redfern Railway Workshops, Redfern Nsw 1871." State Records NRS 17420 State Rail Authority Archives Photographic Reference Print Collection, 1871.

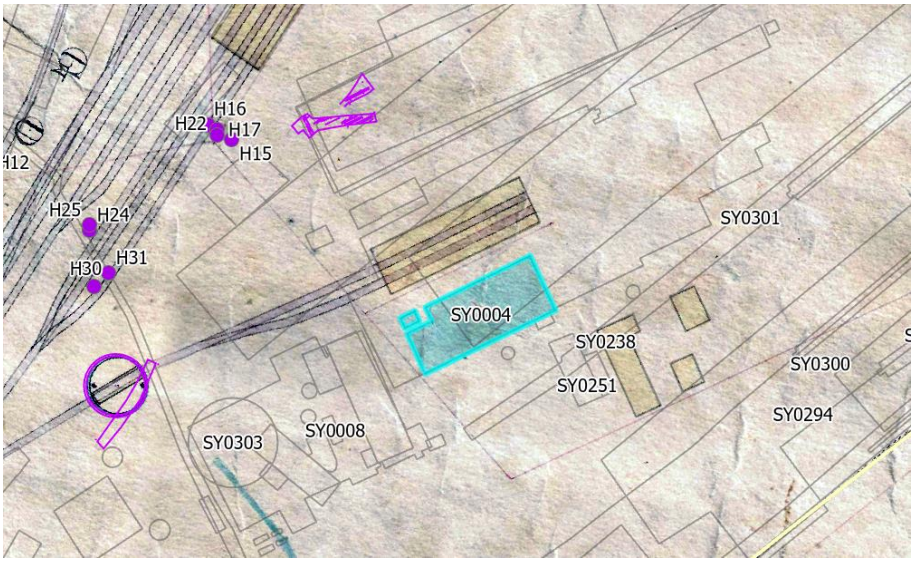


Figure 22. 1857 City of Sydney Detail Plan (annotated) showing the location of the First Engine Shed. Source: Source: City of Sydney Archives & History Resources, A-00880168.

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3, pp. 147-149, p. 152.

1886 'SYDNEY.', Queensland Times, Ipswich Herald and General Advertiser (Qld. : 1861 - 1908), 17 August, p. 5. Accessed: http://nla.gov.au/nla.news-article122555892 (19 April 2022).

1886 'GREAT FIRE AT REDFERN STATION.', *The Daily Telegraph* (Sydney, NSW : 1883 - 1930), 16 August, p. 5. Accessed: http://nla.gov.au/nla.news-article237299171 (19 Apr 2022).

1.5 SY0005 (Carriage Shed) [H21 & H27]

Item Details	
Year of construction:	1857
Alternative names:	None
Modifications (with years):	N/A
Function:	Shelter/storage for rail carriages
Construction materials:	Assumed semi-permanent iron building with lean-to roof; possible use of stone foundations and timber structure.
Demolished/removed (year):	Demolished by 1871-1874

Historical Summary

The first mention of carriage shed/s in the station precinct was in 1854, when a status report on development of the Sydney Railway notes that 'stone quarried have been opened upon the Harris Estate, and timber, slates and other materials are provided for the station buildings and carriage sheds. Plans and estimates for these works are being prepared.' Tenders were let in September 1954 and June 1857 to William Randle for the construction of a carriage shed at Sydney Station, though it is unclear which relates to the subject shed. The cost was 2720 and 2155 pounds respectively.

The carriage shed was extant on the February 1857 City of Sydney detail plan, but may reflect the proposed location of the shed or a later amendment to the map. The shed is visible in the 1858 Blackwood photo as an open framed shed. It remains visible in the same location in the subsequent 1865 City of Sydney Trig Plan. The carriage shed appears to have been functionally replaced by the Carriage Shops in a different location and alignment by the 1870s, in line with the second Sydney Station re-development and certainly by the time of the 1884 Sydney Water Board Plan.

The building was likely a lightweight and semi-permanent structure, given that the station itself was always intended to be temporary and later replaced once the necessary funds became available.

Archaeological notes

Assumed to have been demolished 1871-1874 in line with the second Sydney Station re-development. This development was first comprehensively recorded in the 1884 Sydney Water Board Plan, at which point the carriage shed no longer appears on maps. Given the temporary nature of the buildings, foundations are unlikely to have been substantial.

The area subsequently has been used for track so there is a greater potential for footings to survive, however, the building footings are likely to ephemeral as the building itself was thought to not be a substantial construction.

However, sandstock brick footings were found during the MTMS 2 monitoring excavations in February 2021 (H21 Sandstock brick pad footing truncated by H20). The remains were found to be truncated by an intact ash pit with wall, floor and fill (H20) dating to the early twentieth century and associated with the Third Station. The remains were interpreted as brick footings for the timber superstructure of the Carriage Shed.

Additional remains of a brick footing (H27) were found during the MTMS 2 monitoring excavations in April 2021 following the removal of the ash pit H20.[15] The footing measured 220mm wide by 680mm deep, was constructed of

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sandstock bricks, and was located about 1m below the top of the ballast. Like H21, the footing H27 had also been truncated by H20.

Archaeological Potential

Moderate Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for *state* significance as evidence of an early utilitarian building in the first phase of development of Sydney/Central Station. As determined in the MTMS excavations, the remains of the Carriage Shed would meet the threshold for State significance for historical significance (Criteria (a)), rarity (f) and research potential (e).[16] The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[17] the remains of the Carriage Shed have the potential to contribute knowledge that no other resource and site can in relation to the First Sydney Station, as well as answer broader questions relating to the first phase of development of development of transport infrastructure in NSW.

Level of Significance

State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

[16] Mountains Heritage, 2021. *More Trains More Services – Sydney Terminal Area Reconfiguration Historical Archaeological Impact Assessment and Research Design*. Report prepared for Transport for NSW, March 2021, p. 25.
[17] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Item Location



Key Images

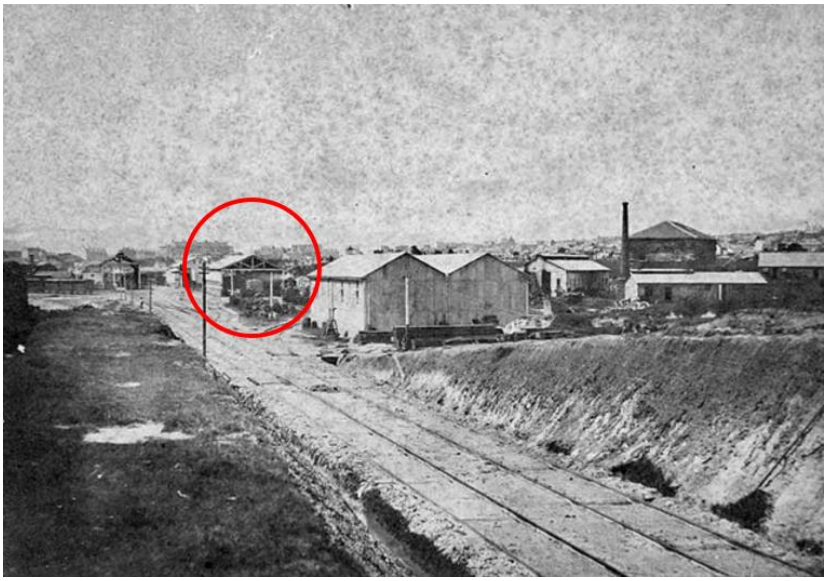

Figure 23. The Great Southern Railway Station Sydney 1858-59, photo by William Blackwood. Source: Blackwood, William. The Great Southern Railway Station, Sydney c. 1858 . National Gallery of NSW. NGA 86.1670.10

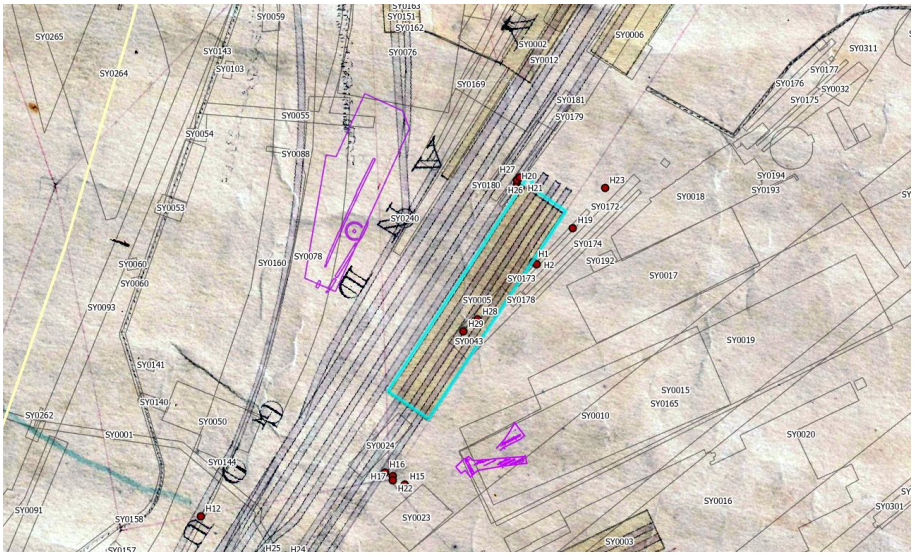

Figure 24. 1855 plan from the Historical Atlas of Sydney, showing a timber carriage shed. Source: City of Sydney Archives. Detail Plans, 1855: Sheet 23. City of Sydney Archives, A-00880168



Figure 25. 1857 plan from the Historical Atlas of Sydney, overlaid with the MTMS find [H21]. Source: City of Sydney Archives. Detail Plans, 1855: Sheet 23. City of Sydney Archives. A-00880168. Location of H21 by Mountains Heritage 2021.

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

John Rae, 1864. *Report on the Railways of New South Wales.* Appendix p. 3. Held by the State Library of New South Wales.

Mountains Heritage, 2021. *More Trains More Services 2 – North Sydney Terminal Area Reconfiguration (STAR) WE41 – Historical Archaeological Investigation*.

Mountains Heritage, 2021. *More Trains More Services – Sydney Terminal Area Reconfiguration Historical Archaeological Impact Assessment and Research Design*. Report prepared for Transport for NSW, March 2021.

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Sydney Trains, 2014. *Central Station-In Depth History*: Accessed: https://web.archive.org/web/20140625215945/http://sydneytrains.info/about/history/central_station_in-depth (March 2022).

1.6 SY0006 (Goods Shed)

Item Details	
Year of construction:	1856
Alternative names:	Goods platform
Modifications (with years):	N/A
Function:	Movement and temporary storage of goods (open-air)
Construction materials:	Assumed semi-permanent iron building with lean-to roof; possible use of stone foundations and timber structure.
Demolished/removed (year):	Likely demolished as part of new Second Sydney Station re-development and construction of formal and substantial undercover goods facilities to the east with the c.1869 Goods Shed

Historical Summary

The first goods shed or goods facilities within the first Sydney Station development likely consisted of a temporary, lightweight shed and platform adjoining the main station building. A contract was awarded to William Randle for the construction of a Goods Shed at Sydney Station in October 1855, for £2,217. This building was depicted on the eastern side of the station in the 1857 City of Sydney Detail plan. A goods yard and siding to goods yard was indicated on 1865 City of Sydney Trigonometric Plan.

The simple form of the structure was typical of early goods facilities, designed to facilitate the movement of goods straight from locomotive, to platform, to goods wagon without the need for lifting. The small and temporary nature of goods facilities within the original Sydney Station development was due to the fact that the station was planned to focus on passenger transport, with goods handled chiefly at the hub of Darling Harbour, and that the station itself was always intended to be temporary and later replaced once the necessary funds became available.

The small and lightweight goods shed/facilities were functionally replaced by the substantial Pyrmont sandstone Goods Shed erected in 1869 to the east of the building. The goods facilities were either removed or demolished at this time, or by 1871-1874 in line with the second Sydney Station re-development.

Archaeological notes

Assumed to have been demolished 1871-1874 in line with the second Sydney Station re-development, or by 1869 when goods facilities were upgraded. This development was first comprehensively recorded in the 1884 Sydney Water Board Plan, at which point the original goods shed no longer appears on maps. Given the temporary nature of the building, foundations are unlikely to have been substantial.

Archaeological Potential

Moderate Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for *state* significance as evidence of an early utilitarian building in the first phase of development of Sydney/Central Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[18] the remains of the Goods Shed have the potential to contribute knowledge that no other resource and site can about the first phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

State

Management

A - Preserve in situ: Owing to the network-critical nature of Sydney Yard, this option will rarely be feasible. However, this is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be noted and reported, then covered in geofabric prior to reburial. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



[18] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Key Images

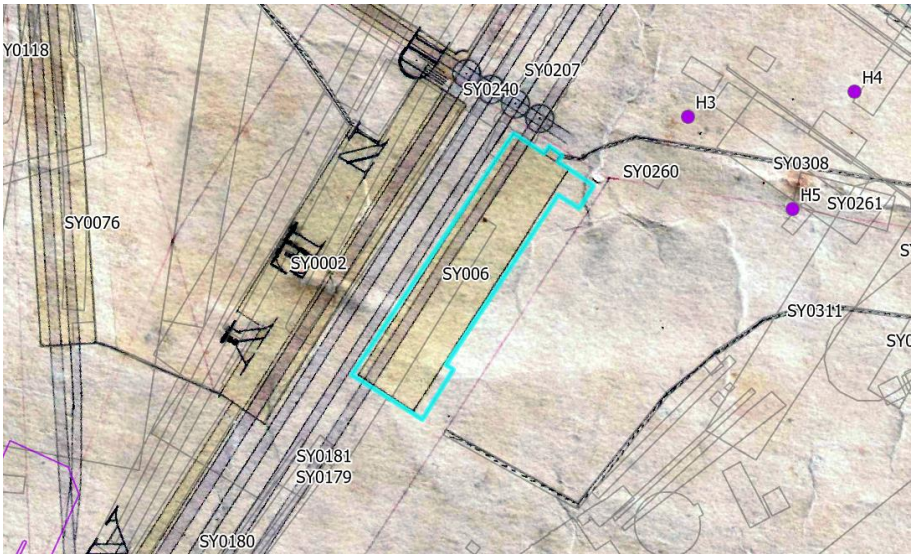


Figure 26. 1857 City of Sydney map. Source: Source: City of Sydney Archives & History Resources, A-00880168.

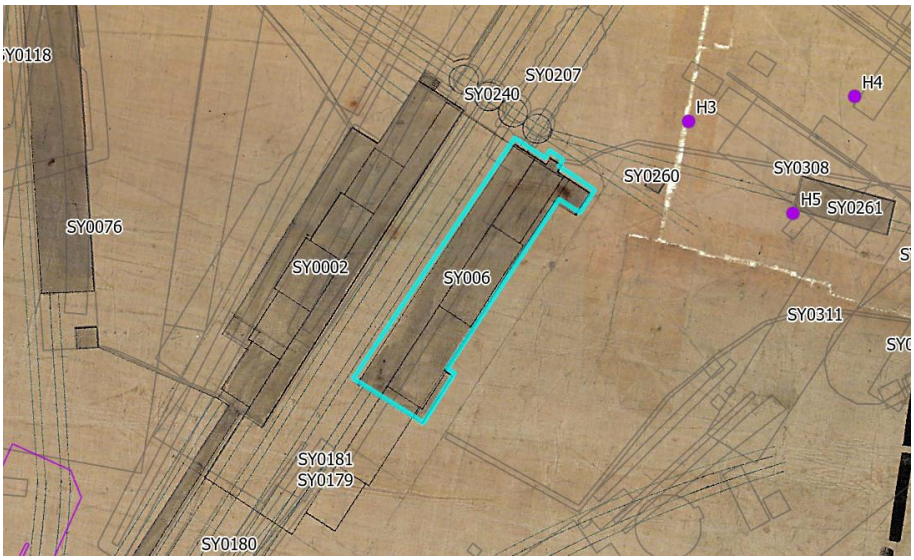


Figure 27. 1855-65 Trigonometric map, Sheet S2

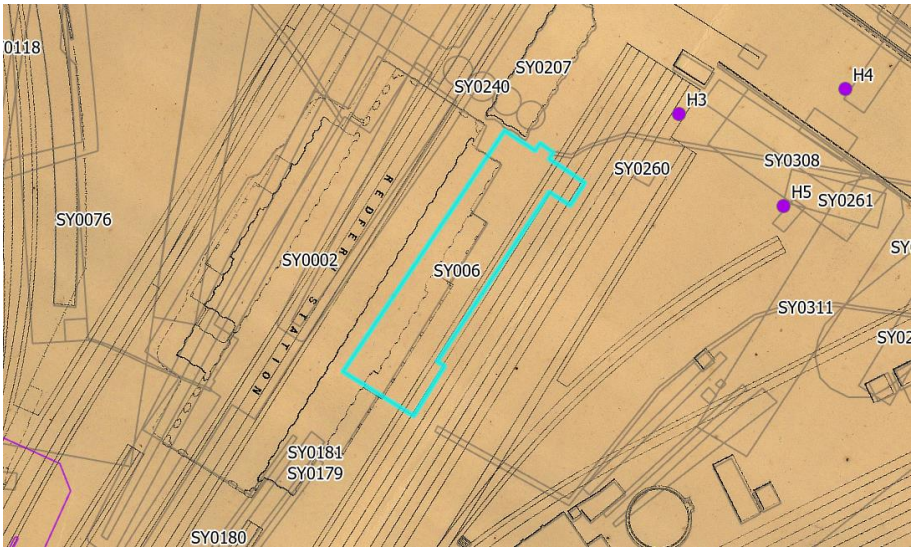


Figure 28. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3, p. 155.

John Rae, 1864. *Report on the Railways of New South Wales.* Appendix p. 3. Held by the State Library of New South Wales.

Sydney Trains, 2014. *Central Station-In Depth History*: Accessed: https://web.archive.org/web/20140625215945/http://sydneytrains.info/about/history/central_station_in-depth (March 2022).

1.7 SY0007 (Turntable)

Item Details	
Year of construction:	c.1857
Alternative names:	N/A
Modifications (with years):	Unknown
Function:	Revolving table/platform for turning and reorienting locomotives and associated office
Construction materials:	Concrete or brick pit
Demolished/removed (year):	Demolished by 1896

Historical Summary

A turntable was constructed as part of the first Sydney Station development, it was observed with the original opening of the station in 1855. The turntable had an associated office to the immediate south on a small siding by 1865. The turntable was known to have been 40ft in size, making it one of the smallest on the NSW Government Railways (NSWGR).

The turntable was demolished by 1896, at which point plans show its former location was occupied by new track and siding to the eastern carriage sheds.

This is the first railway turntable in NSW and likely to be the first in use in Australia.

Archaeological notes

The turntable pit was located and recorded during the Sydney Metro CSM works (see figure below).[19] There is no evidence of the actual turntable and presumably it was scrapped, being too small to be reused. The interior of the pit was not excavated and it is likely that the centre pintle and track for the turntable wheels remain to be excavated. Once identified, the site was backfilled and left in situ.

Archaeological Potential

High Potential

Assessment of significance

The turntable is highly intact and legible – the only known extant remains from the First Station. The turntable is also significant in the overall story of the development of railways in Australia. The intact and legible remains would reach the threshold for *state* significance as evidence of first phase of development of Sydney/Central Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[20] the remains of the Turntable have the potential to contribute knowledge that no other resource and site can about the first phase of Sydney Station as the

[19] Artefact Heritage, 2020. *CSM Excavation Directors Report.* Chapter 3.
[20] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

first railway turntable in NSW, as well as answer broader questions relating to the development of transport infrastructure in NSW.

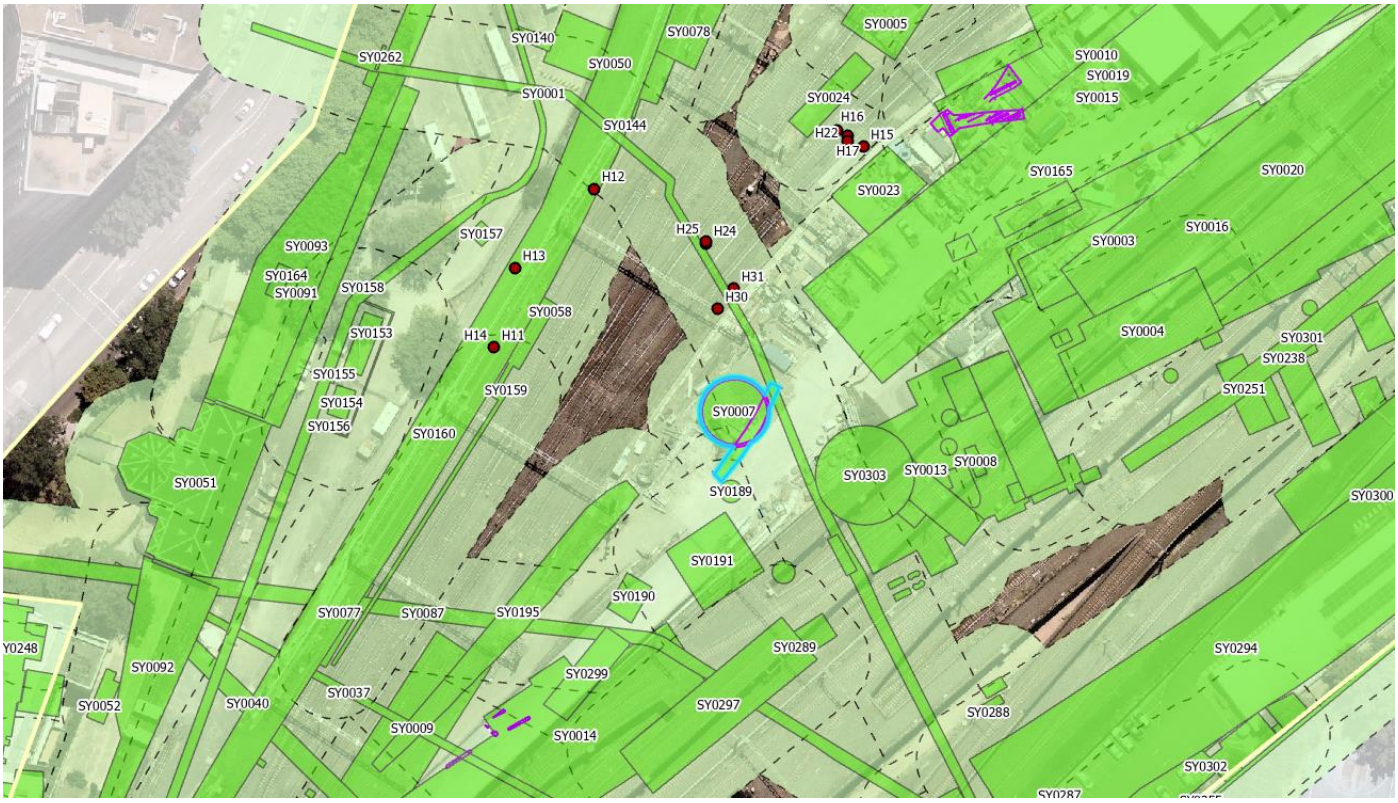
Level of Significance

State

Management

A - Preserve in situ: Owing to the network-critical nature of Sydney Yard, this option will rarely be feasible. However, this is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be noted and reported, then covered in geofabric prior to reburial. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

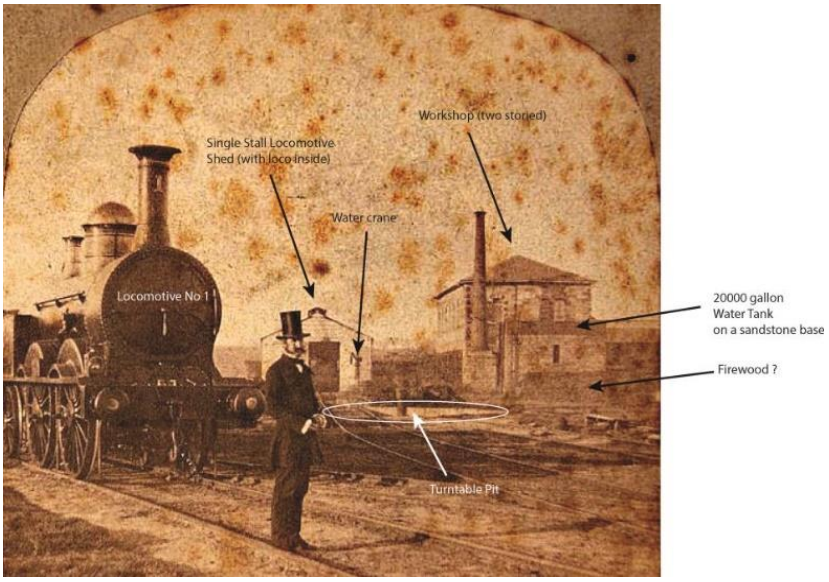


Figure 29. Turntable (annotated). Source: Hetzer, William "Locomotive No. 1, Redfern Station." Loco No 1 near the turntable. Sydney: William Hertzer, 1858-1860). Source: MAAS.Hetzer, William. *Photographic print, mounted stereoview New South Wales locomotive number one Redfern Station, paper / albumen / silver / ink, published by William Hetzer, Sydney, New South Wales, Australia, 1858-1860.* Nine mounted stereoview photographic prints showing views of Sydney. P3145-7

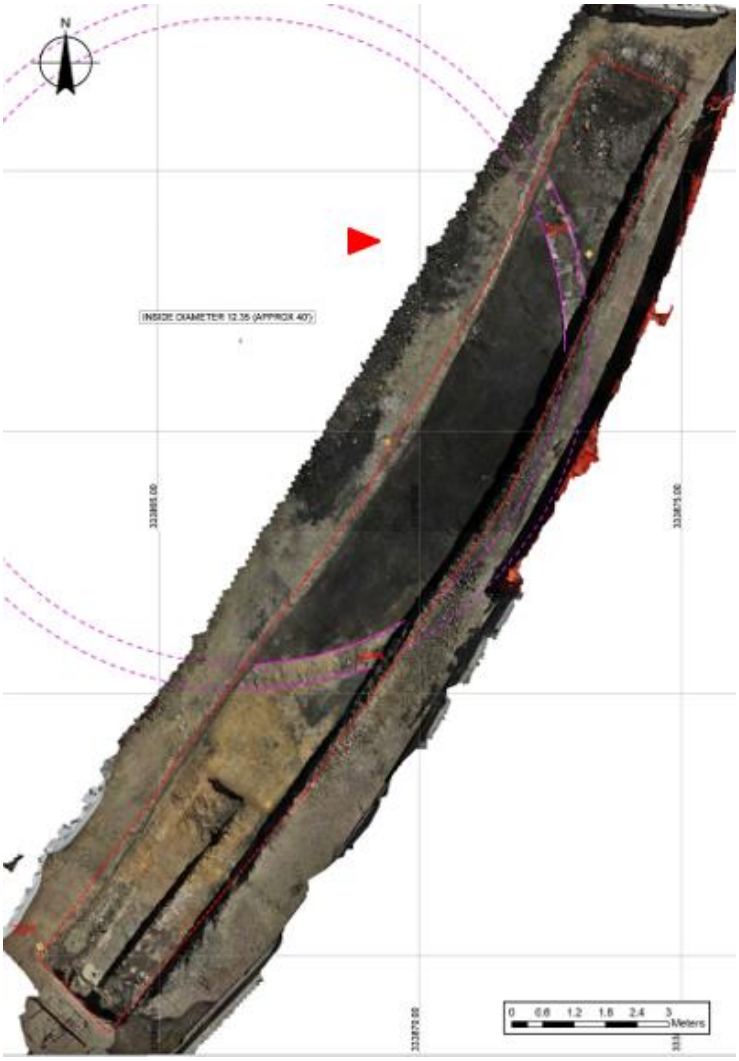


Figure 30: Orthophoto of the Turntable after test excavation Source: Artefact, Sydney Metro, 2020.

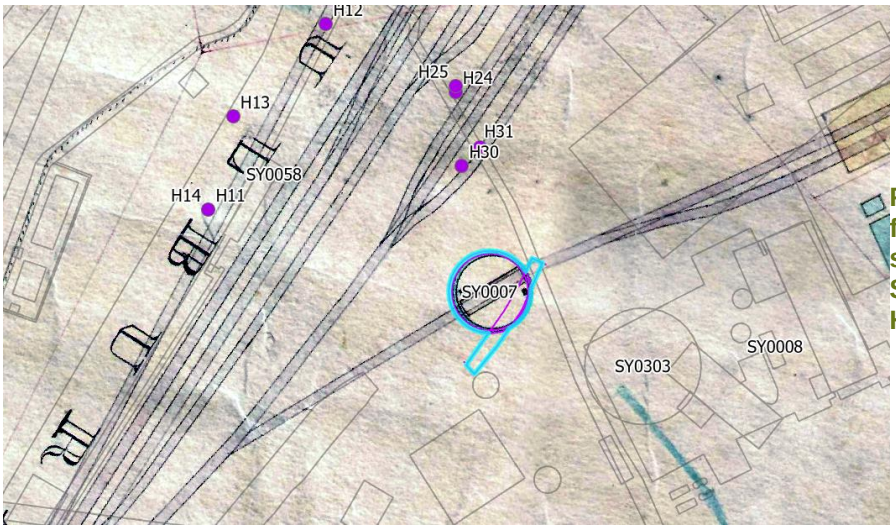


Figure 31. 1857 City of Sydney plan from the Historical Atlas of Sydney, showing the timber structures. Source: Source: City of Sydney Archives & History Resources, A-00880168.

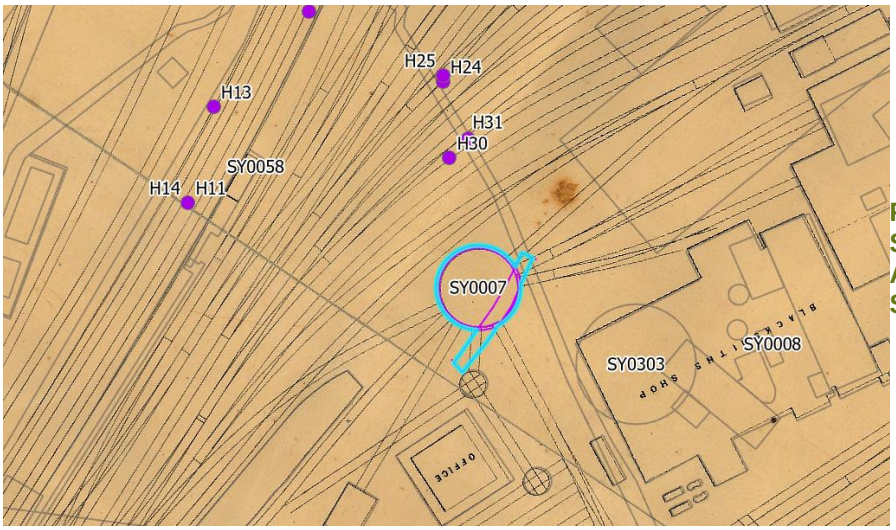


Figure 32. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

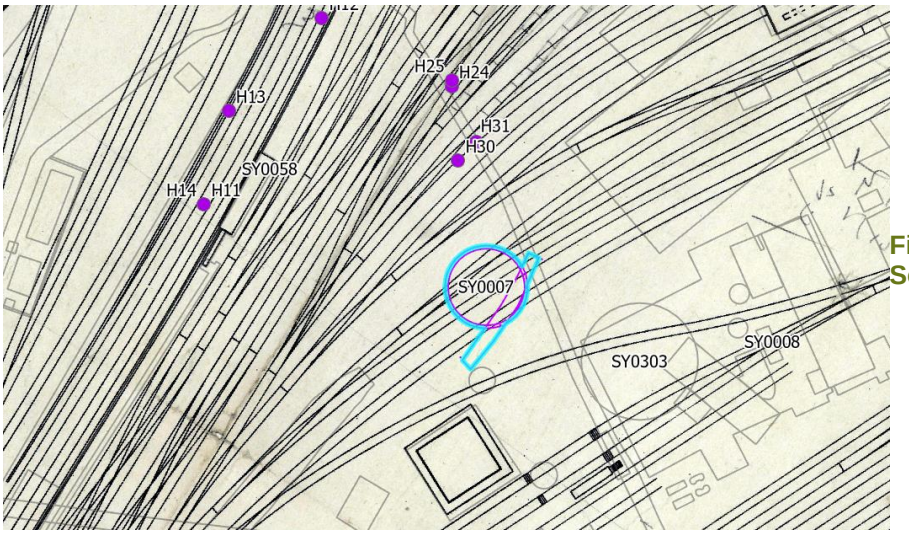


Figure 33. 1896 Redfern Station. Source: SLNSW, FL16812178.

Key Sources

Artefact Heritage, 2020. *CSM Excavation Directors Report.* Chapter 3.

1.8 SY0008 (Blacksmith's Workshop and Steam Hammer)

Item Details	
Year of construction:	Between 1857 and 1865
Alternative names:	Blacksmith's facilities, blacksmith workshop
Modifications (with years):	Unknown
Function:	Maintenance and repairs of locomotives and rolling stock.
Construction materials:	Timber and brick with corrugated iron roofing
Demolished/removed (year):	Removed in line with second Sydney Station development, likely between 1871-1874, certainly before 1884. Replaced by new blacksmith constructed in the first half of the 1870s.

Historical Summary

A blacksmith's workshop and steam hammer were established during the first phase of Sydney Station, between 1857 and 1865. The blacksmith's workshop and steam hammer first appear on the 1865 City of Sydney Trigonometric Survey, shown as comprising two large rectilinear timber buildings with adjoining smaller timber and brick structures and two steam hammers between the two main buildings. The blacksmith's workshop facilities were detailed in an 1868 article in the *Sydney Morning Herald*, which described the building as containing forges and two steam hammers.[21] Other tools and machines included a tire-bending machine and furnace. Historical photographs show the main timber buildings to be clad in timber and roofed in corrugated iron, with substantial brick chimneys adjoining the main structures.

The original blacksmith and steam hammer building appears to have been demolished as part of the second Sydney Station re-development between 1871 and 1874. During this period, a new blacksmith workshop was constructed in the same location, but on a different alignment (SY0013).

Archaeological notes

The blacksmith's to have been demolished 1871-1874 in line with the second Sydney Station re-development. This area is mostly within the footprint of the excavation for the City Rail Flyovers and can be presumed to have been removed during their construction.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for *state* significance as evidence of an early utilitarian building in the first phase of development of Sydney/Central Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[22] the remains of the blacksmith's workshop and steam hammer have the potential to contribute knowledge that no other resource and site can about

[21] 1880. 'The Week', *The Sydney Mail and New South Wales Advertiser*. Sat 5 Jun 1880, Page 1043. Accessed: https://trove.nla.gov.au/newspaper/article/161879380/16496538 (19 April 2021).
[22] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24;

the first phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Key Images

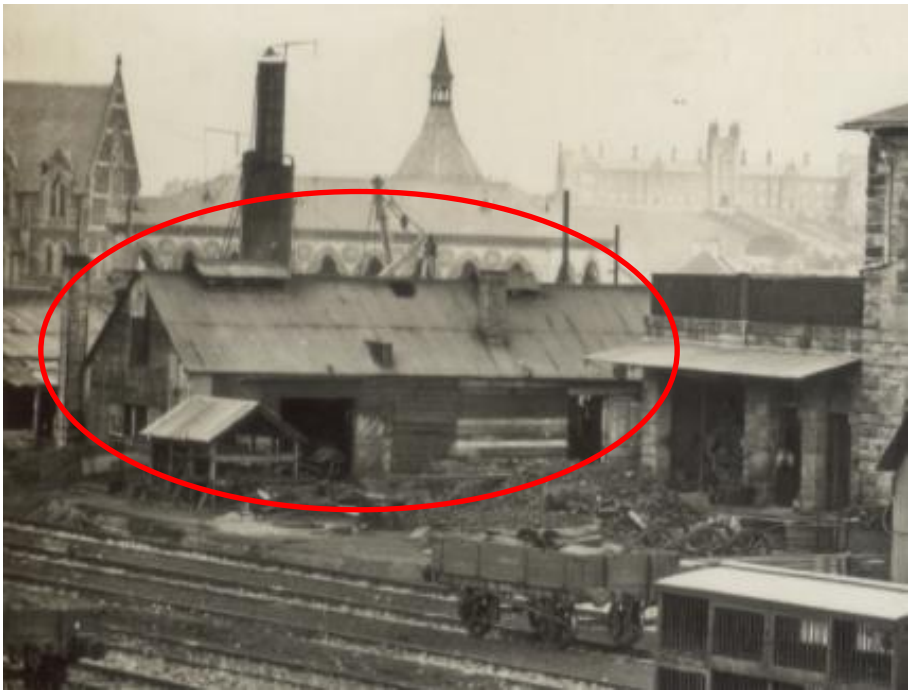


Figure 34. Close-up excerpt of 'Redfern Railway Workshops, Sydney, March 1871', showing the eastern elevation of the eastern blacksmith's workshop. Note: appears to depict blacksmith's shortly before their demolition, based on alignment and layout of the buildings. Mortuary Station at rear. The chimney with the cap is likely to be for the steam hammer Source: "Redfern Railway Workshops, Redfern Nsw 1871." State Records NRS 17420 State Rail Authority Archives Photographic Reference Print Collection, 1871.



Figure 35. 1855-1865 Trigonometric survey, Sheet S2. Source: City of Sydney Archives & History Resources, A-00880408.

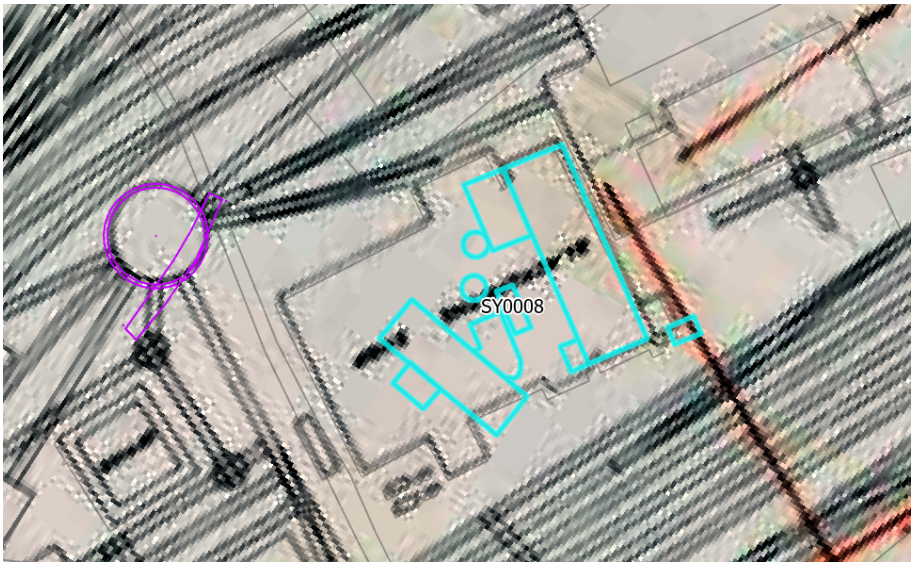


Figure 36. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Source: Antique Print & Map Room, NSW-GSR–234118.

Key Sources

Artefact Heritage, 2020. *CSM Excavation Directors Report.* Chapter 3, p. 152 and p. 160.

1880. 'The Week', *The Sydney Mail and New South Wales Advertiser*. Sat 5 Jun 1880, Page 1043. Accessed: https://trove.nla.gov.au/newspaper/article/161879380/16496538 (19 April 2021).

1.9 SY0009 (Repair Shop)

Item Details	
Year of construction:	1858-1859
Alternative names:	None
Modifications (with years):	N/A
Function:	Train repair and maintenance
Construction materials:	Timber board or galvanized iron framing and galvanized iron roof (assumed). 1865 Trigonometric Plan notes galvanized iron construction.
Demolished/removed (year):	Demolished by 1871-1874

Historical Summary

The Repair shop first appears in photographs dated 1858-1859. It was not recorded on the 1857 City of Sydney Detail Plan but was extant by the time of the 1865 City of Sydney Trigonometric Plan. It appears to be two-storeyed or double-height and was approximately 136ft x 40ft with two bays. These plans show a set of main tracks running alongside the shop and another set running into the carriage sheds. The photograph of the repair shop indicates that the main tracks running alongside the shop were on levelled ground within a cutting, while those running into the repair shop where on top of a sloped cutting, representing part of the site that had not yet been levelled at the time of capture.

By the time the 1884 Sydney Water Board Plan was recorded, the building had been demolished, and it is assumed demolition took place during 1871-1874 in line with the re-development of the site for the Second Sydney Station. The building was functionally replaced by the new ‘Repairing Shops’ likely built c.1871-1874 and shown on the 1884 Sydney Water Board Plan. These later buildings were partially constructed over the location of the Repair Shop.

Archaeological notes

The repair shop is assumed to have been demolished in 1871-1874 in line with the second Sydney Station re-development. Despite the use of timber or galvanized iron framing and galvanized iron roofing, the footings may remain intact beneath the railway corridor, as it unlikely that extensive earthworks were undertaken in this area. Remains that possibly relate to this building were discovered during archaeological monitoring as part of the CSM project.

Archaeological Potential

High Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for *state* significance as evidence of an early utilitarian building in the first phase of development of Sydney/Central Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[23] the remains of the repair shop have the potential to contribute knowledge that no other resource and site can about the first phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

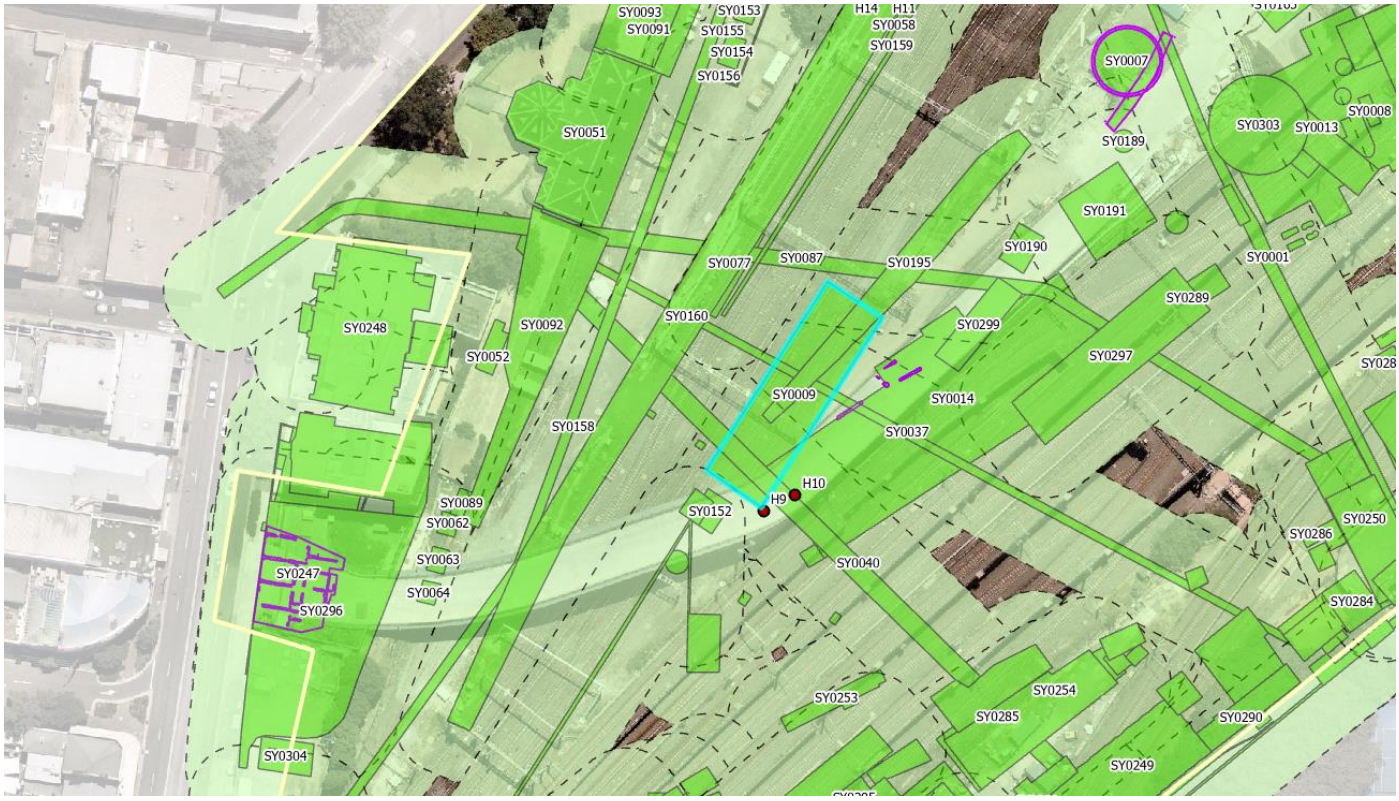
Level of Significance

State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

[23] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

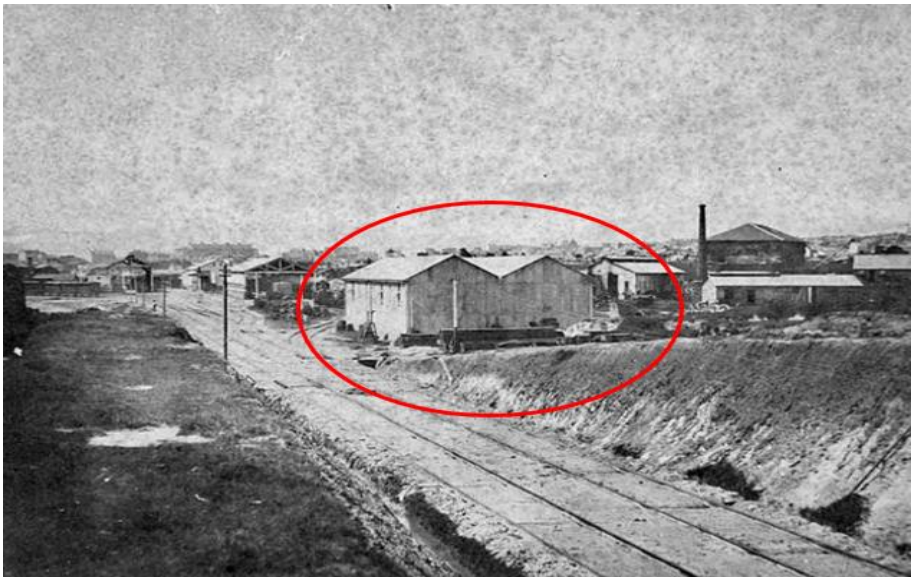


Figure 37. The Great Southern Railway Station Sydney 1858-59, photo by William Blackwood. Source: Source: Blackwood, William. *The Great Southern Railway Station, Sydney c. 1858* . National Gallery of NSW. NGA 86.1670.10

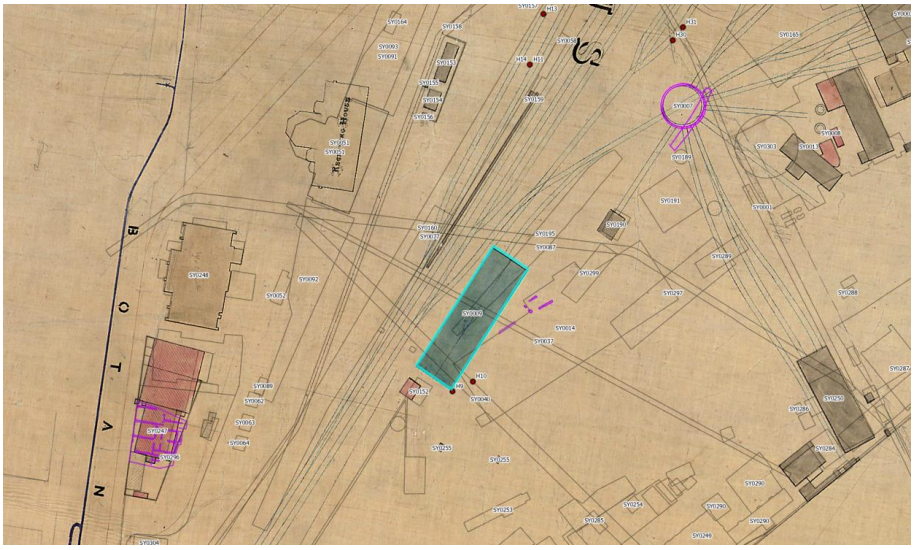


Figure 38. 1865-1865 Trigonometric Survey, Sheet S2. Source: City of Sydney Archives & History Resources, A-00880408.

Key Sources

Artefact Heritage, 2020. *CSM Excavation Directors Report.* Chapter 3.

1.10 SY0010 (Second engine shed)

Item Details	
Year of construction:	1865
Alternative names:	Engine shed
Modifications (with years):	Unknown
Function:	Engine servicing
Construction materials:	Stone
Demolished/removed (year):	Appears to have been demolished or incorporated into the Locomotive Shops by 1884; likely at least partially removed as part of the redevelopment of the Second Sydney Station between 1871-1874.

Historical Summary

In 1865, the second engine shed functionally replaced an earlier, smaller engine shed which had been constructed by the 1857 Detail Plan. When the new engine shed was built, the workshops near the smaller engine shed were extended to adjoin it. The smaller engine shed remained adjoining a building known as a 'fitters shed' by the 1870s.

Tenders were called for the construction in December 1865 and January 1866. By June 1866, it was reported that the engine shed was nearing completion, with walls up and the roof being put on. It was noted that the engine shed was erected on land 'recently excavated.' The new engine shed was larger, being 208ft x 68ft long. Two sidings ran into the shed as seen in 1865 Trigonometric plans. The new engine shed had capacity for 16 locomotive engines.

Archaeological notes

The building is assumed to have been demolished 1871-1874 in line with the second Sydney Station re-development. Given the more permanent nature of the building, foundations may have been more substantial (stone) as well as associated infrastructure such as ash pits, service pits, drains and foundations for machinery. Therefore, the foundations and associated infrastructure may remain in situ.

Archaeological Potential

Moderate Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for *state* significance as evidence of an early utilitarian building related to the first phase of development of Sydney/Central Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[24] the remains of the Second Engine Shed have the potential to contribute knowledge that no other resource and site can about the first phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

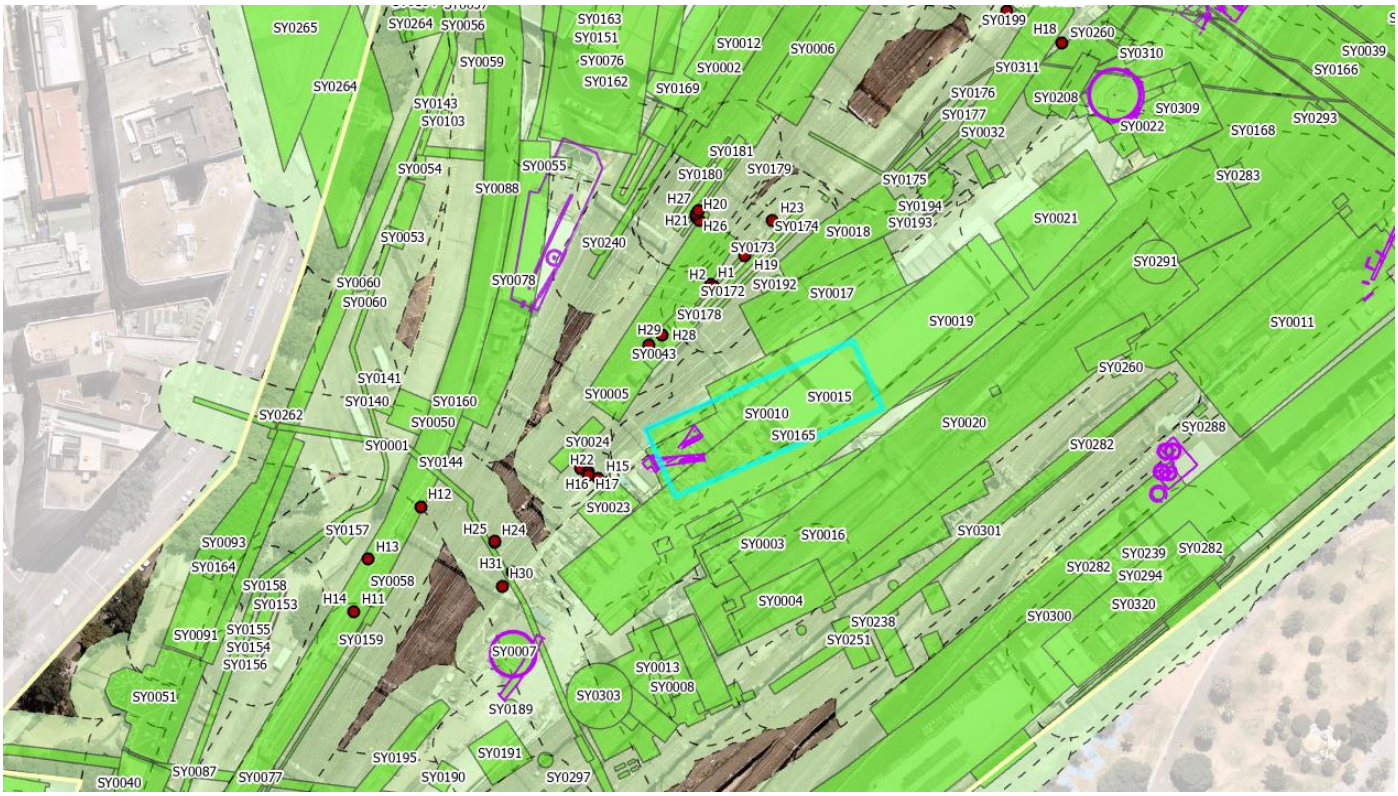
[24] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.
Works within the footprint of the engine shed need to be undertaken as a salvage archaeological program. Where salvage excavation is required as a mitigation it must be undertaken in daylight to maximise archaeological visibility and be undertaken as an open area (or open plan) excavation in order to fully record the archaeological remains.

Item Location



Key Images



Figure 39. View towards the second engine shed. Source: The National Archives, UK. *The Yard, Workshops, etc, Redfern Sydney, Australia 15 'Views on and near the Great Western Railway, New South Wales', 1876*. Kew: 1875 1876.

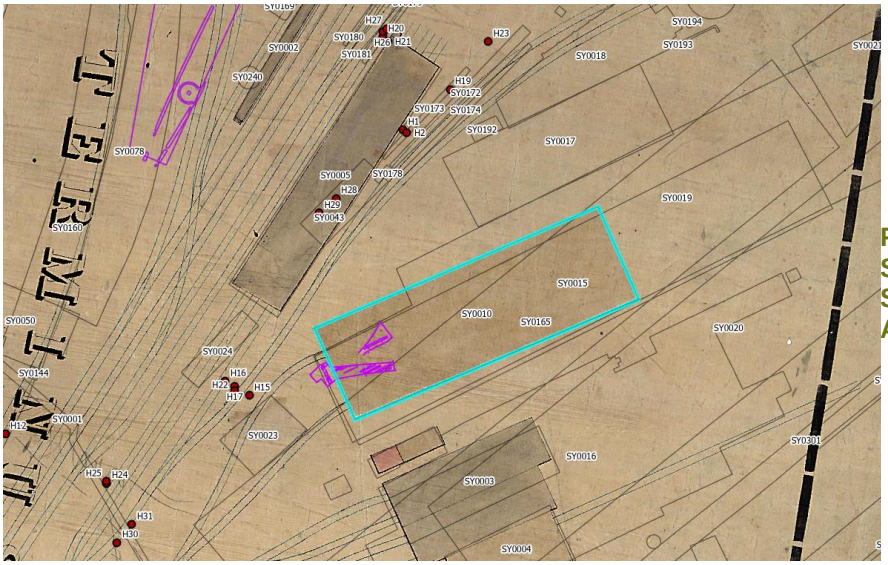


Figure 40. 1855-65 Trigonometric Survey, Sheet S2. Source: City of Sydney Archives & History Resources, A-00880408.

Key Sources

Artefact Heritage, 2020. *CSM Excavation Directors Report.* Chapter 3.

1866. 'Railways'. (1866, June 30). *Sydney Mail* (NSW : 1860 - 1871), p. 6. Accessed: http://nla.gov.au/nla.news-article166660389 (27 April 2021).

Notes

See the 1865 City of Sydney Trigonometric Plan for indicative footprint and size.

1.11 SY0011 (1869 Goods Shed)

Item Details	
Year of construction:	1869
Alternative names:	None
Modifications (with years):	c.1891 office was modified with a second storey
Function:	Movement and temporary storage of goods
Construction materials:	Pyrmont sandstone, corrugated iron, ironbark, stone
Demolished/removed (year):	In line with the construction of the flyovers, complete by 1926

Historical Summary

The goods shed was erected in late 1869. The substantial stone goods shed functionally replaced the former goods facilities which likely consisted of a lightweight temporary platform building on the eastern side of the First Sydney Station, that operated as a typical early goods shed (providing shelter to move goods from locomotive to platform to wagon). These former facilities were indicated on the 1857 and 1865 City of Sydney Detail/Trigonometric Plans, with the new goods shed first depicted on the 1884 Sydney Water Board Plan, being the first comprehensive plan to record the station post-1869.

The goods shed was 206ft x 103ft, with walls of Pyrmont Sandstone 2ft below platform joists and 2ft above the level of the tie beam. The height of the building from ground to eaves was 18ft, and 13ft from the ridge to the platform inside the building, being 27ft. The building had a double roof clad in galvanized iron and featured circular louvre windows in each gable for ventilation. The building fenestration consisted of seven doors and eight windows, with four on each side of the building. The roof was supported by a row of ironbark pillars fixed on stone bases. The building contained three cranes capable of lifting 3 tonnes. Sidings entered the building from the southern end and two turntables were located inside, with an additional turntable near one of the eastern side doors. An associated office was located to the north near Devonshire Street.

The goods shed was demolished during the construction of the flyovers in 1926. Stone from the 1869 goods shed was reused in the construction of the Eddy Avenue Bridge and rubble pitching in the new embankment across Belmore Park.

Archaeological notes

The goods shed was demolished in line with the construction of the flyovers in 1926. Substantial disturbance likely accompanied these construction works. It is known that material was salvaged from the shed to be utilised in the construction of the Eddy Avenue bridge and embankment to Belmore Park, though the extent of salvage (i.e. if it included the foundations) is unclear. However, given the large and permanent nature of the building, material associated with the foundations of the building may survive. Associated infrastructure related to lighting, drainage, sewerage and other utilities may also be present.

Archaeological Potential

Moderate Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for *state* significance as evidence of an early and significant utilitarian building in the first phase of development of Sydney/Central Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[25] the remains of the 1869 Goods Shed have the potential to contribute knowledge that no other resource and site can about the first phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



[25] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Key Images

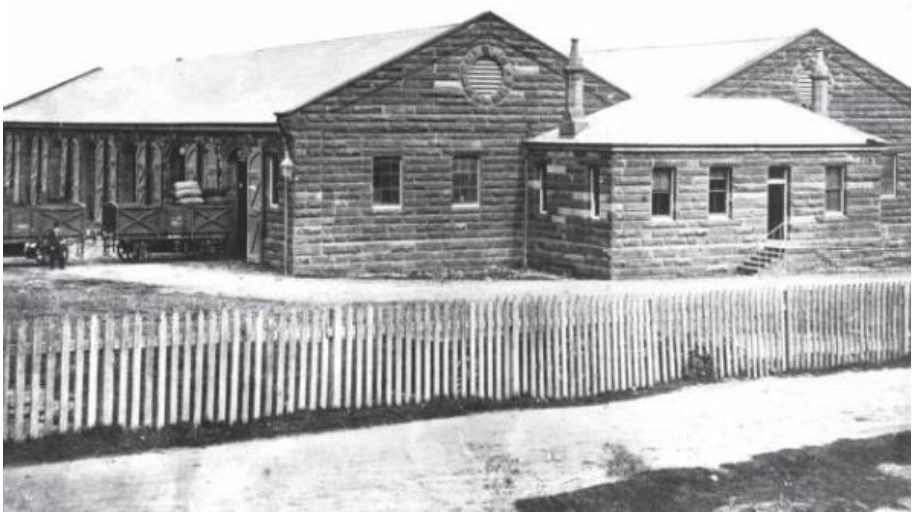


Figure 41. c.1870. View of the Goods Shed looking across from Devonshire Street. Source: SLNSW



Figure 42. c.1875. Well known image of the Goods Shed with the workshops facilities in the rear (Colonial Office). Source: SLNSW, Call number: PXD 1175

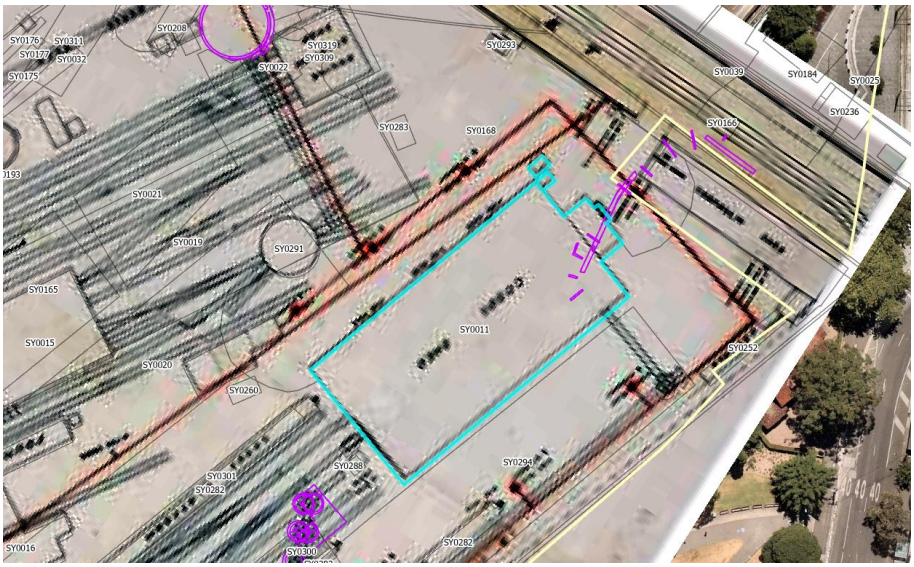


Figure 43. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Source: Antique Print & Map Room, NSW-GSR–234118.

Key Sources

Artefact Heritage, 2020. *CSM Excavation Directors Report*. Chapter 3. Chapter 3, pp. 156-157.

1.12 SY0012 (Second Redfern Station)

Item Details	
Year of construction:	1871-1874
Alternative names:	Second Sydney Station, Sydney Terminus, Redfern Station
Modifications (with years):	Many additional lines, platforms, shed and canopies constructed in decades following opening
Function:	Passenger rail terminal and platform
Construction materials:	Brick building with wrought iron truss roof clad in corrugated iron (assumed stone foundations)
Demolished/removed (year):	In 1906, following the completion of the third Central Station

Historical Summary

Plans were produced for the Second Redfern of Sydney Station in 1871, on the site of the former first station. The main structure of the building comprised a substantial brick shed with hall covering the main up and down lines.

Designs were produced by John Whitton, Engineer in Chief of the NSWGR.

The form of the building comprised open ends to allow future expansion into city. The train shed spanned a total 236 x 43 feet and was constructed in polychromatic brickwork incorporating red brick and light facings. The building had a corrugated iron roof with wrought iron structure, glass roof lantern and was 25 ft high on a stone plinth. The platforms were 400ft x 15ft each. The capacity of the building quickly became inadequate to cope with the traffic to Sydney Terminus, and thus many additional lines and platforms, and accompanying sheds and canopies were constructed around the building. These included the George Street platform; in April 1878 a new footbridge was constructed connecting Terminus Street to the George Street platform. The building and platforms were not demolished until the completion of the Third Sydney Station in 1906.

Archaeological notes

The Second Sydney Station and Platforms were not removed until the completion of the Third Sydney Station in 1906. Following the final service to the Second Station in August 1906, the buildings were decommissioned and demolished. Given the substantial nature of the structure and its materials, footings and other evidence of the building may survive. Associated infrastructure related to lighting, drainage, sewerage and other utilities may be present.

Archaeological Potential

Moderate Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for *state* significance as evidence of an important, finely detailed station building representative of the second phase of development of Sydney/Central Station, and more broadly as a fine example of government architecture for civic buildings in the period. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[26] the remains of the Second Redfern Station have the potential to contribute knowledge that no other resource and site can about the second phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

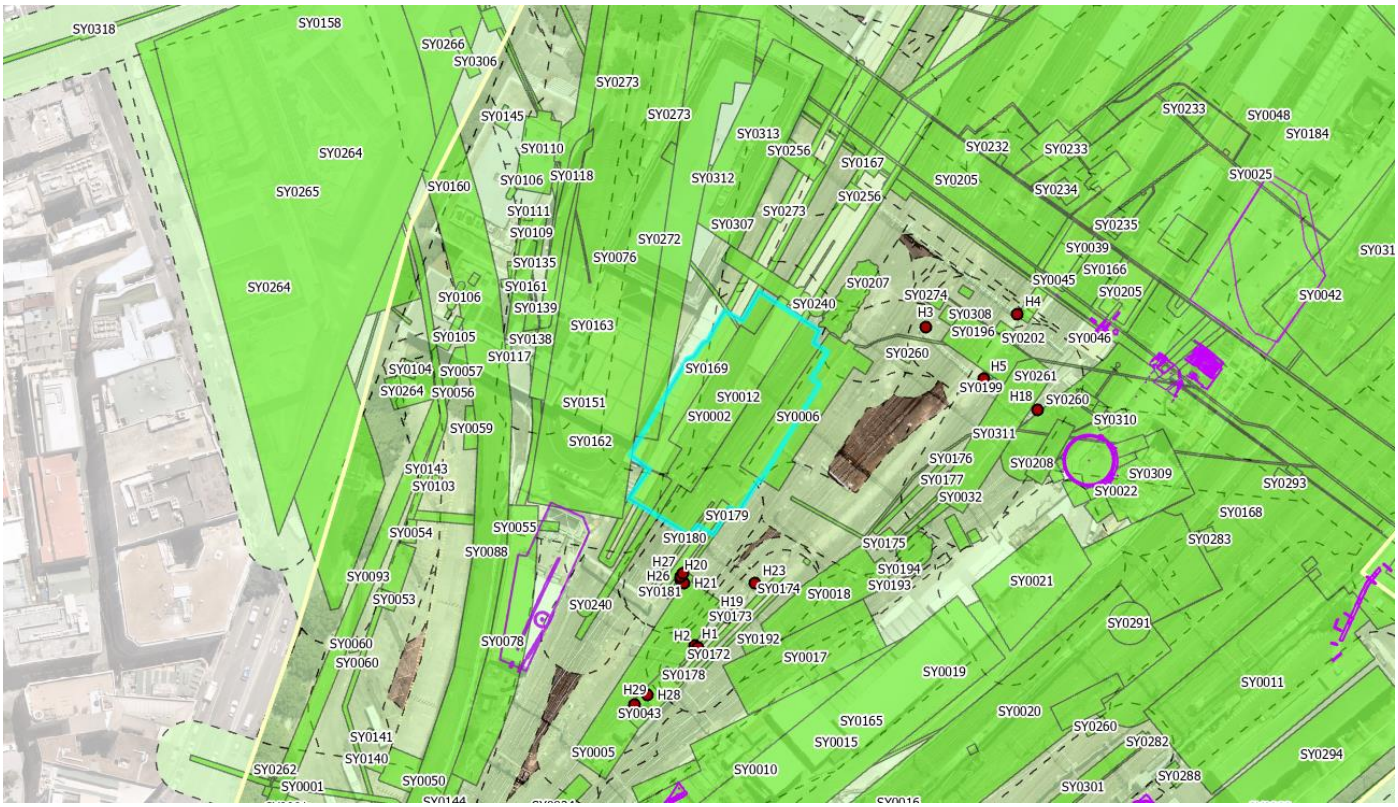
Level of Significance

State

Management

A - Preserve in situ: Owing to the network-critical nature of Sydney Yard, this option will rarely be feasible. However, this is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be noted and reported, then covered in geofabric prior to reburial. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

[26] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Figure 44. Artist's impression of the second Redfern Station



Figure 45. "Sydney Station - Looking West" from Rae and Whitton 1877, *Photographic Views of the Railways of New South Wales*.



Figure 46. "Sydney Station, Interior, Looking North" from Rae and Whitton 1877, Photographic Views of the Railways of New South Wales.

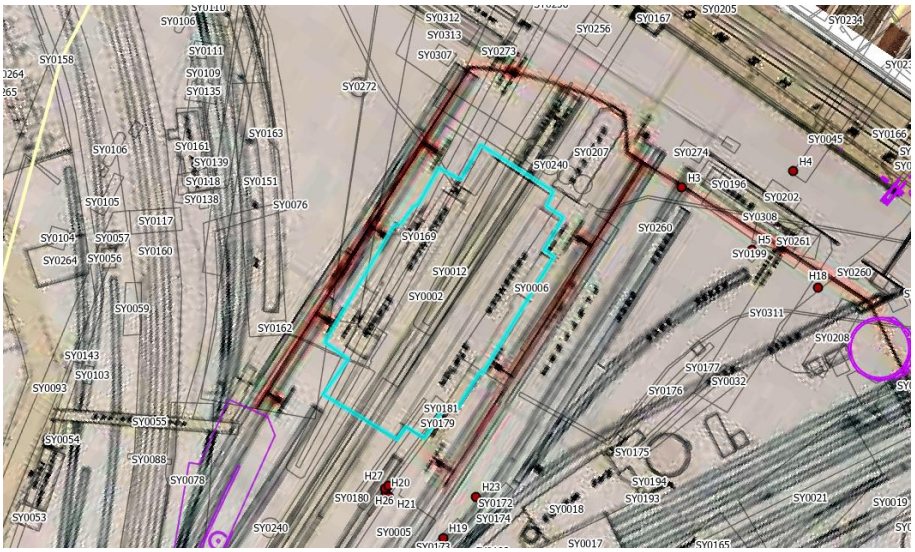


Figure 47. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Source: Antique Print & Map Room, NSW-GSR–234118.



Figure 48. c.1873 – 1880 photograph showing the construction of the Second Redfern Station from the south-west. Source: Trove, PIC/12254/923 LOC Album 1136.



Figure 49. c.1873 – 1880. photograph showing the construction of the Second Redfern Station from the south-west. Source: Trove, PIC/12254/914 LOC Album 1136.

Key Sources

Artefact, 2020. *CSM Excavation Directors Report*. Chapter 3, pp. 154-55.

1875. The Redfern Railway Terminus,' *Illustrated Sydney News and New South Wales Agriculturalist and Grazier*, Sat 26 June 1875, Page 5. Accessed: https://trove.nla.gov.au/newspaper/page/5454028

1.13 SY0013 (Second Blacksmith's Workshop)

Item Details	
Year of construction:	1871
Alternative names:	Blacksmith's workshop
Modifications (with years):	Unknown
Function:	Maintenance and repairs of locomotives and rolling stock.
Construction materials:	Not known; possibly brick or corrugated iron from available images
Demolished/removed (year):	Removed or demolished by 1896

Historical Summary

A second Blacksmith's workshop was constructed between 1871-1874, in line with the re-development of the area for the second Sydney Station. The new blacksmith building was located in the same location as the old blacksmith building, but on a new alignment (SY0008). The new blacksmith's workshop was a substantial single building, rather than a collection of smaller ones like the first workshop (SY0008). The building appears to be brick from available images and was constructed in a plan comprising three bays with galvanized iron roof and prominent skylights. Four chimneys were evident on the roof, likely associated with the steam forges, with one larger chimney and an odd cap, likely to house the steam exhaust of the Nasmyth steam hammer.

The building appears to have been demolished or removed during the 1890s, as it was not depicted in 1896 City of Sydney Detail Plans. The removal of this workshop building around this time is consistent with the general shift of railway workshop facilities from Central to Eveleigh from the 1880s onwards.

Archaeological notes

Assumed to have been demolished as part of the third Sydney Station re-development and the shift of workshop facilities to Eveleigh. Given the more substantial construction of this building, there is potential for foundations and other evidence of the building to survive, especially related to the substantial chimney. Associated infrastructure related to lighting, drainage, sewerage and other utilities may be present.

Archaeological Potential

Moderate Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for *state* significance as evidence of an early utilitarian building in the first phase of development of Sydney/Central Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[27] the remains of the Second Blacksmith's Workshop have some potential to contribute knowledge that no other resource and site can about the second phase

[27] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

State

Management

A - Preserve in situ: Owing to the network-critical nature of Sydney Yard, this option will rarely be feasible. However, this is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be noted and reported, then covered in geofabric prior to reburial. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

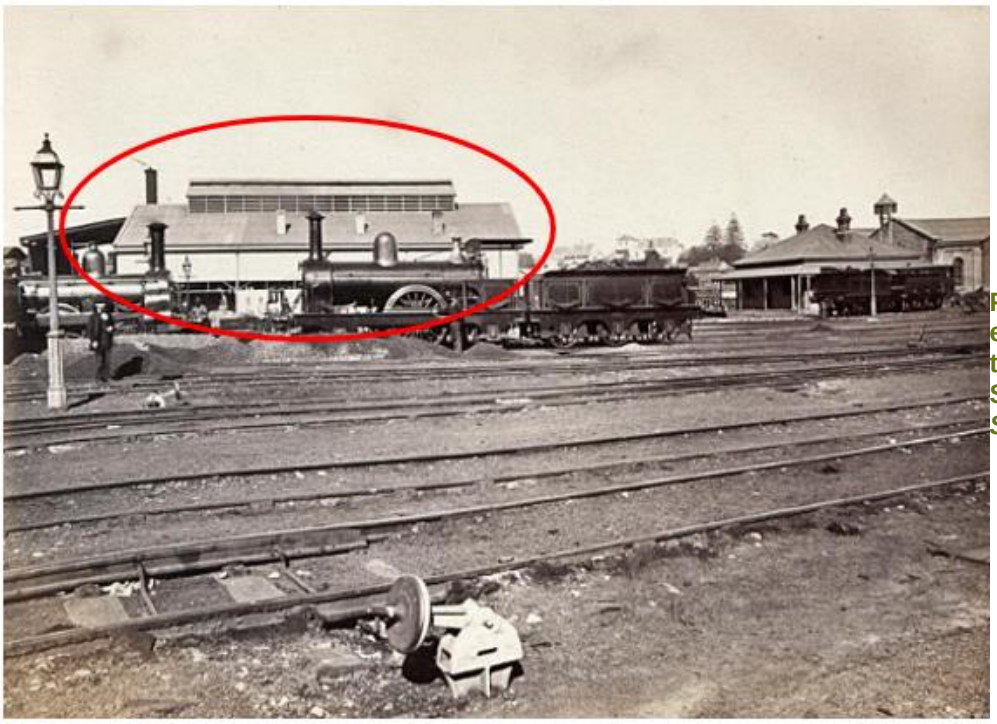


Figure 50. 1875 view of an engine (Class 14) in front of the new Blacksmiths shop. Source: Mitchell Library, *SLNSW*, PXD 1175.



Figure 51. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Source: Antique Print & Map Room, NSW-GSR–234118.

Key Sources

Artefact, 2020. *CSM Excavation Directors Report*. Chapter 3, p.160 and p. 164.

Whitton, John, and Rae, John. 1877. 11. New Blacksmith's shop and Locomotive Foreman's Office, Sydney Station-Photographic views: The Railways of New South Wales / compiled from reports by Rae [John], commissioner, and Whitton [John], Engineer-in-Chief for Railways. *Mitchell Library, SLNSW.* PXD 1175.

1.14 SY0014 (Repairing shops)

Item Details	
Year of construction:	1872
Alternative names:	Carriage repairing shop and office
Modifications (with years):	Unknown
Function:	Repair of rail carriages – assumed to be mechanical, structural and not superficial repairs like painting
Construction materials:	Brick (office and carriage repairing shop), charcoal fill (H10)
Demolished/removed (year):	Removed as part of the redevelopment for the third and final Sydney Station in the early 1900s.

Historical Summary

The repairing shops and office buildings form part of the redevelopment of the Second Sydney Station. Tenders were called in September 1872 for "building (in brickwork) of a carriage repairing shed and office for the Locomotive Department, Sydney Railway Station." It is assumed this building functionally replaced the former repairing shop from the First Sydney Station development that was extant in the 1865 City of Sydney Trig Plan (SY0009). A March 1977 article remarking on the total accommodations of the station following rearrangement and upgrades of older facilities mentions that the carriage and wagon repairing shop was a size of 220 x 68 feet. Further information suggests the building was constructed in two bays with fenestration along the long axis of the building and skylights in the roof.

The repairing shops and office building were first indicated in the c.1872 Redfern Station plan and the 1884 Sydney Water Board Plan (being the first comprehensive plans depicting the Second Sydney Station). Four lines or sidings were shown to enter the shops. They were still extant in the 1896 City of Sydney Detail Plan. By the c.1903 plan of the proposed new (third) Sydney Station and subsequent plans, they had been removed. The new engine servicing facilities appear to take a similar location to the former repairing shops however on a different alignment. The removal of this workshop building around the 1880s/1890s is consistent with the general shift of railway workshop facilities from Central to Eveleigh from the 1880s.

Archaeological notes

Assumed to have been removed by 1906 in line with the third Sydney Station / current Central Station re-development. Given that the building was constructed of brickwork and thus intended to be relatively permanent and robust, archaeological evidence of the building including footings may survive.

However, the site was partially impacted by the City Rail Flyovers which would have removed about half of the building site. Archaeological remains from this building are thought to have been uncovered during the Sydney Metro CSM excavations. The remains comprised machine-made brick footings bonded with white sandy mortar in fill deposits aligning with the 1872 and 1884 plans of the Repairing Shops. The remains were partially truncated by services.[28]

Archaeological investigations undertaken for MTMS 2 identified a charcoal rich fill. This was interpreted as being a possible former yard surface associated with the Repairing Shop. However, it was noted that further investigation would be required to understand its association with the construction and use of the former building.[29]

[28] Artefact, 2020. *CSM Excavation Directors Report*. Chapter 4, pp. 79-82.
[29] Mountains Heritage, March 2021, p.23

Archaeological Potential

High Potential

Assessment of significance

Intact and legible remains, if located, have the potential to reach the threshold for state significance as evidence of an early utilitarian building and workshop related to the second phase of development of Sydney/Central Station.

The CSM excavation assessed the extant brick footings of the Repairing Shops as being of local significance due to the lack of associated evidence of the repairing function of the building.[30]

Following identification of the charcoal rich layer during MTMS 2, Mountains Heritage assessed the remains (H10) as likely to meet the threshold for local significance only, under criterion (a) for its association with the former building.[31] The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[32] the remains of the repairing shops have limited potential to contribute knowledge that no other resource and site can about the second phase of Redfern Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

Local

Management

A - Preserve in situ: Owing to the network-critical nature of Sydney Yard, this option will rarely be feasible. However, this is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be noted and reported, then covered in geofabric prior to reburial. This process should occur under the supervision of a State significant qualified Excavation Director.

Works within the surviving building footprints need to be undertaken as a salvage archaeological program. Where salvage excavation is required as a mitigation it must be undertaken in daylight to maximise archaeological visibility and be undertaken as an open area (or open plan) excavation in order to fully record the archaeological remains.

Item Location

[30] Artefact, 2020. *CSM Excavation Directors Report*. Chapter 5, pp. 101-103.
[31] Mountains Heritage, March 2021, p.23
[32] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Key Images



Figure 52. Close-up of 1873-1880 image, the Repairing shops look to be under construction (Bayliss). Source: SLNSW. Bayliss, Charles. 1873. *Redfern railway and Mortuary Station, Sydney*. B.O. Holtermann archive of Merlin and Bayliss photographic prints of New South Wales and Victoria [picture]. PIC/12254/914 LOC Album 1136.

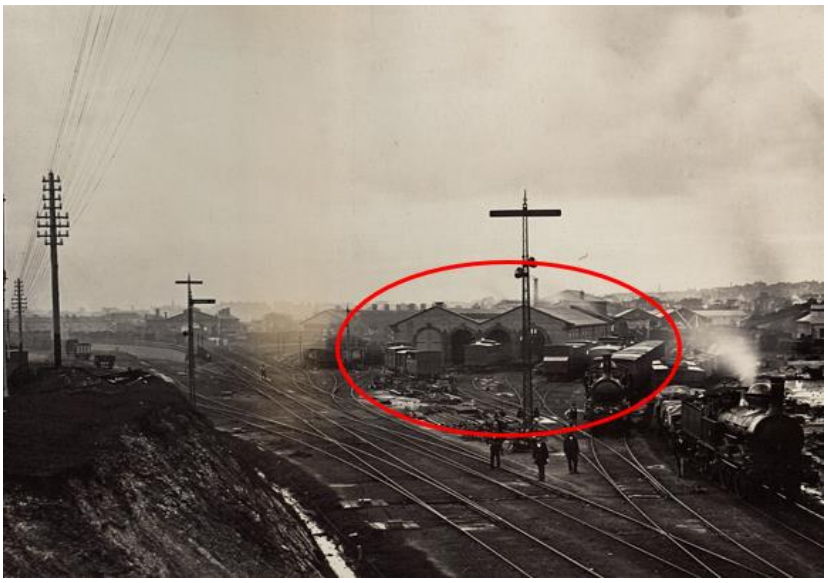


Figure 53. Repairing Shops c.1875. Source: Australia 15. *'Views on and near the Great Western Railway, New South Wales'*, 1876. The National Archives, UK Kew: 1875 1876

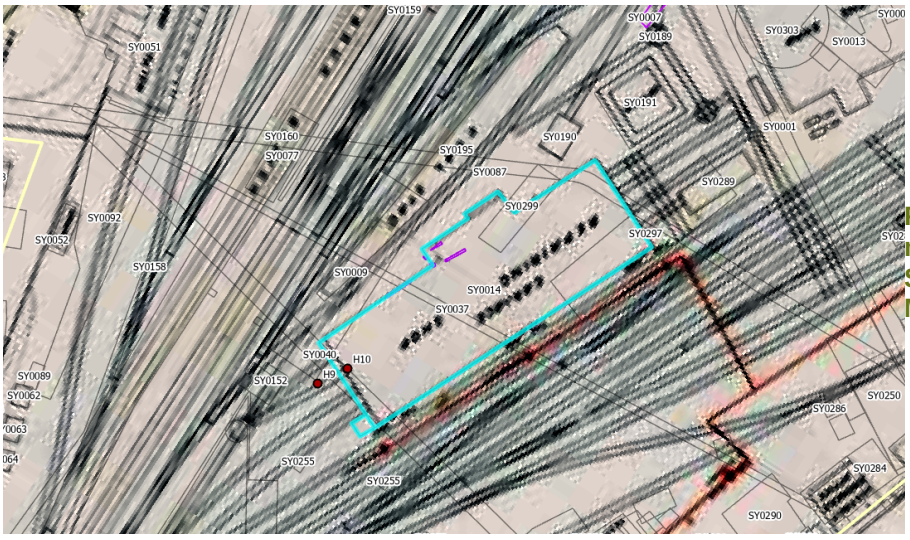


Figure 54. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Source: Antique Print & Map Room, NSW-GSR–234118.

Key Sources

Artefact Heritage, 2020. *CSM Excavation Directors Report.* Chapters 3-5.

1875. 'The Redfern Railway Terminus'. (1875, June 26*). Illustrated Sydney News and New South Wales Agriculturalist and Grazier (NSW : 1872 - 1881)*, p. 5. Accessed: http://nla.gov.au/nla.news-article63106639 (27 April 2021).

Notes

See 1884 Sydney Water Board Plan and 1896 City of Sydney Trig Plan for indicative footprint and size.

1.15 SY0015 (Locomotive shops)

Item Details	
Year of construction:	c.1877
Alternative names:	Loco shops, engine shed/shops, engine running shed
Modifications (with years):	Unknown
Function:	Repair of locomotives and rolling stock
Construction materials:	Stone (from available images)
Demolished/removed (year):	By 1896 becomes part of the first eastern carriage shed

Historical Summary

New locomotive shops, double the length of the second engine shed (SY0010), were evident in the c.1872 G.S.R Redfern Station map, as well as the 1884 Sydney Water Board Plan (the first maps to record the Second Sydney Station development comprehensively). This suggests that during the Second Sydney Station re-development occurring 1871-1874, a new locomotive shop facility was erected on the site of the old second engine shed.

The new building was located roughly in the location of former stone engine shed and may have at least incorporated the footings of that building. Sidings leading to the locomotive shops were altered by 1884 as indicated in available plans, with four instead of two entering the building directly from the main lines rather than the turntable only.

Images of the locomotive shops indicate they were constructed of stone, comprised of two main bays. Each bay featured circular louvre windows to apex for ventilation. The roof material is not clear in images, but there appears to a substantial ridge skylight to the roof. There were four arched openings to each end of the building, each with a set of tracks, and four chimneys to each bay.

This building is assumed to have been removed before 1896, at which time it no longer appears on maps of the Redfern Station Yard. It is likely to have been decommissioned and the function removed during the 1880s when railway workshop facilities were moved to Eveleigh. By 1896, a new building, the eastern carriage sheds, had been erected in their place, likely incorporating at least some of the structure and footings.

Archaeological notes

Given that the building was constructed of stone and thus intended to be relatively permanent and robust, archaeological evidence of the building including footings may survive, especially given its likely reuse or partial retention in the later eastern carriage shed. Associated infrastructure related to lighting, drainage, sewerage and other utilities may be present.

The building is assumed to have been incorporated into the first eastern carriage shed 1896, in line with the shift of railway workshops facilities to Eveleigh from the 1880s.

The archaeological remains from this building or the Eastern Carriage Shed were located during the Sydney Metro CSM project and may have also been located in the MTMS – 2 project.[33] These consisted of the remains of inspection pits running parallel to each other. The area exposed during the Sydney Metro CSM project was backfilled.

Clearly there is the potential for a far larger area of the Locomotive Shed to be located. It is noted that excavations during MTMS 2 exposed additional archaeological remains associated with the locomotive shops (SY0197/H22), however, these remains were located outside of mapped area as they appear on the 1884 City of Sydney Plan. This

[33] Artefact Heritage, 2020. *Preliminary Excavation Directors Report: Central Station Main Works*. Chapter 3, pp. 18-19;

suggests the 1884 plan is inaccurate or that an undocumented south-western extension of the Locomotive Shops was constructed.[34]

Archaeological Potential

High Potential

Assessment of significance

The remains are intact and legible and have the potential to reach the threshold for *state* significance as evidence of an early workshop building related to the second phase of development of Sydney/Central Station, which demonstrates work practices at that time and has the potential to examine how those practices changed with the changing function of the building. The Locomotive Shops would be considered meet the threshold for State significance for their historical heritage (a), representative (g) and technical values (c) and research potential (e).[35] The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[36] the remains of the locomotive shops have the potential to contribute knowledge that no other resource and site can about the second phase of Redfern Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

State

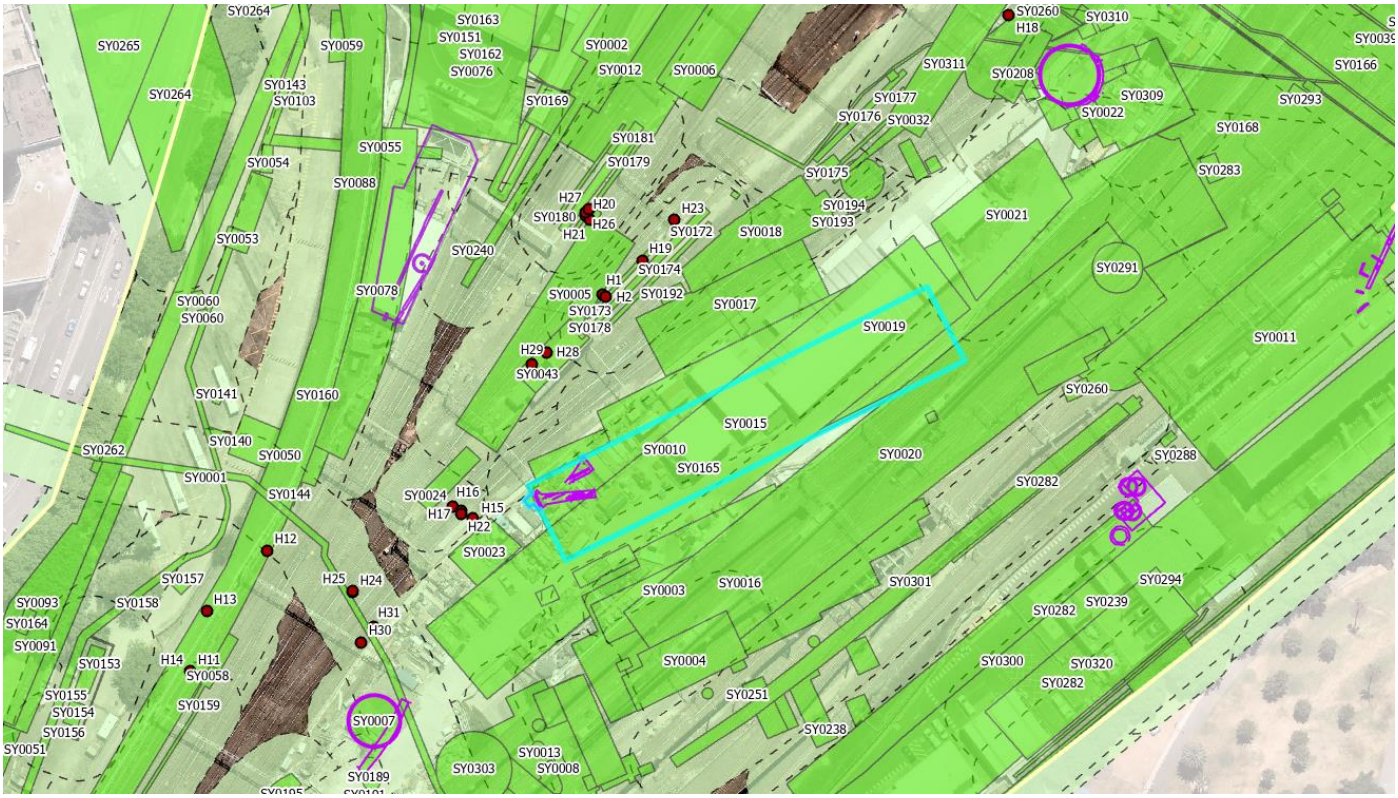
Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

If salvage excavation is required, it must be undertaken in daylight to maximise archaeological visibility and be undertaken as an open area (or open plan) excavation in order to fully record the archaeological remains.

Item Location

[34]Mountains Heritage, 2021. *More Trains More Services – Sydney Terminal Area Reconfiguration Historical Archaeological Impact Assessment and Research Design*. Report prepared for Transport for NSW, March 2021.
[35] Mountains Heritage, March 2021, p.34
[36] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Key Images



Figure 55. 1875 Image of Redfern Station. Source: MAAS. *Glass negative, half plate, 'Redfern Station', unattributed studio, Sydney, Australia, c. 1875*. Unattributed photographs from the Tyrrell Collection 85/1286-768

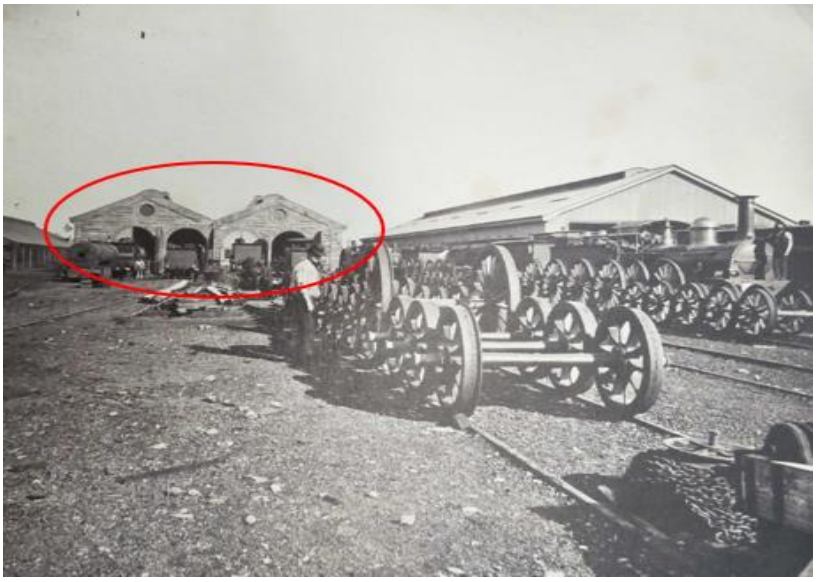


Figure 56. Engine Running Shop and Carriage Shed, Sydney Station. Source: Rae and Whitton 1877, *Photographic Views of the Railways of New South Wales*.

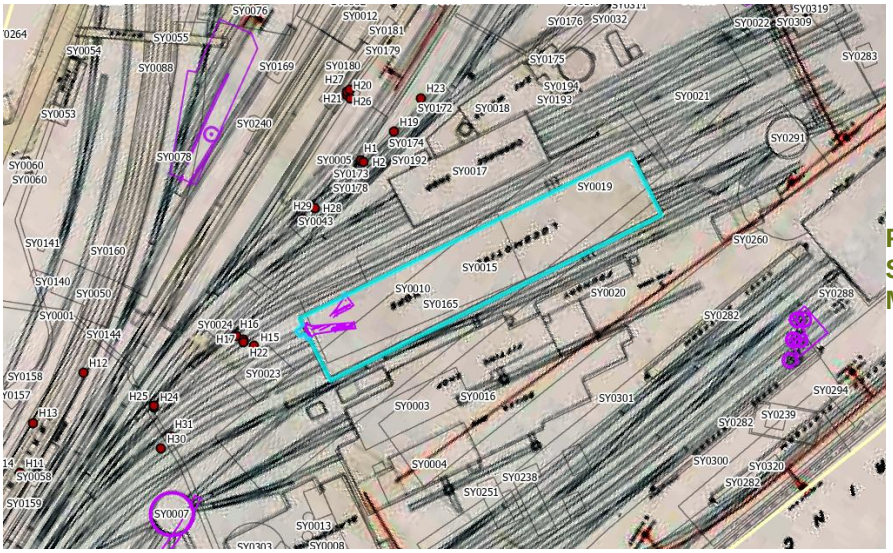


Figure 57. c.1872 G.S.R. Redfern Station map. Source: Antique Print & Map Room, NSW-GSR–234118.

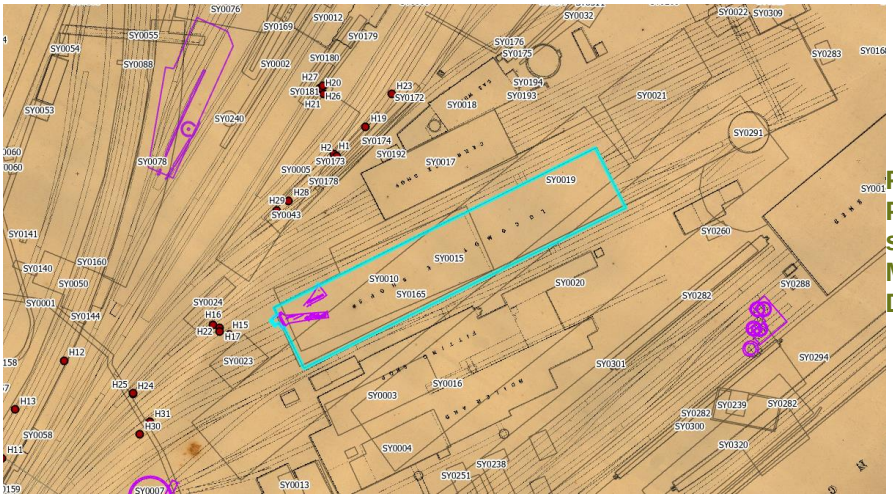


Figure 58. 1884 Sydney Water Board Plan showing indicative footprint and size. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.



Figure 59. Orthophoto recording of the remains of the Loco Shed. Source: Artefact, Sydney Metro, 2020.

Key Sources

Artefact Heritage, 2020. *CSM Excavation Directors Report*. Chapter 3.

Artefact Heritage, 2020. *Preliminary Excavation Directors Report: Central Station Main Works*. Chapter 3, pp. 18-19.

Artefact Heritage, 2018. *Sydney Metro: Central Station Main Works – Station Box and Sydney Yards. Archaeological Method Statement.* Report to Laing O'Rourke. Rev. 4, August 2018.

Mountains Heritage, 2021. *More Trains More Services – Sydney Terminal Area Reconfiguration Historical Archaeological Impact Assessment and Research Design*. Report prepared for Transport for NSW, March 2021.

Notes

See the 1884 Sydney Water Board Plan for indicative footprint and size.

1.16 SY0016 (Boiler and fitting shop)

Item Details	
Year of construction:	After 1865 and before 1884 – likely during the 1870s as part of the Second Sydney Station re-development
Alternative names:	Boiler shop, boiler workshop, fitting shop
Modifications (with years):	Unknown
Function:	Specialist workshop for repair of boilers
Construction materials:	Unknown
Demolished/removed (year):	Removed by 1896

Historical Summary

A series of workshops had been established in the area later noted as the Boiler and Fitting Shop facilities, dating from the First and Second Sydney Stations. In 1857 a two-storeyed workshop was extant; by 1865 the workshops had been expanded, and during the 1870s it is likely that the workshop facilities were further expanded as part of the Second Sydney Station development. This development was first comprehensively recorded on the c.1872 G.S.R. Redfern Station plan and the 1884 Sydney Water Board Plan, which appear to indicate the distinct footprint of the 1855 two-storeyed workshop within the new expanded facilities.

In March 1877, there were specific mentions of boiler shops in a proposed new plan for the layout of the yards proposed by the engineer-in-chief, involving the relocation of some buildings and introduction of some new facilities. New boiler and fitting facilities were not mentioned however there was mention of existing boiler shops in conjunction with blacksmiths shops and machine shops respectively. They do not appear to have been altered or relocated. It is assumed the subject building comprises the mentioned boiler and machine (fitting) shop, suggesting the Boiler and Fitting shop layout indicated on the 1884 Sydney Water Board Plan was extant by c.1872, and likely constructed as part of the Second Sydney Station over 1871-1874.

The 1886 fire in the 1855 two-storeyed workshop (SY0004) threatened the adjoining building, which is likely to have been the subject boiler and fitting shop. Articles describe a substantial fire at Redfern Railway Station in a two-storey building constructed of stone, and the two-storeyed workshop would appear to be the only one meeting this description. Efforts were focused on saving the adjoining building which includes the “machine and boiler sheds.”[37]

The boiler and fitting shop facilities were removed or demolished by the time 1896 plans of the Redfern Station Yard were created. The removal of these facilities and workshops around the 1880s is consistent with the general shift of railway workshop facilities from Central to the Eveleigh workshops from the 1880s onwards.

The location of these facilities is within the footprint of the City Rail flyovers and it is presumed that the construction works removed archaeological remains of these buildings.

Archaeological notes

Assumed to have been demolished in the later 1880s/1890s as part of the shift of like workshops and facilities to Eveleigh. The materials of any building associated with the works are unknown, hence it is difficult to predict its archaeological potential.

[37] 1886 'SYDNEY.', Queensland Times, Ipswich Herald and General Advertiser (Qld. : 1861 - 1908), 17 August, p. 5. Accessed: http://nla.gov.au/nla.news-article122555892 (19 April 2022); 1886 'GREAT FIRE AT REDFERN STATION.', The Daily Telegraph (Sydney, NSW : 1883 - 1930), 16 August, p. 5. Accessed: http://nla.gov.au/nla.news-article237299171 (19 Apr 2022).

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for *state* significance as evidence of an early utilitarian building in the first phase of development of Sydney/Central Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[38] the remains of the boiler and fitting shop have the potential to contribute knowledge that no other resource and site can about the first and second phases of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

State

Management

A - Preserve in situ: Owing to the network-critical nature of Sydney Yard, this option will rarely be feasible. However, this is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be noted and reported, then covered in geofabric prior to reburial. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location

[38] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Key Images



Figure 60. c.1872 Refdern Station map. Source: Antique Print & Map Room, NSW-GSR–234118.

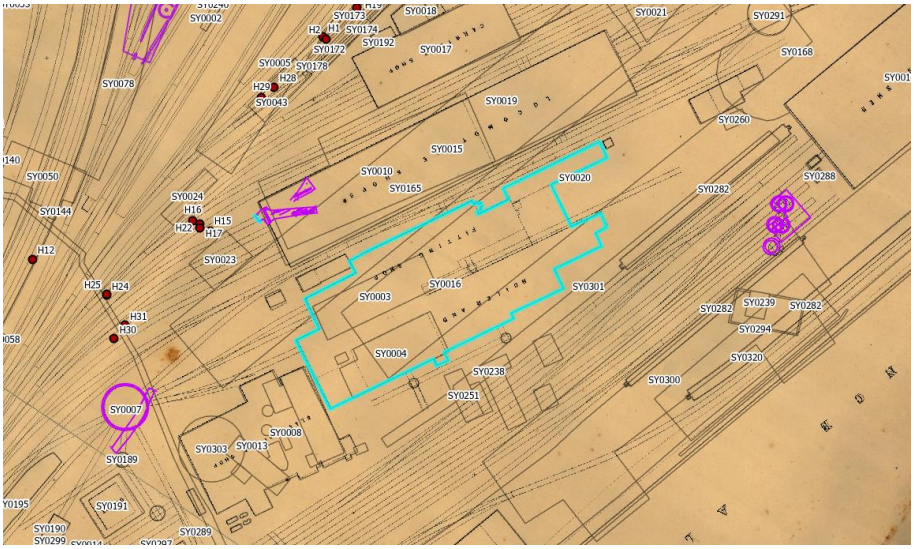


Figure 61. 1884 Sydney Water Board Plan showing indicative footprint and size. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

Key Sources

Artefact Heritage, 2020. *CSM Excavation Directors Report.* Chapter 3, pp. 163-64.

1886 'SYDNEY.', Queensland Times, Ipswich Herald and General Advertiser (Qld. : 1861 - 1908), 17 August, p. 5. Accessed: http://nla.gov.au/nla.news-article122555892 (19 April 2022).

1886 'GREAT FIRE AT REDFERN STATION.', The Daily Telegraph (Sydney, NSW : 1883 - 1930), 16 August, p. 5. Accessed: http://nla.gov.au/nla.news-article237299171 (19 April 2022).

1.17 SY0017 (Carriage shops)

Item Details	
Year of construction:	1875
Alternative names:	Carriage shop
Modifications (with years):	Unknown
Function:	Repair of rail carriages (historical information suggests predominately painting and superficial repairs)
Construction materials:	Unknown; assumed lightweight material like galvanized iron or timber board.
Demolished/removed (year):	Removed by 1896 but probably removed by 1885

Historical Summary

The carriage shop building forms part of a secondary phase of redevelopment of the Second Sydney Station when attempts were made to increase the capacity of traffic accommodated in the yards. It was likely built in 1875. It is assumed this building functionally replaced the former carriage shed which was within the footprint of new track laid for the second Sydney Station by 1884 according to available maps.

Images from 1875 show the carriage shed, which appears to have a galvanized roof featuring several skylights as well as a central ridge skylight. The material of the building is unclear from available images, however in contrast to the neighbouring stone locomotive shops it appears to be a lightweight material like galvanized iron or timber board.

The building was removed by 1896 to make way for the eastern carriage sheds and may have been demolished or decommissioned during the 1880s when railway workshop facilities were moved to Eveleigh. By 1888, a new carriage painting shop had been erected in Eveleigh.

Archaeological notes

Assumed to have been removed before 1896, by which the time the new eastern carriage sheds were in place, and in line with the shift of railway workshops to Eveleigh from the 1880s. The materials of the building are unknown; hence, it is difficult to predict its archaeological potential. It is possible that the footings for the building would remain

Archaeological Potential

Moderate Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for *state* significance as evidence of an early utilitarian building related to the second phase of development of Sydney/Central Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[39] the remains of the locomotive shops have some potential to contribute knowledge that no other resource and site can about the second phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

[39] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24;

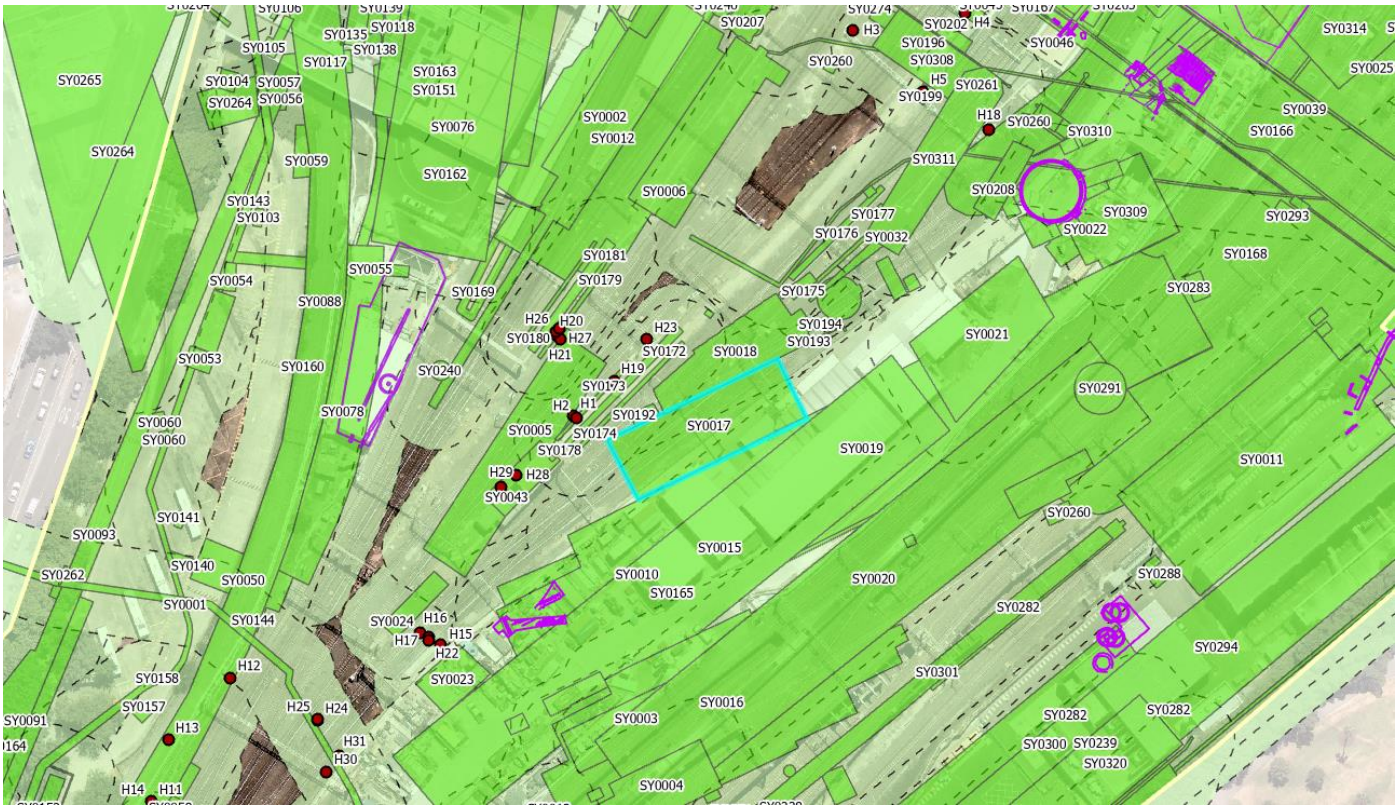
Level of Significance

State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Figure 62. 1875 Image of Redfern Station. Source: MAAS. *Glass negative, half plate, 'Redfern Station', unattributed studio, Sydney, Australia, c. 1875*. Unattributed photographs from the Tyrrell Collection 85/1286-768.

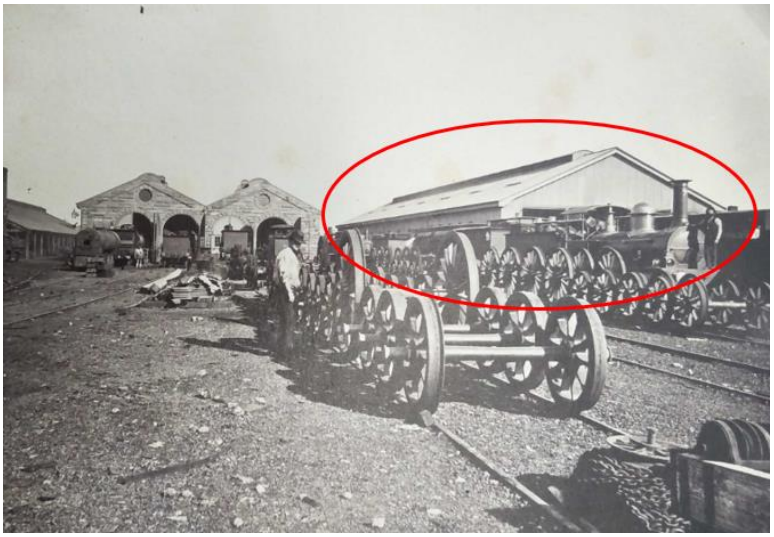


Figure 63. Engine Running Shop and Carriage Shed, Sydney Station. Source: Rae and Whitton 1877, *Photographic Views of the Railways of New South Wales*.

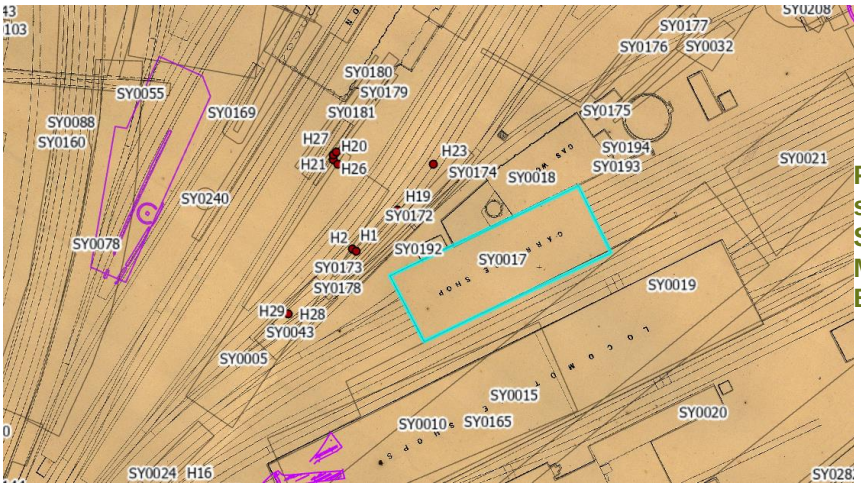


Figure 64. 1884 Sydney Water Board Plan showing indicative footprint and size. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

Key Sources

Artefact Heritage, 2020. *CSM Excavation Directors Report*. Chapter 3.

1888. ‘Our Railways’, *The Daily Telegraph.* 1888, October 25. *(Sydney, NSW : 1883 - 1930),* p. 3. Accessed: http://nla.gov.au/nla.news-article235695726 (27 April 2021).

Notes

See 1884 Sydney Water Board Plan for indicative footprint and size.

1.18 SY0018 (Gas works)

Item Details	
Year of construction:	1877-1878
Alternative names:	N/A
Modifications (with years):	In 1887 a new gas purifier appears to have been erected within the Gas Works. The entire gas works was either relocated by c.1896 to the north-east, or a new gas works was erected at that site.
Function:	Provision of gas for carriages and station premises and workshops
Construction materials:	Assumed stone
Demolished/removed (year):	Possibly relocated c.1896 to the north-east, or new gas works erected

Historical Summary

Private gas works were established in the Central Station yards following a trial offered in 1877 by owner Mr John Louis Castner, who was officially engaged by NSWGR in 1878 to supply gas for lighting railway carriages. In 1884 the private gas works were officially purchased off Castner. The exact layout and composition of the gasworks is unknown; however, it is presumed to have initially contained at least a gas holder or gasometer (tank used for storage). A June 1880 article commenting on the present state of the Sydney Railway Terminus noted that a new gasometer was being constructed near Castner's gas works, which was "fourteen feet deep and 30 feet in diameter and will hold a two-days' supply of gas, 10,000 feet, equal to 60,000 feet of ordinary gas. This gasometer was badly needed, since, for want of it, fuel was wasted for nothing in keeping retorts hot. Now these retorts will be kept at work discharging themselves into the new gasometer."

By 1884, as depicted in the Sydney Water Board Map, there appears to be a gas works building, probably the retort house, as well as possibly two tanks and two ancillary rooms or outbuildings attached. In the 1885 *Department of Railways NSW Annual Report*, it was noted that the 'entire plant is in good condition and order,' and that the building supplied gas to 'carriages…station premises, including locomotive and permanent way workshops, and traffic yards.' 1,200 linear metres of pipe were laid for a high pressure main in the Sydney Yard. In the appendix to that report, it was noted that a box office had been erected for the inspector of gasworks.

A new gas purifier appears to have been added to the gas works in 1887 according to an approved plan from the NSWGR Locomotive Department.

This is the first of three gasworks known to have been in operation in Sydney Yard by 1896 (possibly as early as 1890) the works were relocated closer to Devonshire Street and in turn these were relocated in 1907 to another area adjacent to the Produce shed.

Archaeological notes

Archaeological evidence of gas works is likely to include the Gas Holder, remains of the Retort House and associated piping. However, it should be noted that Gas Works sites are likely to be highly contaminated and this will limit the nature of the archaeological work able to be undertaken.

Archaeological Potential

Moderate Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for *state* significance as evidence of early utilities related to the second phase of development of Sydney/Central Station, and of private enterprise within the government railways. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[40] the remains of the gas works have some potential to contribute knowledge that no other resource and site can about the second phase of Sydney Station, as well as answer broader questions relating to the development of private enterprise within the government railways in NSW.

Level of Significance

State

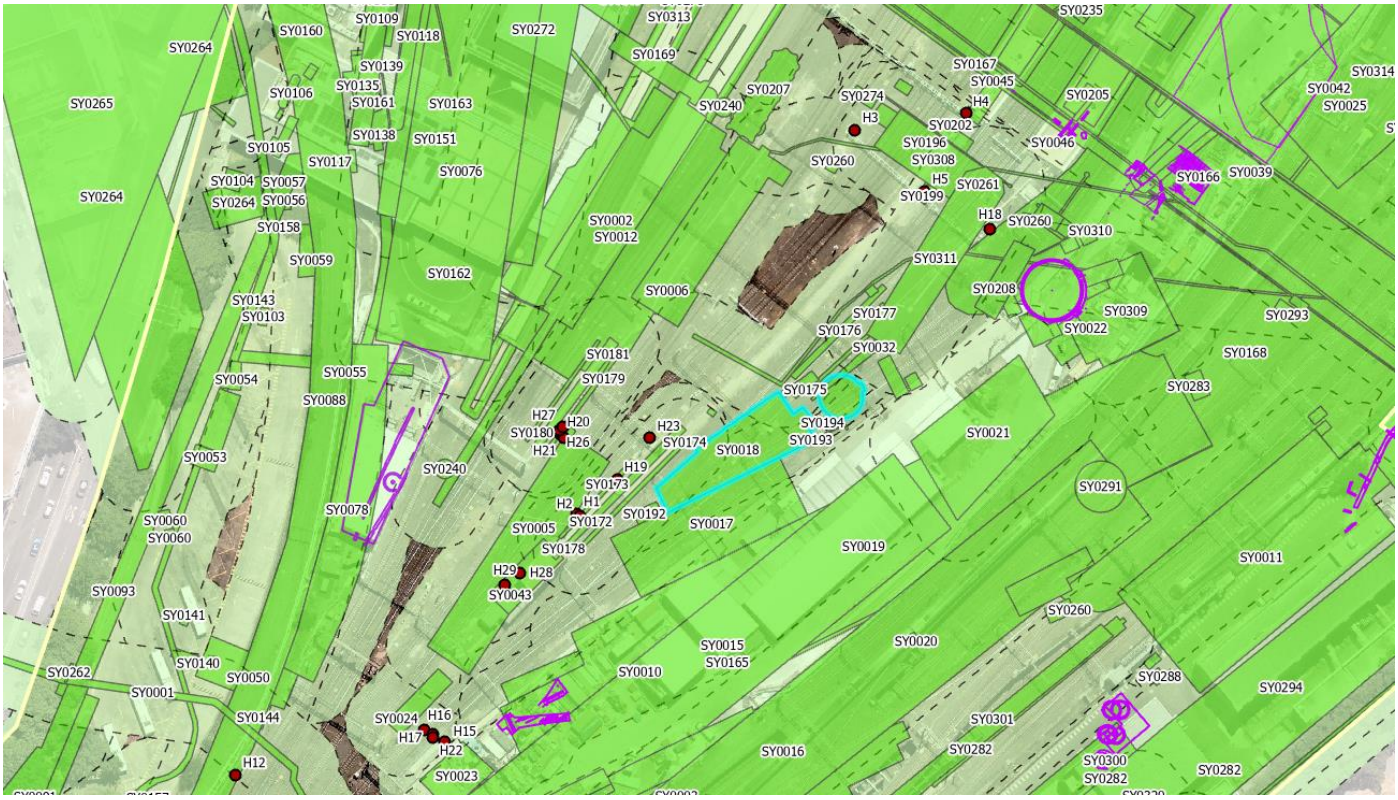
Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

No archaeological work to occur in this area without an assessment by a competent Occupation Hygienist with due regard to a contamination report and discussions with the archaeologist as to the nature of work proposed.

Item Location

[40] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Key Images



Figure 65. Close-up excerpt of 1884 image. Source: SLNSW. Photographs - New South Wales, 1879 - ca. 1892 / N.S.W. Government Printer. FL1057569. Note: carriage shop and gas works to right of image near chimney. Only image available. Chimney and stone building associated with Gas Works?

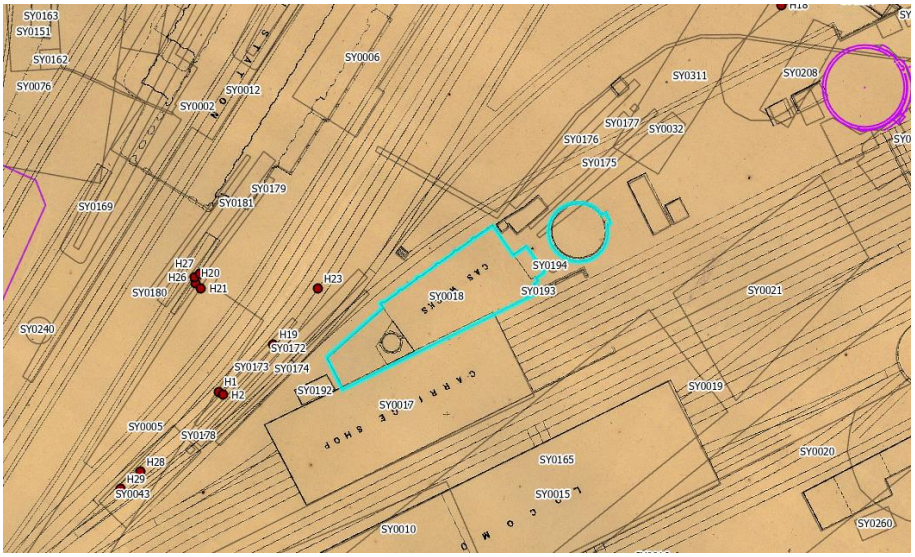


Figure 66. 1884 Sydney Water Board Plan showing indicative footprint and size. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

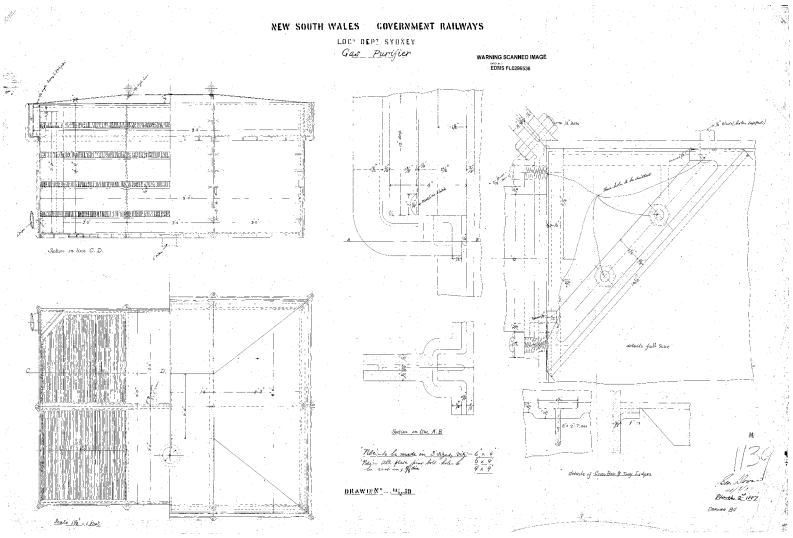


Figure 67. Gas Purifier, NSWGR Locomotive Department Plan. Source: Sydney Trains VPR.

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

Artefact Heritage. *Preliminary Excavation Directors Report Central Station Main Works* (March 2020).

Longworth, Jim. " *A Brief History of NSW Railway Gasworks*." ARHS Bulletin 54, no. 788 (2003): 203-13.

New South Wales Government Railways. *Department of Railways NSW Annual Report*,1885. p87.

The Week. (1880, June 5). *The Sydney Mail and New South Wales Advertiser (NSW : 1871 - 1912)*, p. 1043. Retrieved April 27, 2021, from http://nla.gov.au/nla.news-article161879380

1.19 SY0019 (First Eastern Carriage Sheds)

Item Details	
Year of construction:	c.1891, definitely extant by 1896
Alternative names:	Carriage sheds, Eastern Carriage sheds, Down Carriage Shed
Modifications (with years):	By 1903, the south-east annex of the building was demolished. Around 1908, the building was reduced by 50ft at the southern end. Demolished c.1913
Function:	Cleaning and preparation of carriages for country trains
Construction materials:	Stone, with saw tooth roof (likely corrugated iron)
Demolished/removed (year):	c.1916

Historical Summary

The first eastern carriage sheds were constructed in c.1891 and were visible on plans of Redfern Station Yard by 1896.

The available evidence points to the conclusion that the sheds substantially incorporated the former locomotive shed (SY0017), as available tenders from April 1890 and July 1895 point to the "erection and completion of an extension of carriage sheds," and additional extension of the carriage facilities within Redfern Yard, rather than the wholesale construction of new facilities. The new or modified building may have used the footings and main structure of the locomotive sheds, as suggested by a 1913 article which describes a "stone carriage cleaning shed in the middle of the yard."

The first eastern carriage sheds conformed to an industrial design, built of brick with a large square entrance and flat saw tooth roof, assumed to be of corrugated iron. The footprint of the building was approximately 600ft by 66ft, with four sidings entering the building. Originally, as depicted in the 1896 plans, there was an annex extending from the south-eastern side of the sheds into which two tracks ran. By the 1903 City of Sydney Detail Plan, the annex had been demolished.

In 1908, the shed was modified with 50ft cut away from the southern end for the laying out of the new yards. This reduced the capacity of the shed from 34 cars (8 ½ on each siding) to 28 cars.

The original plan for Central (see 1903) had envisaged a Western and eastern Carriage Shed. The Western Carriage Shed was a new construction opened in 1907-08. The older first Eastern Carriage shed remained in operation to at least 1916 when it was replaced by the second Eastern Carriage Shed.

Archaeological notes

The first Eastern Carriage sheds were demolished, and the area subsequently used partly for the 2nd eastern Carriage Sheds and then was impacted by the construction of the City Railway Flyovers. Then the remaining area was constructed on by the 3rd Eastern Carriage Shed. The first Eastern Carriage Shed was oriented on an axis E-NE to W-SW which is different from the subsequent structures which should make remain legible.

Archaeological Potential

High Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for state significance as evidence of an early and utilitarian building related to the second and third phase of development of Sydney/Central Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[41] the remains of the first eastern carriage sheds have the potential to contribute knowledge that no other resource and site can about the second phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

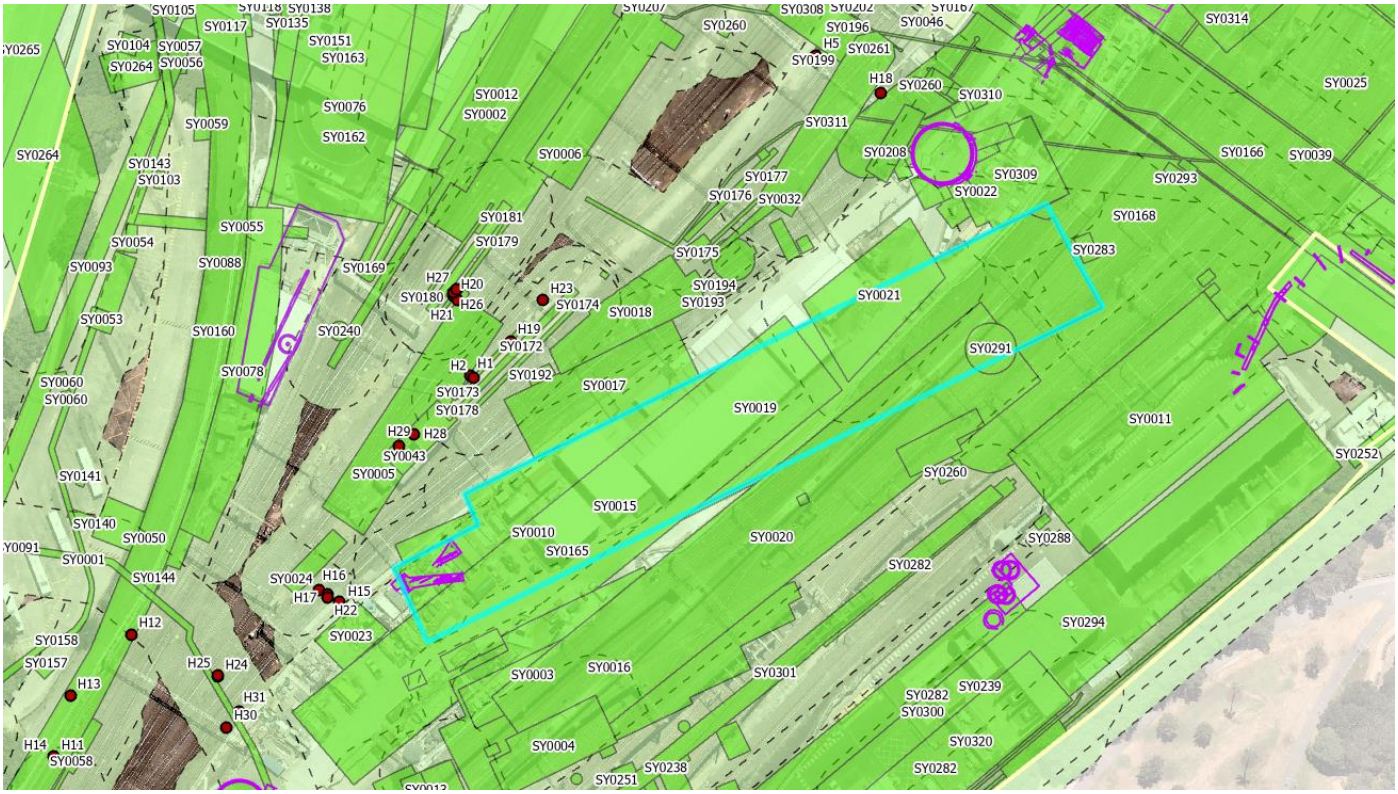
State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Depending on the nature of the proposed impacts a daylight archaeological salvage program to open up a large area using open area archaeological techniques would be warranted to place archaeological finds into a context and to identify which phase they belong to.

Item Location



[41] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Key Images



Figure 68: Photograph of the First Eastern Carriage Shed. Source: Taaffe 2019, p. 174.

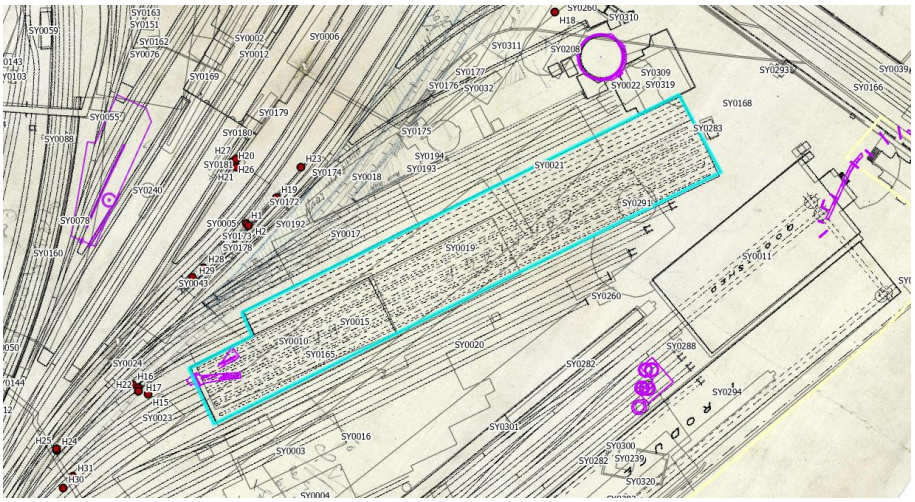


Figure 69:1896 Redfern Station Yard. Source: SLNSW, FL16812178.

Key Sources

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Evening News, '*Sydney's Railway Rolling Stock*,' Sat 4 Jan 1908, Page 5. Accessible online at: https://trove.nla.gov.au/newspaper/article/114103392

Forsyth, J.H. ' *Station & Tracks'*. 1988

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Improving Central Station. (1913, December 9). The Sun (Sydney, NSW : 1910 - 1954), p. 4 (FINAL EXTRA). Retrieved April 27, 2021, from http://nla.gov.au/nla.news-article229356137

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Sydney's Railway Rolling Stock. (1908, January 4). *Evening News (Sydney, NSW : 1869 - 1931)*, p. 5. Retrieved April 27, 2021, from http://nla.gov.au/nla.news-article114103392

Tenders for Works and Supplies in Connection with the Government Railways and Tramways.(1895, July 12). *New South Wales Government Gazette (Sydney, NSW : 1832 - 1900*), p. 4503. Retrieved April 27, 2021, from http://nla.gov.au/nla.news-article220960667

Notes

See 1896 Redfern Station Yard Plan for indicative footprint and size.

1.20 SY0020 (Second Eastern Carriage Sheds)

Item Details	
Year of construction:	c.1916-1925
Alternative names:	Eastern Carriage sheds, Eastern Carriage Cleaning Sheds
Modifications (with years):	Unknown
Function:	Cleaning and preparation of carriages
Construction materials:	Not known; assumed brick
Demolished/removed (year):	c.1925

Historical Summary

The second Eastern Carriage Sheds were constructed following upgrades to Sydney Yard for the Electrification of the Suburban Railways in c.1916-1925. The first Eastern Carriage sheds were required to be removed as they were within the footprint of the flyovers constructed as part of the electrification works in 1925-1926.

Archaeological notes

The building is likely to have been predominantly removed by the City Railway Flyover; the building was destroyed in 1925.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for local significance as evidence of an early twentieth-century utilitarian building related to the third Sydney/Central Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[42] the remains of the second eastern carriage sheds have some potential to contribute knowledge that no other resource and site can about the third phase of Sydney Station due to the lack of documentary information about the structure, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

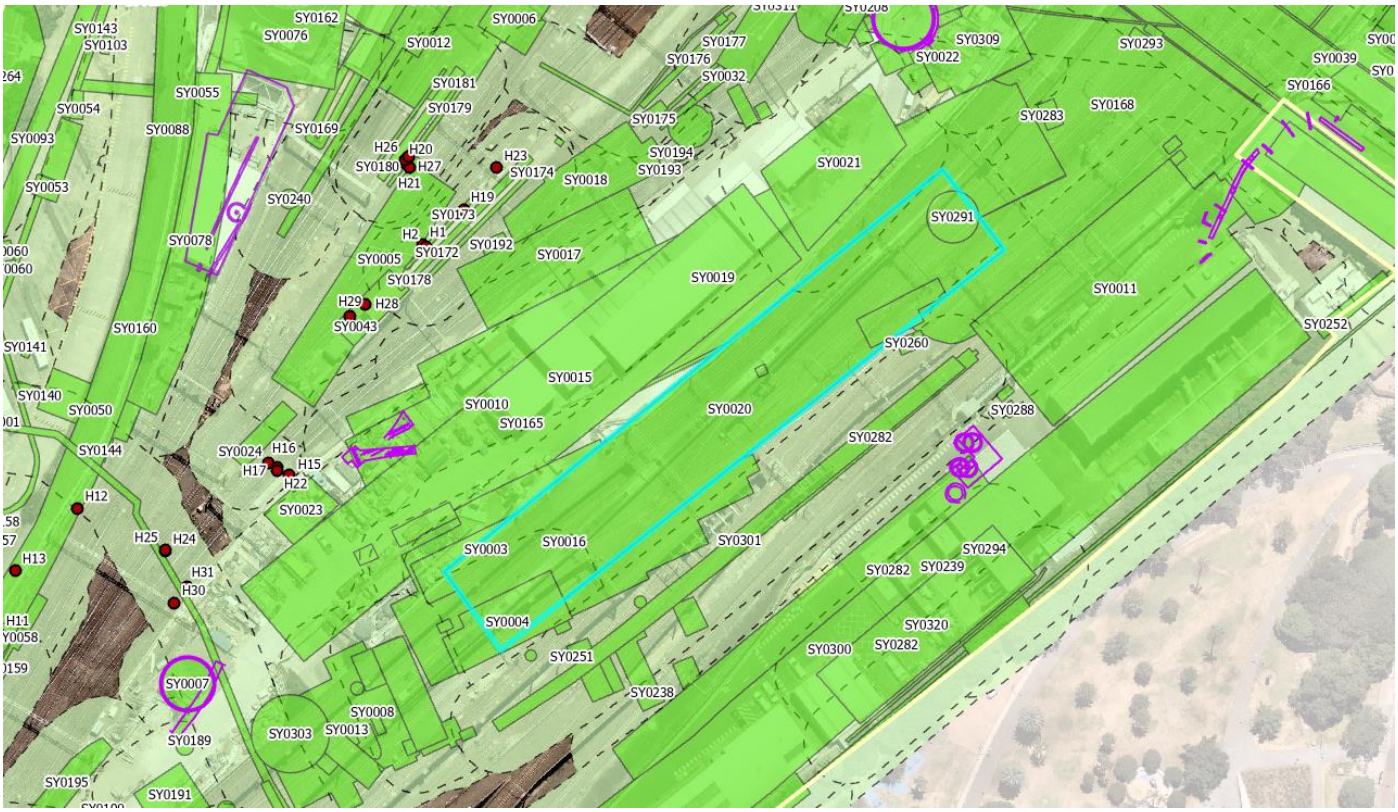
Local

[42] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images



Figure 70. 1916 image showing Eastern Carriage Sheds and the Produce Shed looking North East, July 1916 (Bradfield collection, State Library)

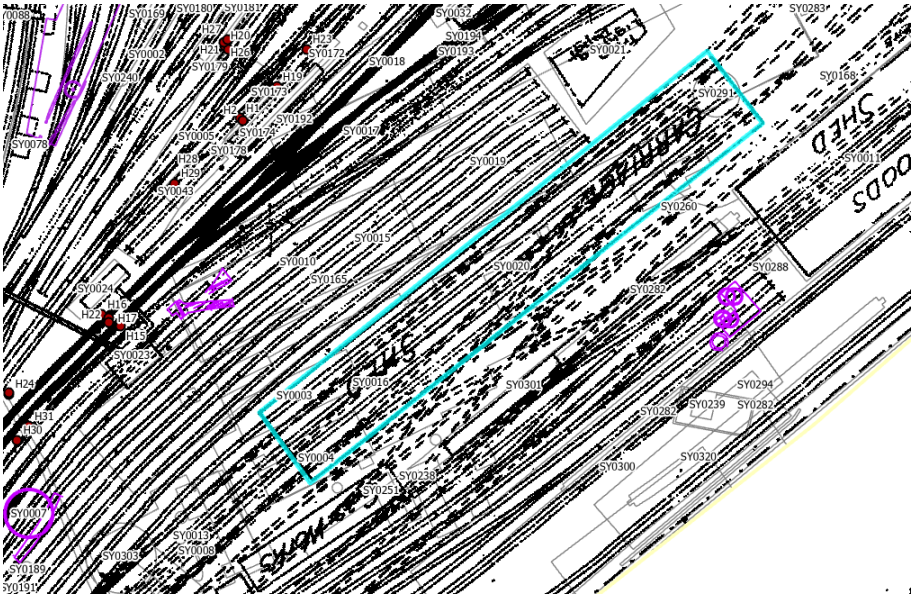


Figure 71. 1916 N.S.W.R. Sydney Yard, Sydney Trains Plan Room, 0204478 A0C.

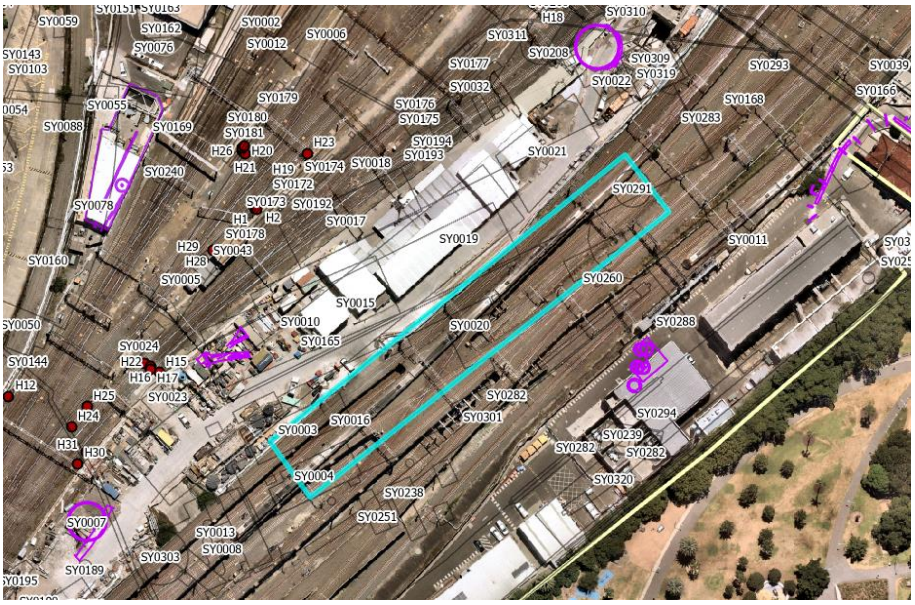


Figure 72. 2021 aerial photograph. Source: Source: NSW Government, NSW Spatial Services.

Key Sources

CSM Excavation Directors Report (Artefact, 2020). Chapter 3, p176.

Construction and Local Government Journal, 'Electrification of suburban railways – progress report,' Wed 2 Dec 1925, Page 7. Accessible online at: https://trove.nla.gov.au/newspaper/article/109761798

The Sydney Morning Herald, 'Electrification,' Mon 16 Nov 1925, Page 10. Accessible online at: https://trove.nla.gov.au/newspaper/article/16255002

1.21 SY0021 (Carriage Cleaners Amenities)

Item Details	
Year of construction:	Possibly c.1925, visible by 1930 aerial
Alternative names:	Train lighting depot
Modifications (with years):	Rebuilt as two-storey brick structure 1943
Function:	Amenities for those working in the carriage cleaning sheds
Construction materials:	Assumed to be initially a lightweight building with concrete base/floor; later brick structure/s.
Demolished/removed (year):	Demolished 2019

Historical Summary

The date of the construction of the building identified as the 'Carriage Cleaners Amenities' and the 'Train Lighting Depot' is not known. However, it is considered likely that it was constructed sometime around or after 1906, being present in a map of the precinct by 1916. At this time, it was identified as the Train Lightning Depot. The facilities were present in the 1930 aerial, and by 1949 aerials the building appears to have been re-roofed or altered though its footprint remains similar.

Some detail of the construction of the building was provided in a May 1938 article, which describes the carriage cleaning department of Sydney yards as "an unlined tin shanty, with concrete floor. It is supposed to accommodate 300, although only seating accommodation is provided for 48 of the 100 or more men who partake of meals there at the same time. Bad ventilation, and two open garbage tins, crawling with flies, make conditions during meal times revolting."[43] Tin construction is consistent with the building depicted on the 1930 aerial and may explain the changes indicated in the 1949 image. Moreover, the NSW Department of Railways Report from 1943 notes that approval was given for the erection of a "two storeyed brick structure to house the Carriage Cleaning staff and equipment at Sydney Yard. The old building previously in use and the various outbuildings surrounding it have been removed and garden plots and lawns in the vicinity of the new accommodation give a more pleasing aspect to the area."

In 1950, a Sydney Water Board map of the area identifies the building as the Train Lighting Depot.

The Carriage Cleaners facilities/Train Lighting Depot was demolished in 2019 following archival recording.

Archaeological notes

There is little archaeological potential for archaeological remains of the building due to the likelihood of the full removal of the foundations of the building during demolition and subsequent construction of replacement structures in 2019.

Archaeological Potential

Local

Assessment of significance

[43] Illawarra Mercury, 'A Railway Dining Room,' Fri 20 May 1938, Page 5. Accessible online at: https://trove.nla.gov.au/newspaper/article/132554085

Intact and legible remains have the potential to reach the threshold for local significance as evidence of an early and utilitarian building related to the third and last phase of development of Sydney/Central Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[44] the remains of the carriage cleaners amenities have limited potential to contribute knowledge that no other resource and site can about the third phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

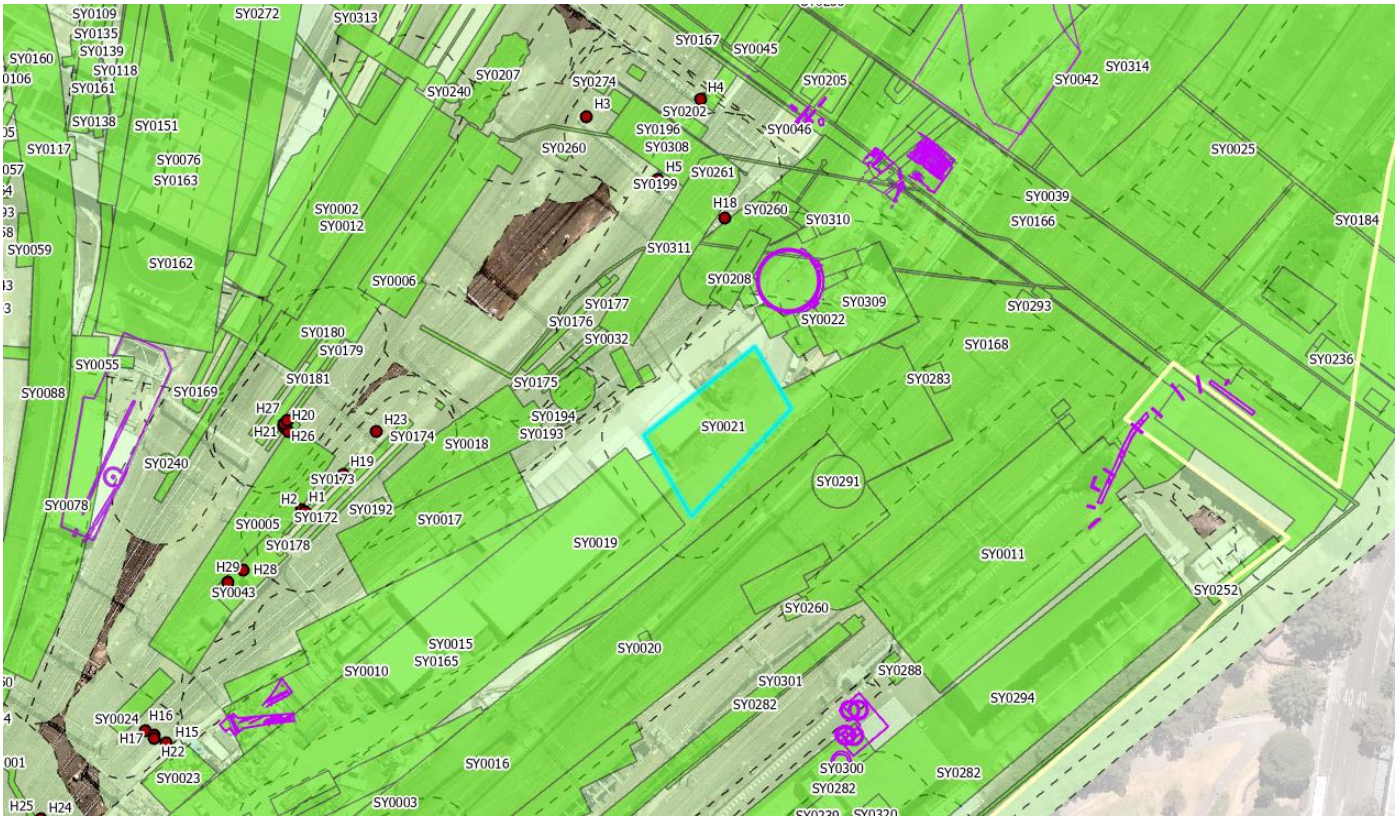
Level of Significance

Moderate Significance

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[44] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

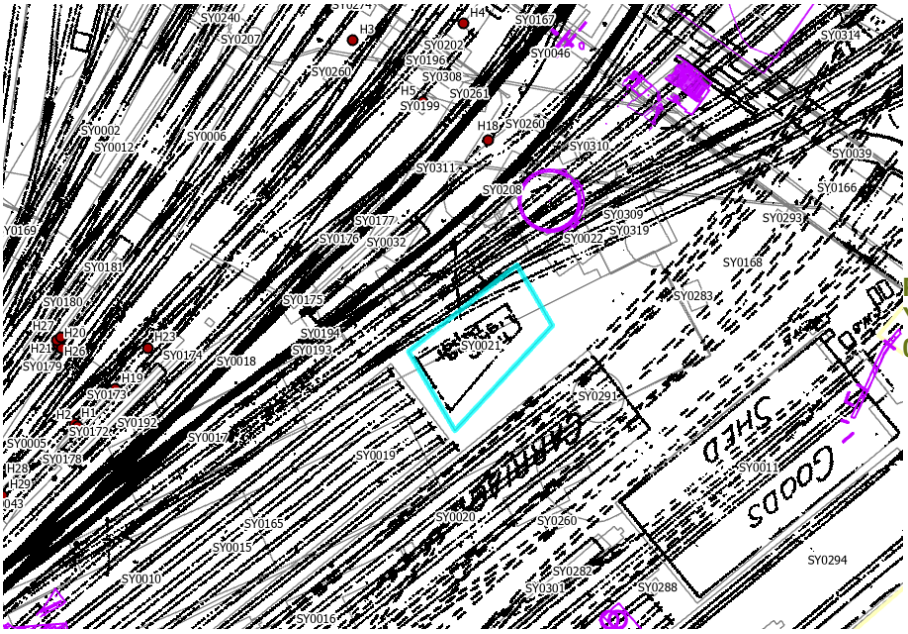


Figure 73. 1916 N.S.W.R. Sydney Yard, Sydney Trains Plan Room, 0204478 A0C.

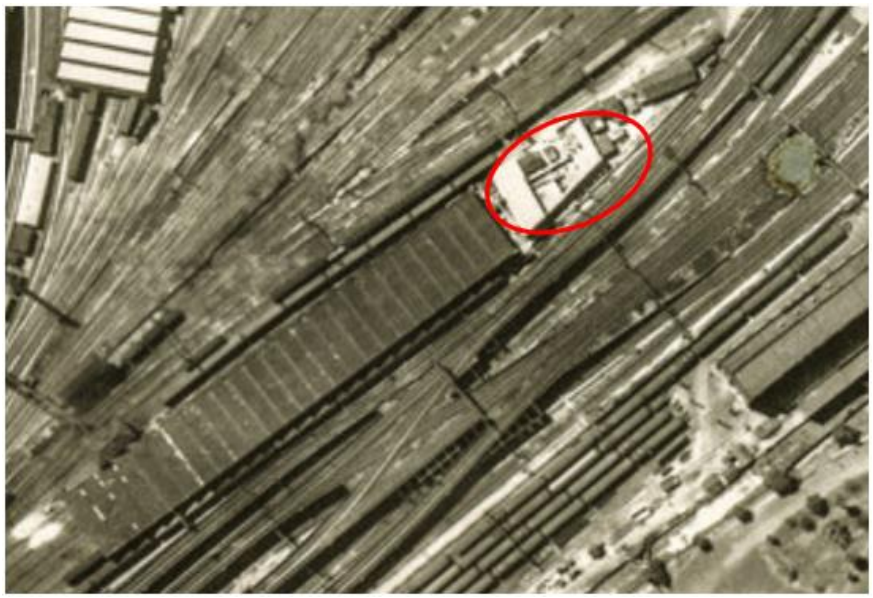


Figure 74. 1930 City of Sydney Aerial. Source: NSW Government, NSW Spatial Services.

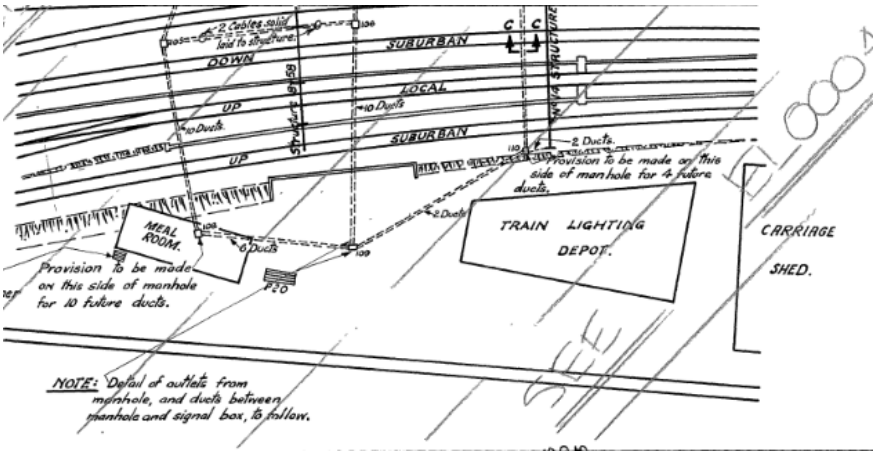


Figure 75. 1936 Plan showing building as Train lighting depot. Source: Sydney Trains VPR.

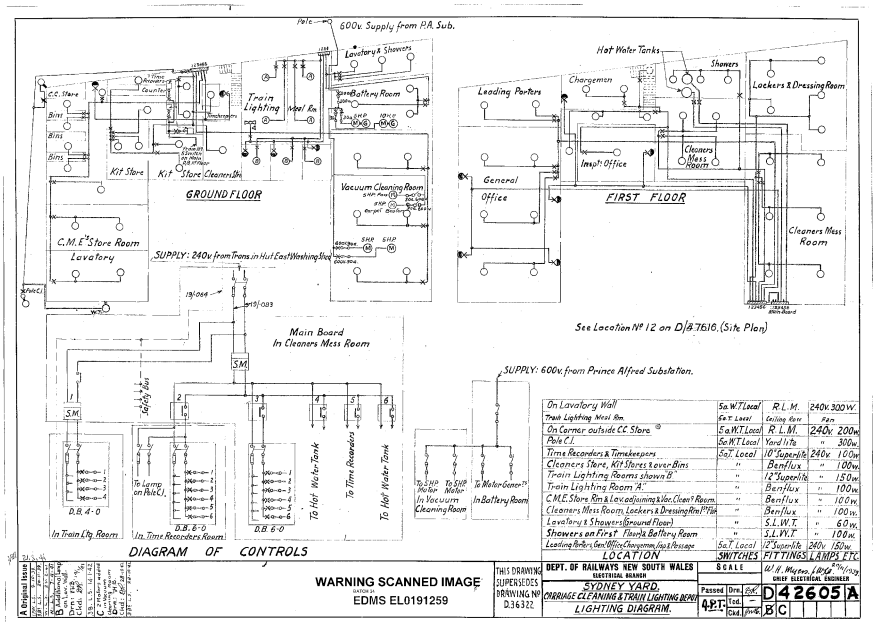


Figure 76. 1939 Lighting Diagram for Carriage Cleaning and Train Lighting Depot. ST VPR.

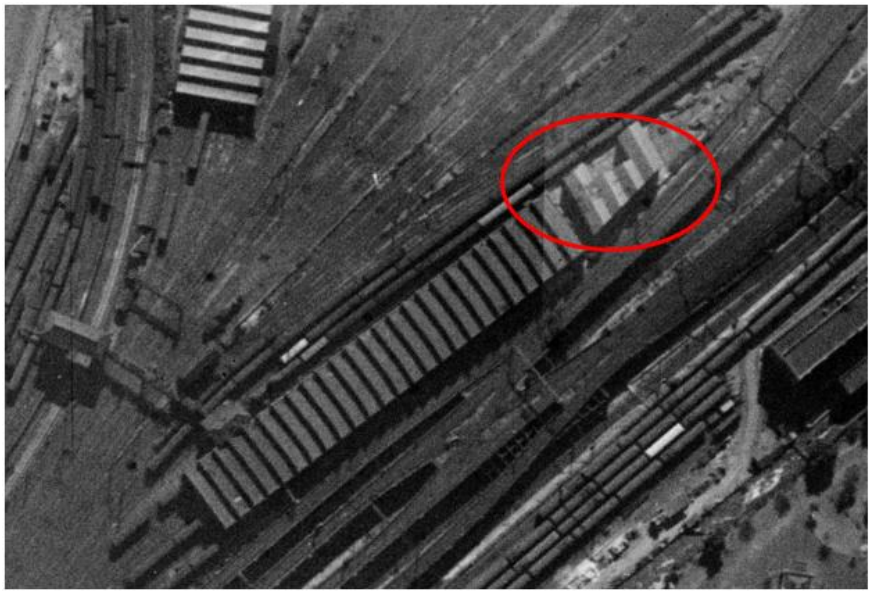


Figure 77. 1943 aerial imagery. Source: NSW Government, NSW Spatial Services.

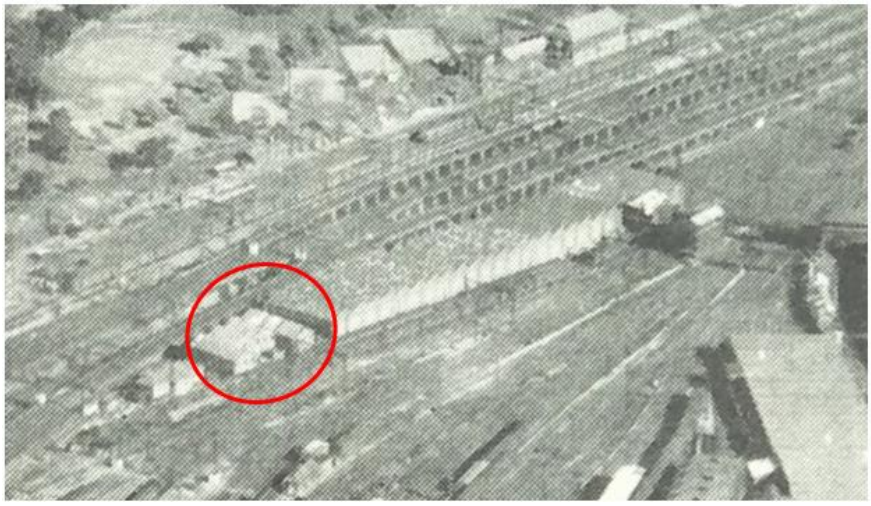


Figure 78. 1947 image from Department of Railways NSW Annual Report 1946-1947

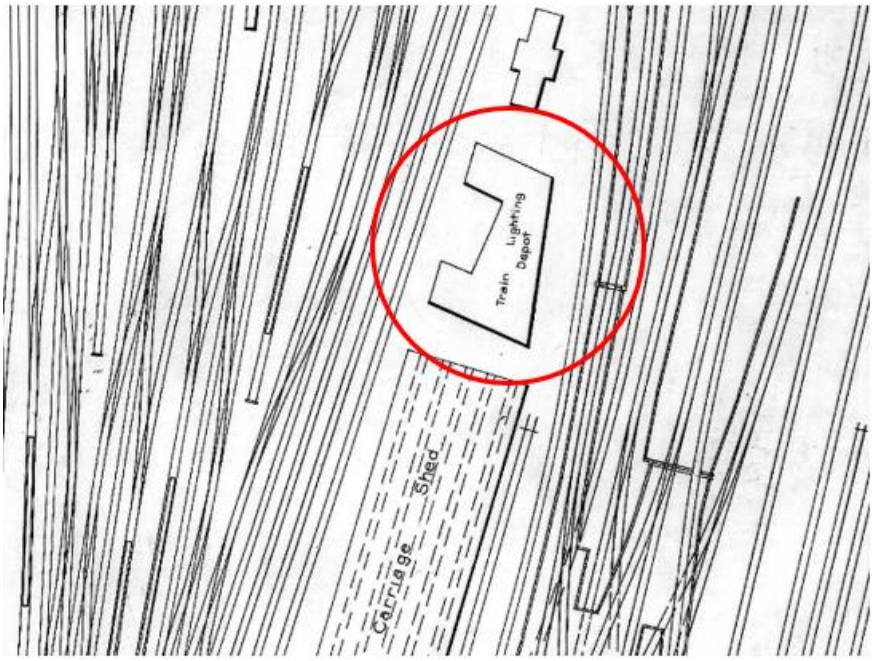


Figure 79. 1950 Sydney Water Board Map



Figure 80. 1956 image from Department of Railways NSW Annual Report 1956



Figure 81. View of Carriage Cleaner's amenities, c.1987. Source: Howard Tanner and Associates, 1987

Key Sources

CSM Excavation Directors Report (Artefact, 2020). Chapter 3, p177.

Illawarra Mercury, 'A Railway Dining Room,' Fri 20 May 1938, Page 5. Accessible online at: https://trove.nla.gov.au/newspaper/article/132554085

1943 NSW Department of Railways Report, p19.

1.22 SY0022 (Mechanical Plumbers)

Item Details	
Year of construction:	c.1925
Alternative names:	Mechanical Branch Office, Outdoor Rolling Stock Superintendent's Office
Modifications (with years):	Rebuilt 1944-1946
Function:	Assumed to be a workshop of mechanical plumbers carrying out associated repairs i.e. to air-conditioning, heating, and other ventilation in trains and rail buildings, later an office for the Outdoor Rolling Stock Superintendent's Office and associated staff, and an office for the mechanical branch of the locomotive department.
Construction materials:	Timber clad building on stone plinth (rebuilt building), original unknown
Demolished/removed (year):	2018

Historical Summary

A mechanical plumber's building or workshop was extant by 1925, however its date of construction is unknown. The building appears in 1940s aerial imagery and on a 1950 Sydney Water Board Plan but was not labelled.

Aerial and other images suggest the building was a relatively substantial construction, certainly in its later iteration rebuilt during 1944-1946. At this time the building diverged from the rectangular form shown in the 1930 aerial to a larger building with a central projecting wing on both sides. The new building appears to have been built over the footprint of the own, possibly incorporating its footings. Plans show the new building was constructed on a stone plinth and appears to be timber clad. By the 1980s the building was known as the Mechanical Branch Office, and the building appears to have been demolished during the CSMW redevelopment of Central Station in 2018.

Archaeological notes

The building appears to have been demolished during the CSMW redevelopment of Central Station in 2018. Given that the building appears to be a substantial construction of brick, archaeological evidence of the building including footings may survive. Associated infrastructure related to lighting, drainage, sewerage and other utilities may be present.

Archaeological Potential

Moderate Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for local significance as evidence of a utilitarian building related to the third and last phase of development of Sydney/Central Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[45] the remains of the mechanical plumbers building have some potential to contribute knowledge that no other resource and site can about the third phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

[45] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24;

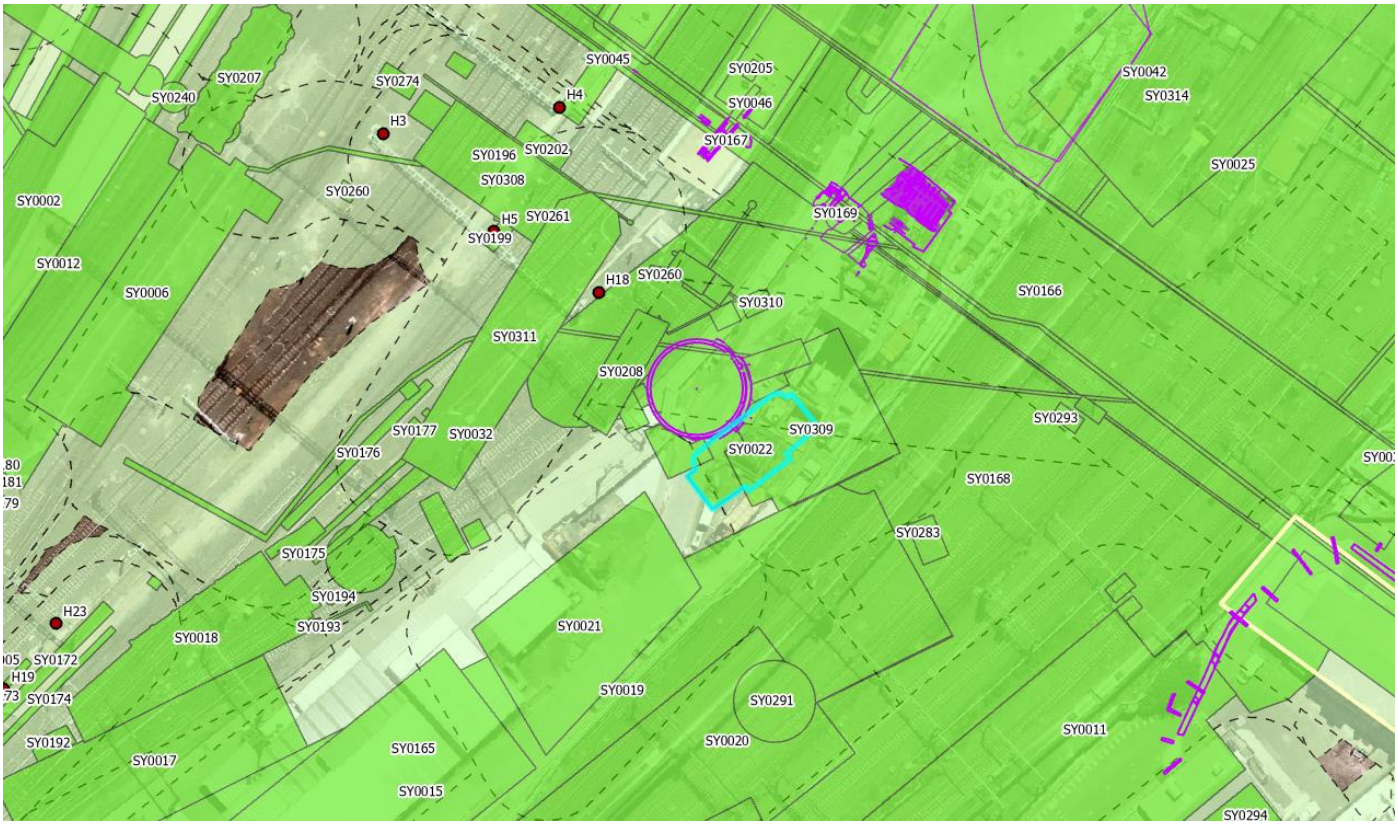
Level of Significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

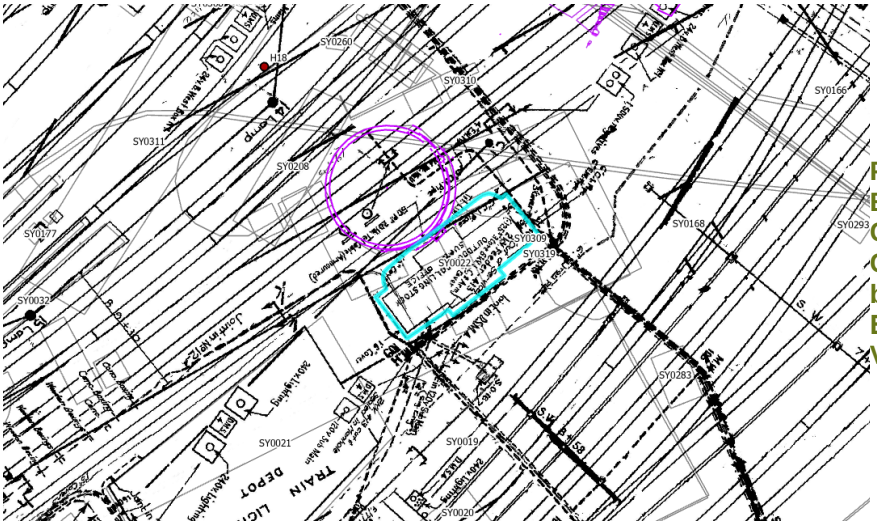


Figure 82. 1925 N.S.W.G.R. Chief Electrical Engineers Office High Voltage Cables Concentric and Telephone Cables Central to Macdonaldtown plan by N.S.W.G.R. Chief Electrical Engineer's Office Source: Sydney Trains VPR, EDMS EL 0045989, .

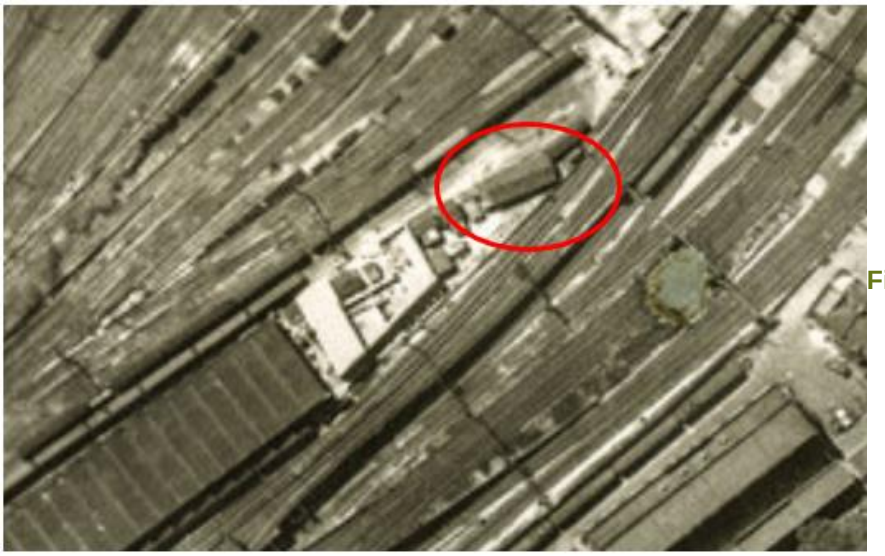


Figure 83. 1930 City of Sydney Aerial

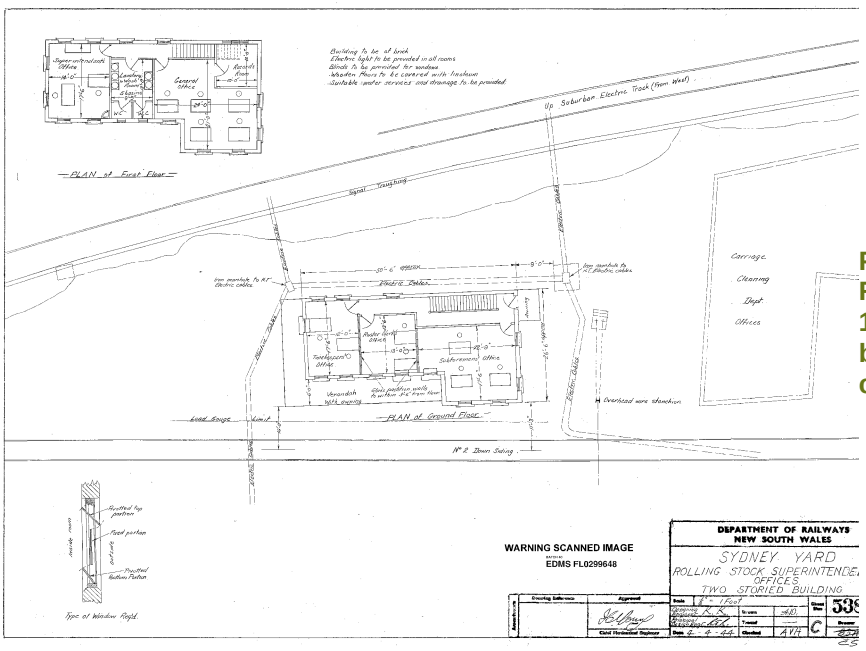


Figure 84. Preliminary plan of new Rolling Stock Superintendent's Office in 1944, before extension of building to as built. Note signal troughing and electric cabling indicated on map.

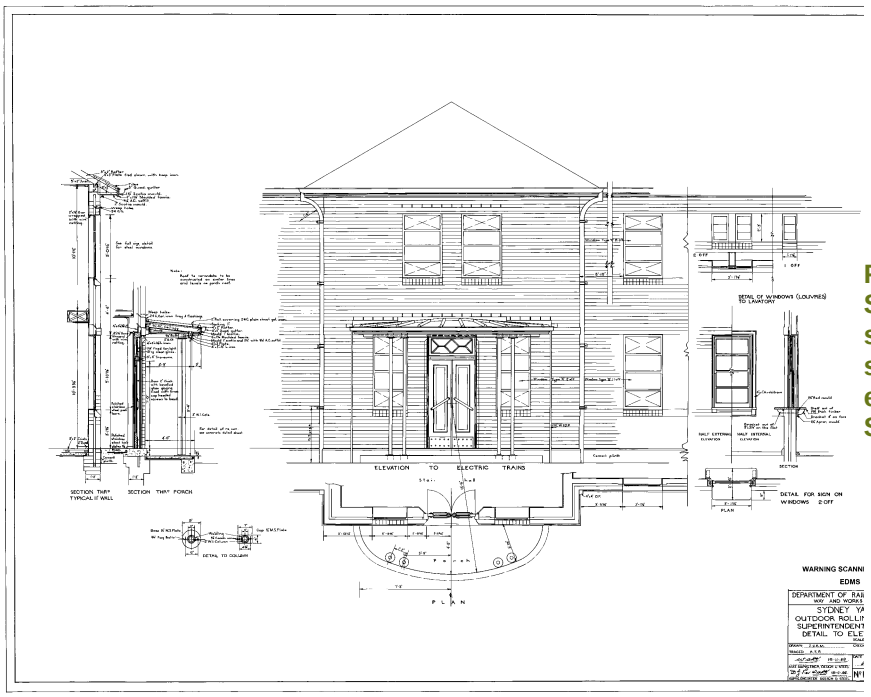


Figure 85. Detail plan of Outdoor Rolling Stock Superintendent's Office, 1945, showing proposed plan had been made symmetrical and as built with the extension of the building to the west. Source: Sydney Trains VPR

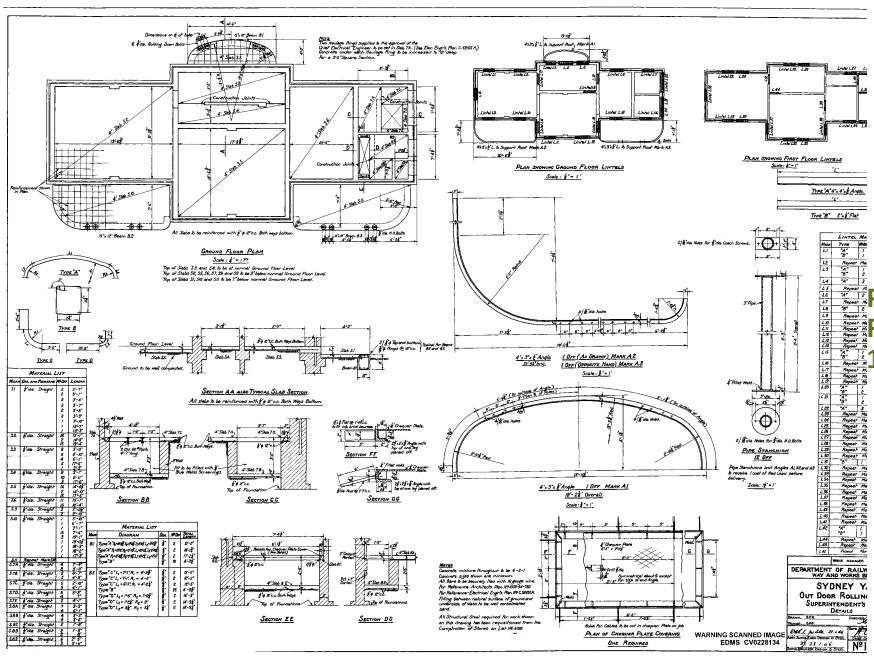


Figure 86. Approved plan of Outdoor Rolling Stock Superintendent's Office, 1946. Source: Sydney Trains VPR

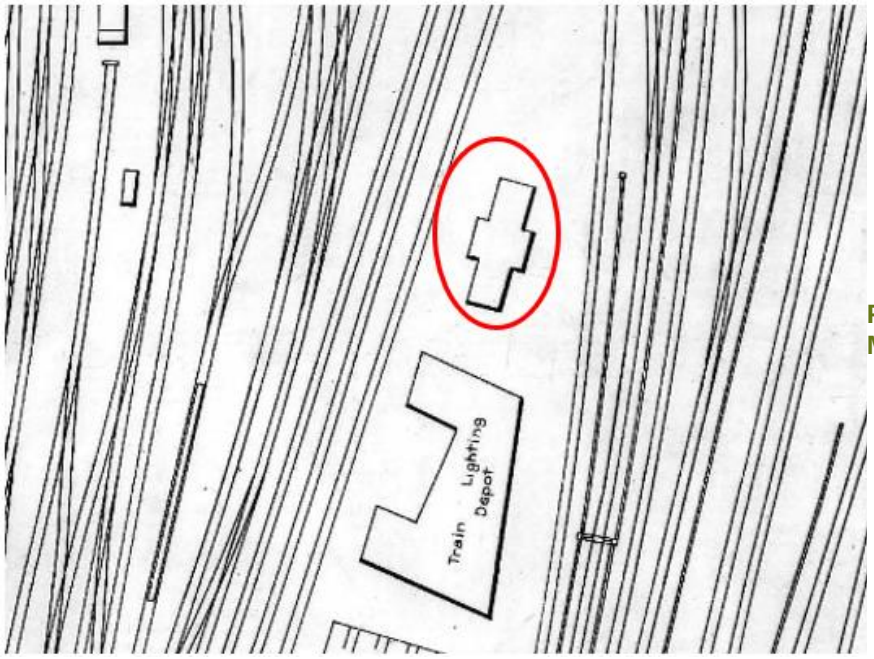


Figure 87. 1950 Sydney Water Board Map

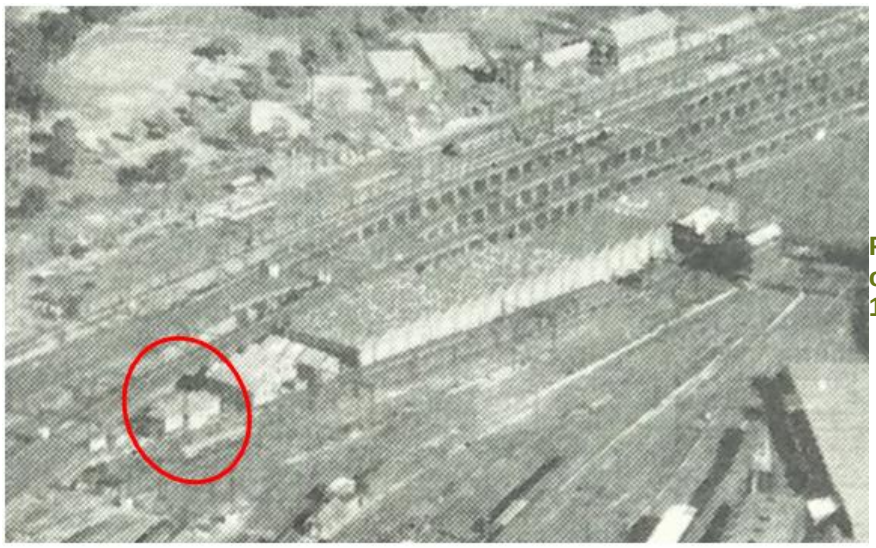


Figure 88. 1947 image from Department of Railways NSW Annual Report 1946-1947



Figure 89. View of Mechanical Plumbers/Mechanical Branch offices, c.1987. Source: Howard Tanner and Associates, 1987



Figure 90. View of Carriage Cleaner's amenities, c.1987. Source: Howard Tanner and Associates, 1987

Key Sources

Howard Tanner and Associates, 1987. *Conservation plan and Management study - Central Station, and Sydney Yard - 1 Eddy Avenue Sydney*.

1.23 SY0023 (Eastern Signal Box)

Item Details	
Year of construction:	1914
Alternative names:	Station East Box, Sydney Station East Signal Box, Illawarra Line Signal Box
Modifications (with years):	Refurbished 1928
Function:	Signal Box – signalling to traffic
Construction materials:	Steel frame substructure with fibro cladding on timber frame superstructure, fibro slate roof
Demolished/removed (year):	1979

Historical Summary

Reorganisation of the Sydney Yard required a separate signal box to be constructed and this was opened as the Sydney Station East box on 29 March 1914.

Sydney Station East was refurbished in 1928 and reopened to control movements from Central and the Yard to the City Railway network. From at least 1926 this building was abutting the Eastern Car sheds and was linked to the Sydney Station West box by a signal gantry and walkway.

The signal box was constructed on a steel frame, a girder signal bridge which elevated the Box over the running lines. The frame extended under the floor to the interlocking which controlled the points and signals by a system of chain, pulleys and rods. Late in the 1920s this was replaced by a system of electro-pneumatic control which reduced the physical effort of the signalman mechanically moving the levers and allowed a signal box to control a larger area.

The building closed on 22 September 1979 and was subsequently demolished.

Archaeological notes

Given the relatively lightweight nature of the building from available evidence, and dependant on the extent of demolition and subsequent ground disturbance, it is unlikely that much structural evidence of the building would survive and certainly not any evidence relating to the actual equipment in use which was located well above the ground.

Associated infrastructure related to electricity and connection to signalling equipment and bridges may be present, but this would merely indicate where the signal box was which is already known. The dimensions of the building measured 40 ft by 29 ft 3 in (12.2 m by 8.9 m).

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian building related to the third and latest phase of development of Sydney/Central Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[46] the remains of the eastern signal box have limited potential to contribute knowledge that no other resource and site can about the third phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

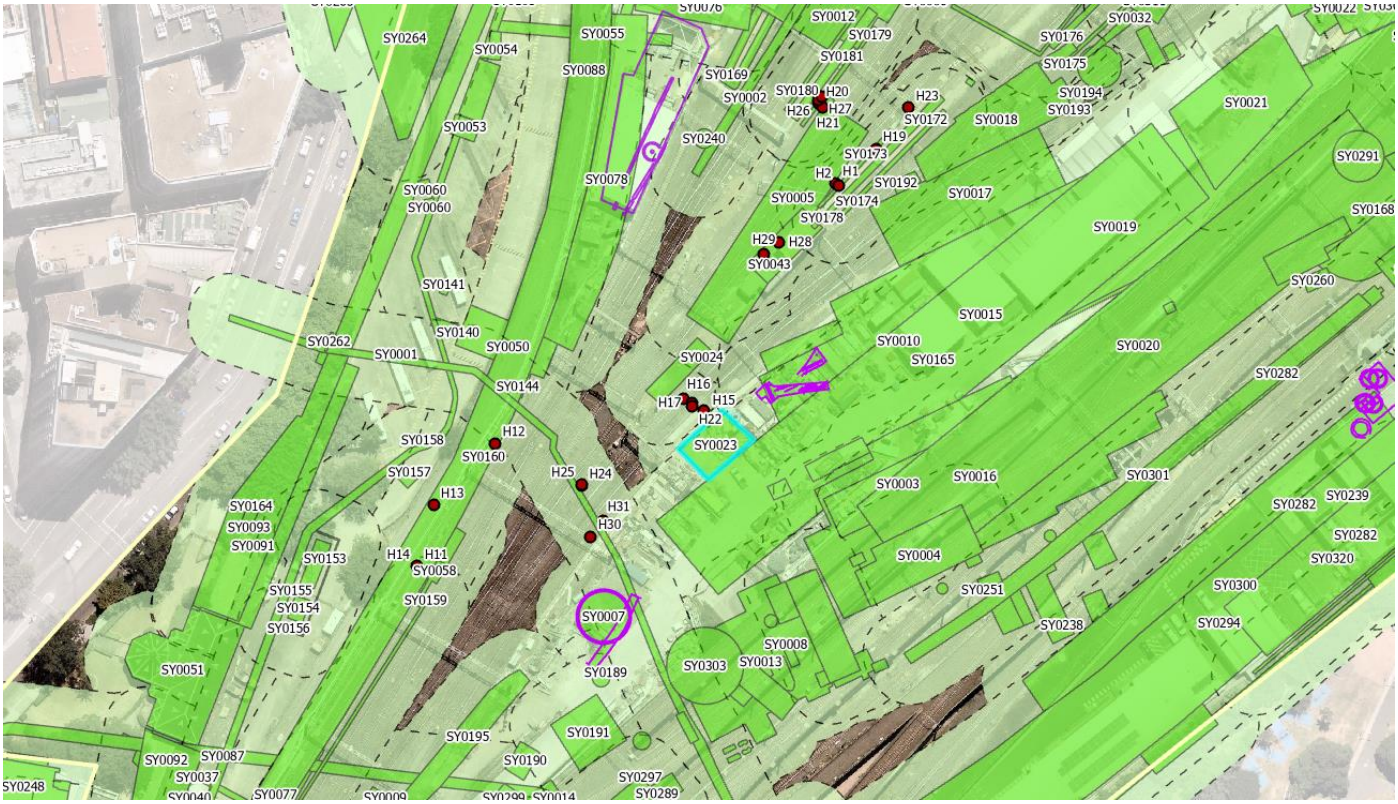
Level of Significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[46] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Figure 91. 1916 Plan of the yards showing signal boxes. Source: Sydney Trains VPR.

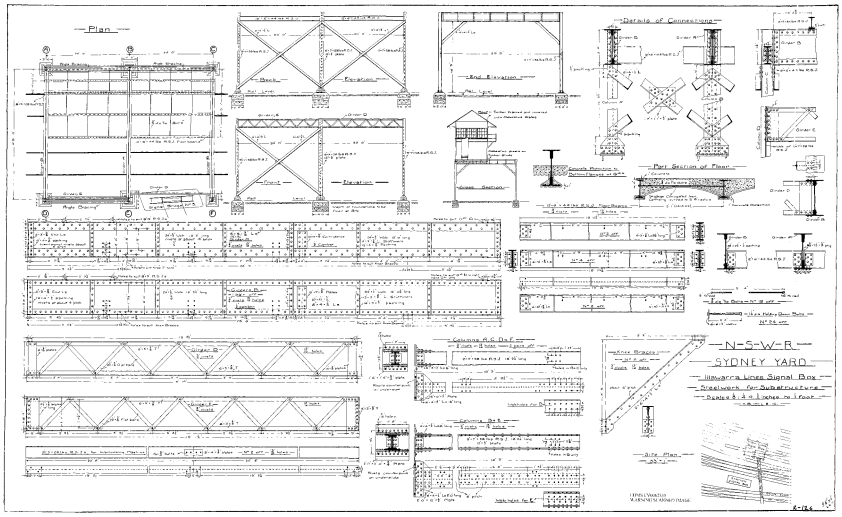


Figure 92. Illawarra Line Signal Box, dated 1912. Source: Sydney Trains VPR.

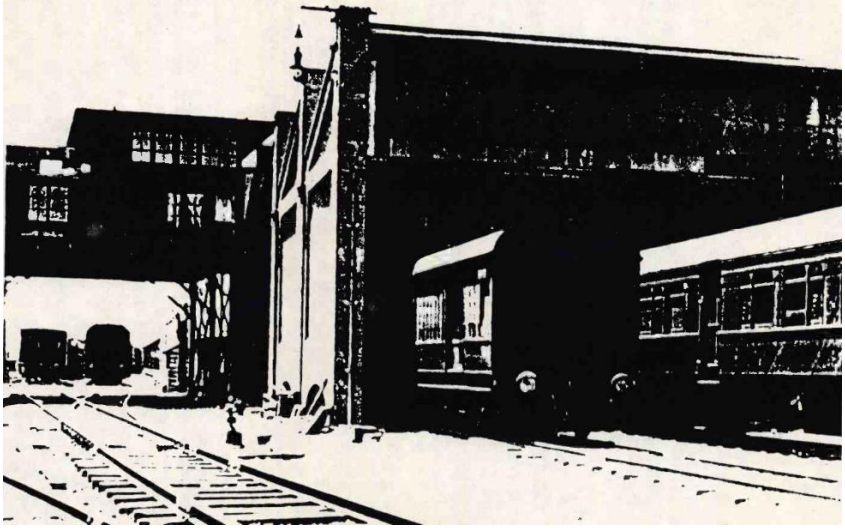


Figure 93. c.1930 image, south-east corner of eastern carriage shed and eastern signal box. Source: Sheedy, David. 1987.*Sydney Central Station and Sydney Yard Conservation Management Plan*, Part 3.

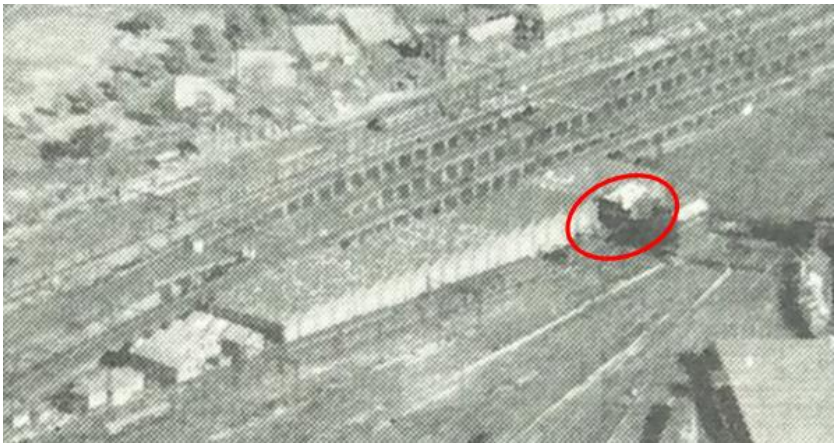


Figure 94. 1947 aerial image of the Sydney Yards. Source: Department of Railways NSW Annual Report 1946-1947, held in SLNSW.

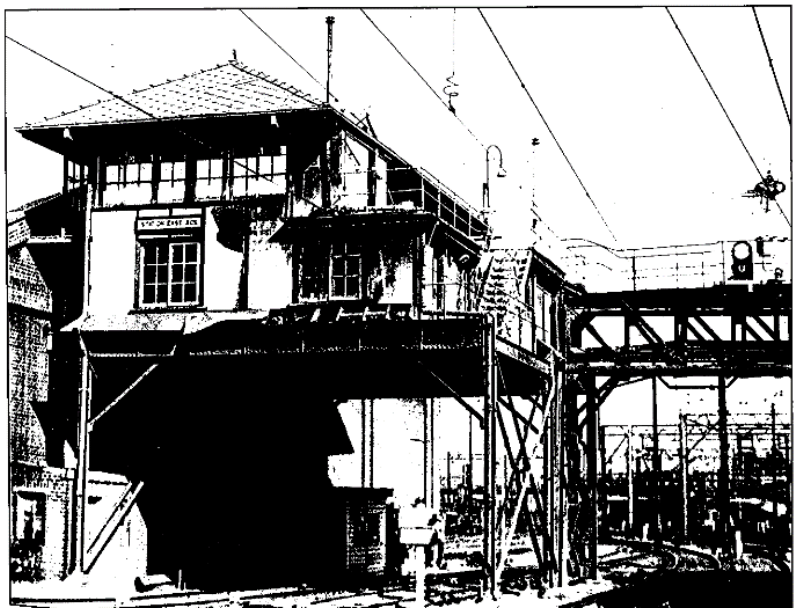


Figure 95. c.1960 image of the signal box. Source: The Taaffe Signal Box Gazetteer - Metropolitan - Main Suburban, p177.

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

Taaffe, Robert T. *Signal boxes of New South Wales, Volume 2* Gazetteer Illawarra, Metropolitan, Tramways, 2019.

1.24 SY0024 (Sydney Yard Signal Box)

Item Details	
Year of construction:	1910
Alternative names:	Sydney Station, Station West Box, Old West Box, Sydney Station West, Traffic Cable building
Modifications (with years):	Unknown
Function:	Signal Box – signalling to traffic
Construction materials:	Brick footings and interlocking room
Demolished/removed (year):	Retained until 1979

Historical Summary

The construction of Central Station also required a change in the way the passenger trains in the Station and Yard were worked. During construction, a series of temporary signal boxes were constructed in Sydney Yard to control the train movements out of the new station.

The original plan was for the permanent power-operated Signal Boxes to be in service by 1906, but delays in ordering and supplying the power interlocking machine resulted in the new Sydney Station signal box being opened on the 13th of March 1910 and the older Sydney Station box, from 1885 was closed and demolished.

The Sydney Station box was renamed the Sydney Station West box on 29 March 1914. The signal box was retained in use until May 1924, when the new Sydney Station West Box opened. Following its closure on 24 May 1924, the building remained in use for storage and offices until it was demolished in 1979. The c.1925 High Voltage Cables Plan: Central to Macdonaldtown identifies the structure as the Traffic Cable building.[47]

Archaeological notes

It is unlikely that much structural evidence of the building would survive other than brick footings and certainly not any evidence relating to the actual equipment in use which was located well above the ground. All machinery would have been removed c.1924 when the box went out of use and reused elsewhere. The dimensions of the structure are unknown.

Associated infrastructure related to electricity and connection to signalling equipment and bridges may be present, but this would merely indicate where the signal box was which is already known.

Archaeological investigations undertaken for the Sydney Terminal Area Reconfiguration project identified a brick footing and concrete floor (H15) which were interpreted as being associated with the former platform edge adjacent to the building.[48] The investigations also identified a brick pier (H17) which was interpreted as being related to below-ground infrastructure.[49]

Archaeological Potential

Low Potential

Assessment of significance

[47] Mountains Heritage, March 2021, p.27
[48] Mountains Heritage, March 2021, p.24
[49] Mountains Heritage, March 2021, p.24

Intact and legible remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian building related to the third and latest phase of development of Sydney/Central Station. However, the physical remains of this building are likely to comprise only brick footings, which do not demonstrate the use of the structure, and are therefore not as significant as other remains in the yard. The structure has limited research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[50] the remains of the Sydney Yard signal box have limited potential to contribute knowledge that no other resource and site can about the third phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

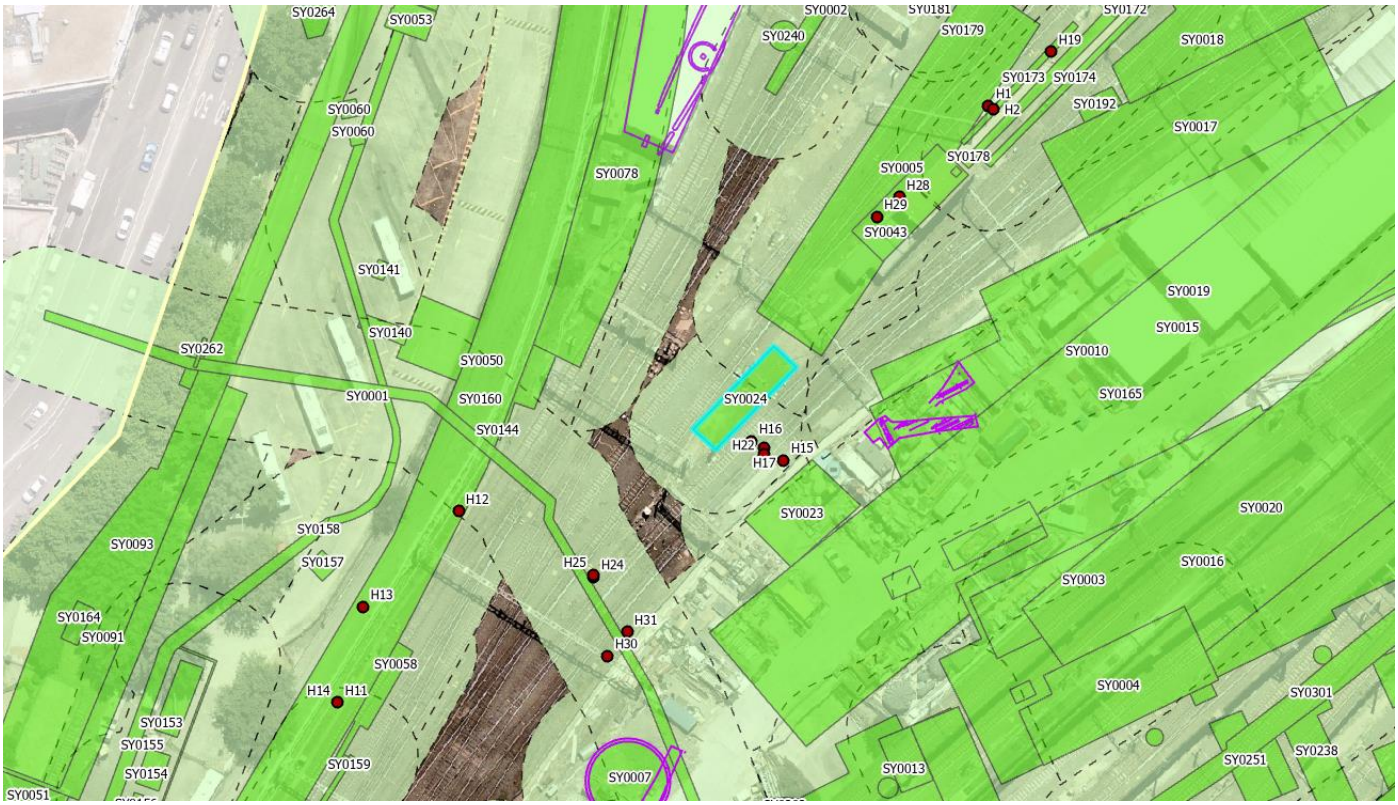
Level of Significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



[50] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Key Images

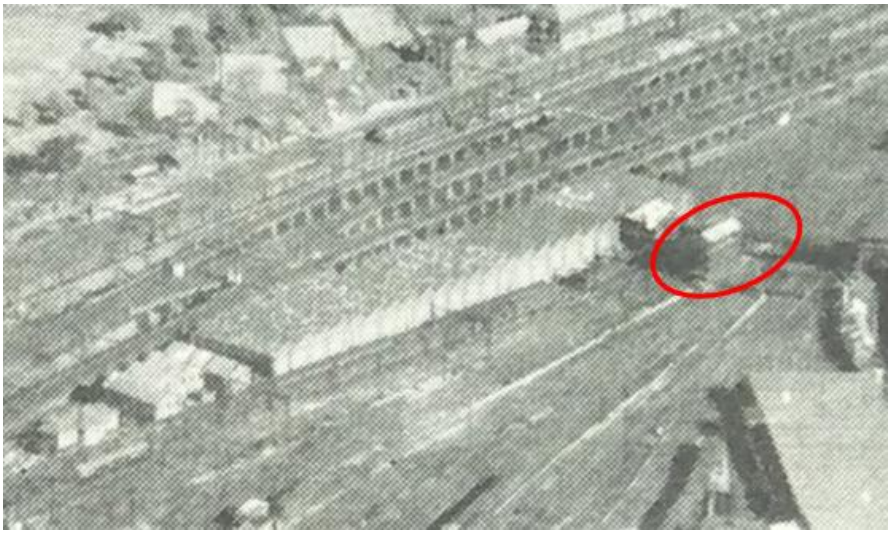


Figure 96. 1947 aerial image of Sydney Yards. Source: Department of Railways NSW Annual Report 1946-1947, held in SLNSW.

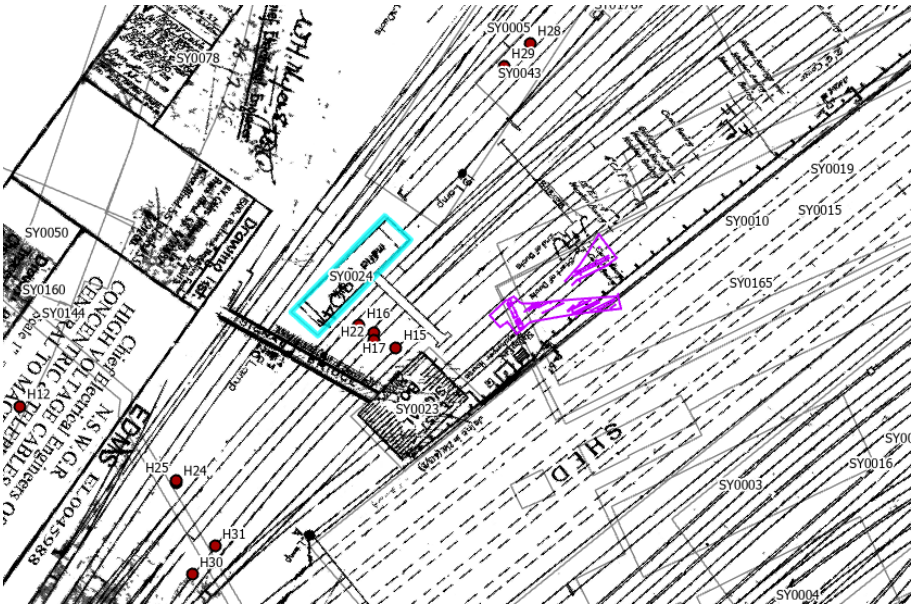


Figure 97. 1916 Plan of the yards showing signal boxes. Source: Sydney Trains VPR.

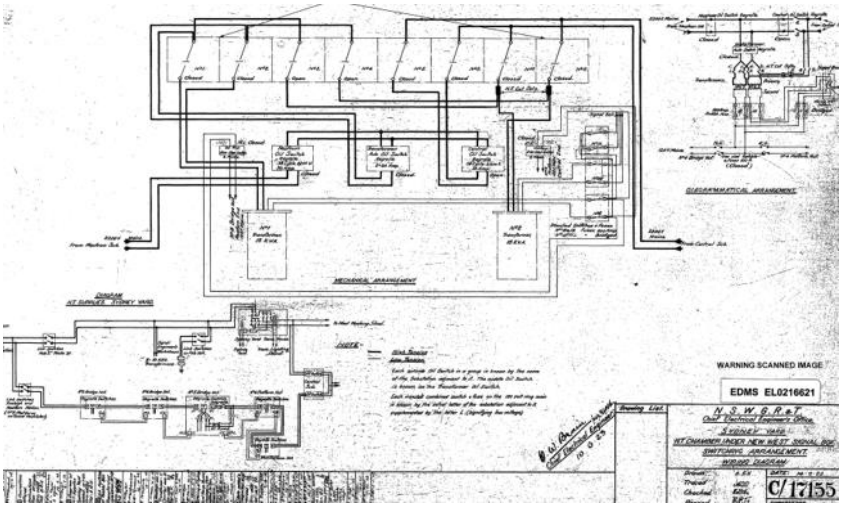


Figure 98. HT Chamber under New West Signal Box. Dated 1923. Source: Sydney Trains VPR.

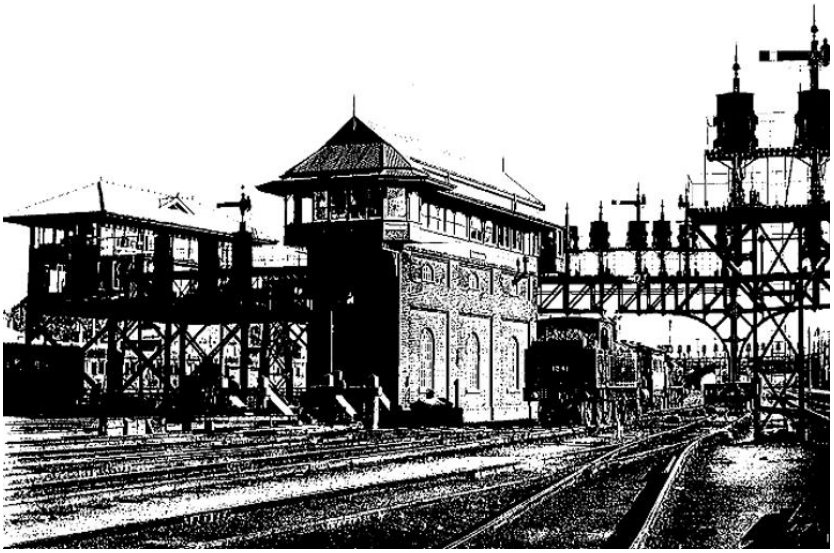


Figure 99. c.1960 image of the signal box. Source: Taaffe, Robert T. *Signal boxes of New South Wales, Volume 2*, p176.

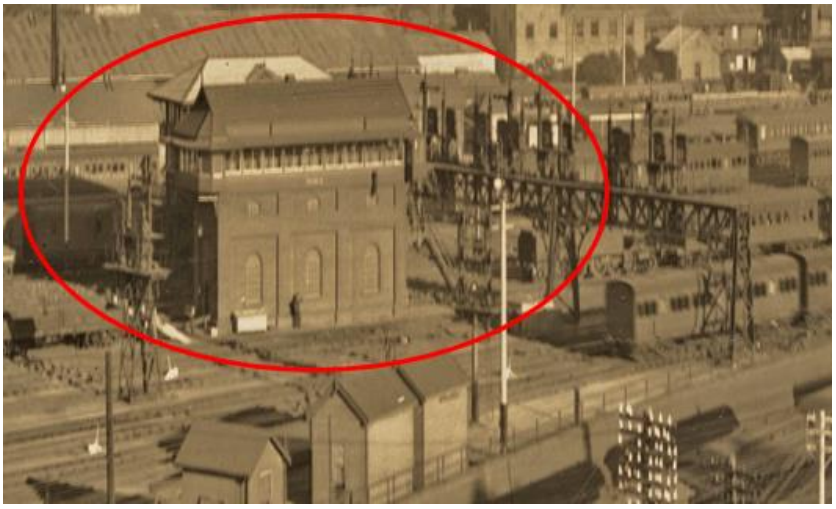


Figure 100. Sydney West Signal Box and Signal Gantry with Sydney east Box behind. Source: SLNSW. (Bradfield, J. J. C. "The City Railway, Photographs, 1915-1922 , Sydney Yard 10th July 1916.", SLNSW)

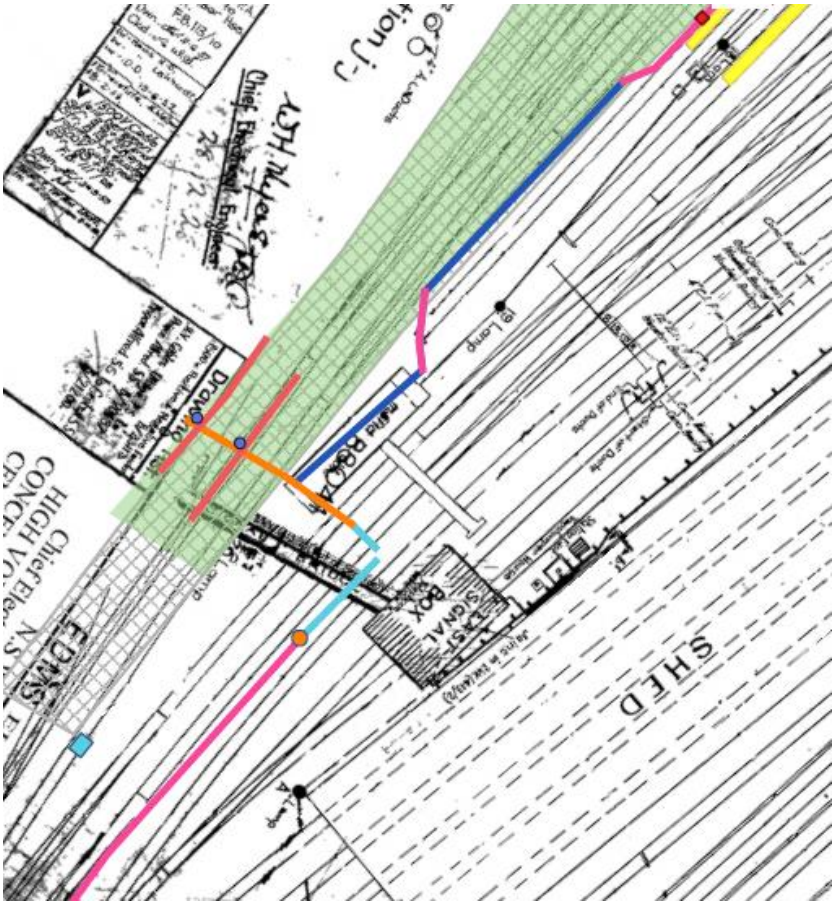


Figure 101. Traffic Cable building shown on the c.1925 High Voltage Cables Plan: Central to Macdonaldtown. Source: Mountains Heritage 2021 Figure 3.3.

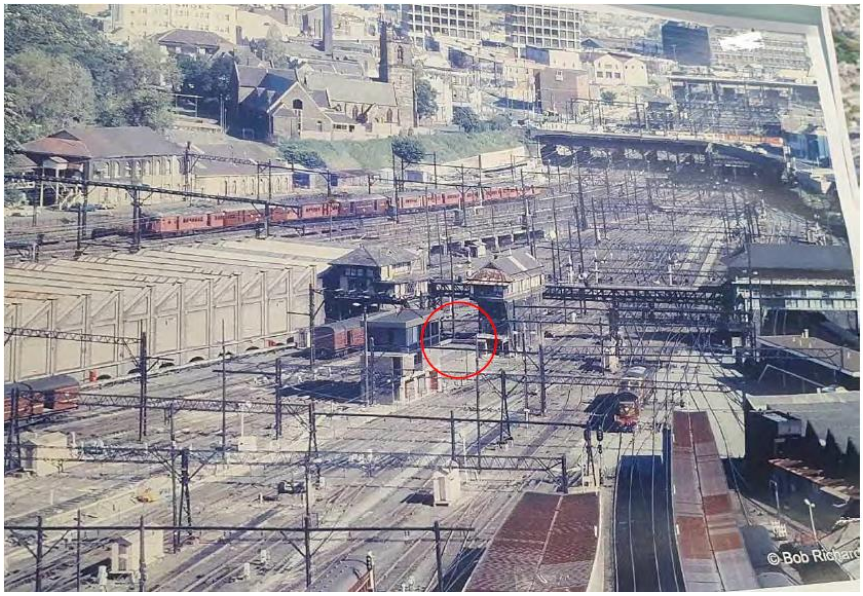


Figure 102. Photograph of the former signal boxes and walkway located to the south of the Yard Controller building. The location of H15 and H17 is circled red. (Source: framed photograph in the Yard Controller Building).

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

Taaffe, Robert T. *Signal boxes of New South Wales, Volume 2* Gazetteer Illawarra, Metropolitan, Tramways, 2019, p180-181

Mountains Heritage, March 2021, *Sydney Terminal Area Reconfiguration, Historical Archaeological Impact Assessment and Research Design*, report prepared for Transport for NSW.

1.25 SY0025 (Devonshire Street Cemetery)

Item Details	
Year of construction:	1819
Alternative names:	Sandhills Cemetery (part of), Devonshire Cemetery (part of)
Modifications (with years):	Unknown
Function:	Burial Ground
Construction materials:	
Demolished/removed (year):	1901 (note not all remains were removed)

Historical Summary

In 1818, Governor Macquarie reserved land on Devonshire Street for use as a cemetery, with specific allotments for various religious denominations. The land was originally in a remote location relative to the heart of the city and was necessary due to the Sydney Burial Ground reaching capacity. In June 1819 tenders had been called to construct a wall 4ft 6in high to enclose the grounds. In September 1819 the first internment took place. The Devonshire Street Cemetery was officially opened and consecrated in January 1820. The conditions are mostly summarised as follows: that no vaults or graves could be interned without the knowledge of the chaplain on duty; that vaults would be a uniform length and in one uniform line, but of various widths; that grave descriptions/stones be place uniformly in line with limited distance between graves; and that a register be kept of each person interned and the date and location of their grave.

The burial ground was originally Anglican, but by 1820 there was a Hebrew section of the Devonshire Street Cemetery, with other denominations to follow. By 1836, there were seven burial grounds within the Devonshire Cemetery site, totalling 11 acres. A larger extent of sandstone and brick wall had been erected. By the 1840s, the Devonshire Street Cemetery was close to capacity. In 1839, the eastern wall of the protestant section had apparently collapsed, likely due to the excavation of Elizabeth Street as part of the lowering of the street which ran over a sand ridge. The damage this caused to graves and headstones is contended.

In the 1860s, the growth of Sydney meant the land within Devonshire Street Cemetery was under pressure, due to both the value of the land and the fact that it was at capacity and posing a health risk. Approximately 30,000 burials were contained in the cemetery within grave plots and vaults. The Sydney Burial Grounds Act 1866 prohibited burials within the City of Sydney from January 1867, closing the Devonshire Street Cemetery. In June 1880 a new morgue had been established in Devonshire Street Cemetery, and a cottage for the morgue keeper Edward Bloomfield in 1883. The Cemetery was not well-maintained, and in 1899 a fire occurred in the cemetery, fuelled by the weeds which had been allowed to overgrow.

In December 1900, the City Railway Extension (Devonshire-street) Act was passed, allowing the acquisition of the named cemetery for use in expanding the railway terminus at Sydney located on the other side of the road. It would appear that initially, little thought or financial provision was put forward for the logistics of the removal and reinternment of the bodies in the future.

In January 1901 a board was formed to deal with applications for reinternment from the relatives of those interred in the Devonshire Street Cemetery. In the same month, the government issued notices requiring relatives to remove remains and monuments within two months. Those unclaimed would be reinterred at Botany Cemetery.

In February 1901, boring machines were already being utilised to test the soil for station works in the cemetery. A galvanized iron fence was erected in March to prevent public intrusion into the exhumation works. Exhumations took longer than anticipated, until the end of May 1901. Mass exhumation was to commence in June 1901 but was delayed by the construction of the tramway (needed to transport stone, iron gates and bodies from the cemetery) and

delays in the consecration of the new Botany Cemetery. Trenching appears to have taken place from July-September. Following this, the brick walls were taken down and the sand hills of the cemetery excavated. Substantial excavation was required to lower the sandhills and underlying shale to create a level grade (top 6ft or more).

Archaeological notes

Following the exhumation of bodies from the burial ground, a large amount of the area of the cemetery was excavated to create a level grade. This removed earth/sandhills and underlying shale to a depth of 6ft or more on the crest of the ridge. These works, carried out in 1901 for the station re-development, likely removed the majority of archaeological evidence related to the burials, and associated vaults, headstones, fencing and structures on the site.

However, in 2019 about 70 graves, 6 vaults as well as human remains were found withing the footprint of the Sydney Metro CSM Station Box footprint. These remains are from the Congregational Section of the Devonshire Street Cemetery. They were located in an area approximately 50m north east from the line of the Devonshire Street Tunnel. It was clear that burials extended under Platform 12 and Platform 16 but the nature and extent of these was not explored as they were outside the Station Box. The remains within the Station Box footprint were removed along with a deposit of grey sand representing the exhumation works which also contained human remains.

Archaeological Potential

High Potential

Assessment of significance

The archaeological remains from the Devonshire Street Cemetery are of State Significance. In response to Bickford and Sullivan's questions about research potential,[51] the remains of the Devonshire Street Cemetery have the potential to contribute knowledge that no other resource and site can about the cemetery and the people interred, as well as answer specific questions relating to the development of the cemetery and burial practices during the 19th century in NSW.

Level of Significance

State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

A detailed a comprehensive archaeological management plan will need to be prepared for all work in this area below the level of the existing railway track. This would outline procedures for undertaking any salvage archaeological work related to the discovery of human remains.

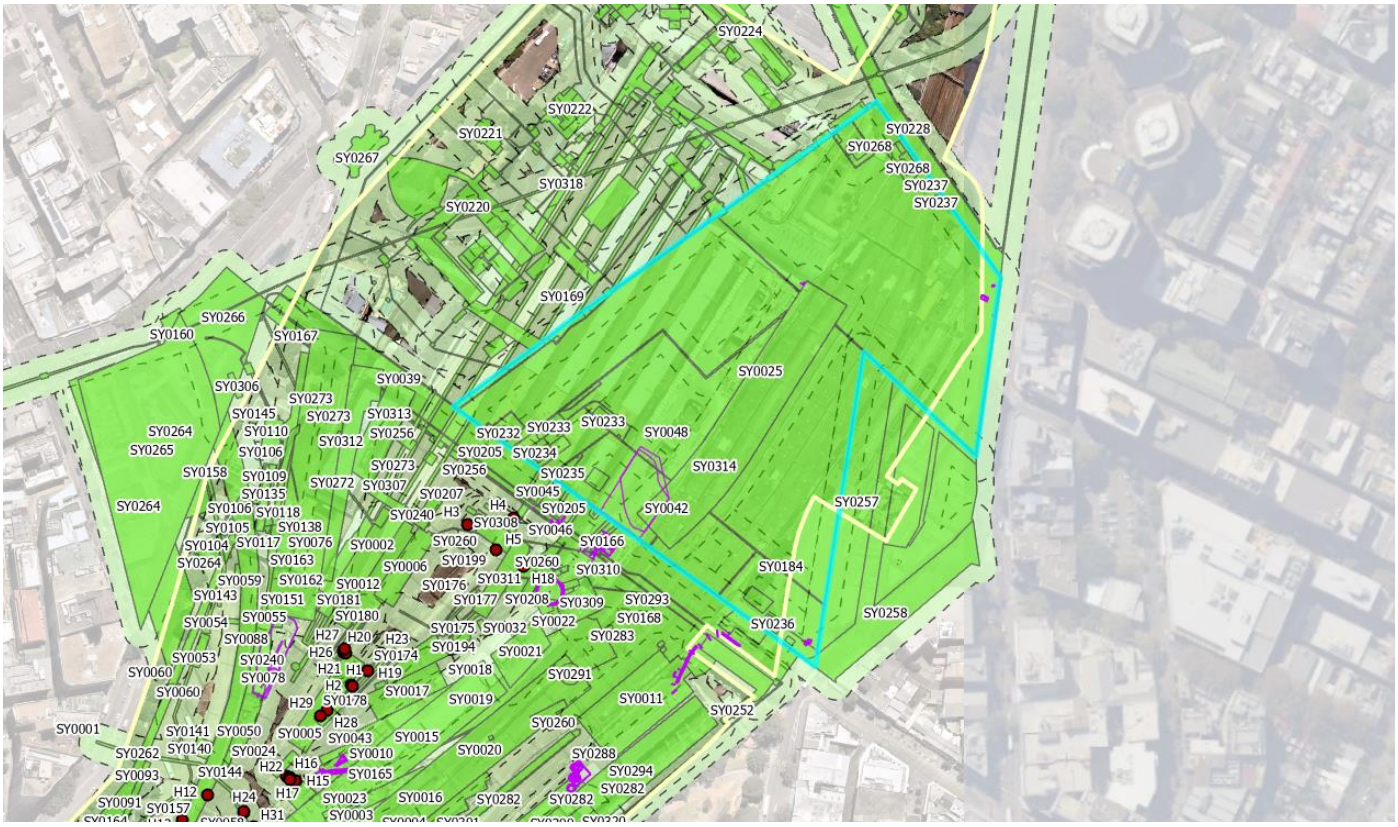
Appropriate permits to Exhume would need to be obtained from NSW Health.

In addition, the NSW Coroner would need to be advised and asked whether they had an interest.

[51] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Sydney Metro Exhumation Management Plan V3 gives a comprehensive guide to how these matters should be addressed.

Item Location



Key Images



Figure 103. Devonshire Cemetery Layout, 1901. Source: Parish of St Lawrence, County of Cumberland Plan", MS 2166-3000'. 1901 (annotated by Artefact)



Figure 104. Undated view of Devonshire Cemetery. Source: SLNSW. Dixson Library, State Library of New South Wales (images joined by Wayne Hill)



Figure 105. 1902 view of Devonshire Cemetery. Source: State Archives. 1902. *Devonshire Street Cemetery in 1901*. ID 17420_a014_a0140000258



Figure 106. Second phase of trenching looking towards the corner of Elizabeth Street and Railway Place, 1901. Source: SLNSW. 470. *[Excavations for Central Railway Station with Elizabeth Street behind].* Box 15: Royal Australian Historical Society : photonegatives, ca. 1900-1910. FL8960895

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

NSW Heritage Office. *Skeletal Remains: Guidelines for the Management of Human Skeletal Remains under the Heritage Act 1977*. NSW Heritage Office, 1998.

Mitchell, Piers D., and Megan Brickley, eds. *Updated Guidelines to the Standards for Recording Human Remains*. Charted Institute for Archaeologists, 2017.

Westman, A., ed. *Archaeological Site Manual*. Ed. 3. Museum of London, 1994, Section 3.5.1.

William M. *Human Osteology: A Laboratory and Field Manual*. 4th ed. Columbia: Missouri Archaeological Society, 1995.

1.26 SY0032 (Coal Stage, Number 10 Platform)

Item Details	
Year of construction:	Pre 1925
Alternative names:	Coal Chute, Coal Stage
Modifications (with years):	New cover to chute 1958
Function:	Replenishing coal for locomotives
Construction materials:	Welded metal axles, wheels, brackets, bolts, concrete and mortar surfaces
Demolished/removed (year):	Unknown, likely 1970s

Historical Summary

The construction date of the coal chute and stage at the end of Platform 10 is unknown, however a coal stage was located in the area from at least 1925 and probably earlier. The coaling stage would have been constructed c.1906 when Central Station opened. In 1958, a new cover was provided for the chute. The date of demolition or removal of the coal stage and chute is unknown, however it is likely to have occurred by the 1970s with the disuse of steam locomotives.

Archaeological notes

Remnants of the coal chute would consist of metal axles, wheels, brackets and bolts, and concrete and mortar surfaces. The extent of demolition (if any) following the disuse of steam locomotives from the 1970s is not known but presumably the footings of the coal stage may survive

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for local significance as evidence of infrastructure related to the third and latest phase of development of Sydney/Central Station. In this case the coal stage if complete would have demonstrated the means of rapidly replenishing the coal supplied for locomotives. The structure has limited research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[52] the remains of the coal stage have limited potential to contribute knowledge that no other resource and site can about the third phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

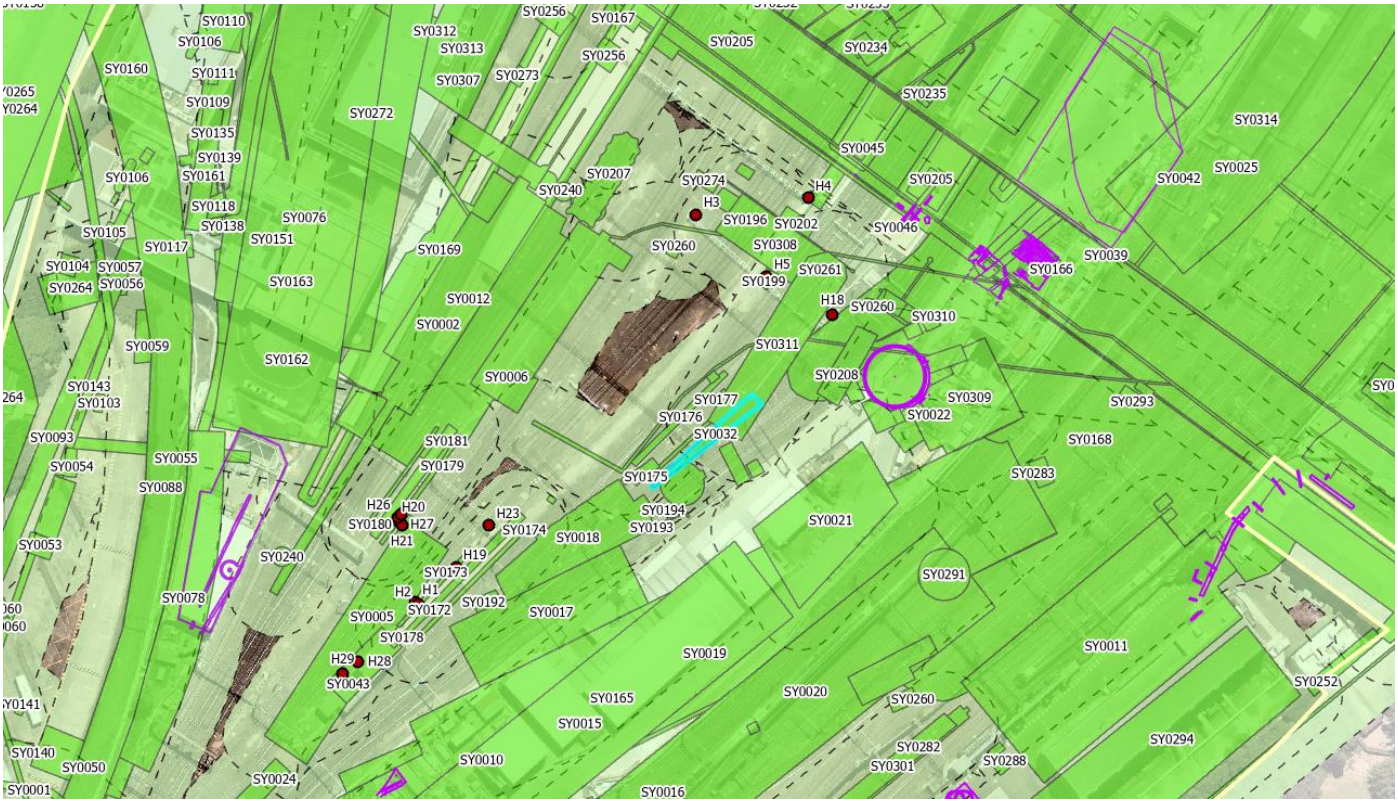
Local

[52] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

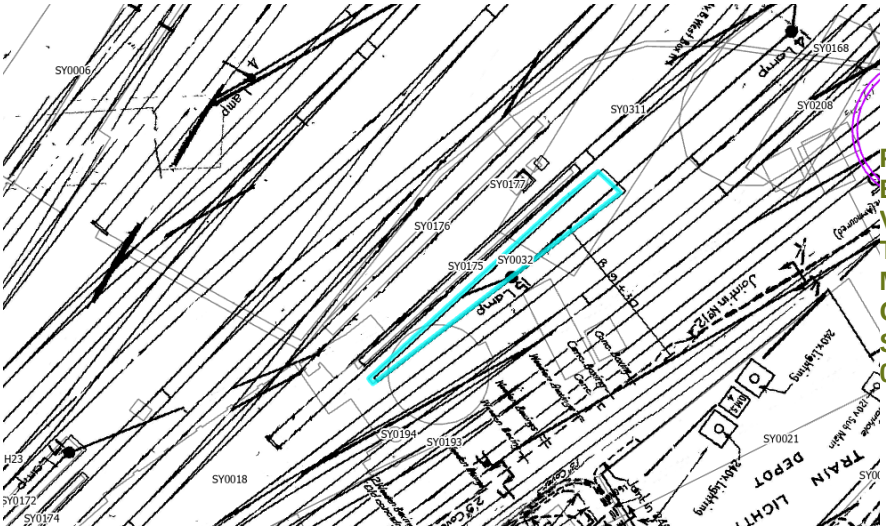


Figure 107. 1925 N.S.W.G.R. Chief Electrical Engineers Office High Voltage Cables Concentric and Telephone Cables Central to Macdonaldtown plan by N.S.W.G.R. Chief Electrical Engineer's Office Source: Sydney Trains VPR, EDMS EL 0045989.

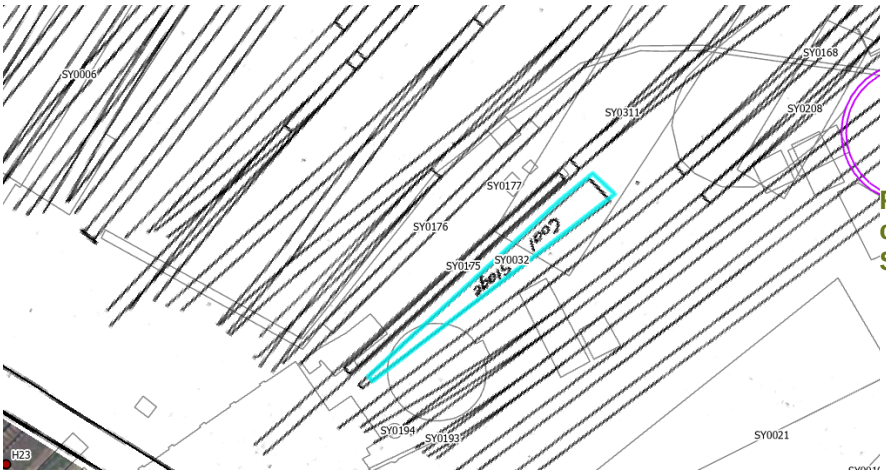


Figure 108. Plan showing location of coal stage and likely chute dated 1939. Source: Sydney Trains VPR

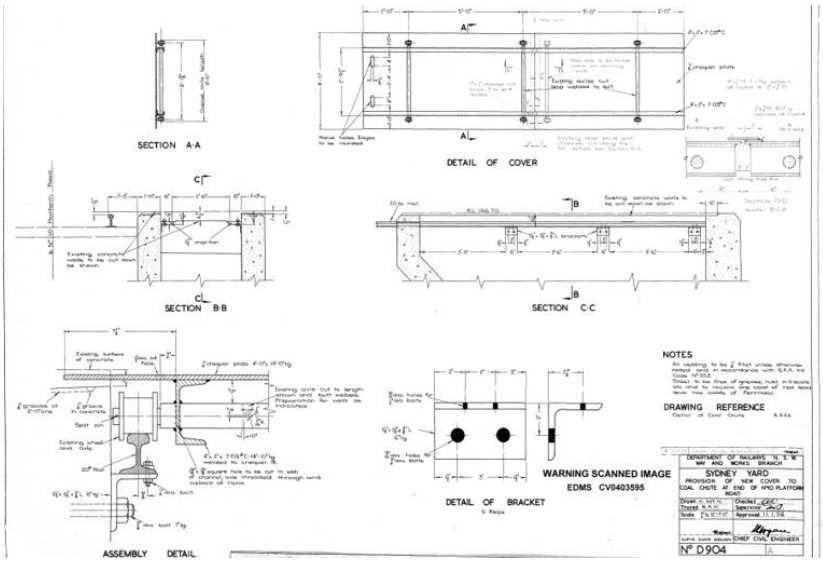


Figure 109. Sydney Yard Provision of new cover to coal chute at end of Platform 10. Source: Sydney Trains VPR

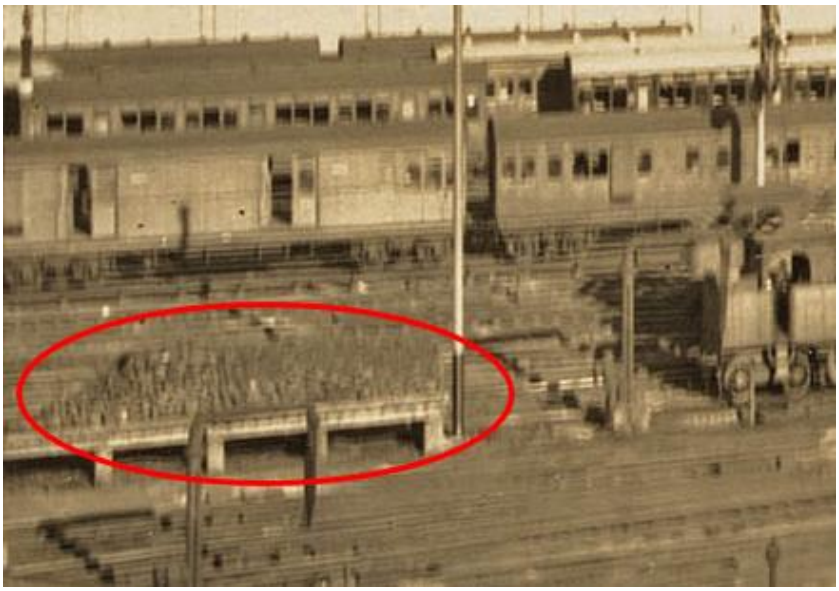


Figure 110. Coal Stage in 1916, cropped photo. Source: SLNSW . Bradfield, J. J. C. *14v. Panorama of Central Yard. Looking S.E. Taken from Bowens Building. 10/7/1916.*"The City Railway, Photographs, 1915-1922 , Sydney Yard 10th July 1916." FL8961185

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

1.27 SY0037 (High Tension Cable Tunnel for Prince Alfred Substation)

Item Details	
Year of construction:	1924
Alternative names:	High Tension Cable Tunnel
Modifications (with years):	Unknown
Function:	Provide tunnel/trenching for cabling connecting Prince Alfred Substation (PAS) to the yards
Construction materials:	Trenches, partially lined with concrete, electrical wiring and cabling
Demolished/removed (year):	Extant

Historical Summary

In line with the construction of the Prince Alfred Substation in 1924 to power the electrification of the railway, a high-tension cable tunnel was created to facilitate the connection of the yards and associated signalling and infrastructure to the new electricity source. The tunnel appears to have comprised a deep trench approximately 6ft wide and up to 15ft deep in some places, partially protected by a concrete slab to the floor of the tunnel and a cover (of unspecified material) to the top, with shelving for cabling within. It is still extant.

Archaeological notes

The tunnel is still extant but has not been surveyed. Remnants of the cable tunnel may include evidence of the concrete base, shelving and coverings to the tunnel.

Archaeological Potential

Moderate Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for local significance as evidence of infrastructure related to the third and latest phase of development of Sydney/Central Station. The tunnel was critical to the electrification program and there are records of the tunnel and the nature of the cables in the tunnel to carry the HV power from The Ultimo Power Station to the Prince Alfred Substation. The structure has some research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[53] the remains of the tunnel have some potential to contribute knowledge that no other resource and site can about the third phase of Sydney Station, as well as answer broader questions relating to the electrification of transport infrastructure in NSW.

Level of Significance

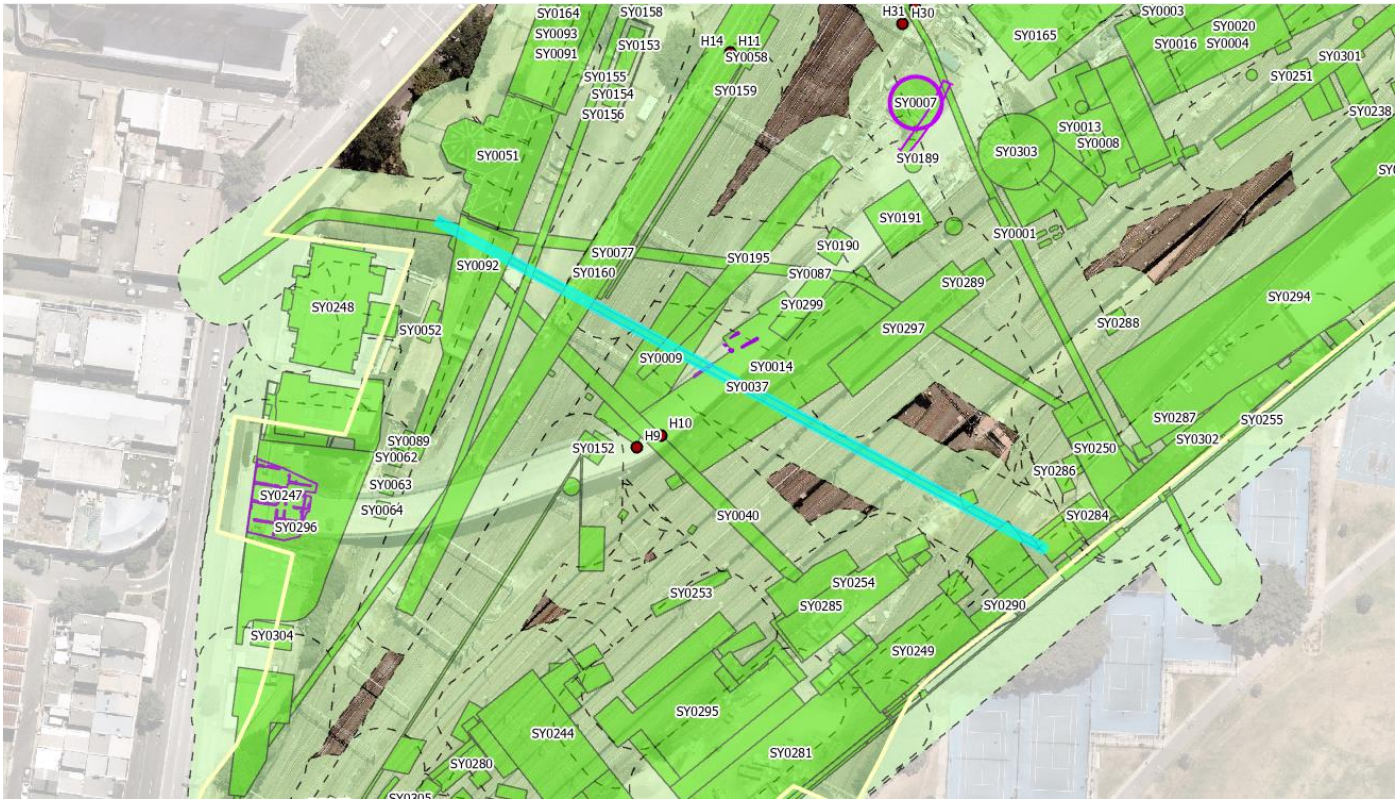
[53] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

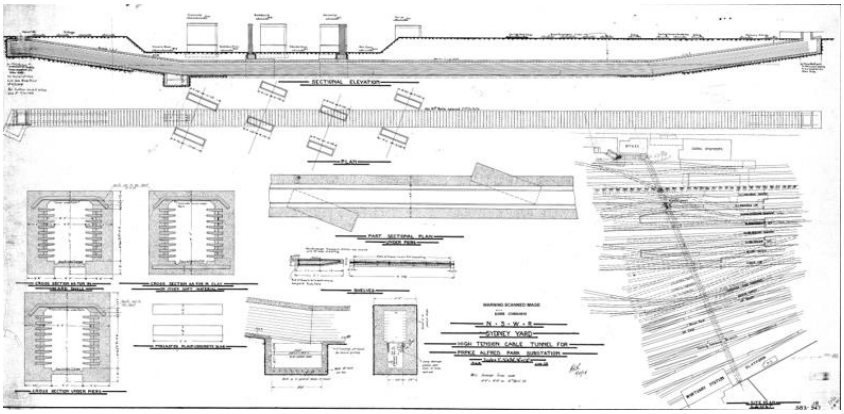


Figure 111. Sydney Yard High Tension Cable Tunnel for Prince Alfred Substation. Source: Sydney Trains VPR.

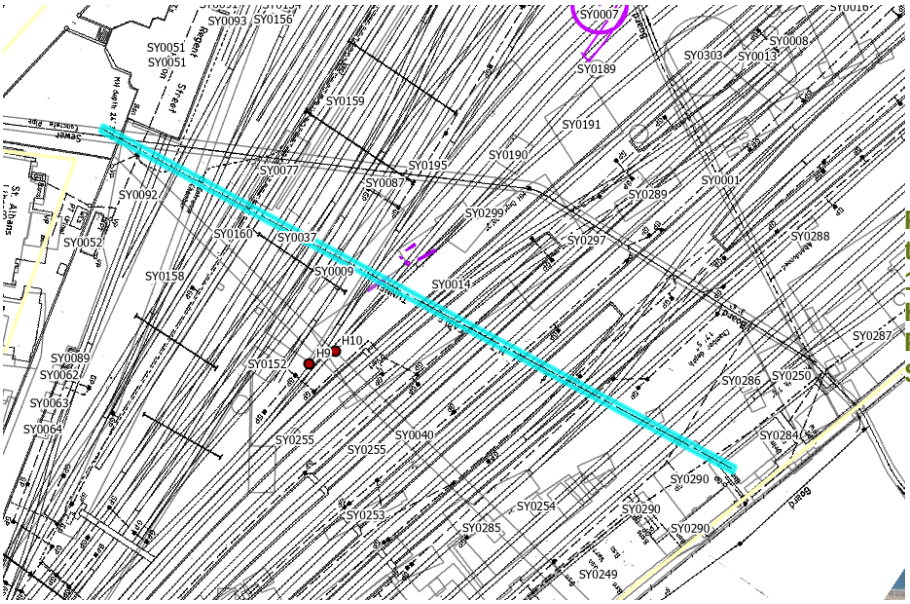


Figure 112. The location of the high tension cable tunnel as shown on a 1992 plan. Source: N.S.W.R. Sydney High Tension Cable Tunnel For Prince Alfred Park Substation. Sydney Trains VPR.

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

Myers, Walter Harold. " *Electrification of Sydney and Suburban Railways: Iv*." Transactions of the Institution of Engineers, Australia 7 (1926): 384-494.

Notes

Runs from the south-west of Mortuary Station roughly south to the former office and workshops in the Chalmers Street Triangle area. Also appears on the 1950 City of Sydney Detail Sheet 3847, 1954/1992 Sydney Yard Underground Services map and the 1939 Sewerage Amplification Plan. Includes an entrance chamber near the north-western end.

1.28 SY0039 (Devonshire Street Passenger Subway)

Item Details	
Year of construction:	1902
Alternative names:	Sydney Central Station Passenger Subway, Devonshire Street
Modifications (with years):	Eastern entrance altered c.1925, further alterations to eastern entrance in c.1977-79
Function:	Provide subterranean connection to Devonshire Street
Construction materials:	Stone, brick walls, asphalt concrete and expanded metal
Demolished/removed (year):	Extant

Historical Summary

In 1902, as part of the third and final Sydney Central Station redevelopment, works began to construct a Passenger Subway underneath the new suburban platforms to provide access to Devonshire Street. It was 250ft (81m) long. Works were complete for the opening of the new station in 1906. By c.1925, the originally curved eastern entrance was realigned. The eastern entrance was further altered during the final phase of the construction of the ESR c.1977-1979.[54]

Archaeological notes

Still extant. In addition to the subway, drainage and electricity routes leading to the subway, as well as fill and disturbed or reinforced layers associated with the construction works for the subway, are likely to be extant.

Archaeological Potential

High Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for *state* significance as evidence of a functional and utilitarian structure related to the third and latest phase of development of Sydney/Central Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[55] the remains of the Devonshire Street Passenger Subway have the potential to contribute knowledge that no other resource and site can about the third phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

[54] Artefact Heritage, 2020. *DRAFT Excavation Directors Report: Sydney Metro City & Southwest Central Station*. August 2020, p. 66.
[55] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

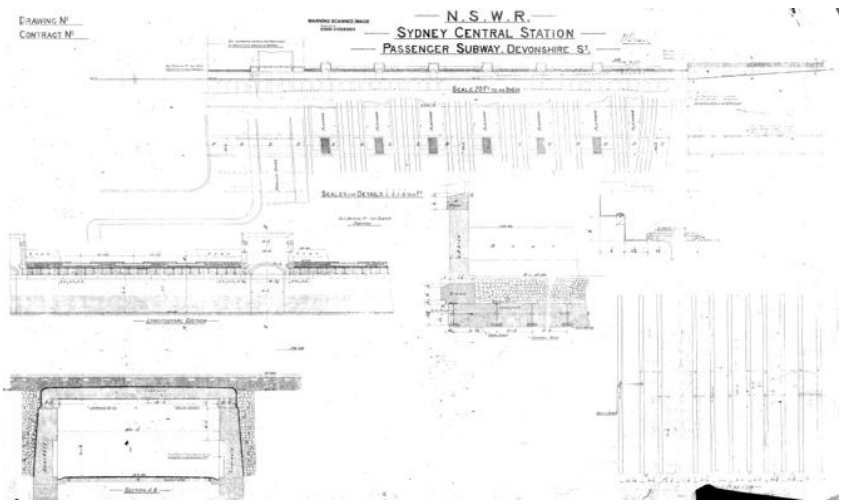


Figure 113. Passenger Subway Devonshire Street, Sydney Central Station. Source: Sydney Trains VPR.

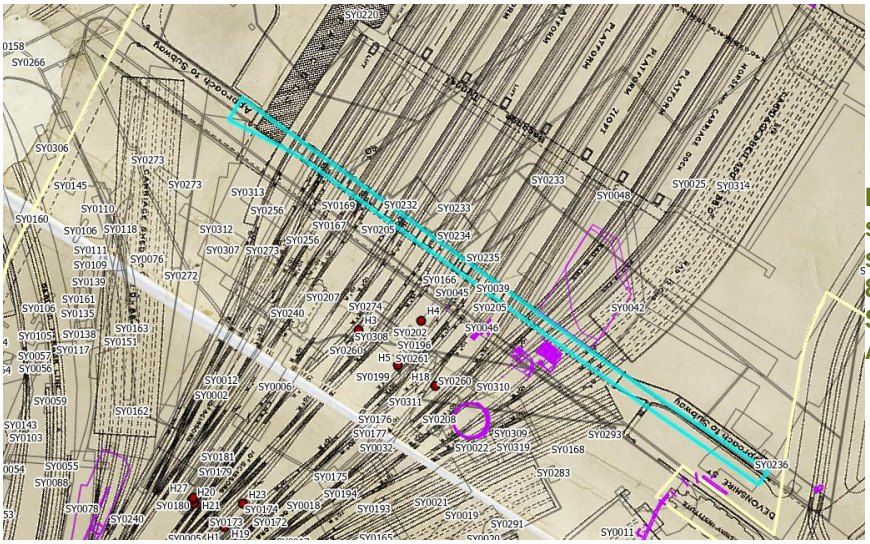


Figure 114. 1903 Central Station map, showing the location of the passenger subway. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

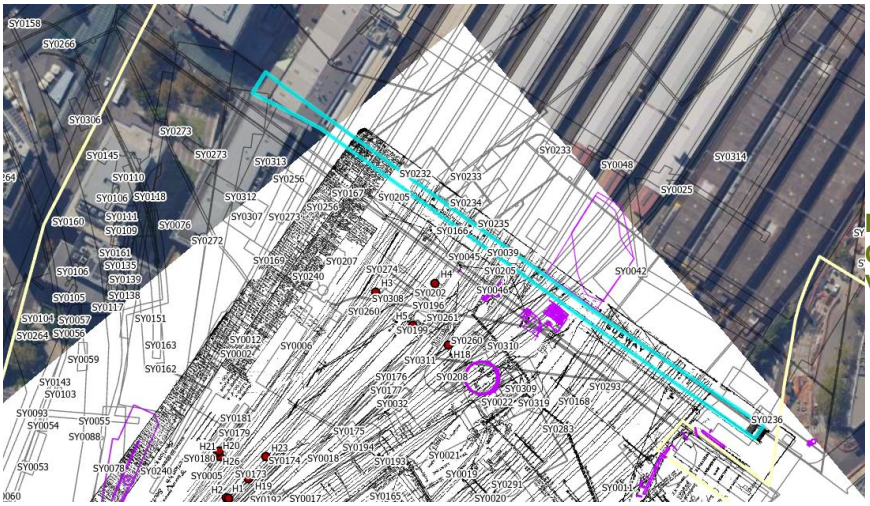


Figure 115. c.1925 High Voltage map of Central Station. Source: Sydney Trains VPR.

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

1.29 SY0040 (Connected Signal Section Hut, Telephone Branch and High Pressure Cable Tunnel to Mortuary Station)

Item Details	
Year of construction:	1938
Alternative names:	Signal Section Hut, Telephone Branch and High Pressure Cable Tunnel, High Tension Tunnel, High Voltage Tunnel
Modifications (with years):	Unknown
Function:	Provision and maintenance of signalling and communications utilities, and electricity connection to Mortuary Station
Construction materials:	Unknown; assumed simple corrugated iron or brick huts and tunnel with possible concrete base, cable shelving and cover
Demolished/removed (year):	Unknown

Historical Summary

In 1938, it appears that a new High Tension Cable Tunnel was constructed to connect Mortuary Station to the yards (and likely subsequently to the main Prince Alfred Substation). At the same time, an additional signal section hut and telephone branch were constructed and connected to the tunnel.

Archaeological notes

It is not known whether the signal hut, telephone branch and high pressure cable tunnel are still extant. However, archaeological evidence of the structures could include remnants of the tunnel including concrete base, cover and cable shelving, and the footings or associated utility trenches related to the signalling hut (signalling cabling) and the telephone branch (communications cabling).

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible remains would be unlikely to reach the threshold for local or State significance as evidence of a functional and utilitarian structure related to the third and latest phase of development of Sydney/Central Station. The structure has limited research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[56] the remains of the cable tunnel have limited potential to contribute knowledge that no other resource and site can about the third phase of Sydney Station, as well as answer broader questions relating to the electrification of transport infrastructure in NSW.

Level of Significance

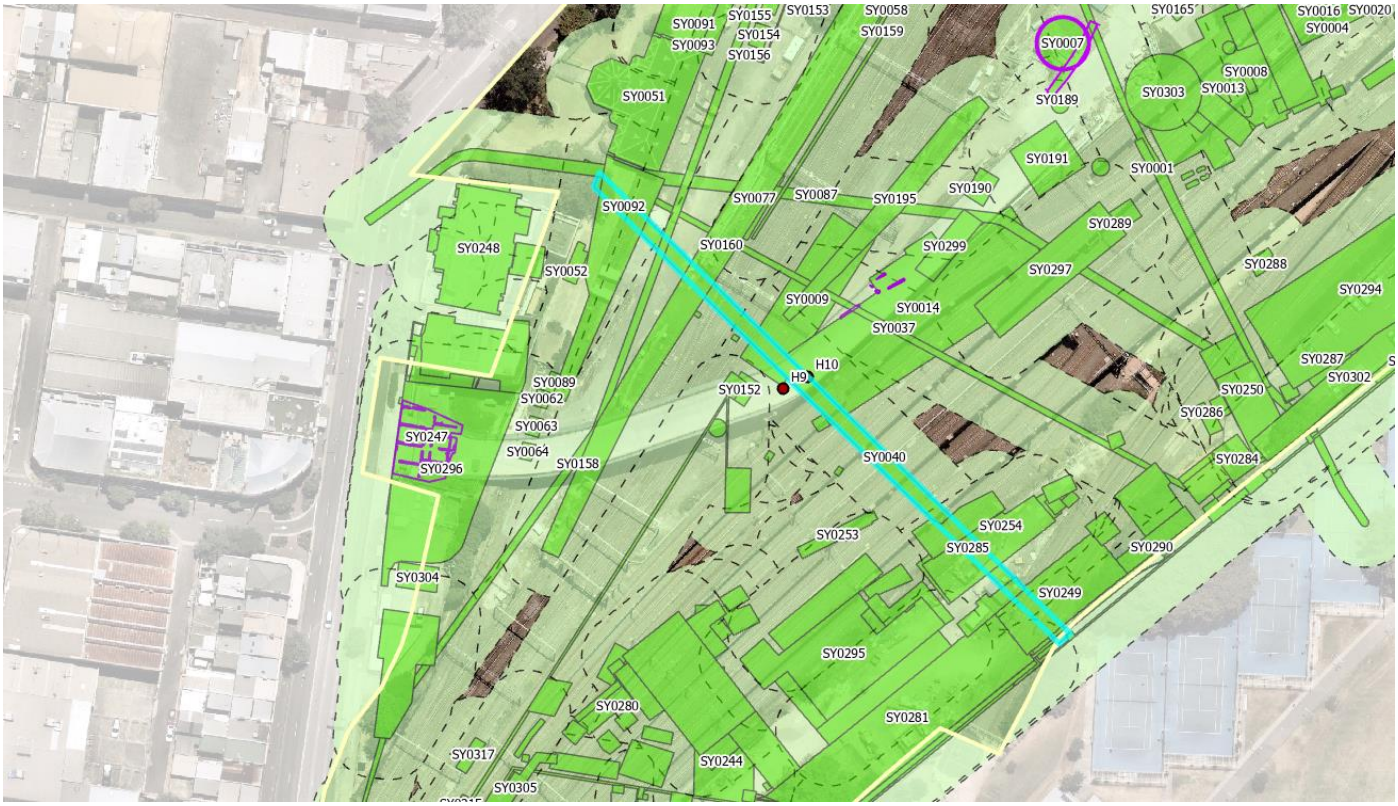
[56] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Nil

Management

D - Note then remove: The item may be removed under the supervision of a qualified archaeologist, who must note and report the impact.

Item Location



Key Images

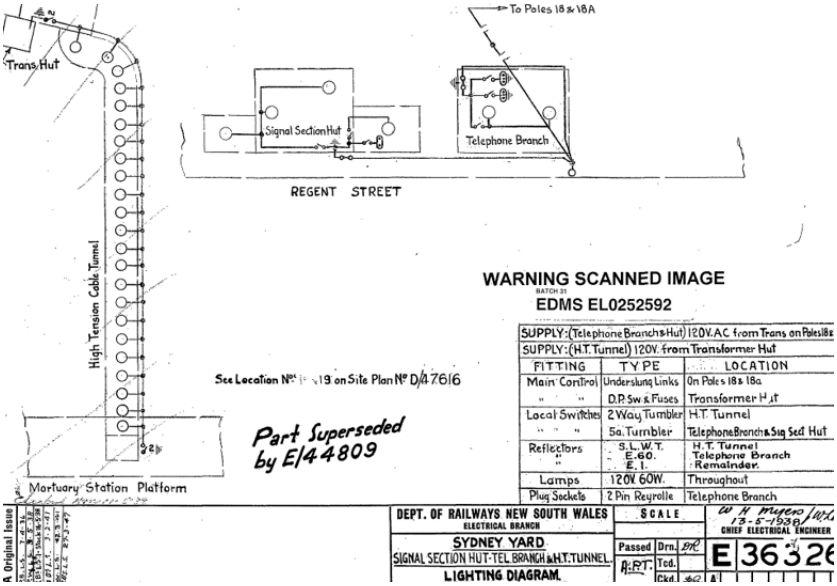


Figure 116. 1936 Sydney Yard Signal Section Hut, Telephone Branch and High-Tension Tunnel. Source: Sydney Trains VPR

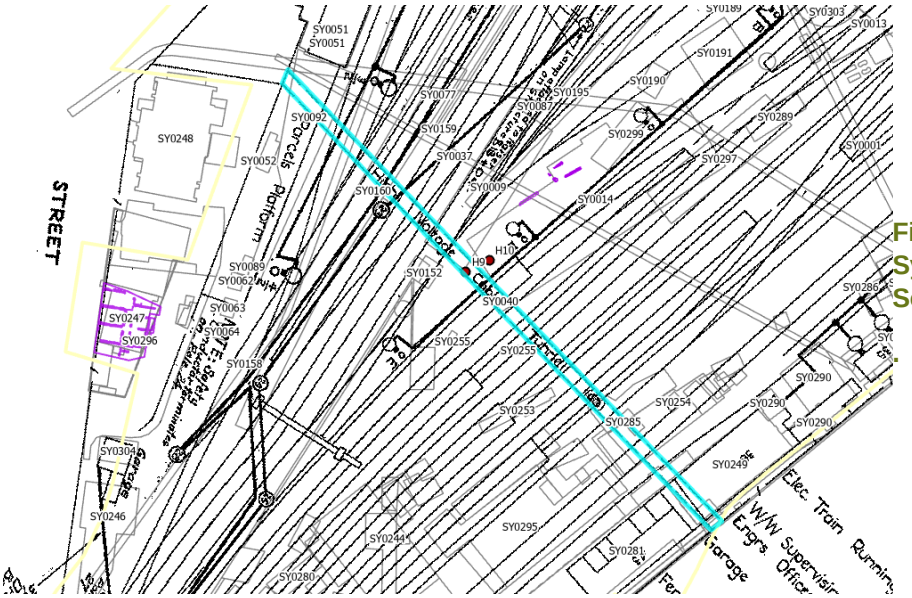


Figure 117. 1953 lighting plan of Sydney Yard, showing the tunnel. Source: Sydney Trains VPR

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

1.30 SY0042 (No 8. Manhole)

Item Details	
Year of construction:	Pre-1939
Alternative names:	Manhole to cable tunnel
Modifications (with years):	Unknown
Function:	Provided access to subterranean cable tunnel
Construction materials:	Assumed metal cover and trenching/tunnelling connected to cable tunnel
Demolished/removed (year):	Unknown,

Historical Summary

A cable tunnel was extant by 1939, north of the end of platform 15. The No 8 Manhole is indicated in a 1939 map of the Sydney Station Yards to provide access to this cable tunnel, assumed to lead to the Prince Alfred Substation

Archaeological notes

It is not known whether the manhole and cable tunnel were demolished and functionally replaced or if they are still extant. Remnants of the cable tunnel may include evidence of the concrete base, shelving and the assumed metal covering to the manhole connected to the tunnel.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible remains would be unlikely to reach the threshold for local or state significance as evidence of infrastructure related to the third and latest phase of development of Sydney/Central Station. The structure has limited research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[57] the remains of the manhole would have limited potential to contribute knowledge that no other resource and site can about the third phase of Sydney Station, as well as answer broader questions relating to the electrification of transport infrastructure in NSW.

Level of Significance

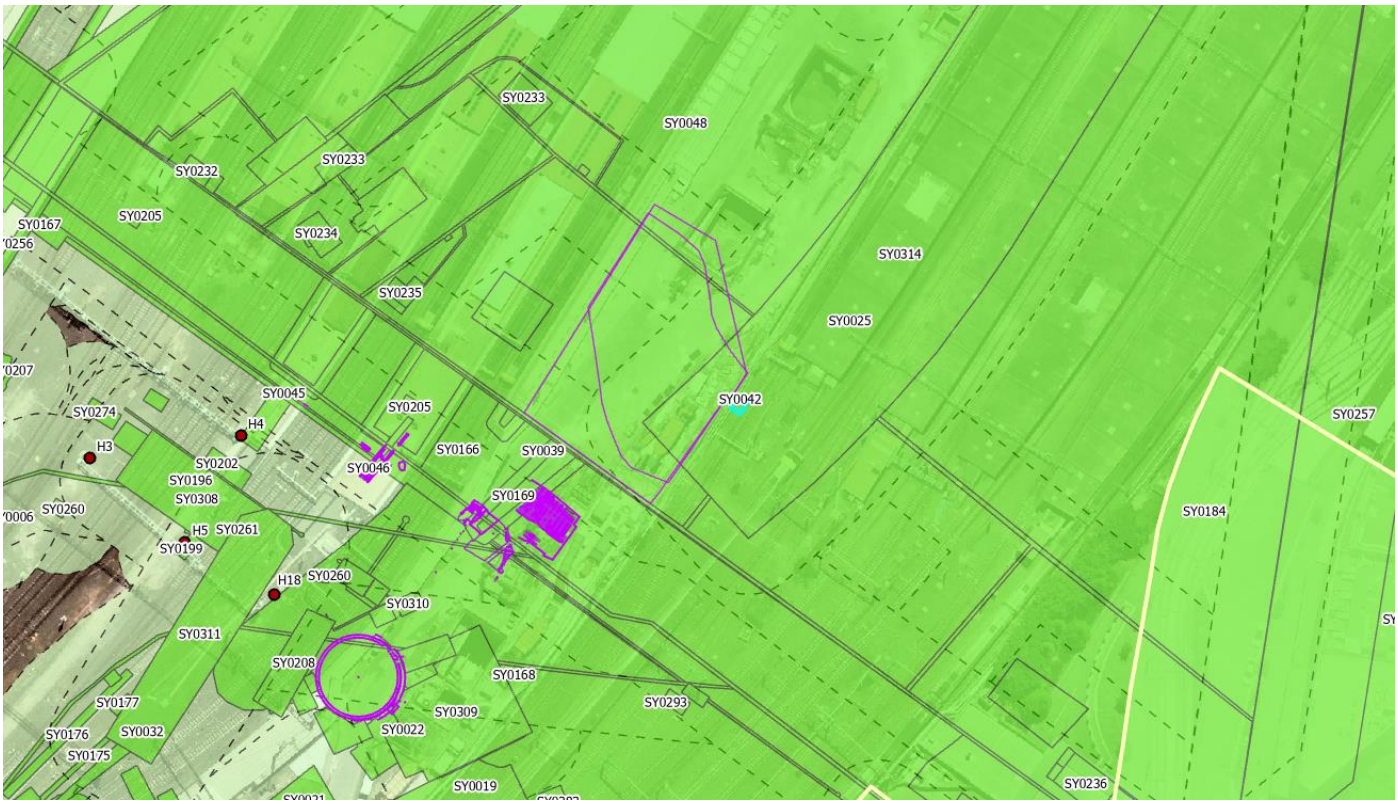
Nil

Management

E - No action required. The item may be removed or impacted without archaeological supervision or reporting.

[57] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Item Location



Key Images

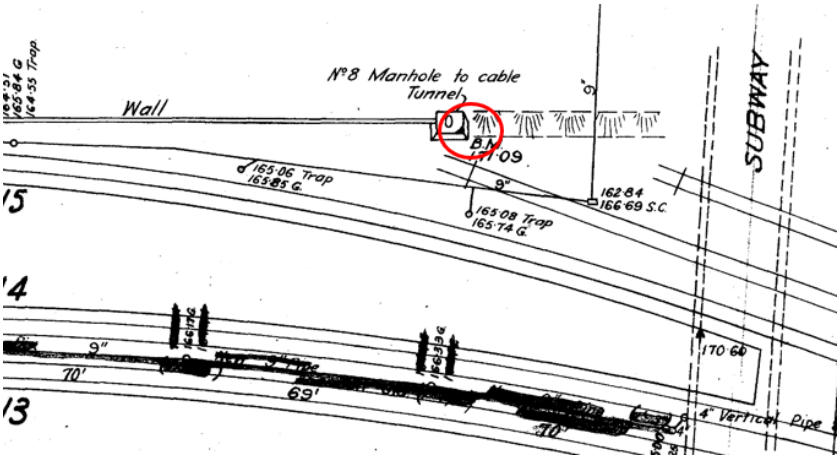


Figure 118. Zoomed inset of Sydney Station Yard map 1939. Source: Sydney Trains VPR

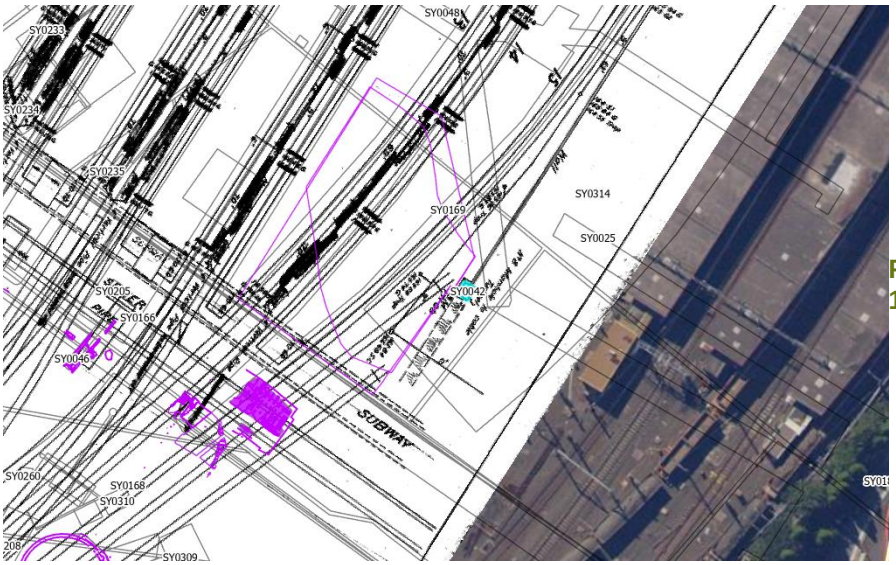


Figure 119. Sydney Station Yard map 1939. Source: Sydney Trains VPR

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

1.31 SY0043 (Yard Controller building)

Item Details	
Year of construction:	Extant by 1948
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Accommodation for yard controller
Construction materials:	Unknown
Demolished/removed (year):	Unknown

Historical Summary

A yard controller was extant in Sydney Yard by 1948. It is assumed to have been a lightweight utilitarian building which provided temporary accommodation for the yard controller, limited amenities and storage.

Archaeological notes

It is not known when the yard controller building was removed or demolished. Given the temporary nature of the building, foundations are unlikely to have been substantial. Evidence of associated utilities such as signalling, electricity and water connections may survive.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian structure related to the third and latest phase of development of Sydney/Central Station. The structure has limited research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[58] the remains of the Sydney Yard signal box have the potential to contribute knowledge that no other resource and site can about the third phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

Local

Management

[58] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

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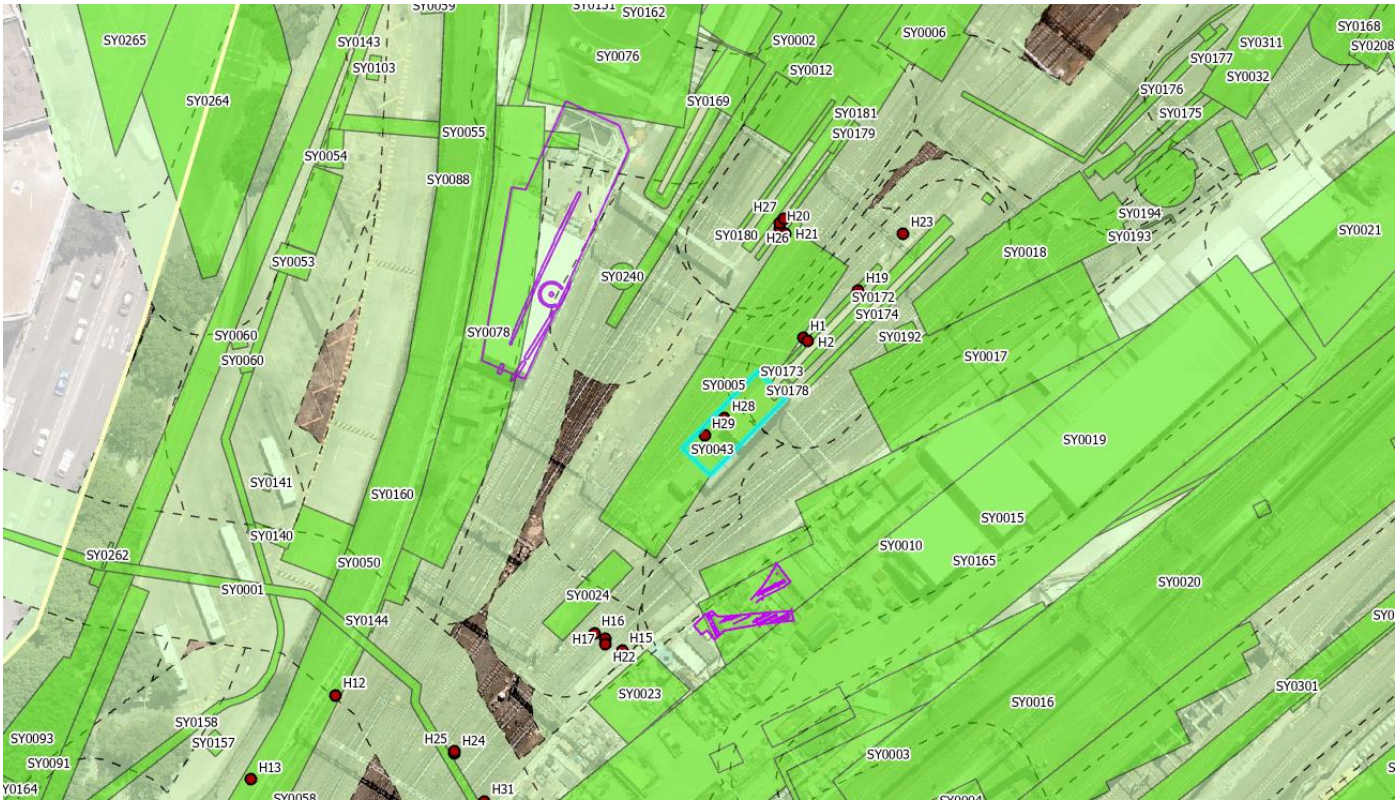
Item Location



Key Images

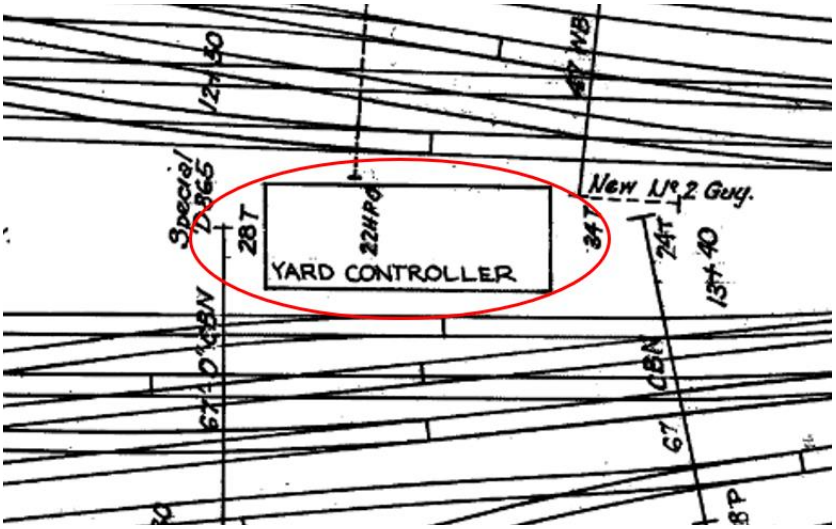


Figure 120. Excerpt of Sydney Yard electrification, complete layout plan of OHW Masts and structures. Dated 1948, e.d. 1956. Source: Sydney Trains VPR

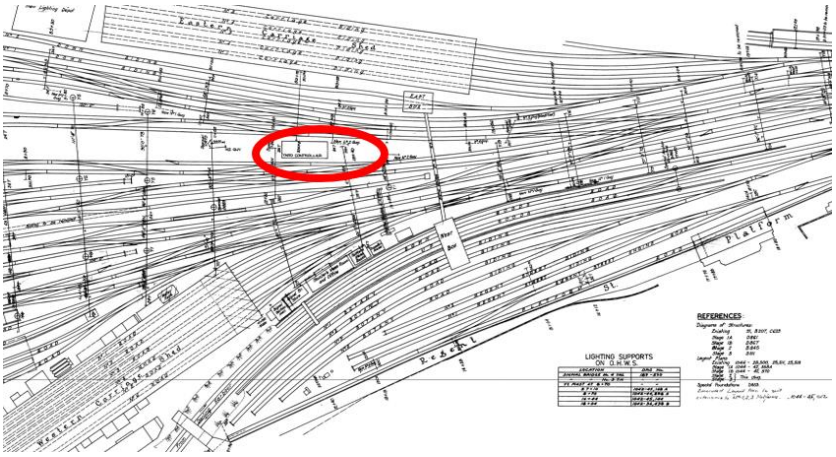


Figure 121. Sydney Yard electrification, complete layout plan of OHW Masts and structures. Dated 1948, e.d. 1956. Source: Sydney Trains VPR

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

1.32 SY0045 (Locomotive Examiners Office)

Item Details	
Year of construction:	Pre-1938
Alternative names:	Loco Examiners Office, Mechanical Branch Amenities
Modifications (with years):	Lavatories modified 1938
Function:	Facilities for Locomotive Examiners and associated staff
Construction materials:	Possibly weatherboard based on 1938 plan, brick chimneys shown
Demolished/removed (year):	Unknown

Historical Summary

Sometime prior to 1938, a locomotive examiner's office was erected at the end of platforms 8 and 9. In 1938, plans show that the lavatories of that building were modified. The building was modified again in 1948 to incorporate toilets. In the 1987 CMP, the building is labelled as the Mechanical Branch Amenities. The date the building was removed or demolished is unknown, but it was extant into the 1990s.

Archaeological notes

Remnants of the Locomotive Examiners office may include brick or stone footings and foundations, including those of the 2 brick chimneys shown on plans. Associated infrastructure and trenching related to lighting, drainage, sewerage and other utilities may also be present. It is difficult to see what further information could be obtained by extensive archaeological work on this site.

Remains of this structure were located by Sydney Metro CSM and by MTMS 2 (H4). MTMS 2 investigation identified a brick footing and remnant tiled floor surface, likely associated with a former bathroom.[59]

Archaeological Potential

Moderate Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian structure related to the third and latest phase of development of Sydney/Central Station. Following identification of a portion of this item during MTMS 2, Mountains Heritage assessed the remains (H4) as likely to meet the threshold for local significance only, under criterion (a) for its contribution to our understanding of the history and evolution of buildings within the Sydney Yard.[60] The structure has some research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[61] the remains of the Locomotive Examiners Office have some potential to contribute knowledge that no other resource and site can about the third

[59] Mountains Heritage, 2021. *More Trains More Services – Sydney Terminal Area Reconfiguration Historical Archaeological Impact Assessment and Research Design*. Report prepared for Transport for NSW, March 2021, p. 22.
[60] Mountains Heritage, 2021. *More Trains More Services – Sydney Terminal Area Reconfiguration Historical Archaeological Impact Assessment and Research Design*. Report prepared for Transport for NSW, March 2021, p. 22.
[61] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

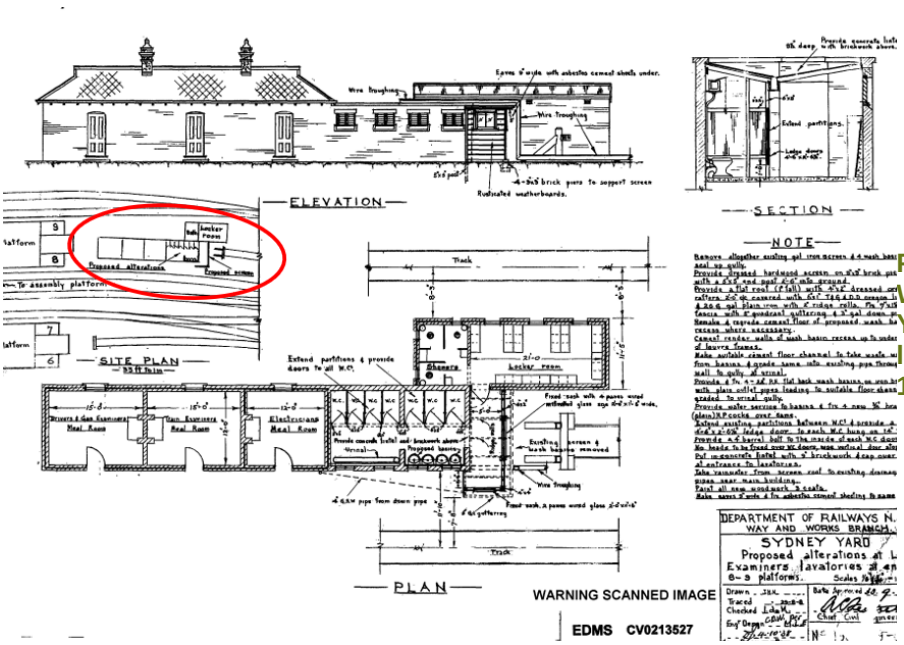


Figure 122. Department of Railways Way and Works Branch – Sydney Yard, Alterations at Loco examiners lavatories and of 8-9 platforms. Dated 1938. Source: Sydney Trains VPR

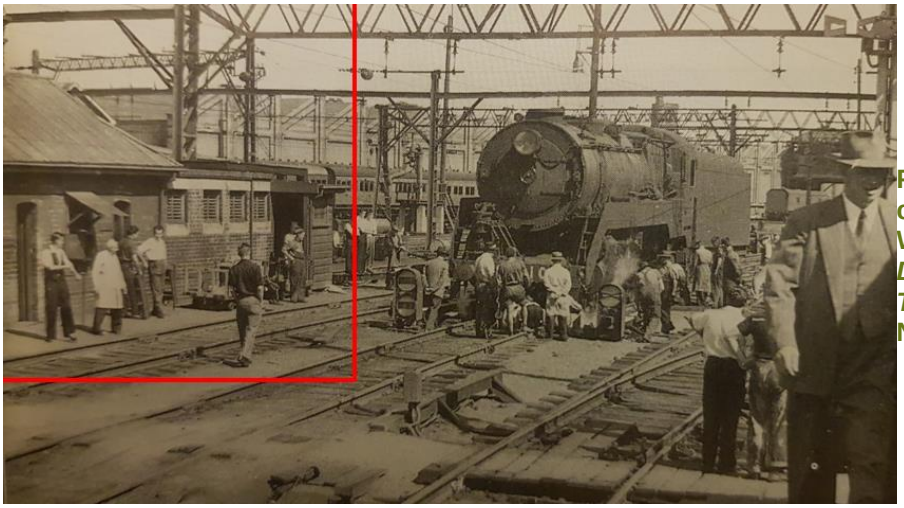


Figure 123. Locomotive Examiners c.1956-1963. Source: Fred Saxon. Wallace, Ian , and Fred Saxon. *Four Decades of Railway Photography : The Fred Saxon Collection.* Matraville, N.S.W: Eveleigh Press, 1995

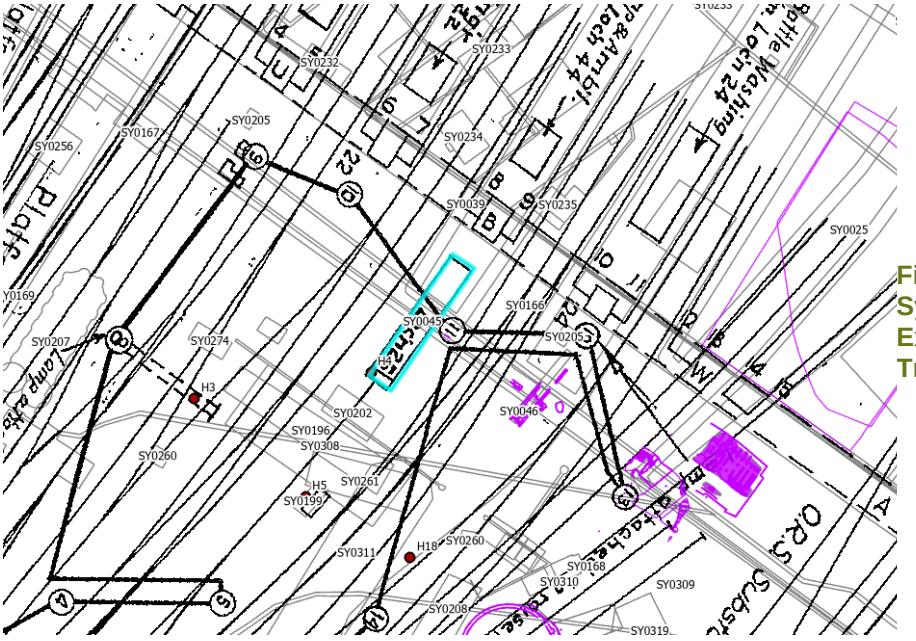


Figure 124. 1953 lighting plan of Sydney Yard, showing the Locomotive Examiners Office. Source: Sydney Trains VPR.

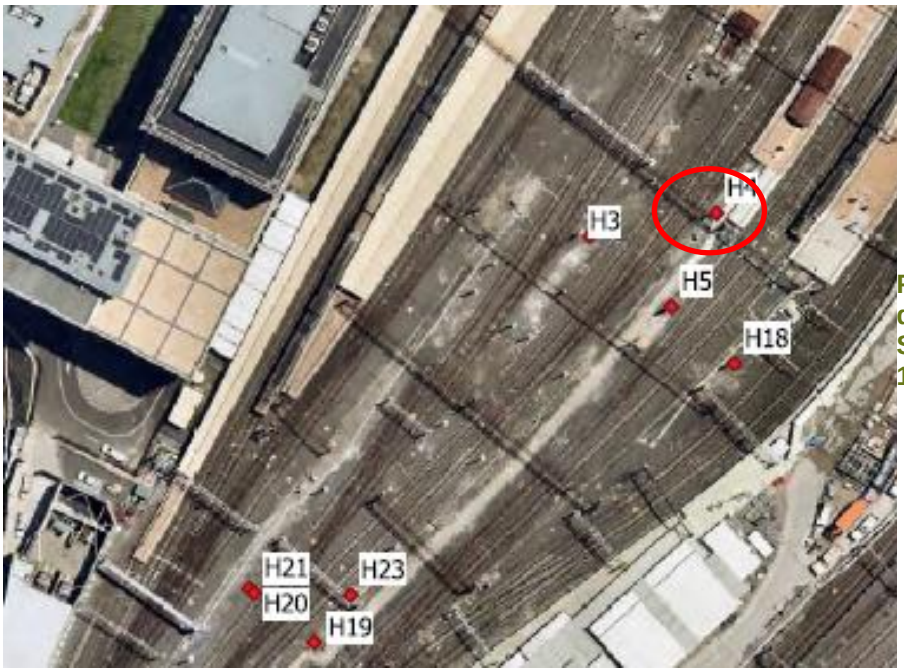


Figure 125. Location of H4, identified during investigate works for MTMS 2. Source: Mountains Heritage 2021, p. 17.

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

Mountains Heritage, 2021. *More Trains More Services, Sydney Terminal Area Reconfiguration: Historical Archaeological Impact Assessment and Research Design.* Report prepared for Transport for NSW, March 2021.

1.33 SY0046 (Engine Pit, Platform 10-11)

Item Details	
Year of construction:	Pre-1921
Alternative names:	Engine pit
Modifications (with years):	Unknown
Function:	Collection of deposited ashes from steam engines
Construction materials:	Brick lines probably to a standard NSWGR design
Demolished/removed (year):	Unknown

Historical Summary

An engine pit is depicted in 1921 map of Sydney Yard, at the end of Platforms 10 and 11. The date the pit was covered over, removed or demolished is unknown, but it is not shown on the 1929 plan of Sydney Yard.

Archaeological notes

Remnants of the Engine pit would include deposits of ash and the bricks used to line the pit, and possibly equipment used to empty the pit. Remains of the engine pit were found during the CSM monitoring excavation, comprising brick foundations on an NNE to SSW alignment.[62] Although much of the pit was removed during this excavation, the northern end of the pit may remain in situ.

The map of SY0046 is the one known location from historical mapping, but similar items may also be identified in other areas of the yard.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for local significance as evidence of infrastructure related to the third and latest phase of development of Sydney/Central Station. The engine pit structures have some research value for their potential to demonstrate their original uses, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[63] the remains of the engine pit have some potential to contribute knowledge that no other resource and site can about the third phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

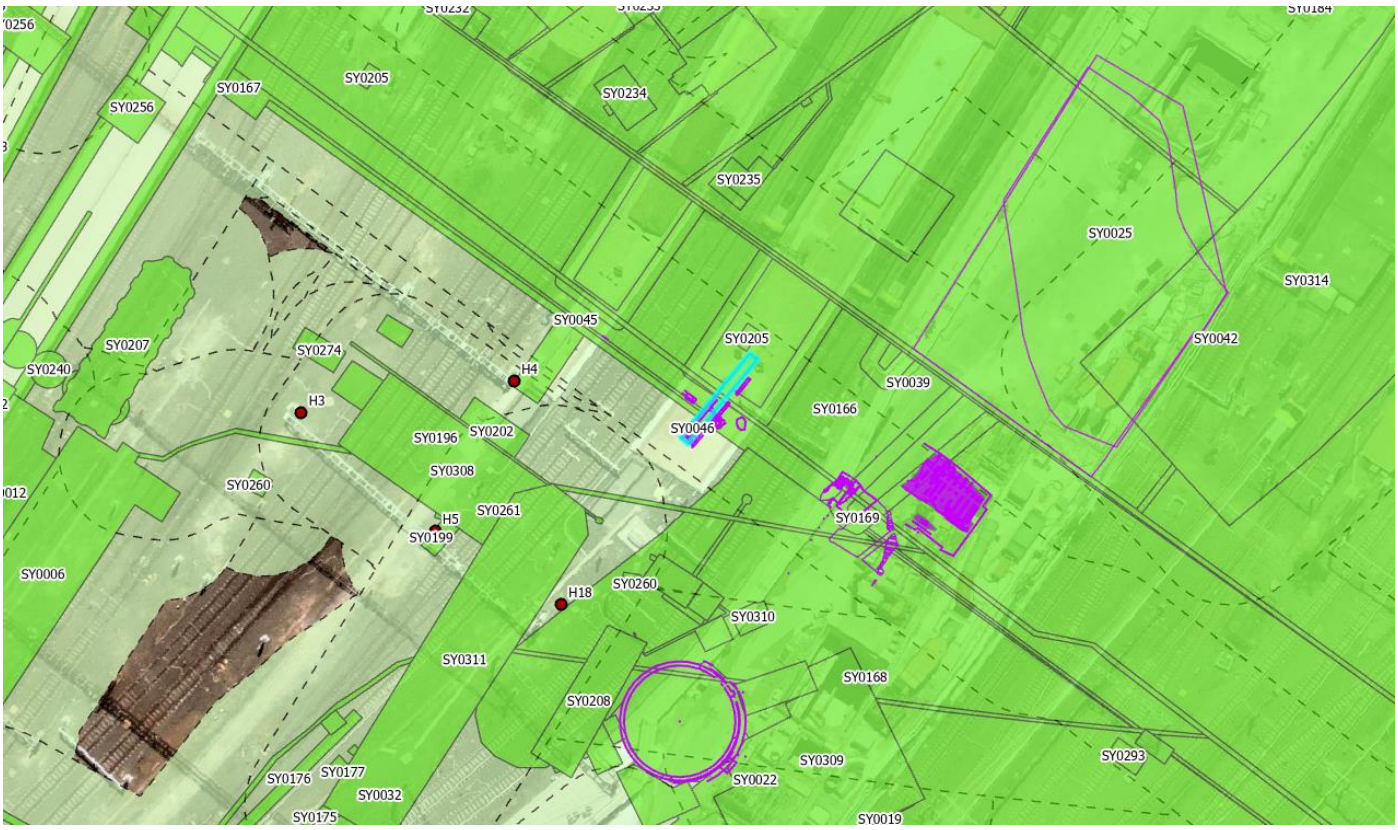
Local

[62] Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.
[63] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

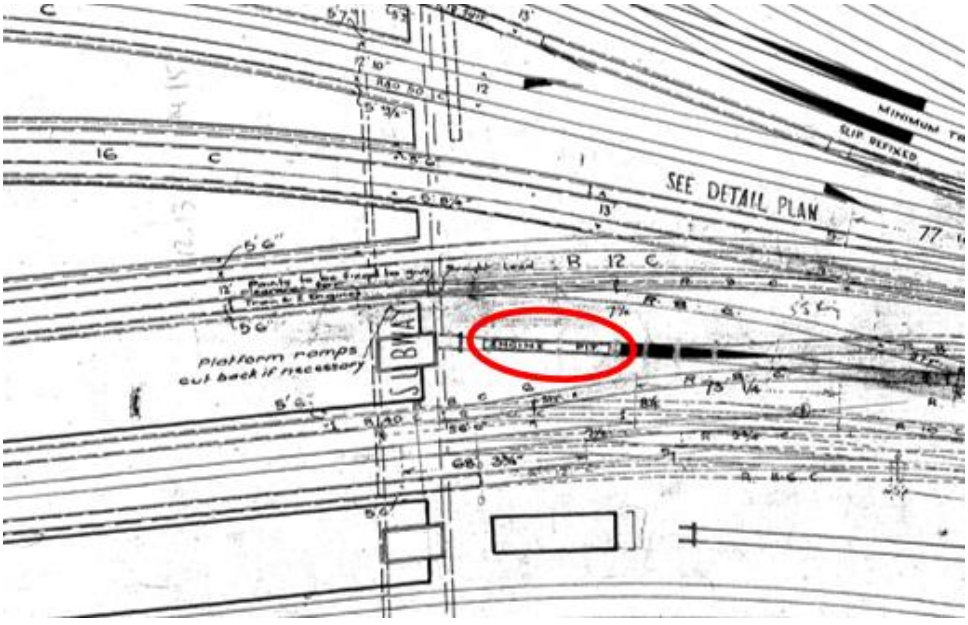


Figure 126. Excerpt of NSWR Plan, Sydney to Sutherland Track Widening to 12'0 Centres, Sydney Yard. Dated 1921. Source: Sydney Trains VPR.

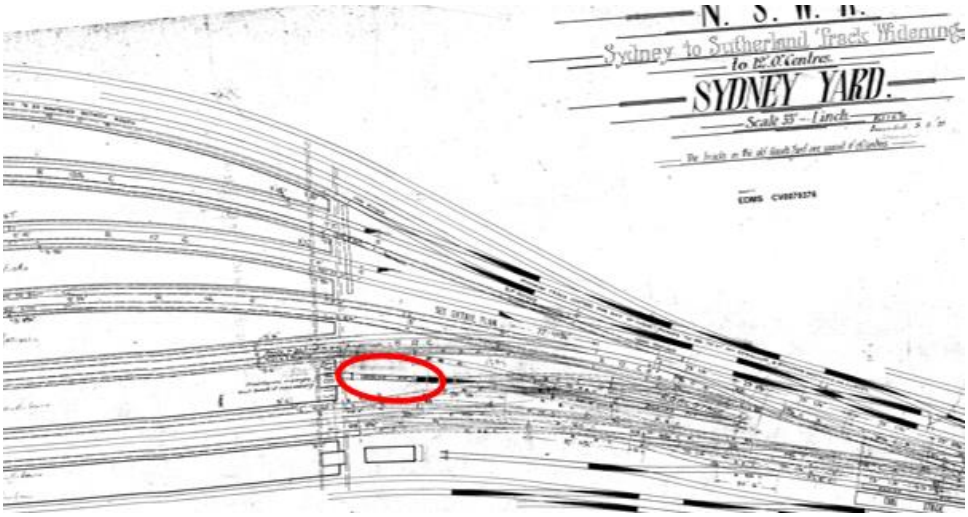


Figure 127. NSWR Plan, Sydney to Sutherland Track Widening to 12'0 Centres, Sydney Yard. Dated 1921. Source: Sydney Trains VPR.

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

1.34 SY0047 (Concrete Drains, Platform 10)

Item Details	
Year of construction:	Pre-1923
Alternative names:	Drains
Modifications (with years):	Unknown
Function:	Drainage around platforms 10 and 11 and along associated track
Construction materials:	Concrete
Demolished/removed (year):	Unknown

Historical Summary

Concrete drains appear on a 1923 map of Sydney Yard, starting near the end of platform 10 and following the railway tracks to the south-west. The date the drains were covered over, removed or demolished is unknown. The concrete drains may still be extant. Additional unrecorded concrete drains of a similar date may be extant throughout the study area.

Archaeological notes

Remnants of drains may include evidence of the concrete structures.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for local significance as evidence of infrastructure related to the third and latest phase of development of Sydney/Central Station. The structures have limited research value for their potential to demonstrate their original uses, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[64] the remains of the concrete drains have limited potential to contribute knowledge that no other resource and site can about the third phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

Local

Management

[64] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location

The item is potentially spread out over a large part of the yard in varying states of intactness.

Key Images

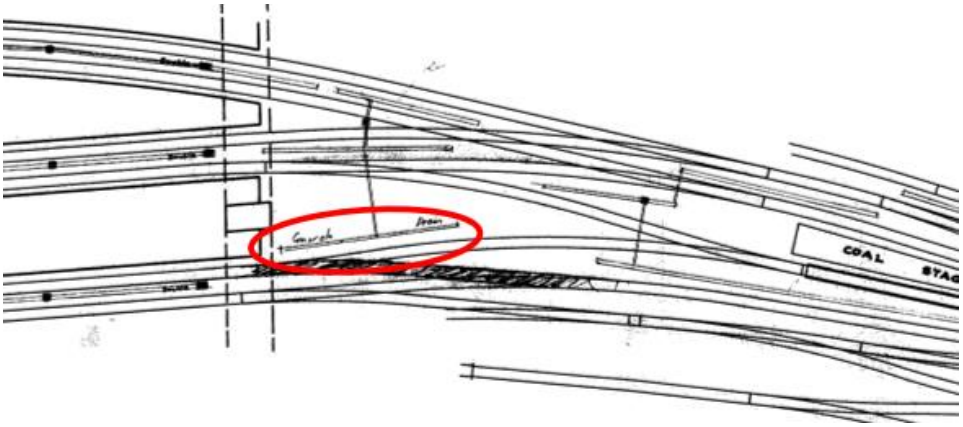


Figure 128. Excerpt of NSWR Plan, Sydney Yard, showing position of one of the concrete drainage sumps between tracks. Dated 1923. Source: Sydney Trains VPR.

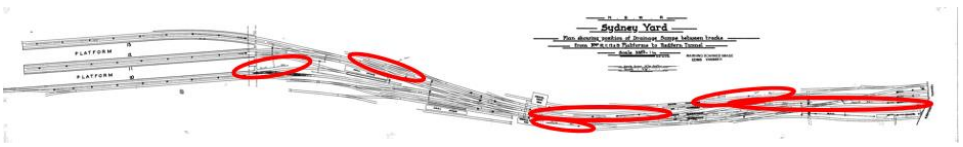


Figure 129. NSWR Plan, Sydney Yard, showing position of Drainage Sumps between tracks. Dated 1923. Source: Sydney Trains VPR.

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

1.35 SY0048 (Footwarmer Plant, Platforms 10-13)

Item Details	
Year of construction:	Pre-1935, possibly 1907.
Alternative names:	Unknown
Modifications (with years):	1935
Function:	Plant containing furnaces to heat 'footwarmers', rectangular steel containers containing salt crystals.
Construction materials:	Asbestos cement, metal fans, vents and other fixed equipment
Demolished/removed (year):	Unknown

Historical Summary

An footwarmer plant is depicted in a 1935 plan for an Exhaust Ventilation System for the Footwarmer Plant at Sydney Central Station, located underneath platforms 12 and 13 and running under platforms 10 and 11. Accounts of the construction of Central Station indicate that a Footwarmer boiler was built at the station in 1907, which may describe the plan in question extant in 1935.

Footwarmer plants were a common fixture at stations across New South Wales from 1890, as the main source of heating within carriages. The use of the footwarmer containers and the associated plants for their heating declined gradually with the until the introduction of steam heating in 1948 and gas heating from 1961. The date the structure was removed or demolished is unknown.

Archaeological notes

Remnants of the footwarmer plant may include metal vents and ducting, asbestos cement lining, and other equipment associated with the operation and ventilation of the plant.

Examples of footwarmers are held in the Powerhouse Museum Collection.[65]

Archaeological Potential

Moderate Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian landscape element related to the third and latest phase of development of Sydney/Central Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

Footwarmers played an important part in the improvement in traveller comfort although they were issued on a class basis (i.e. first class got more).

[65] Simpson, M., 2012. 'Steamfest 2012 Mystery Object Revealed'. *Museum of Applied Arts & Science.* 30 April 2012. Accessed: https://www.maas.museum/inside-the-collection/2012/04/30/steamfest-2012-mystery-object-revealed/ (1 June 2022).

In response to Bickford and Sullivan's questions about research potential,[66] the remains of the footwarmer plant have some potential to contribute knowledge that no other resource and site can about the third phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

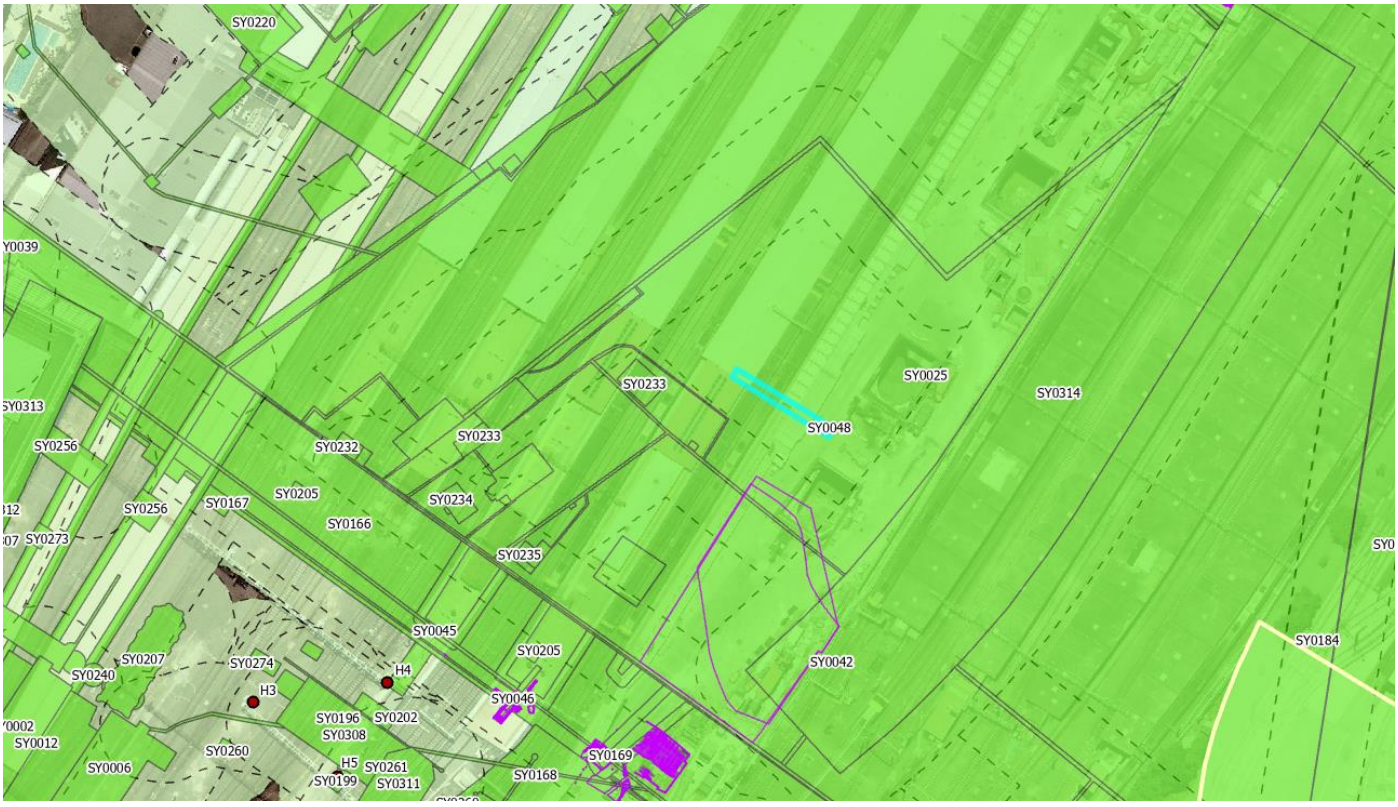
Level of Significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[66] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

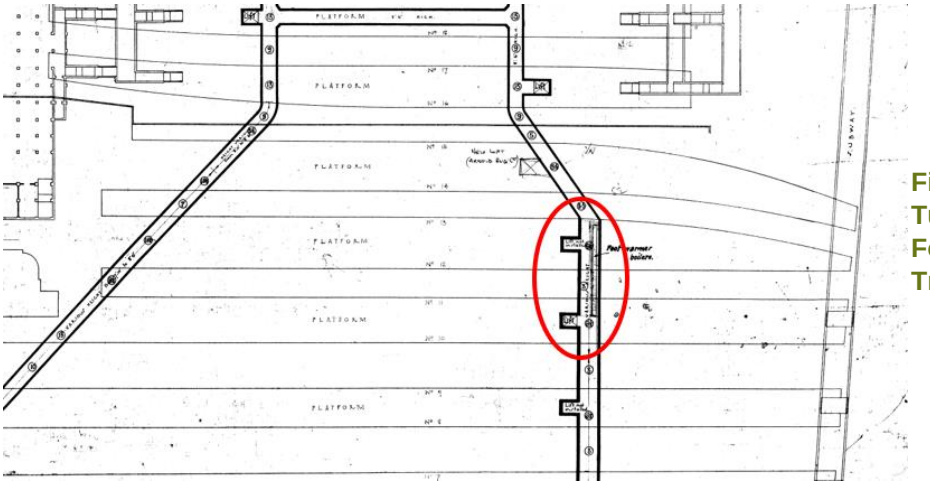


Figure 130. 1929 plan of the Baggage Tunnels, showing the location of the Footwarmer Plant. Source: Sydney Trains VPR.

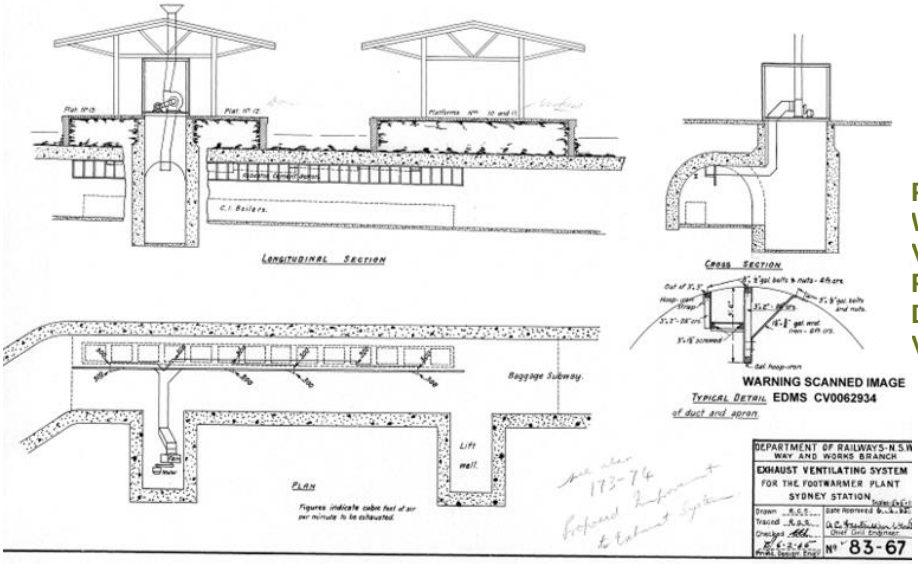


Figure 131. Department of Railways, Ways and Works Branch. Exhaust Ventilating System for the Footwarmer Plant Sydney Station. Dated 1935. Source: Sydney Trains VPR.

Key Sources

Simpson, M., 2012. 'Steamfest 2012 Mystery Object Revealed'. *Museum of Applied Arts & Science*. 30 April 2012. Accessed: https://www.maas.museum/inside-the-collection/2012/04/30/steamfest-2012-mystery-object-revealed/ (1 June 2022).

1.36 SY0050 (Station West Signal Box)

Item Details	
Year of construction:	1924
Alternative names:	New Station West Signal Box, Sydney Station West
Modifications (with years):	Prior to 1943
Function:	Signal Box – signalling to traffic
Construction materials:	Diamond fibro tiled roof with terracotta ridge tiles, concrete drop slabs for locking level, timber-framed fibro-clad upper level, steel girder bream beams, steel supports with bracing, glazing in timber windows
Demolished/removed (year):	c.1979

Historical Summary

An additional Signal Box to the west of the East and West Boxes (Records SY0023 and SY0024) was constructed in 1924 and opened on 22 March 1924, replacing the West Box which was later decommissioned. The box was constructed on an elevated steel structure over the Darling Harbour Goods Yard.

The West Signal Box does not appear on the proposed electrification plans dating to the 1920s, but it was constructed as part of the electrification works. An extension along the south-western elevation was constructed prior to 1943, based on aerial photographic evidence. It is not known when the building was demolished, but it appears to have been demolished after its decommission in 1979.

Archaeological notes

Given the fact that the building was constructed on four steel/iron posts on footings, it is likely that only the footings and electrical conduits would survive in the archaeological record.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian building related to the third and latest phase of development of Sydney/Central Station. There is unlikely to be much in the way of physical remains of this building which served an important role in the functioning of Sydney Yard, and therefore the significance of the archaeological remains is limited. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[67] the remains of the signal box have limited potential to contribute knowledge that no other resource and site can about the third phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

[67] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24;

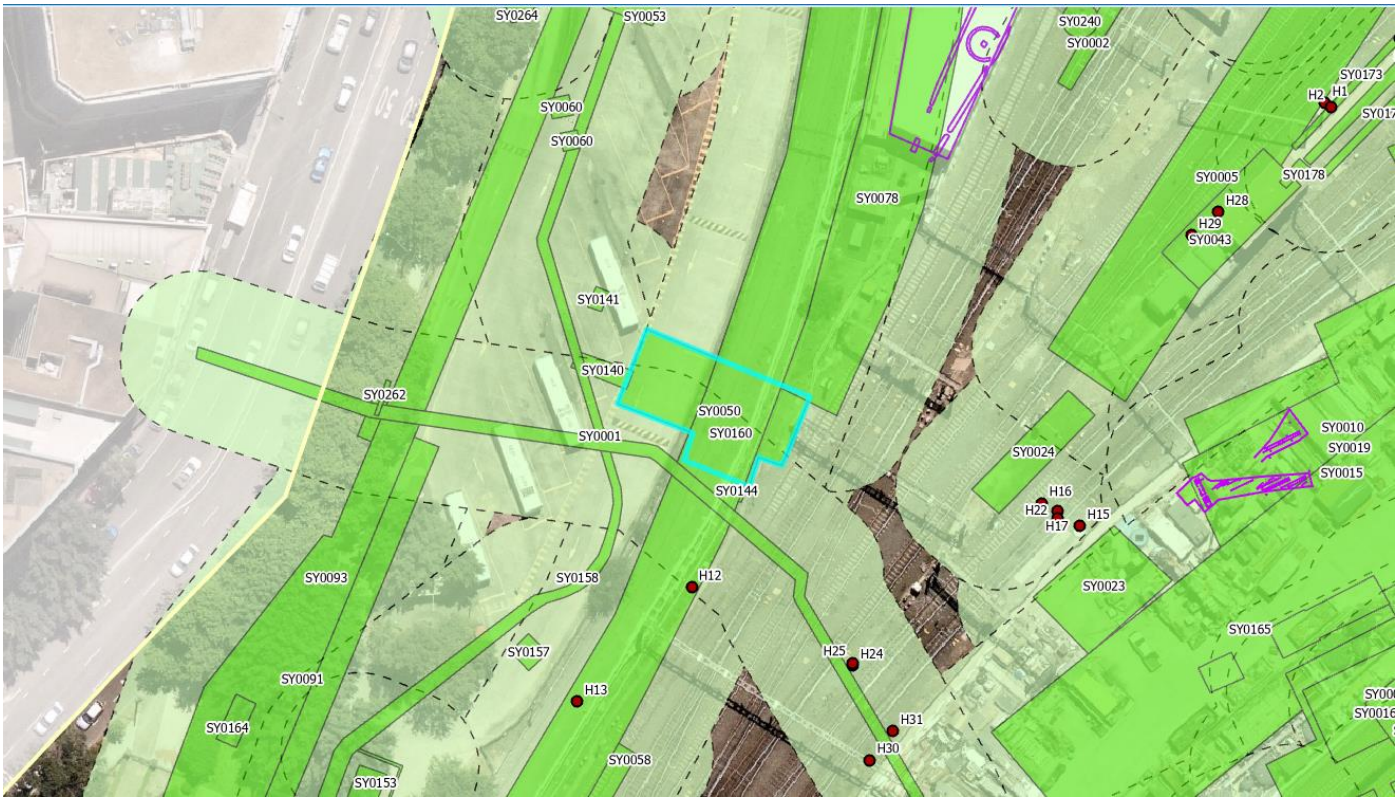
Level of Significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

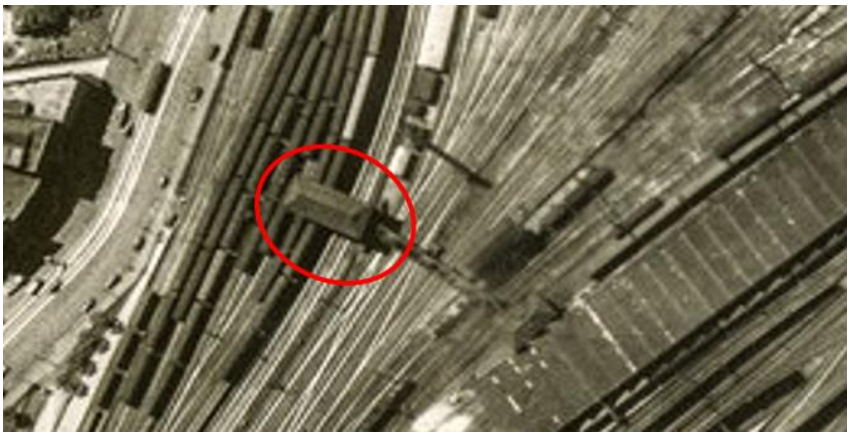


Figure 132. 1930 aerial photograph. Source: City of Sydney Archives, A-00009867.

Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

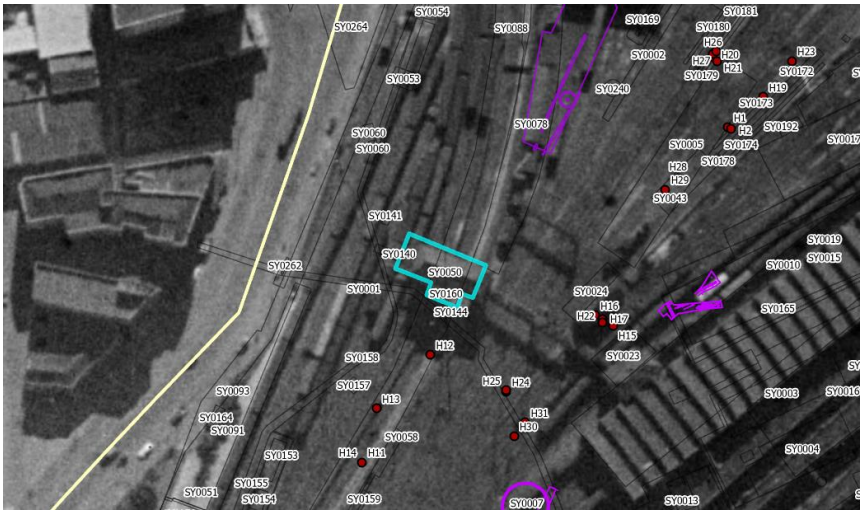


Figure 133. 1943 aerial image. Source: NSW Government, NSW Spatial Services.



Figure 134. Photo of the station west signal box. Source: Source: Taaffe, Robert T. *Signal boxes of New South Wales, Volume 2*

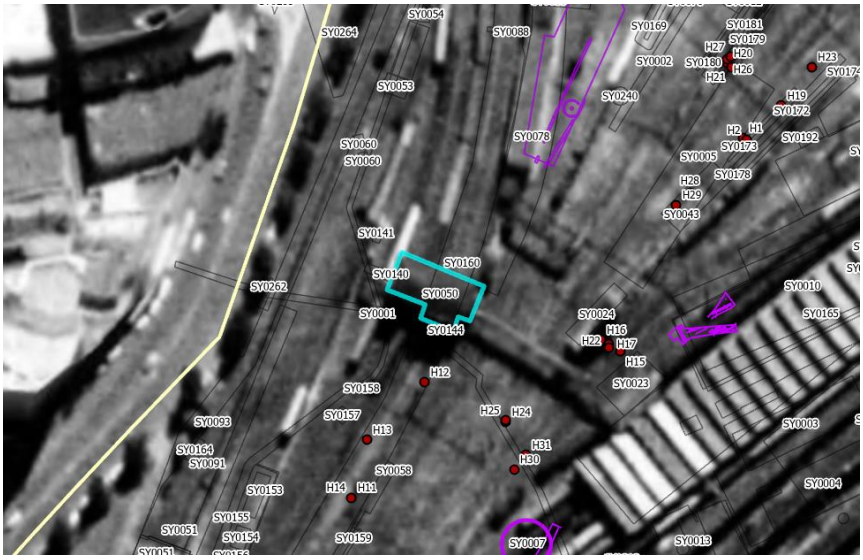


Figure 135. 1975 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

Taaffe, R.T. 2019. *Signal Boxes of New South Wales Railways and Tramways*: Volume 2 – Gazetteer Illawarra, Metropolitan, Tramway. Hobart: Taaffe Press.

1.37 SY0051 (Mortuary Station)

Item Details	
Year of construction:	1868-1869
Alternative names:	Regent Street Station, Mortuary House
Modifications (with years):	1938, 1950, 1981
Function:	Funerary train station c.1869-1938, animal transportation 1938-1950, parcels dispatch 1950-1981, restaurant 1986-1989, function centre 1989-present
Construction materials:	Sandstone, slate roof, timber roof supports, tiling along platform
Demolished/removed (year):	N/A

Historical Summary

The Mortuary Station was built during the years 1868 and 1869 and was officially opened in June 1869. The firm of Stoddart & Medways used both white and biscuit-brown varieties of Pyrmont sandstone in the construction of the station. The construction was completed on 22 March 1869. Contract documents indicate that a Thomas Duckett and a Henry Apperly were responsible for the sandstone carving of the building. Mortuary Station is amongst the most richly carved structures in Sydney and is typical of architect James Barnet's approach to the embellishment of his building facades. Other work of his such as the General Post Office in Martin Place is indicative off this approach. When it opened it included a small area of garden facing the street, with a lawn and a few trees planted. The garden remained a feature of the site during its use for funerary trains but was not maintained after the 1940s. A garden was reinstated as part of the site in more recent upgrades when the site was converted for use for functions.

The Mortuary Station was located on the original spur line that linked St Paul's (now the Greek Orthodox Church) with the main cemetery. Its main function was to carry mourners to Rookwood Cemetery. A new importance was attached to the funeral industry during the rule of Queen Victoria who spent over half her reign as a widow.

The building was used as the terminus for funeral trains only until 1938. When the rail funeral business gave way to road corteges and motor hearses, rail services were restricted to weekends and finally curtailed. On 3 April 1948, trains were withdrawn, and the cemetery line closed. Trains left from the main terminus platforms over the final ten years of the funeral rail service. There being no call for the rail hearse, the Mortuary Station ceased to function in the capacity of its original purpose.

From 14 March 1938, Mortuary Station was used for the consignment of horses and dogs, and its name was changed to Regent Street Station. From February 1950 it was used as a parcels dispatch, at which time catenary wires were placed inside the rail pavilion and (apparently at this same time) the easternmost arches at either end were removed of ornament on the inner face to allow for the passage of larger rail vehicles. In 1950, an additional timber, steel and fibro awning structure was constructed to abut the south-western side of Mortuary Station, as shown in a 1950 drawing by the Department of Railways N.SW. This addition also included a retaining wall constructed from old sleepers and rail posts set in concrete and paving comprising crushed metal with a tar surface.

In 1981 the former State Rail Authority decided to restore the Mortuary Station by which time it had been classified by both the National Trust of Australia (NSW) and the Australian Heritage Commission. The Heritage Council of NSW had also placed it under a Permanent Conservation Order. Restoration was coordinated by the Way and Works branch of State Rail, and Gledhill Constructions made repairs and renewals under the direction of Lester Firth and Associates as project architects, which included reinstatement of the gardens. The Heritage Council played a consulting role and $600,000 was spent on the restoration work.

Archaeological notes

The site may contain archaeological deposits related to the original Sydney station yard and earlier occupation of the site, as well as underfloor deposits. The building may reveal information on construction methods no longer in use and Victorian attitudes to the disposal of the dead, but these would mostly be in the building's fabric rather than in archaeological deposits.

Within the area of the 1950s awning extension, there is potential for the remains of concrete footings of the sleeper wall and supporting posts.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of Mortuary Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[68] the remains of Mortuary Station have the potential to contribute knowledge that no other resource and site can about Mortuary Station, as well as answer broader questions relating to the development of mortuary transport facilities in NSW.

Level of Significance

State

Management

A - Preserve in situ: Owing to the network-critical nature of Sydney Yard, this option will rarely be feasible. However, this is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be noted and reported, then covered in geofabric prior to reburial. This process should occur under the supervision of a State significant qualified Excavation Director.

All work would need to be reviewed to ensure that it is consistent with the CMP for Mortuary Station.
In addition, separate approval would be required for any work within the SHR curtilage of the listing for the Mortuary Station. Approval would likely comprise exemptions, fast track s60 or a standard s60 approval from Heritage NSW under s57 and s60 of the Heritage Act 1977, dependant on the nature and impact of the proposed works.

[68] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Item Location



Key Images

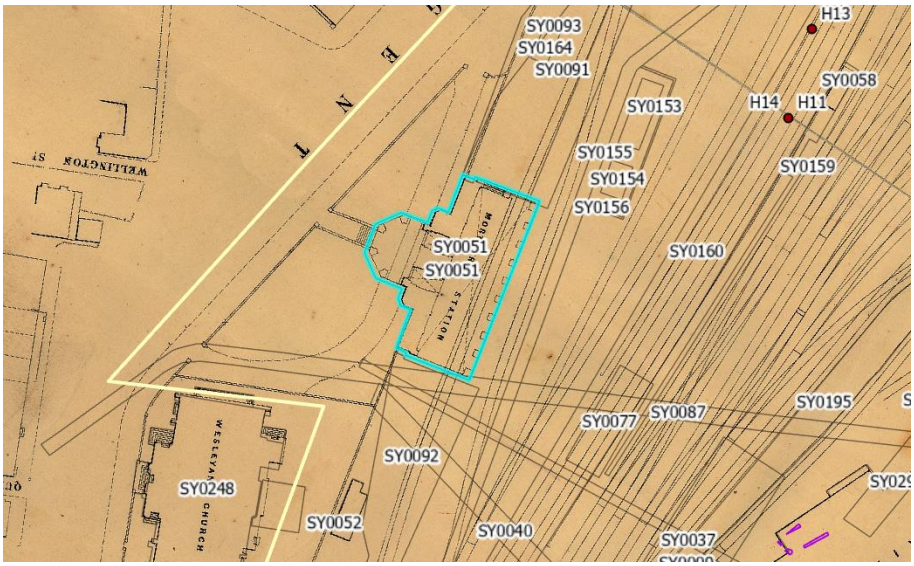


Figure 136. 1884 Water Board detail map. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2



Figure 137. 1949 aerial image. Source: City of Sydney, A-00879995.

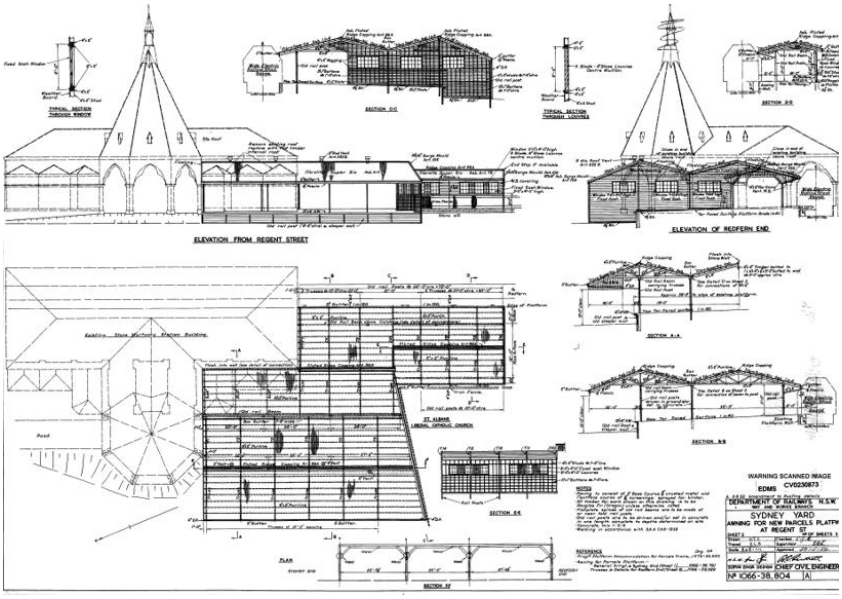


Figure 138. 1950 drawings showing the 1950 additional awning structure abutting the south-western side of Mortuary Station. Source: Sydney Trains Virtual Plan Room.

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

1.38 SY0052 (South-Western Toilets)

Item Details	
Year of construction:	c.1884
Alternative names:	WCs, Mortuary Station Toilets
Modifications (with years):	Constructed by c.1884, likely updated with electricity in the early twentieth century
Function:	Toilet
Construction materials:	Unknown
Demolished/removed (year):	After c.1986

Historical Summary

The toilets, likely constructed in connection with the use of Mortuary Station, first appear on the 1884 map City of Sydney sheet I2. There is little evidence of the structure over time other than aerial photographs and plans, but the structure appears to stay the same until 1986, after which it was demolished.

Archaeological notes

Little is known of this building, but it is likely to have been constructed from brick or stone and is likely to have had sewerage, gas, water and electrical services.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of a functional and utilitarian building associated with Mortuary Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[69] the remains of the toilets associated with Mortuary Station have the potential to contribute knowledge that no other resource and site can about Mortuary Station due to the potential for refuse and artefact deposits, as well as answer broader questions relating to the development of mortuary transport facilities in NSW.

Level of Significance

State

Management

[69] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

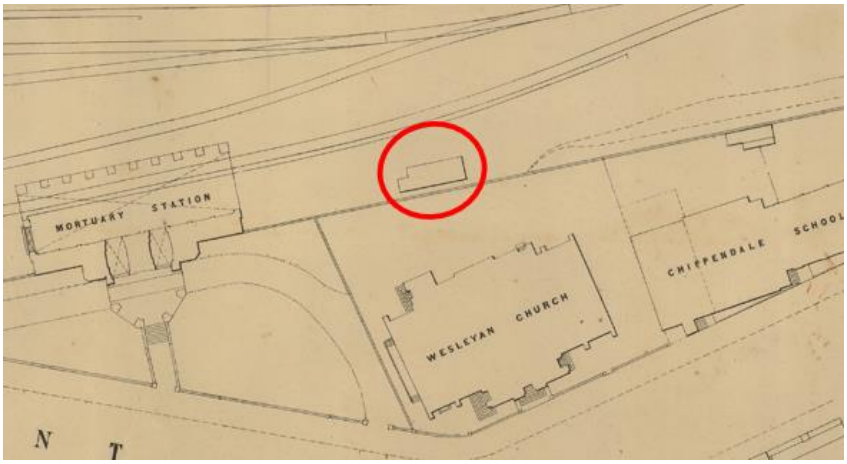


Figure 139. 1884 Water Board detail map. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.



Figure 140. 1943 aerial image. Source: NSW Spatial Services.

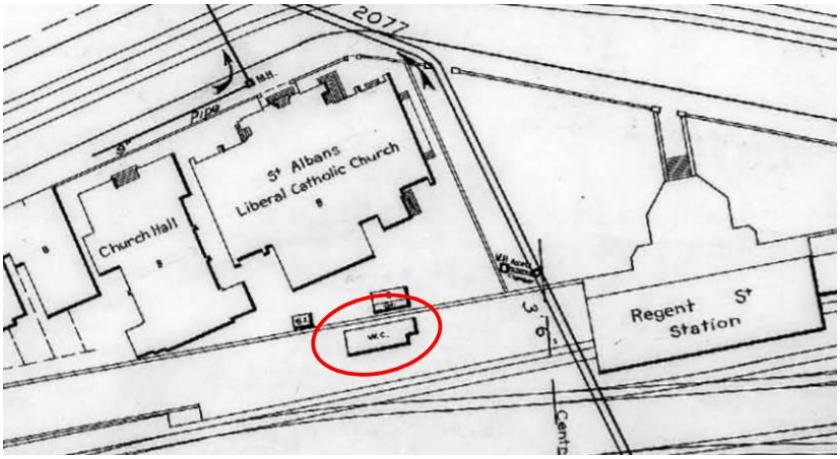


Figure 141. 1950 Sydney Water plan showing the toilets to the south-west of Mortuary Station, by then known as Regent St Station . Source: 1950 City of Sydney Detail Sheet 3847 - DS3847, City of Sydney Archives.

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

Notes

The toilets first appear on the 1884 map City of Sydney sheet I2. The structure appears to stay the same until 1986.

1.39 SY0053 (Electric Light Engine)

Item Details	
Year of construction:	Prior to c.1884
Alternative names:	Structure
Modifications (with years):	Constructed prior to 1884, two small ancillary structures adjacent by 1900, demolished by c.1903
Function:	Unknown, potentially for ticket sales or a waiting area
Construction materials:	Unknown
Demolished/removed (year):	By c.1903

Historical Summary

Botany Road Sidings

The Botany Road Sidings date back to the opening of the first Sydney Station in 1855. The Western Yard Precinct also opened at this time and was established as a rail yard, used for the repair and maintenance of trains. The yard serviced trains from across the rail network but was strongly associated with the now redundant Darling Harbour Goods line. It remained functional as a component of the second (1874) and current (1906) Central Stations, until the sidings were no longer required due to advancements in railway technologies. By the early 21st Century, majority of the sidings had been removed and in the 2010s the area was concreted for the use as a bus depot.

The Structure

The Electric Light Engine building was constructed adjacent to the south-western staircase (SY0053 Staircase) for the 1878 pedestrian footbridge over the Goods Line (SY0055 Pedestrian Footbridge), appearing first on a map from c.1872. A photograph from c.1873 – 1880 shows the item as two separate rectilinear buildings with hipped corrugated iron roofs and cladding. The building may have been used for ticket sales or as a waiting area, or another function connected to use of the railway station. An 1896 map labels it as an 'electric light engine', implying it may have been used for the provision of electricity or storage or maintenance of infrastructure or equipment related to electric engines.

The earliest record of the structure is the 1884 City of Sydney map, but the building may have been built in connection with the pedestrian bridge and therefore may date somewhere between 1878 and 1884. The structure is first shown adjacent to what appears a fenced area to the south of the building. By 1896, small structures had been constructed at the southern end of the building. The building was demolished by 1903.

Archaeological notes

Little is known of the archaeological potential for this building, as it could have been constructed from timber, steel footings on concrete, brick or stone. It is unclear as to whether or not the building received services. However, historical plans and maps indicate that the area has experienced little subsurface disturbance.

Archaeological Potential

Moderate

Assessment of significance

The remains have the potential to demonstrate the date, materials and use of the structure and have the potential to reach the threshold for *state* significance for its connection with the Second Station. Such in situ remains have the potential to demonstrate important information about this otherwise little-known structure. The building has the

potential to provide information about the use of the second station, particularly to the early use of electric light engines.

In response to Bickford and Sullivan's questions about research potential,[70] the remains of the structure have the potential to contribute knowledge that no other resource and site can about early electrification of light engines, as well as answer broader questions relating to the development of transport infrastructure in NSW.

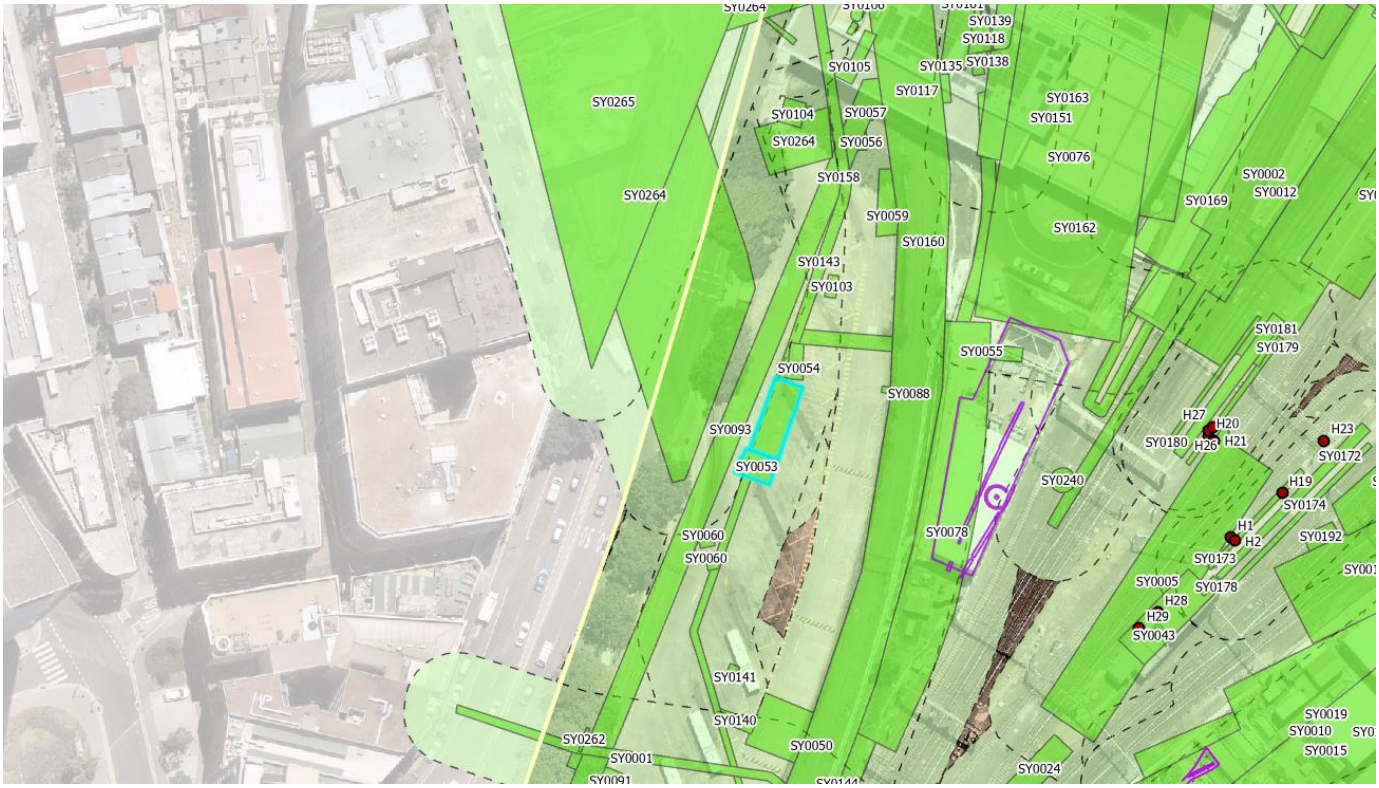
Level of Significance

State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

[70] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

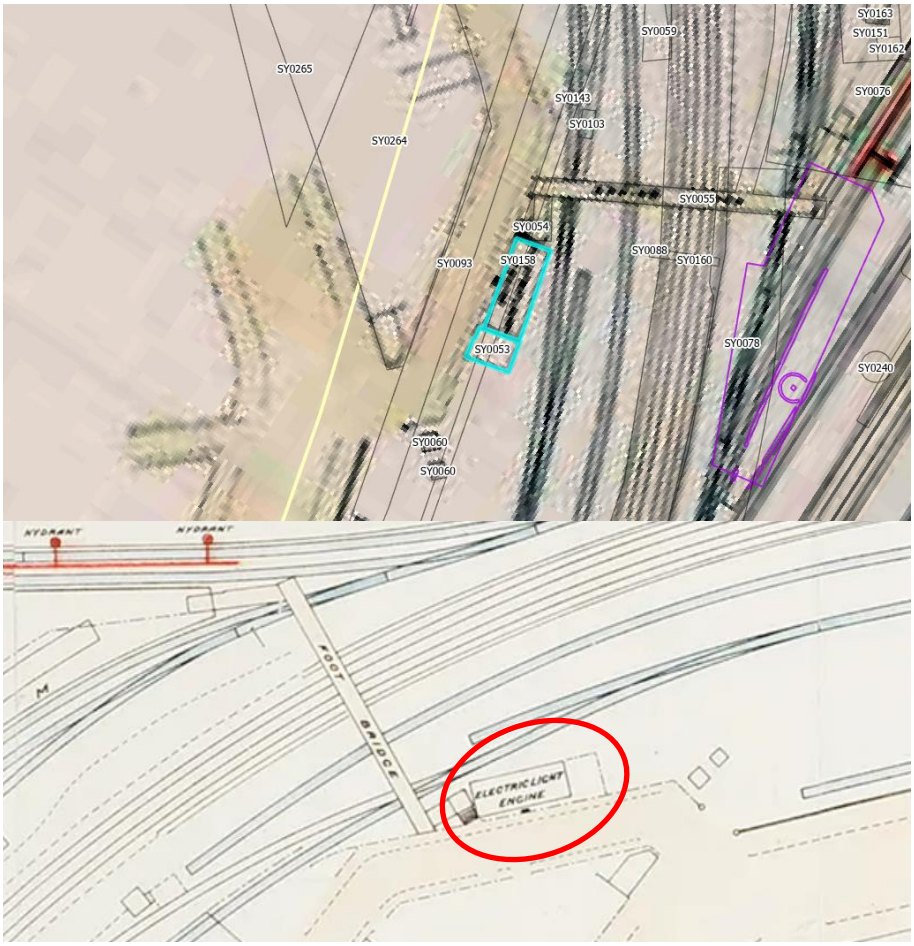


Figure 142. c.1872 plan, showing the structure marked ‘Electric Light Engine’. Source: Antique Print and Map Room, G.S.R. Redfern Station, 1896.

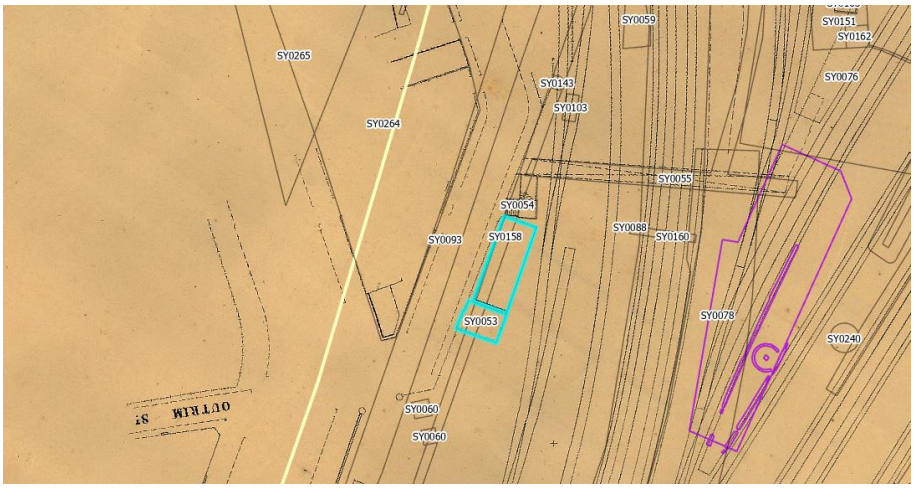


Figure 143. 1884 Water Board detail map. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2

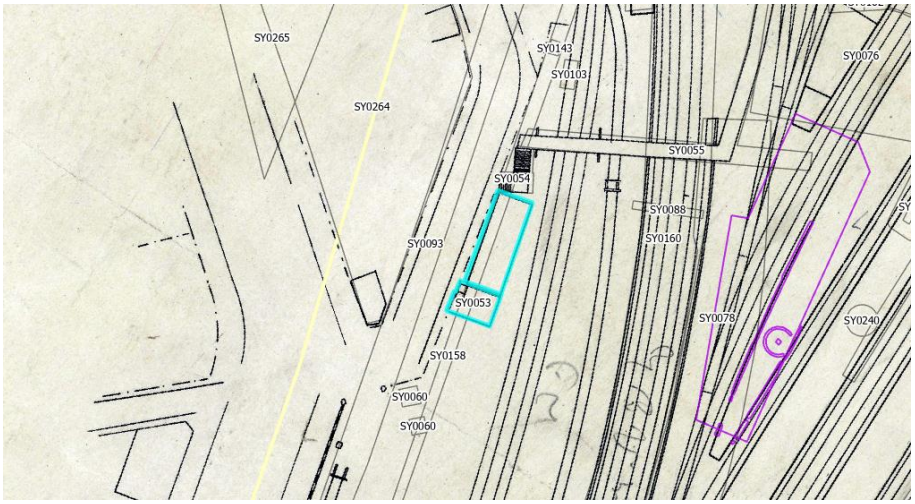


Figure 144. 1896 plan of Sydney Yard showing the extended footbridge. Source: SLNSW, FL16812178.

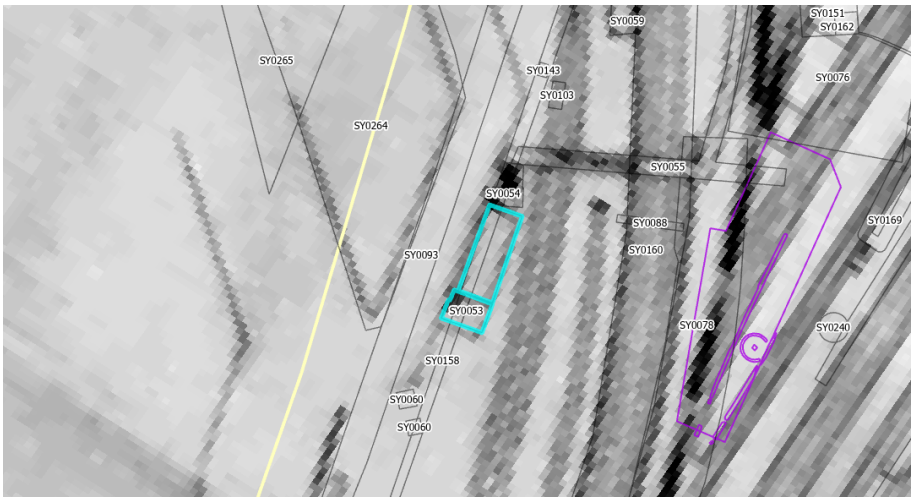


Figure 145. 1900 plan, showing the additions to the structure. Source: SLNSW.

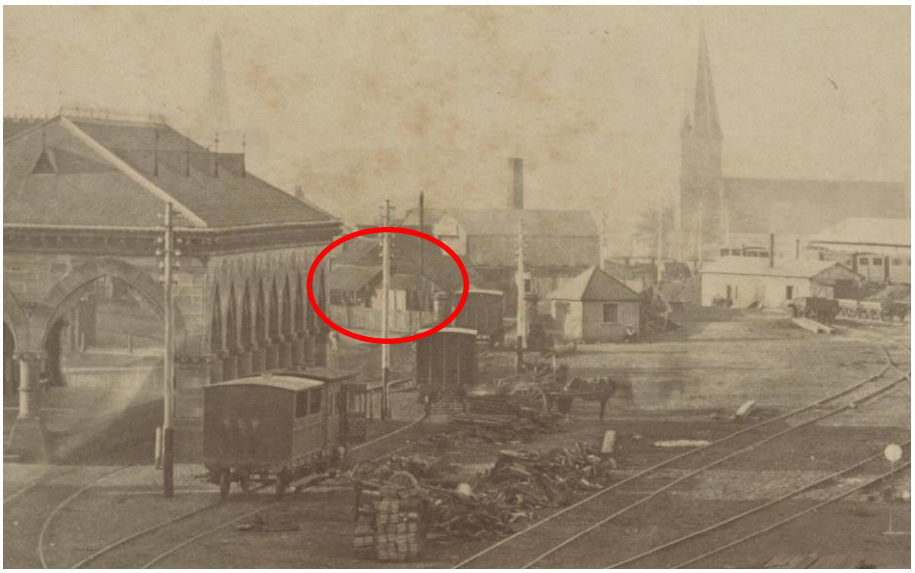


Figure 146. c.1873 – 1880. Building that could possibly be the Ancillary Structure. However, its position is not consistent with the historical maps. Source: Trove, PIC/12254/914 LOC Album 1136.

Key Sources

Rappoport Pty Ltd and the NSW Government Architects Office, 2013. *Central Station Conservation Management Plan*. Mascot: Rappoport.

Government Printing Office. c.1872 (1896). *G.S.R. Redfern Station*. Antique Print and Map Room. NSW-GSR–234118. Accessed: https://antiqueprintmaproom.com/product/gsr-redfern-station-government-printing-office/ (12 April 2022).

1.40 SY0054 (Staircase)

Item Details	
Year of construction:	1878
Alternative names:	Unknown
Modifications (with years):	Constructed 1878
Function:	Access
Construction materials:	Timber or steel superstructure and piers, brick or concrete footings
Demolished/removed (year):	c.1903

Historical Summary

Botany Road Sidings

The Botany Road Sidings date back to the opening of the first Sydney Station in 1855. The Western Yard Precinct also opened at this time and was established as a rail yard, used for the repair and maintenance of trains. The yard serviced trains from across the rail network but was strongly associated with the now redundant Darling Harbour Goods line. It remained functional as a component of the second (1874) and current (1906) Central Stations, until the sidings were no longer required due to advancements in railway technologies. By the early 21st Century, majority of the sidings had been removed and in the 2010s the area was concreted for the use as a bus depot.

The Staircase

The staircase was likely constructed contemporaneously with the rest of the (SY0055 Pedestrian Footbridge) in 1878, providing access from the west. It appears to have been retained when the eastern end of the pedestrian footbridge was extended, but was demolished c.1903.

Archaeological notes

Located immediately to the west of (SY0053 Structure) and east of (SY0055 Pedestrian Footbridge). As the only subsurface elements would have been the concrete or brick footings, these are the only elements likely to be in the archaeological record. Historical plans and maps indicate that the area has experienced little subsurface disturbance.

Archaeological Potential

Moderate Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for local significance as evidence of early structures related to the second phase of development of Sydney/Central Station. The remains of the staircase leading to the 1878 footbridge have the potential to demonstrate the location of access to the footbridge and materials used for the footings. The ability for the remains to demonstrate past lifeways is limited other than to show the location of pedestrian access to the second station.

In response to Bickford and Sullivan's questions about research potential,[71] the remains of the staircase have limited potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

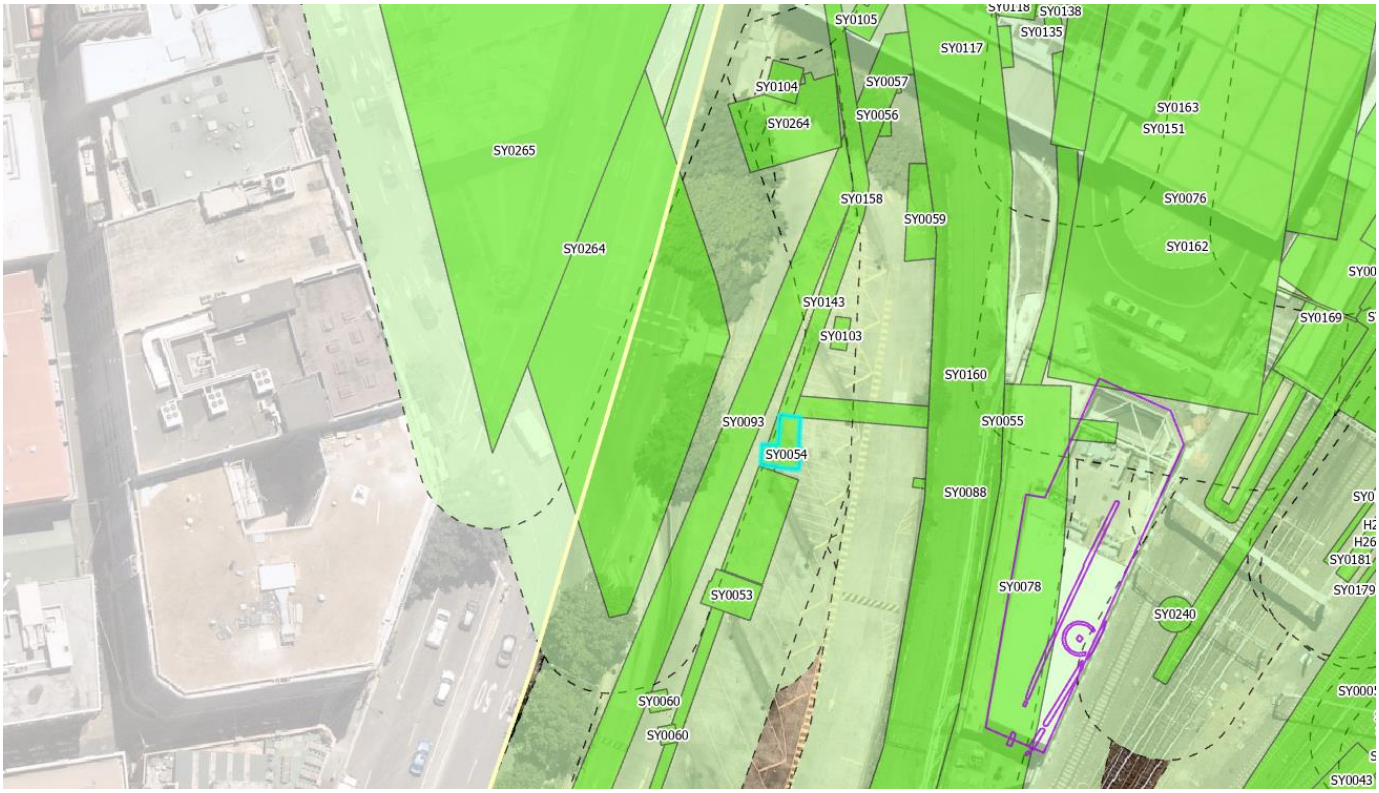
Level of Significance

Local

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

[71] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

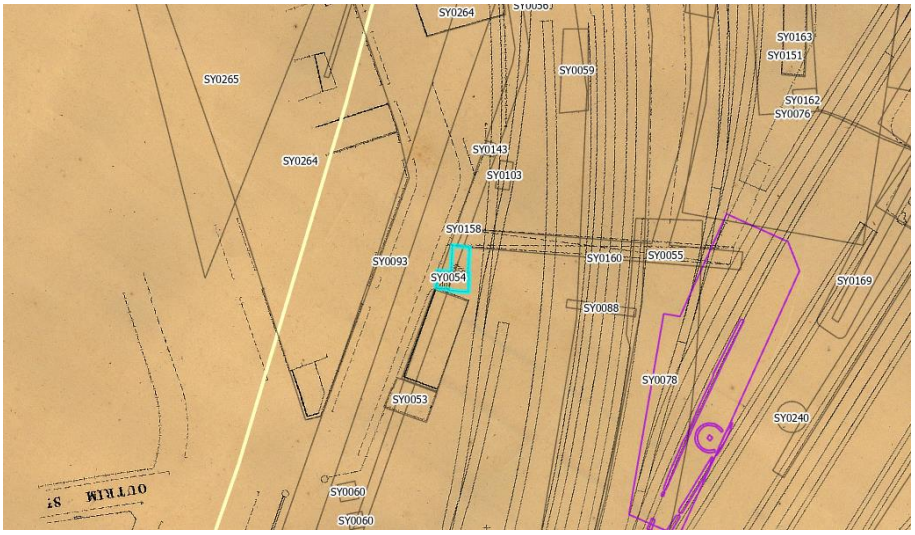


Figure 147. 1884 Water Board detail map. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

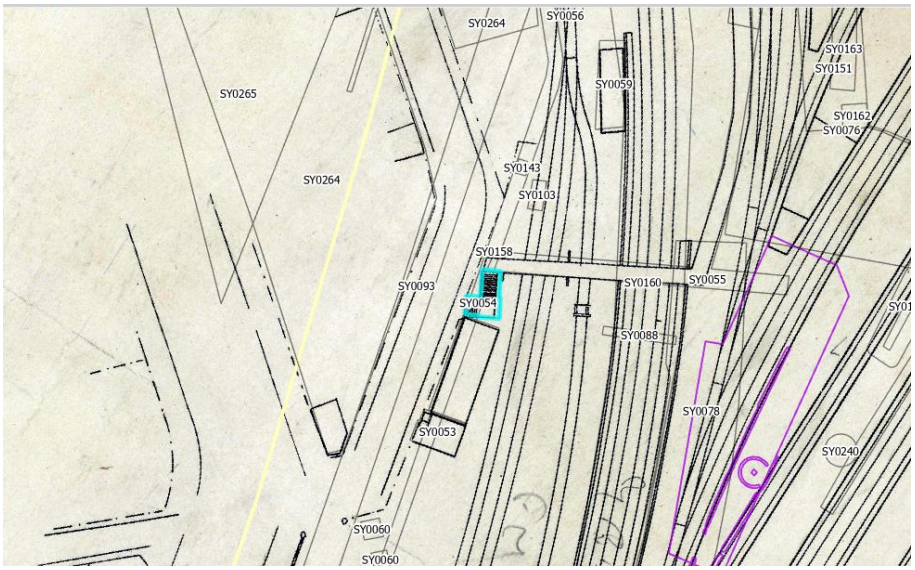


Figure 148. 1896 map. Source: SLNSW, FL16812178.

Key Sources

Rappoport Pty Ltd and the NSW Government Architects Office, 2013. *Central Station Conservation Management Plan*. Mascot: Rappoport.

1.41 SY0055 (Pedestrian Footbridge)

Item Details	
Year of construction:	1878
Alternative names:	Footbridge
Modifications (with years):	Constructed April 1878. Extended c.1896.
Function:	Access
Construction materials:	Timber or steel superstructure and piers, brick or concrete footings
Demolished/removed (year):	c.1903

Historical Summary

First constructed April 1878 to provide pedestrian access from Terminus Street to the new George Street Platform. The footbridge first appears on an 1884 City of Sydney Sheet I2 map. The north-eastern of the footbridge is altered and extended by 1896, as shown in an 1896 Sydney Yard plan. A 1900 Plan Showing Redfern Station and Vicinity also shows the footbridge to be extant in the same configuration as shown in 1896, but it appears to have been demolished by 1903. It was replaced with SY0117 (Footbridge over Goods Line) after 1949.

Archaeological notes

As the only subsurface elements would have been the concrete or brick footings, these are the only elements likely to remain in the archaeological record.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian building associated with Central Station. The remains of the 1878 footbridge have the potential to demonstrate the location of the footbridge and materials used for the footings. The ability for the remains to demonstrate past lifeways is limited other than to show the location of pedestrian access to the second station.

In response to Bickford and Sullivan's questions about research potential,[72] the remains of the footbridge have limited potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

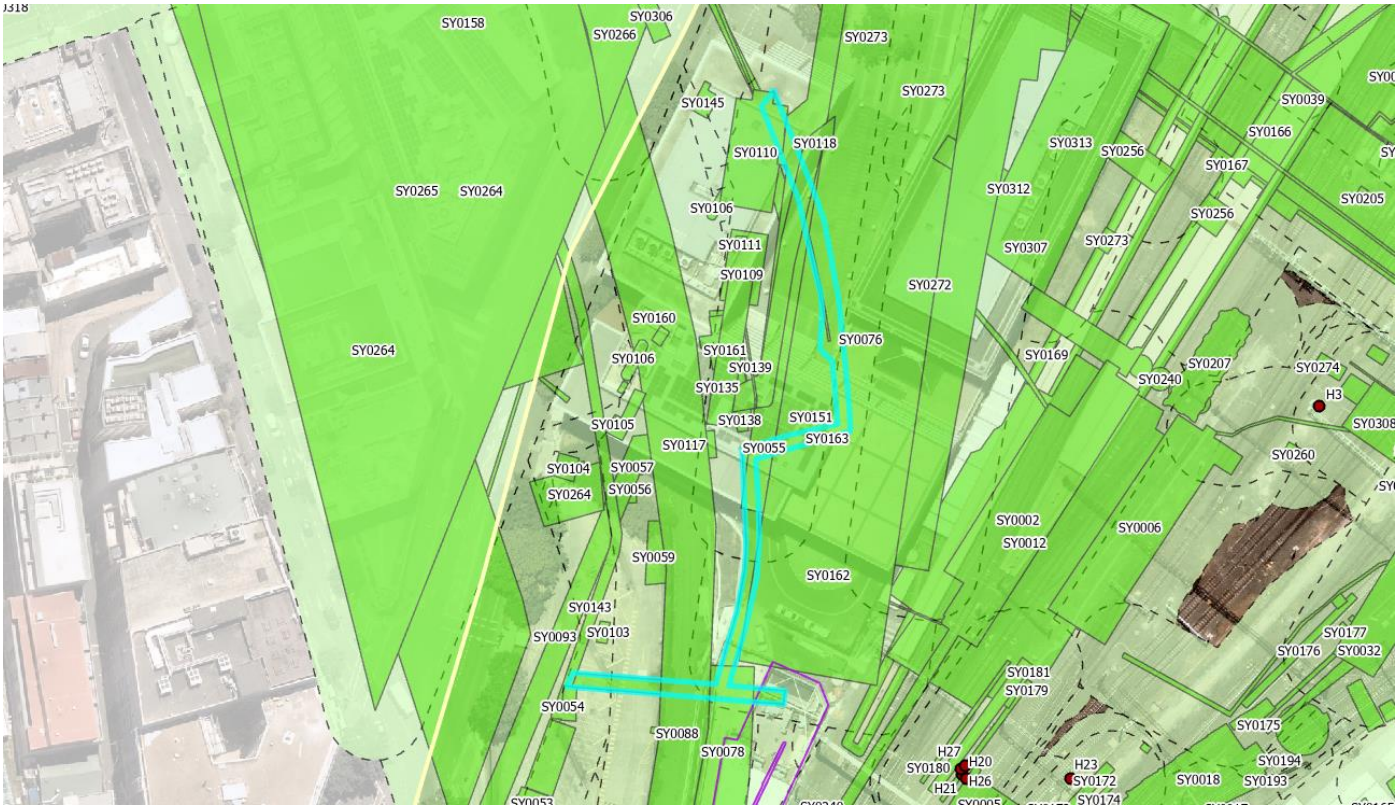
Local

Management

[72] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

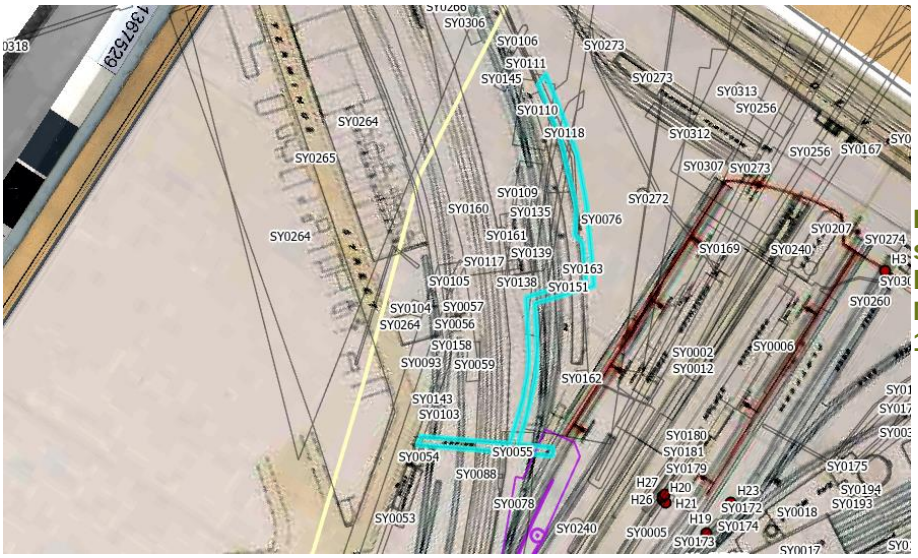


Figure 149. c.1872 plan, showing the structure marked 'Electric Light Engine'. Source: Antique Print and Map Room, G.S.R. Redfern Station, 1896.

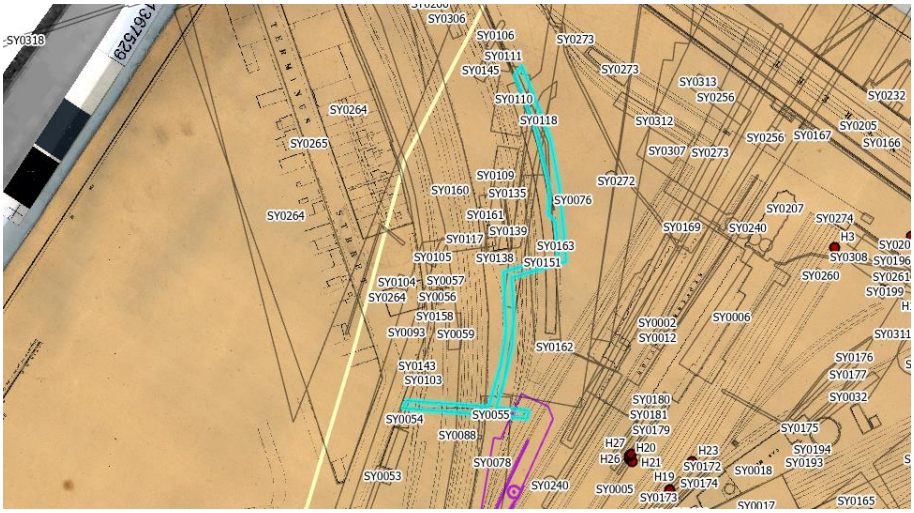


Figure 150. 1884 Water Board detail map. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

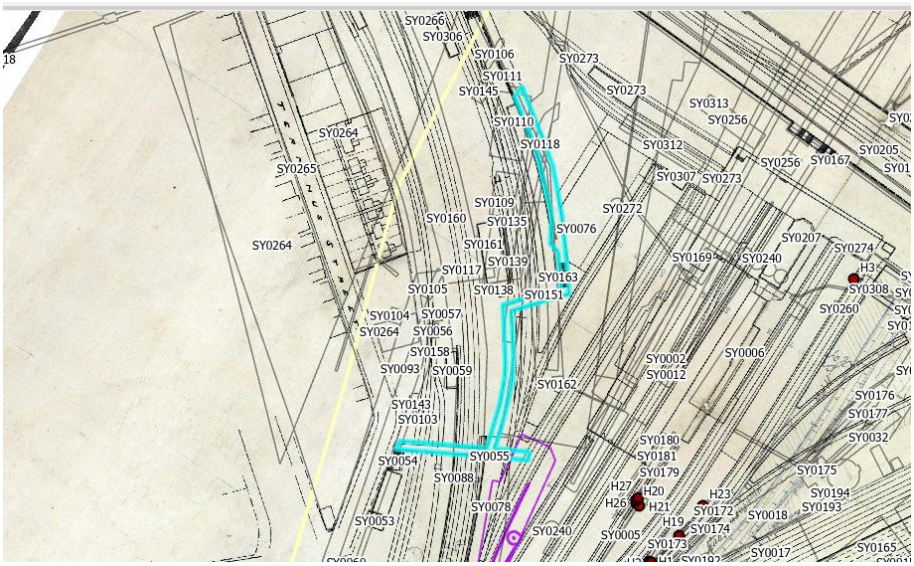


Figure 151.



Figure 152. 1884 photograph taken from the Sydney Station Signal Box, showing footbridge. Source: SLNSW. *Photographs - New South Wales, 1879 - ca. 1892 / N.S.W. Government Printer*. FL1057569.

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

1.42 SY0056 (Structure)

Item Details	
Year of construction:	c.1884
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Unknown
Construction materials:	Unknown
Demolished/removed (year):	c.1896

Historical Summary

Little is known about this structure, but cartographic evidence indicates that the structure was constructed in c.1884 and demolished by c.1896.

Archaeological notes

Little is known of the archaeological potential for this building, as it could have been constructed from timber, steel footings on concrete, brick or stone. It is unclear as to whether or not the building received services.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of a likely functional and utilitarian building associated with Central Station. The potential remains have the potential to demonstrate the date, materials and use of the structure. Such in situ remains have the potential to demonstrate important information about this otherwise little-known structure. The building has the potential to provide information about the use of the second station.

In response to Bickford and Sullivan's questions about research potential,[73] the remains of the structure have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

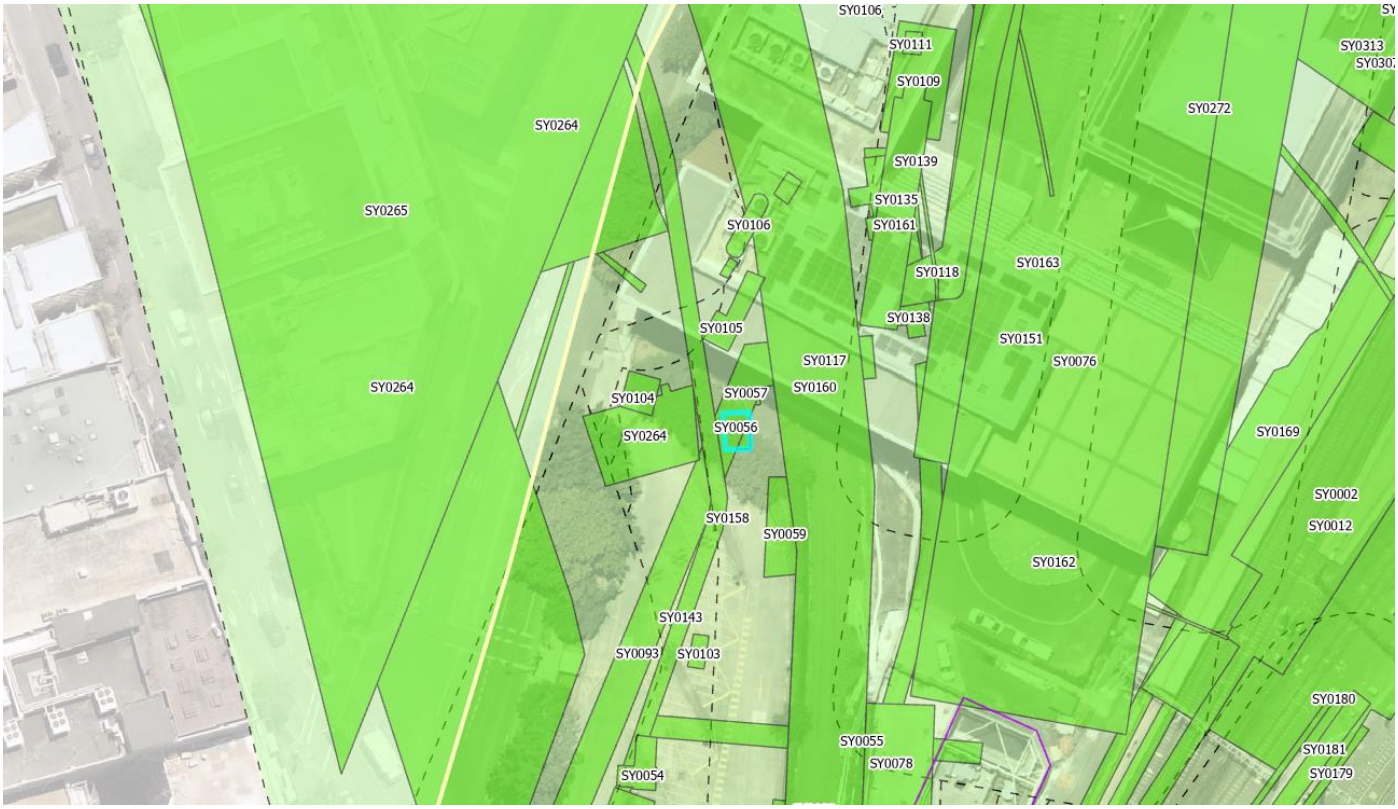
Local

Management

[73] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

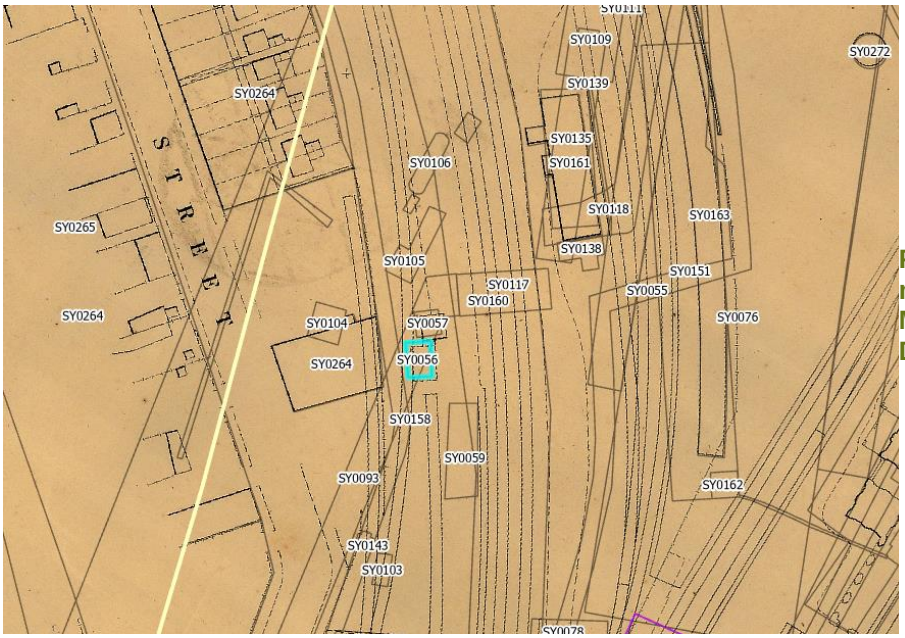


Figure 153. 1884 Water Board detail map. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

1.43 SY0057 (Structure)

Item Details	
Year of construction:	c.1884
Alternative names:	
Modifications (with years):	Constructed c.1884
Function:	Unknown
Construction materials:	Unknown
Demolished/removed (year):	c.1896

Historical Summary

Little is known about this structure, but cartographic evidence indicates that the structure was constructed in c.1884, demolished by c.1896 and replaced with SY0059 (Structure).

Archaeological notes

Little is known of the archaeological potential for this building, as it could have been constructed from timber, steel footings on concrete, brick or stone. It is unclear as to whether or not the building received services.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian building associated with Central Station. The potential remains have the potential to demonstrate the date, materials and use of the structure. Such in situ remains have the potential to demonstrate important information about this otherwise little-known structure. The building has the potential to provide information about the use of the second station.

In response to Bickford and Sullivan's questions about research potential,[74] the remains of the structure have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

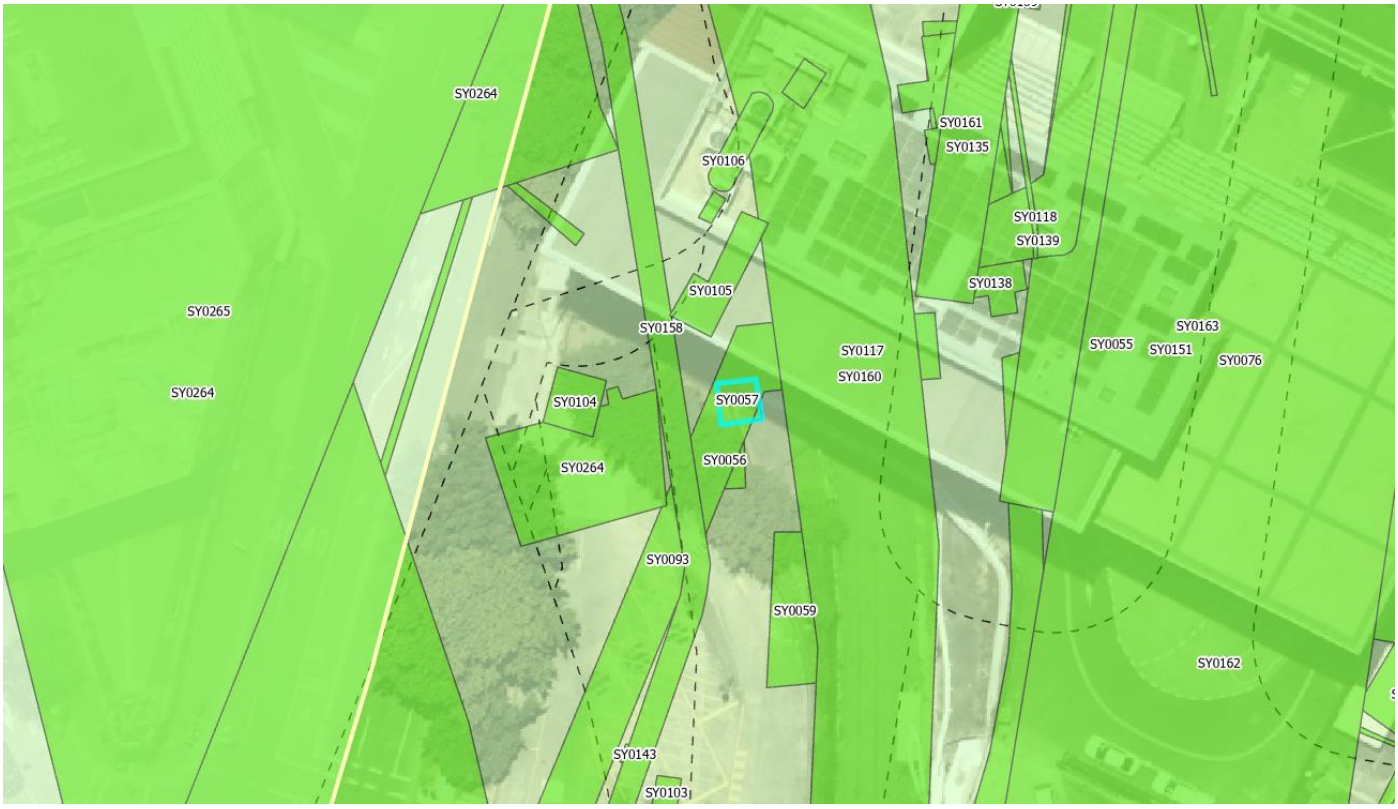
Local

Management

[74] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

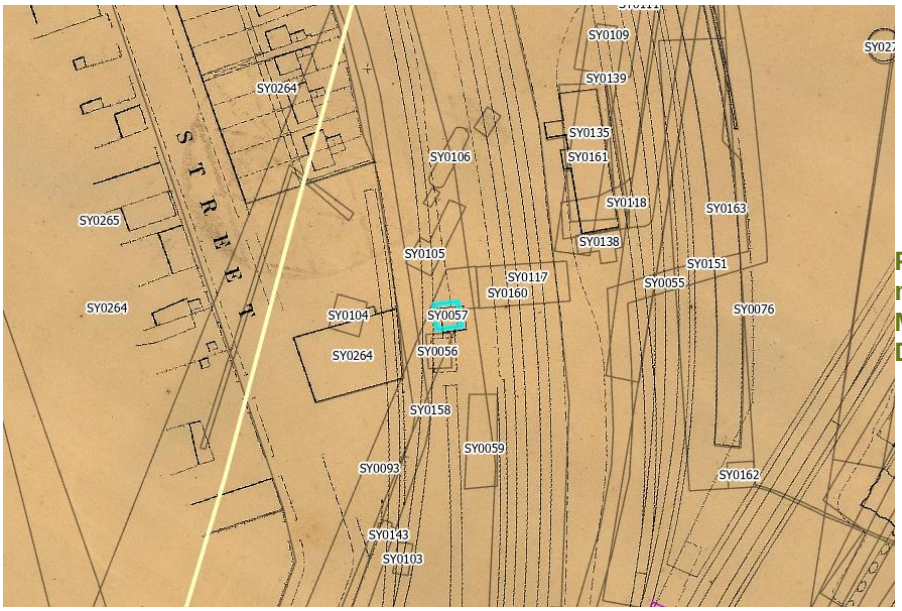


Figure 154. 1884 Water Board detail map. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

1.44 SY0058 (Sydney Station Signal Box)

Item Details	
Year of construction:	c.1884
Alternative names:	Redfern Station Signal Box, Sydney Station 1884
Modifications (with years):	Constructed 1881-1884 and opened 24 February 1884, extended prior to 1896
Function:	Signal Box
Construction materials:	Brick base, weatherboard operating level, corrugated metal awnings, glazing
Demolished/removed (year):	Closed 13 March 1910, presumably demolished following closure

Historical Summary

The Sydney Station signal box was intended to be fully functional in 1881, but despite the arrival of interlocking material and instructions in 1881, the opening of the signal box was postponed until 24 February 1884. The awnings and window cleaning platform were added prior to 1906.

The introduction of interlocked signalling was an important modernisation of the railway at Sydney allowing for more trains and a greater frequency of services.

Archaeological notes

Brick base, partially incorporated into the Darling Harbour dive retaining wall. The building was originally 21 feet long by 12 ft wide, but was extended several times prior to its closure in 1910. A landing with an Earth Closet (EC) were located at the south-western end. There is potential for the brick foundations of the structure to remain in situ. Associated infrastructure related to electricity and connection to signalling equipment and bridges may be present, but this would merely indicate where the signal box was which is already known. The dimensions of the building measured 40 ft by 29 ft 3 in (12.2 m by 8.9 m). There is limited potential for remains of the base of the signal box to occur on the edge of the cutting on the Darling Harbour line.

Archaeological Potential

Moderate Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for *state* significance as evidence of a functional and utilitarian building related to the second phase of Sydney/Central Station. However, as the working platform was above the ground level, the amount of information about the use of the structure discernible from archaeological excavation and recording is limited.

In response to Bickford and Sullivan's questions about research potential,[75] the remains of the structure have the potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

[75] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Level of Significance

State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

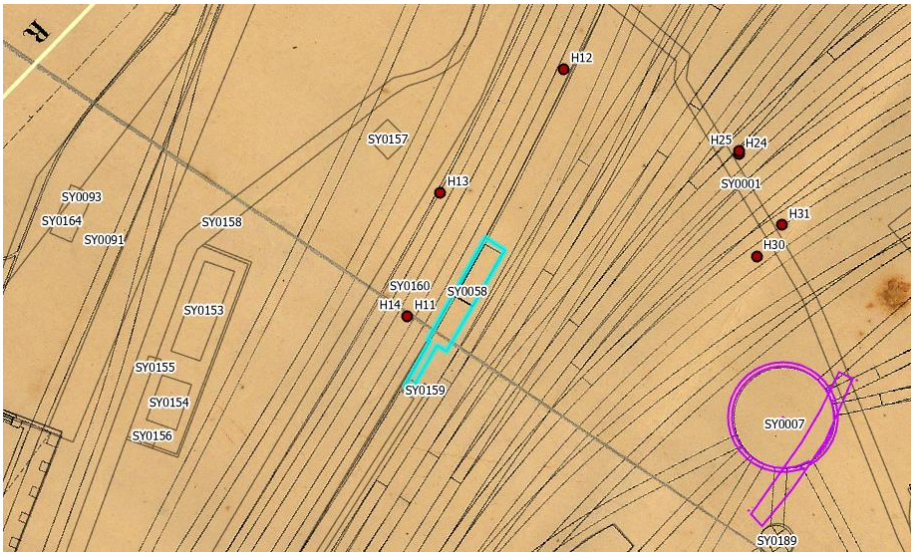


Figure 155. 1884 map, showing the additions to the structure. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

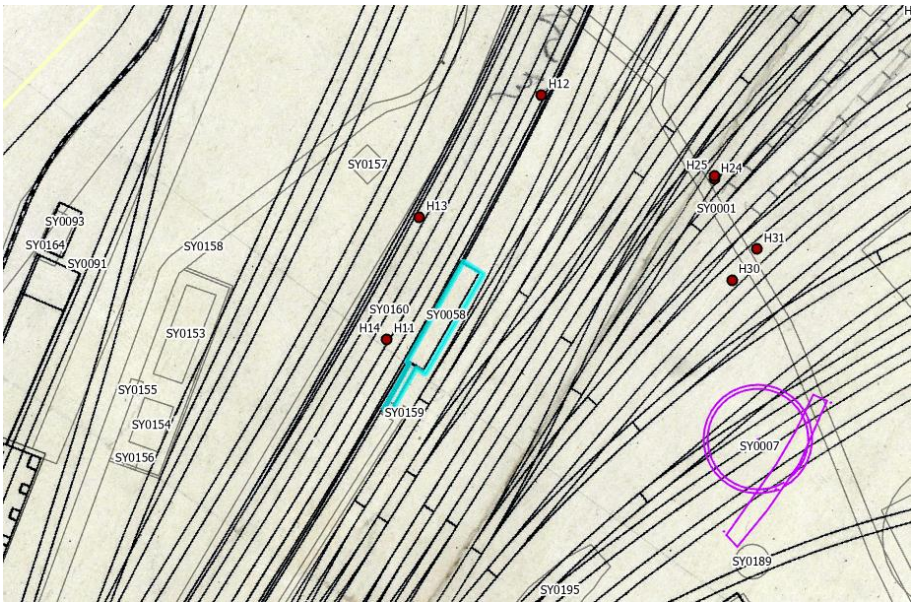


Figure 156. 1896 plan of Sydney Yard showing the extended footbridge. Source: SLNSW.

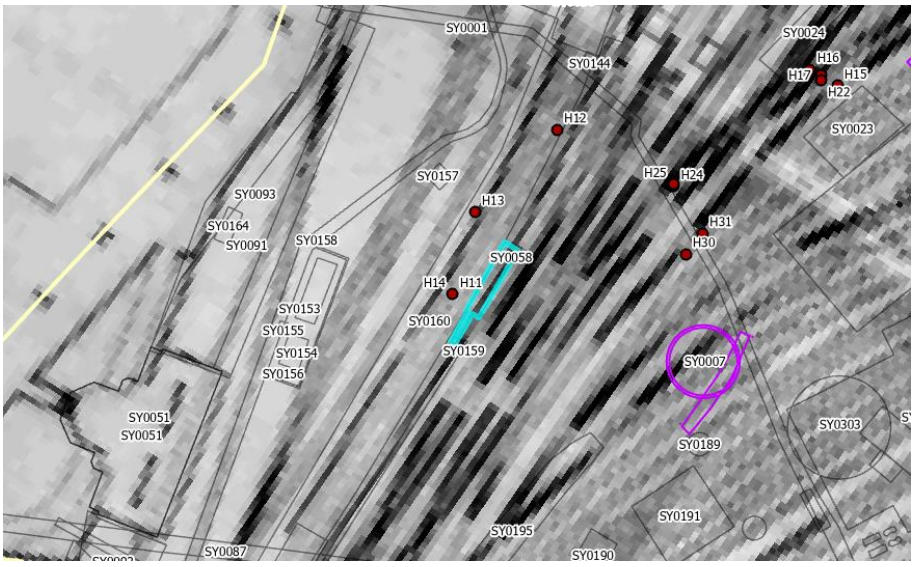
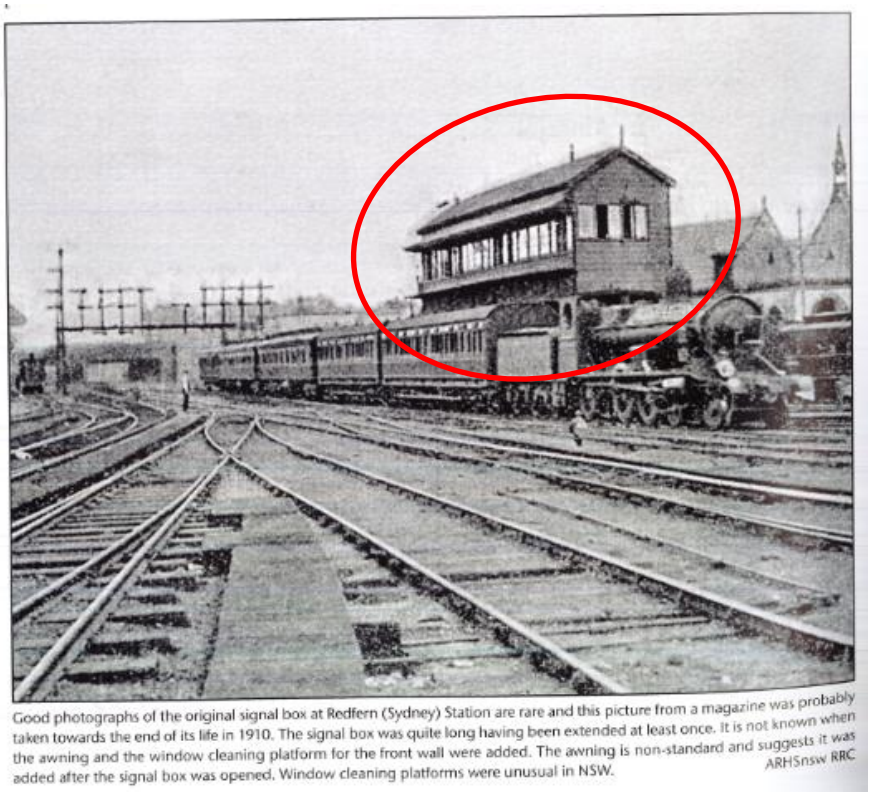


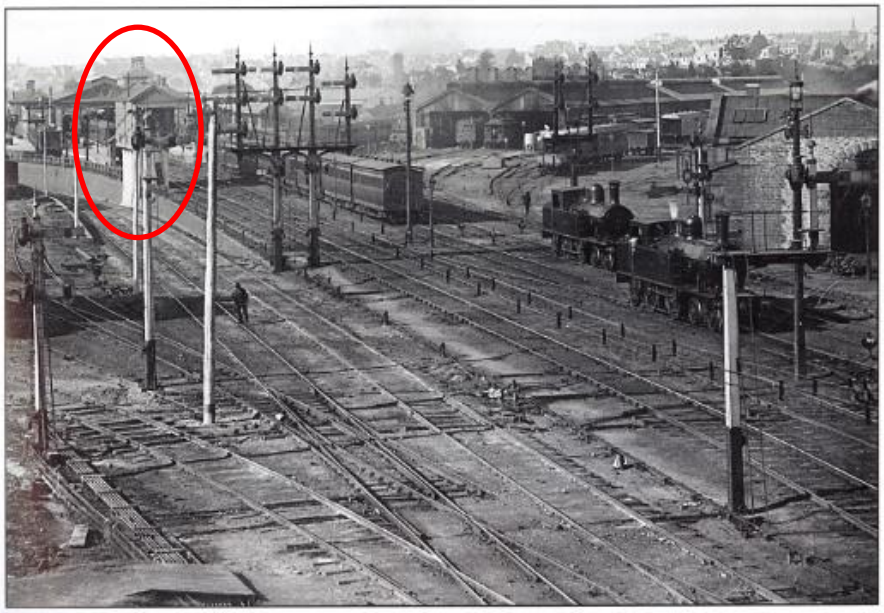
Figure 157. 1900 plan, showing the additions to the structure. Source: SLNSW.



Good photographs of the original signal box at Redfern (Sydney) Station are rare and this picture from a magazine was probably taken towards the end of its life in 1910. The signal box was quite long having been extended at least once. It is not known when the awning and the window cleaning platform for the front wall were added. The awning is non-standard and suggests it was added after the signal box was opened. Window cleaning platforms were unusual in NSW. ARHSnsw RRC

Figure 158. Photograph taken prior to 1910 of the 1884 Sydney Station Signal Box, showing the working level and window cleaning platform

Source: ARHS NSW RRC in Taaffe 2019, p. 172.



This view towards the rear of the signal box shows the narrow brick base which was partly built into the retaining wall for the Darling Harbour branch dive. The awning over the landing can be seen as well as some very nice signals. Taken prior to about 1904. ARHSnsw RRC

Figure 159. Photograph taken prior to 1904 of the 1884 Sydney Station Signal Box, showing the Darling Harbour branch dive retaining wall at the base of the signal box

Source: ARHS NSW RRC in Taaffe 2019, p. 172.

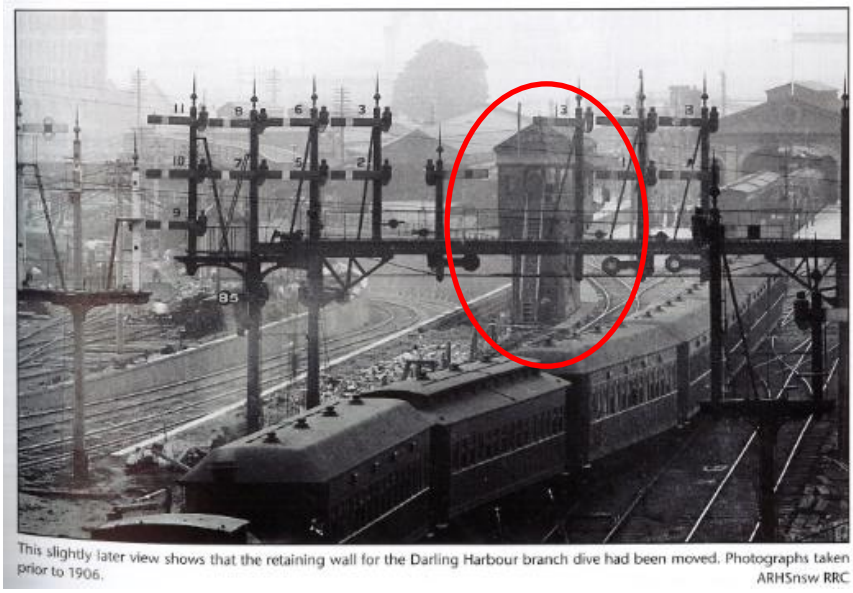


Figure 160. Photograph taken prior to 1906 of the 1884 Sydney Station Signal Box, showing that the Darling Harbour branch dive retaining wall had been relocated by this time

Source: ARHS NSW RRC in Taaffe 2019, p. 172.

Key Sources

Taaffe, R.T. 2019. *Signal Boxes of New South Wales Railways and Tramways*: Volume 2 – Gazetteer Illawarra, Metropolitan, Tramway. Hobart: Taaffe Press.

1.45 SY0059 (Structure)

Item Details	
Year of construction:	By 1896
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Unknown
Construction materials:	Prior to the 1920s
Demolished/removed (year):	By 1903

Historical Summary

Little is known about this structure, as the only record of the building are the 1896 and 1900 plans of Central Station. It appears to have been demolished as part of the redevelopment of the Third Central Station.

Archaeological notes

Little is known of the archaeological potential for this building, as it could have been constructed from timber, steel footings on concrete, brick or stone. It is unclear as to whether or not the building received services.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian building associated with Central Station. The potential remains have the potential to demonstrate the date, materials and use of the structure. Such in situ remains have the potential to demonstrate important information about this otherwise little-known structure. The building has the potential to provide information about the use of the second station.

In response to Bickford and Sullivan's questions about research potential,[76] the remains of the structure have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

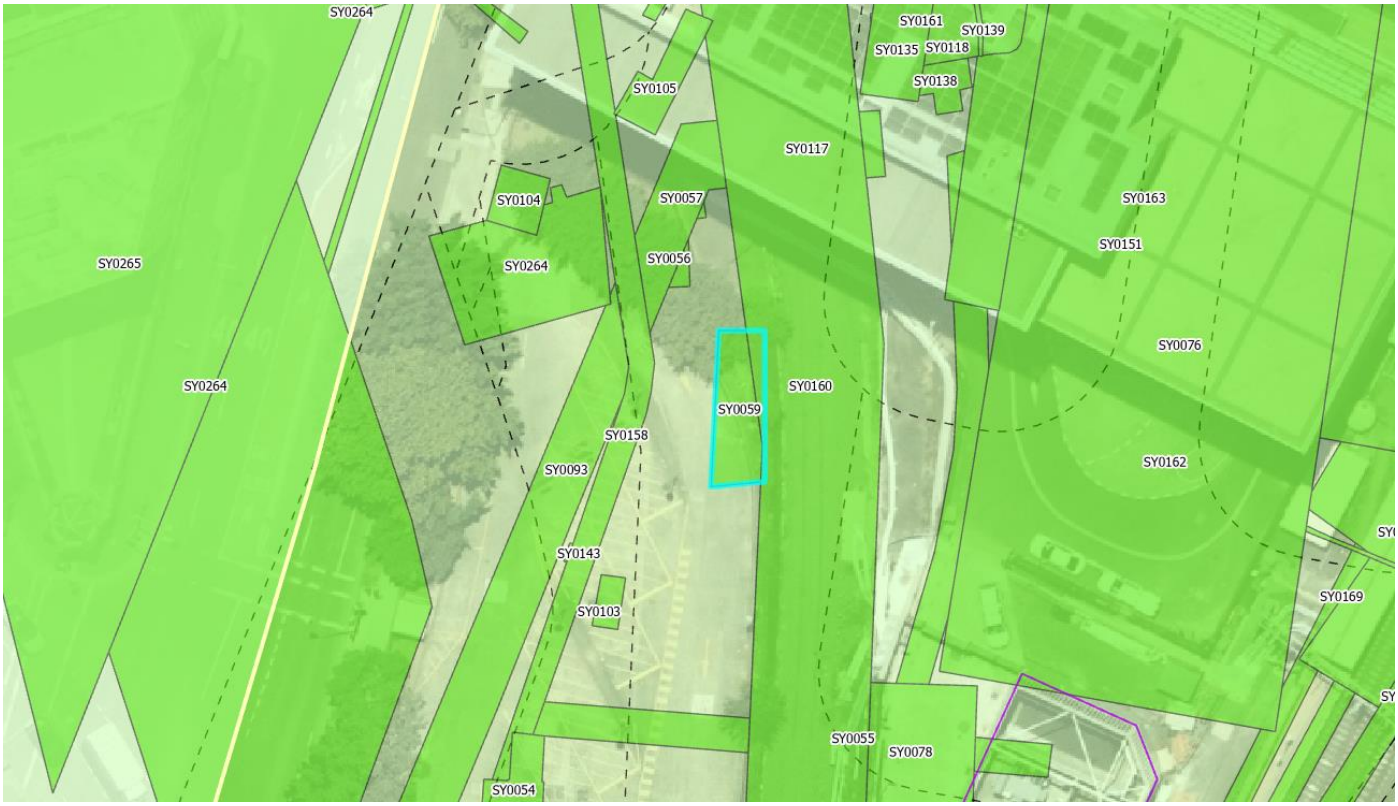
Local

Management

[76] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

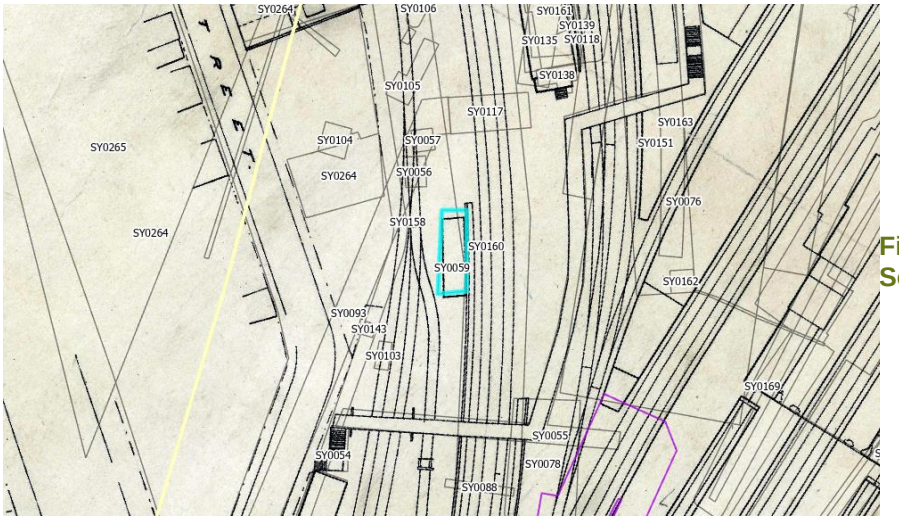


Figure 161. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

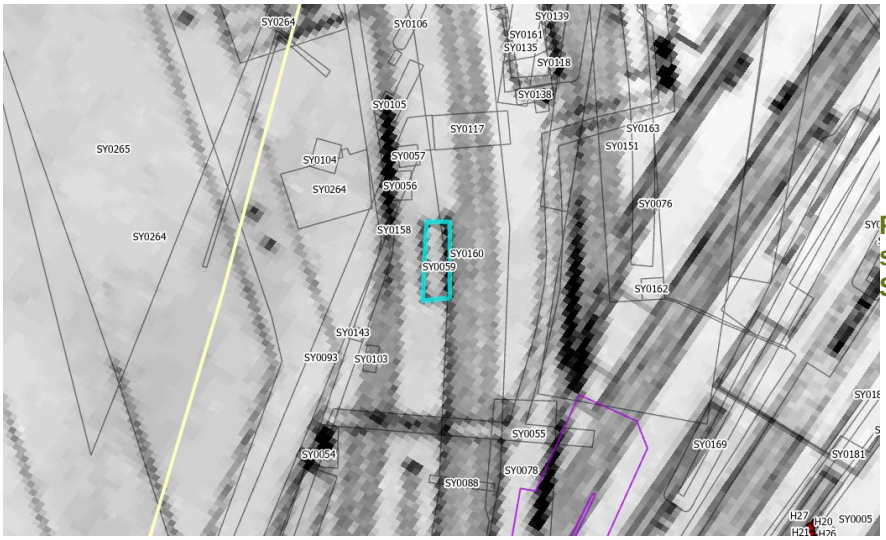


Figure 162. 1900 of the Station yards, showing additions to the structure. Source: Sydney Trains VPR.

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

1.46 SY0060 (Structures)

Item Details	
Year of construction:	c.1872
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Unknown – Likely small auxiliary structure
Construction materials:	Timber, glass and corrugated iron.
Demolished/removed (year):	Likely prior to 1884

Historical Summary

Botany Road Sidings

The Botany Road Sidings date back to the opening of the first Sydney Station in 1855. The Western Yard Precinct also opened at this time and was established as a rail yard, used for the repair and maintenance of trains. The yard serviced trains from across the rail network but was strongly associated with the now redundant Darling Harbour Goods line. It remained functional as a component of the second (1874) and current (1906) Central Stations, until the sidings were no longer required due to advancements in railway technologies. By the early 21st Century, majority of the sidings had been removed and in the 2010s the area was concreted for the use as a bus depot.

The structures

The structures appear to have been constructed c.1872 and demolished prior to 1884, as they are not shown on maps prior to and following the c.1872 G.S.R Redfern Station plan. They are likely to have been temporary structures associated with the nearby entrance, buildings and footbridge, such as stores, ticket offices, switch houses or signal boxes. One of the structures appears as a rectilinear timber clad building in photographs from c.1873-1880, with a multi-framed timber window and a hipped roof, likely of corrugated iron.

Archaeological notes

The structures are small and square in plan, dating only c.1872 to c.1884. The structures are likely to have been constructed from temporary materials, such as timber and corrugated iron. Therefore, the foundations are unlikely to remain intact in the archaeological record.

Archaeological Potential

Low potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian building related to Sydney/Central Station. The remains have the potential to demonstrate the date, materials and use of the structure. Such in situ remains have the potential to demonstrate important information about this otherwise little-known structure. The building has the potential to provide information about the use of the second station.

In response to Bickford and Sullivan's questions about research potential,[77] the remains of the structure have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

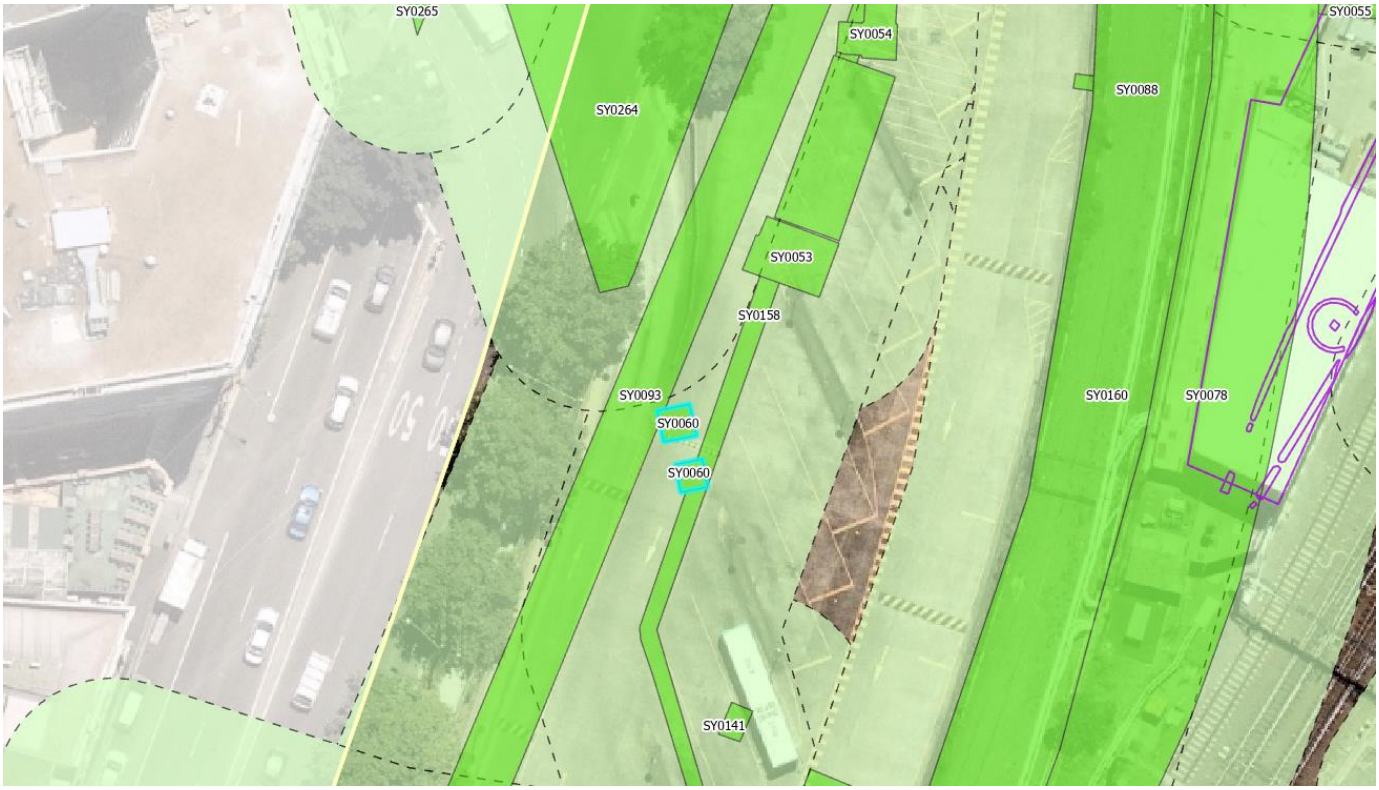
Level of Significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[77] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

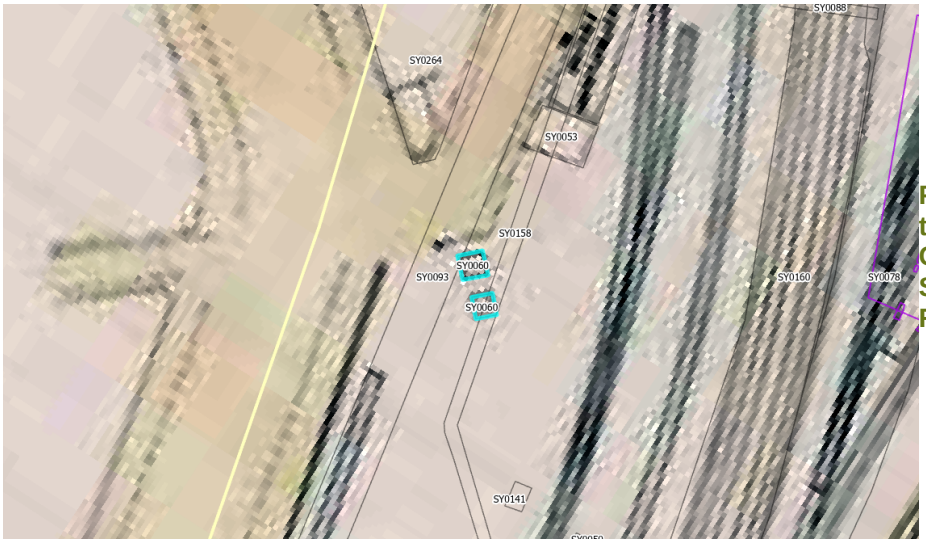


Figure 163. c.1872 plan, showing the structure. Source: c.1872 G.S.R. Redfern Station map. Source: Antique Print & Map Room, NSW-GSR–234118.

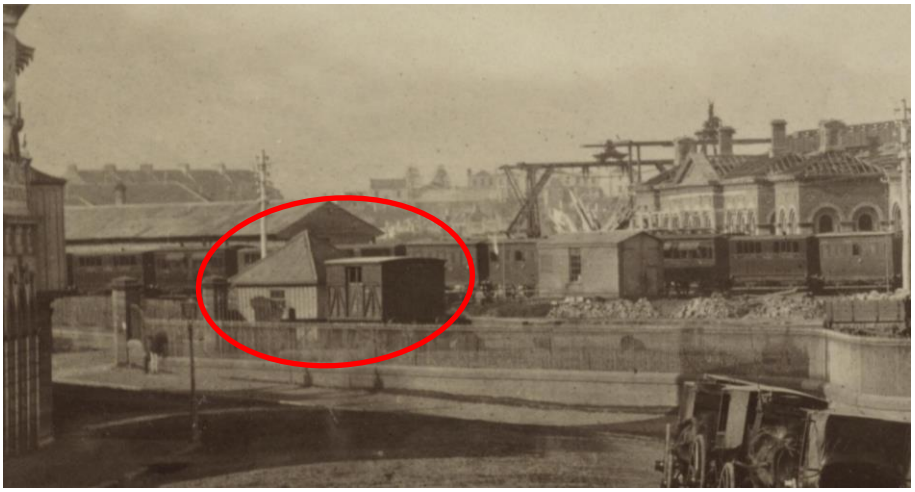


Figure 164. c.1873 – 1880. Building that could possibly be one of the structures. However, its position is not consistent with the historical maps. Source: Trove, PIC/12254/923 LOC Album 1136.

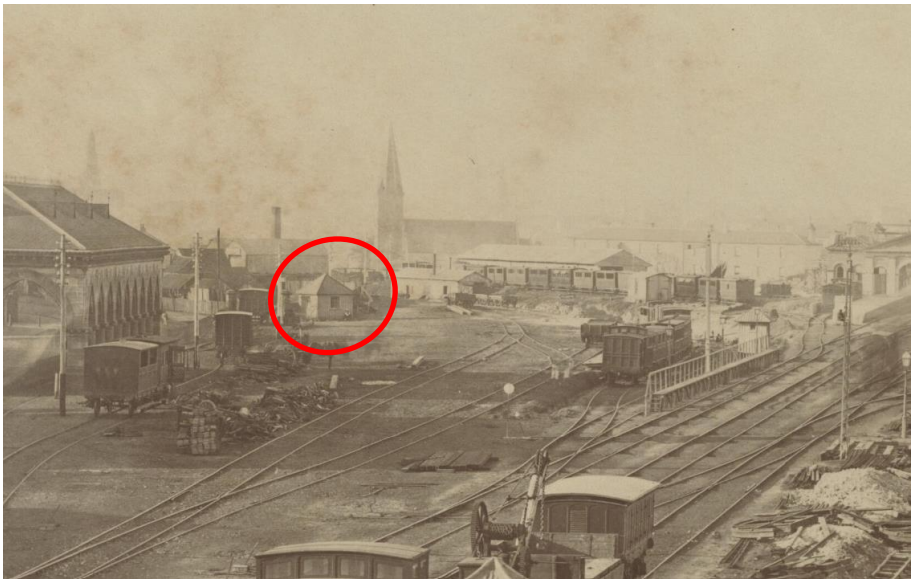


Figure 165. c.1873 – 1880. Building that could possibly be one of the structures. However, its position is not consistent with the historical maps. Source: Trove, PIC/12254/914 LOC Album 1136.

Key Sources

Government Printing Office. c.1872 (1896). *G.S.R. Redfern Station*. Antique Print and Map Room. NSW-GSR–234118. Accessed: https://antiqueprintmaproom.com/product/gsr-redfern-station-government-printing-office/ (12 April 2022).

2013. Rappoport Pty Ltd and the NSW Government Architects Office. "*Central Station Conservation Management Plan*." Mascot: Rappoport.

1.47 SY0062 (Structure)

Item Details	
Year of construction:	c.1872
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Unknown – Likely small auxiliary structure
Construction materials:	Unknown – likely lightweight timber or corrugated iron
Demolished/removed (year):	Likely prior to 1884

Historical Summary

The structure appears to have been constructed c.1872 and demolished prior to 1884, as it is not shown on maps prior to and following the c.1872 G.S.R. Redfern Station plan. It is likely to have been a temporary structure associated with Central or mortuary station, such as a store, switch house or signal box.

Archaeological notes

Intact and legible subsurface remains have the potential to reach the threshold for state significance as evidence of a functional and utilitarian building associated with Central Station. The structure is small and square in plan, dating only to c.1872. The structure is likely to have been constructed from temporary materials, such as timber and corrugated iron.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian building associated with Central Station. The potential remains have the potential to demonstrate the date, materials and use of the structure. Such in situ remains have the potential to demonstrate important information about this otherwise little-known structure. The building has the potential to provide information about the use of the second station.

In response to Bickford and Sullivan's questions about research potential,[78] the remains of the structure have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

Local

[78] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

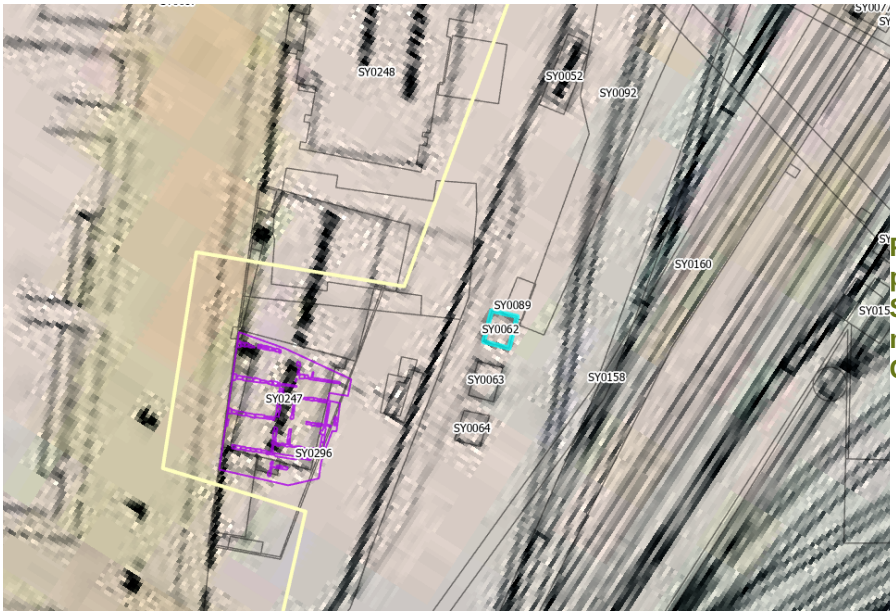


Figure 166. c.1872 plan of the station precinct, showing the structure. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

Government Printing Office. c.1872 (1896). *G.S.R. Redfern Station*. Antique Print and Map Room. NSW-GSR–234118. Accessed: https://antiqueprintmaproom.com/product/gsr-redfern-station-government-printing-office/ (12 April 2022).

1.48 SY0063 (Structure)

Item Details	
Year of construction:	c.1872
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Unknown – Likely small auxiliary structure
Construction materials:	Unknown – likely lightweight timber or corrugated iron
Demolished/removed (year):	Likely prior to 1884

Historical Summary

The structure appears to have been constructed c.1872 and demolished prior to 1884, as it is not shown on maps prior to and following the c.1872 G.S.R. Redfern Station plan. It is likely to have been a temporary structure associated with Central or mortuary station, such as a store, switch house or signal box.

Archaeological notes

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian building associated with Central Station. The structure is small and square in plan, dating only to c.1872. The structure is likely to have been constructed from temporary materials, such as timber and corrugated iron.

In response to Bickford and Sullivan's questions about research potential,[79] the remains of the structure have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian building associated with Central Station. The potential remains have the potential to demonstrate the date, materials and use of the structure. Such in situ remains have the potential to demonstrate important information about this otherwise little-known structure. The building has the potential to provide information about the use of the second station.

[79] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

In response to Bickford and Sullivan's questions about research potential,[80] the remains of the structure have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[80] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

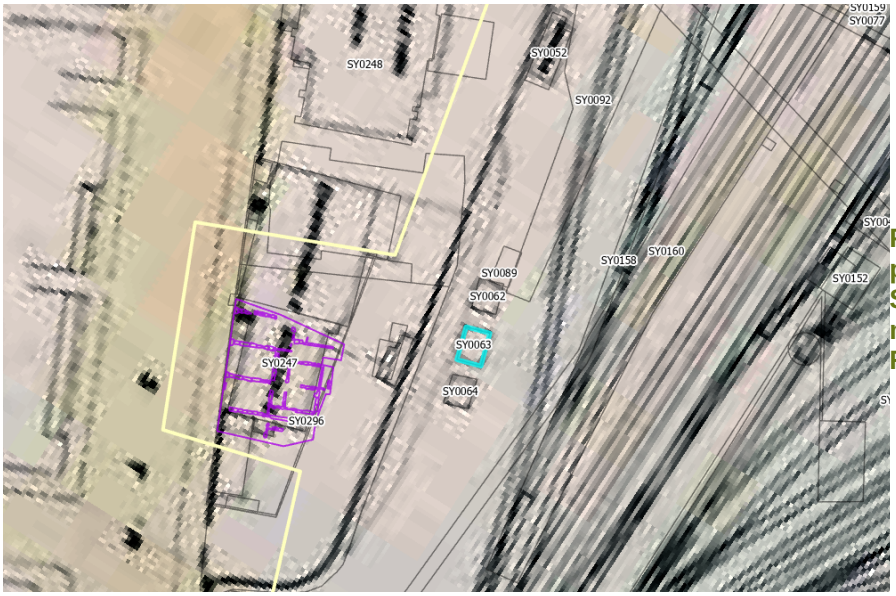


Figure 167. 1896 plan of the station precinct, showing the structure. Source: c.1872 G.S.R. Redfern Station map. Source: Antique Print & Map Room, NSW-GSR–234118.

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

Government Printing Office. c.1872 (1896). *G.S.R. Redfern Station*. Antique Print and Map Room. NSW-GSR–234118. Accessed: https://antiqueprintmaproom.com/product/gsr-redfern-station-government-printing-office/ (12 April 2022).

1.49 SY0064 (Structure)

Item Details	
Year of construction:	c.1872
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Unknown – Likely small auxiliary structure
Construction materials:	Unknown – Likely temporary materials, such as timber and corrugated iron.
Demolished/removed (year):	Likely prior to 1884

Historical Summary

The structure appears to have been constructed c.1872 and demolished prior to 1884, as it is not shown on maps prior to and following the c.1872 G.S.R. Redfern Station plan. It is likely to have been a temporary structure associated with Central mortuary station, such as a store, switch house or signal box.

In the late 2010s, the Sydney Yards Access Bridge was erected to facilitate the construction of the new Sydney Metro connection to Central Station. The concrete structure connects Regent Street to the centre of the Sydney Yards. Its entrance is located to the south of Mortuary Station. It is possible that the foundations of the bridge were constructed above the study area, but this is difficult to determine through photographs and aerial images.

Archaeological notes

Intact and legible subsurface remains have the potential to reach the threshold for state significance as evidence of a functional and utilitarian building associated with Central Station. The structure is small and square in plan, dating only to c.1872. The structure is likely to have been constructed from temporary materials, such as timber and corrugated iron. It is possible that potential remains were disturbed by the construction of the Sydney Yards Access Bridge.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian building associated with Central Station. The potential remains have the potential to demonstrate the date, materials and use of the structure. Such in situ remains have the potential to demonstrate important information about this otherwise little-known structure. The building has the potential to provide information about the use of the second station.

In response to Bickford and Sullivan's questions about research potential,[81] the remains of the structure have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

[81] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

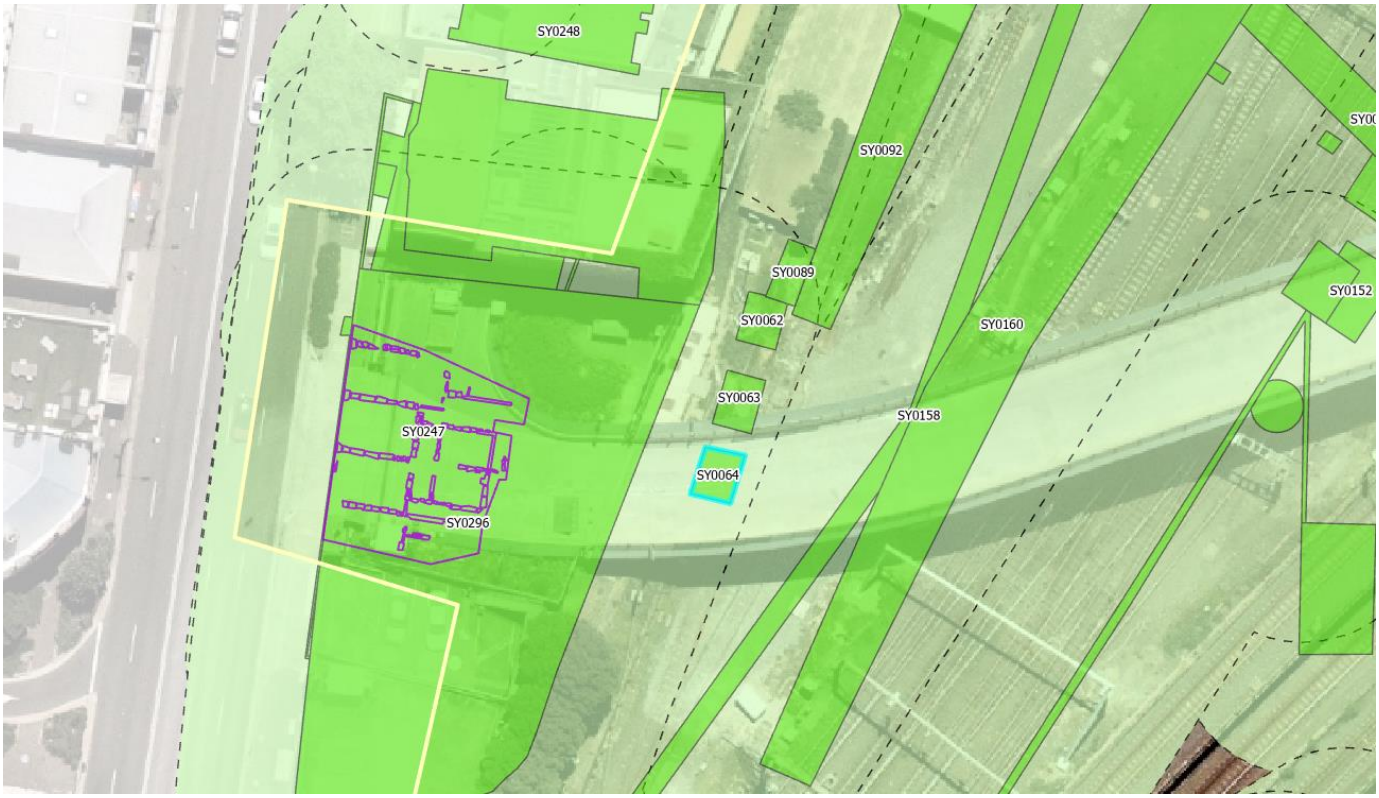
Level of Significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

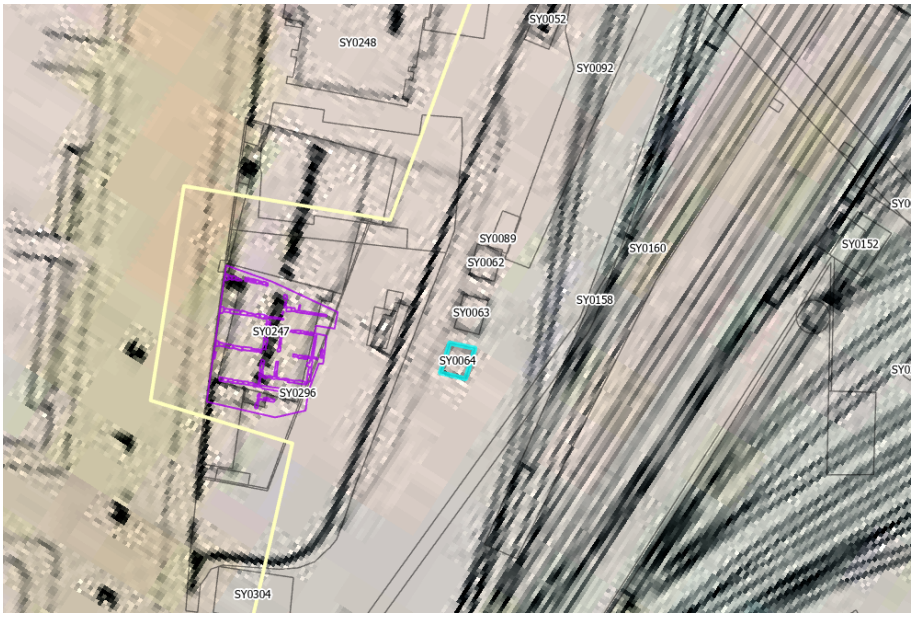


Figure 168. 1896 plan, showing the structure. Source: c.1872 G.S.R. Redfern Station map. Source: Antique Print & Map Room, NSW-GSR–234118.

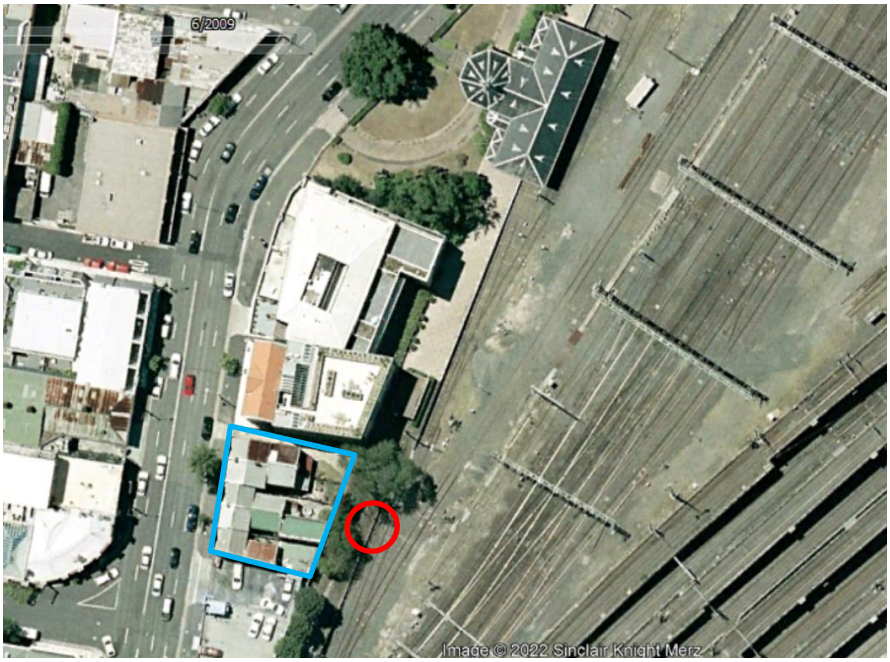


Figure 169. Study area (red) prior to construction of the access bridge. Blue outline highlights structures demolished to construct/ location of the access bridge entry to the Sydney Yard. Source: Google Earth, 2009.



Figure 170. Looking south-west from the Mortuary Station platform, towards the new concrete access bridge. Source: Artefact Heritage, 2021.

Key Sources

Government Printing Office. c.1872 (1896). *G.S.R. Redfern Station*. Antique Print and Map Room. NSW-GSR–234118. Accessed: https://antiqueprintmaproom.com/product/gsr-redfern-station-government-printing-office/ (12 April 2022).

1.50 SY0076 (Western Carriage Shed including extensions)

Item Details	
Year of construction:	c.1904 - 1906
Alternative names:	West Carriage Shed
Modifications (with years):	Various modifications and extensions
Function:	Carriage shed
Construction materials:	English bonded brick, timber-framed sawtooth roof trusses, corrugated asbestos cement
Demolished/removed (year):	c.1999

Historical Summary

Development of the Western Carriage Shed

With the opening of the third Sydney Terminus in 1906, new structures were constructed in the Western Yard to support the expanding rail operations. One of these new structures was the West Carriage Shed, which was built c. 1904-1906. Serving the same function as the East Carriage Shed – to clean the rail carriages, the West Carriage Shed was located on the western side of the precinct, adjacent to the Main Terminus Building. Covering "most of the Henry Dean Plaza"[82] site, the Shed was extensive, and could accommodate up to 56 train carriages, and was capable of holding "whole train sets for cleaning".[83] Six lines entered the Shed and each of these linked to the country platforms. Switches were located at the end of Platform 1 to divert the trains to the correct platform. Demolished c.1998, the West Carriage Shed was largely intact at the time and was the last carriage shed at Central Station to be demolished.[84]

Excavation of the site was required prior to the construction of the carriage shed. This was undertaken between c.1904 and 1905. Prior to its development, the parcel of land was occupied by several structures associated with the first and second Sydney Stations, including the George Street Platform (SY0163).

Following the demolition of the West Carriage Shed, Henry Deane Plaza was constructed on the site. It was built in the early 2000s and remains extant.

Description of the structure

A 1908 article published in the *Evening News* provides an extensive description of the Western Carriage Shed:[85]

> *The provision of the new shed, covering an area 500 feet long by 80 feet wide, and containing six roads, will give accommodation for 54 cars to be dealt with in the most up-to-date manner….the new shed is estimated to cost £17,000, including the sidings and preparation of the site, during which latter no less than 600 truck loads of material were removed. An idea of the extent of the shed may be gathered from the fact that upwards of one million bricks enter into its construction…. The vehicles run on an elevated road beneath which are the concrete floors and drains, and between the roads are the water troughs of a new and improved design. Electric light is installed throughout the building, and the arrangements for the water supply are most complete. The efficient vacuum cleaning system, already applied on a small scale in the old shed, is to be extensively used, and an engine-house attached to the building will provide the necessary power.*

82 Rappoport Pty Ltd & NSW Government Architects Office 2013. Inventory Sheet for Precinct 1, p 4.
83 Rappoport Pty Ltd & NSW Government Architects Office 2013. Inventory Sheet for Precinct 1, p. 4.
84 Rappoport Pty Ltd & NSW Government Architects Office 2013. Inventory Sheet for Precinct 1, p. 4.
85 "Sydney's Railway Rolling Stock," *Evening News*, 4 Jan 1908. http://nla.gov.au/nla.news-article114103392

By 1987, the Western Carriage Shed was described as requiring "extensive roof repairs and replacement of timber trusses".[86] It was also predicted that its function would be obsolete by 1989.

In a 1988 report, architect David Sheedy described the building as:[87]

> *The West Shed is a simple elongated rectangular plan form loading bearing brick walled building of 23 bays having timber framed sawtooth roof trusses with South facing roof lighting.*
>
> *Walls are of well burnt common type bricks in English Bond, the panel bays of brickwork, each supported by red brick arches, open underneath except where the ground has been built up. The building is completely open at both ends. The roof is corrugated asbestos cement. An elevated water tank at the South-East services a nearby Loco water filler column.*

This report also outlined the main changes that had been undertaken to the shed, including:[88]

- Two Bays at South end demolished.
- Three Bays at North end converted to loading dock and roadway.
- Vehicle openings formed in walls to Bays 2 and 3, East and. Bay 7, West .
- Brick gable built from Bay 7 to 12 East to accommodate the addition of two buildings
- Hole approximately 300 x 300 in East gable Bay 22
- Numerous brick and galvanised steel sheeted buildings and sheds attached to both the East and West elevations of the building

Towards the late 20th Century, the Western Carriage Shed still retained original features including:[89]

- Sawtooth roof
- Roof lights
- Brick walls with engaged piers
- Open low level archways
- Open ends
- Rail tracks
- Narrow platforms of pre-cast concrete
- Cast iron columns, with internal down pipes

It is understood that the Western Carriage Shed was demolished in c.1999 and that an archival recording of the building was made.

Extensions to the Western Carriage Shed

This inventory listing also includes the following archaeological items:

- Vacuum Cleaner Shed
- Train Lighting Generator Room
- Structure next to the West Carriage Shed
- Carriage Stored Shed and Lavatory
- Structures along North-Western Elevation of West Carriage Shed
- Awning to West Carriage Shed

The 1987 Conservation Management Plan (CMP) mentions that several small storage sheds were located along the Western Carriage Shed. These are described as varying in "age and building quality".[90] As a recommendation for the Western Carriage Shed, it was suggested that these appended sheds be removed.

86 Howard Tanner & Associates Pty Ltd, Sydney Central Station and Sydney Yard-Conservation Plan And Management Study Part 1,1987. Pg 115

87 David Sheedy Pty Ltd, 1988. A Conservation Plan for Sydney Central Railway Yard. Prepared by David Sheedy Pty Ltd for the State Rail Authority of New South Wales.

88 David Sheedy Pty Ltd, 1988. A Conservation Plan for Sydney Central Railway Yard. Prepared by David Sheedy Pty Ltd for the State Rail Authority of New South Wales. Pg 10.

89 Heritage Group State Projects. Department of Public Works and Services. :Sydney/ Central Station Conservation Management Plan." Volumes 1 and 2. March 1996.

90 Howard Tanner & Associates Pty Ltd, Sydney Central Station and Sydney Yard-Conservation Plan And Management Study Part 1,1987. Pg 81

The Heritage value of extensions to the Western Carriage Shed was determined not only by their significance, but also their architectural quality and physical condition. They were assessed as 2: Good, 1: Fair or 0: Poor. Assessment of the relevant structures follows:

- West Carriage Shed - Good
- Awning to West Carriage Shed- Poor
- Brick buildings adjacent to the West Carriage Shed (SY0149)– Poor

Historical development

Based on historical photographs and cartographic material, the extensions to the Western Carriage Shed include but are not limited to:

- Vacuum Cleaner Shed
  - Located along the north-western side of the Goods Line
  - Appears on the 1953 Sydney Yard Location and Yard Lighting Diagram
  - Construction and demolition dates unknown
- Train Lighting Generator Room
  - Located along the north-western side of the Goods Line
  - Appears on the 1953 Sydney Yard Location and Yard Lighting Diagram
  - Construction and demolition dates unknown
- Structure next to the West Carriage Shed
  - Located along the north-western side of the Goods Line
  - Appears on the 1953 Sydney Yard Location and Yard Lighting Diagram
  - Appears on the
  - 1949 aerial photograph of Sydney
  - Construction and demolition dates unknown
- Carriage Stored Shed and Lavatory
  - Located along the north-western side of the Goods Line
  - Appears on the 1953 Sydney Yard Location and Yard Lighting Diagram
  - Construction and demolition dates unknown
- Structures along North-Western Elevation of West Carriage Shed
  - Located along the north-western elevation of the West Carriage Shed
  - 1949 aerial photograph of Sydney
  - Construction and demolition dates unknown
- Awning to West Carriage Shed
  - Located at the northern end of the north-western elevation of the West Carriage Shed
  - 1949 aerial photograph of Sydney
  - Construction and demolition dates unknown

Archaeological notes

A 1988 summary of industrial archaeological potential for the Western Carriage Shed follows:[91]

> *The building has no remnants of the turn of the Century vacuum cleaning system. There appear to be no industrial archaeological relics of any significance in the building.*
>
> *An interesting purpose-built industrial building which has been shortened or altered at both ends and has had modifications made to the narrow Cleaners Platforms.*

Aerial imagery, cartographic material and primary records suggest that the structure was substantial. It was constructed from brick and would likely have had substantial footings and supports. Lighting was installed in and around the building, requiring electricity connection. It is thought that the 1990s demolition of the Western Carriage

[91] David Sheedy Pty Ltd, 1988. A Conservation Plan for Sydney Central Railway Yard. Prepared by David Sheedy Pty Ltd for the State Rail Authority of New South Wales. Pg 11.

Shed and the structures alongside it, combined with the substantial redevelopment of the site would have destroyed much of any remnant evidence of the structure.

Archaeological Potential

Moderate Potential

Assessment of significance

Intact and legible subsurface remains of the original footprint of the Western Carriage Shed have the potential to reach the threshold for *state* significance as evidence of a functional and utilitarian structure associated with Central Station. Subsequent extensions have the potential to reach the threshold for local significance. Any remains have the potential to demonstrate the date, materials and use of the structure. The structure has the potential to provide information about the use of the third Sydney station and its continued transformation to the present.

In response to Bickford and Sullivan's questions about research potential,[92] the remains of the Western Carriage Shed have the potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

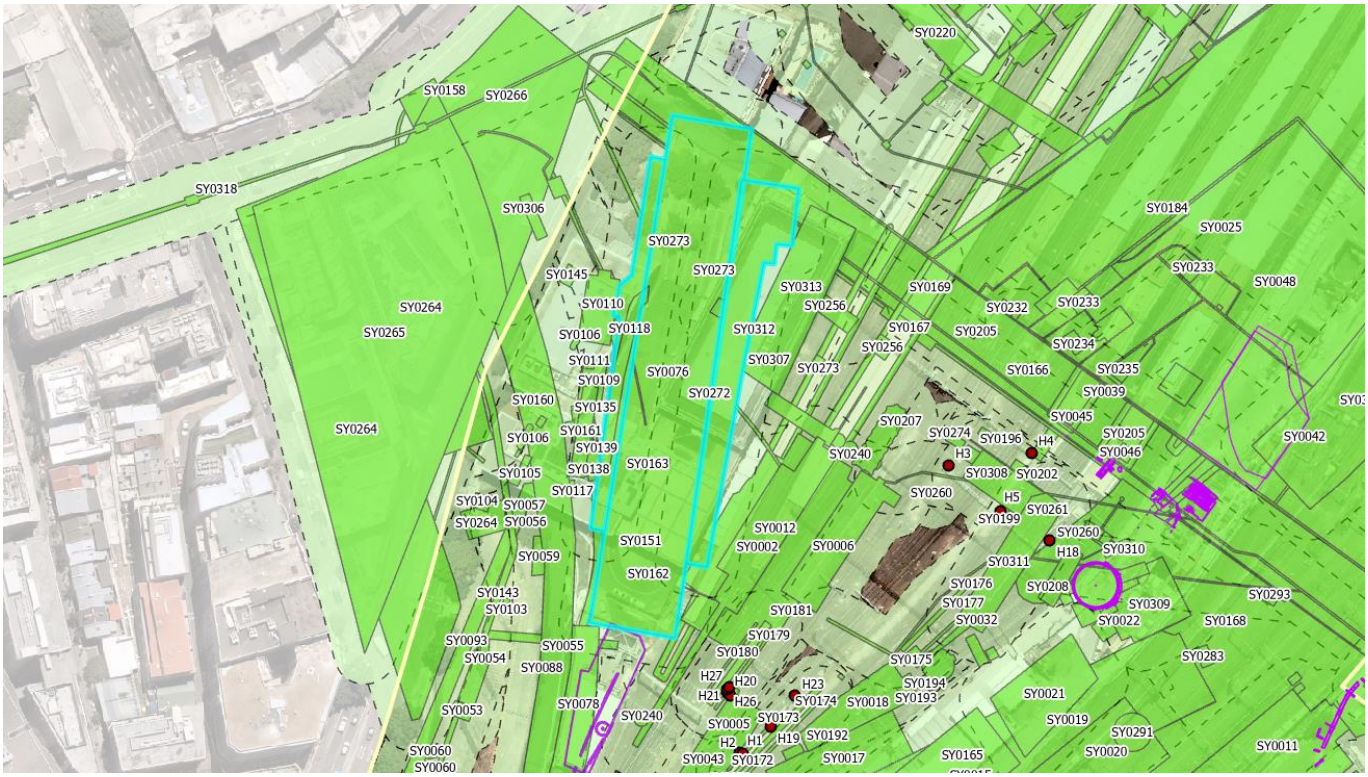
State – Original Building
Local – Later Extensions

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location

[92] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.


SY0220
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SY0306
SY0273
SY0273
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SY0169
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SY0048
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SY0256
SY0232
SY0233
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SY0205
SY0234
SY0111
SY0307
SY0273
SY0256
SY0166
SY0235
SY0109
SY0076
SY0272
SY0039
SY0160
SY0135
SY0045
SY0264
SY0207
SY0274
SY0196
H4
SY0205
SY0042
SY0106
SY0161
SY0139
SY0240
H3
SY0046
SY0105
SY0138
SY0163
SY0308
SY0202
SY0117
SY0260
SY0104
SY0057
H5
SY0264
SY0056
SY0199
SY0261
SY0012
SY0260
SY0151
SY0002
SY0006
H18
SY0310
SY0059
SY0311
SY0162
SY0176
SY0208
SY0293
SY0143
SY0177
SY0309
SY0103
SY0181
SY0032
SY0022
SY0168
SY0093
SY0179
SY0055
SY0180
SY0283
SY0054
SY0175
SY0088
H27
H20
SY0194
H23
SY0021
H21
SY0174
SY0018
SY0193
SY0053
SY0078
SY0240
H26
SY0173
SY0019
SY0005
SY0291
H2
H1
H19
SY0192
SY0060
SY0020
SY0011
SY0043
SY0172
SY0017
SY0165
SY0060

Key Images

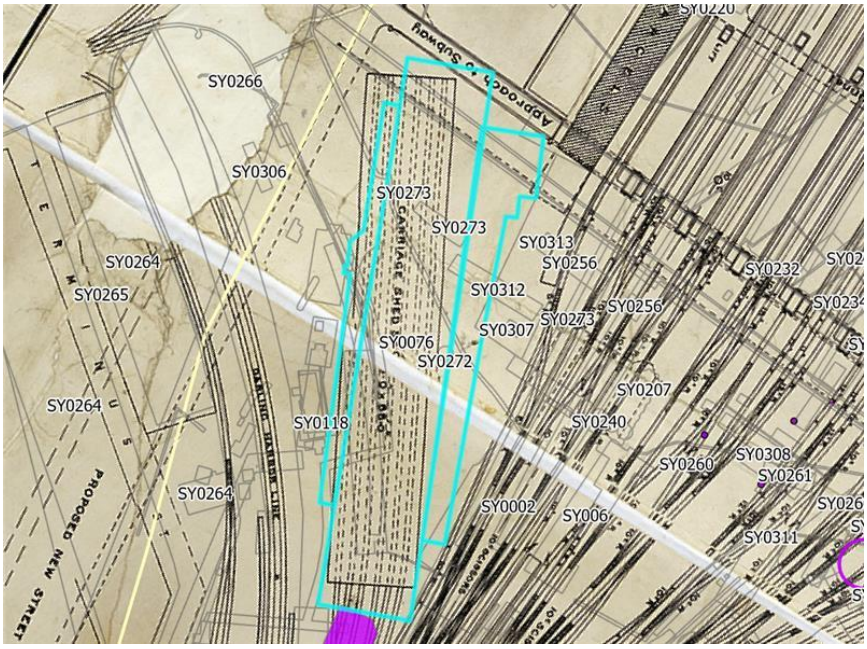


Figure 171. c.1903 plan, showing the carriage shed. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

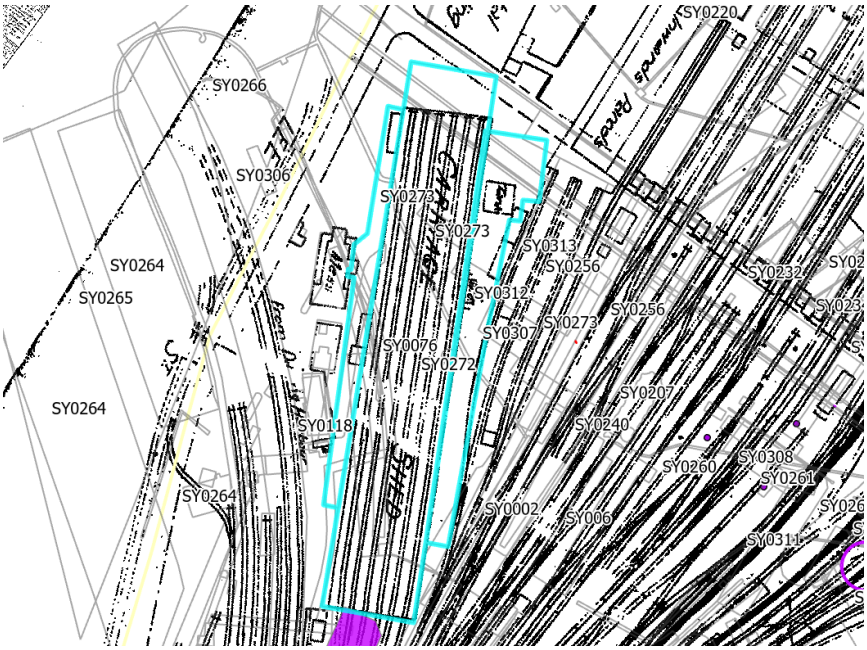


Figure 172. C.1916. Source: 1916 N.S.W.R. Sydney Yard, Sydney Trains Plan Room, 0204478 A0C.



Figure 173. 1916 view of Central Station and Yard, looking east. Western Carriage Shed visible in the foreground. Source: State Library NSW, ID: YezdpQb9.

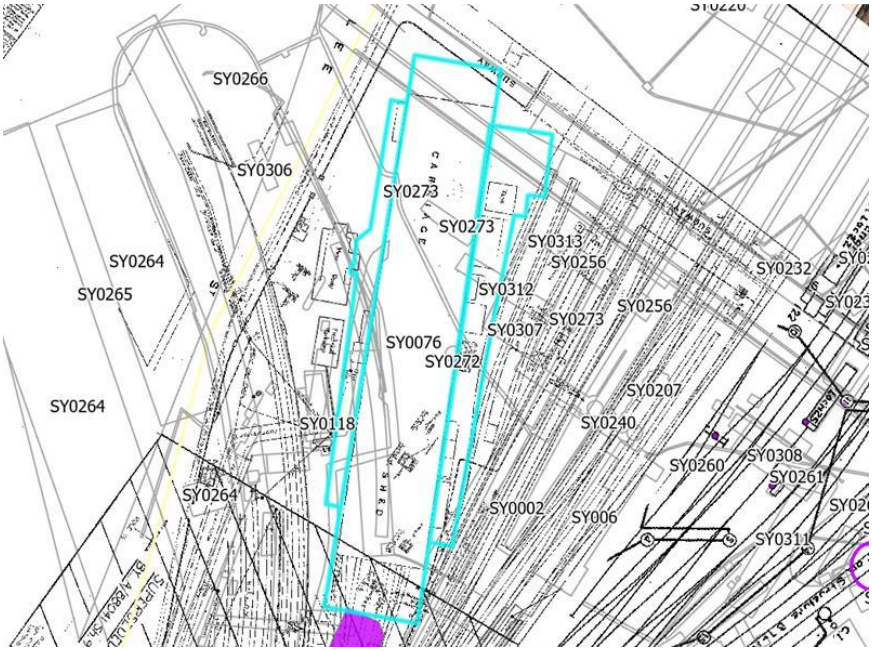


Figure 174. c.1925 plan, showing the Western Carriage Shed. Source: Sydney Trains, B/27846, 0045989_T0C.

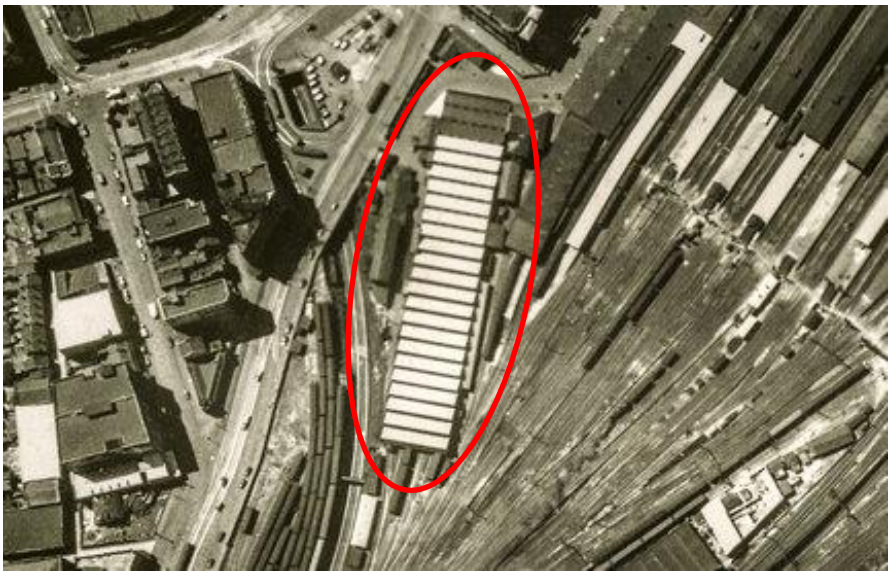


Figure 175. 1930 aerial photograph, showing the Western Carriage Shed. Source: City of Sydney Archives, ID: A-00009867.

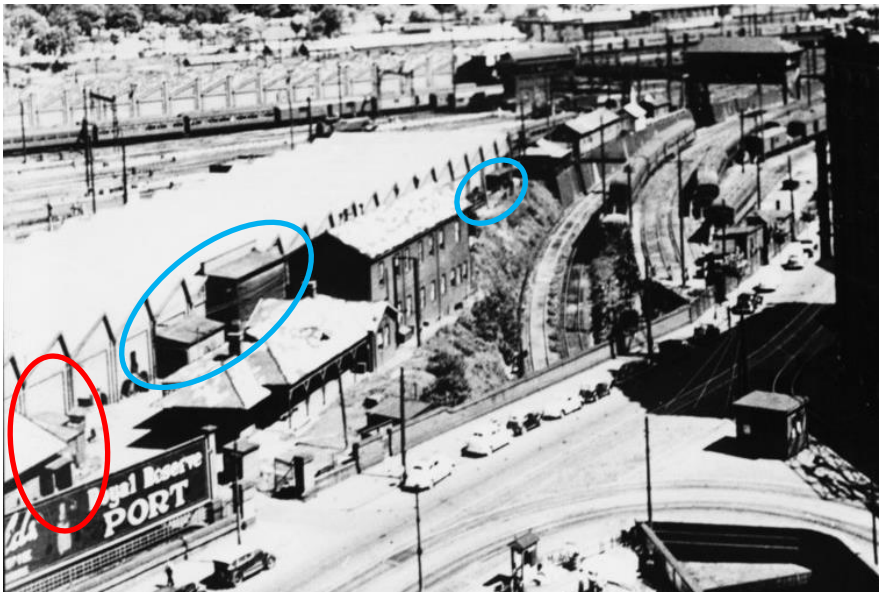


Figure 176. c.1939 photograph looking south towards the Darling Harbour Good Line. Note the Western Carriage Shed to the left.
Red (Structure next to the West Carriage Shed)
Blue (Structures along North-Western Elevation of West Carriage Shed)
Green (Awning to West Carriage Shed)
Source: City of Sydney Archives, A-00057892.



Figure 177. c.1943 aerial. Source: NSW Government, NSW Spatial Services.

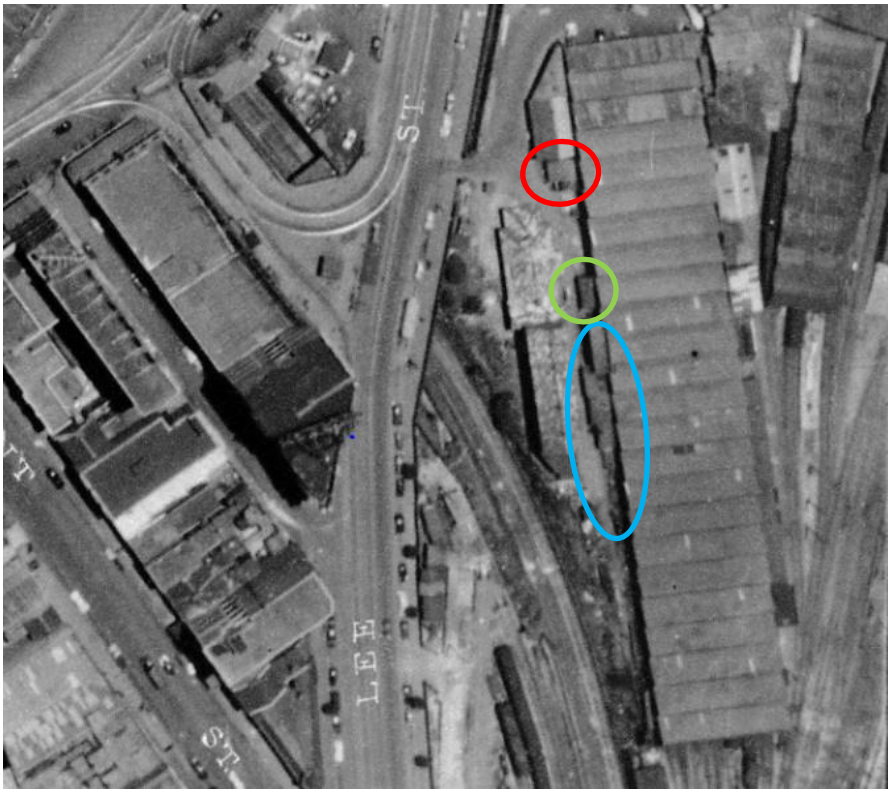


Figure 178. 1949 aerial image of the Western Carriage Shed.
Red (Structure next to the West Carriage Shed)
Blue (Structures along North-Western Elevation of West Carriage Shed)
Green (Awning to West Carriage Shed)
Source: City of Sydney Archives, A-00879995.

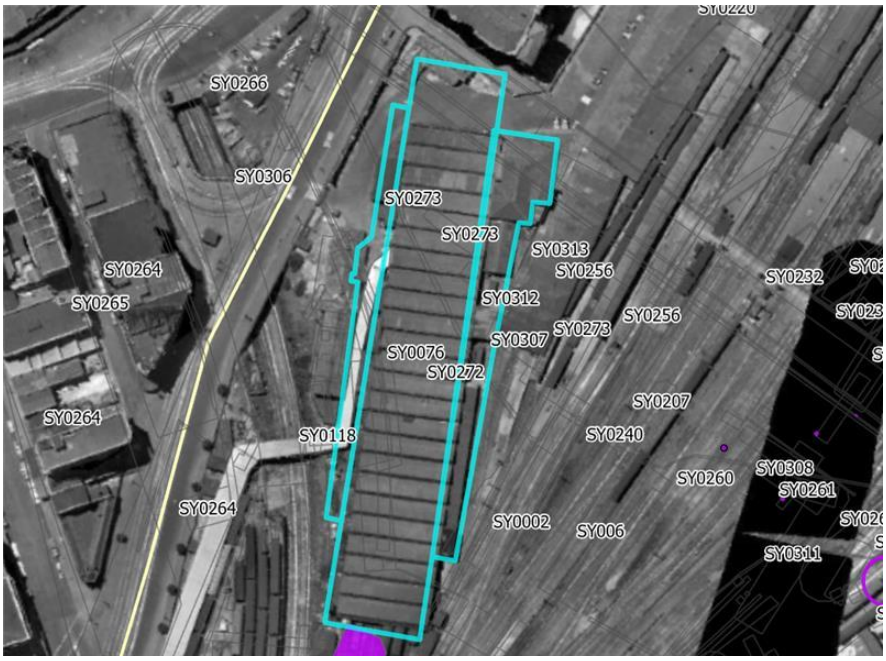


Figure 179. c.1951 aerial. Source: NSW Government, NSW Spatial Services.

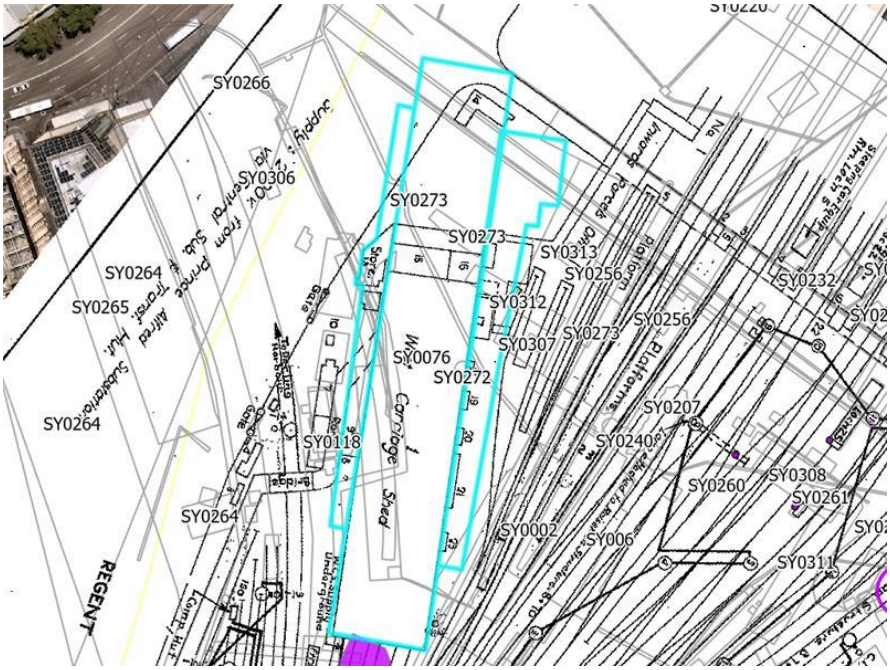


Figure 180. c.1953 plan. Source: Sydney Trains Virtual Plan Room.

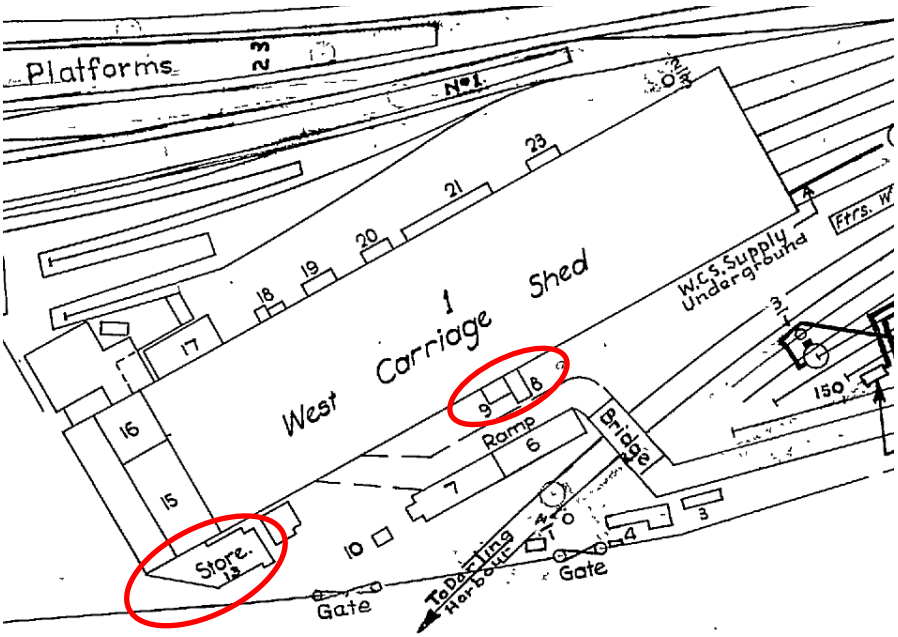
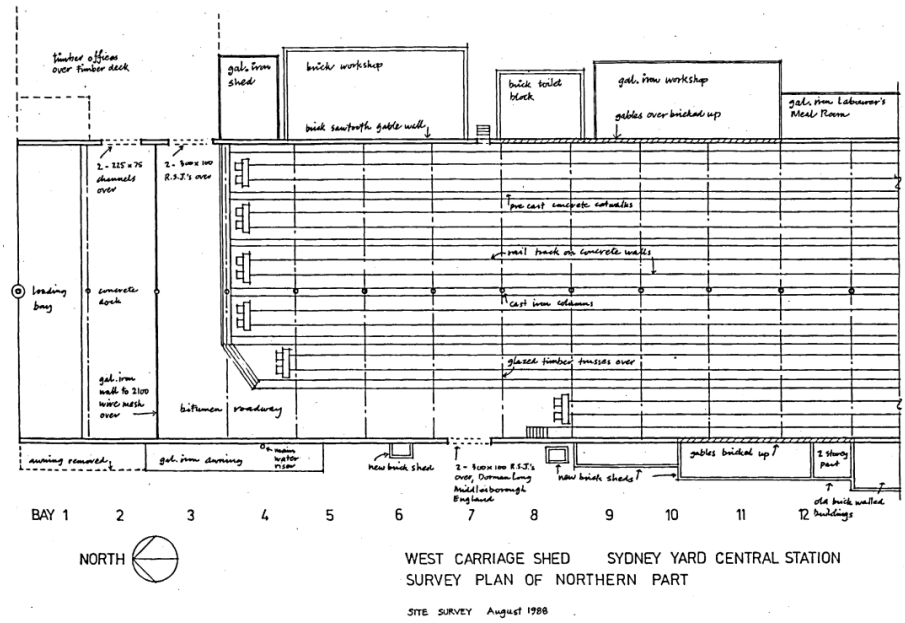


Figure 181. 1953 lighting plan of Sydney Yard.
No.1 (Western Carriage Shed)
No. 8 (Vacuum Cleaner Shed)
No.9 (Train Lighting Generator Room)
No.13 (Carriage Store Shed and Lavatory)
(Structure next to the West Carriage Shed), (Structures along North-Western Elevation of West Carriage Shed) and (Awning to West Carriage Shed) are not shown.
Source: Sydney Trains Virtual Plan Room.



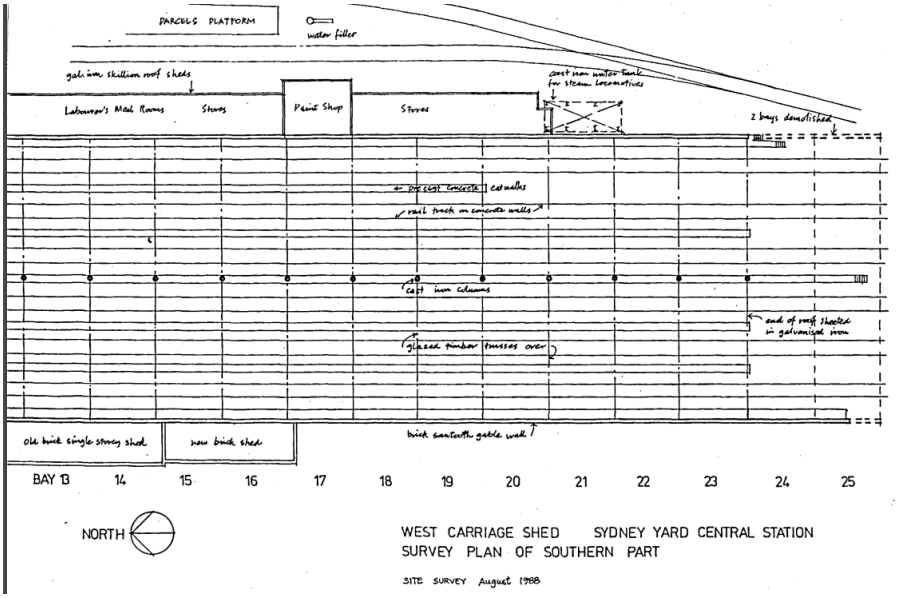


Figure 182. Survey plan of the Western Carriage Shed. Source: David Sheedy, 1988.

Key Sources

David Sheedy Pty Ltd, 1988. *A Conservation Plan for Sydney Central Railway Yard.* Prepared by David Sheedy Pty Ltd for the State Rail Authority of New South Wales.

Evening News. "Sydney's Railway Rolling Stock." 4 Jan 1908. http://nla.gov.au/nla.news-article114103392

Heritage Group State Projects. Department of Public Works and Services. :Sydney/ Central Station Conservation Management Plan." Volumes 1 and 2. March 1996.

Howard Tanner & Associates Pty Ltd, Sydney Central Station and Sydney Yard-Conservation Plan And Management Study Part 1,1987.

Rappoport Pty Ltd and the NSW Government Architects Office. "Central Station Conservation Management Plan." Mascot: Rappoport, 2013.

1.51 SY0077 (South-Western Signal Box)

Item Details	
Year of construction:	c.1903
Alternative names:	
Modifications (with years):	Unknown
Function:	Signal box
Construction materials:	Unknown – likely lightweight timber or corrugated iron
Demolished/removed (year):	Early twentieth century

Historical Summary

The signal box appears to have been constructed in 1903, as a plan dating to 17 February 1903 shows a proposed 'Site for Signal Box', while a plan dating to 2 October 1903 shows the as-built location for the building. It is unclear as to when the signal box was demolished, as it does not appear on subsequent plans. The absence of the signal box from later plans may indicate that the structure was never built, as the existing research available in the Gazetteer of Signal Boxes of New South Wales Railways and Tramways does not include a signal box constructed in 1903.

Archaeological notes

The structure was small and rectangular in plan, dating only to c.1903. The structure is likely to have been constructed from temporary materials, such as timber and corrugated iron.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian building associated with Central Station. The archaeological remains have the potential to demonstrate the date, materials and use of the structure. Such in situ remains have the potential to demonstrate important information about this otherwise little-known structure. The building has the potential to provide information about the use of the Third Station.

In response to Bickford and Sullivan's questions about research potential,[93] the remains of the South-Western Signal Box have some potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

Local

[93] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

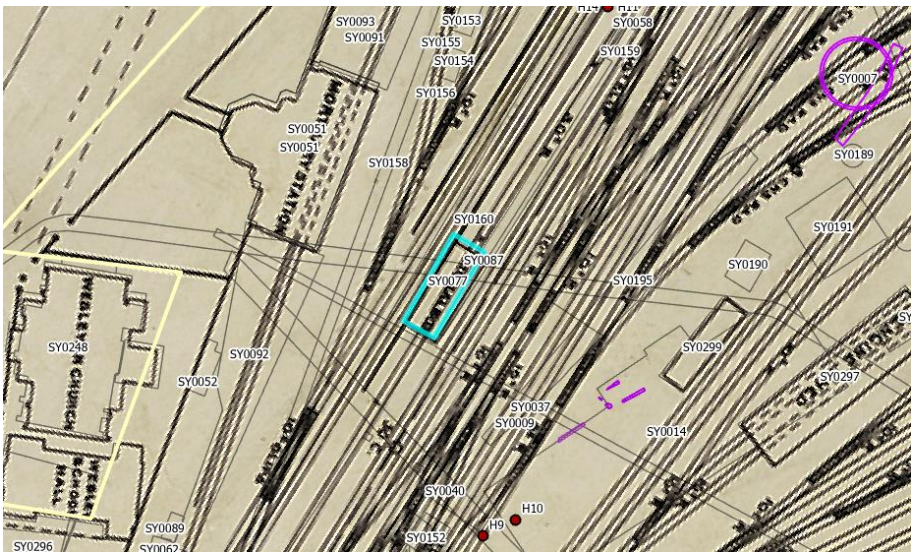


Figure 183. Plan of Central, dated 17 February 1903, showing the proposed location of the signal box. Source: SLNSW, Sydney Central Station arrangements. FL9189417

Key Sources

Taaffe, R.T. 2019. *Signal Boxes of New South Wales Railways and Tramways: Volume 2* – Gazetteer Illawarra, Metropolitan, Tramway. Hobart: Taaffe Press.

1.52 SY0078 (Structures to the South-West of the Western Carriage Shed)

Item Details	
Year of construction:	Prior to 1916 and until 1986
Alternative names:	Oil Store, Signal Branch Store, Maintenance Staff Amenities Building, Switch Room, Transformer House, Communications Room, Shelter, Shunter's Hut, Shunter's Communication Shed, Ancillary Structures, Storage Sheds
Modifications (with years):	Constructed prior to 1916, buildings removed and added over time until 1986
Function:	Signalling, storage, amenities
Construction materials:	Brick, corrugated iron/steel, timber
Demolished/removed (year):	c.1985-c.1999

Historical Summary

The structures to the south-west of the Western Carriage Shed and to the south-east of the Goods Line appear to have been originally constructed in connection with, or following, the construction of the Western Carriage Shed. The structures first appear on photographs and maps dating to 1916, indicating pre-1916 date of construction, appearing as small brick structures with corrugated iron/steel roofs. Over time, the structures in this area appear to have been removed and replaced, but some of the original c.1916 structures appear to have been retained by the time of the 1987 Conservation Management Plan for Central Station.

Archaeological notes

Intact and legible subsurface remains have the potential to reach the threshold for state significance as evidence of a functional and utilitarian building associated with Central Station. The structures are generally small and rectangular in plan, dating to c.1916 to 1986. The structures are likely to have been constructed from temporary materials, such as timber and corrugated iron, but photographic evidence also suggests that the northernmost structure was brick.

Archaeological Potential

Moderate Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian building associated with Central Station. The archaeological remains have the potential to demonstrate the date, materials and use of the structures. The buildings have the potential to provide information about the use of the Third Station.

In response to Bickford and Sullivan's questions about research potential,[94] the remains of the structures have some potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

[94] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24;

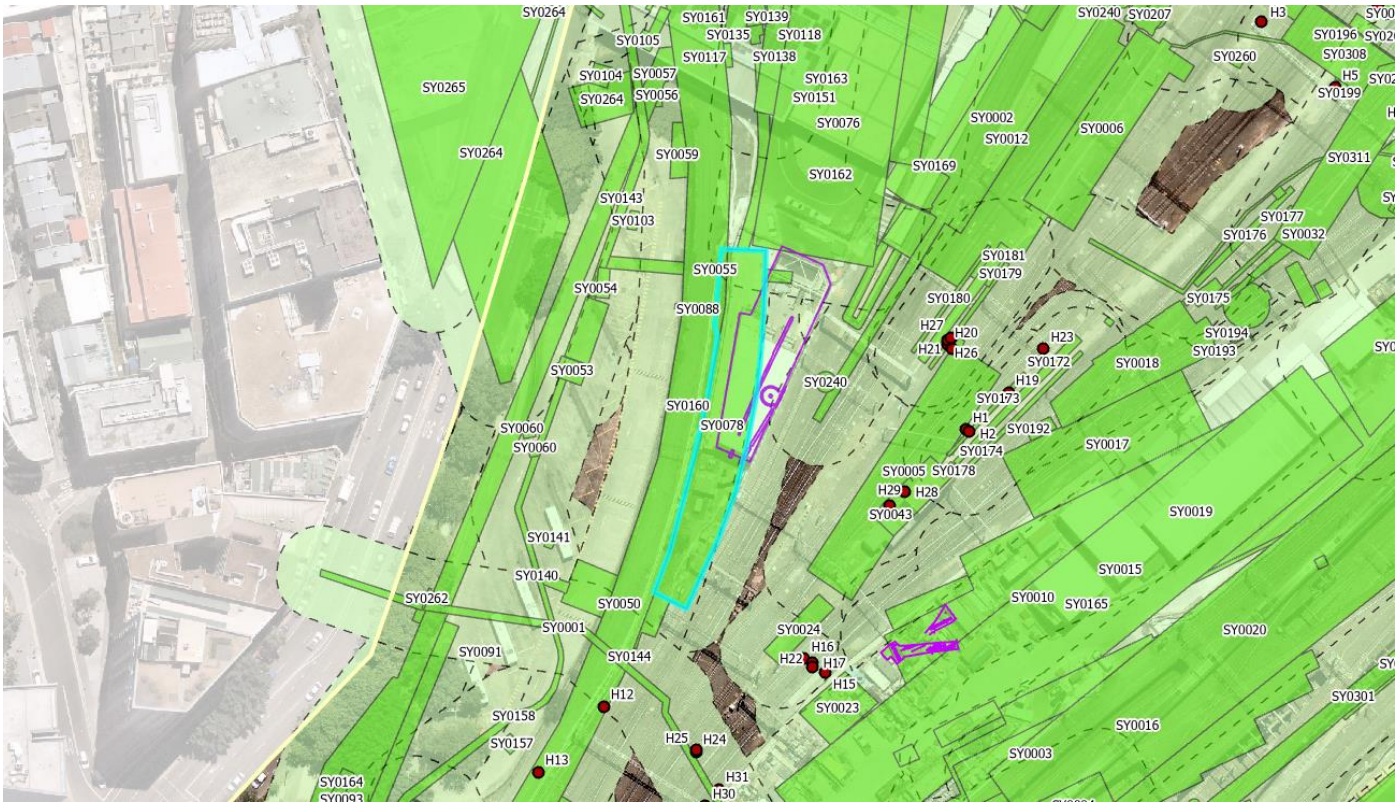
Level of Significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

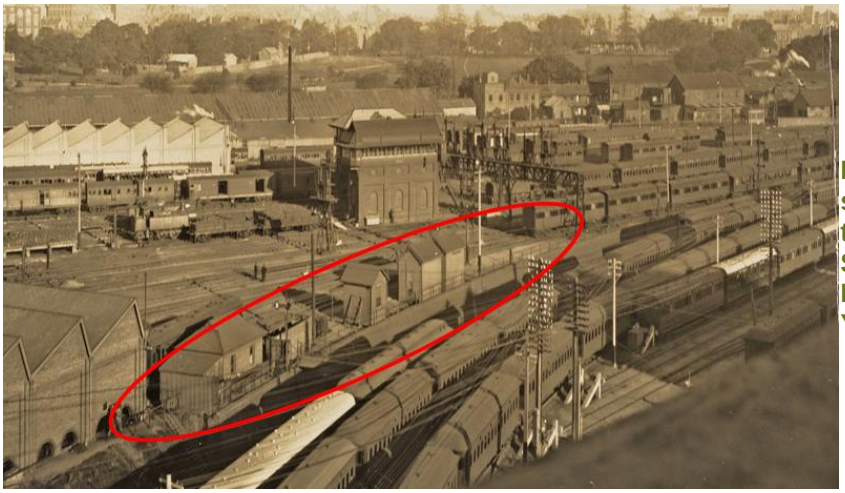


Figure 184. Central Station in July 1916, showing the buildings to the south-west of the West Carriage Shed Source: Source: SLNSW. Bradfield, J. J. C. "The City Railway, Photographs, 1915-1922 , Sydney Yard 10th July 1916.", SLNSW

Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

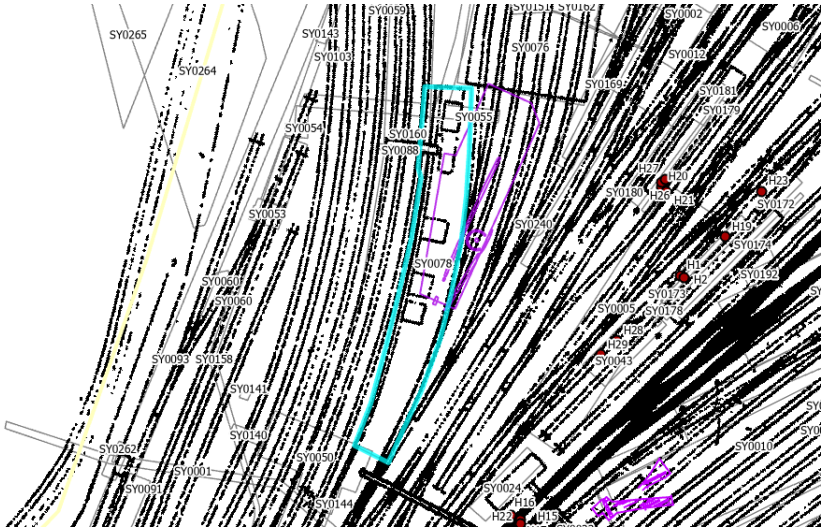


Figure 185. N.S.W.R. Plan of Central Station dated to 14 July 1916, showing the buildings to the south-west of the West Carriage Shed. Source: Sydney Trains VPR.

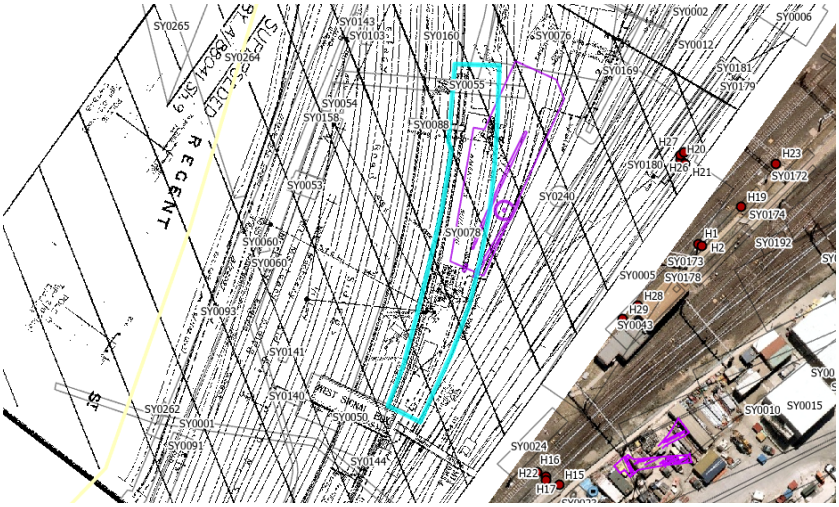


Figure 186. c.1925 High Voltage Source: Sydney Trains VPR, 0045989 T0C.

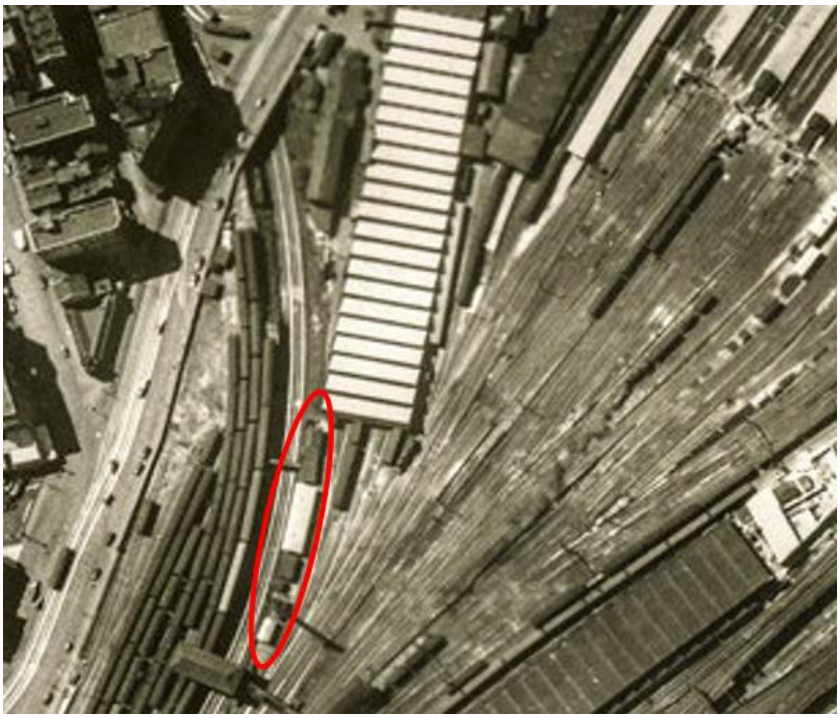


Figure 187. 1930 aerial photograph, showing the Western Oil Store. Source: City of Sydney Archives, A-00009867.

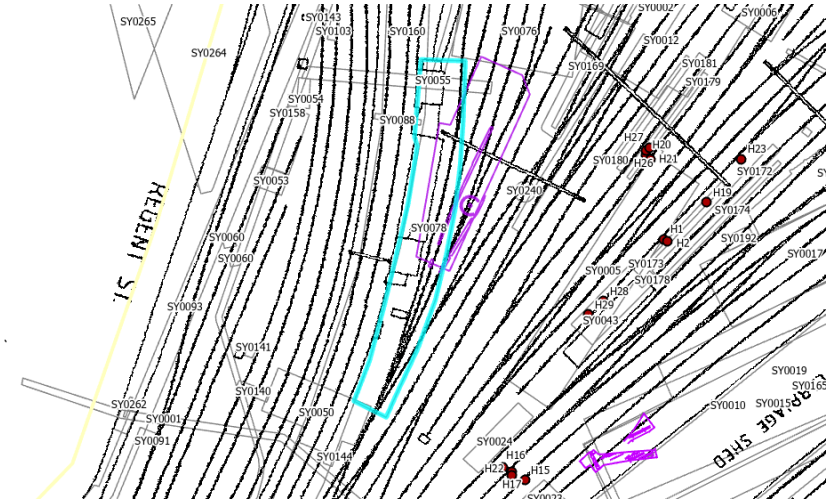


Figure 188. 1986 plan, showing the structures to the south-west of the Western Carriage Shed. Source: Sydney Trains VPR.

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020).

Notes

Oil Store - Appears in 1930 aerial and 1939 Sewerage Amplification Plan, 1954/1992 Sydney Yard Underground Services map, 1952 Sydney Yard Location and Yard Lighting diagram (0038146_KOC), 1967 Sydney-Tempe Detail Survey Sydney Yard South Spot level (CV0090914).

Signal Branch Store - Located to the south-west of the West Carriage Shed. Appears in 1930 aerial and 1939 Sewerage Amplification Plan, 1954/1992 Sydney Yard Underground Services map, 1952 Sydney Yard Location and Yard Lighting diagram (0038146_KOC), 1967 Sydney-Tempe Detail Survey Sydney Yard South Spot level (CV0090914), 1986 Central Sydney Yard Redevelopment Plan (EDMS CV0478497)

Maintenance Staff Amenities - Located to the south-west of the West Carriage Shed. Appears in 1930 aerial and 1939 Sewerage Amplification Plan, 1954/1992 Sydney Yard Underground Services map, 1952 Sydney Yard Location and Yard Lighting diagram (0038146_KOC), 1967 Sydney-Tempe Detail Survey Sydney Yard South Spot level (CV0090914), 1986 Central Sydney Yard Redevelopment Plan (EDMS CV0478497)

Switch Room - Located to the south-west of the West Carriage Shed. Appears in 1930 aerial and 1939 Sewerage Amplification Plan, 1954/1992 Sydney Yard Underground Services map, 1952 Sydney Yard Location and Yard Lighting diagram (0038146_KOC), 1967 Sydney-Tempe Detail Survey Sydney Yard South Spot level (CV0090914), 1986 Central Sydney Yard Redevelopment Plan (EDMS CV0478497)

Transformer House - Located to the south-west of the West Carriage Shed. Appears in 1930 aerial and 1939 Sewerage Amplification Plan, 1954/1992 Sydney Yard Underground Services map, 1952 Sydney Yard Location and Yard Lighting diagram (0038146_KOC), 1967 Sydney-Tempe Detail Survey Sydney Yard South Spot level (CV0090914), 1986 Central Sydney Yard Redevelopment Plan (EDMS (CV0478497)

Sewerage Amplification Plan, 1954/1992 Sydney Yard Underground Services map, 1952 Sydney Yard Location and Yard Lighting diagram (0038146_KOC), 1967 Sydney-Tempe Detail Survey Sydney Yard South Spot level (CV0090914), 1986 Central Sydney Yard Redevelopment Plan (EDMS (CV0478497)

Shelter - Located to the south-west of the West Carriage Shed. Appears in 1930 aerial and 1939 Sewerage Amplification Plan, 1954/1992 Sydney Yard Underground Services map, 1952 Sydney Yard Location and Yard Lighting diagram (0038146_KOC), 1967 Sydney-Tempe Detail Survey Sydney Yard South Spot level (CV0090914), 1986 Central Sydney Yard Redevelopment Plan (EDMS (CV0478497).

Shunter's Hut – Located to the south-west of the West Carriage Shed. Appears in 1930 aerial and 1939 Sewerage Amplification Plan, 1954/1992 Sydney Yard Underground Services map, 1952 Sydney Yard Location and Yard

Lighting diagram (0038146_KOC), 1967 Sydney-Tempe Detail Survey Sydney Yard South Spot level (CV0090914), 1986 Central Sydney Yard Redevelopment Plan (EDMS CV0478497)

Structure to South-West of Western Carriage Shed - Located along the north-western side of the Goods Line, between the Maintenance Staff Amenities Building and the Signal Branch Store. Appears on the 1967 Sydney-Tempe Detail Survey Sydney Yard South Spot level (CV0090914) and 1986 Central Sydney Yard Redevelopment Plan (EDMS CV0478497).

Structure to South-West of Western Carriage Shed - Located along the north-western side of the Goods Line, between the Shunter's Hut and the West Signal Box. Appears on the 1967 Sydney-Tempe Detail Survey Sydney Yard South Spot level (CV0090914).

1.53 SY0087 (Realigned Stormwater Drain)

Item Details	
Year of construction:	1925
Alternative names:	Concrete Sewerage Drain
Modifications (with years):	Unknown
Function:	Realigned stormwater drain to service Sydney yards, following rearrangement of yards for Electrification
Construction materials:	Concrete
Demolished/removed (year):	Unknown

Historical Summary

In 1925, excavation and construction work for the electrification of Sydney Station required the cutting of the original 1850s-1860s drain. A new concrete drain was accordingly constructed to convey the Prince Alfred Sewer along a new western alignment across Sydney Yard, departing Railways land just south of Mortuary Station

Mention of the brick oviform drain underneath the new city platforms 16-25 after this point is scarce, however, plans marked the section truncated from the original as “to be abandoned,” rather than removed, so remains of this structure may survive below ground.

Archaeological notes

Unknown if still extant. It is not known whether the construction of the City Railway demolished the section where the flyovers are located.

Archaeological Potential

High potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for local significance as evidence of early utilities related to the third phase of development of Sydney/Central Station and for their role in the development of the City of Sydney.

In response to Bickford and Sullivan’s questions about research potential,[95] the remains of the drain have some potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to the development of stormwater infrastructure in NSW.

Level of Significance

Local

[95] Bickford, A and S Sullivan, 1984. ‘Assessing the Research Significance of Historic Sites’, in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and ‘Relics’.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

A - Preserve in situ: Owing to the network-critical nature of Sydney Yard, this option will rarely be feasible. However, this is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be noted and reported, then covered in geofabric prior to reburial. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images



Figure 189. 1992 tracing of a 1954 plan of Sydney Yard, showing the underground services. Source: Sydney Trains VPR.

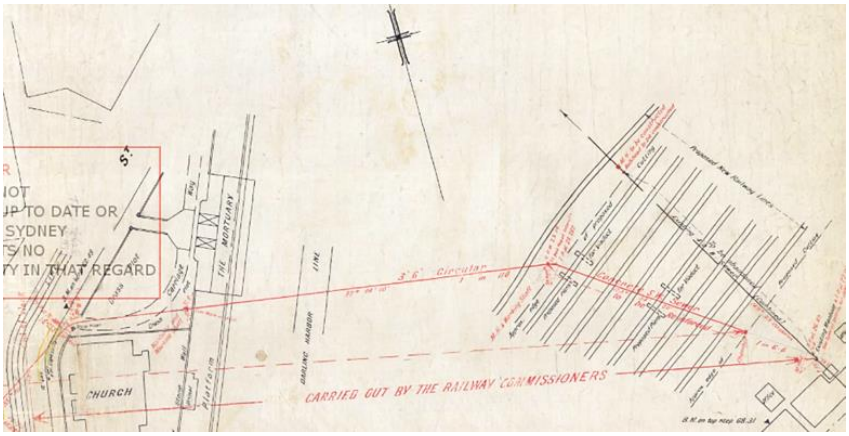


Figure 190. October 1924 sewerage diagram showing the former brick oviform sewer and location to be cut for the new Central Electric development, and connection of new concrete pipe. Source: Metropolitan Board of Water Supply and Sewerage, City sewerage northern division – diversion of Council's old sewer, Day Labor [sic] 2077 Sheet 1, 1924, Sydney Water Plans, DL2077 (1)

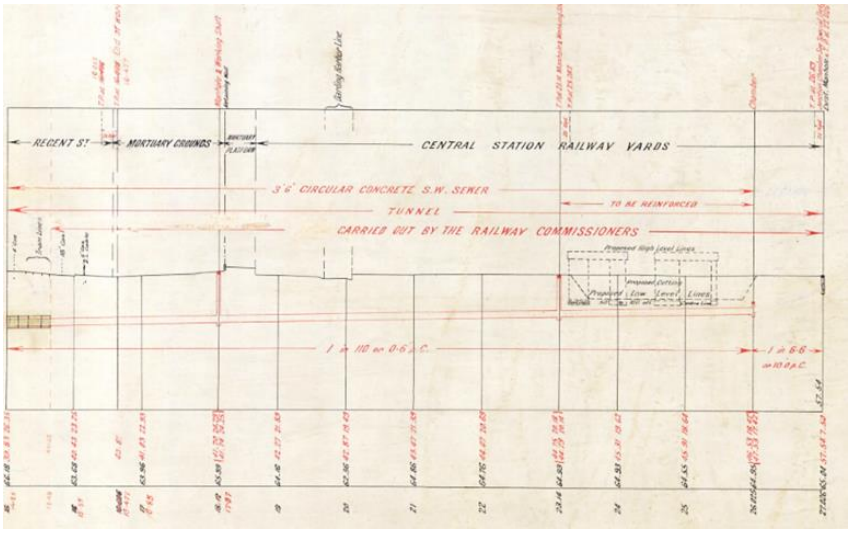


Figure 191. 1924 section across Sydney Yard showing the depth of the new alignment in 3' 6" (1.07 metres) concrete pipe laid to the south of the original oviform brick sewer line. Source: Metropolitan Board of Water Supply and Sewerage, City sewerage northern division – diversion of Council's old sewer, Day Labor [sic] 2077 Sheet 2, 1924, Sydney Water Plans, DL2077 (2)

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020).

Notes

Appears on the 1939 Sewerage Amplification Plan and 1954/1992 Sydney Yard Underground Services map, running to the south-west of Mortuary Station. Shown on Plan Showing Area draining to Prince Alfred Park and Tooths Brewery Sewers (in Sydney Water Plans, D29006). Also labelled as Council Sewer.

The 1954/1992 Sydney Yard Underground Services map provides dimensions and details for the sewer along its length. At the north-western end of the sewer, a manhole to the south-west of Mortuary Station is 24'3" below the ground surface. A manhole to the south-west of the Eastern Carriage Shed Is shown at a depth of 20'2" below the ground surface. The concrete pipe rises to meet the manhole with a depth of 7'6" within the Prince Alfred Sidings/Chalmers Street Triangle area.

1.54 SY0088 (Signal bridge)

Item Details	
Year of construction:	Extant by 1954
Alternative names:	
Modifications (with years):	Unknown
Function:	Provision of signalling indicating when it is safe for drivers to proceed, servicing the platforms which it extended over
Construction materials:	Metal, electrical wiring, lighting/bulbs
Demolished/removed (year):	After 1992

Historical Summary

Access to the Darling Harbour branch line was from a line running through the Sydney Yard. Movement was controlled by the Redfern Tunnel box which controlled Home and Distant signals. These were simple signals on a single mast. In 1908 access to Darling Harbour was through a Section Tunnel Box to Ultimo Box.

A signal bridge west of the West Signal Box (which did not control the Darling Harbour line) and south-east of the western carriage shed was extant by 1954, and appears in connection with auxiliary structures around the western carriage shed. It would appear to still be extant in 1992, but its date of demolition is unknown.

Archaeological notes

Remnants of the signal bridge may include evidence of the materials of the signal bridge structure and possible base as well as trenching and cabling associated with the electricity and communication fed to the structure. The date the signal bridge was removed or demolished is unknown.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible remains would be unlikely to reach the threshold for local or state significance as evidence of infrastructure related to the third and latest phase of development of Sydney/Central Station.

In response to Bickford and Sullivan's questions about research potential,[96] the remains of the Signal Bridge does not have the potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

Nil

[96] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images



Figure 192. 1992 tracing of a 1954 plan of Sydney Yard, showing the underground services. Source: Sydney Trains VPR.

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020).

Notes

Appears in 1939 Sewerage Amplification Plan and 1954/1992 Sydney Yard Underground Services map. Located to south-west of West Carriage Shed.

1.55 SY0089 (Staircases)

Item Details

Year of construction:	Northern stair extant by 1884, Western stair appears extant by 1896; eastern stair not clearly indicated till 1920s plan
Alternative names:	
Modifications (with years):	Unknown
Function:	Platform access
Construction materials:	Unknown; possibly stone or brick like the platforms, or utilitarian metal structure
Demolished/removed (year):	The northern stair adjacent to the gasworks appears to have been demolished in c.1900. The Mortuary Station stairs were still extant in 1954 but do not appear in subsequent aerials and maps. They were likely demolished sometime in the mid to late twentieth century.

Historical Summary

A staircase adjacent to the gasworks appears to have been constructed in c.1884 and demolished by c.1900. Staircases at either end of the Mortuary Station platform appear to be extant by the 1920s, with the western staircase substantially pre-dating the eastern and being extant by 1896. The exact use and function of the staircases is unknown, but it is assumed they may have provided access from the platforms to the rail corridor, and possibly access below the platform. Both Mortuary Station staircases appear to still be extant in 1954, being demolished at an unknown date in the mid to late twentieth century.

Archaeological notes

Little is known of the archaeological potential for these structures, as they could have been constructed from timber, steel footings on concrete, brick or stone. Lighting may have been installed proximate to the staircase requiring electricity connection.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of functional and utilitarian structures associated with Central Station. Any remains have the potential to demonstrate

the date, materials and use of the structure. The structure has the potential to provide information about the use of the second and third Sydney station redevelopments.

In response to Bickford and Sullivan's questions about research potential,[97] the remains of the staircases have some potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to the development of access at sites of transport infrastructure in NSW.

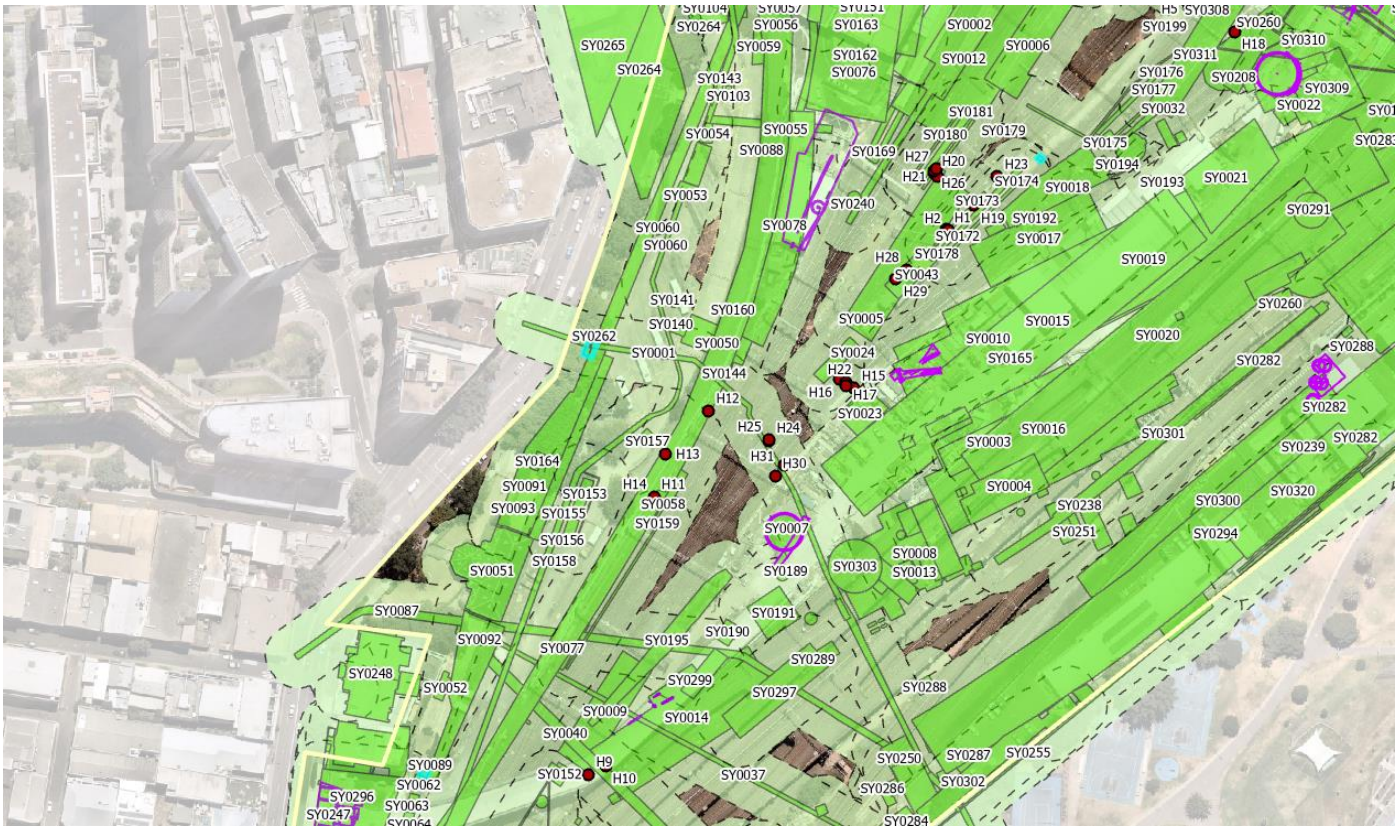
Level of Significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[97] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

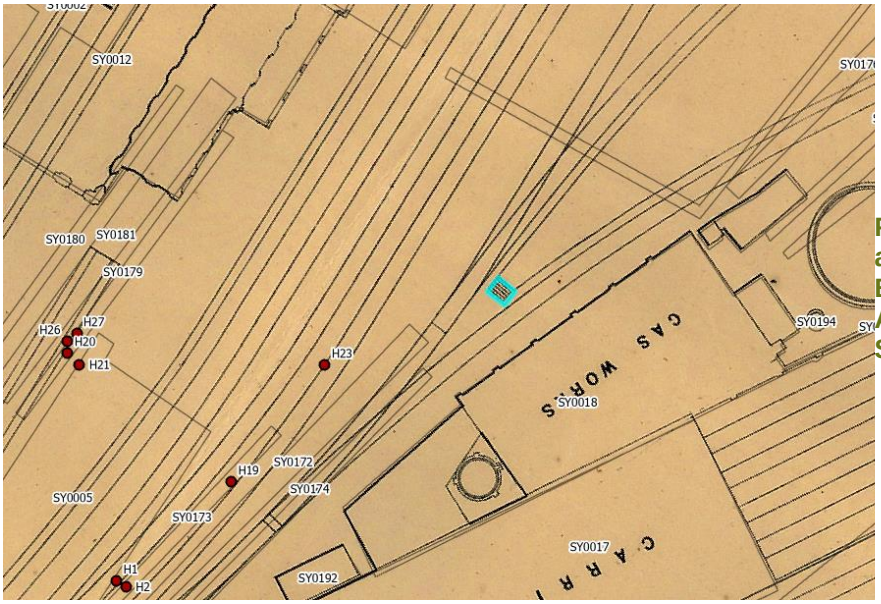


Figure 193. The northern staircase adjacent to the gasworks. 1884 Water Board detail map. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2

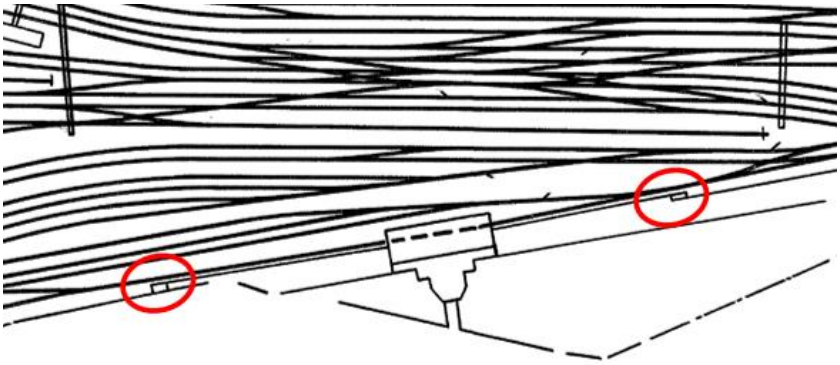


Figure 194. 1920s N.S.W.R. Electrification Plan (Sydney Yard), showing the location of the pre-1920s staircases. Source: Sydney Trains VPR.

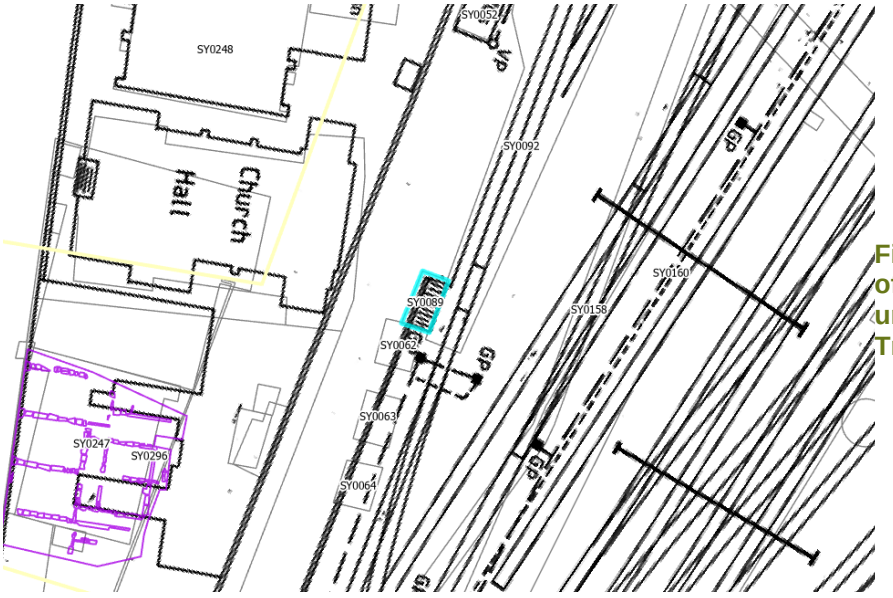


Figure 195. 1992 tracing of a 1954 plan of Sydney Yard, showing the underground services. Source: Sydney Trains VPR.

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020).

Notes

Staircase to south-west of Mortuary Station. Appears on 1954/1992 Sydney Yard Underground Services map, 1950 City of Sydney Detail Sheet 3847 and 1920s N.S.W.R. Electrification Plan (Sydney Yard).

A structure, thought to be a staircase, to north-east of Mortuary Station. Appears on the 1920s N.S.W.R. Electrification Plan (Sydney Yard).

1.56 SY0091 (Mortuary Station North-Eastern Platform)

Item Details	
Year of construction:	Pre-1896
Alternative names:	Mortuary Station platform
Modifications (with years):	Extended c.1930
Function:	Allowing passengers to board funerary services to Rookwood Cemetery
Construction materials:	Not known; assumed substantial stone or brick
Demolished/removed (year):	c.1950s

Historical Summary

The first appearance of the north-eastern platform of Mortuary Station is in an 1896 plan, which suggests the platform was built sometime after the late 1880s (when it does not appear in the 1888 City of Sydney Trig Plan) and before 1896 (when it first appears in a plan of Redfern Station Yard). It appears to retain its original form until the 1930s, by which point it is substantially extended and expanded. It is still evident in 1943 aerial imagery in this form. It appears to have been demolished to make way for the North-Eastern Parcel Train Platform in the 1950s, as the use of the station changed to a parcels dispatch.

Archaeological notes

It is assumed the only subsurface elements that could have survived the construction of the new platform in the 1950s would have been the concrete or brick footings. These are the only elements likely to remain in the archaeological record. It is unlikely that any evidence of either the c.1896 or later c.1950s platform survives, given the modern redevelopment of the area into a carpark.

Archaeological Potential

Low potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for state significance as evidence of a functional and utilitarian structure associated with Mortuary Station and Central Station. Any remains have the potential to demonstrate the date, materials and use of the platform. The structure has the potential to provide information about the use of the second and third Sydney station redevelopments.

In response to Bickford and Sullivan's questions about research potential,[98] the remains of the platform have the potential to contribute knowledge that no other resource and site can about Mortuary Station, as well as answer broader questions relating to the development of funerary transport infrastructure in NSW.

Level of Significance

[98] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

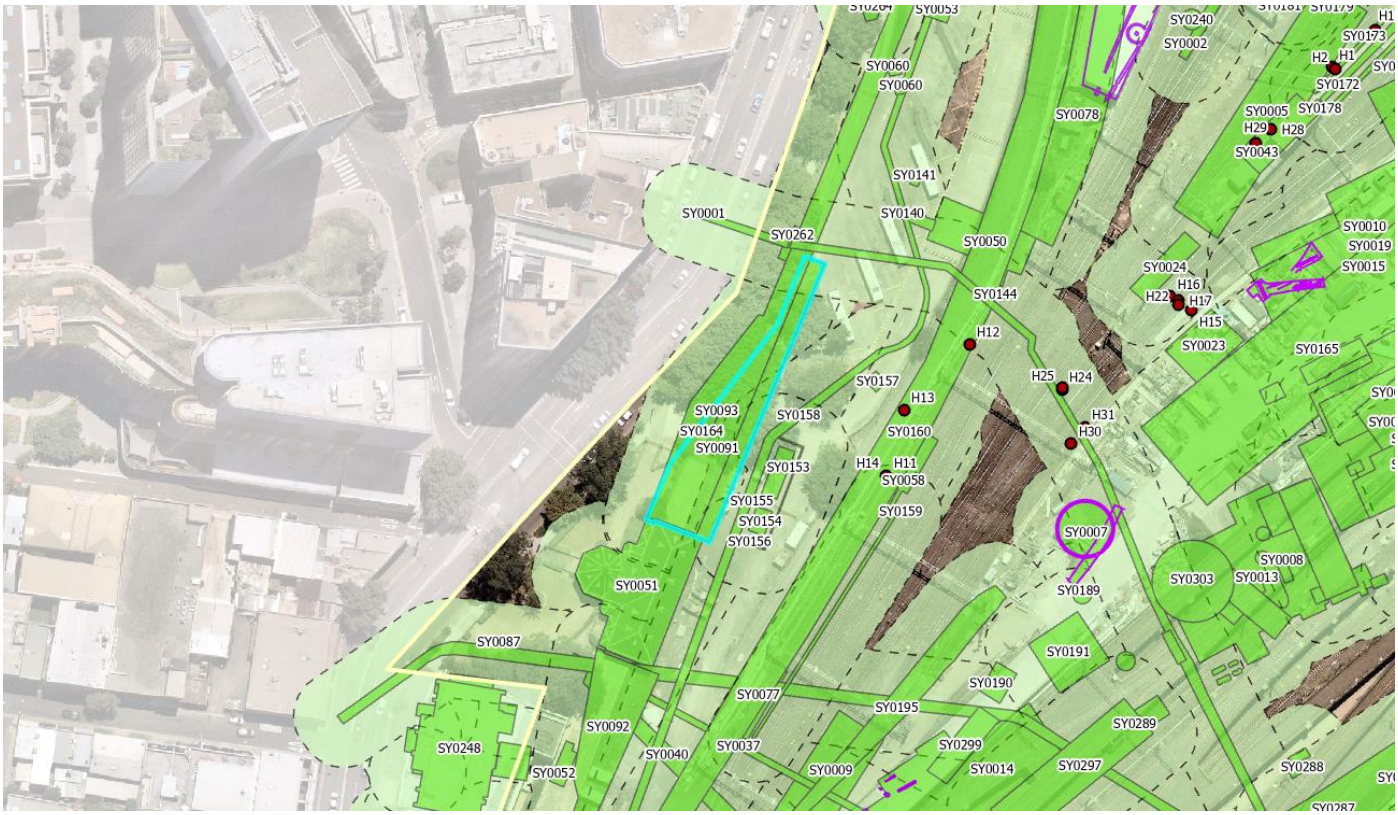
State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.
In addition, separate approval would be required for any work within the SHR curtilage of the listing for the Mortuary Station.

Approval would likely comprise exemptions, fast track s60 or a standard s60 approval from Heritage NSW under s57 and s60 of the Heritage Act 1977, dependant on the nature and impact of the proposed works.

Item Location



Key Images

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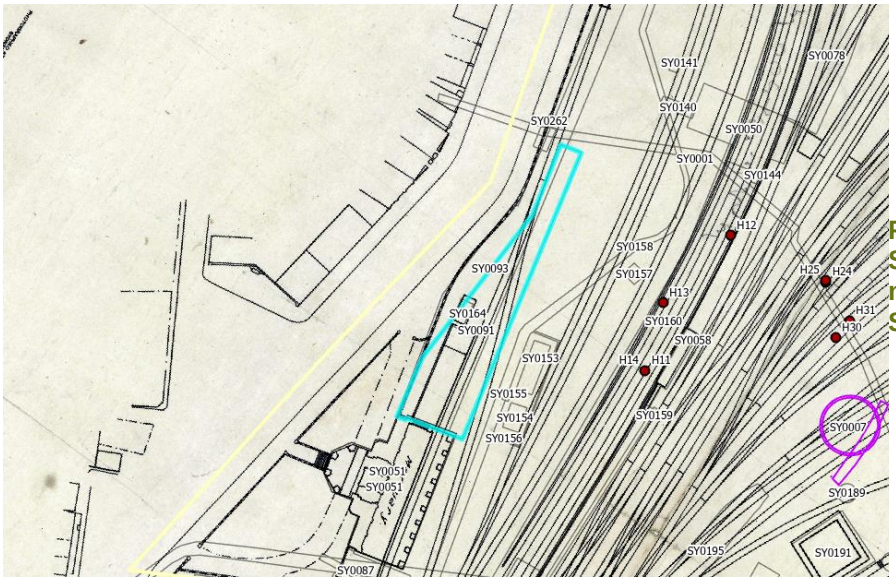


Figure 196. 1896 Plan of Redfern Station Yard, First appearance of north-eastern platform. Source: SLNSW, FL16812178.

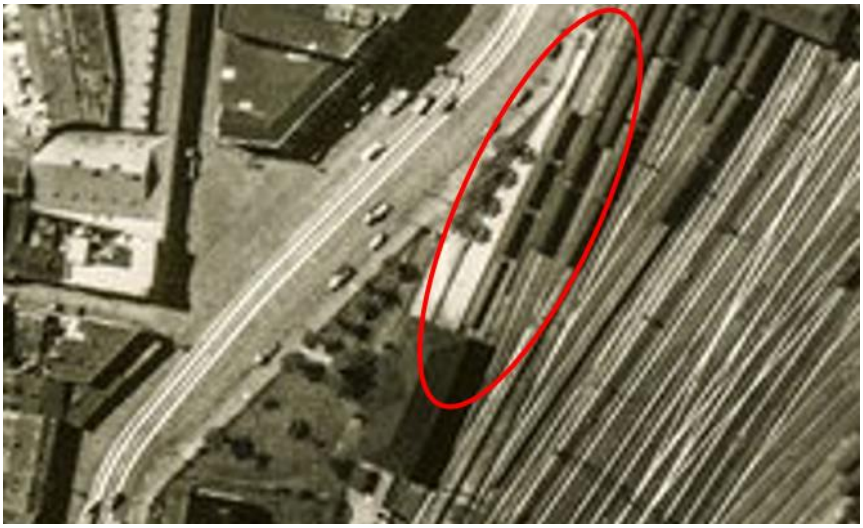


Figure 197. 1930 aerial photograph. Source: City of Sydney Archives A-00009867.

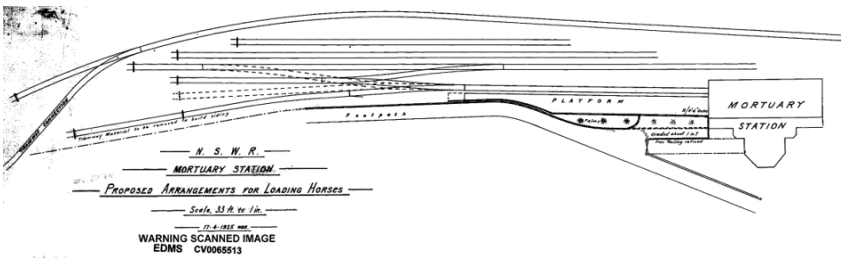


Figure 198. Schematic plan for north-eastern platform for Mortuary Station, 1925. Source: Sydney Trains VPR.

Notes

Platform to the north-east of Mortuary Station. Appears on 1930 aerial, 1939 Sewerage Amplification Plan, 1950 City of Sydney Detail Sheet 3847.

1.57 SY0092 (South-Eastern Parcel Train Platform)

Item Details	
Year of construction:	c.1950
Alternative names:	Parcel dispatch, Mortuary Station parcel dispatch
Modifications (with years):	Unknown
Function:	Platform for parcels trains
Construction materials:	Unknown; assumed substantial brick or stone, possibly incorporating c.1896 platform footings to the north-eastern portion
Demolished/removed (year):	c.1970s

Historical Summary

From February 1950, Mortuary Station was used as a parcels dispatch. Consistent with this change of use, two new platforms were built off the original station and platform to the north and south. The south platform was built over the old c.1896 station platform. Modifications to the station itself took place at this time to accommodate the large mail vehicles, including the removal of ornament inside the covered platform. The parcels platforms appear to still be evidence in 1970s aerial imagery, but do not appear thereafter.

Archaeological notes

It is assumed the only subsurface elements that could have survived the demolition of the platforms in the 1970s would have been the concrete or brick footings of the platform. These are the only elements likely to remain in the archaeological record. It is unlikely that any evidence of either the c.1896 or later c.1950s platform survives to the north-east, given the modern redevelopment of the area into a carpark. There is a greater chance of remains of the c.1950s parcels dispatch platform to the south-east.

Archaeological Potential

Low potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian structure associated with Central Station. Any remains have the potential to demonstrate the date, materials and use of the parcel's platform. The structure has the potential to provide information about the use of the second and third Sydney station redevelopments.

In response to Bickford and Sullivan's questions about research potential,[99] the remains of the platform have some potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

[99] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Local

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

In addition, separate approval would be required for any work within the SHR curtilage of the listing for the Mortuary Station.

Approval would likely comprise exemptions, fast track s60 or a standard s60 approval from Heritage NSW under s57 and s60 of the Heritage Act 1977, dependant on the nature and impact of the proposed works

Item Location



Key Images

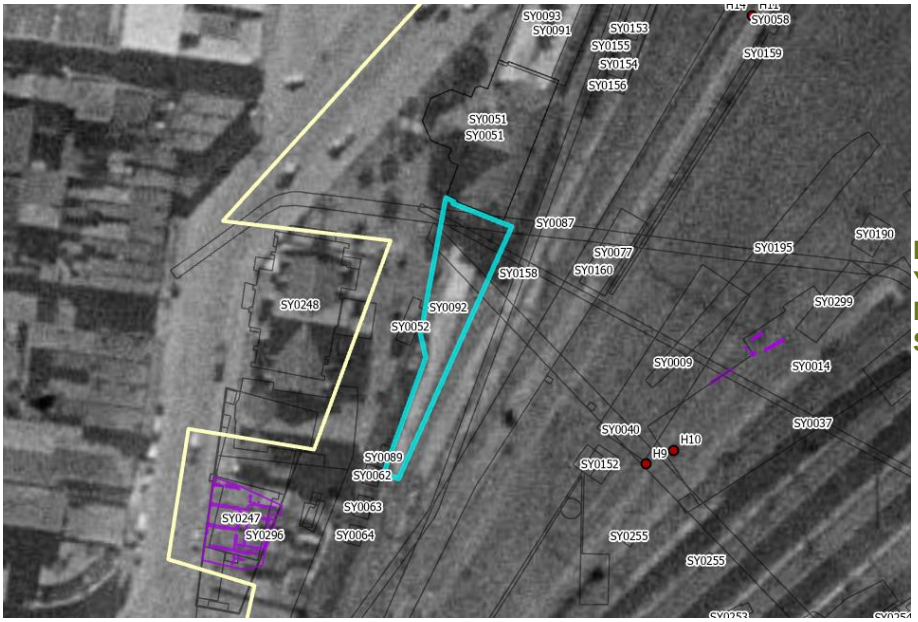


Figure 199. 1942 aerial of Sydney Yard, showing the platform. Source: NSW Government, NSW Spatial Services.

Notes

Located to the north-east of Mortuary Station after it becomes a parcels office. Appears on the 1953 Sydney Yard Location and Yard Lighting Diagram (0038146_KOC).

1.58 SY0093 (North-Eastern Parcel Train Platform)

Item Details	
Year of construction:	c.1950
Alternative names:	Parcel dispatch, Mortuary Station parcel dispatch
Modifications (with years):	Unknown
Function:	Platform for parcels trains
Construction materials:	Unknown; assumed substantial brick or stone, possibly incorporating c.1896 platform footings to the north-eastern portion
Demolished/removed (year):	c.1970s

Historical Summary

From February 1950, Mortuary Station was used as a parcels dispatch. Consistent with this change of use, two new platforms were built off the original station and platform to the north and south. The north platform was built over the old c.1896 station platform. Modifications to the station itself took place at this time to accommodate the large mail vehicles, including the removal of ornament inside the covered platform. The parcels platforms appear to still be evidence in 1970s aerial imagery, but do not appear thereafter.

Archaeological notes

It is assumed the only subsurface elements that could have survived the demolition of the platforms in the 1970s would have been the concrete or brick footings of the platform. These are the only elements likely to remain in the archaeological record. It is unlikely that any evidence of either the c.1896 or later c.1950s platform survives to the north-east, given the modern redevelopment of the area into a carpark. There is a greater chance of remains of the c.1950s parcels dispatch platform to the south-east.

Archaeological Potential

Low potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian structure associated with Central Station. Any remains have the potential to demonstrate the date, materials and use of the parcels platform. The structure has the potential to provide information about the use of the second and third Sydney station redevelopments.

In response to Bickford and Sullivan's questions about research potential,[100] the remains of the platform have some potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

[100] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Local

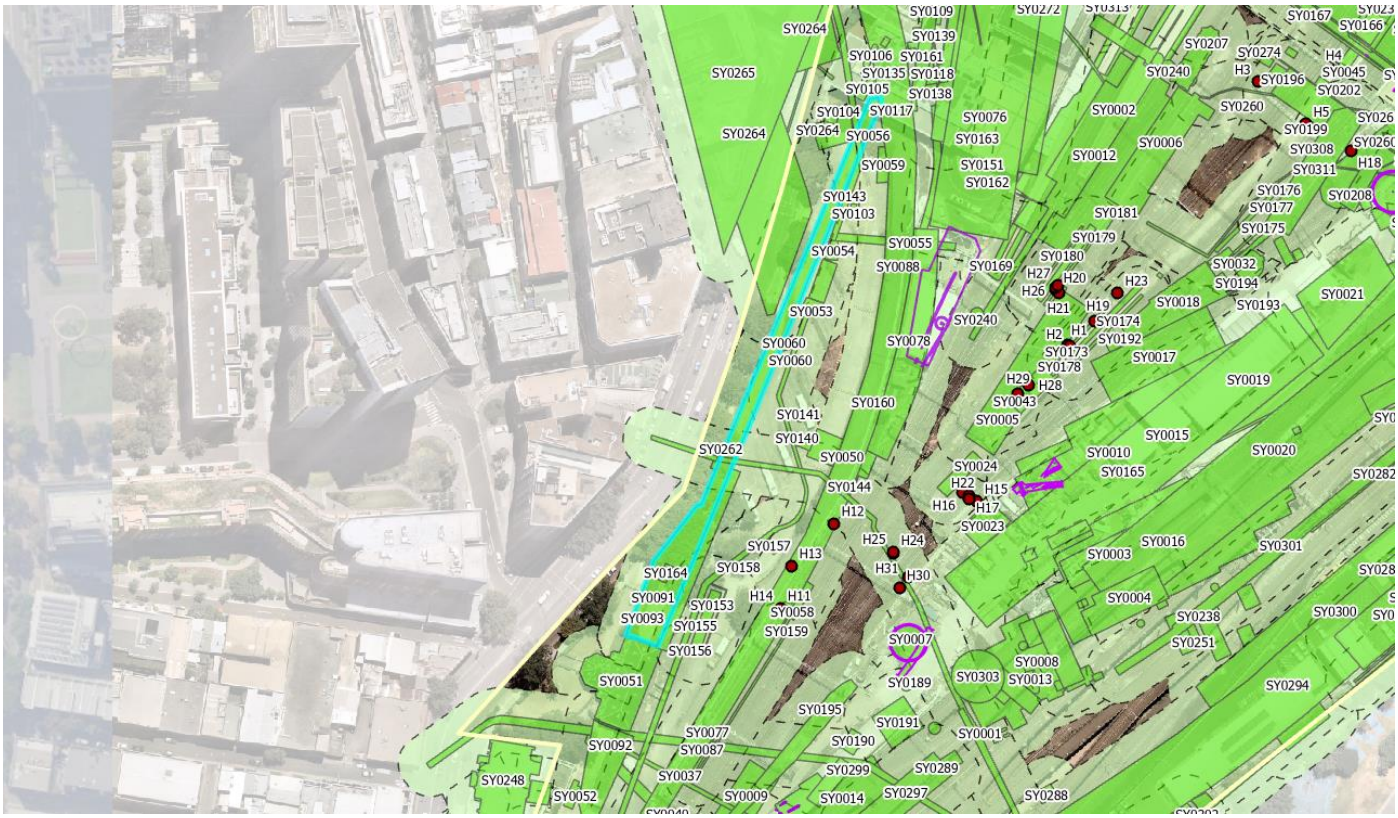
Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

In addition, separate approval would be required for any work within the SHR curtilage of the listing for the Mortuary Station.

Approval would likely comprise exemptions, fast track s60 or a standard s60 approval from Heritage NSW under s57 and s60 of the Heritage Act 1977, dependant on the nature and impact of the proposed works.

Item Location



Key Images

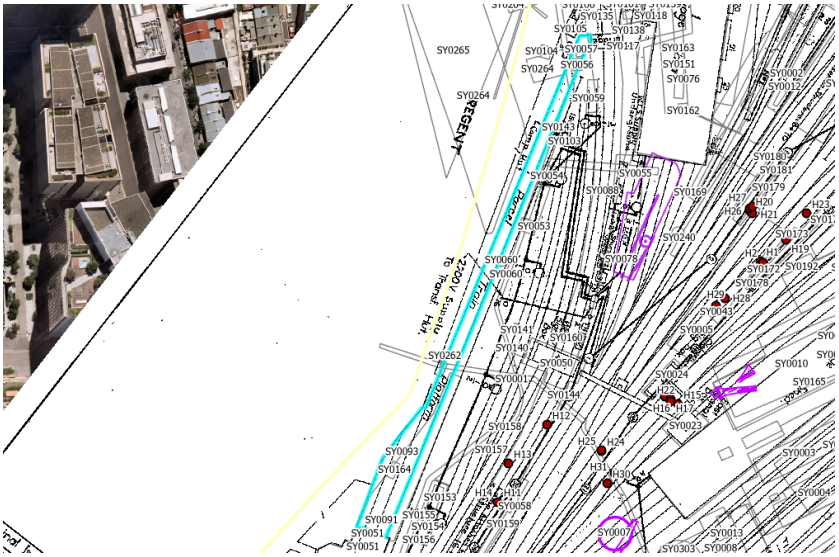


Figure 200. 1953 lighting plan of Sydney Yard, showing the platform. Source: Sydney Trains VPR.

Notes

Located to the south-east of Mortuary Station after it becomes a parcels office. Appears on the 1953 Sydney Yard Location and Yard Lighting Diagram (0038146_KOC).

1.59 SY0094 (Lighting Poles)

Item Details	
Year of construction:	Various, starting c.1904, with evidence for new lighting poles in 1953
Alternative names:	Lamp posts, lighting poles
Modifications (with years):	Various
Function:	Light provision
Construction materials:	Various
Demolished/removed (year):	Unknown

Historical Summary

A gas works was established within the Sydney Station yards in 1877, providing gas for lighting within the station precinct and for carriages. Plans indicate the gas works as extant until the 1896 Redfern Station Yard Plan, with the 1903 Plan showing the new Station arrangements absent of such facilities. This suggests, in conjunction with lighting diagrams and facilities expanding from this point onwards, that electrical lighting was increasingly frequent from 1903 onwards in the yards. This likely led to the erection of a variety of new lighting posts and poles and light fixtures throughout the precinct and the yards. Plans also point to several new lighting poles being erected in 1953. It is likely that many lamp posts and lighting poles were progressively upgraded from 1903 to present.

Archaeological notes

Subsurface remains of former lighting may include concrete bases, metal fixtures, and associated wiring linked to the provision of electricity to the posts and poles. The extent to which former lighting has been demolished is unknown

Archaeological Potential

Moderate potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian structure associated with Central Station. Any remains have the potential to demonstrate the date, materials and use of the structure. These structures have the potential to provide generations of information about the use of the second and third Sydney station redevelopments.

In response to Bickford and Sullivan's questions about research potential,[101] the remains of the lighting poles have limited potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

Local

[101] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Key Images

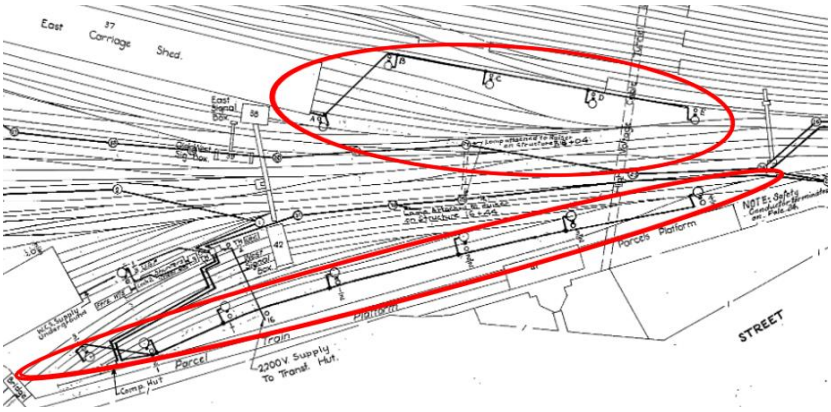


Figure 201. 1953 lighting plan of Sydney Yard, showing the lighting fixtures. Source: Sydney Trains VPR

Notes

A line of lighting poles located between the Mortuary Stations (by then, parcels office) and the Goods Line. Appears on the 1953 Sydney Yard Location and Yard Lighting Diagram (0038146_KOC).

A line of lighting poles located along to the south-west of the East Carriage Shed. Appears on the 1953 Sydney Yard Location and Yard Lighting Diagram (0038146_KOC).

Located along to the south-west of the West Carriage Shed. Appears on the 1953 Sydney Yard Location and Yard Lighting Diagram (0038146_KOC).

1.60 SY0101 (Underground Electrical Conduits)

Item Details	
Year of construction:	Early twentieth century to present
Alternative names:	Unknown
Modifications (with years):	Early twentieth century to present
Function:	Tubes/troughs containing electric wiring
Construction materials:	Unknown; early conduits may consist of rubber or lead sheathed wiring/cabling
Demolished/removed (year):	Early twentieth century to present

Historical Summary

A gas works was established within the Sydney Station yards in 1877, providing gas for lighting within the station precinct and for carriages. Plans indicate the gas works as extant but continually relocated until c.1920s, providing gas and power throughout the station precinct and buildings. This suggests, in conjunction with lighting and electrical diagrams and facilities expanding from this point onwards, that electrical lighting and power were increasingly frequent from the early twentieth century onwards in the yards. This likely led to the erection of new electrical infrastructure in the precinct and the yards, and associated connections like conduits. It is likely that lighting was progressively upgraded from 1903 to present.

Archaeological notes

Subsurface remains of former electrical conduits may include evidence of troughing, wiring and sheathed cabling. The extent to which former electrical conduits has been demolished is unknown. Electrical conduits may be modern.

Archaeological Potential

Moderate potential

Assessment of significance

Intact and legible subsurface remains may reach the threshold for local significance as evidence of a functional and utilitarian infrastructure associated with Central Station. These structures have the potential to provide information about the electrical infrastructure of the third Sydney station.

In response to Bickford and Sullivan's questions about research potential,[102] the remains of the conduits have some potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to the development of the electrification of transport infrastructure in NSW.

Level of Significance

Local

[102] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Key Images

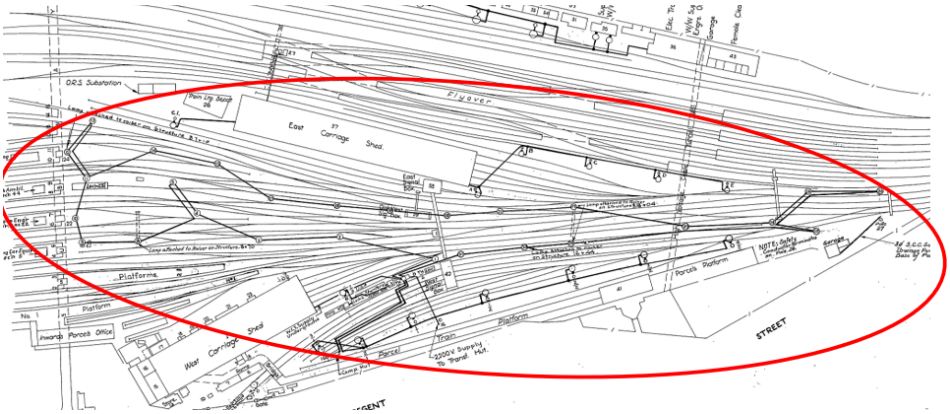


Figure 202. 1953 lighting plan of Sydney Yard, showing the electrical conduits. Source: Sydney Trains VPR

Notes

SY0101 - Located between the Mortuary Stations (by then, parcels office) and the Goods Line. Appears on the 1953 Sydney Yard Location and Yard Lighting Diagram (0038146_KOC).

SY0102 - Located between the Mortuary Stations (by then, parcels office) and the Goods Line. Runs between the Compressor Hut and the Shunters Area. Appears on the 1953 Sydney Yard Location and Yard Lighting Diagram (0038146_KOC).

SY0125 - Located along to the south-west of the East Carriage Shed, running between the South-Eastern Lighting Poles. Appears on the 1953 Sydney Yard Location and Yard Lighting Diagram (0038146_KOC).

SY0126 - Underground electrical conduit located between the East and West Carriage Sheds, Platforms 1-12 and Mortuary Station, with lights attached to raisers on structures at points 8, 12, 22 and 29. Includes a 2,200 V supply to the transformer hut. Appears on the 1953 Sydney Yard Location and Yard Lighting Diagram (0038146_KOC).

1.61 SY0103 (Compressor Hut)

Item Details	
Year of construction:	Prior to 1953
Alternative names:	Comp. Hut
Modifications (with years):	Prior to 1967
Function:	Air compressing for brake and suspension systems
Construction materials:	Unknown
Demolished/removed (year):	After 1986

Historical Summary

A compressor hut was extant by 1953, located between the Mortuary Station and the Goods Line, to the south of the western carriage shed. It is assumed to have been built c.1950s, as it is not discernible in the 1943 aerial imagery, by 1967, the hut had been altered to form a larger square structure with a small square outbuilding (possibly toilet). Sometime after 1986, the structure was demolished or removed.

Archaeological notes

Little is known of the archaeological potential for this building, but it is likely to have been constructed of a lightweight material such as corrugated iron or timber. It is not known whether the building received services. It is unlikely to have had substantial foundations given its description as a hut. The extent to which the building was demolished or removed is unknown.

Archaeological Potential

Low potential

Assessment of significance

Intact and legible subsurface remains would be unlikely to meet the threshold for local or *state* significance as evidence of a functional and utilitarian structure associated with Central Station. Any remains have the potential to demonstrate the date, materials and use of the structure. The structure has the potential to provide information about the third Sydney station and its evolution over time.

In response to Bickford and Sullivan's questions about research potential,[103] the remains of the platform have little potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to the development of the electrification of transport infrastructure in NSW.

Level of Significance

Nil

[103] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

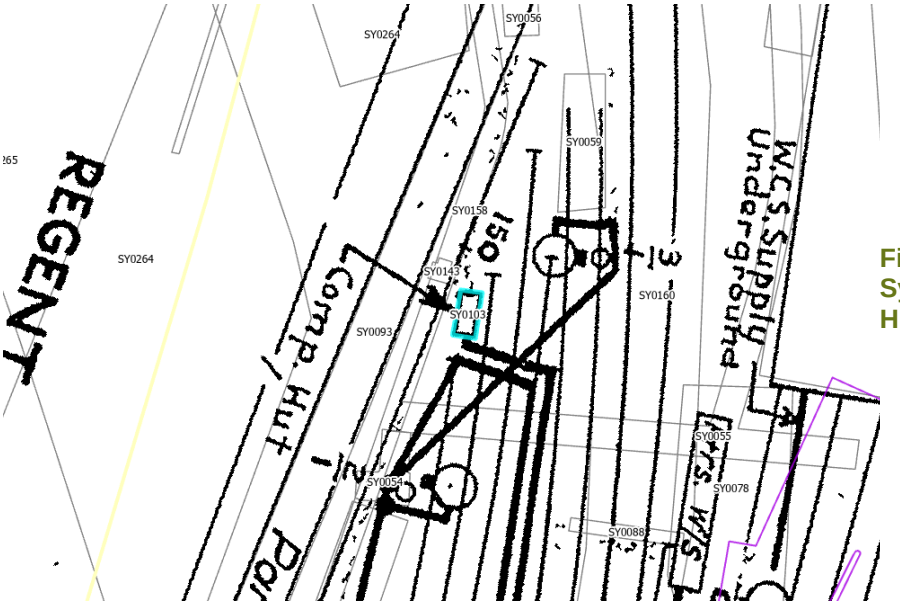


Figure 203. 1953 lighting plan of Sydney Yard, showing the Compressor Hut. Source: Sydney Trains VPR.

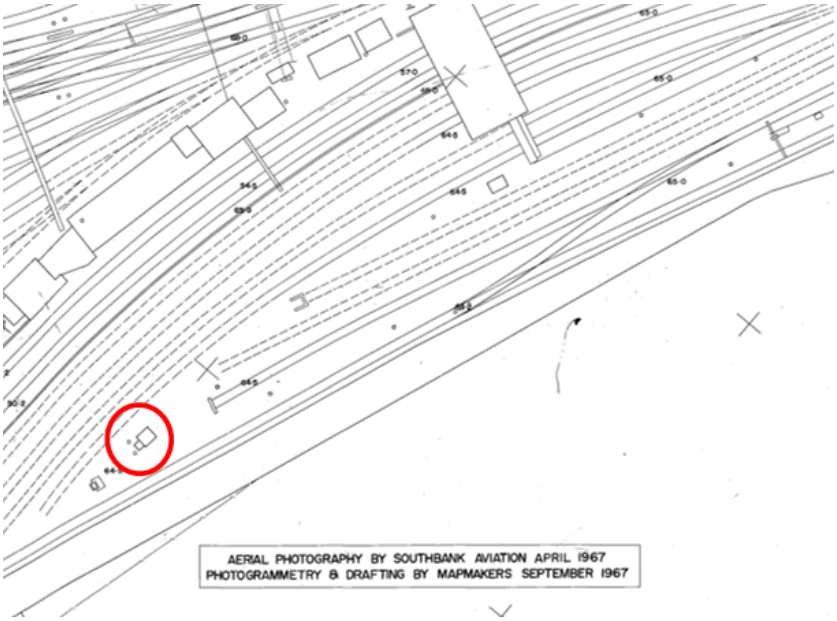


Figure 204. 1967 Sydney-Tempe Detail Survey Sydney Yard South Spot level plan, showing the compressor hut. Source: Sydney Trains VPR.

Notes

Appears on the 1953 Sydney Yard Location and Yard Lighting Diagram (0038146_KOC). The building also appears on the 1967 Sydney-Tempe Detail Survey Sydney Yard South Spot level (CV0090914) and 1986 Central Sydney Yard Redevelopment Plan (EDMS CV0478497).

1.62 SY0104 (Distributing Chamber)

Item Details	
Year of construction:	c.1906 – c.1925
Alternative names:	Telephone Cable Chamber
Modifications (with years):	Unknown
Function:	Distributing Chamber
Construction materials:	Unknown
Demolished/removed (year):	Prior to 1980

Historical Summary

The Distributing Chamber was located along the north-western side of the Goods Line. It first appears in a 1910s photograph and then as the Distributing Chamber on a Telephone Cable Chamber' and is located to the south of the southern entry gate. The change in position, relative to the entry gate, most likely occurred in the early 1950s due to the construction of the Footbridge over the Goods Line (SY0117).

The structure does not appear on maps of the Western Yard that were produced in the late 1980s. By this time, the area was as an unused 'open area fronting lee street'.[104] However, historical photographs show that a small square structure, which was likely the Distributing Chamber, remained extant up until the late 1990s. The structure appears to have been demolished concurrently with the Western Carriage Shed in c.1998, and the area directly to the east of Lee Street was covered in bitumen for the use as a bus depot.

Archaeological notes

Given the small and possibly nature of the building, foundations and construction materials are unlikely to have been substantial. The building may have been a small timber hut or corrugated iron shed. The building did receive electrical and lighting services. It appears to have been demolished sometime in the late 1990s, though the extent of the demolition of removal is unknown. The ground level has since been covered with bitumen for the use of a parking depot.

Archaeological Potential

Low potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian building associated with Central Station. The archaeological remains have the potential to demonstrate the date, materials and use of the structure. Such in situ remains have the potential to demonstrate important information about this otherwise little-known structure. The building has the potential to provide information about the use of the Third Station.

In response to Bickford and Sullivan's questions about research potential,[105] the remains of the distributing chamber have some potential to contribute knowledge that no other resource and site can about the Third Sydney

[104] Lord, B. 'Central Sydney Yard: Development Plan', 1983.
[105] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra

Station, as well as answer broader questions relating to the development of the electrification of transport infrastructure in NSW.

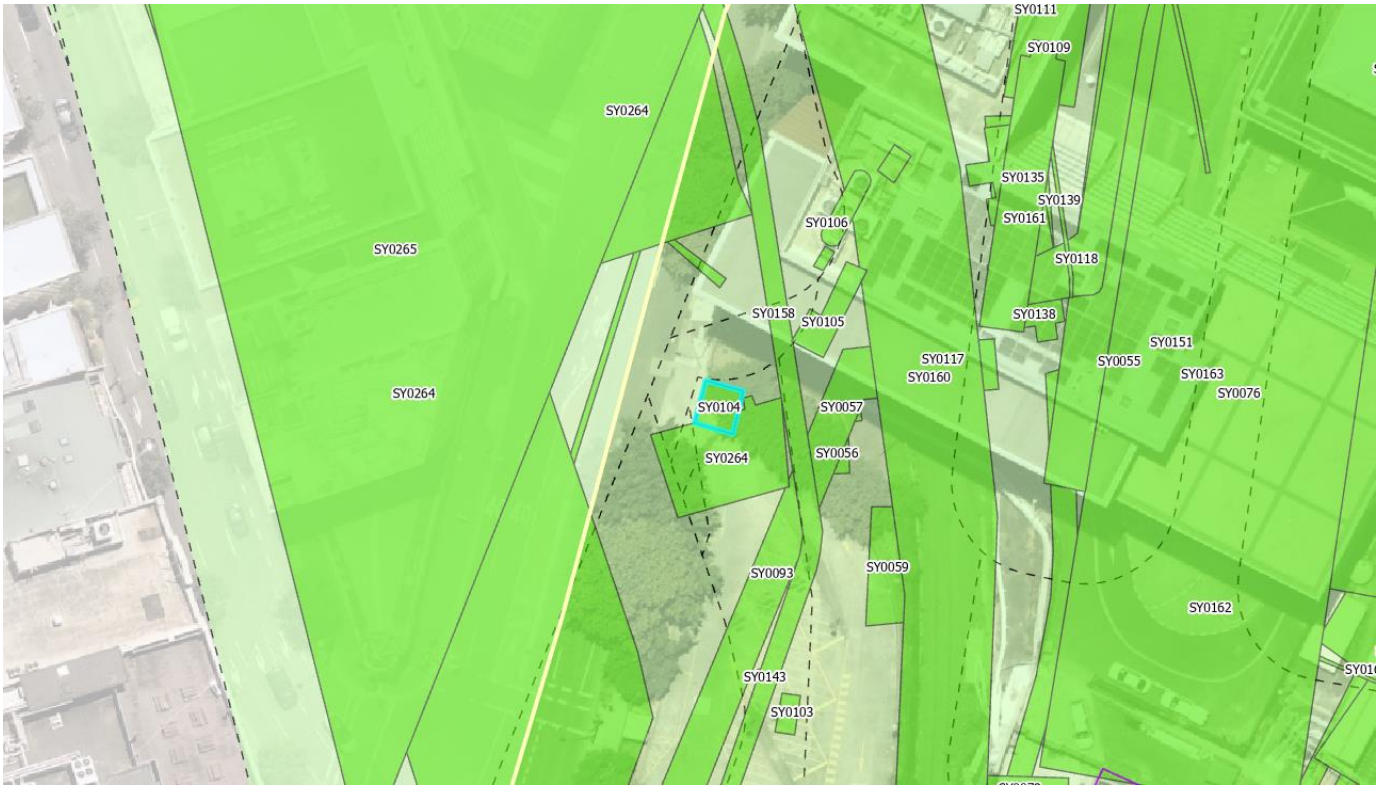
Level of Significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

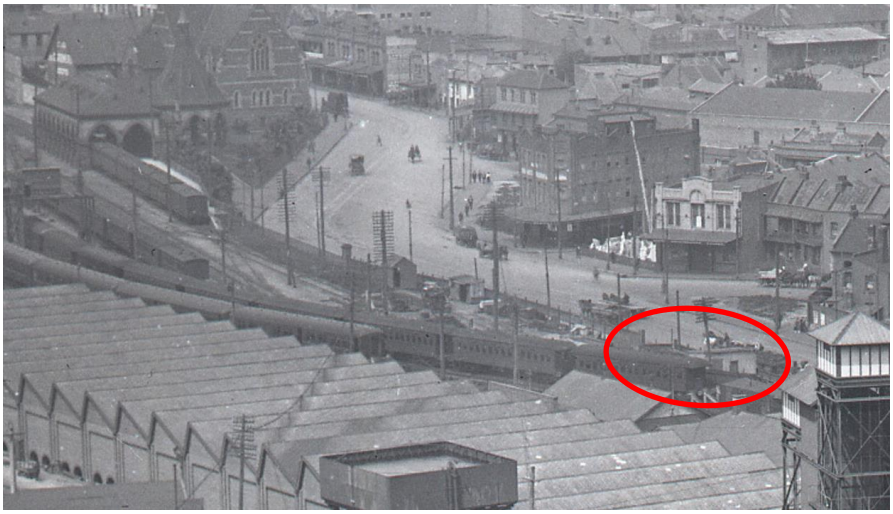


Figure 205. c.1910 photograph, looking south-west towards the structure. Entry gates and small structure, possibly the Distributing Chamber, shown in red. Source: UON Living Histories, ID: ARHSBox004_0074.

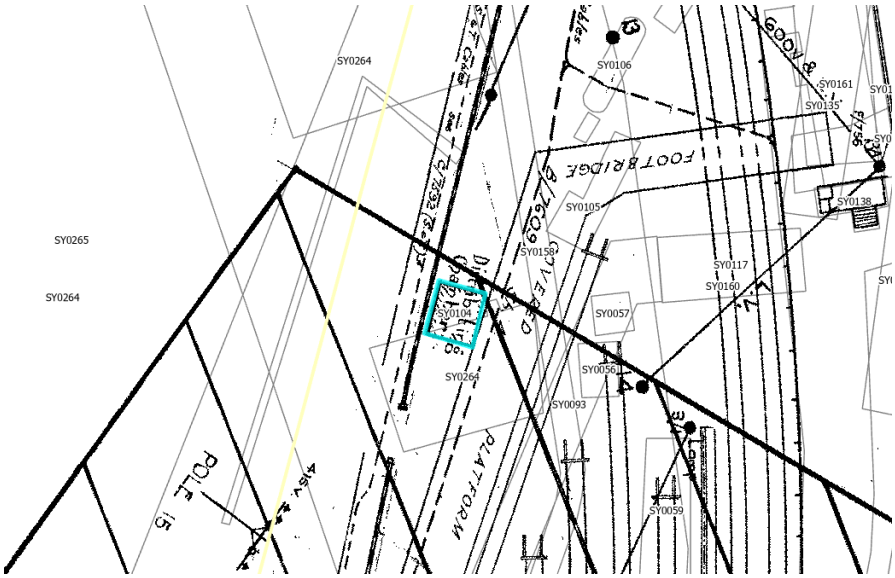


Figure 206. c.1925 N.S.W.G.R. Chief Electrical Engineer's Office plan of the Western Carriage Shed and the surrounding railway tracks. Source: Sydney Trains, B/27846, 0045989_T0C.

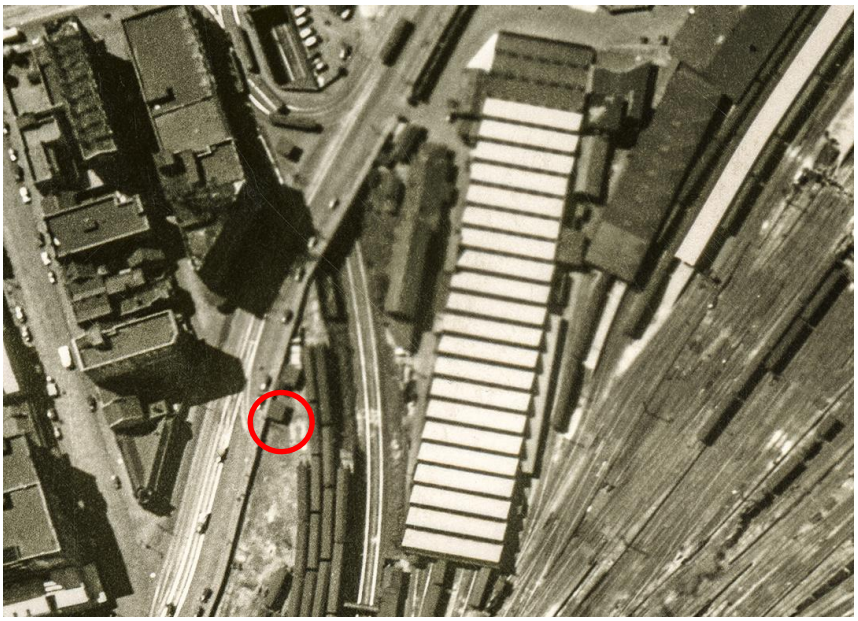


Figure 207. 1930 aerial photograph, showing the structure. Source: City of Sydney Archives, ID: A-00009867.



Figure 208. 1951 aerial of the study area . Source: NSW Government, NSW Spatial Services.

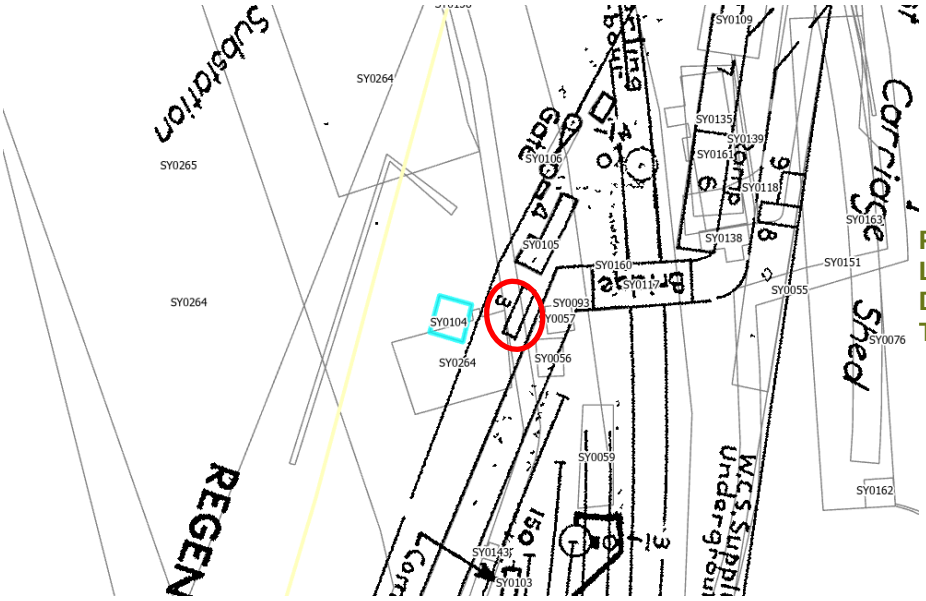


Figure 209. c.1953 Sydney Yard Location and Yard Lighting Diagram. Source: Source: Sydney Trains Virtual Plan Room.

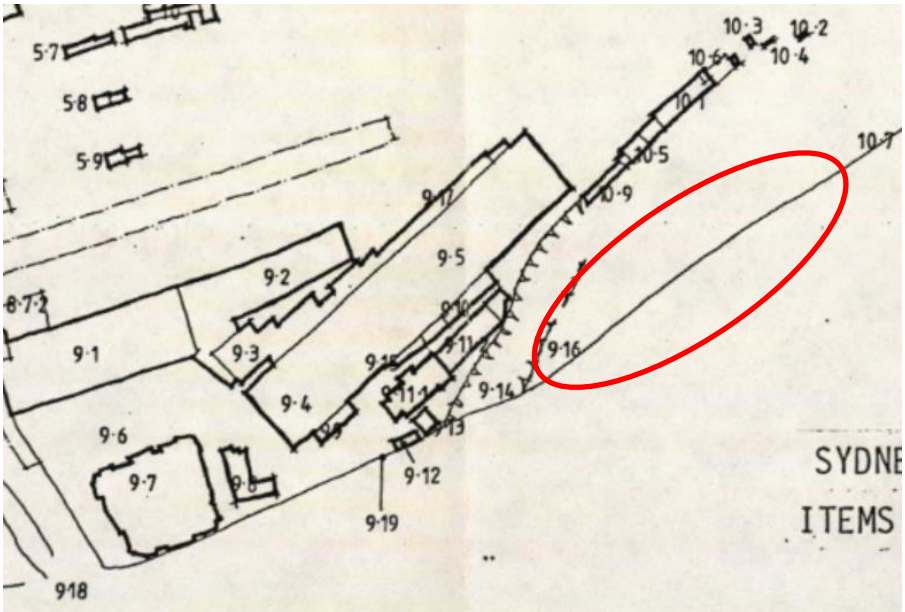


Figure 210. 1987 itemised plan of the Western Yard. Note the item is no longer present. 9.16 (location of the item) is noted as an open space fronting Lee Street. Source: Howard Tanner & Associates, 1987.



Figure 211. 1998 aerial of the study area. Source: NSW Government, NSW Spatial Services.



Figure 212. 2005 aerial of the study area. Source: NSW Government, NSW Spatial Services.

Key Sources

Howard Tanner & Associates Pty Ltd, 'Sydney Central Station and Sydney Yard-Conservation Plan And Management Study' Part 1,1987.

Lord, B. 'Central Sydney Yard: Development Plan', 1983.

1.63 SY0105 (Tramway Interlocking Depot)

Item Details	
Year of construction:	c.1925 – 1930
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Tramway Interlocking Depot
Construction materials:	Unknown
Demolished/removed (year):	Prior to 1980s

Historical Summary

Based on cartographic evidence, the Tramway Interlocking Depot was extant by 1953 and located to the upper extent of the north-western side of the Goods Line. A structure of a similar scale is visible on a 1930 aerial photograph; however, it is not noted earlier maps or plans. As such, it can be assumed that the structure was erected in the mid to late 1920s.

The structure does not appear on maps of the Western Yard that were produced in the late 1980s. By this time, the area was described as an 'open area fronting lee street' which was unused.[106] It is difficult to ascertain the existence of the building through aerial photographs, however, it appears to have been demolished by 1986.

The Western Carriage Shed was demolished in the late 1990s and in the early 2000s, the area of the former Tramway Interlocking Depot was covered in bitumen for the use as a bus depot.

Archaeological notes

Given the small and possibly temporary nature of the building, foundations and construction materials are unlikely to have been substantial. The building may have been a small timber hut or corrugated iron shed. It is not known whether the building received services. It appears to have been demolished prior to the 1980s, though the extent of the demolition of removal is unknown. The ground level has since been covered with bitumen for the use of a parking depot.

Archaeological Potential

Local

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian building associated with Central Station. The archaeological remains have the potential to demonstrate the date, materials and use of the structure. Such in situ remains have the potential to demonstrate important information about this otherwise little-known structure. The building has the potential to provide information about the use of the Third Station.

[106] Lord, B. 'Central Sydney Yard: Development Plan', 1983.

In response to Bickford and Sullivan's questions about research potential,[107] the remains of the depot have some potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

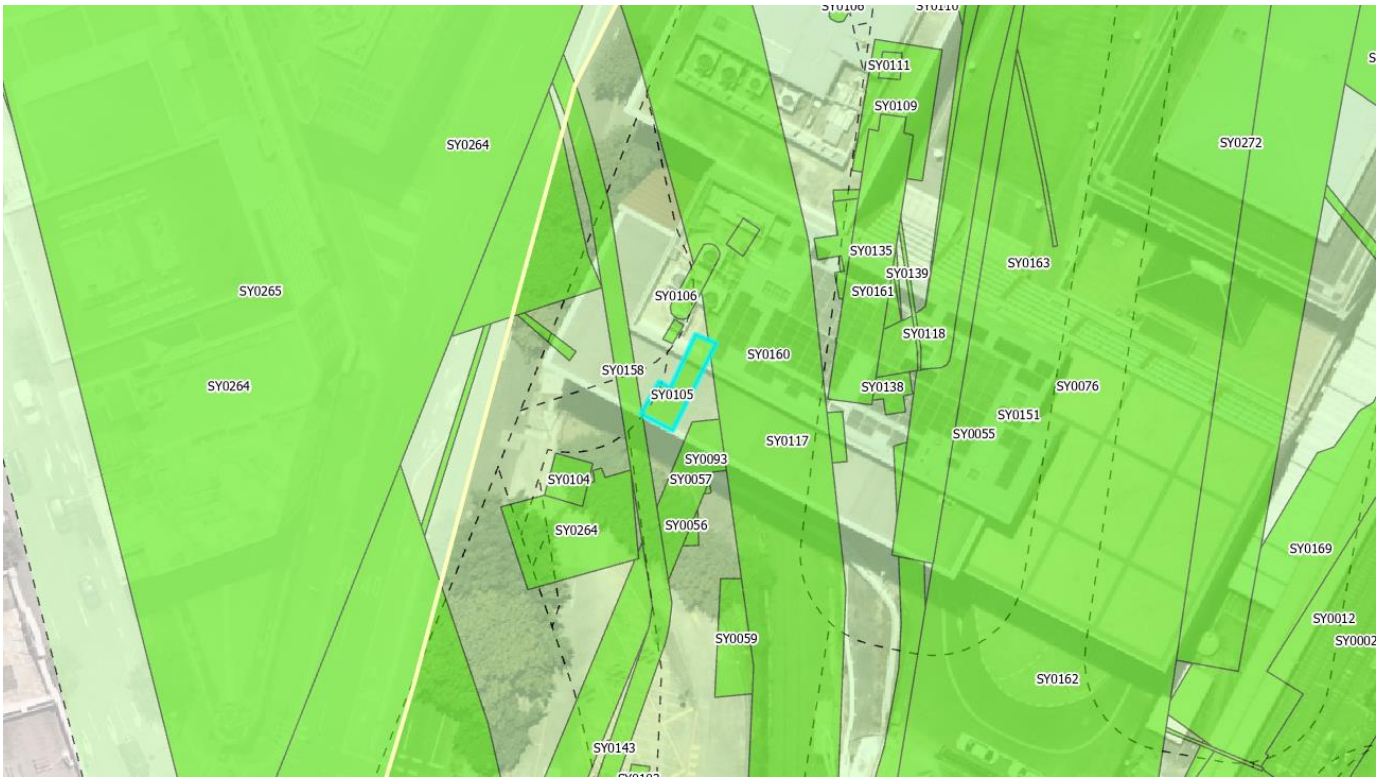
Level of Significance

Moderate significance

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[107] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

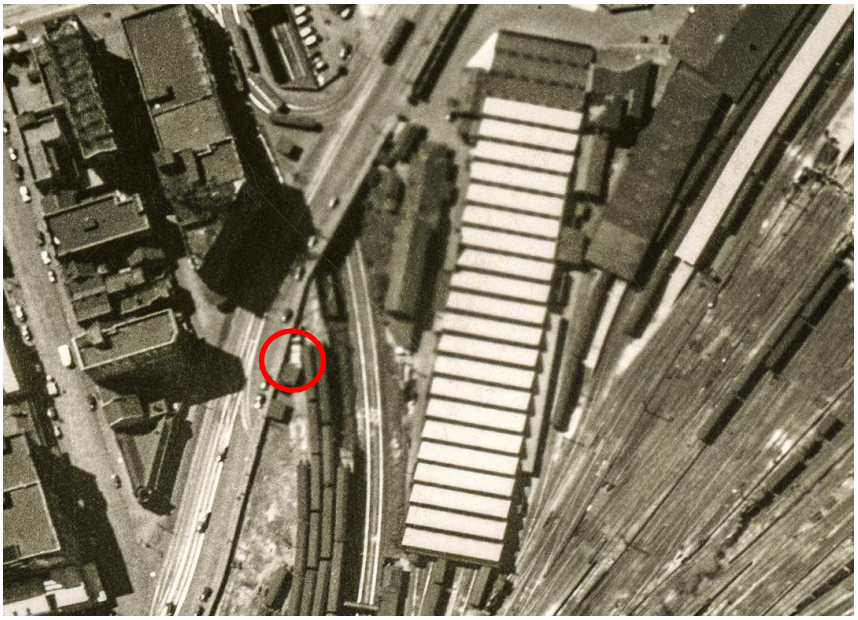


Figure 213. 1930 aerial photograph, showing the structure. Source: City of Sydney Archives, ID: A-00009867.

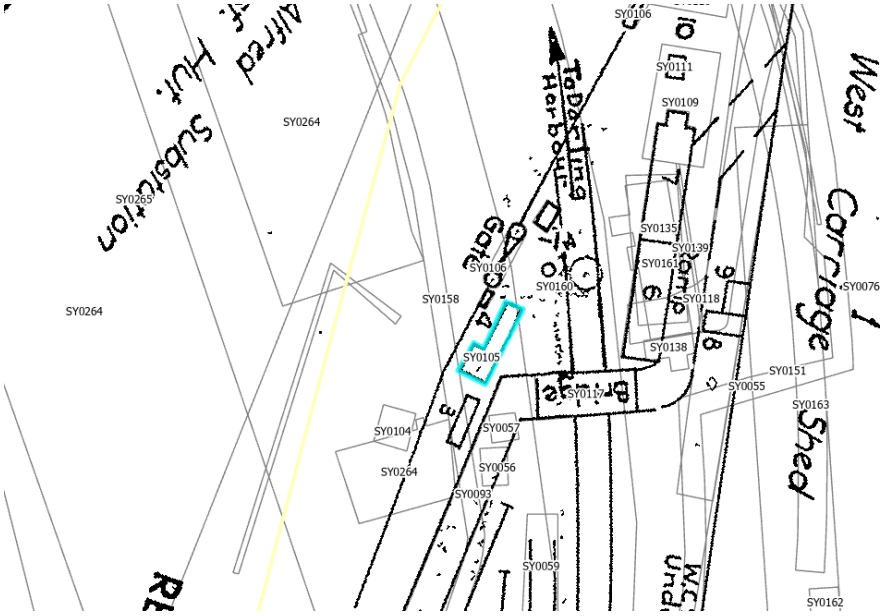


Figure 214. c.1953 Sydney Yard Location and Yard Lighting Diagram. Source: Source: Sydney Trains Virtual Plan Room.



Figure 215. 1986 aerial of the study area.Source: NSW Government, Historical Imagery viewer

Key Sources

Howard Tanner & Associates Pty Ltd, ‘Sydney Central Station and Sydney Yard-Conservation Plan And Management Study’ Part 1,1987.

Lord, B. ‘Central Sydney Yard: Development Plan’, 1983.

1.64 SY0106 (Entrance Gate)

Item Details	
Year of construction:	c.1903-1916
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Gate and unknown
Construction materials:	Sandstone
Demolished/removed (year):	c.1998

Historical Summary

A sandstone entrance gate was constructed to the north of the Darling Harbour Goods line between 1903 and 1916, based on available cartographic evidence.

The northern gate was mentioned in the 1987 Conservation Management Plan (CMP). It was assessed as having high heritage significance and architectural value but being in a poor condition. The nearby fencing was described as chain link and palisade, while the pedestals were noted as being damaged.[108] It was mentioned again in the 1996 CMP as a component of the Boundary Fence. Elements included a gate post with plinths, a dwarf sandstone wall, palisade fence with spear tips and support brackets.[109]

It is unknown when the structures were demolished, but it most likely occurred either prior to or concurrently with the demolition of the Western Carriage Shed in the late 1990s. In the early 2000s, the area that once contained the entrance structures was covered in bitumen and a mid-rise building was constructed as part of the redevelopment.

Archaeological notes

The entrance gate is known to have comprised sandstone piers based on photographic evidence. The entrance gate was likely demolished in the late 1990s and the southern section is in the location of a mid-rise building and the northern area in an area covered by bitumen. The extent of the removal is likely to be high.

Archaeological Potential

Low potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of a functional boundary structure associated with Central Station. The archaeological remains have the potential to demonstrate the date, materials and use of the structure. Such in situ remains have the potential to demonstrate important information about this structure. The entrance gate has the potential to provide information about the use of the Third Station.

[108] Howard Tanner & Associates Pty Ltd, Sydney Central Station and Sydney Yard-Conservation Plan And Management Study Part 1,1987. Pg 149.
[109] Heritage Group State Projects. Department of Public Works and Services. :Sydney/ Central Station Conservation Management Plan." Volumes 1 and 2. March 1996.

In response to Bickford and Sullivan's questions about research potential,[110] the remains of the entrance gate have some potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

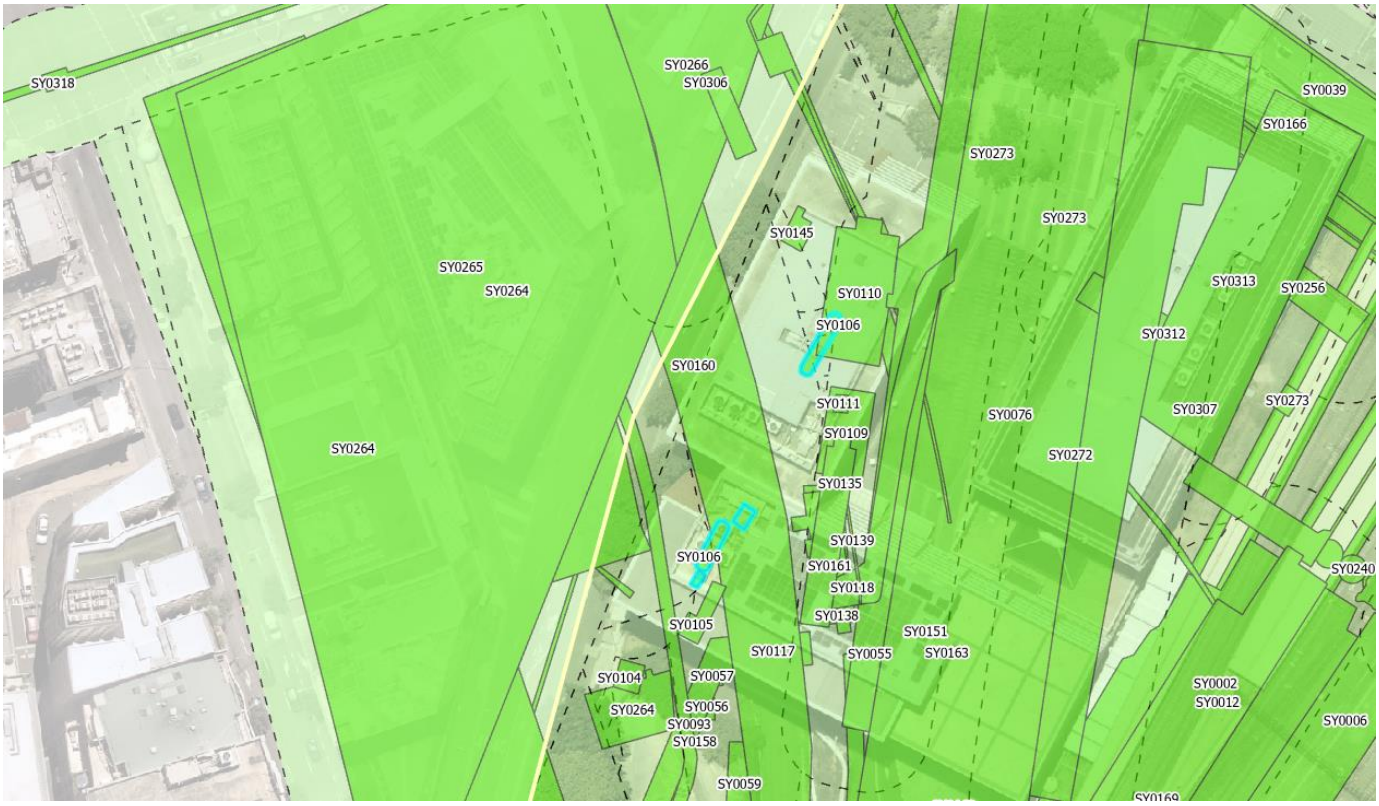
Level of Significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[110] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Figure 216. 1916 Sydney Trains Plans. Source: Sydney Trains VPR, 204478 A0C.

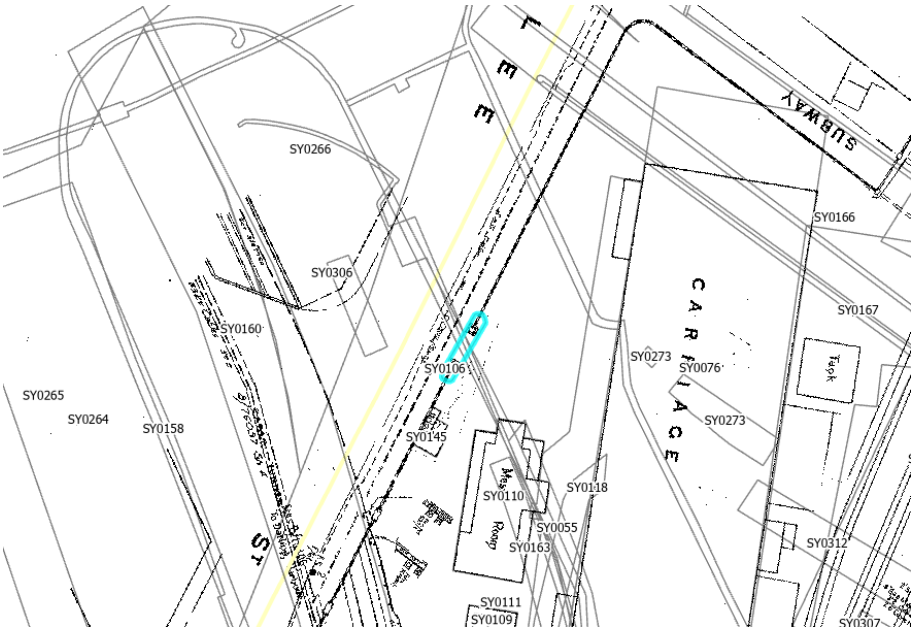


Figure 217. c.1925 N.S.W.G.R. Chief Electrical Engineer's Office plan of the Western Carriage Shed and entrance structures, showing the entrance gate (outlined). Source: Sydney Trains, B/27846, 0045989_T0C.

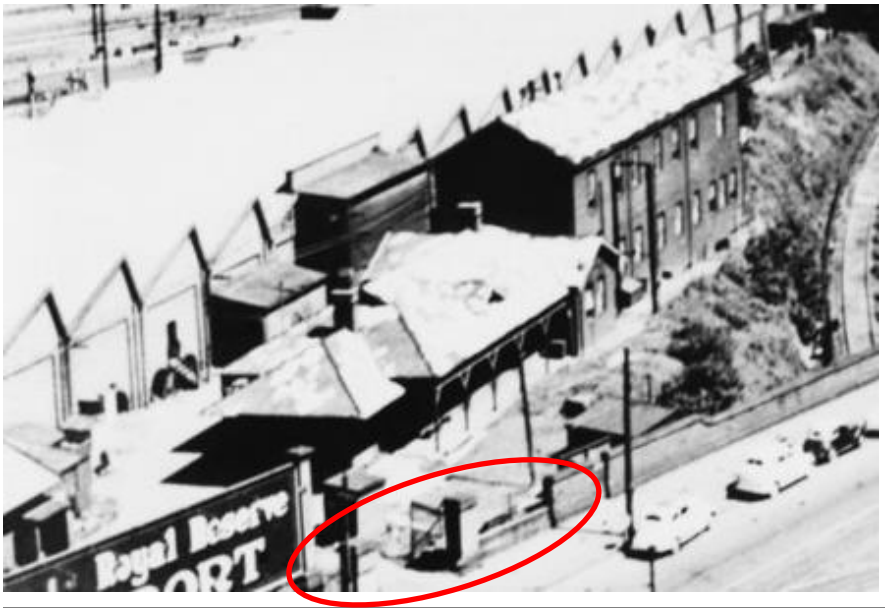


Figure 218. c.1939 photograph looking south towards the Darling Harbour Goods Line. Note the entrance gate outlined in red. Source: City of Sydney Archives, A-00057892.

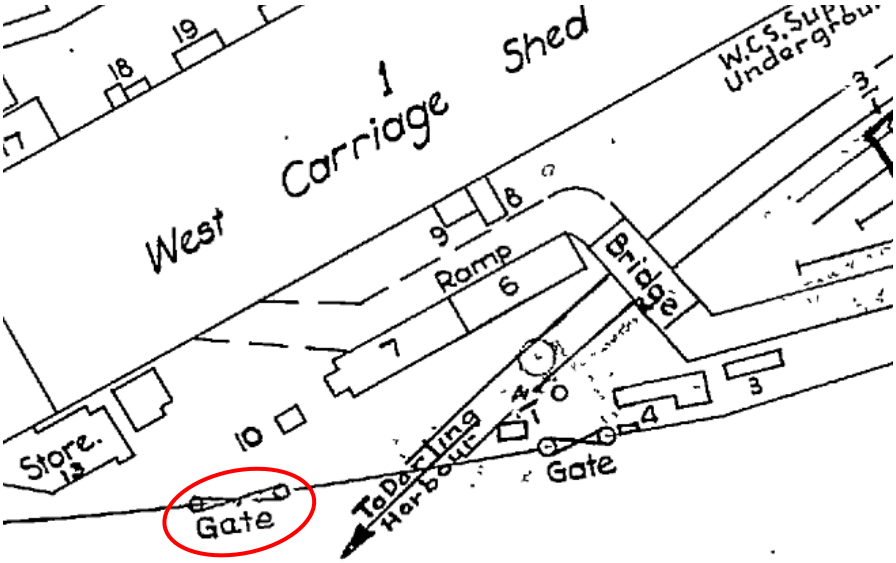


Figure 219. The schematic 1953 lighting plan of Sydney Yard, showing the entrance gate (circled). Source: Sydney Trains Virtual Plan Room.

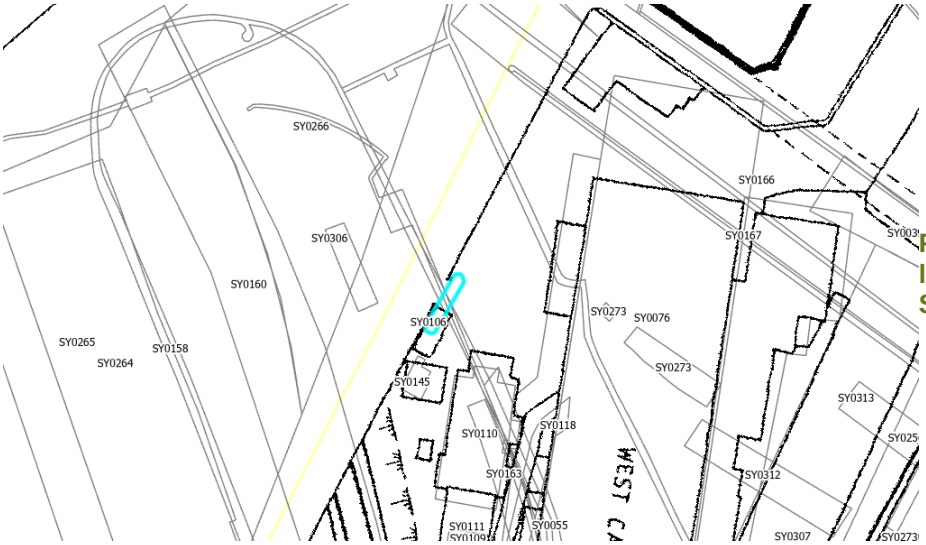


Figure 220. 1986 map showing the location of the entrance gate. Source: Sydney Trains VPR.



Figure 221. 1998 aerial showing the location of the entrance gate. Source: NSW Government, NSW Spatial Services.

Key Sources

Heritage Group State Projects. Department of Public Works and Services. :Sydney/ Central Station Conservation Management Plan." Volumes 1 and 2. March 1996.

Howard Tanner & Associates Pty Ltd, 'Sydney Central Station and Sydney Yard-Conservation Plan And Management Study' Part 1,1987.

1.65 SY0109 (Electrical Workshop)

Item Details	
Year of construction:	c.1915
Alternative names:	Electric Light Depot
Modifications (with years):	Slowly merged with Mess Room (SY0110). Considered single structure by 1954.
Function:	Workshop
Construction materials:	Brick
Demolished/removed (year):	Late 1990s

Historical Summary

The Electrical Workshop was located along the north-western side of the Goods Line, to the east of the Western Carriage Shed (SY0076). The building first appeared on a 1916 plan, but was first noted as an Electrical Workshop on a 1925 plan.

On a 1953 map, the structure was named the 'Electric Light Depot'. At this time, the building was shown amalgamated with the Mess Room (SY0110), which is located directly to the north. In a 1954 plan, the two structures are represented as one building.

The building was described as a two-storey brick structure in a 1983 report.[111] While the first floor was vacant, the ground floor was used as a mechanics, as well as a branch store, office, operations room, rug room and space for workshop painters.[112]

In the 1987 CMP, the combined structure was noted as building 9.11.1: Offices and Ring Room (SY0110 Mess Room) and 9.11.2: Store / Offices (SY0109 Electrical Workshop). While the former Mess Room was graded as having high heritage value and integrity, the former Electrical Workshop was graded as having low heritage value and integrity. It was described as a "utilitarian structure of little architectural significance and in an advanced state of decay".[113] In the 1996 CMP, the Electrician Workshop continued to be referred to as a storage space.

Aerial photographs illustrate that the workshop remained extant until the late 1990s. The building was demolished in c.1998 as part of the redevelopment of the Henry Deane Plaza.

Archaeological notes

Aerial imagery, cartographic material and primary records suggest that the structure was substantial. It was constructed from brick and would likely have had substantial footings and supports. Lighting was installed in and around the building, requiring electricity connection. It is thought that the 1990s demolition of the Western Carriage Shed and the structures alongside it, combined with the substantial redevelopment of the site, would have destroyed much of the evidence of the structure.

Archaeological Potential

Low Potential

[111] Lord, B. 'Central Sydney Yard: Development Plan', 1983. Pg 66.
[112] Lord, B. 'Central Sydney Yard: Development Plan', 1983. Pg 66.
[113] Howard Tanner & Associates Pty Ltd, Sydney Central Station and Sydney Yard-Conservation Plan And Management Study Part 1,1987. Pg 148.

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian structure associated with Central Station. Any remains have the potential to demonstrate the date, materials and use of the structure. The structure has the potential to provide information about the use of the third Sydney station and its continued transformation to the present.

In response to Bickford and Sullivan's questions about research potential,[114] the remains of the electrical workshop have some potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

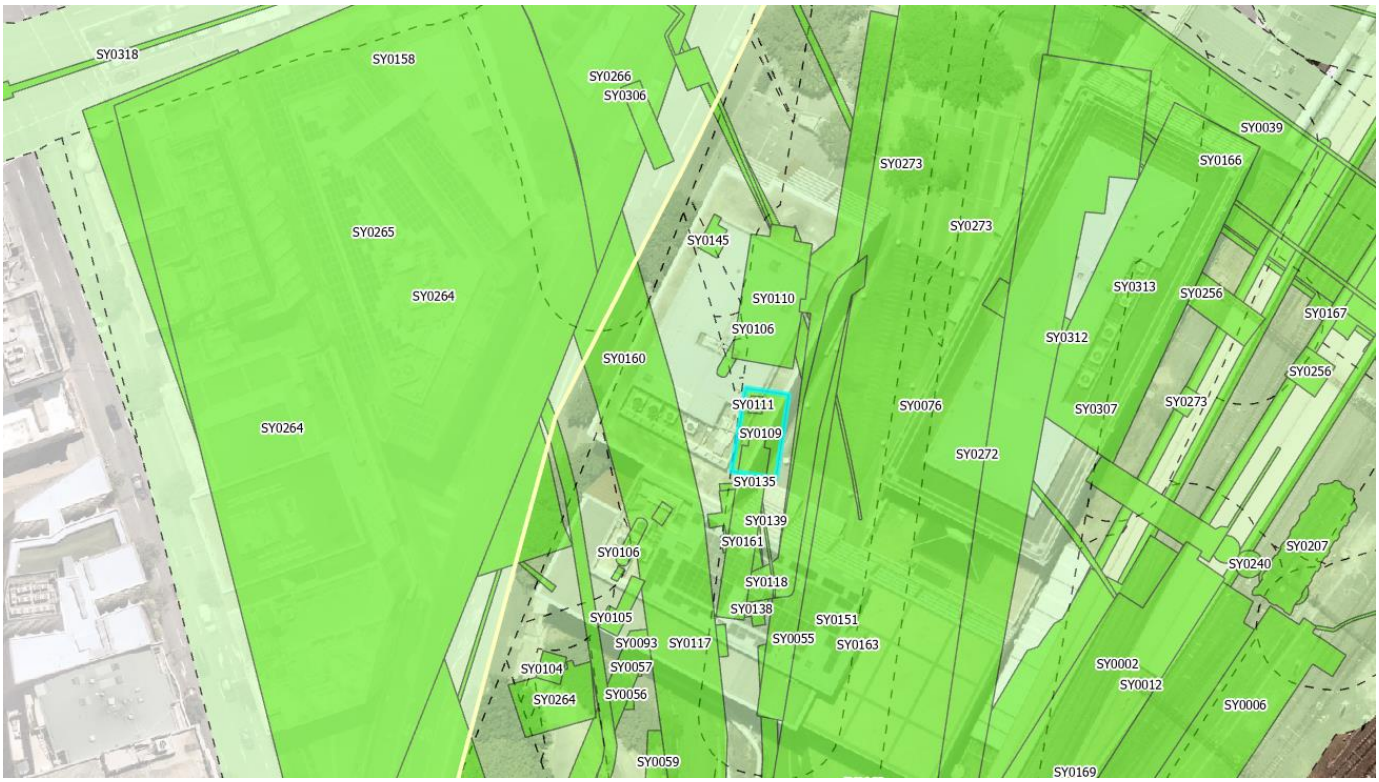
Level of Significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[114] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

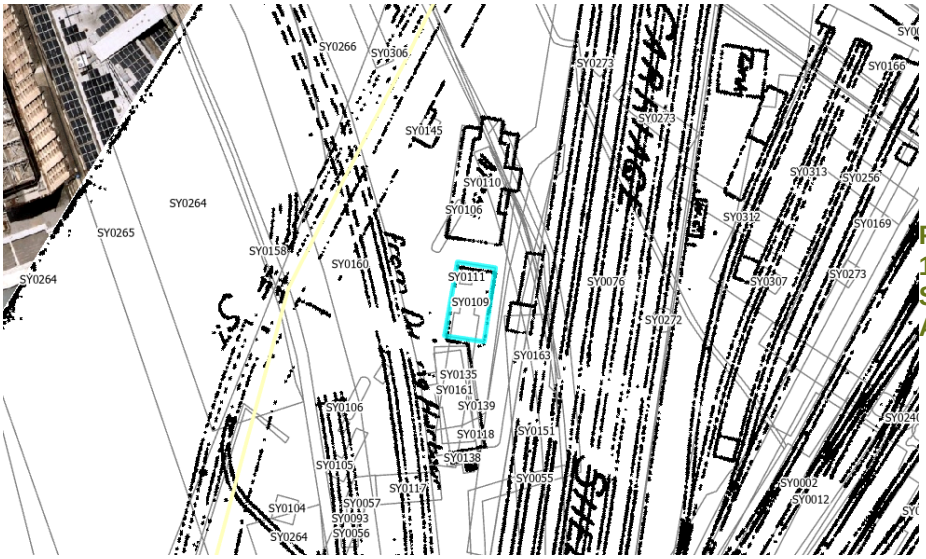


Figure 222. c.1916 map. Source: 1916 N.S.W.R. Sydney Yard, Sydney Trains Plan Room, 0204478 A0C.

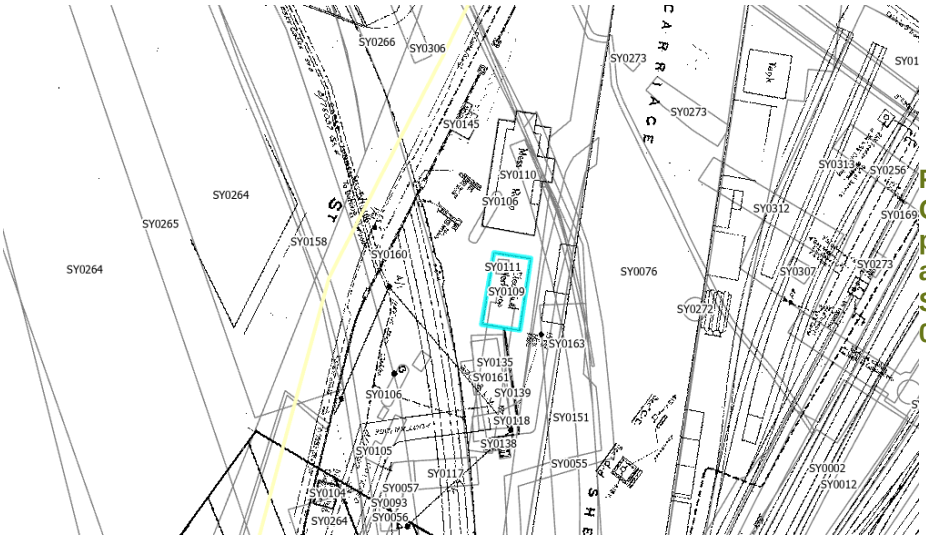


Figure 223. c.1925 N.S.W.G.R. Chief Electrical Engineer's Office plan of the Western Carriage Shed and entrance structures. Source: Sydney Trains, B/27846, 0045989_T0C.

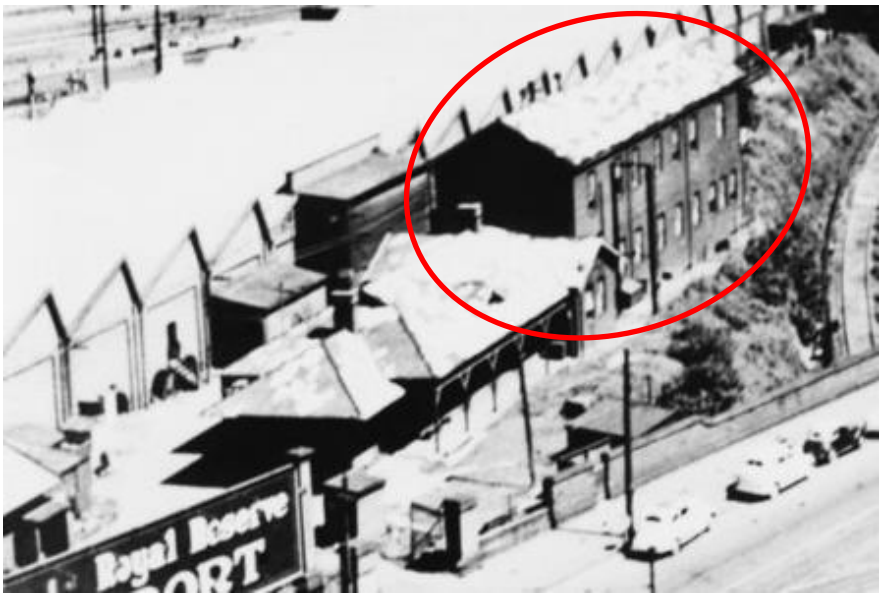


Figure 224. c.1939 photograph looking south towards the Darling Harbour Good Line. Note the Western Carriage Shed to the left. Source: City of Sydney Archives, A-00057892

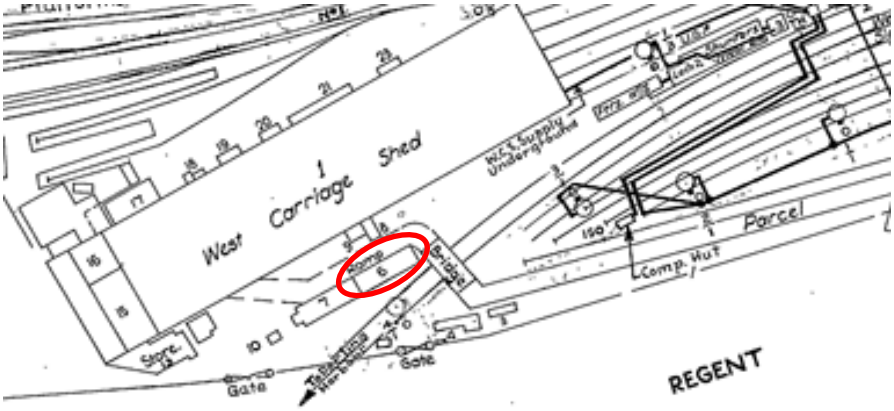


Figure 225. 1953 lighting plan of Sydney Yard. Source: Sydney Trains Virtual Plan Room

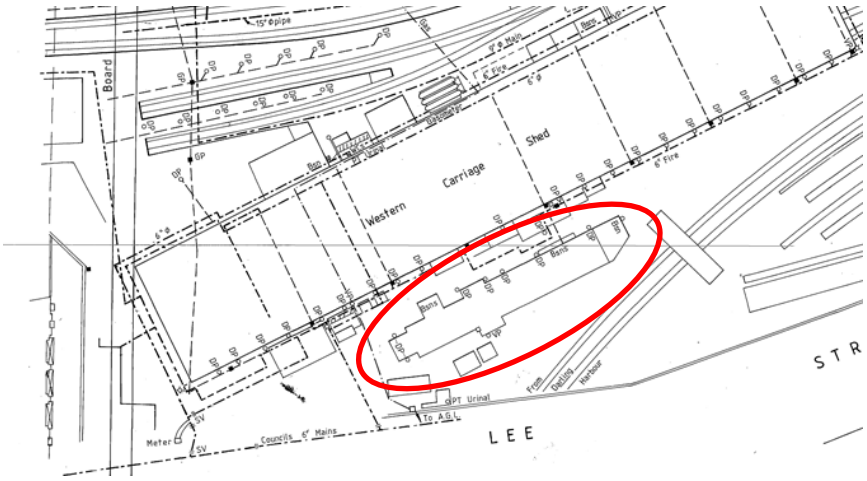


Figure 226. 1992 tracing of a 1954 plan of Sydney Yard, showing the underground services. Source: Sydney Trains, ID: 0420484_00C.

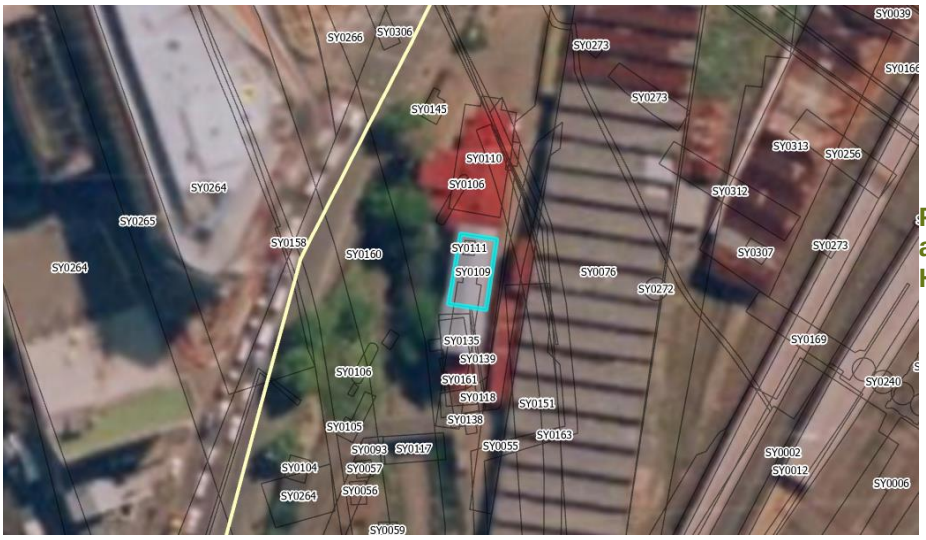


Figure 227. 1998 aerial of the study area. Source: NSW Government, Historical Imagery viewer

Key Sources

Heritage Group State Projects. Department of Public Works and Services. :Sydney/ Central Station Conservation Management Plan." Volumes 1 and 2. March 1996.

Howard Tanner & Associates Pty Ltd, 'Sydney Central Station and Sydney Yard-Conservation Plan And Management Study' Part 1,1987.

Lord, B. 'Central Sydney Yard: Development Plan', 1983.

1.66 SY0110 (Mess Room)

Item Details	
Year of construction:	c.1915
Alternative names:	Sub Inspectors
Modifications (with years):	Slowly merged with Electrical Workshop (SY0109). Considered single structure by 1954.
Function:	Staff facility
Construction materials:	Brick
Demolished/removed (year):	Late 1990s

Historical Summary

The Mess Room was located along the north-western side of the Goods Line, to the east of the Western Carriage Shed (SY0076). It was first noted on a 1916 plan as the 'Mess Room' and again in 1925 with the same name.

On a 1953 map, the structure was noted as 'Sub-Inspectors'. At this time, the building was shown amalgamated with the Electrical Workshop (SY0109), which is located directly to the south. In a 1954 plan, the two structures were represented as one building.

In the 1987 CMP, the combined structure was noted as building 9.11.1: Offices and Ring Room (SY0110 Mess Room) and 9.11.2: Store / Offices (SY0109 Electrical Workshop). While the former Mess Room was graded as having high heritage value and integrity, the former Electrical Workshop was graded as having low heritage value and integrity. The former Mess Room was described as an "attractive federation building" with "later accretion [of] no merit" to the south.[115] In the 1996 CMP, the Mess Room was referred to as Support Offices.

Aerial photographs illustrate that the building remained extant until the late 1990s. The building was demolished in c.1998 as part of the redevelopment of the Henry Deane Plaza.

Archaeological notes

Aerial imagery, cartographic material and primary records suggest that the structure was substantial. It was constructed from brick and would likely have had substantial footings and supports. Lighting was installed in and around the building, requiring electricity connection. It is thought that the 1990s demolition of the Western Carriage Shed and the structures alongside it, combined with the substantial redevelopment of the site, would have destroyed much of the structure. Intact artefact deposits or scatters are unlikely.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian structure associated with Central Station. Any remains have the potential to demonstrate the date, materials and use of the structure. The structure has the potential to provide information about the use of the third Sydney station and its continued transformation to the present.

[115] Howard Tanner & Associates Pty Ltd, Sydney Central Station and Sydney Yard-Conservation Plan And Management Study Part 1,1987. Pg 148.

In response to Bickford and Sullivan's questions about research potential,[116] the remains of the mess room have some potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to those involved in the development of transport infrastructure in NSW.

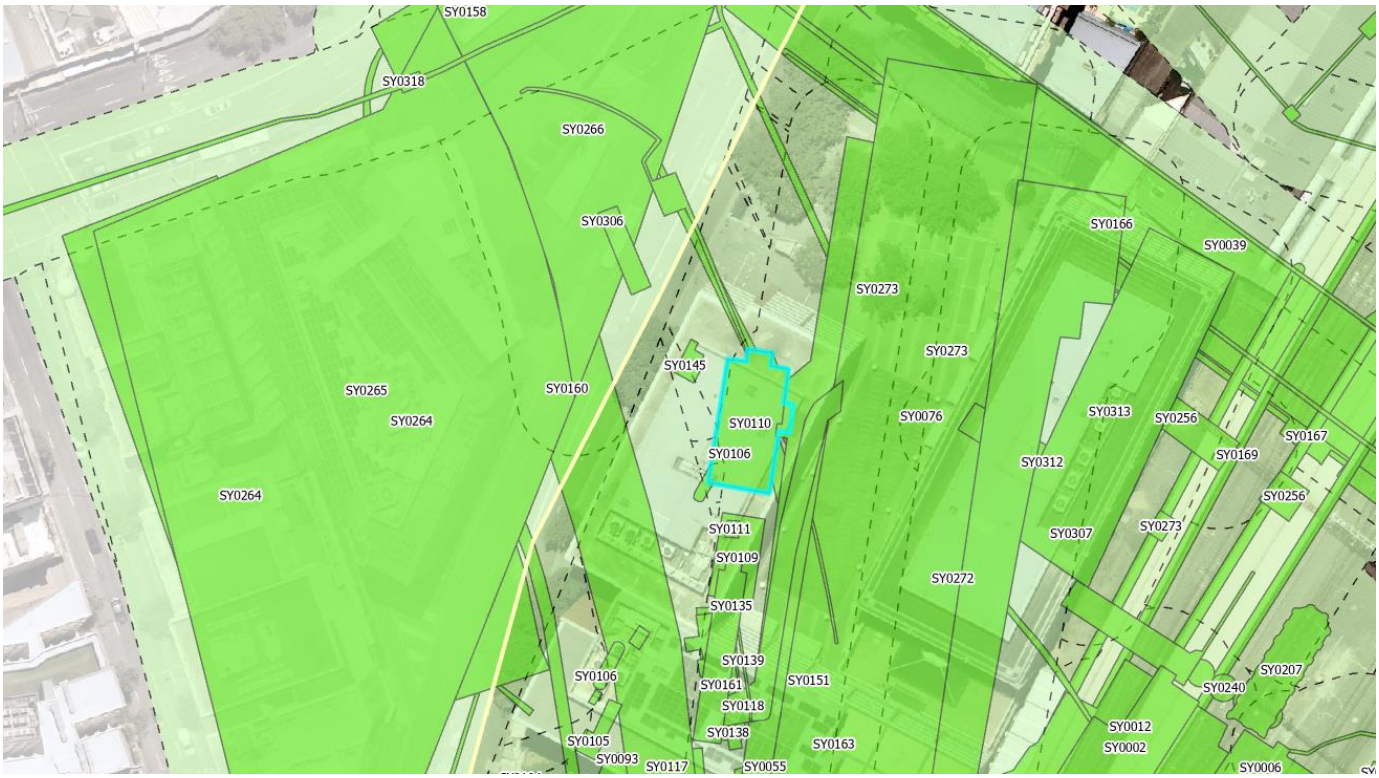
Level of Significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[116] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

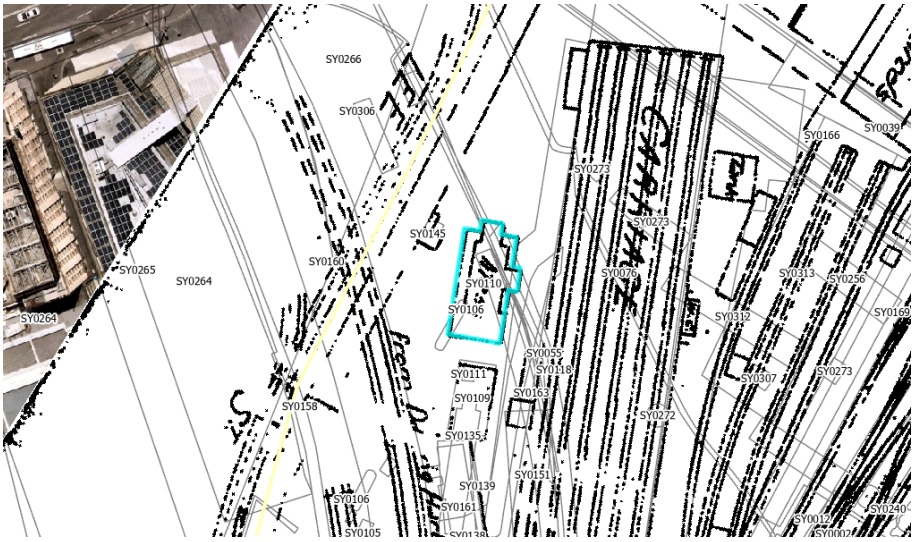


Figure 228. c.1916 map.

Source: 1916 N.S.W.R. Sydney Yard, Sydney Trains Plan Room, 0204478 A0C

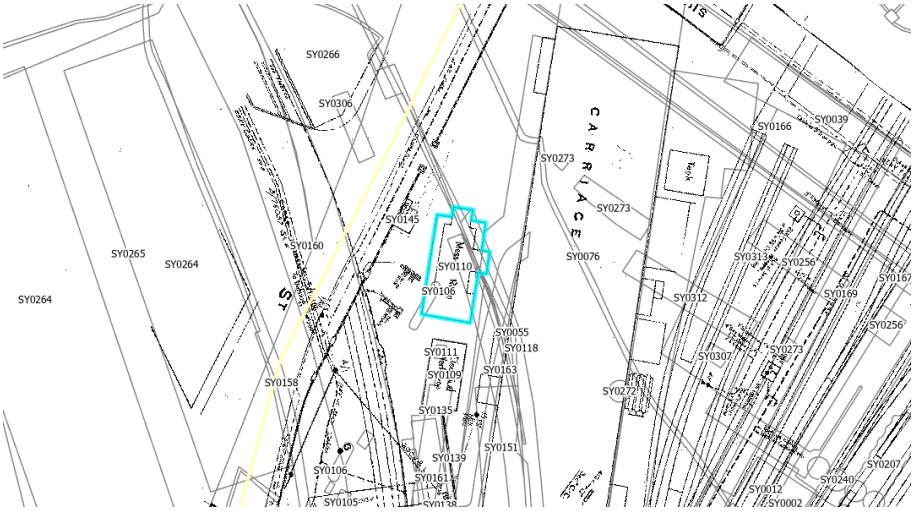


Figure 229. c.1925 N.S.W.G.R. Chief Electrical Engineer's Office plan. Source: Sydney Trains, B/27846, 0045989_T0C.

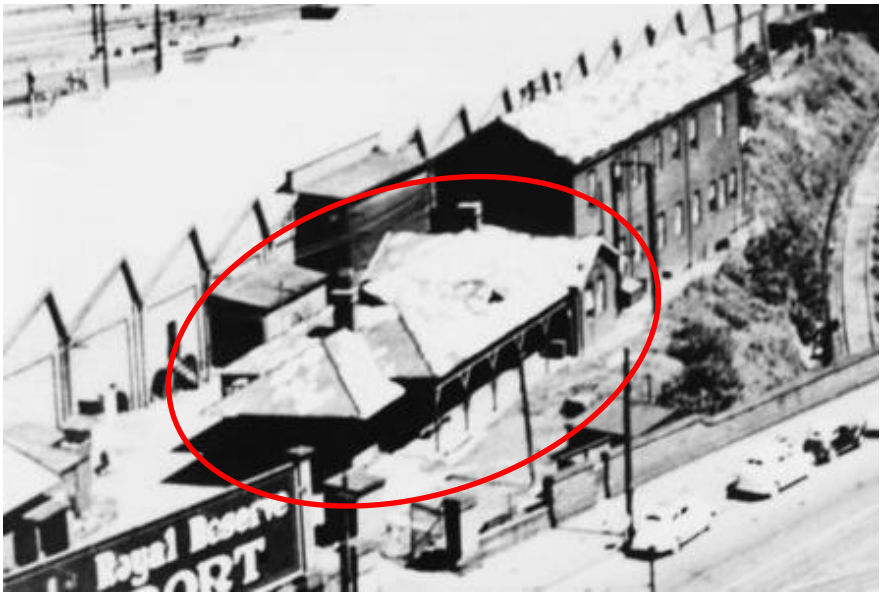


Figure 230. c.1939 photograph looking south towards the Darling Harbour Good Line. Note the Western Carriage Shed to the left. Source: City of Sydney Archives, A-00057892

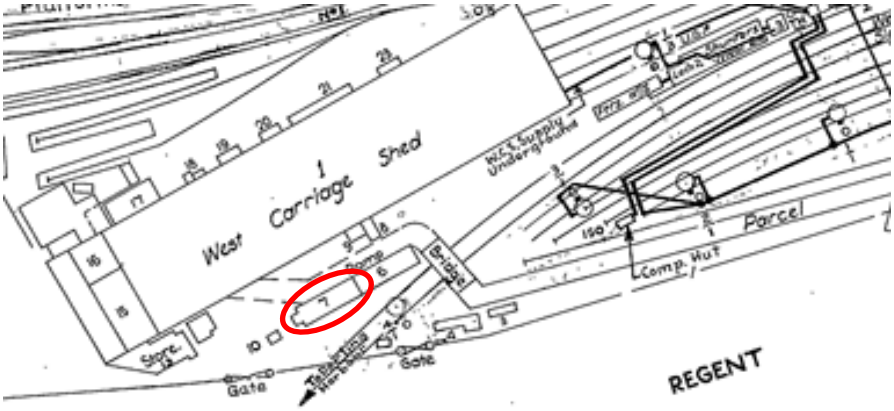


Figure 231. 1953 lighting plan of Sydney Yard. Source: Sydney Trains Virtual Plan Room.

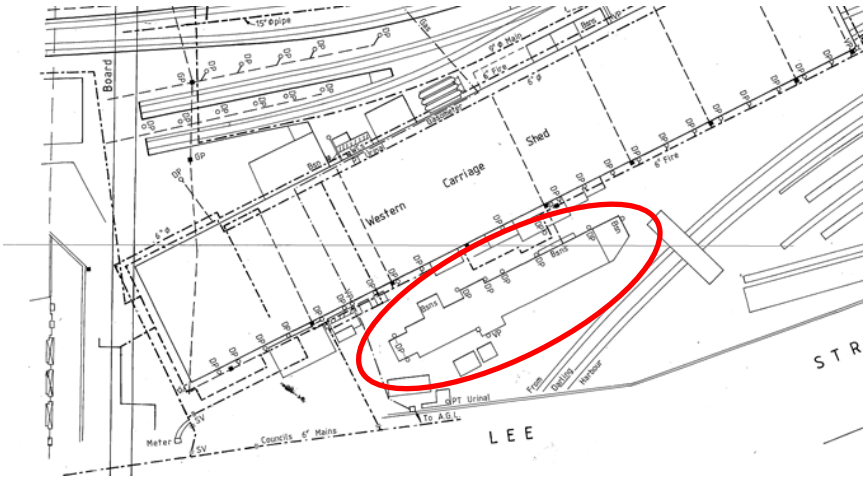


Figure 232. 1992 tracing of a 1954 plan of Sydney Yard, showing the underground services. Source: Sydney Trains, ID: 0420484_00C.

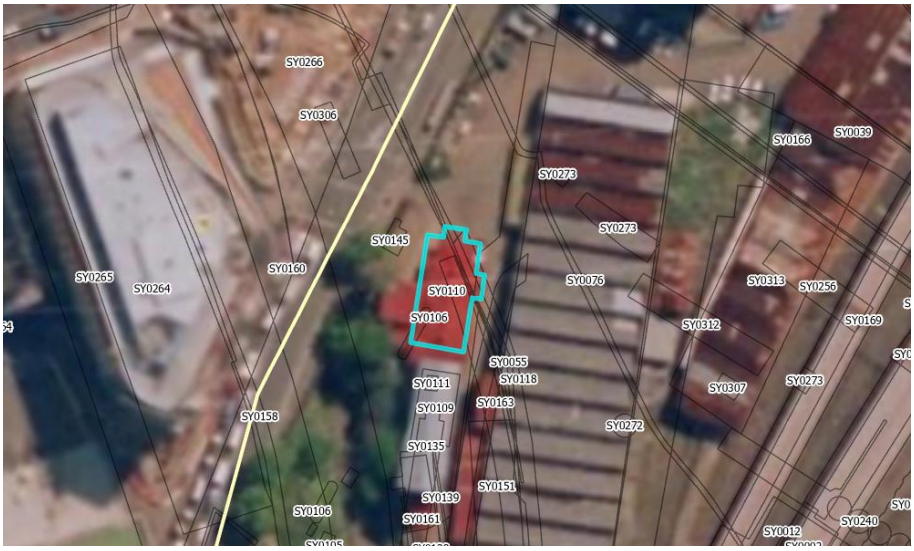


Figure 233. 1982 aerial of the study area. Source: NSW Government, Historical Imagery viewer.

Key Sources

Heritage Group State Projects. Department of Public Works and Services. :Sydney/ Central Station Conservation Management Plan." Volumes 1 and 2. March 1996.

Howard Tanner & Associates Pty Ltd, 'Sydney Central Station and Sydney Yard-Conservation Plan And Management Study' Part 1,1987.

1.67 SY0111 (Investigation Officer's Hut)

Item Details	
Year of construction:	Late 1930s and early 1940s.
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Hut
Construction materials:	Unknown
Demolished/removed (year):	Prior to the 1980s

Historical Summary

Based on cartographic evidence, the Investigation Officer's Hut was extant by 1953 and located to the north of the Goods Line. A structure of a similar scale is visible on a 1939 photograph; however, it is not noted on a map of the area which dates to 1925. As such, it can be assumed that the structure was erected between the late 1930s and the early 1940s.

It is difficult to ascertain the existence of the building through aerial photographs, however, it appears to have been demolished by 1982 and replaced with a larger rectangular building. The 1987 Conservation Management Plan indicates a structure of similar shape and form titled 'Waiting room for motor-rail'.[117]

Aerial photographs illustrate that the building remained extant until the late 1990s. The building was demolished in c.1998 as part of the redevelopment of the Henry Deane Plaza.

Archaeological notes

Given the small and possibly temporary nature of the building, foundations and construction materials are unlikely to have been substantial. The building may have been a small timber hut or corrugated iron shed. The building received lighting services. It appears to have been demolished prior to the 1980s, though the extent of the demolition of removal is unknown. The ground level has since been covered with bitumen for the use of a parking depot.

Archaeological Potential

Low potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for state significance as evidence of a functional and utilitarian building associated with Central Station. The archaeological remains have the potential to demonstrate the date, materials and use of the structure. Such in situ remains have the potential to demonstrate important information about this otherwise little-known structure. The building has the potential to provide information about the ongoing use of the Third Station.

Level of Significance

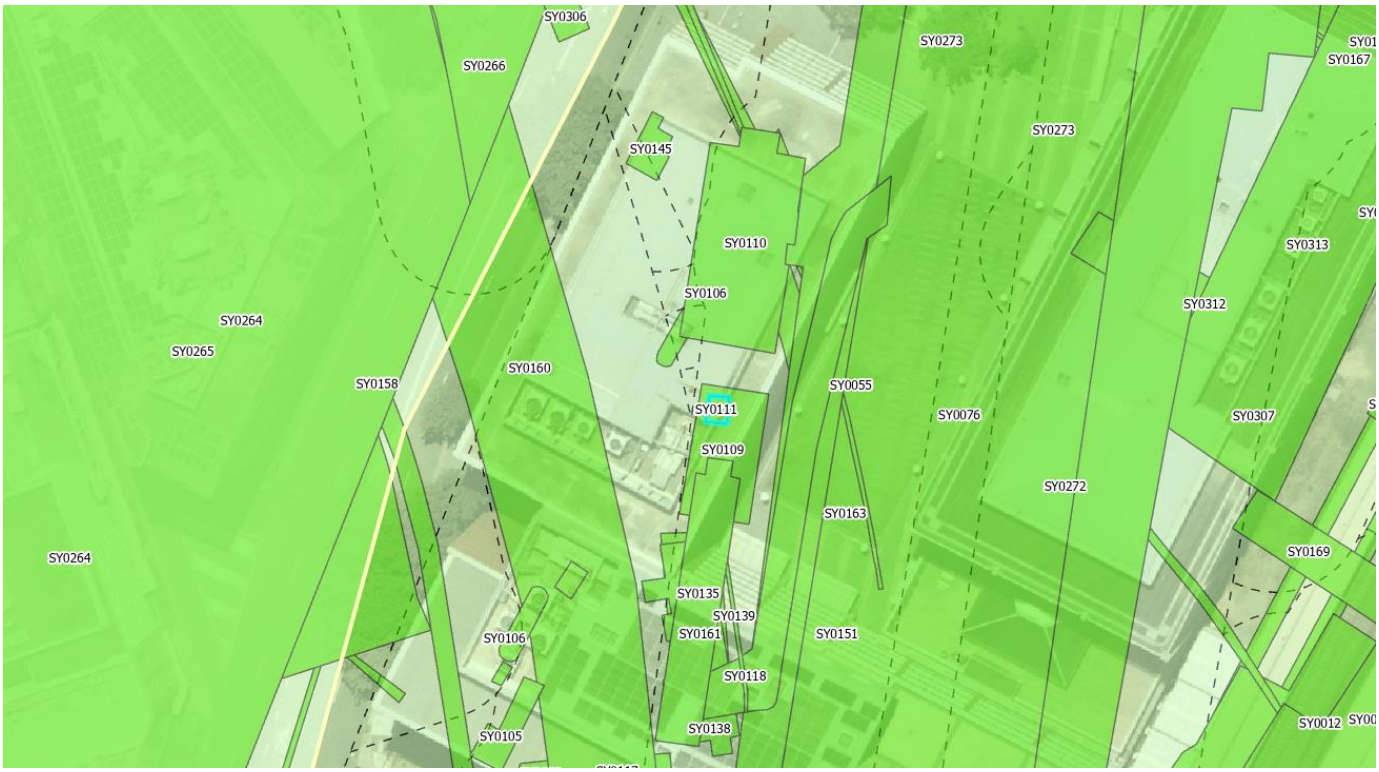
Local

Management

[117] Howard Tanner & Associates Pty Ltd, Sydney Central Station and Sydney Yard-Conservation Plan And Management Study Part 1,1987. Pg 107.

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

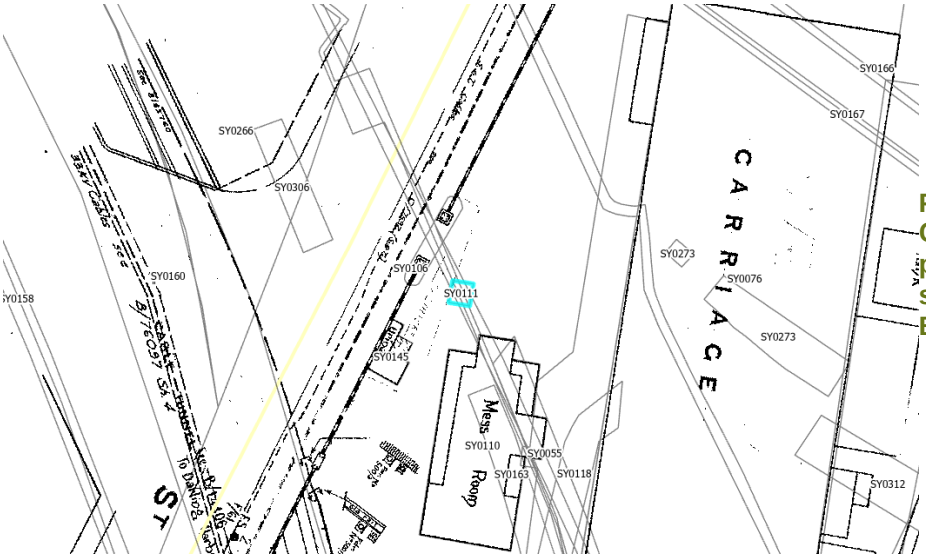


Figure 234. c.1925 N.S.W.G.R. Chief Electrical Engineer's Office plan. Note the structure is not shown. Source: Sydney Trains, B/27846, 0045989_T0C.

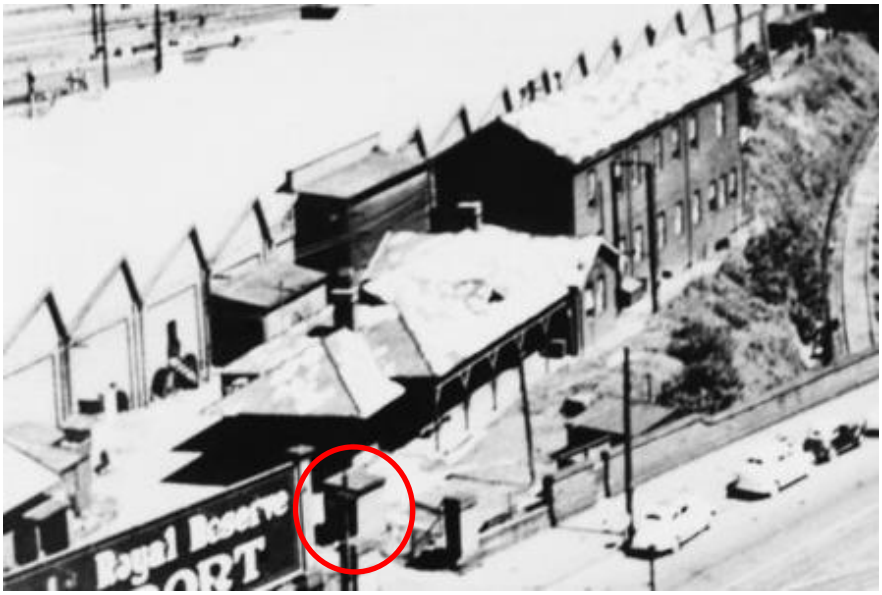


Figure 235. c.1939 photograph looking south towards the Darling Harbour Good Line. Note the Western Carriage Shed to the left. Source: City of Sydney Archives, A-00057892

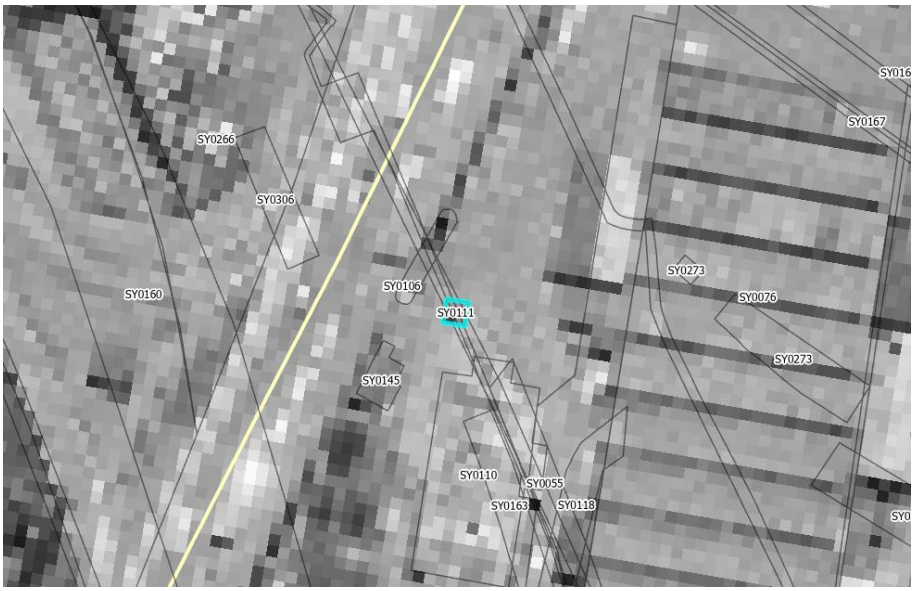


Figure 236. 1949 aerial image of the Western Carriage Shed. Source: City of Sydney Archives, A-00879995.

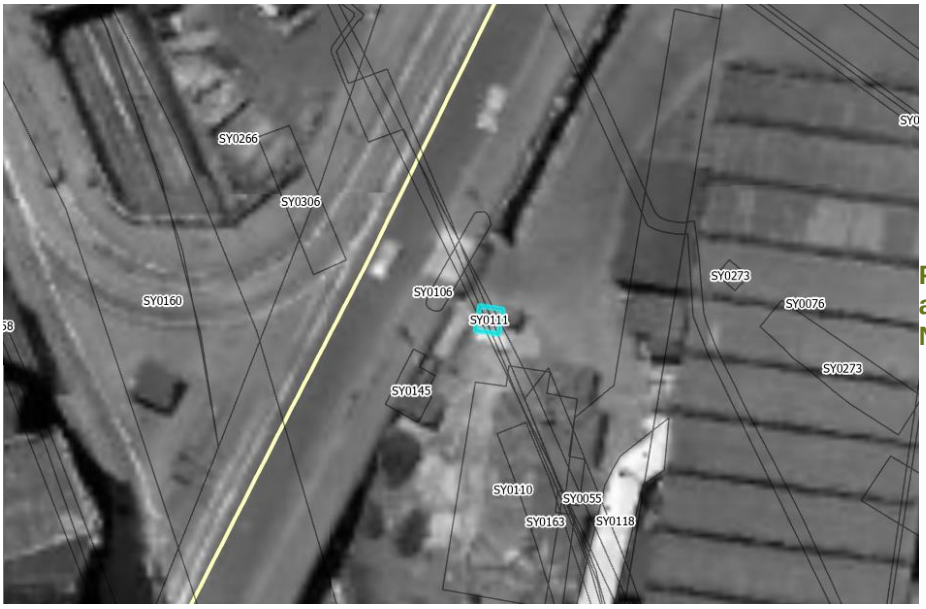


Figure 237. 1955 aerial of the study area. Source: NSW Government, NSW Spatial Services.



Figure 238. 1982 aerial of the study area. Source: NSW Government, Historical Imagery vi ewer.

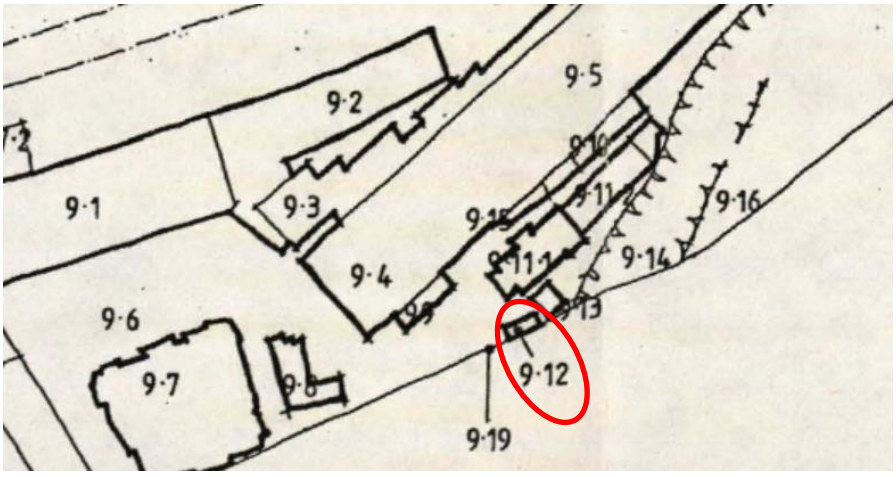


Figure 239. 1987 itemised plan of the Western Yard. Note the item is no longer present. 9.12 (location of the item) = Waiting room for motor-rail. Source: Howard Tanner & Associates, 1987.

Key Sources

Howard Tanner & Associates Pty Ltd, 'Sydney Central Station and Sydney Yard-Conservation Plan And Management Study' Part 1,1987.

1.68 SY0117 (Footbridge over Goods Line)

Item Details	
Year of construction:	After 1943, by 1953
Alternative names:	Unknown
Modifications (with years):	
Function:	Facilitated access from Regent Street to Western Carriage Shed
Construction materials:	Unknown, potentially brick
Demolished/removed (year):	c.1998

Historical Summary

A footbridge first appears over the Goods Line to Darling Harbour in 1884 plans, and is assumed to have been constructed as part of the Second Sydney Station development in 1872. This bridge was modified in 1896 and demolished by the time of the Third Sydney Station development.

Despite the appearance of a footbridge on the c.1925 N.S.W.G.R. High Voltage plan, it is known that this plan was updated until it was superseded in the late twentieth-century. Aerial photography indicates that the footbridge access from Regent Street into the Station precinct was not reinstated until after 1943, likely around 1950, as the next appearance of a footbridge connects the area from the new Parcels Platforms of Mortuary Station (built c.1950) with the Western Carriage Shed. It is assumed the function of this footbridge was to facilitate safe staff access through the rail corridor from Regent Street to the Western Carriage Sheds. Aerial images suggest the bridge was a substantial construction, possibly of brick, with a corrugated iron or steel roof. The footbridge appears to remain extant for as long as the Western Carriage Shed is extant, being demolished in c.1998 when the site of the Western Carriage Shed was redeveloped.

Archaeological notes

Aerial imagery suggests the structure was substantial and may have been constructed of brick, and would likely have had substantial footings and supports. Lighting may have been installed proximate to the bridge requiring electricity connection. It is thought that the c.1998 demolition of the structures alongside the Western Carriage Shed and the substantial redevelopment of the site would have destroyed much of any remnant evidence of the structure.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains would be unlikely to reach the threshold for local or state significance as evidence of a functional and utilitarian structure associated with Central Station. Any remains have the potential to demonstrate the date, materials and use of the structure. The structure has the potential to provide information about the use of the third Sydney station and its continued transformation to the present.

In response to Bickford and Sullivan's questions about research potential,[118] the remains of the footbridge have little potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW. The archaeological significance of such remains would be nil.

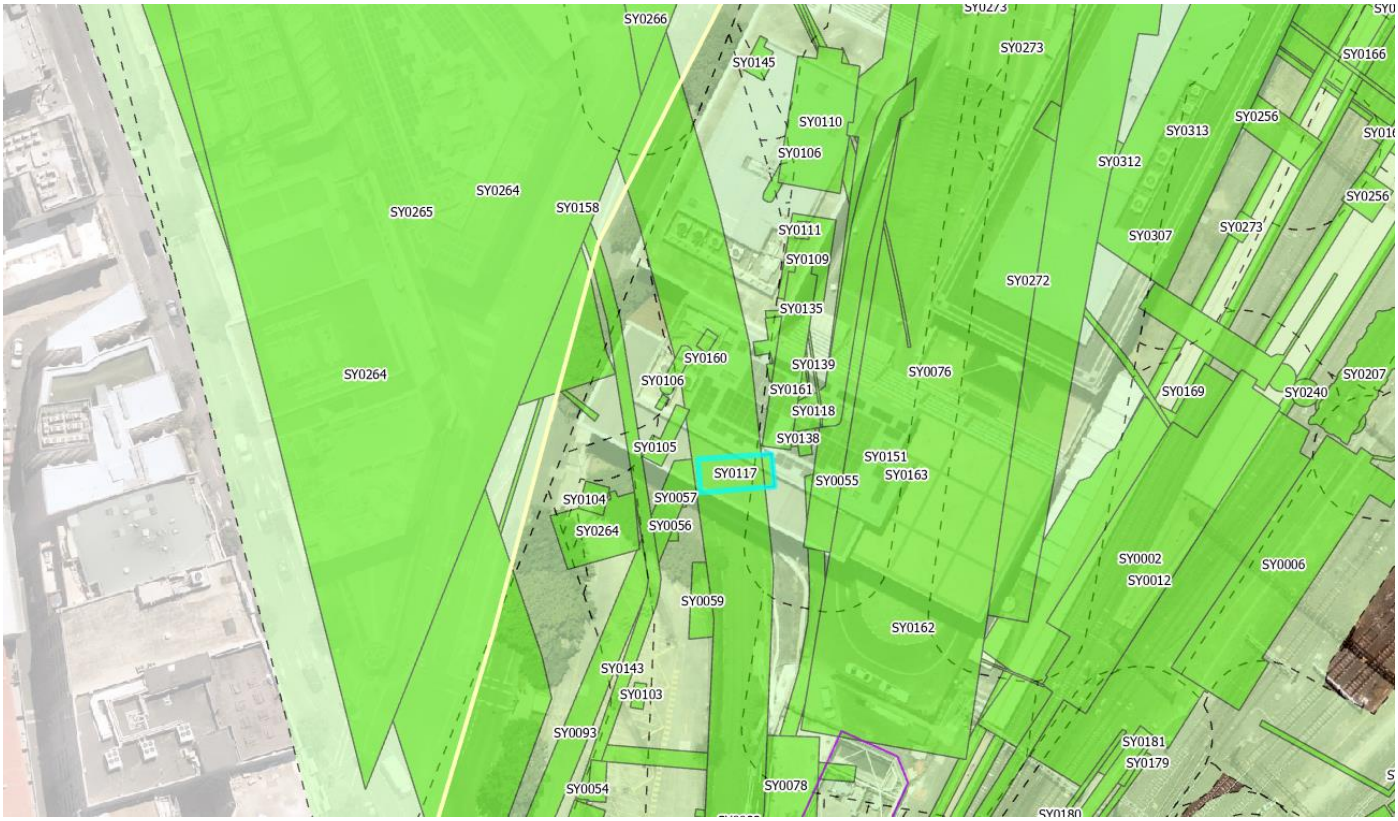
Level of Significance

Nil

Management

D - Note then remove. The item may be removed under the supervision of a qualified archaeologist, who must note and report the impact.

Item Location



Key Images

[118] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

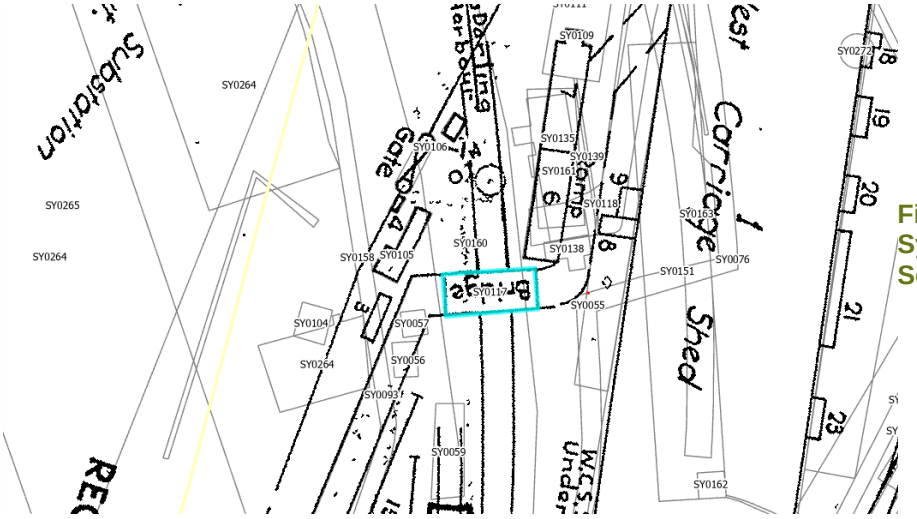


Figure 240. 1953 lighting plan of Sydney Yard, showing the footbridge. Source: Sydney Trains VPR.

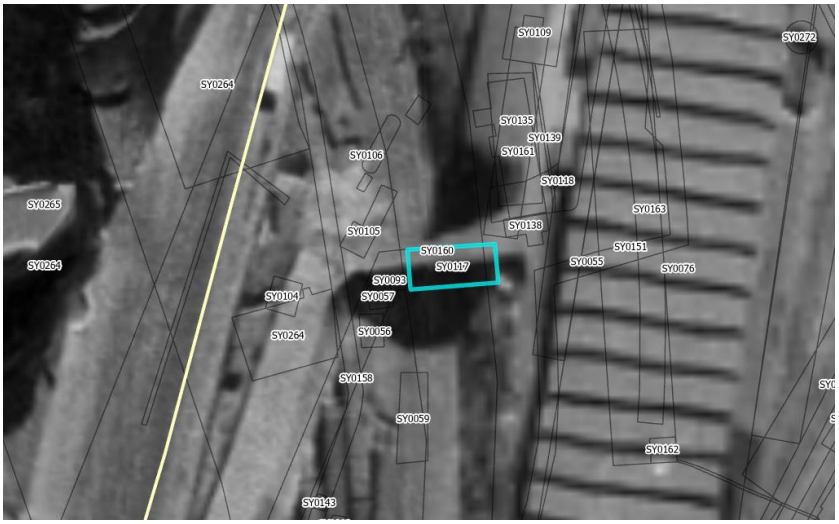


Figure 241. 1955 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

NSW Government 2020. Spatial Portal. Accessed: https://portal.spatial.nsw.gov.au/portal/ (April 2022).

1.69 SY0118 (Ramp to Bridge over Goods Line)

Item Details	
Year of construction:	Prior to 1951
Alternative names:	Ramp
Modifications (with years):	Unknown
Function:	Ramp
Construction materials:	Unknown, likely concrete
Demolished/removed (year):	c.1998

Historical Summary

A ramp between the Western Carriage Shed and the footbridge access from Regent Street into the Station precinct appears to have been constructed after 1943 and prior to 1951, likely around 1950. The ramp to the footbridge along the western elevation of the Western Carriage Shed (SY0076) first appears in a 1951 aerial and on the 1953 Sydney Yard Location and Yard Lighting Diagram (0038146_KOC). It is assumed the function of this ramp was to facilitate safe staff access through the rail corridor from Regent Street to the Western Carriage Sheds. Aerial images suggest the ramp was a substantial construction, possibly of concrete, with a corrugated steel roof. The ramp appears to remain extant for as long as the Western Carriage Shed is extant, being demolished in c.1998 when the site of the Western Carriage Shed was redeveloped for the Henry Deane Plaza.

Archaeological notes

Aerial imagery suggests the ramp was substantial and may have been constructed of brick, concrete or steel, and would likely have had substantial footings and supports. Lighting may have been installed proximate to the bridge requiring electricity connection. It is thought that the c.1998 demolition of the structures alongside the Western Carriage Shed and substantial redevelopment of the site would have destroyed much of any remnant evidence of the structure.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains would be unlikely to meet the threshold for local or state significance as evidence of a functional and utilitarian structure associated with Central Station. Any remains have the potential to demonstrate the date, materials and use of the structure. The structure has the potential to provide information about the use of the third Sydney station and its continued transformation to the present.

In response to Bickford and Sullivan's questions about research potential,[119] the remains of the ramp have little potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW. The archaeological significance of such remains would be nil.

Level of Significance

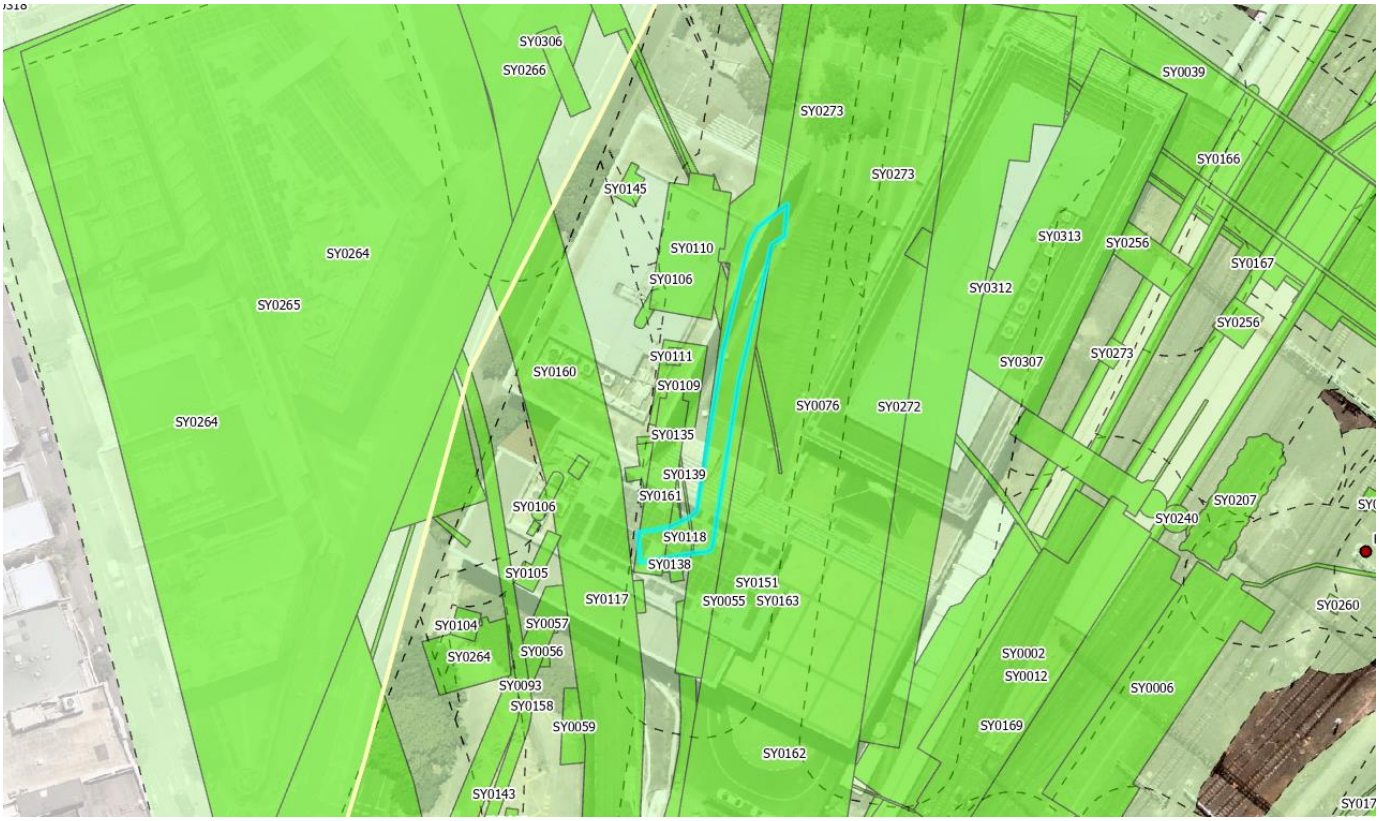
[119] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Nil

Management

D - Note then remove. The item may be removed under the supervision of a qualified archaeologist, who must note and report the impact.

Item Location



Key Images



Figure 242. 1951 Aerial photograph. Source: NSW Government, NSW Spatial Services.

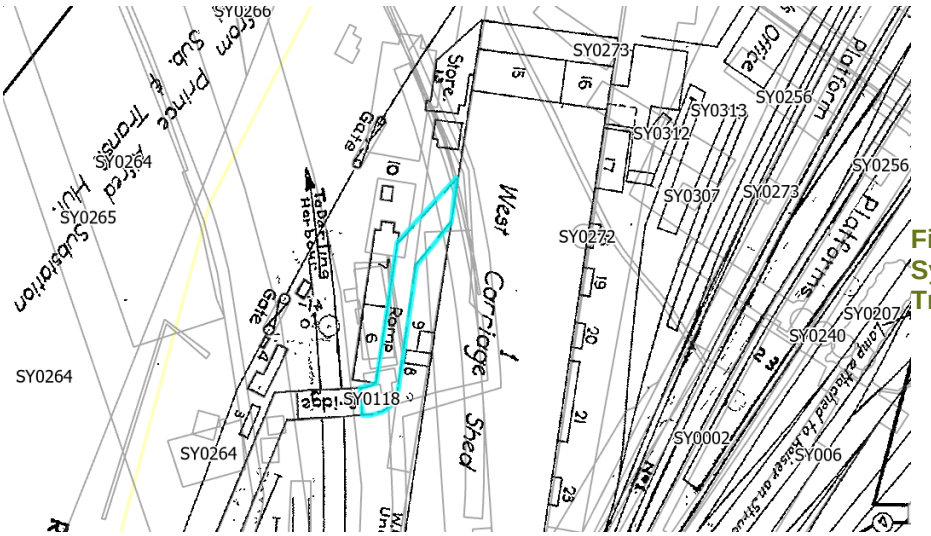


Figure 243. 1953 lighting plan of Sydney Yard. Source: Sydney Trains Plan Room.

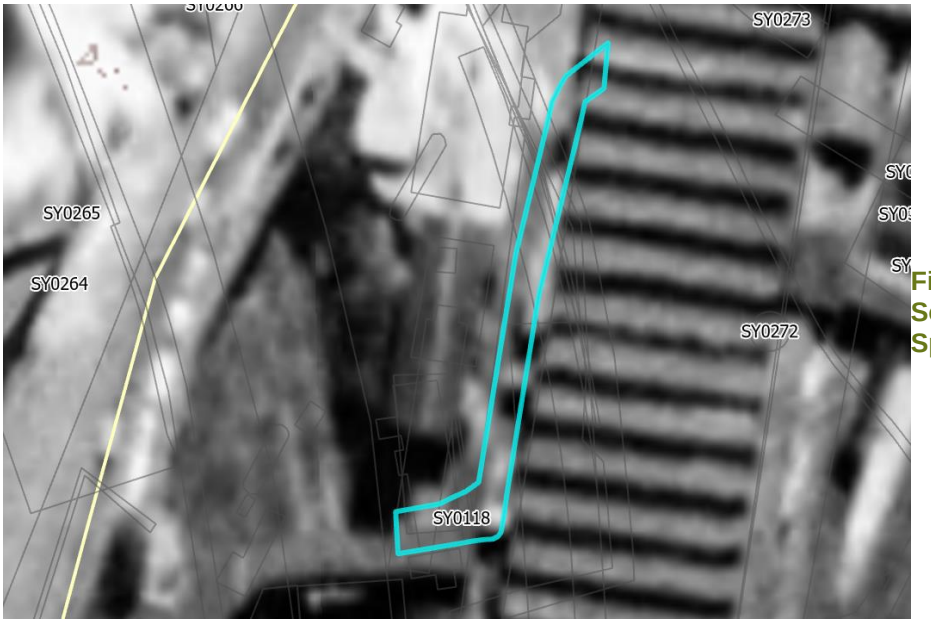


Figure 244. 1975 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

NSW Government 2020. Spatial Portal. Accessed: https://portal.spatial.nsw.gov.au/portal/ (April 2022).

1.70 SY0130 (Track Drains and Grated Pits)

Item Details	
Year of construction:	Various, likely dating from the early twentieth century with the Third Sydney Station onwards.
Alternative names:	Unknown
Modifications (with years):	Various
Function:	Drainage throughout the Sydney yards for the collection of rainwater
Construction materials:	Various; drains assumed to be of brick, concrete or stone dependent on age; grated pits assumed to have metal grates.
Demolished/removed (year):	Various; assumed some still extant

Historical Summary

It is known that previous drainage had been constructed throughout the yards as part of the earliest developments (c.1850s) and relevant buildings from these periods, as well as general provisions including the substantial drain/sewer containing Blackwattle Creek, and underground drains across George Street at Devonshire Street. Drainage had also been installed adjacent to the burial ground in the 1870s. Much of the drainage infrastructure potentially contained within the Sydney Yards – consisting of track drains and grated pits – is considered likely to date to the Third Sydney Station development given the substantial demolition, clearing and excavation which it entailed. The current track layout was formalized over the Third Sydney Station development – occurring from as early as 1900 into the 1920s with the City Electric development – and thus it is likely that much of the initial drainage was laid, relaid or upgraded at this point in time, and the substantial rearrangement of the yards that the initial (1900-c.1906) and later (c.1920s) developments required. This infrastructure has been modified, replaced and upgraded over time to the present. A c.1954 plan indicates the location of track drains and grated pits in the vicinity of the yards at this point in time, though this likely does not represent the original nor current layout of these drains and pits.

Archaeological notes

Archaeological evidence of the track drains could include a variety of drain materials including brick, concrete or stone dependent on age, and evidence of grated pits may include signs of excavation, pit lining materials and metal grates. The substantial nature of the materials suggests early and disused drains and pits may survive in the archaeological record.

Archaeological Potential

Moderate potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of functional and utilitarian infrastructure associated with Central Station. Any remains have the potential to demonstrate the date, materials and use of the structures. This infrastructure has the potential to provide generations of information about the use of the different Sydney station developments and their yards.

In response to Bickford and Sullivan's questions about research potential,[120] the remains of the track drains and grated pits have some potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to those involved in the development of transport infrastructure in NSW.

Level of Significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Key Images

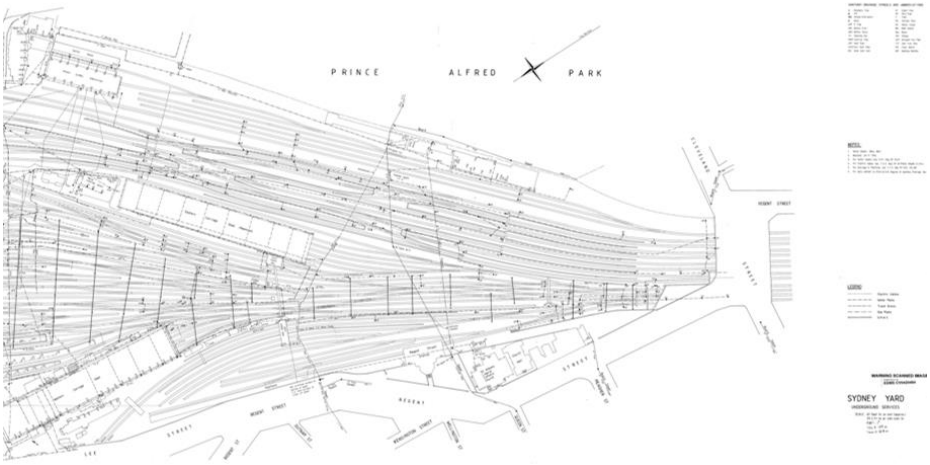


Figure 245. 1992 tracing of a 1954 plan of Sydney Yard, showing the underground track drains and grated pits. Source: Sydney Trains VPR



Figure 246. 1992 tracing of a 1954 plan of Sydney Yard, showing the underground track drains and grated pits. Source: Sydney Trains VPR

Key Sources

[120] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

1.71 SY0131 (Gas Mains)

Item Details	
Year of construction:	Various, likely 1870s onwards
Alternative names:	Unknown
Modifications (with years):	Likely modified until mid to late twentieth century as need declined
Function:	Mains and pipes for the distribution of gas around the station precinct
Construction materials:	Pipes may be plastic, steel, copper depending on age
Demolished/removed (year):	Various

Historical Summary

Substantial gas mains are likely to have been a feature of the Station yards from the 1870s, when Louis Castner's private gas works were erected to supply gas for the lighting of railway carriages (see SY0018). These gas works expanded to include a substantial gasometer, retort house, tanks, inspector box office and other ancillary outbuildings. In 1885, it is known that 1,200 linear metres of pipe were laid for a high pressure main in the Sydney Yard. By this time the mains were providing gas to carriages, station buildings and workshops and the yards.

A gas works was a continual feature of the station precinct throughout the First, Second and Third station developments with the location continually changing. Though the gas works became less important in the early twentieth century with the increased provision of electricity in the station precinct, the gas works appear to still have been relocated in 1907 and survived until the 1920s. This would suggest that gas mains were possibly extended and likely modified and repaired during this time. The extent of change within the gas mains in the twentieth century is not clear, but 1950s underground services plans clearly show gas mains as still extant in the yards. The removal or modification of these mains over time is unclear and it is likely some are still extant and operational.

Archaeological notes

The vast extent of gas mains means it is likely that gas pipes and evidence of troughing for their installation may still be evidence. Gas mains of various ages and material are likely still located within the yards. Some may still be operational and others are likely disconnected.

Archaeological Potential

Moderate Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of functional and utilitarian infrastructure associated with Central Station. Any remains have the potential to demonstrate the date, materials and use of the structures. This infrastructure has the potential to provide generations of information about the use of the different Sydney station developments and their yards.

In response to Bickford and Sullivan's questions about research potential,[121] the remains of the gas mains have some potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to those involved in the development of transport infrastructure in NSW.

Level of Significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Key Images

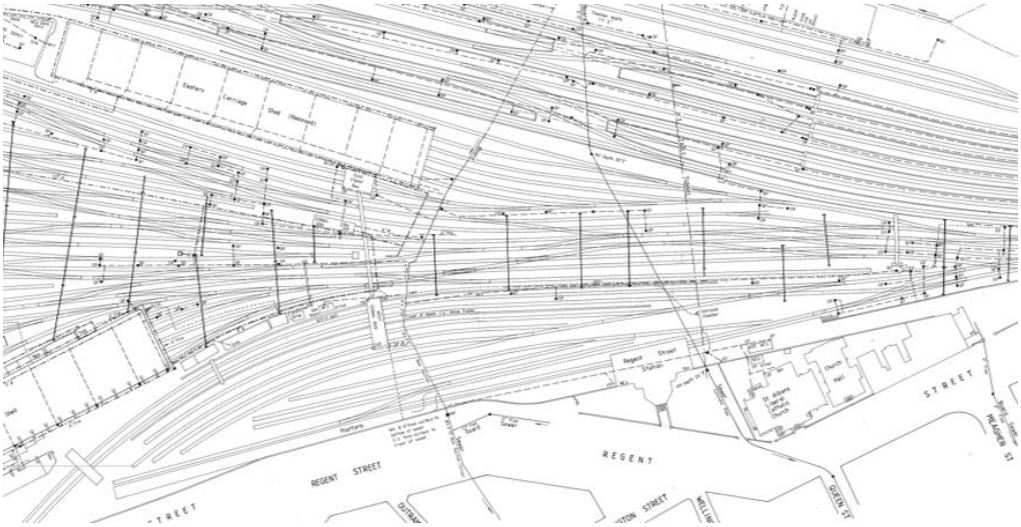


Figure 247. 1992 update of a 1954 plan of Sydney Yard, showing the underground gas mains. Source: Sydney Trains VPR

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020).

Longworth, Jim. " *A Brief History of NSW Railway Gasworks*." ARHS Bulletin 54, no. 788 (2003): 203-13.

New South Wales Government Railways. *Department of Railways NSW Annual Report*,1885.

The Week. (1880, June 5). *The Sydney Mail and New South Wales Advertiser (NSW : 1871 - 1912),* p. 1043. Retrieved April 27, 2021, from http://nla.gov.au/nla.news-article161879380

[121] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

1.72 SY0132 (Water Mains and Drainage Pits)

Item Details	
Year of construction:	Various
Alternative names:	Water columns are also known as water cranes
Modifications (with years):	Various
Function:	Distributing water throughout the station precinct and yards
Construction materials:	Pipes of various material according to age, potentially including brick, stone, concrete
Demolished/removed (year):	Unknown

Historical Summary

Some level of water distribution system or main was likely established with the first Sydney Station in the 1850s, to provide water to the station buildings and infrastructure like water columns for steam locomotives. Evidence of early water mains related to the first and second Sydney Stations is scarce, but it is likely that extant water mains relate to the third Sydney Station development as came to fruition chiefly over 1900-1906 and during the 1920s, in totality encompassing the whole yards area. Drainage pits were a basic requirement to prevent the degrading of yard surfaces or flooding of the yards.

It is assumed water mains and drainage pits have been progressively modified, altered, and removed up until the present day.

Archaeological notes

Archaeological evidence of the water mains could include a variety of pipe materials including brick, concrete or stone dependent on age, and evidence of drainage pits may include signs of excavation, pit lining materials and metal grates. The substantial nature of the materials suggests early and water infrastructure may survive in the archaeological record.

Remains of a sandstock brick footing and associated brick sump were located by MTMS 2 (H23). The MTMS 2 investigation identified that the remains were likely associated with a former water column and low retaining wall between the tracks.[122]

Remains of two machine-made dry pressed brick service/inspection pits and associated terracotta pipe were located by MTMS 2 (H25 & H29). The MTMS 2 investigation identified that the remains were likely part of a sewerage and stormwater systems installed in the early to mid-twentieth century.[123] Following recording H29 was removed.

Archaeological Potential

Moderate potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of functional and utilitarian infrastructure associated with Central Station. Any remains have the potential to demonstrate

[122] Mountains Heritage, March 2021, p.26
[123] Mountains Heritage, July 2021, p.5

the date, materials and use of the structures. This infrastructure has the potential to provide generations of information about the use of the different Sydney station developments and their yards.

Following identification of an example of this item during MTMS 2, Mountains Heritage assessed the remains (H23) as likely to meet the threshold for local significance under criterion (a) and (g) as evidence of critical infrastructure associated with the operation of steam trains at Central Station during the early-to-mid twentieth century.[124]

In response to Bickford and Sullivan's questions about research potential,[125] the remains of the water mains and drainage pits have some potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to those involved in the development of water services for transport infrastructure in NSW.

Level of Significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Key Images



Figure 248. 1992 tracing of a 1954 plan of Sydney Yard, showing the water mains. Source: Sydney Trains VPR

[124] Mountains Heritage, March 2021, p.26
[125] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Figure 249. Photograph of a train leaving Central c.1940s. Example of a water column next to an ash pit is circled red. Source: Mountains Heritage 2021 Plate 2:10; Flickr – Central Station collection

Key Sources

Artefact Heritage. CSM Excavation Directors Report (2020). Chapter 3.

Mountains Heritage, March 2021, *Sydney Terminal Area Reconfiguration, Historical Archaeological Impact Assessment and Research Design*, report prepared for Transport for NSW

Mountains Heritage, July 2021, *More Trains More Services, Sydney Terminal Area Reconfiguration (STAR): Summary of Archaeological Monitoring during WE50*, report prepared for Transport for NSW

1.73 SY0133 (Electrical Cables)

Item Details	
Year of construction:	Early twentieth century to present
Alternative names:	
Modifications (with years):	Early twentieth century to present
Function:	Electricity connection to power station precinct and buildings
Construction materials:	Unknown, various - early cabling may be rubber or lead sheathed
Demolished/removed (year):	Early twentieth century to present

Historical Summary

A gas works was established within the Sydney Station yards in 1877, providing gas for lighting within the station precinct and for carriages. Plans indicate the gas works as extant but continually relocated until c.1920s, providing gas and power throughout the station precinct and buildings. This suggests, in conjunction with lighting and electrical diagrams and facilities expanding from this point onwards, that electrical lighting and power were increasingly frequent from the early twentieth century onwards in the yards. This likely led to the erection of new electrical infrastructure in the precinct and the yards, and associated connections like cabling. It is likely that electricity mains and connections were progressively upgraded from 1903 to present.

Archaeological notes

Subsurface remains of former electrical cabling may include evidence of troughing, wiring and sheathed cabling. The extent to which former electrical wiring has been removed or demolished is unknown. Electrical cables may be modern.

Archaeological Potential

Moderate potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian infrastructure associated with Central Station. These structures have the potential to provide generations of information about the electrical infrastructure of the second and third Sydney stations.

In response to Bickford and Sullivan's questions about research potential,[126] the remains of the electrical cables have some potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to those involved in the development of the electrification of transport infrastructure in NSW.

Level of Significance

[126] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Key Images



Figure 250. 1992 tracing of a 1954 plan of Sydney Yard, showing the water mains. Source: Sydney Trains VPR

Notes

Electrical cables within the Sydney Yards, various locations. Appears on the 1954/1992 Sydney Yard Underground Services map.

1.74 SY0134 (Overhead Wiring Stanchions)

Item Details	
Year of construction:	1954-1958
Alternative names:	Bridge masts are also called portals.
Modifications (with years):	Original stanchions were gradually replaced.
Function:	Supporting the catenary (overheat wiring) which supplies power to the electric locomotives.
Construction materials:	Concrete footings steel towers insulated droppers wire
Demolished/removed (year):	In situ

Historical Summary

The electrification of the country lines was an important post-war project for the NSW Railways, and it was for other Australian railways (and British Rail). The country lines at Central Station were electrified over 1954-1958.

Cook identifies several types of stanchion masts; anchor masts, cantilever masts and types of steel bridge masts, the latter type being used at Central Station to support the catenary. In the Sydney Yard because the sanctions had to span several tracks they were constructed as bridges using standard steel sections. Footings varied but were from concrete.

The original style of stanchions has gradually been replaced by more modern styles.

Archaeological notes

The archaeological evidence of Overhead Sanctions are concrete footings with evidence of hold down structures and masts. One of these was excavated in the Central Station Metro project. Another was observed to be in situ and had a date – 1954 – scratched into it.

Archaeological Potential

Moderate Potential

Assessment of significance

The electrification of country lines was an important project in the history of the New South Wales Railways as it was an attempt to “modernise” the rail system by introducing new technology. The evidence of this is the stanchions and catenary erected in the Yard and at the Country Platforms at Central.

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian infrastructure associated with Central Station. The significance of the archaeological remains of the stanchions is more one of demonstrating the existence of the stanchions; there is little research potential. In response to Bickford and Sullivan’s questions about research potential,[127] the remains of the overhead wiring stanchions have limited potential to contribute knowledge that no other resource and site can about the Third Sydney

[127] Bickford, A and S Sullivan, 1984. ‘Assessing the Research Significance of Historic Sites’, in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and ‘Relics’.* Report endorsed by the Heritage Council of NSW, December 2009.

Station, as well as answer broader questions relating to those involved in the development of transport infrastructure in NSW.

Level of Significance

Local

Management

D - Note then remove: The item may be removed under the supervision of a qualified archaeologist, who must note and report the impact.

Key Images



Figure 251. Typical stanchion base and hold down structure, Test Trench 1 CSM. Source: Artefact, 2018.



Figure 252. Detail of stanchion base pedestal and hold down structure for the mast. In this case the mast has been cut off and the whole structure was buried "in situ" only to be excavated as part of the Test Trench 1 excavations for Central Station Metro. Source: Artefact, 2018.



Figure 253. View from Platforms 10 & 11 showing older overhead wiring structures (blue circle) and the variety of concrete footings (red circle). Source: Artefact, 2018.

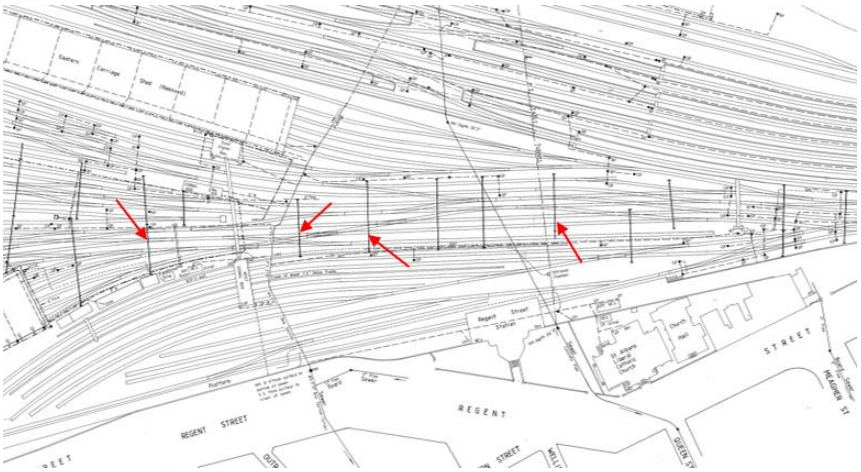


Figure 254. 1992 tracing of a 1954 plan of Sydney Yard, showing the overhead wiring systems Source: Sydney Trains VPR.

Key Sources

Cooke, David, Don Estall, Keith Seckold, and Stephen Halgren. *Coaching Stock of the NSW Railways. 3 vols. Vol. 3*, Matraville: Eveleigh Press, 2003, Chapter Two

RailCorp. TMC 331 *Design of Overhead Wiring Structures & Signal Gantries*: Version 1.0. (2011).

1.75 SY0135 (Chief Electrical Engineer's Office)

Item Details	
Year of construction:	Varies – buildings merged c.1954
Alternative names:	Combined Electrical Workshop and Mess Room
Modifications (with years):	Multiple
Function:	Offices
Construction materials:	Brick
Demolished/removed (year):	Late 1990s

Historical Summary

The Electrical Workshop (SY0109) and the Mess Room (SY0110) were first represented as one building in a 1954 plan. Although they were constructed as two different structures, alterations and additions over time resulted in them merging into a single structure.

The combined structure is named the Chief Electrical Engineer's Office in a 1965 plan.[128] This plan also notes an extension near the north-eastern corner of the building, comprising an L.P. Gas storage compound, completed on 21/2/1974.

In the 1987 CMP, the combined structure was noted as building 9.11.1: Offices and Ring Room (SY0110 Mess Room) and 9.11.2: Store / Offices (SY0109 Electrical Workshop). While the former Mess Room was graded as having high heritage value and integrity, the former Electrical Workshop was graded as having low heritage value and integrity. While the Mess Room was described as an "attractive federation building" with "later accretion [of] no merit", the Electricians Workshop was noted as a "utilitarian structure of little architectural significance and in an advanced state of decay".[129]

In the 1996 CMP, the Electrician Workshop continued to be referred to as a storage space and the Mess Room was described as Support Offices.

The Western Carriage Shed was demolished in the late 1990s and in the early 2000s, the Henry Deane Plaza was constructed on the area of the former Electrical Workshop. Aerial photographs illustrate that the workshop remained extant until the late 1990s, suggesting it was most like demolished concurrently with the Western Carriage Shed.

Archaeological notes

Aerial imagery, cartographic material and primary records suggest that the structure was substantial. It was constructed from brick and would likely have had substantial footings and supports. Lighting was installed in and around the building, requiring electricity connection. It is thought that the 1990s demolition of the Western Carriage Shed and the structures alongside it, combined with the substantial redevelopment of the site would have destroyed much of any remnant evidence of the structure.

Archaeological Potential

Moderate Potential

Assessment of significance

[128] Sydney Terminal and Central Stations plan by the Department of Railways NSW Way and Works Branch, 1965. DMS CV0015620.
[129] Howard Tanner & Associates Pty Ltd, *Sydney Central Station and Sydney Yard-Conservation Plan And Management Study Part 1,1987*. Pg 148.

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian structure associated with Central Station. Any remains have the potential to demonstrate the date, materials and use of the structure. The structure has the potential to provide information about the use of the third Sydney station and its continued transformation to the present.

In response to Bickford and Sullivan's questions about research potential,[130] the remains of the Chief Electrical Engineer's Office have some potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to those involved in the development in the management of transport infrastructure in NSW.

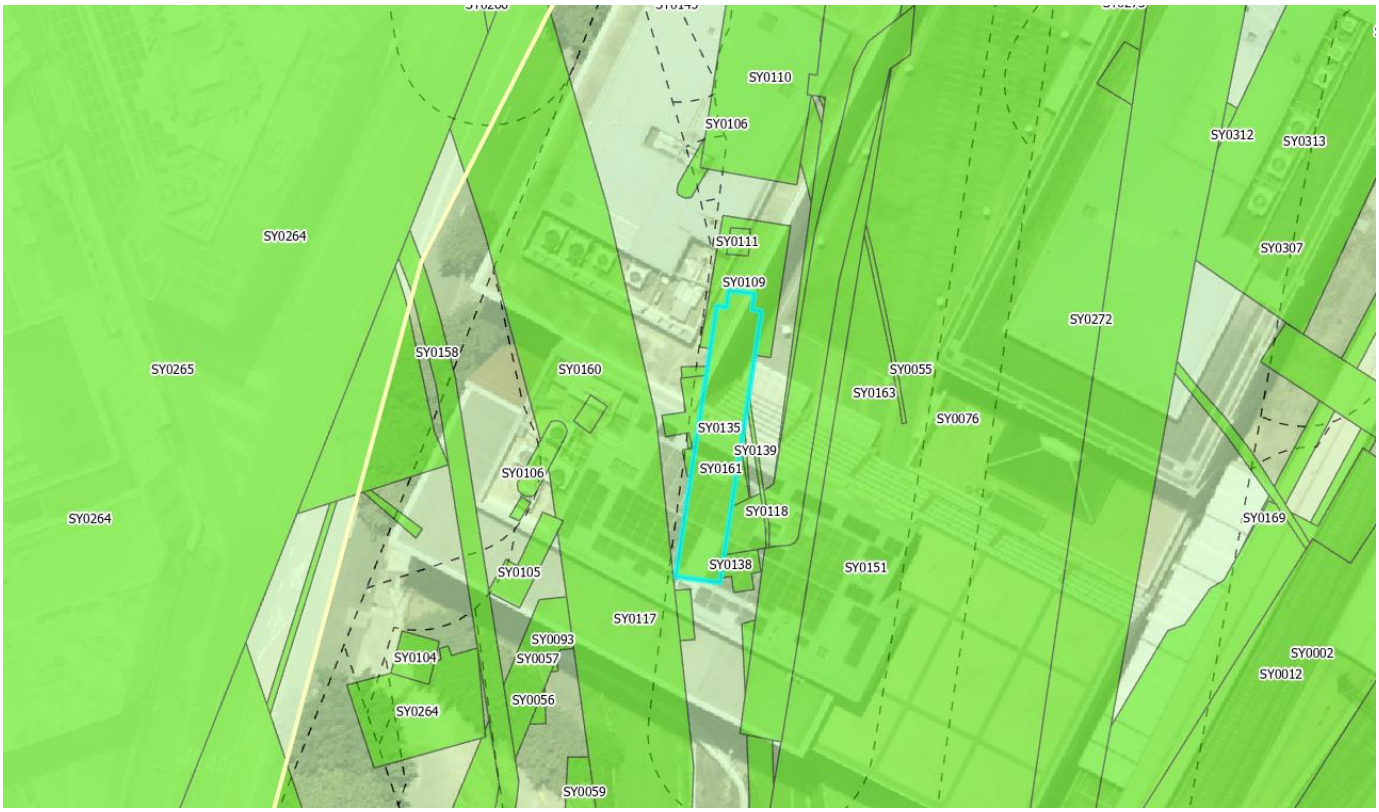
Level of Significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[130] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

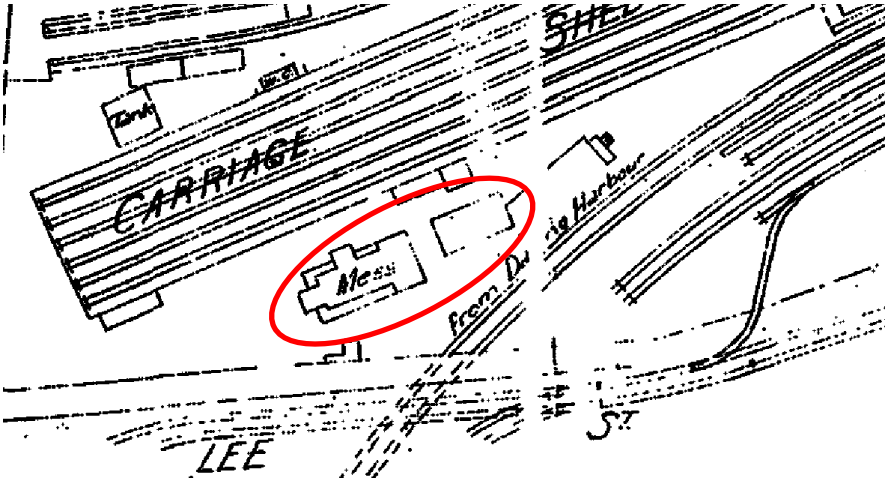


Figure 255. c.1916 map. Source: 1916 N.S.W.R. Sydney Yard, Sydney Trains Plan Room, 0204478 A0C

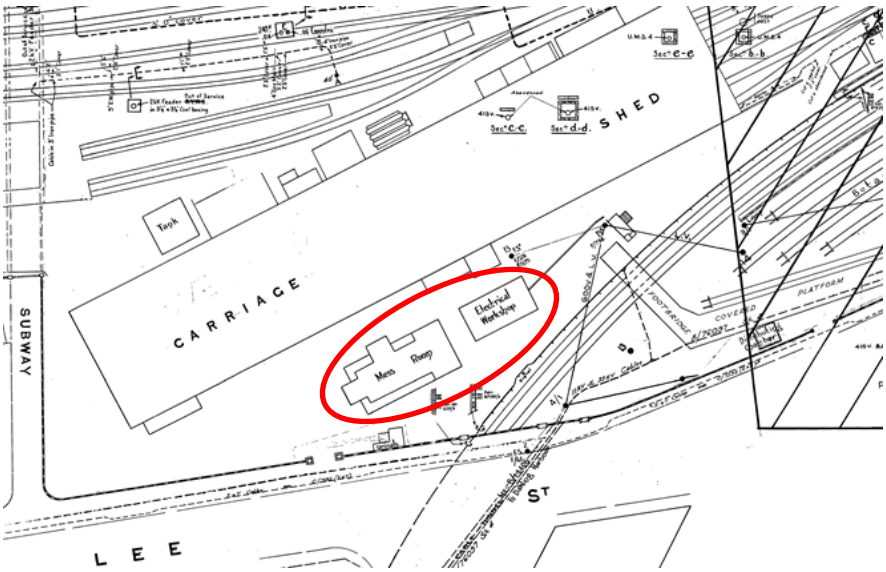


Figure 256. c.1925 N.S.W.G.R. Chief Electrical Engineer's Office plan of the Western Carriage Shed and entrance structures. Source: Sydney Trains, B/27846, 0045989_T0C.

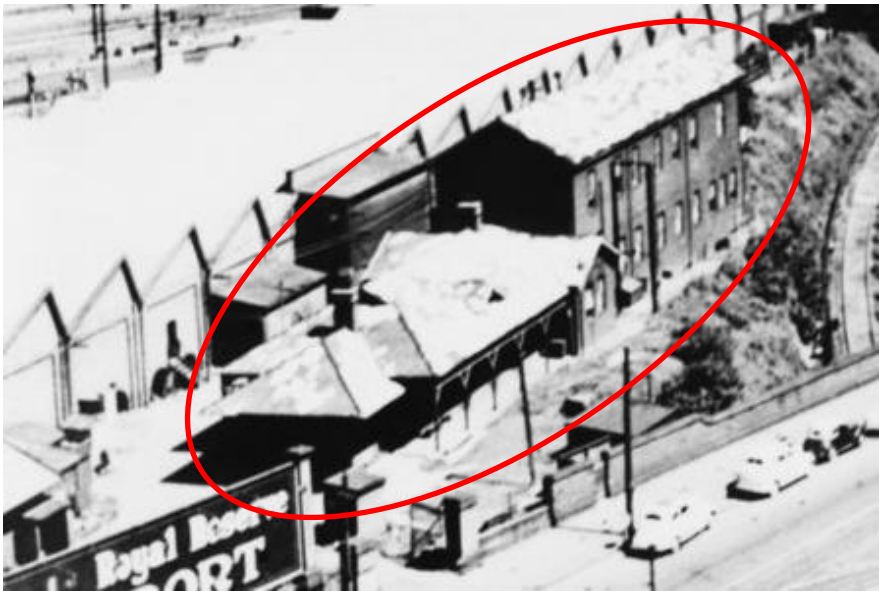


Figure 257. c.1939 photograph looking south towards the Darling Harbour Good Line. Note the Western Carriage Shed to the left.

Source: City of Sydney Archives, A-00057892

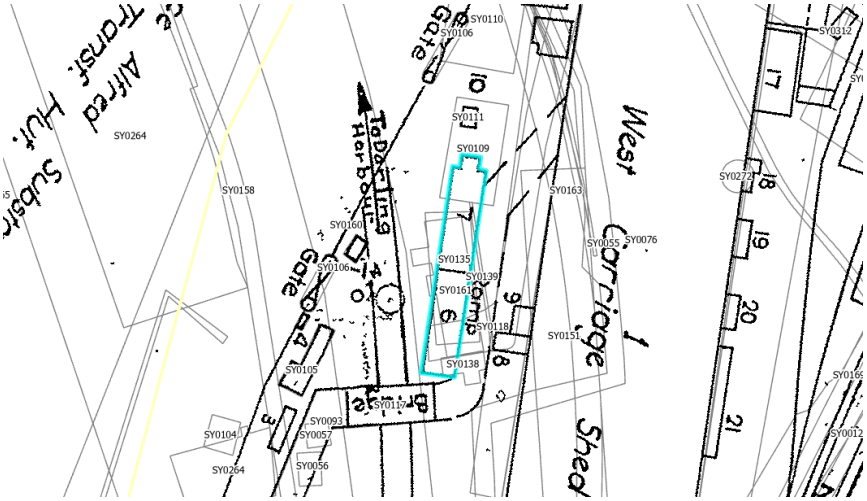
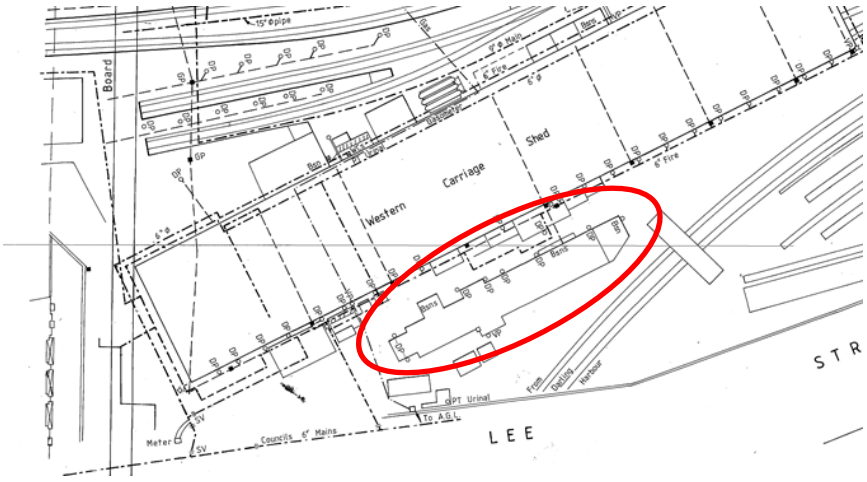


Figure 258. 1953 lighting plan of Sydney Yard. Source: Sydney Trains Virtual Plan Room.


15" pipe
Board
Carriage
Shed
Western
6" Fire
6" Main
Bars
Bars
Bars
Fan
Bars
Bars
Bars

Lord, B. ‘Central Sydney Yard: Development Plan’, 1983.

1.76 SY0138 (Structure adjacent to Footbridge)

Item Details	
Year of construction:	Between 1903 and 1916
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Unknown
Construction materials:	Unknown
Demolished/removed (year):	Likely 1990s with the demolition of the Western Carriage sheds

Historical Summary

A small rectilinear building with an extension along the southern side of the building is indicated on the 1916 N.S.W.R. Sydney Yard map and c.1925 map with annotations up to the 1980s. The date of its construction, its function and its materials are unknown, but the building was likely built between 1903 and 1916. It appears to have been demolished in c.1998 with the demolition of the Western Carriage sheds and the redevelopment of this portion of the yards.

Archaeological notes

Given the small and possibly temporary nature of the buildings, foundations and construction materials are unlikely to have been substantial. The building may have been a small timber hut or corrugated iron shed. It is not known whether the building received services. It is thought that the c.1998 demolition of the structures alongside the Western Carriage Shed and subsequent redevelopment of the site would have destroyed the majority of the evidence of the structure.

Archaeological Potential

Low potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of a potentially utilitarian structure associated with Central Station. This structure has the potential to provide information about the operation of the later Sydney Station yards.

In response to Bickford and Sullivan's questions about research potential,[131] the remains of the structure have some potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to those involved in the development of transport infrastructure in NSW.

Level of Significance

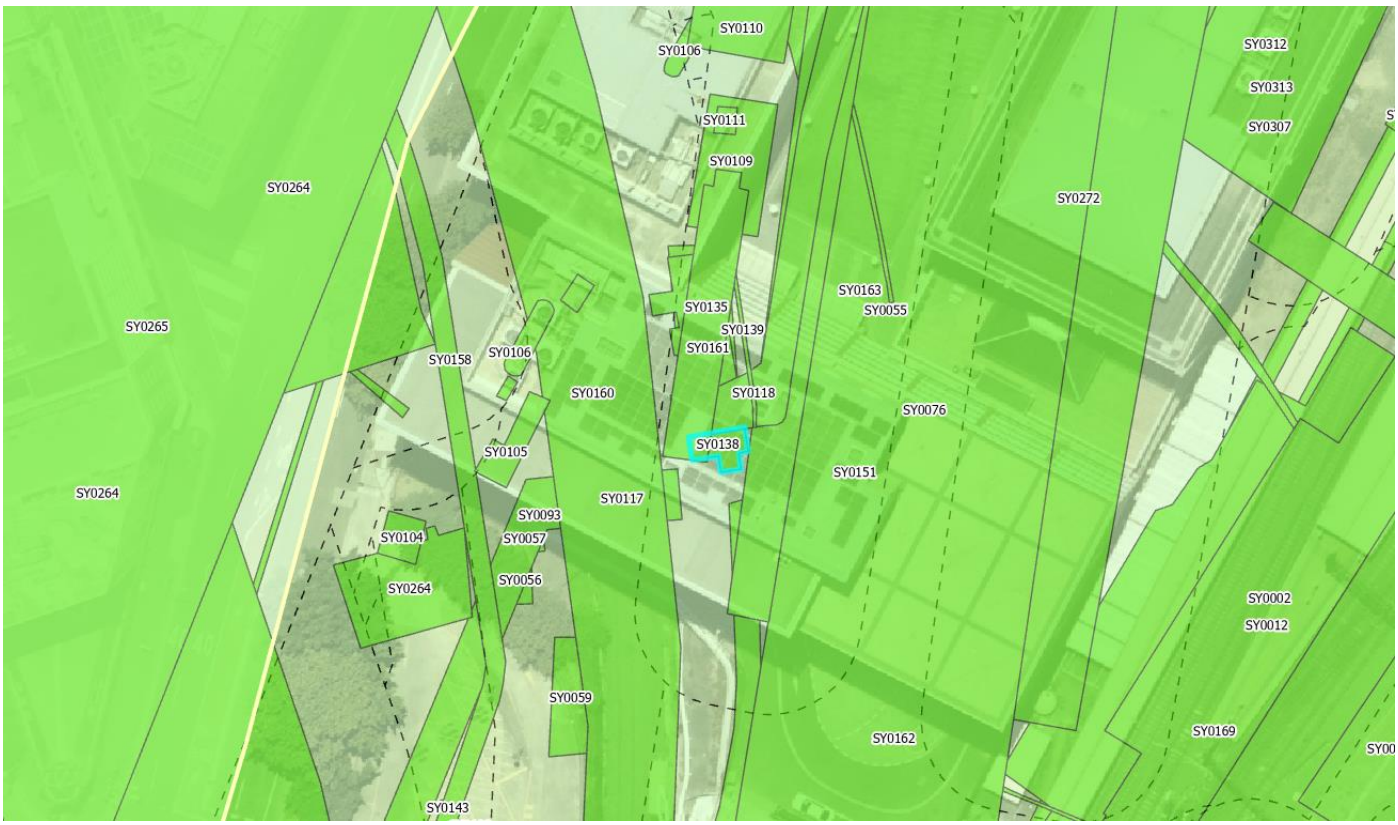
Local

[131] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

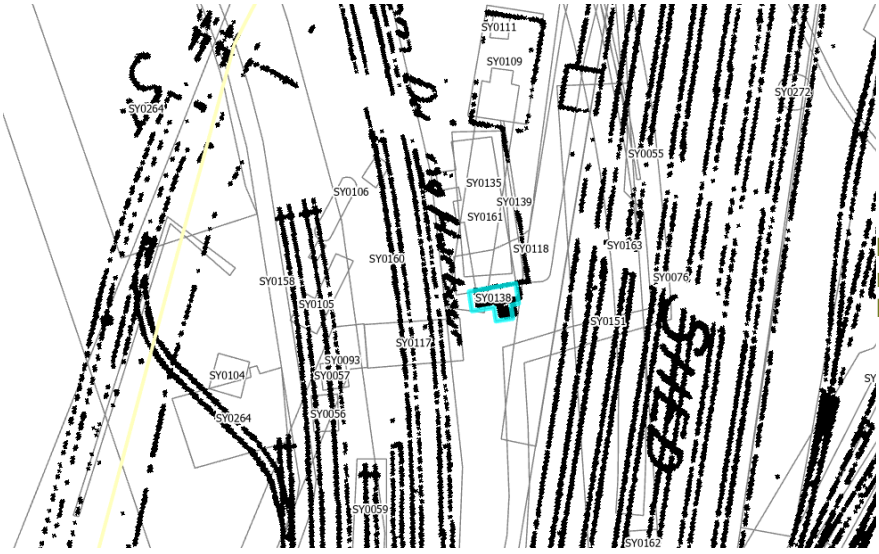


Figure 261. 1916 N.S.W.R. Sydney Yard map. Source: Sydney Trains VPR, EDMS CV0204478.

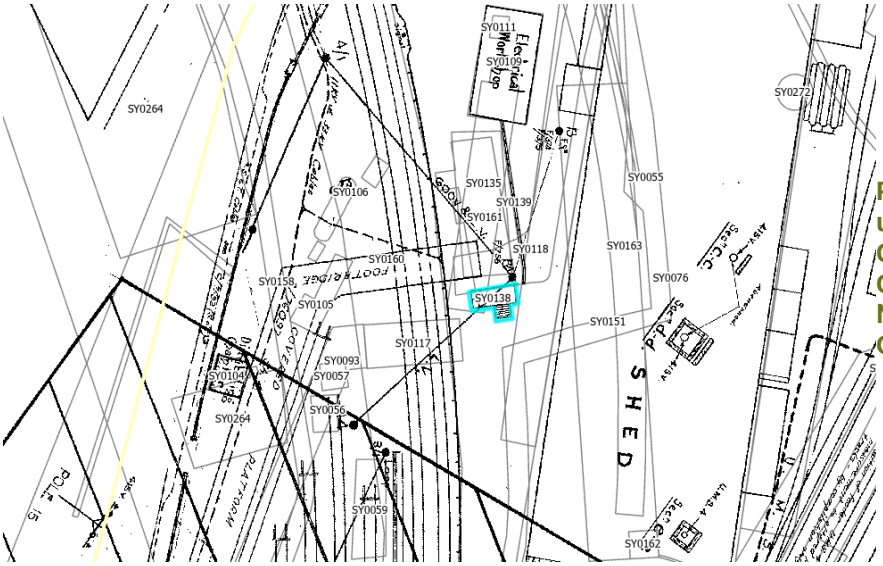


Figure 262. A c.1925 plan, but updated until 1989, High Voltage Cables Concentric and Telephone Cables Central to Macdonaldtown plan by N.S.W.G.R. Chief Electrical Engineer's Office. Source: Sydney Trains VPR.

Key Sources

1.77 SY0139 (Feature extending from the Electrical Workshop to the Structure adjacent to Footbridge)

Item Details	
Year of construction:	Between 1903 and 1916
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Unknown, potentially a path or wall between the Electrical Workshop and the Structure adjacent to the Footbridge
Construction materials:	Unknown
Demolished/removed (year):	Between 1925 and 1943

Historical Summary

A feature extending from the Electrical Workshop (SY0109) to the Structure adjacent to the Footbridge (SY0138) appears first on a map on a 1916 N.S.W.R. Sydney Yard map (EDMS CV0204478). The last appearance of the feature dates to the c.1925 Sydney Yard electrification maps (N.S.W.G.R. Sydney Yard EDMS EL0045988). Therefore, the structure appears to have been constructed in association with the Electrical Workshop prior to c.1925 and removed prior to the construction of the footbridge ramp (SY0118).

Archaeological notes

The item comprises a feature extending from to the south-west to the north-east. No information is known about the materiality, depth or nature of the feature. It is thought that the c.1998 demolition of the structures alongside the Western Carriage Shed and substantial redevelopment of the site would have destroyed much of any remnant evidence of the structure.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian structure associated with Central Station. Any remains have the potential to demonstrate the date, materials and use of the structure. The structure has the potential to provide information about the use of the third Sydney station and its continued transformation to the present.

In response to Bickford and Sullivan's questions about research potential,[132] the remains of the feature have some potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to those involved in the development in the management of transport infrastructure in NSW.

[132] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

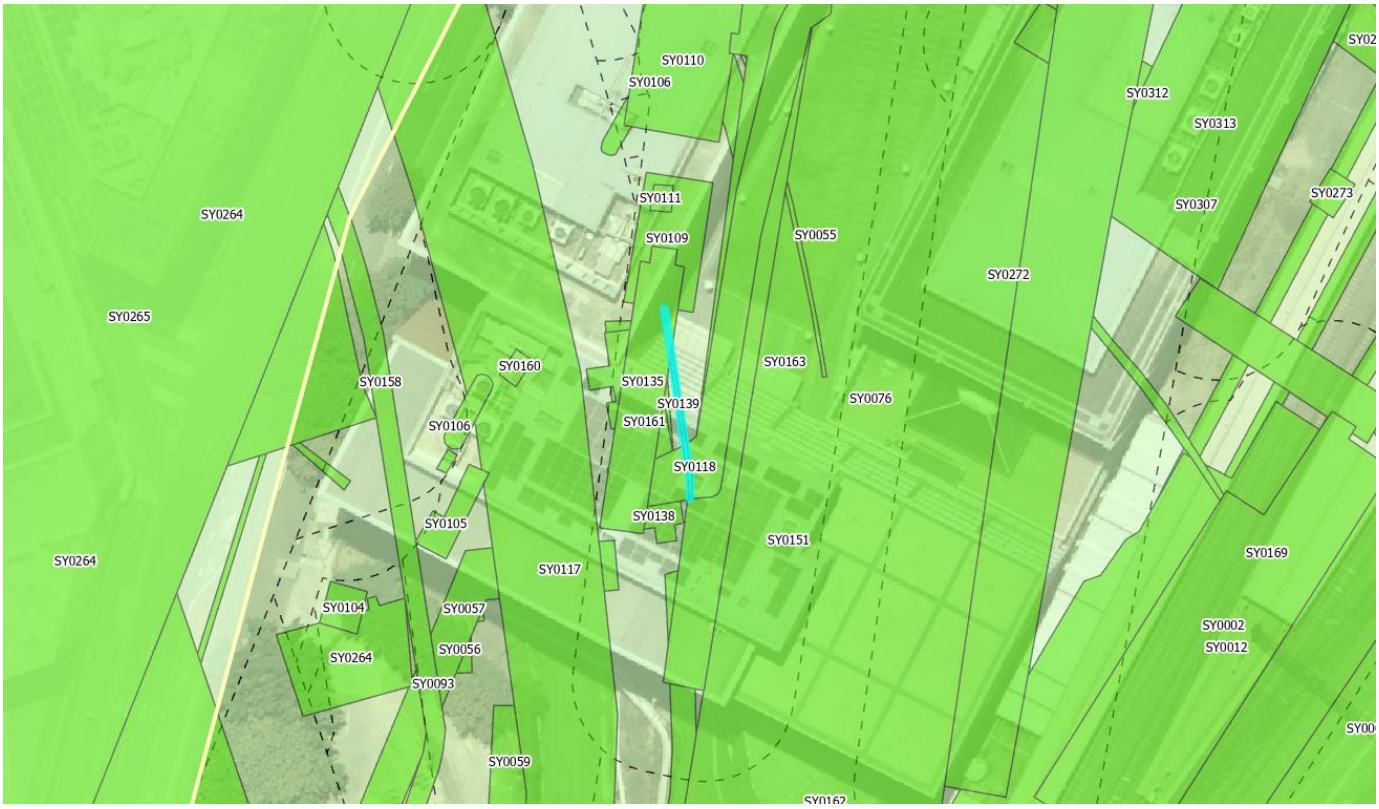
Level of Significance

Local

Management

C - Archivally record then remove. If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images



Figure 263. 1916 plan of Central Station, Source: Sydney Trains Plan Room, 0204478 A0C.

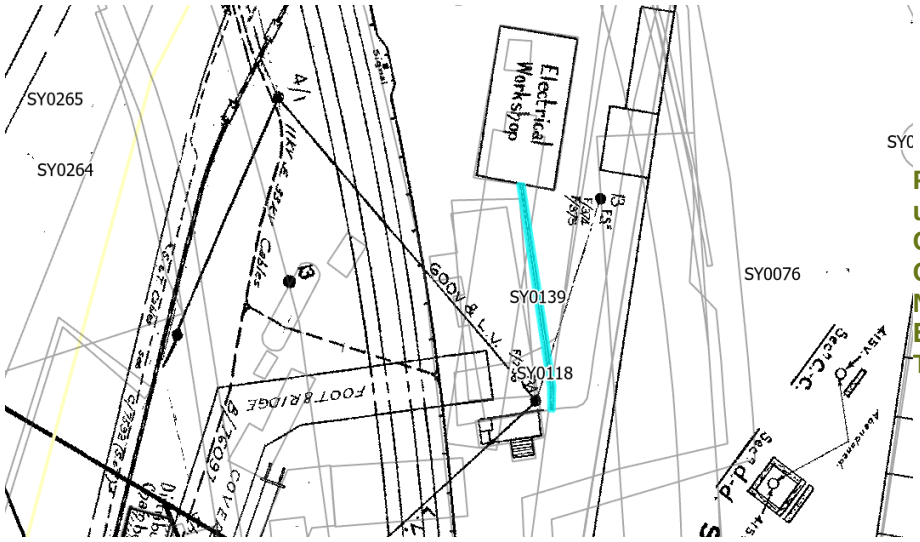


Figure 264. A c.1925, but updated until 1989, High Voltage Cables Concentric and Telephone Cables Central to Macdonaldtown plan by N.S.W.G.R. Chief Electrical Engineer's Office. Source: Sydney Trains VPR, 0045989_T0C.

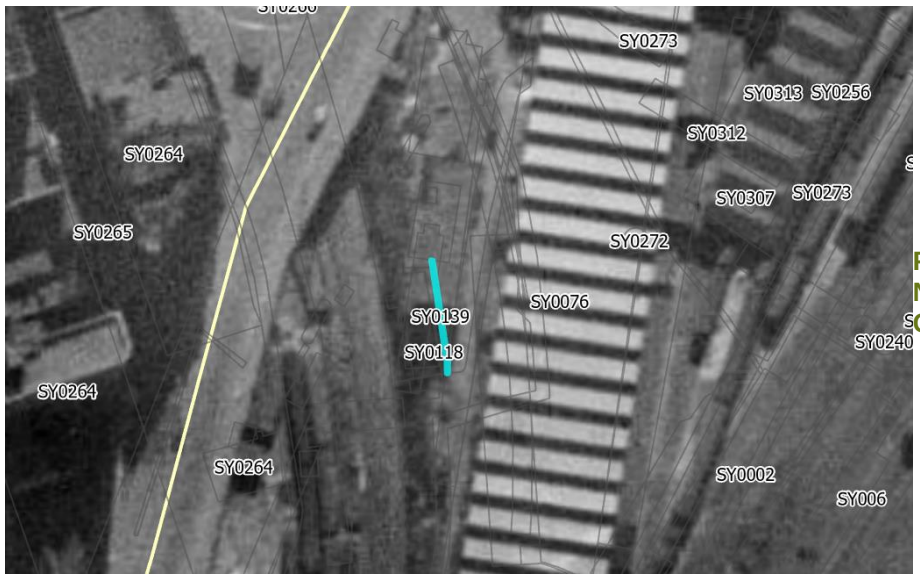


Figure 265. 1943 Aerial photograph, NSW Government. Source: NSW Government, NSW Spatial Services.

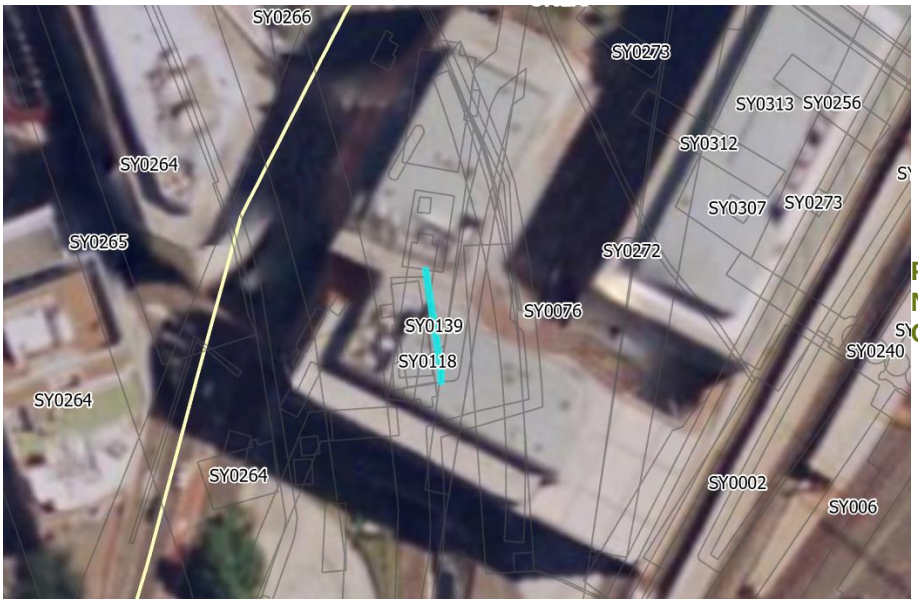


Figure 266. 2005 Aerial photograph, NSW Government. Source: NSW Government, NSW Spatial Services.

Key Sources

Sydney Trains Virtual Plan Room. N.S.W.R. Sydney Yard EDMS CV0063418.

Sydney Trains Virtual Plan Room, c.1925. N.S.W.G.R. Chief Electrical Engineer's OfficeNSW Government 2020. Spatial Portal. Accessed: https://portal.spatial.nsw.gov.au/portal/ (April 2022).

1.78 SY0140 (Signal Bridge to North-West of Station West Signal Box)

Item Details	
Year of construction:	By 1943
Alternative names:	Signal bridge
Modifications (with years):	Unknown
Function:	Provision of signalling indicating when it is safe for drivers to proceed, servicing the platforms which it extended over
Construction materials:	Metal, electrical wiring, lighting/bulbs
Demolished/removed (year):	After 1960s, likely late 1970s with the Station West Signal Box

Historical Summary

The Station West Signal Box was constructed in 1924, however the signal bridge does not appear to have been constructed at the same time. The bridge is not visible in 1930 aerial photographs of the station but is extant by the time of the 1943 aerial photograph of NSW. The bridge continues to be depicted in later maps into the 1960s. it was likely demolished in the late 1970s when the Station West Signal Box was demolished.

Archaeological notes

Remnants of the signal bridge may include evidence of the materials of the signal bridge structure and possible base as well as trenching and cabling associated with the electricity and communication fed to the structure. The date the signal bridge was removed or demolished is unknown but likely to be at the same time as the Station West Signal Box was demolished in the late 1970s.

Archaeological Potential

Low potential

Assessment of significance

Intact and legible remains are unlikely to reach the threshold for local or state significance as evidence of infrastructure related to the third and latest phase of development of Sydney/Central Station.

In response to Bickford and Sullivan's questions about research potential,[133] the remains of the signal bridge have little potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to those involved in the development in the management of transport infrastructure in NSW.

Level of Significance

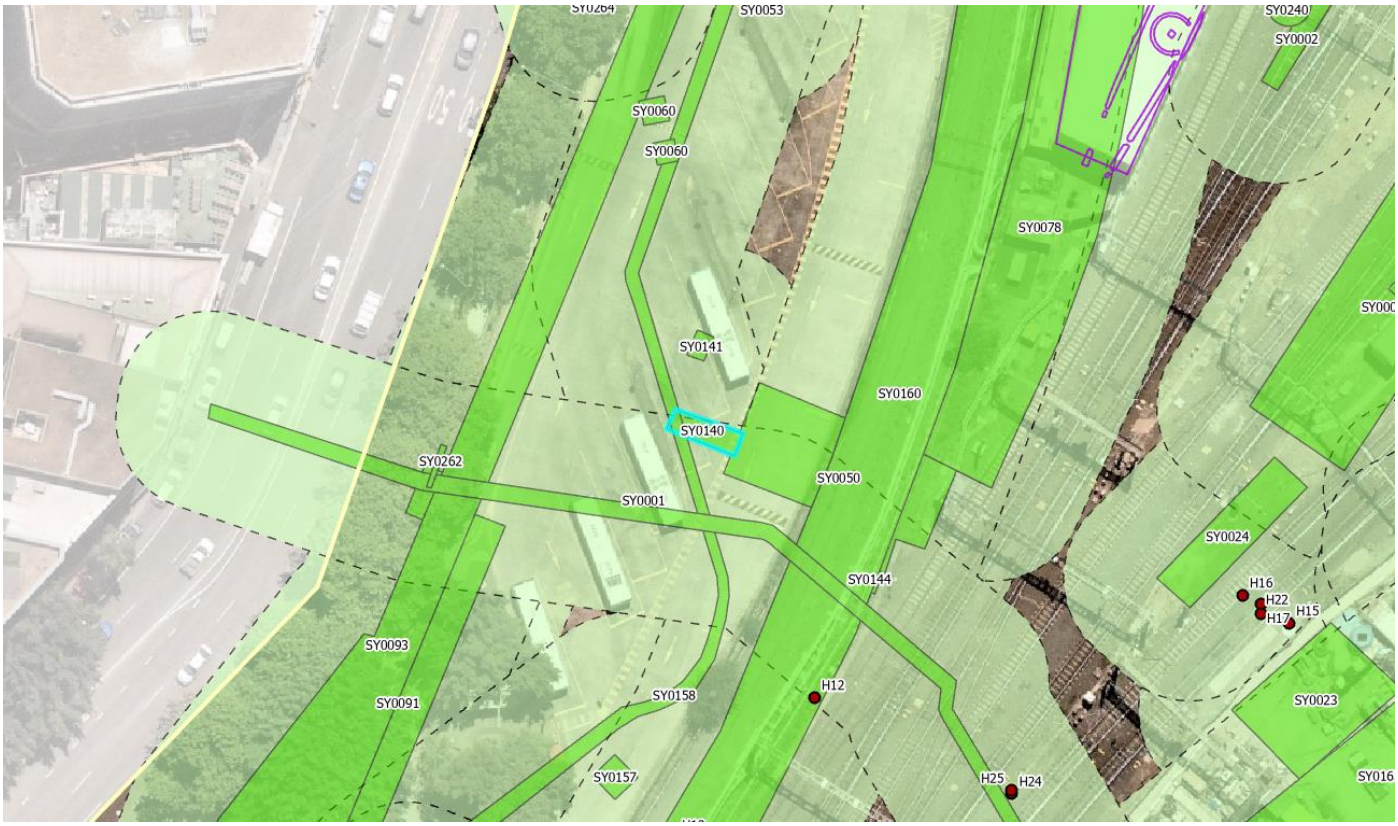
Nil

[133] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images



Figure 267. 1943 aerial image. Source: NSW Government, NSW Spatial Services.

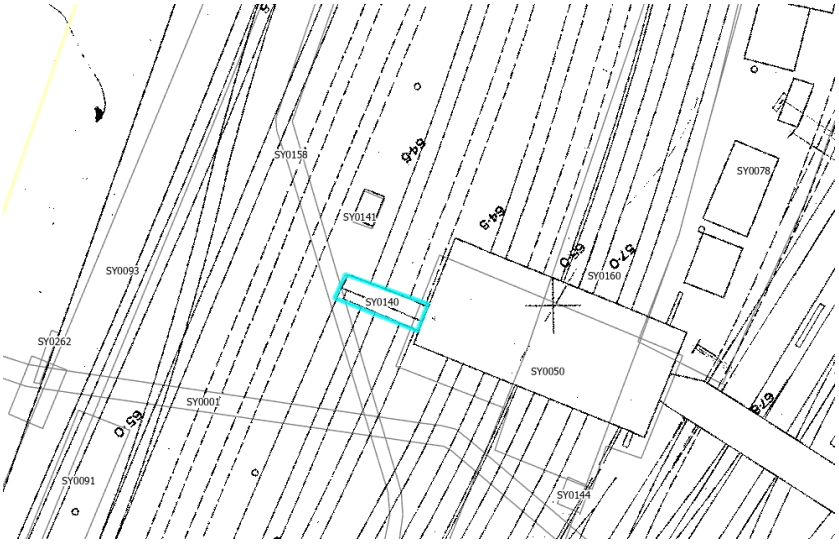


Figure 268. 1967 Sydney-Tempe Detail Survey Sydney Yard South Spot level plan, showing the signal bridge. Source: Sydney Trains VPR, EDMS CV009014.

Key Sources

Sydney Trains Virtual Plan Room, 1967. Sydney-Tempe Detail Survey Sydney Yard South Spot level. EDMS CV0090914.

1.79 SY0141 (Structure to the North-West of Station West Signal Box)

Item Details	
Year of construction:	Between 1943 and 1967
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Unknown
Construction materials:	Unknown
Demolished/removed (year):	After 1986

Historical Summary

A small rectangular building is indicated to the north-west of the station west signal box on a 1967 and 1986 map of the station yards. The building appears to be constructed sometime after 1943 and before 1967, as it does not appear in aerial imagery of the station dated 1943. Its function and its materials are unknown. It appears to have been demolished sometime after the 1980s.

Archaeological notes

Given the small and possibly temporary nature of the buildings, foundations and construction materials are unlikely to have been substantial. The building may have been a small timber hut or corrugated iron shed. It is not known whether the building received services. It appears to have been demolished sometime after the 1980s, though the extent of the demolition of removal is unknown.

Archaeological Potential

Low potential

Assessment of significance

Intact and legible subsurface remains would be unlikely to meet the threshold for local or state significance as evidence of a functional and utilitarian structure associated with Central Station. This structure has some potential to provide information about the operation of the later Sydney Station yards.

In response to Bickford and Sullivan's questions about research potential,[134] the remains of the structure have little potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to those involved in the development in the management of transport infrastructure in NSW. The significance would therefore be nil.

Level of Significance

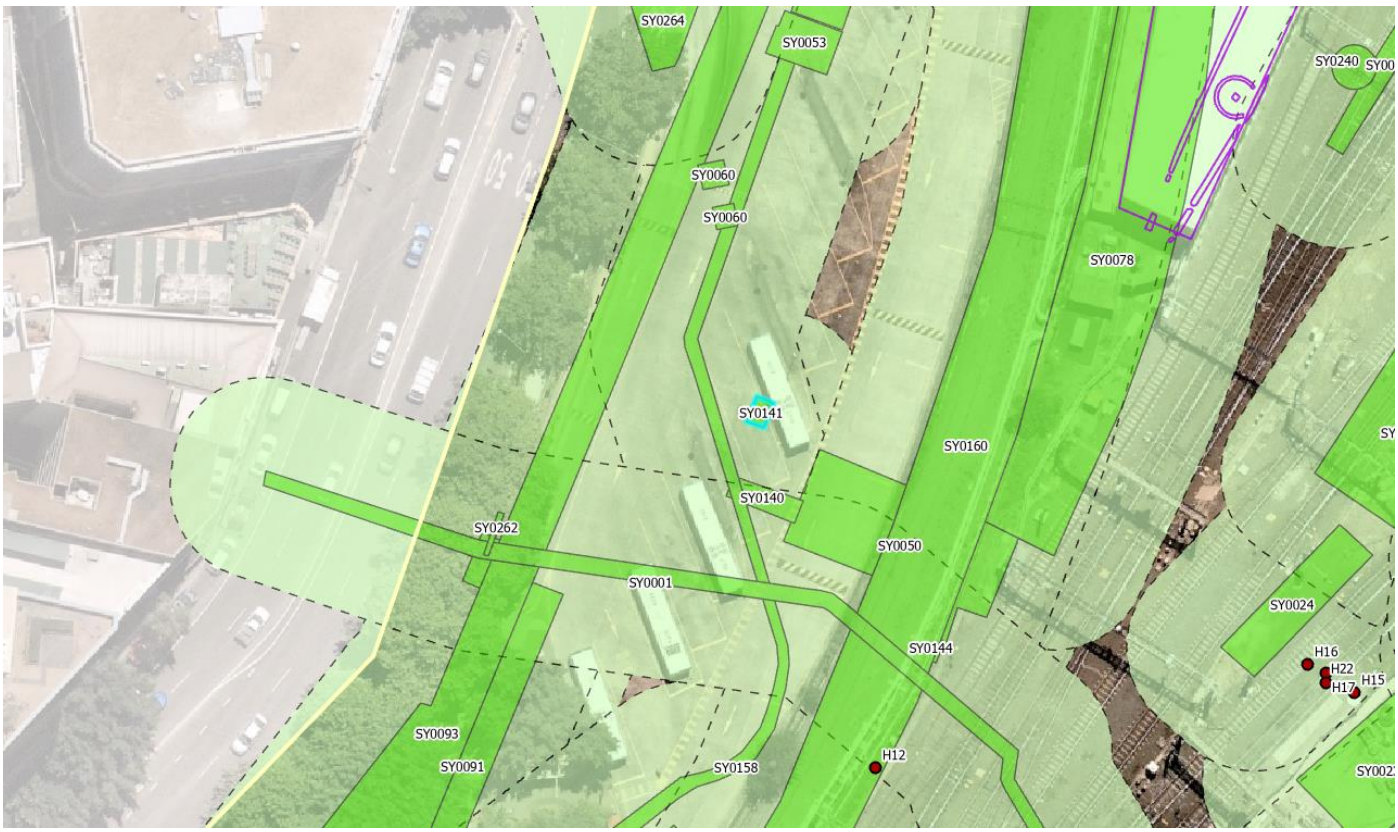
Nil

[134] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

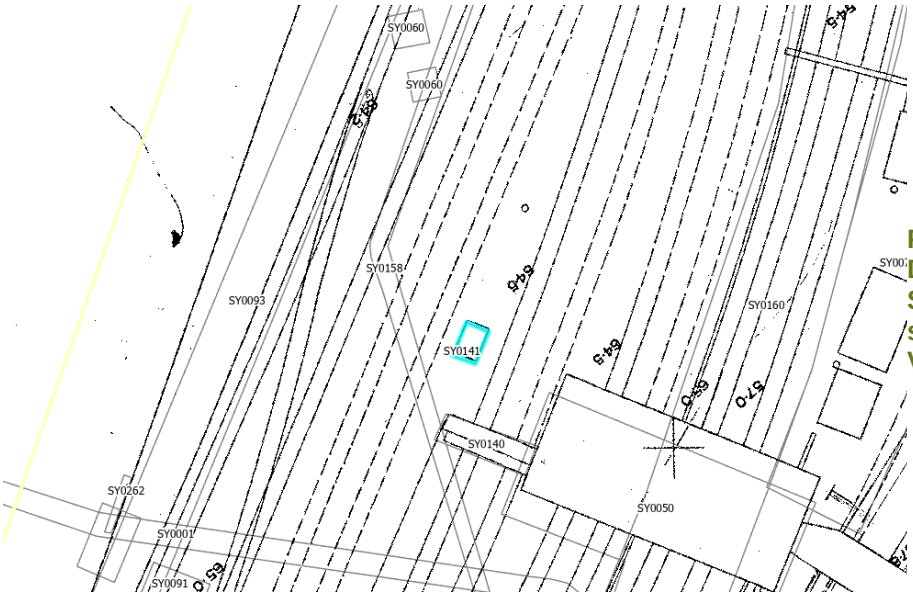


Figure 269. 1967 Sydney-Tempe Detail Survey Sydney Yard South Spot level plan, showing the structure. Source: Sydney Trains VPR

Key Sources

Sydney Yard Virtual Plan Room, 1967. Sydney-Tempe Detail Survey Sydney Yard South Spot level. CV0090914.

Sydney Yard Virtual Plan Room, 1986. Central Sydney Yard Redevelopment Plan. EDMS. CV0478497.

1.80 SY0143 (Small hut to western yard boundary)

Item Details	
Year of construction:	Before 1967
Alternative names:	Structure, building
Modifications (with years):	Unknown
Function:	Unknown
Construction materials:	Unknown
Demolished/removed (year):	After 1986

Historical Summary

A small rectangular building is indicated to the western boundary of the station yards on a 1967 and 1986 map of the station yards. The building appears to be constructed sometime after 1943 and before 1967, as it does not appear in aerial imagery of the station dated 1943. Its function and its materials are unknown. It appears to have been demolished sometime after the 1980s.

Archaeological notes

Given the small and possibly temporary nature of the buildings, foundations and construction materials are unlikely to have been substantial. The building may have been a small timber hut or corrugated iron shed. It is not known whether the building received services. It appears to have been demolished sometime after the 1980s, though the extent of the demolition of removal is unknown.

Archaeological Potential

Low potential

Assessment of significance

Intact and legible subsurface remains would be unlikely to meet the threshold for local or state significance as evidence of a functional and utilitarian structure associated with Central Station. This structure has some potential to provide information about the operation of the later Sydney Station yards.

In response to Bickford and Sullivan's questions about research potential,[135] the remains of the structure have little potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to those involved in the development in the management of transport infrastructure in NSW. The significance would therefore be nil.

[135] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

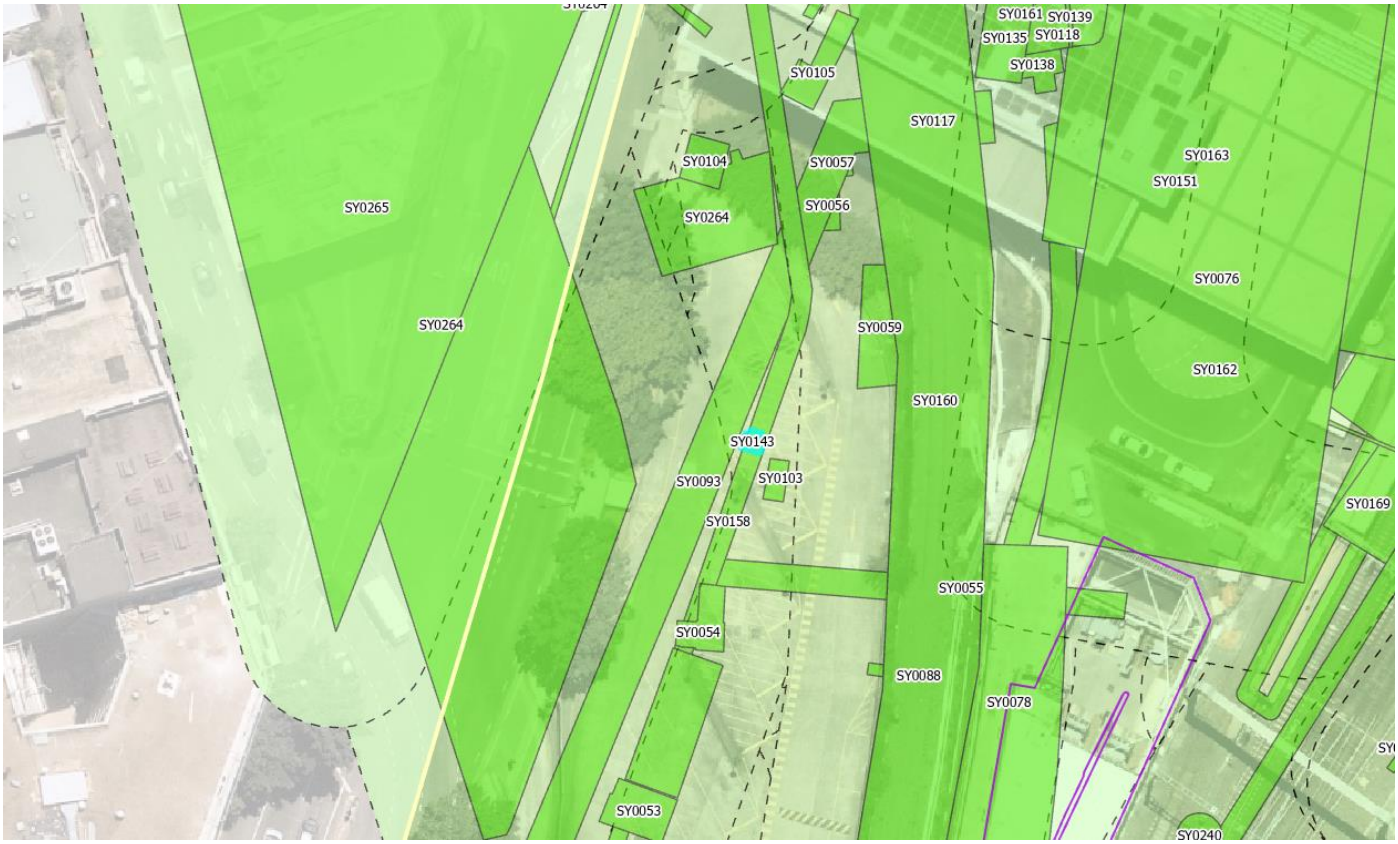
Level of Significance

Nil

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

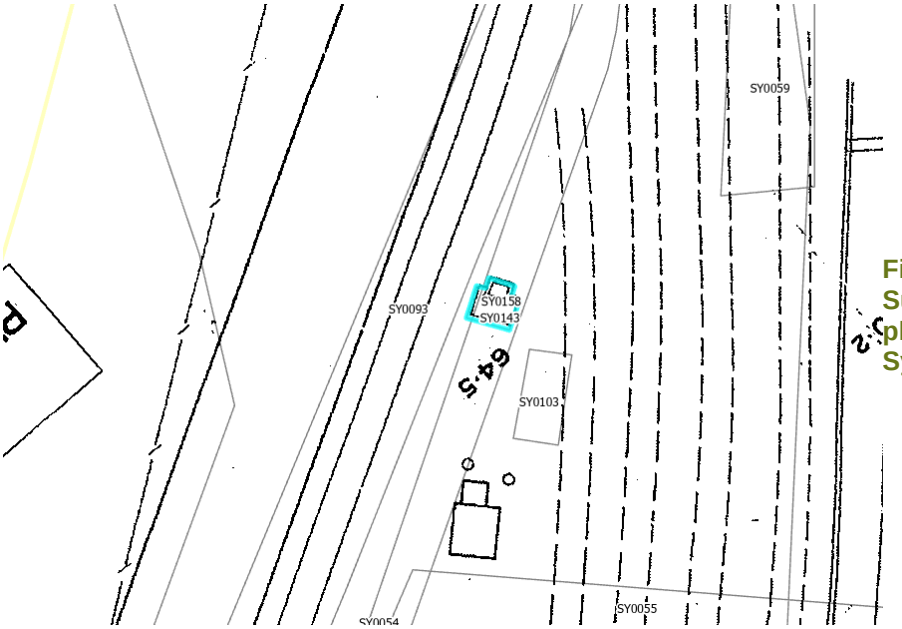


Figure 270. 1967 Sydney-Tempe Detail Survey Sydney Yard South Spot level plan, showing the structure. Source: Sydney Trains VPR, EDMS CV0090914.

Notes

Sydney Trains Virtual Plan Room, 1967. Sydney-Tempe Detail Survey Sydney Yard South Spot level. EDMS CV0090914.

1.81 SY0144 (Hut adjacent to Station West Signal Box)

Item Details	
Year of construction:	1943-1980s
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Unknown, likely to have been a signal hut
Construction materials:	Unknown
Demolished/removed (year):	Unknown

Historical Summary

A small square building is indicated adjacent to the Station West Signal Box (1924) in a c.1925 map with annotations up to the 1980s. The building would appear to be constructed sometime after 1943 and before the 1980s, as it does not appear in aerial imagery of the station dated 1943. The date of its construction and its materials are unknown. It is likely to have been a signal hut. The date of demolition is unknown.

Archaeological notes

Given the small and possibly temporary nature of the buildings, foundations and construction materials are unlikely to have been substantial. The building may have been a small timber hut or corrugated iron shed. It is not known whether the building received services. The date of demolition is unknown.

Archaeological Potential

Low potential

Assessment of significance

Intact and legible subsurface remains would be unlikely to meet the threshold for local or state significance as evidence of a functional and utilitarian structure associated with Central Station. This structure has some potential to provide information about the operation of the later Sydney Station yards.

In response to Bickford and Sullivan's questions about research potential,[136] the remains of the structure have little potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to those involved in the development in the management of transport infrastructure in NSW. The significance would therefore be nil.

Level of Significance

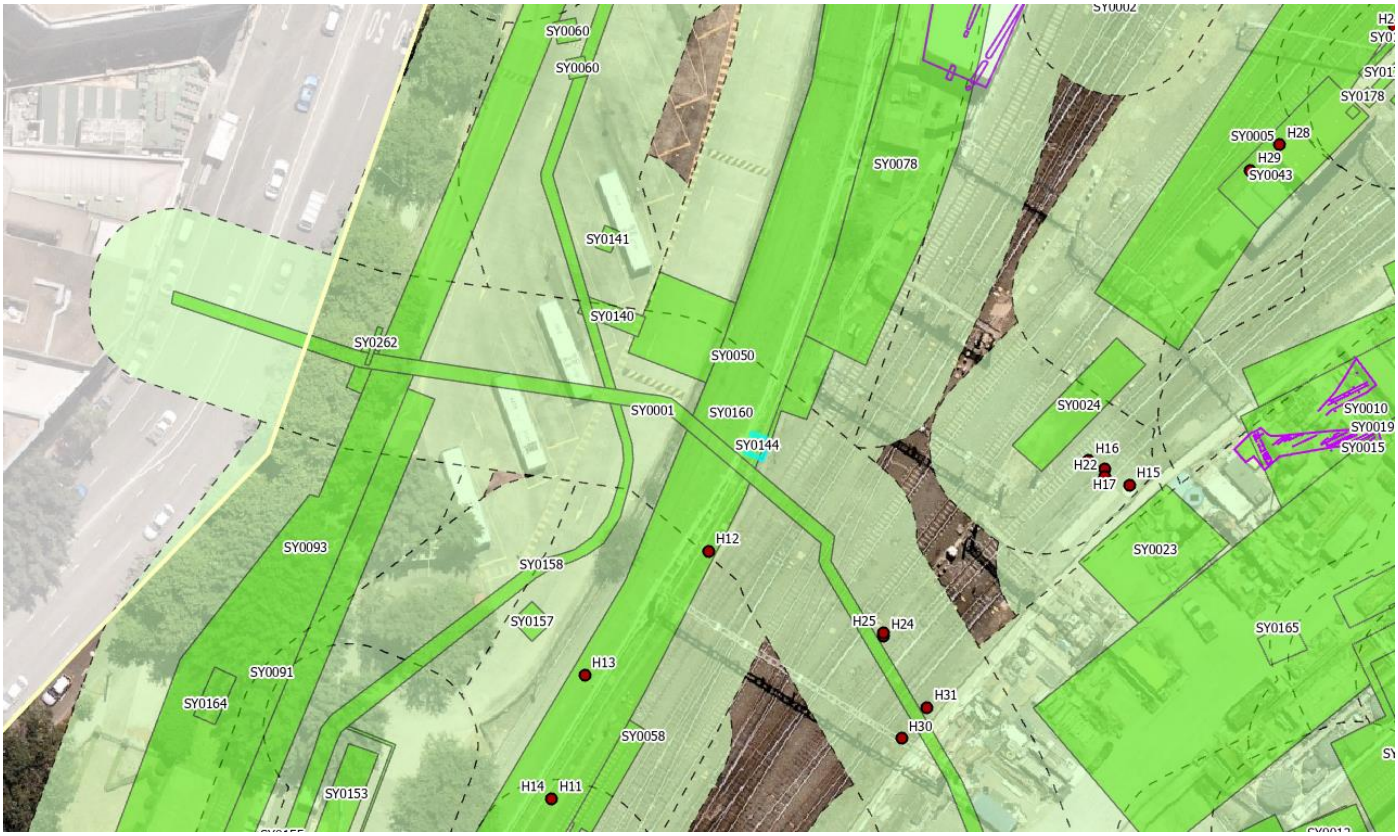
Nil

Management

[136] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

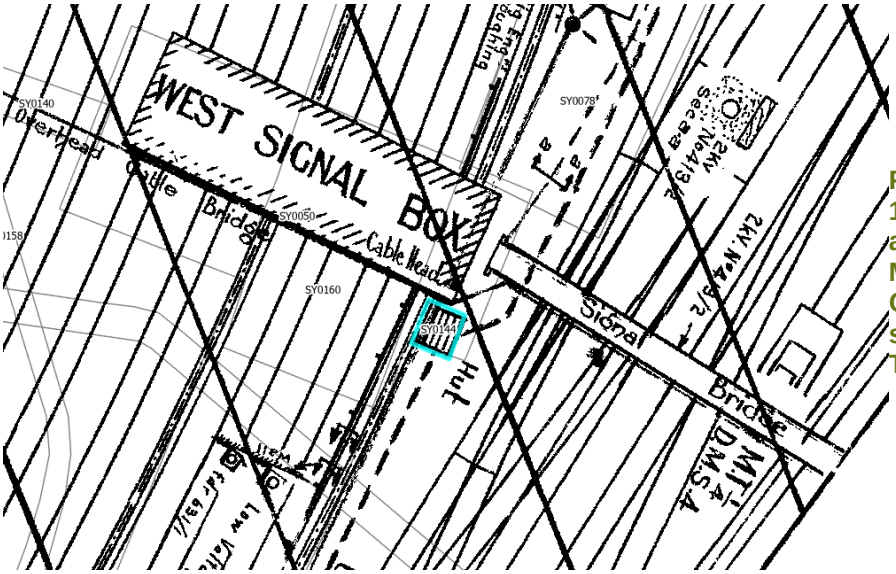


Figure 271. A 1920s, but updated until 1989, High Voltage Cables Concentric and Telephone Cables Central to Macdonaldtown plan by N.S.W.G.R. Chief Electrical Engineer's Office, showing the hut. Source: Sydney Trains VPR

Key Sources

Sydney Trains Virtual Plan Room, c.1925. N.S.W.G.R. Chief Electrical Engineer's Office

1.82 SY0145 (Urinals)

Item Details	
Year of construction:	Between 1903 and 1916
Alternative names:	Male bathroom
Modifications (with years):	Small addition (prior to 1925)
Function:	Bathroom
Construction materials:	Unknown, likely brick or concrete foundations
Demolished/removed (year):	c.1986

Historical Summary

A urinal building was constructed prior to 1916 in association with the Western Carriage Shed (SY0076), presumably for use by the workers working in the Western Carriage Shed. Based on historical plans and aerials, it appears that the building was demolished in c.1986 in connection with the redevelopment of Central Station.

Archaeological notes

The construction materials are not known, but it is likely that the building was of substantial construction, comprising brick or concrete or brick foundations. However, the depth of the excavation required for the 1998-2000 Henry Deane Plaza redevelopment is likely to have resulted in the full removal of the remains.

Archaeological Potential

Nil Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian structure associated with Central Station. Any remains have the potential to demonstrate the date, materials and use of the structure. The structure has the potential to provide information about the use of the third Sydney station and its continued transformation to the present. However, based on the structure likely having nil archaeological potential, the remains would not meet the threshold for local or state significance.

In response to Bickford and Sullivan's questions about research potential,[137] the remains of the urinals do not possess the potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to those involved in the development in the management of transport infrastructure in NSW. The significance would therefore be nil.

Level of Significance

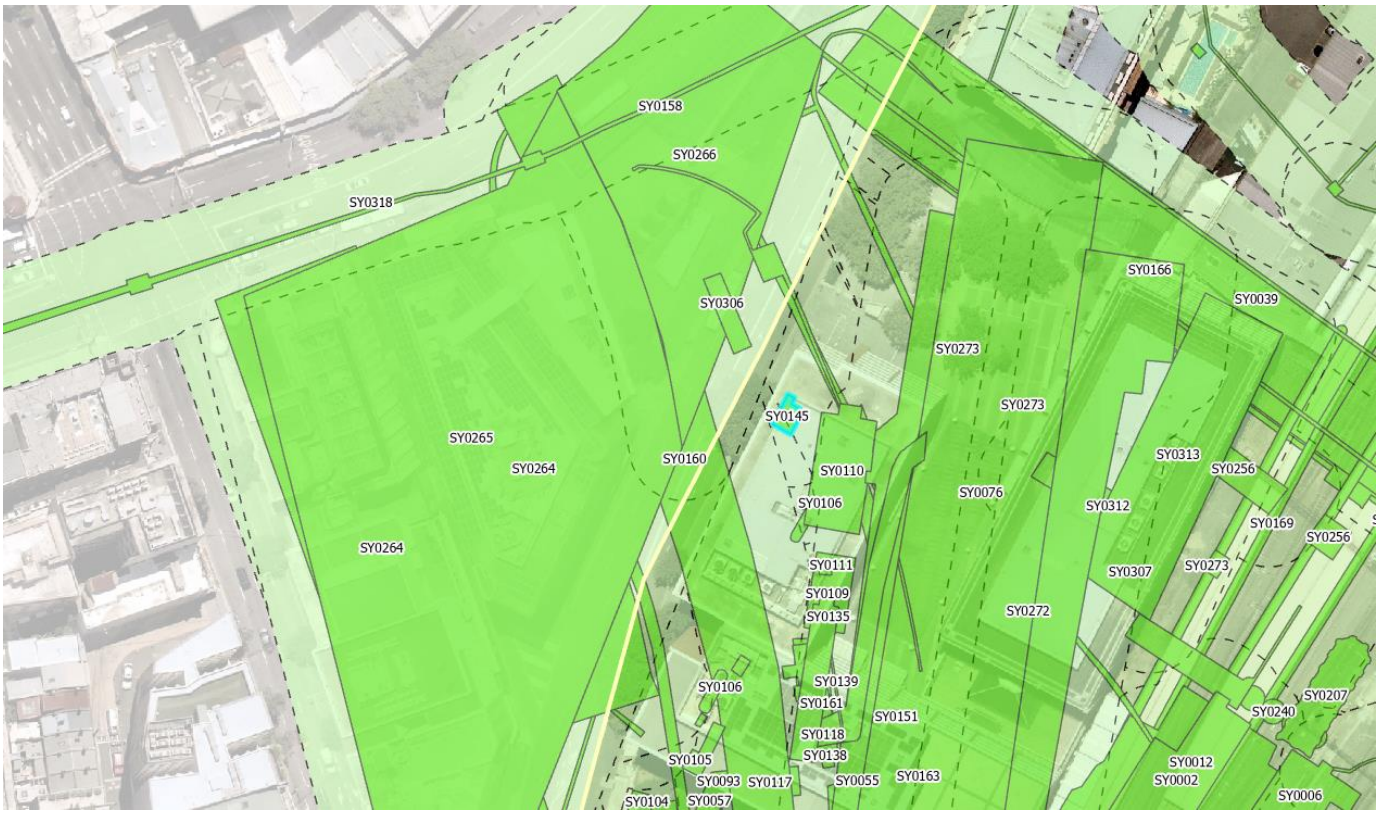
Nil

Management

[137] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

D - Note then remove: The item may be removed under the supervision of a qualified archaeologist, who must note and report the impact.

Item Location



Key Images

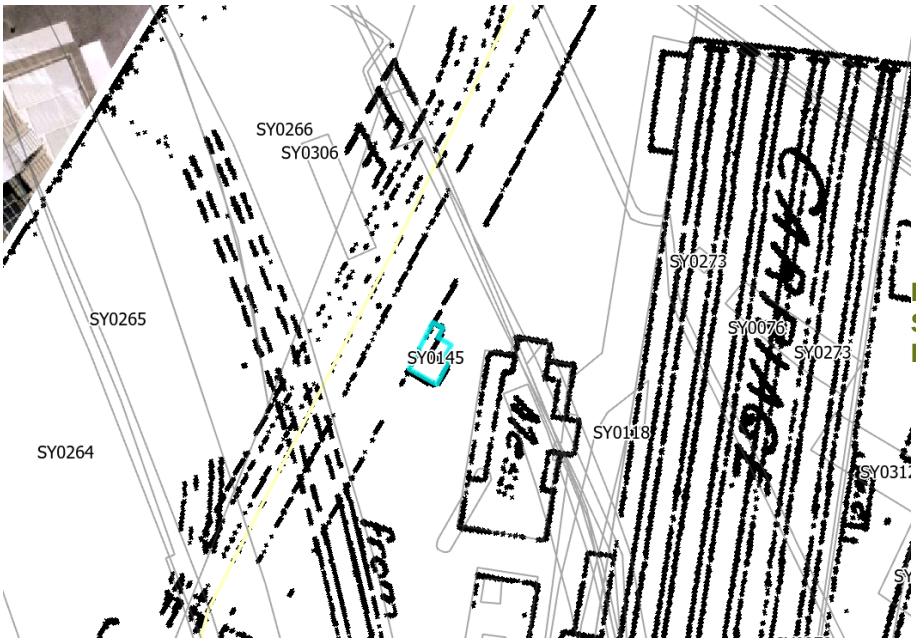


Figure 272. 1916 plan of Central Station. Source: Sydney Trains Plan Room, 0204478_A0C.

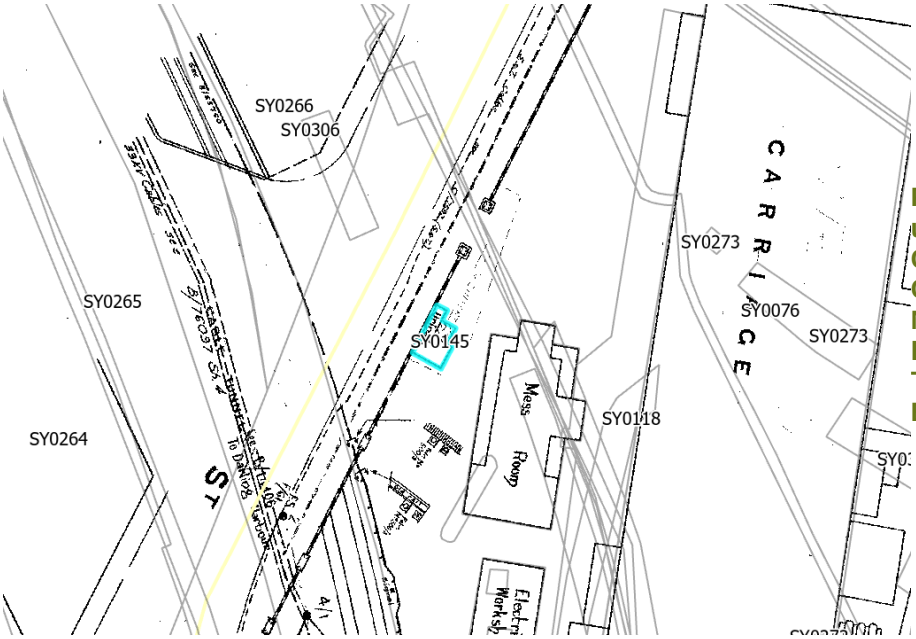


Figure 273. A 1920s, but updated until 1989, High Voltage Cables Concentric and Telephone Cables Central to Macdonaldtown plan by N.S.W.G.R. Chief Electrical Engineer's Office. Source: Sydney Trains VPR, 0045989_T0C.tif, EDMS EL 0045989.



Figure 274. 1951 Aerial photograph. Source: NSW Government, NSW Spatial Services.



Figure 275. 1986 Central Sydney Yard Redevelopment Plan, GHD Transmark Australia. Source: Sydney Trains Plan Room, EDMS CV0478497.

Key Sources

Sydney Trains Plan Room. GHD Transmark Australia, 1986. Central Sydney Yard Redevelopment Plan. EDMS CV0478497.

NSW Government 2020. Spatial Portal. Accessed: https://portal.spatial.nsw.gov.au/portal/ (April 2022).

1.83 SY0151 (Carriage Shed)

Item Details	
Year of construction:	c.1857
Alternative names:	Meat Shed, Workshop, Shed
Modifications (with years):	N/A
Function:	Shelter/storage for rail carriages
Construction materials:	Assumed semi-permanent iron building with timber framing and lean-to roof; possible use of stone or brick foundations
Demolished/removed (year):	By c.1871-1874

Historical Summary

The first mention of carriage shed/s in the station precinct was in 1854, when a status report on development of the Sydney Railway notes that 'stone quarries have been opened upon the Harris Estate, and timber, slates and other materials are provided for the station buildings and carriage sheds. Plans and estimates for these works are being prepared.' Tenders were let in September 1854 and June 1857 to William Randle for the construction of a carriage shed at Sydney Station, though it is unclear which relates to the subject shed. The cost was £2720 and £2155 respectively.

The carriage shed first appears on the February 1857 City of Sydney detail plan as a timber building. The map shows that a number of railway tracks terminate in the structure, indicating its use as a carriage shed. The shed remains visible in the same location in the subsequent 1865 City of Sydney Trigonometric Plan. An 1865 plan of Sydney Terminus held by the ARHS labels the building as the 'Meat Shed'. The shed appears to have been demolished by the time of the preparation of the 1884 map. The carriage shed appears to have been functionally replaced by the Carriage Shops in a different location and alignment by the 1870s, in line with the second Sydney Station re-development and certainly by the time of the 1884 Sydney Water Board Plan.

The building was likely a lightweight and semi-permanent structure, given that the station itself was always intended to be temporary and later replaced once the necessary funds became available.

Archaeological notes

The shed is assumed to have been demolished 1871-1874 in line with the second Sydney Station re-development. This development was first comprehensively recorded in the 1884 Sydney Water Board Plan, at which point the carriage shed no longer appears on maps. Given the temporary nature of the buildings, foundations are unlikely to have been substantial and were likely to comprise postholes. However, there is some potential for the timber or steel superstructure to have been built on sandstock brick or sandstone footings.

The area has subsequently been used for rail sidings, with a number of structures overlapping the location of the shed, so there is limited potential for footings to survive.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional and utilitarian buildings associated with the First Central Station. The structure has research value for its potential to demonstrate its original uses and functions. The structure has potential to provide information about the operation of the early Sydney Station yards.

Regarding Bickford and Sullivan's questions about research potential,[138] the remains of the carriage shed are unlikely to contribute knowledge that no other resource and site can, as the remains are expected to be of standard construction materials and techniques.

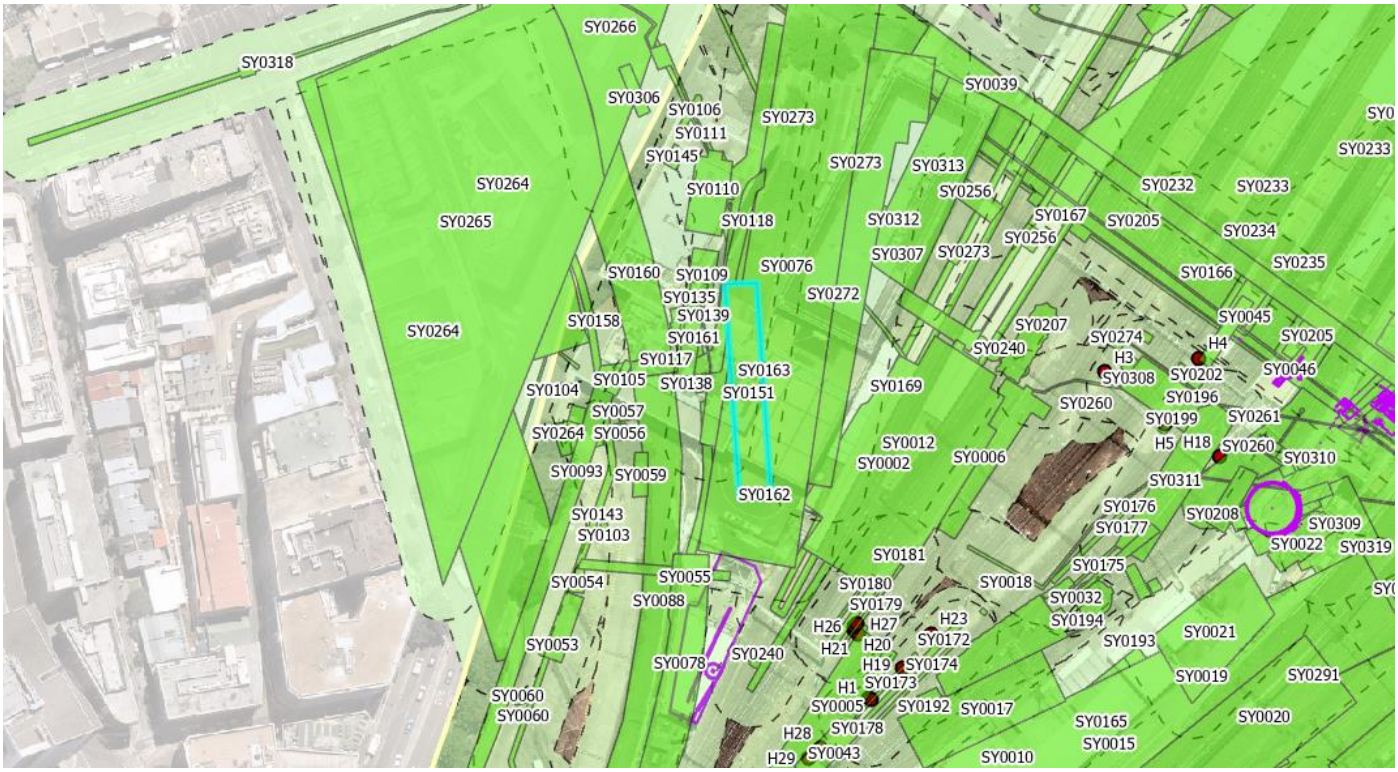
Level of Significance

Local

Management

B - Archivally record then salvage. Significant retrieved material should be considered for heritage interpretation. It may include physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

[138] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

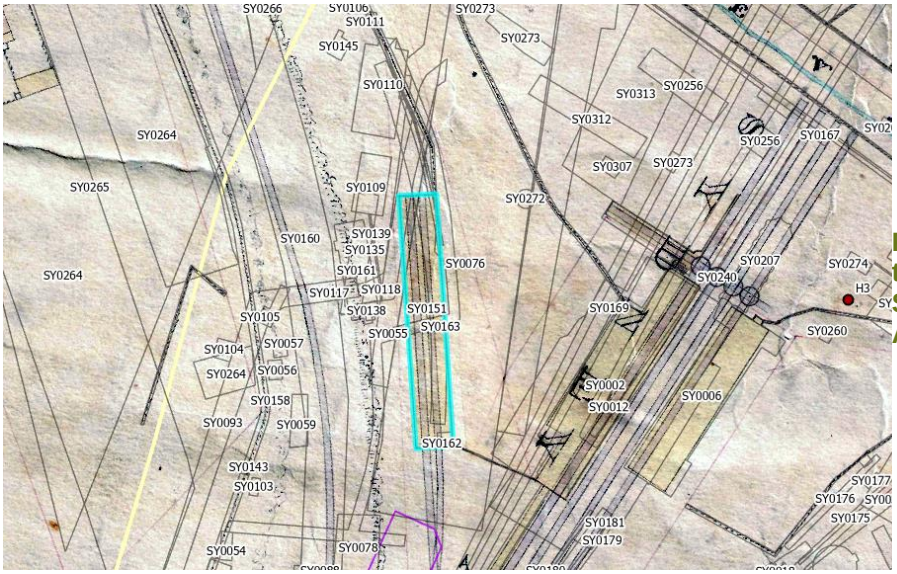


Figure 276. 1857 plan showing a timber carriage shed. Source: City of Sydney Archives & History Resources, A-00880168.

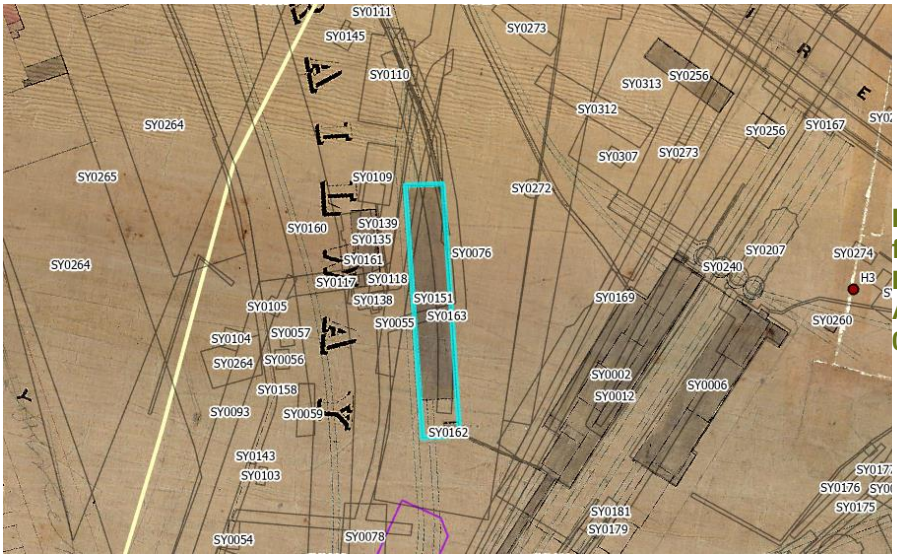


Figure 277. 1865 trigonometrical plan from the Historical Atlas of Sydney, Block S2. Source: City of Sydney Archives & History Resources, A-00880408.



Figure 278. 1865 plan of the first Sydney Station. Source: ARHS, *Plan of Sydney Terminus 1865*.

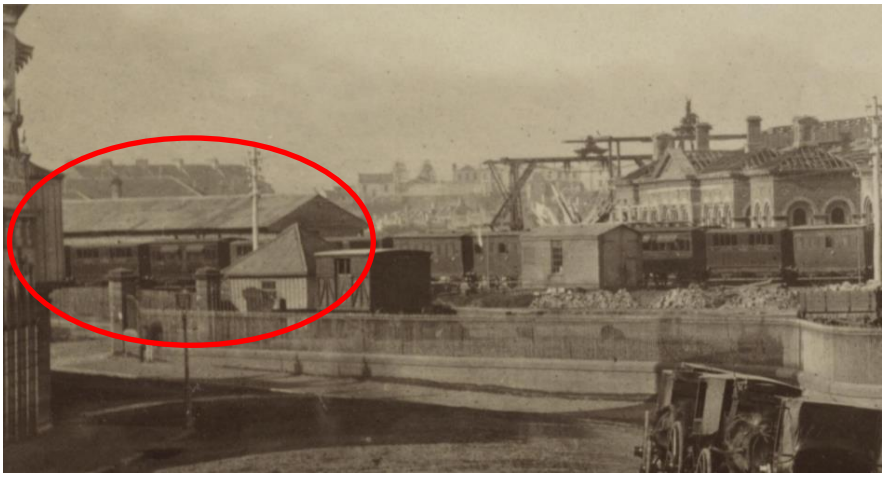


Figure 279. c.1873 – 1880. Building that could possibly be the Ancillary Structure. Source: Trove, PIC/12254/923 LOC Album 1136.

Key Sources

City of Sydney Archives & History Resources, 1865. *City Surveyor's Department, City of Sydney - Trigonometrical Survey, 1855-1865: Block S2.* A-00880408.

1.84 SY0152 (Ancillary Structures)

Item Details	
Year of construction:	c.1855
Alternative names:	Structures
Modifications (with years):	Prior to 1865
Function:	Signalling and railyard storage or amenities
Construction materials:	Brick, timber
Demolished/removed (year):	Prior to 1884

Historical Summary

Four small unnamed timber structures first appear on an 1855 City of Sydney map, shown located adjacent to the main railway tracks. The two large structures are shown to be connected via a fence, while the smaller two structures lie on each side of the railway line. The smaller two structures are therefore likely to have been associated with signalling. The larger structures are likely to related to the use of the yard, such as storage or amenities. The structures were replaced by two unnamed brick structures shown on the 1865 Trigonometrical map of Sydney.

Archaeological notes

There is potential for the remains of timber postholes, timber slabs or brick foundations to remain below the ballast and railway tracks associated with the existing Third Station. However, the foundations of the Sydney Yard Access Bridge (SYAB) may have removed or disturbed a number of the structures. Those outside the path of SYAB have a higher archaeological potential as the tracks above are unlikely to have disturbed the buildings.

Archaeological Potential

Moderate Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional and utilitarian buildings associated with the First Central Station. The structures have research value for their potential to demonstrate their original uses and functions. The structures have potential to provide information about the operation of the early Sydney Station yards.

In response to Bickford and Sullivan's questions about research potential,[139] the remains of the structures have the potential to contribute knowledge that no other resource and site can about the first phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

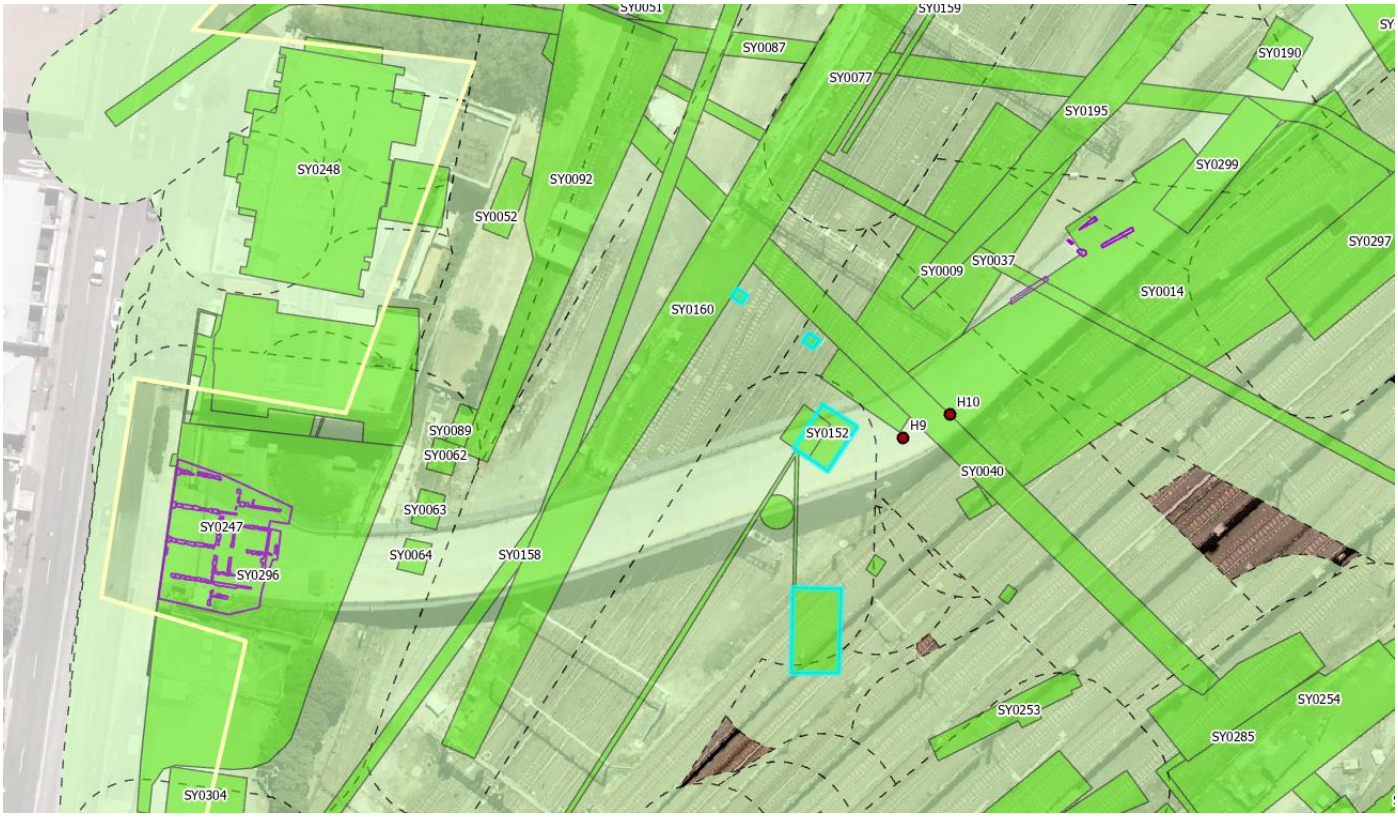
State

[139] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

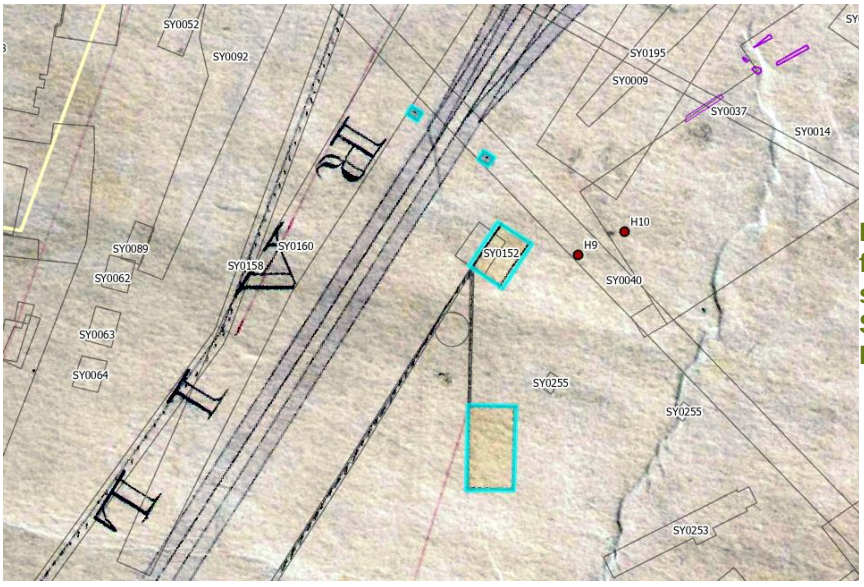


Figure 280. 1857 City of Sydney plan from the Historical Atlas of Sydney, showing the timber structures. Source: Source: City of Sydney Archives & History Resources, A-00880168.

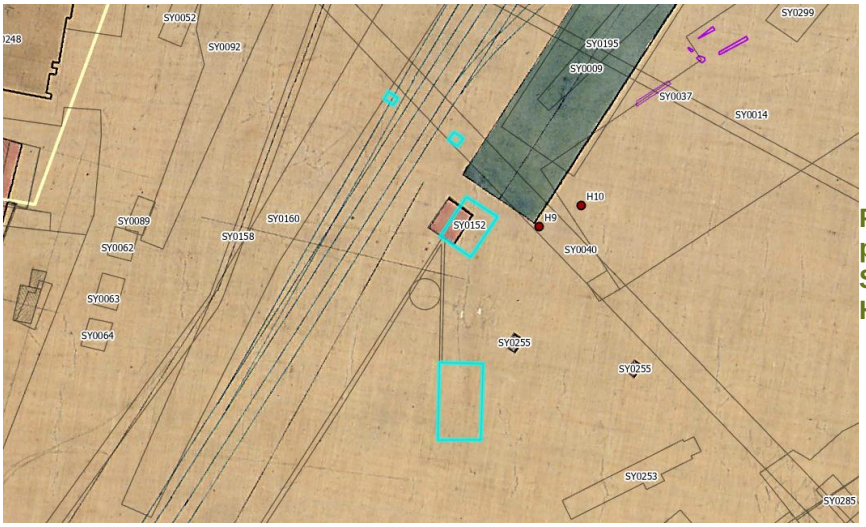


Figure 281. 1855-1865 trigonometrical plan from the Historical Atlas of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

City of Sydney Archives & History Resources, 1857. *City of Sydney - Detail Plans, 1855: Sheet 23.* A-00880168.

1.85 SY0153 (Structure)

Item Details	
Year of construction:	Between c.1857 and c.1865
Alternative names:	Building
Modifications (with years):	Unknown
Function:	Unknown, likely associated with the First Station or Mortuary Station
Construction materials:	Timber, likely with a corrugated or galvanised roof, potential brick footings
Demolished/removed (year):	Between c.1865 and c.1872

Historical Summary

The structure first appears as an unnamed timber structure on an 1865 City of Sydney Trigonometric map adjacent to three smaller structures and set within what appears to be a fenced area. The structure appears to have been demolished after 1865 and prior to the preparation of the c.1872 map.

Archaeological notes

As the structure is identified as a timber constructed building, the archaeological remains are likely to comprise ephemeral remains, such as postholes. However, there is some potential that the footings were constructed from brick, with a timber superstructure.

Due to the temporary nature of the building, the foundations are unlikely to have been substantial. The site of the building is likely to have partially impacted by excavation for later structures associated with Mortuary Station.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional and utilitarian buildings associated with the First Central Station and Mortuary Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[140] the remains of the structure have the potential to contribute knowledge that no other resource and site can about the first phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

State

[140] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

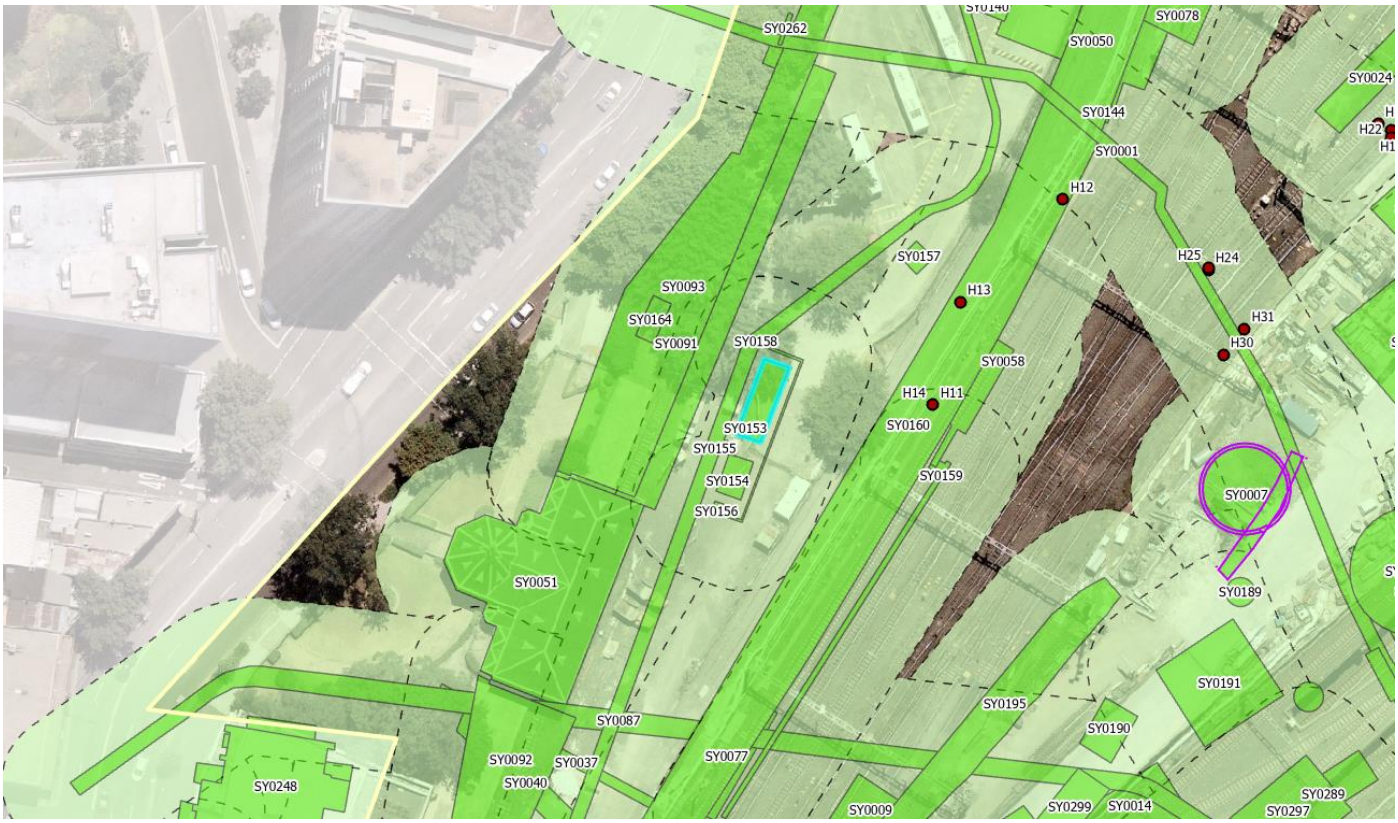
Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

If salvage excavation and archaeological recording is required, it must be undertaken in daylight to maximise archaeological visibility and be undertaken as an open area (or open plan) excavation in order to fully record the archaeological remains.

In addition, separate approval would be required for any work within the SHR curtilage of the listing for the Mortuary Station. Approval would likely comprise exemptions, fast track s60 or a standard s60 approval from Heritage NSW under s57 and s60 of the Heritage Act 1977, dependant on the nature and impact of the proposed works.

Item Location



Key Images

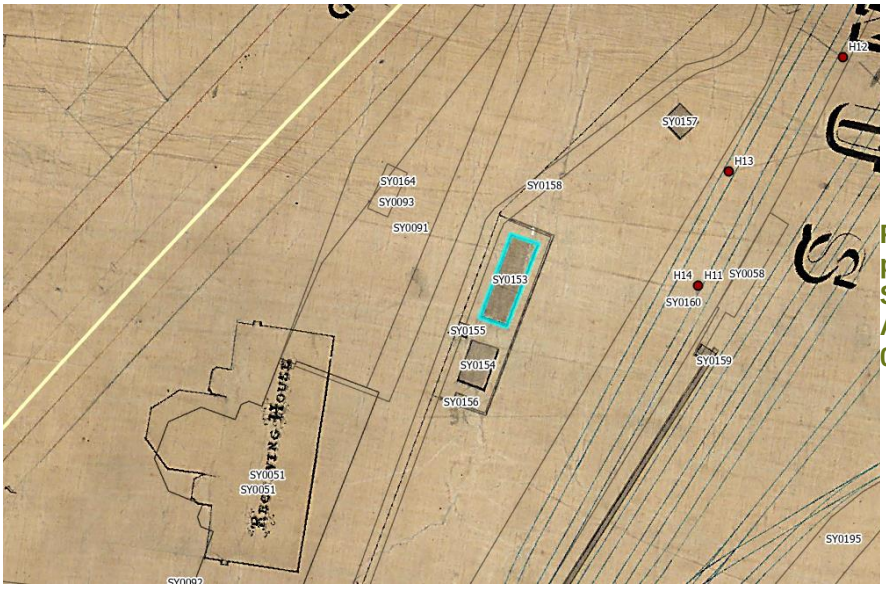


Figure 282. 1855-1865 trigonometrical plan from the Historical Atlas of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

Key Sources

City of Sydney Archives & History Resources, 1865. *City Surveyor's Department, City of Sydney - Trigonometrical Survey, 1855-1865: Block S2.* A-00880408.

1.86 SY0154 (Ancillary Structure)

Item Details	
Year of construction:	Between c.1857 and c.1865
Alternative names:	Building
Modifications (with years):	Unknown
Function:	Unknown, likely associated with the First Station or Mortuary Station
Construction materials:	Timber, likely with a corrugated or galvanised roof, potential brick footings
Demolished/removed (year):	Between c.1865 and 1872

Historical Summary

The structure first appears as an unnamed timber structure on an 1865 City of Sydney Trigonometric map adjacent to one larger and two smaller structures and set within what appears to be a fenced area. The structure appears to have been demolished after 1865 and prior to the preparation of the c.1872 map, likely in conjunction with the redevelopment of the area for the second Sydney Station.

Archaeological notes

As the structure is identified as a timber constructed building, the archaeological remains are likely to comprise ephemeral remains, such as postholes. However, there is some potential that the footings were constructed from brick, with a timber superstructure.

Due to the temporary nature of the building, the foundations are unlikely to have been substantial. The site of the building is likely to have partially impacted by excavation for later structures associated with Mortuary Station.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional and utilitarian buildings associated with the First Central Station and Mortuary Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[141] the remains of the structure have the potential to contribute knowledge that no other resource and site can about the first phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

State

[141] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

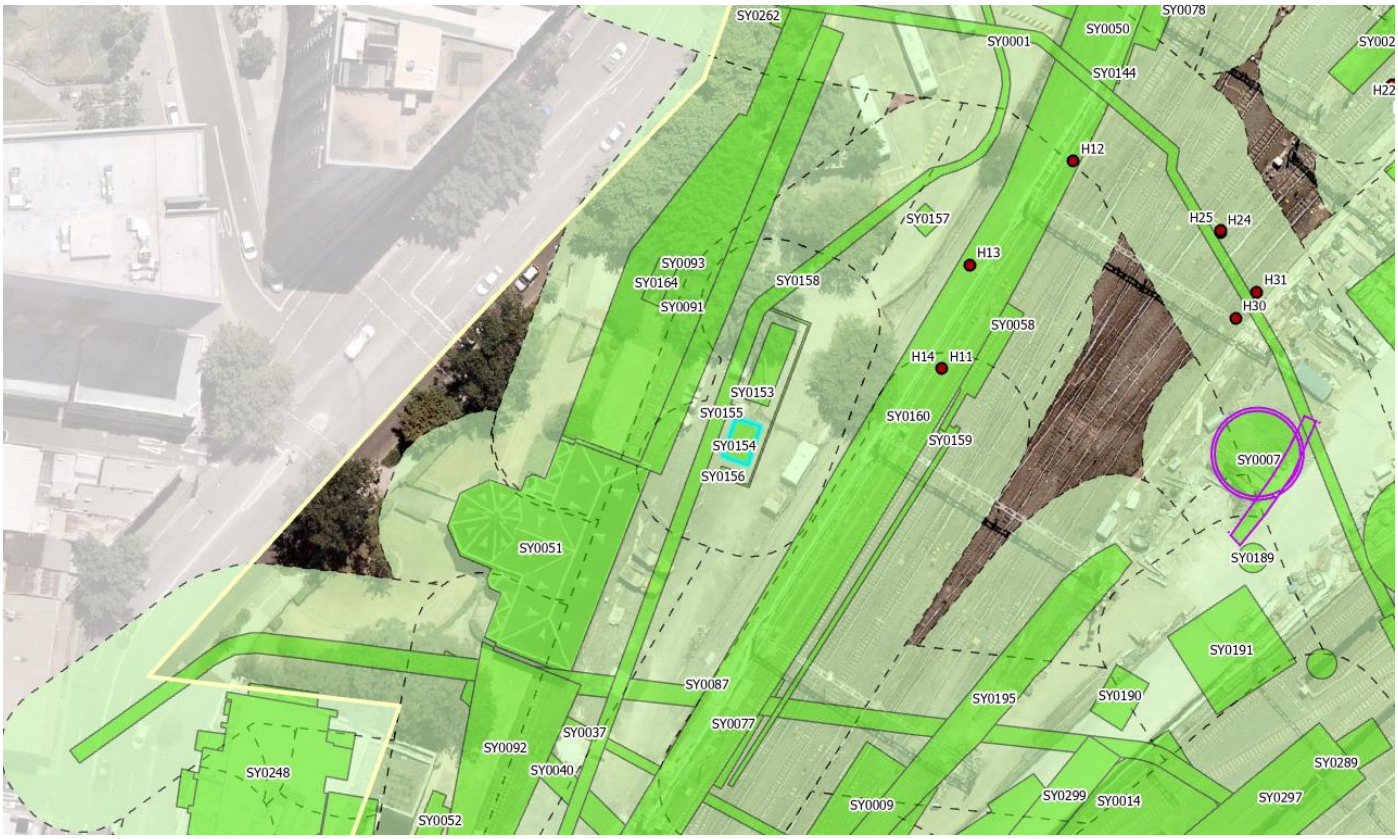
Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

If salvage excavation and archaeological recording is required, it must be undertaken in daylight to maximise archaeological visibility and be undertaken as an open area (or open plan) excavation in order to fully record the archaeological remains.In addition, separate approval would be required for any work within the SHR curtilage of the listing for the Mortuary Station.

Approval would likely comprise exemptions, fast track s60 or a standard s60 approval from Heritage NSW under s57 and s60 of the Heritage Act 1977, dependant on the nature and impact of the proposed works.

Item Location



Key Images

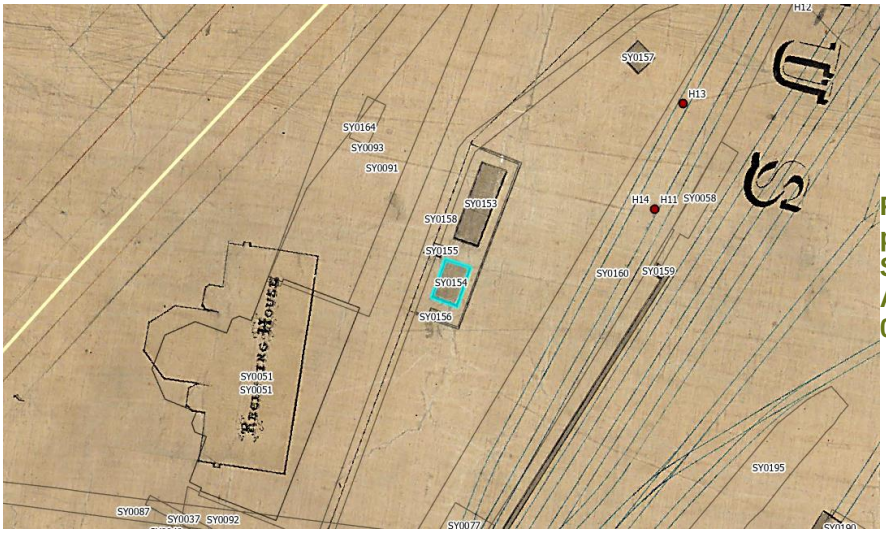


Figure 283. 1855-1865 trigonometrical plan from the Historical Atlas of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

Key Sources

City of Sydney Archives & History Resources, 1865. *City Surveyor's Department, City of Sydney - Trigonometrical Survey, 1855-1865: Block S2.* A-00880408.

1.87 SY0155 (Ancillary Structure)

Item Details	
Year of construction:	Between c.1857 and c.1865
Alternative names:	Building
Modifications (with years):	Unknown
Function:	Unknown, likely associated with the First Station or Mortuary Station
Construction materials:	Timber, likely with a corrugated or galvanised roof, potential brick footings
Demolished/removed (year):	Between c.1865 and c.1872

Historical Summary

The structure first appears as an unnamed timber structure on an 1865 City of Sydney Trigonometric map adjacent to two larger and one smaller structure, all set within what appears to be a fenced area. The structure appears to have been demolished after 1865 and prior to the preparation of the c.1872 map.

Archaeological notes

As the structure is identified as a timber constructed building, the archaeological remains are likely to comprise ephemeral remains, such as postholes. However, there is some potential that the footings were constructed from brick, with a timber superstructure.

Due to the temporary nature of the building, the foundations are unlikely to have been substantial. The site of the building is likely to have partially impacted by excavation for later structures associated with Mortuary Station.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional and utilitarian buildings associated with the First Central Station and Mortuary Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[142] the remains of the structure have the potential to contribute knowledge that no other resource and site can about the first phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

State

[142] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

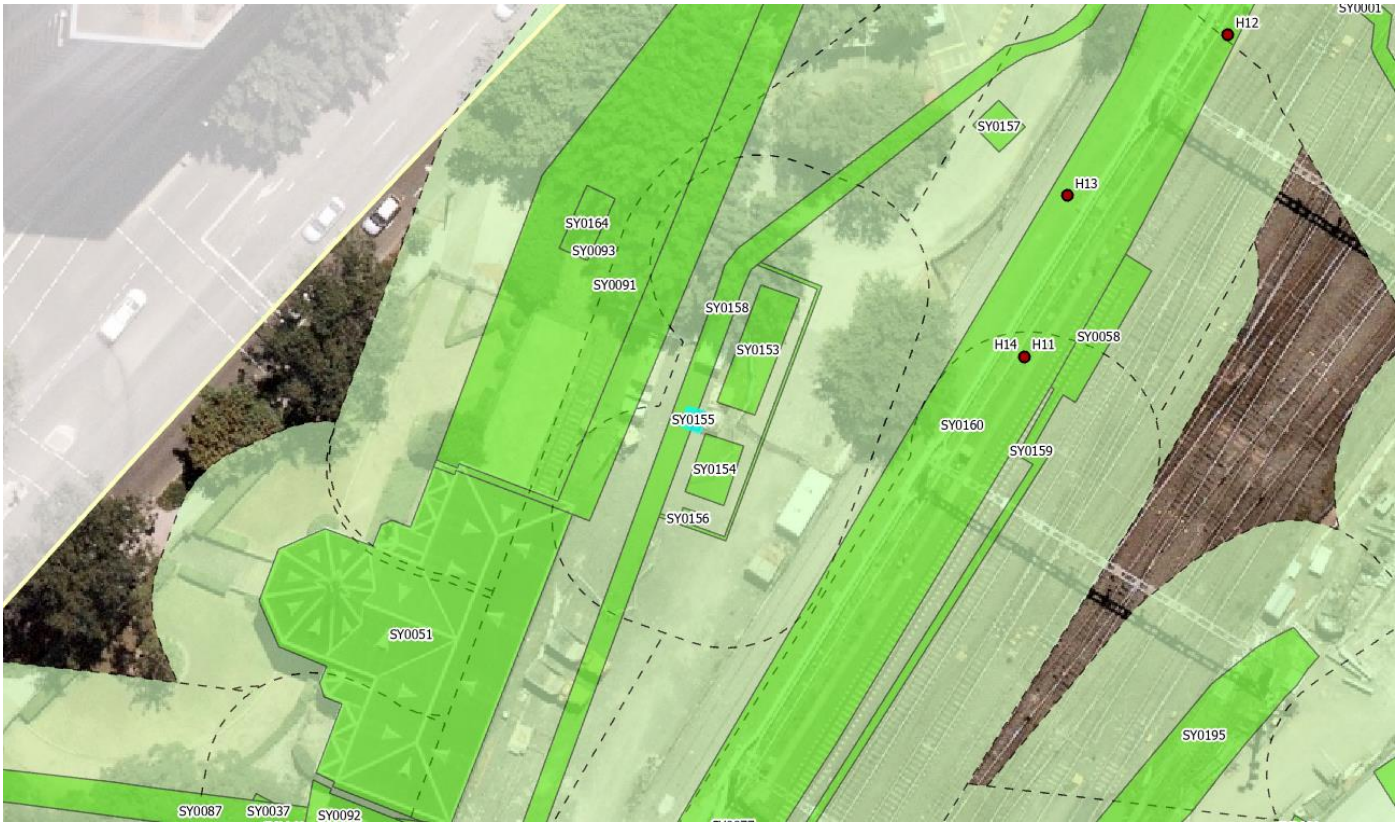
B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

If salvage excavation and archaeological recording is required, it must be undertaken in daylight to maximise archaeological visibility and be undertaken as an open area (or open plan) excavation in order to fully record the archaeological remains.

In addition, separate approval would be required for any work within the SHR curtilage of the listing for the Mortuary Station.

Approval would likely comprise exemptions, fast track s60 or a standard s60 approval from Heritage NSW under s57 and s60 of the Heritage Act 1977, dependant on the nature and impact of the proposed works.

Item Location



Key Images

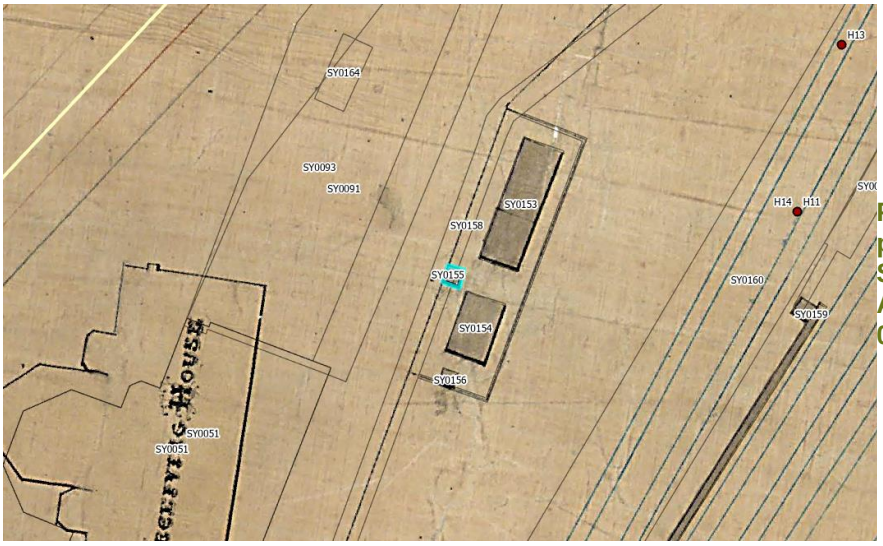


Figure 284. 1855-1865 trigonometrical plan from the Historical Atlas of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

Key Sources

City of Sydney Archives & History Resources, 1865. *City Surveyor's Department, City of Sydney - Trigonometrical Survey, 1855-1865: Block S2.* A-00880408.

1.88 SY0156 (Ancillary Structure)

Item Details	
Year of construction:	Between c.1857 and c.1865
Alternative names:	Building
Modifications (with years):	Unknown
Function:	Unknown, likely associated with the First Station or Mortuary Station
Construction materials:	Timber, likely with a corrugated or galvanised roof, potential brick footings
Demolished/removed (year):	Between c.1865 and c.1872

Historical Summary

The structure first appears as an unnamed structure on an 1865 City of Sydney Trigonometric map adjacent to two larger and one smaller structure, all set within what appears to be a fenced area. The structure appears to have been demolished after 1865 and prior to the preparation of the c.1872 map.

Archaeological notes

As the structure is identified as a timber constructed building, the archaeological remains are likely to comprise ephemeral remains, such as postholes. However, there is some potential that the footings were constructed from brick, with a timber superstructure.

Due to the temporary nature of the building, the foundations are unlikely to have been substantial. The site of the building is likely to have partially impacted by excavation for later structures associated with Mortuary Station.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional and utilitarian buildings associated with the First Central Station and Mortuary Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[143] the remains of the structure have the potential to contribute knowledge that no other resource and site can about the first phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

[143] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

State

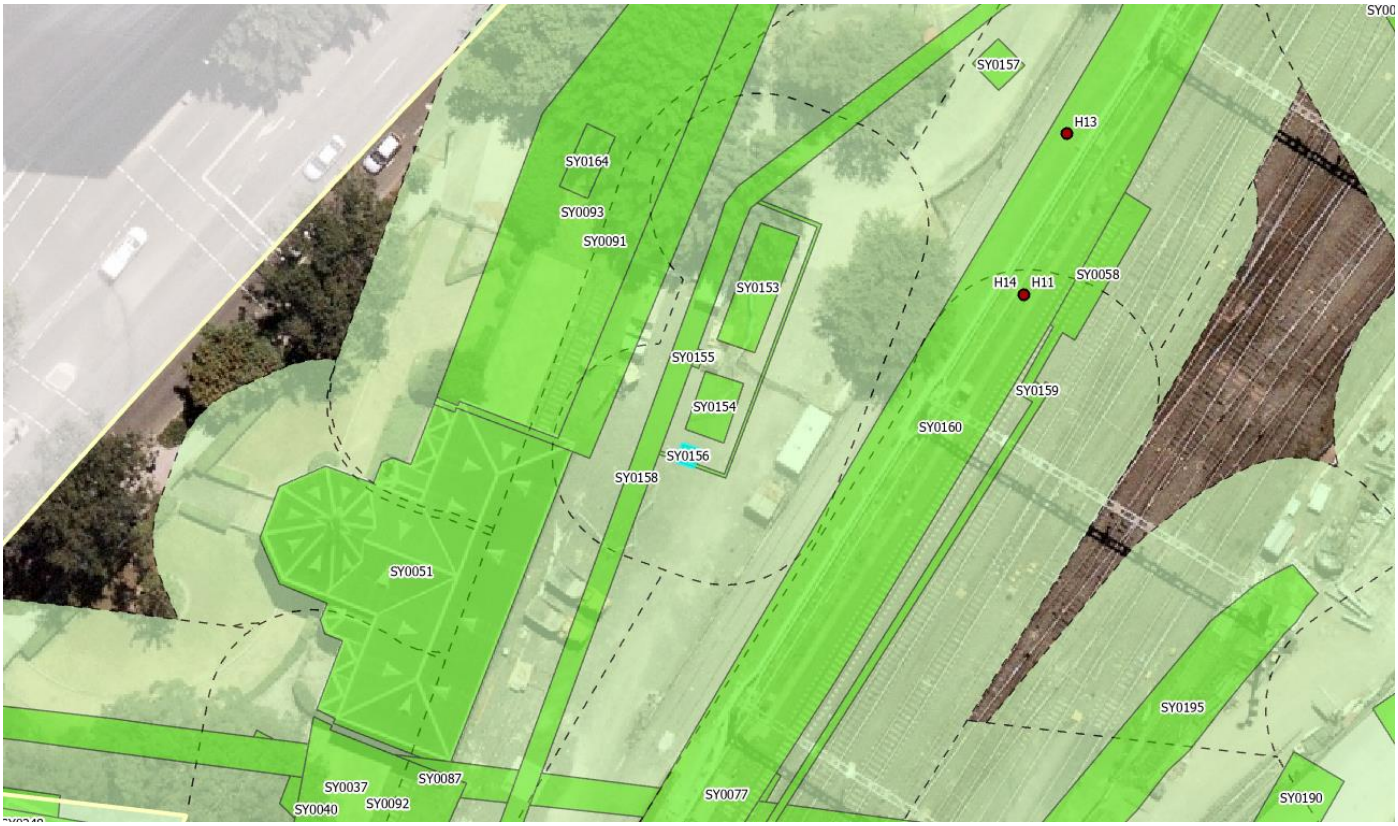
Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

If salvage excavation and archaeological recording is required, it must be undertaken in daylight to maximise archaeological visibility and be undertaken as an open area (or open plan) excavation in order to fully record the archaeological remains. In addition, separate approval would be required for any work within the SHR curtilage of the listing for the Mortuary Station.

Approval would likely comprise exemptions, fast track s60 or a standard s60 approval from Heritage NSW under s57 and s60 of the Heritage Act 1977, dependant on the nature and impact of the proposed works.

Item Location



Key Images



Figure 285. 1855-1865 trigonometrical plan from the Historical Atlas of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

Key Sources

City of Sydney Archives & History Resources, 1865. *City Surveyor's Department, City of Sydney - Trigonometrical Survey, 1855-1865: Block S2.* A-00880408.

1.89 SY0157 (Structure)

Item Details	
Year of construction:	Between c.1857 and c.1865
Alternative names:	Building
Modifications (with years):	Unknown
Function:	Unknown, use likely associated with the First Central Station such as signalling
Construction materials:	Timber, likely with a corrugated or galvanised roof, potential brick footings
Demolished/removed (year):	Between c.1865 and 1884

Historical Summary

The structure first appears as an unnamed structure on an 1865 City of Sydney Trigonometric map adjacent to the railway tracks. The structure appears to have been demolished after 1865 and prior to the preparation of the 1884 map.

Archaeological notes

As the structure is identified as a timber constructed building, the archaeological remains are likely to comprise ephemeral remains, such as postholes. However, there is some potential that the footings were constructed from brick, with a timber superstructure.

Due to the temporary nature of the building, the foundations are unlikely to have been substantial. The site of the building is likely to have partially impacted by excavation for later structures associated with Mortuary Station and the First Central Station.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional and utilitarian buildings associated with the First Central Station and Mortuary Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[144] the remains of the structure have the potential to contribute knowledge that no other resource and site can about the first phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

[144] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

If salvage excavation and archaeological recording is required, it must be undertaken in daylight to maximise archaeological visibility and be undertaken as an open area (or open plan) excavation in order to fully record the archaeological remains.

In addition, separate approval would be required for any work within the SHR curtilage of the listing for the Mortuary Station.

Approval would likely comprise exemptions, fast track s60 or a standard s60 approval from Heritage NSW under s57 and s60 of the Heritage Act 1977, dependant on the nature and impact of the proposed works.

Item Location



Key Images

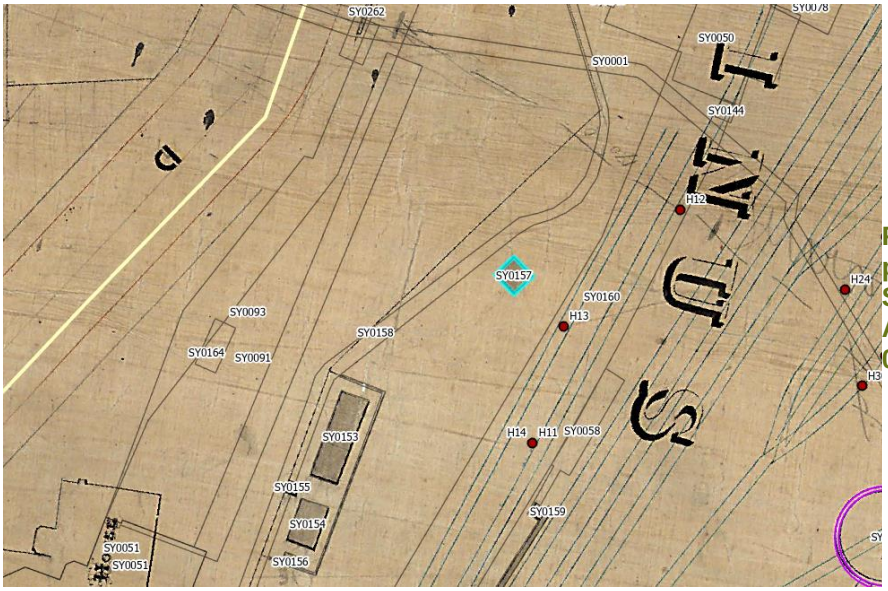


Figure 286. 1855-1865 trigonometrical plan from the Historical Atlas of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

Key Sources

City of Sydney Archives & History Resources, 1865. *City Surveyor's Department, City of Sydney - Trigonometrical Survey, 1855-1865: Block S2.* A-00880408.

1.90 SY0158 (Fencing)

Item Details	
Year of construction:	Prior to c.1857
Alternative names:	Walling, Boundary Fence
Modifications (with years):	By c.1865
Function:	Access control
Construction materials:	Unknown, likely timber railings or sandstone base and pillars with iron railings
Demolished/removed (year):	c.1865 to 1884

Historical Summary

Based on cartographic evidence, the fencing around Central Station and the Goods Line appears to have been constructed prior to c.1857. By 1865, the majority of the fence line had remained intact, other than an additional fence around four structures SY0153 (Structure) to SY0156 (Ancillary Structure) and the south-eastern extent between the structures to the south-east of the tracks had been demolished. An 1877 photograph shows a new (and still extant) iron and sandstone fence along the south-western side of Regent Street, along the street-facing frontage of Mortuary Station and timber railings along the paths to the entrance of Mortuary Station. The 1884 City of Sydney map also shows that the extent of this early fence had been demolished and replaced with a new (and still extant) iron and sandstone fence along the south-western side of Regent Street.

Archaeological notes

The earliest evidence for the fencing, comprising an 1857 map of the City of Sydney, shows the fencing to run along the western side of the railway tracks and partially along the south-eastern side of the tracks. The 1857 and 1865 maps show a deviation in the fence line along the path of the Blackwattle Creek, likely to indicate a drain outlet. The construction materials of the fence are unknown, but it is most likely to have comprised ephemeral timber construction. There is, however, potential for a more substantial fence, such as brick or stone footings with iron railings. The fencing is likely to have been truncated or removed by later levelling and construction on the site.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance for their association with the First Central Station and Mortuary Station. The Fencing alignment is significant for its ability to demonstrate the original boundary and access points at Central Station.

In response to Bickford and Sullivan's questions about research potential,[145] the remains of the fencing are unlikely to contribute knowledge that no other resource and site can about the first phase of Sydney Station, as well as answer

[145] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

broader questions relating to the development of transport infrastructure in NSW. The significance of the Fencing is in its alignment rather than material.

Level of Significance

Local

Management

C - Archivally record then remove: The location and alignment of the original fabric or vestiges must be georeferenced and interpreted, if feasible. This process should occur under the supervision of a qualified archaeologist.

In addition, separate approval would be required for any work within the SHR curtilage of the listing for the Mortuary Station. Approval would likely comprise exemptions, fast track s60 or a standard s60 approval from Heritage NSW under s57 and s60 of the Heritage Act 1977, dependant on the nature and impact of the proposed works addition, separate approval would be required for any work within the SHR curtilage of the listing for the Mortuary Station.

Item Location



Key Images

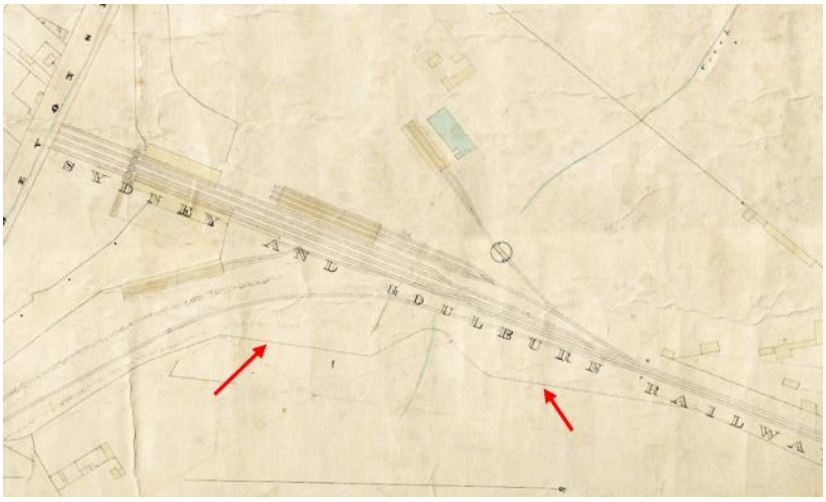


Figure 287. 1857 City of Sydney plan from the Historical Atlas of Sydney, showing the timber structures. Source: City of Sydney Archives & History Resources, A-00880168.



Figure 288. 1865 trigonometrical plan from the Historical Atlas of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.



Figure 289. 1877 photograph of Mortuary Station, showing the stone and iron railing fencing and the timber railing fencing in the background. Source:-SLNSW. *16. Mortuary, Sydney, looking east*. Photographic views: The Railways of New South Wales / compiled from reports by Rae [John], commissioner, and Whitton [John], Engineer-in-Chief for Railways

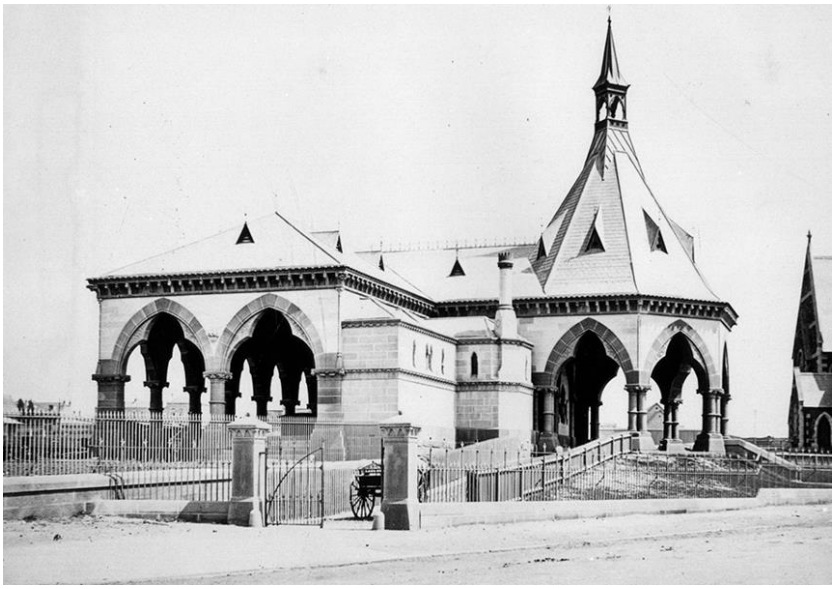


Figure 290. 1871 photograph of Mortuary Station, showing the gates and fencing next to Mortuary Station, as well as timber railing fencing leading to the entrance to Mortuary Station. Source: SLNSW, *Mortuary Station, Redfern*. FL1770298



Figure 291. 1884 Water Board detail map. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

Key Sources

City of Sydney Archives & History Resources, 1857. *City of Sydney - Detail Plans, 1855: Sheet 23.* A-00880168.

City of Sydney Archives & History Resources, 1865. *City Surveyor's Department, City of Sydney - Trigonometrical Survey, 1855-1865: Block S2.* A-00880408.

1.91 SY0159 (Ticket Collector's Platform)

Item Details	
Year of construction:	1865
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Platform
Construction materials:	Timber
Demolished/removed (year):	c.1884

Historical Summary

The ticket collection platform is first noted on two 1865 maps, showing the structure to be a ticket collection platform constructed from timber. What appears to be a hut or shelter, presumably for use by a ticket collector, is shown at the northern end of the platform in the 1865 maps. This implies that it was constructed as a component of the first Sydney Station, which opened in 1855.

The platform is also visible in a historic photograph dated between c.1873 – 1880. It appears to be a long timber structure supported by a truss system. There is a single handrail to the western side. The design of the ticket collectors hut is consistent with that of other auxiliary structures within the Sydney Yard. It is constructed from timber with a single small window and a corrugated iron sheet roof. Three lamp posts are evenly spaced along the platform. To the centre of the platform there is tall pole which may have been used for signalling.

Based on cartographic evidence, the ticket collector's platform and hut appears to have been demolished prior to 1884.

Archaeological notes

Given the small and possibly temporary nature of the platform and associated hut, foundations and construction materials are unlikely to have been substantial. As Sydney Yard has undergone extensive ground disturbance, the presence of architectural remains is unlikely.

Archaeological Potential

Low potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of a functional and utilitarian structure associated with Central Station. This structure has the potential to provide information about the operation of the first and second Sydney Station yards.

In response to Bickford and Sullivan's questions about research potential,[146] the remains of the platform have the potential to contribute knowledge that no other resource and site can about the first phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

[146] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

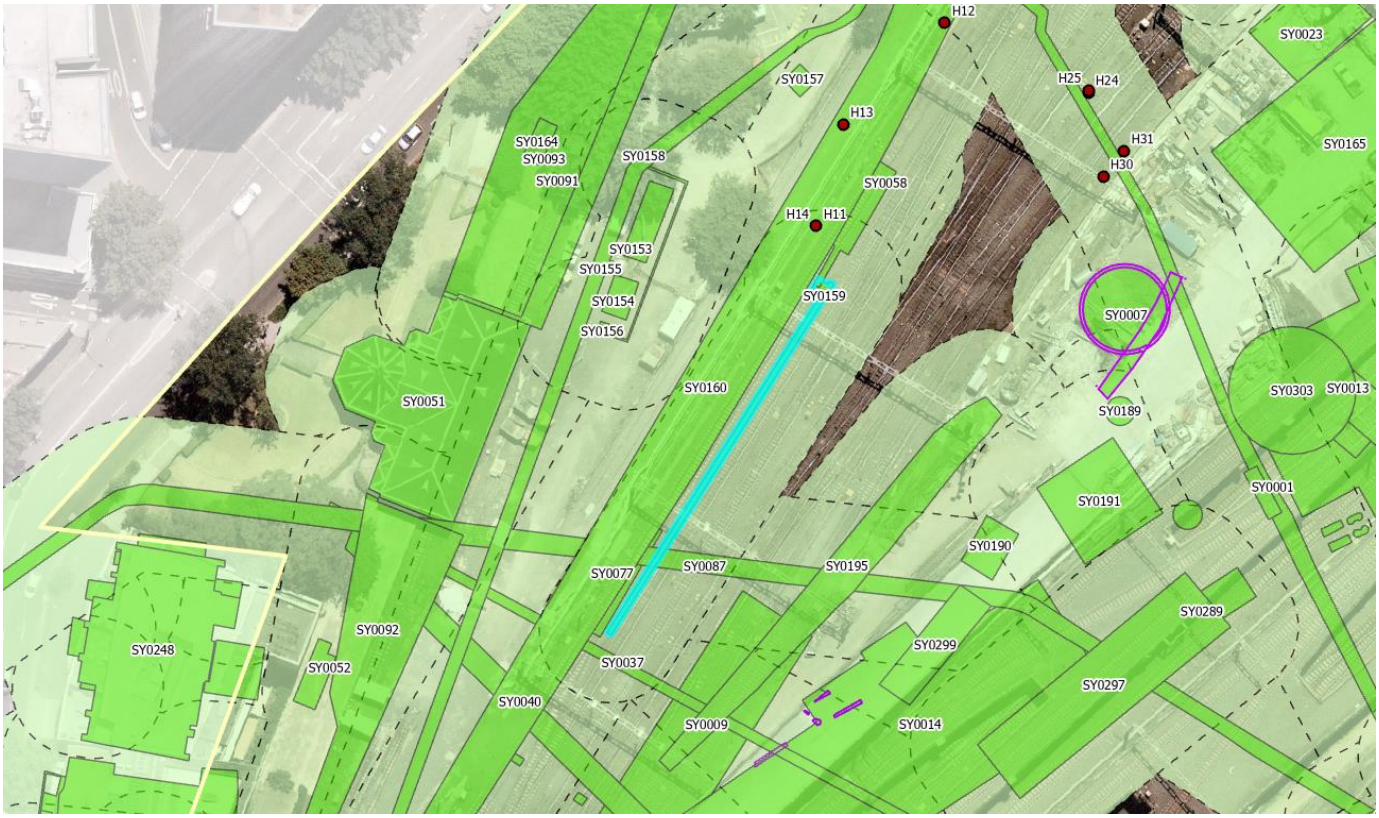
Level of Significance

State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

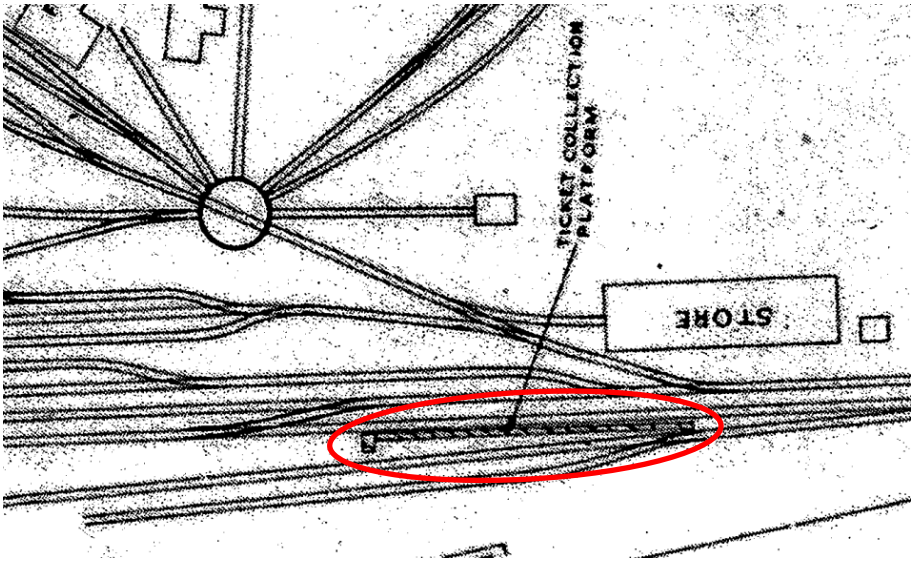


Figure 292. 1865 plan of the first Sydney Station. Source: ARHS, *Plan of Sydney Terminus 1865*.

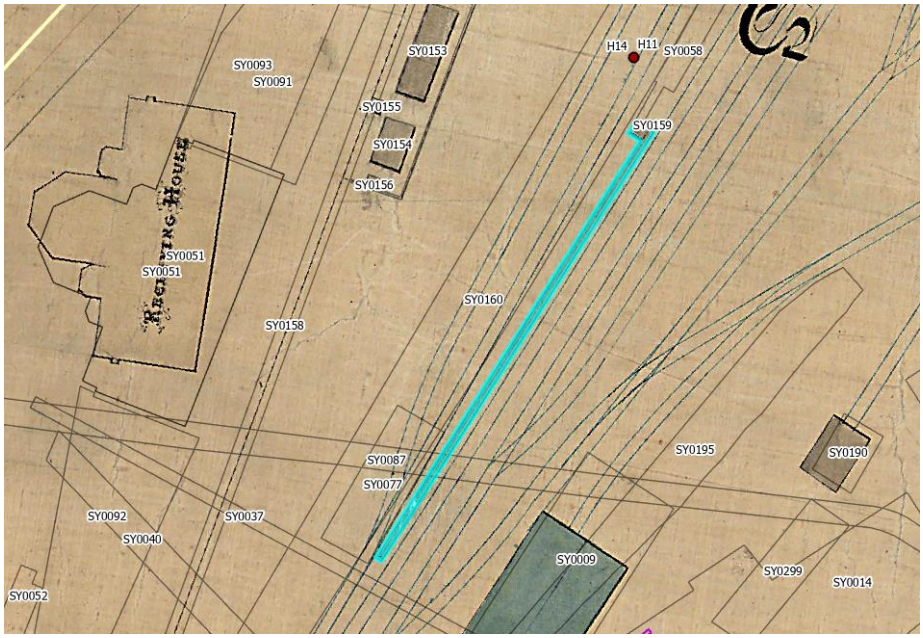
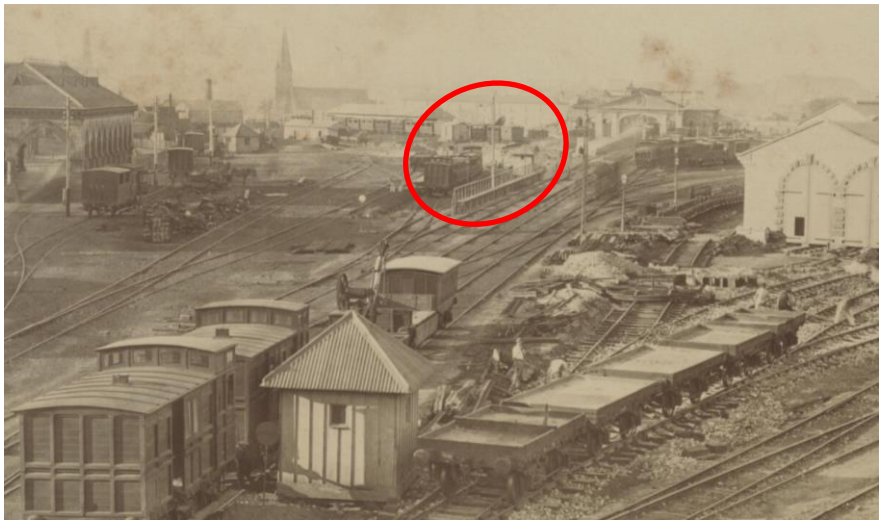


Figure 293. 1855-1865 trigonometrical plan of the first Sydney Station. Source: City of Sydney Archives & History Resources, A-00880168.



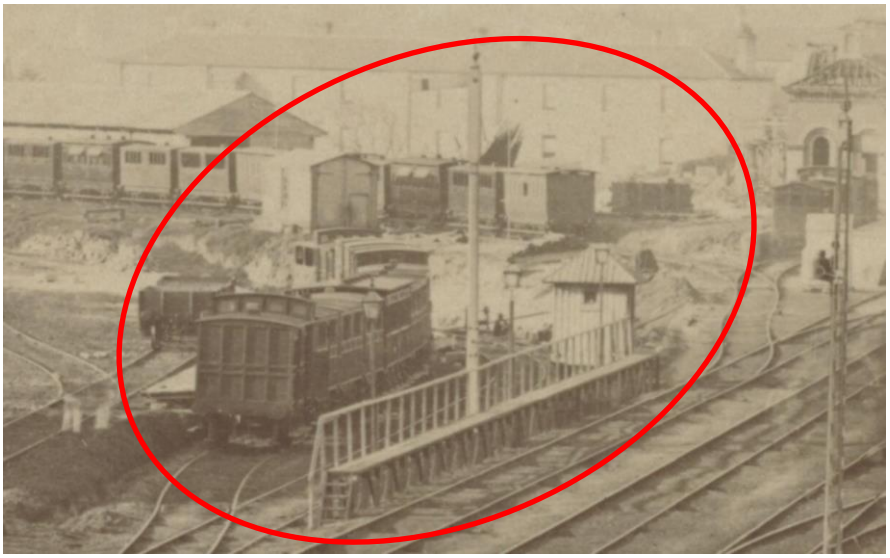


Figure 294. c.1873-1880 photograph of Sydney Yard, looking north towards the station building of the Second Sydney Station (1874). Note the Ticket Collector's Platform to the centre. Mortuary Station (1869) is visible to the left.
Source: Trove, Call Number: PIC/12254/914 LOC Album 1136.

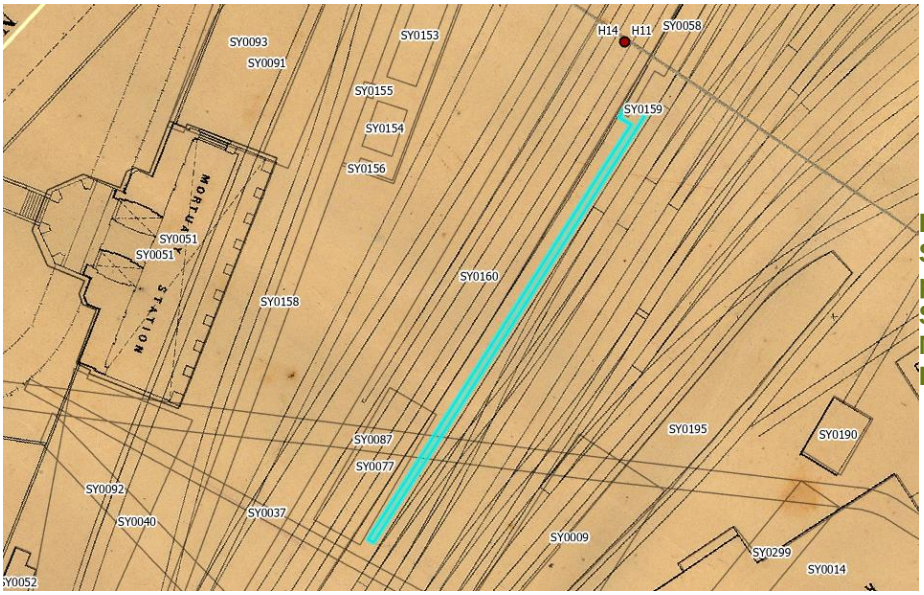


Figure 295. 1884 plan of the Second Sydney Station. Note the platform is no longer extant. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

Key Sources

City of Sydney Archives & History Resources, 1865. *City Surveyor's Department, City of Sydney - Trigonometrical Survey, 1855-1865: Block S2.* A-00880408.

Bayliss, Charles. *1873, Redfern railway and Mortuary Station, Sydney*. PIC/12254/914 LOC Album 1136. 44784188. Accessed: http://nla.gov.au/nla.obj-148011245 (12 April 2022).

1.92 SY0160 (Darling Harbour Goods Line)

Item Details	
Year of construction:	c.1855
Alternative names:	Goods Line Branch, Darling Harbour branch line, Darling Harbour Dive
Modifications (with years):	Retaining walls added prior to 1887, retaining walls extended by 1884. Eastern retaining wall relocated prior to 1906 and sections of the wall altered in c.1926.
Function:	Goods transportation
Construction materials:	Sandstone, brick
Demolished/removed (year):	N/A

Historical Summary

Excavation works and cutting of the sandstone bedrock for the Darling Harbour Goods line, along with the First Sydney Railway Terminal, commenced in 1850. In order to allow the railway tracks to pass underneath Parramatta Road, an underbridge was constructed underneath Parramatta Road in 1854-55; this underbridge is the oldest intact example of railway infrastructure in Australia. The Darling Harbour Branch Line, was opened on 26 September 1855 in association with the first Sydney (Redfern) Station.

In 1879, the Goods Line to Darling Harbour line was duplicated, requiring the enlargement of the cutting to the east. In 1910, the metropolitan goods line network was expanded with a new double track from Summer Hill to White Bay, Rozelle, Glebe Island and Darling Harbour to more efficiently handle the growing goods traffic. Further extensions took place in 1913 and 1922 as needed to accommodate the freight network. The progressive movement of industry out of the city from the mid to late twentieth century led to a declining need for the goods line and network, and with the ease and small expense of road transport beginning to trump freight haulage, the Darling Harbour goods line closed in the 1980s.

Archaeological notes

The line was duplicated in 1879. Retaining walls were added prior to 1887 and extended by 1884. The eastern retaining wall was relocated prior to 1906 and further localised alterations occurred in c.1926. The different phases of construction should comprise solid remains which are likely to have been retained in the archaeological record.

Archaeological evidence of the retaining wall for the Darling Harbour branch line includes a section of c.1926 brick retaining wall (identified as H11) found during MTMS 2 monitoring excavation for a new OHW footing at B0+470 and B0+505 (west). A pebble rich deposit associated with the c.1926 brick footing (identified as H12) was also identified during this monitoring excavation. Two sandstone features (identified as H13), which may represent a continuous footing associated with the Goods Line infrastructure, were also identified during the MTMS 2 monitoring works.

Archaeological Potential

High Potential

Assessment of significance

The Goods line cutting was constructed in c.1855 as part of the First Sydney (Redfern) Station. The cutting for the Goods Line is of State significance for its identity as the last remaining element of infrastructure dating to the first station and along the entire NSW Railway System. The cutting and brick retaining walls have been identified as having high heritage significance. The associated pebble fill was identified as being of local significance.

In response to Bickford and Sullivan's questions about research potential,[147] the remains of the goods line have the potential to contribute knowledge that no other resource and site can about the first phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

State

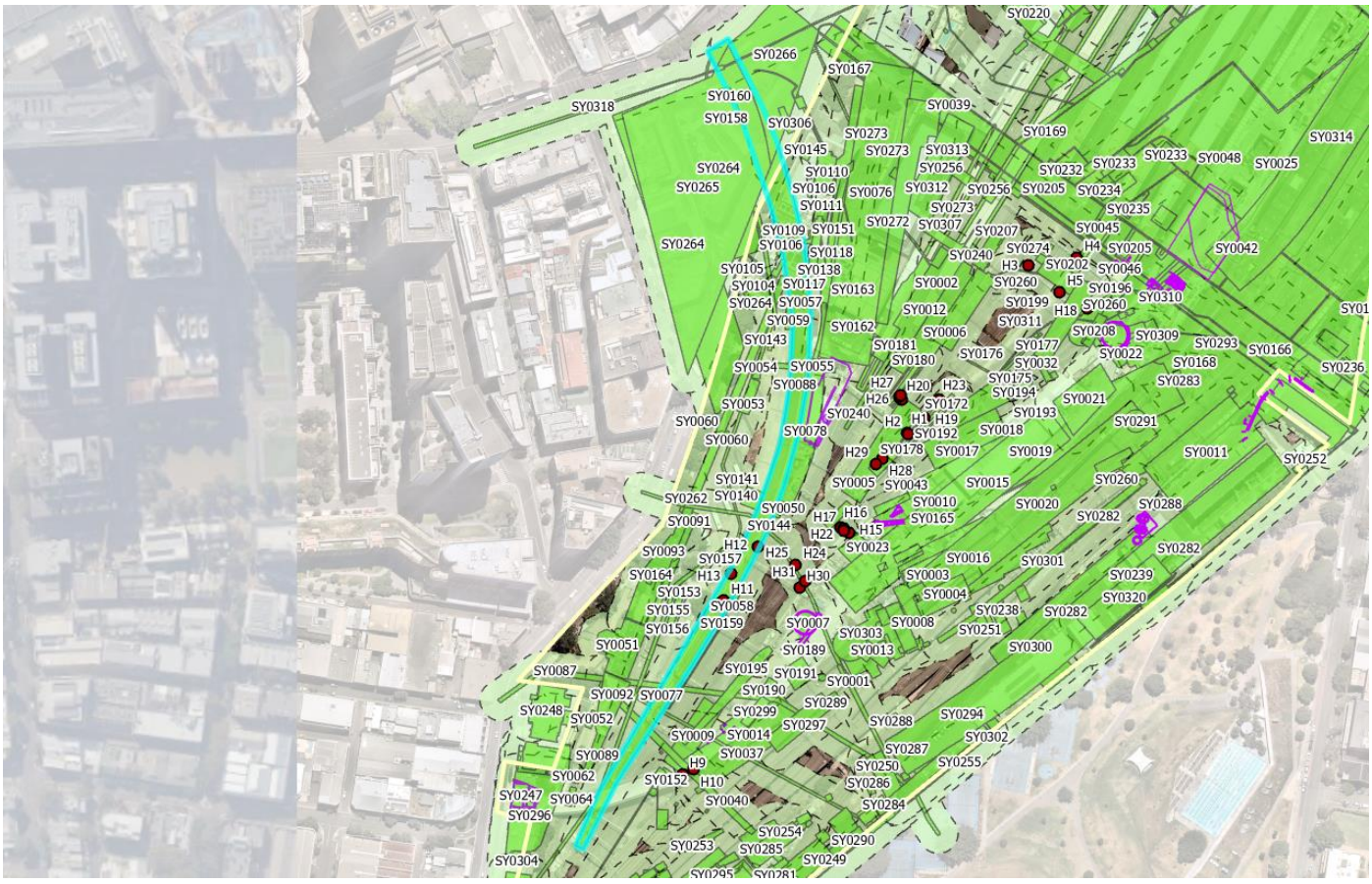
Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Minimise impact to the walls. If works are proposed to impact the wall undertake an archival recording of wall using either/or photogrammetry or laser scanning.

Archaeological monitoring and recording required if impacts are permitted.

Item Location



Key Images

[147] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

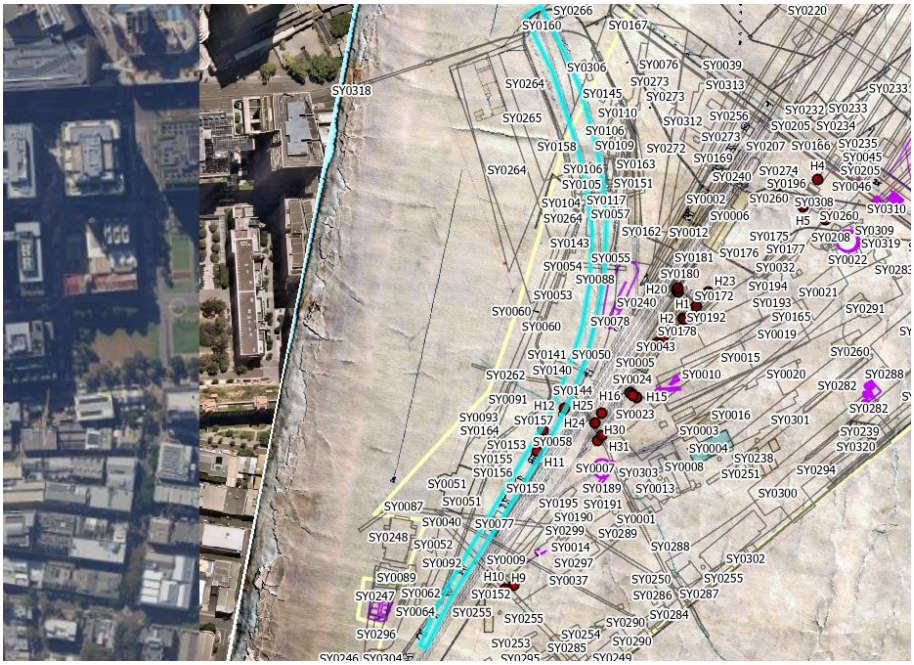


Figure 296. 1857 City of Sydney plan from the Historical Atlas of Sydney, showing the timber structures. Source: Source: City of Sydney Archives & History Resources, A-00880168.



Figure 297. 1877 photograph, showing the retaining wall of the Darling Harbour dive. Source: SLNSW. Photographic views: The Railways of New South Wales / compiled from reports by Rae [John], commissioner, and Whitton [John], Engineer-in-Chief for Railways. PXD 1175.

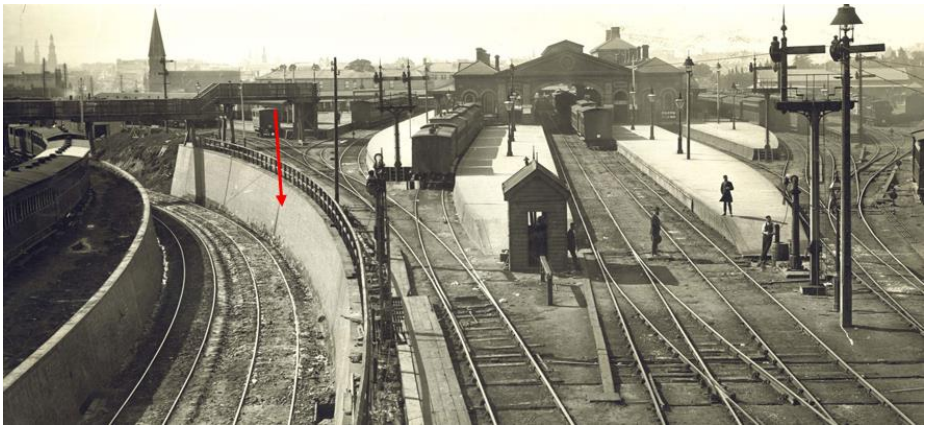


Figure 298. 1884 photograph taken from the Sydney Station Signal Box, showing the retaining wall of the Darling Harbour dive. Source: SLNSW. Photographs - New South Wales, 1879 - ca. 1892 / N.S.W. Government Printer. FL1057569.

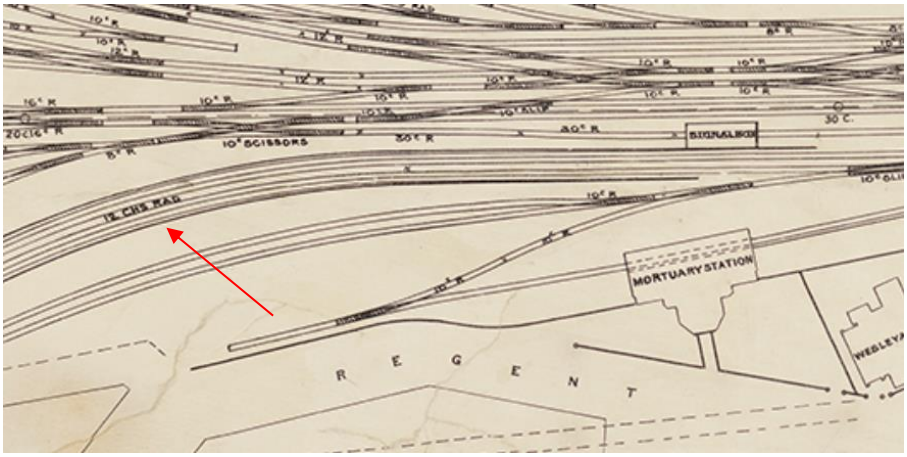


Figure 299. 1900 plan, showing the additions to the structure. Source: SLNSW. N.S.W. Railways, Sydney Central Station: station arrangements. FL4585298.



Figure 300. Photograph taken prior to 1904 of the 1884 Sydney Station Signal Box, showing the Darling Harbour branch dive retaining wall at the base of the signal box. Source: ARHS NSW in Taaffe 2019, p. 173.

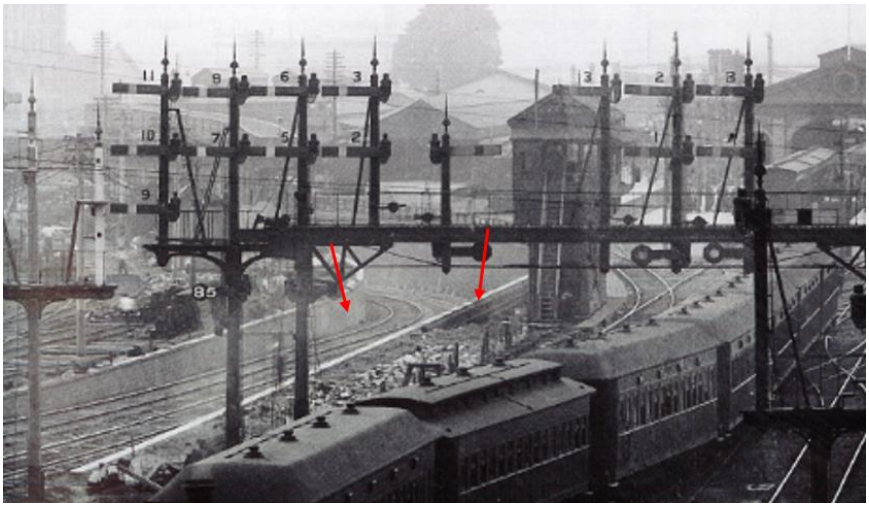


Figure 301. Photograph taken prior to 1906 of the 1884 Sydney Station Signal Box, showing that the Darling Harbour branch dive retaining wall had been relocated by this time. Source: ARHS NSW in Taaffe 2019, p. 173.

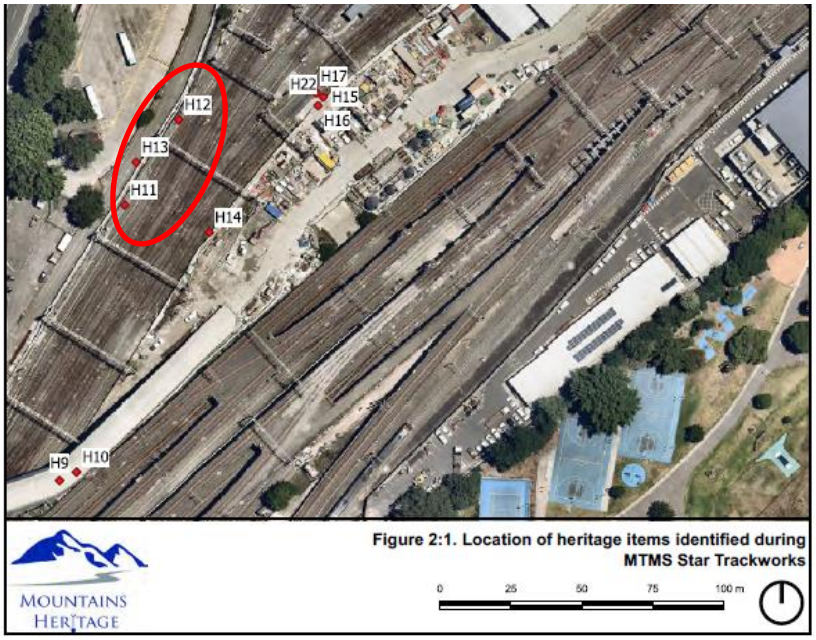


Figure 302. Location of H11, H12, and H13, identified during investigate works for MTMS 2 by Mountains Heritage (2021: 17)

Key Sources

Mountains Heritage, 2021. *More Trains More Services, Sydney Terminal Area Reconfiguration: Historical Archaeological Impact Assessment and Research Design*

1.93 SY0161 (Pump Engine)

Item Details	
Year of construction:	Extant by c.1865
Alternative names:	Unknown
Modifications (with years):	1884, 1896
Function:	Pump engine building
Construction materials:	Timber, likely lightweight roofing (i.e. metal)
Demolished/removed (year):	By c.1903

Historical Summary

The structure first appears on the 1865 City of Sydney Trigonometric Survey as a rectilinear timber building. The structure appears to have been constructed in association the nearby Carriage Shed (SY0151). An 1884 map shows two square additions along the western elevation, which appear to be ad hoc temporary ancillary spaces, as they are not documented in maps after 1884. By 1896 a southern extension, potentially skillion in form is shown. This southern extension also included a set of stairs to access the building.

The structure appears to have been demolished in 1903, based on cartographic evidence.

Archaeological notes

As a lightweight structure and due to the extensive disturbance in the area for track slewing, architectural remains of the pump engine building are unlikely.

Archaeological Potential

Low Potential

Assessment of significance

Any remains relating to this structure have the potential to demonstrate the date, materials and structure's use within the Redfern Station complex. Such in situ remains have the potential to demonstrate important information about the role of the pump engine and this structure to the station. Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of a functional and utilitarian structure associated with Central Station. This structure has the potential to provide information about the operation of the first and second Sydney Station yards.

In response to Bickford and Sullivan's questions about research potential,[148] the remains of the pump engine have the potential to contribute knowledge that no other resource and site can about the first phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

State

[148] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

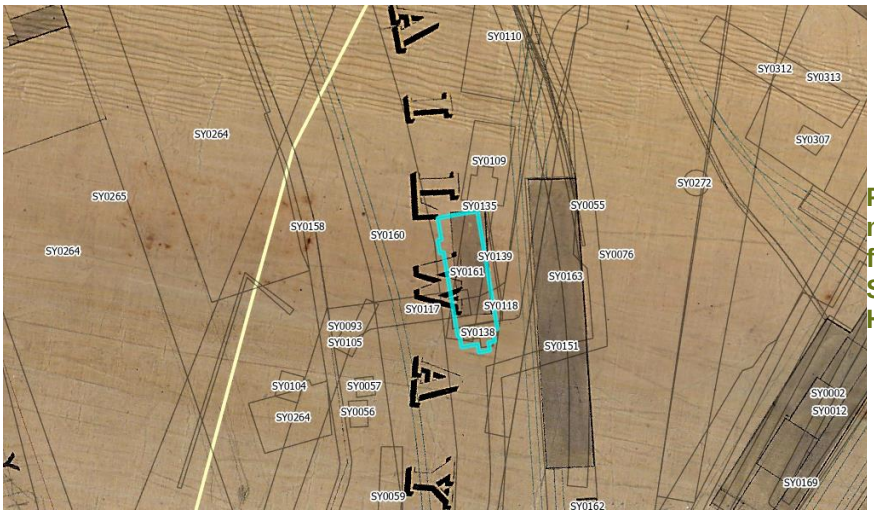


Figure 303. 1855-65 Trigonometric map. 1855-1865 trigonometrical plan from the Historical Atlas of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

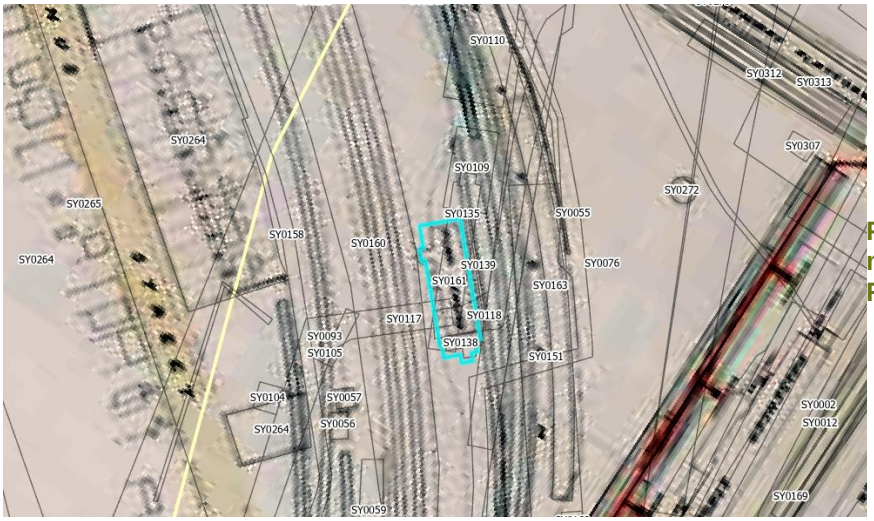


Figure 304. c.1872 Redfern Station map. Source: Antique Print & Map Room, NSW-GSR–234118.

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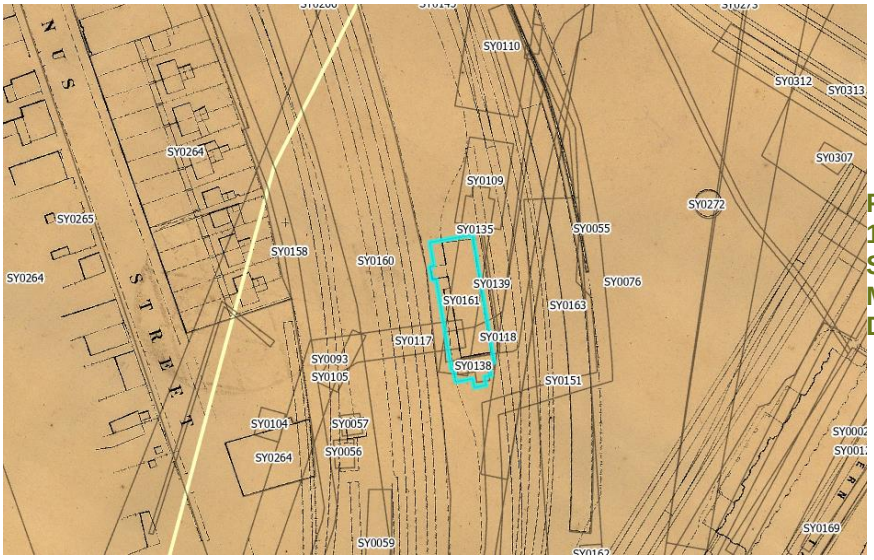


Figure 305. 1884 City of Sydney map. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2

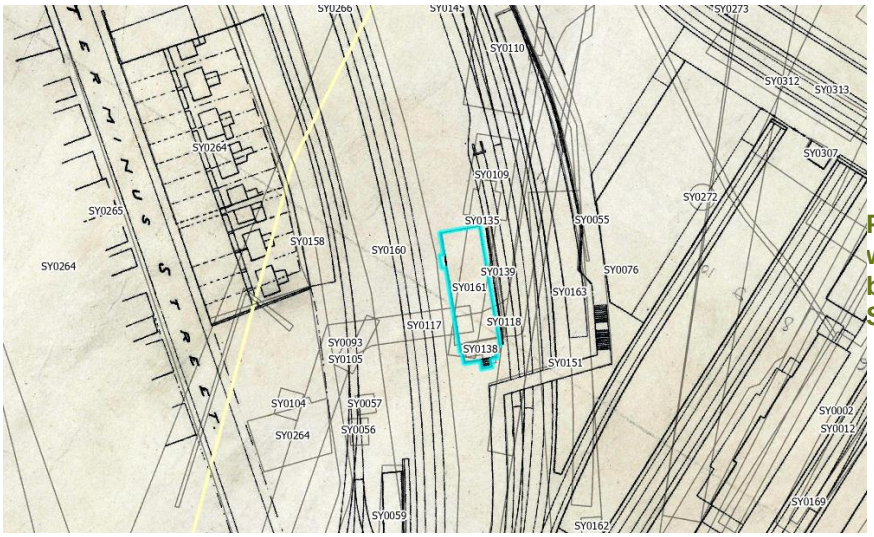


Figure 306. 1896 Redfern Station Yard, which shows addition and stairs at the building's southern end. Source: SLNSW, FL16812178.

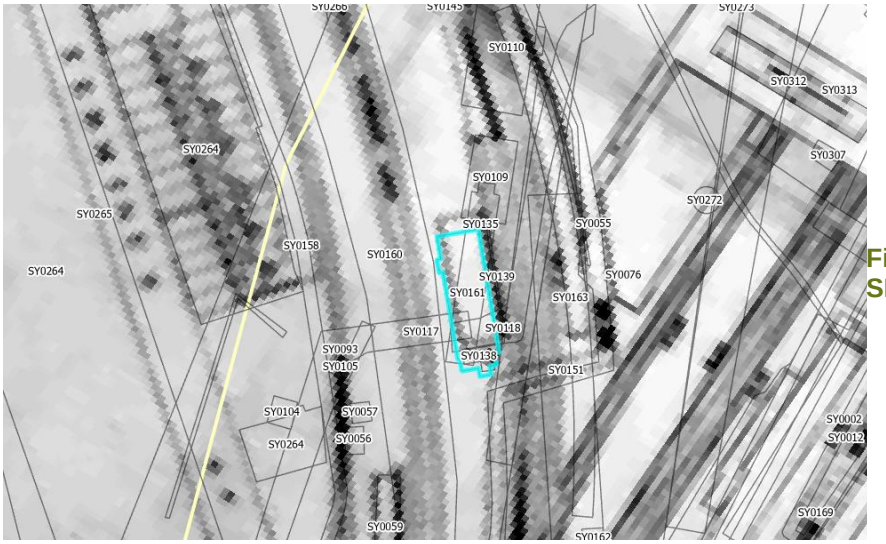


Figure 307. 1900 Sydney Yard. Source: SLNSW.

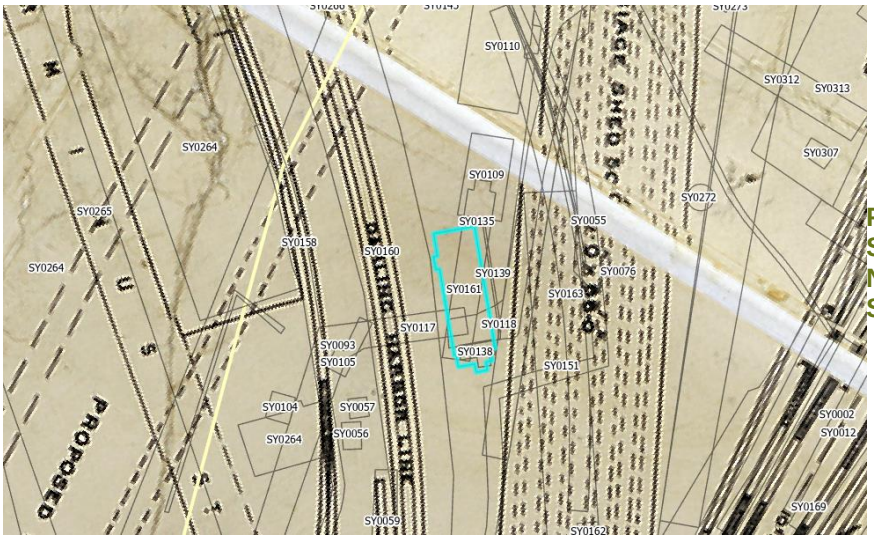


Figure 308. 1903 map of Central Station. SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

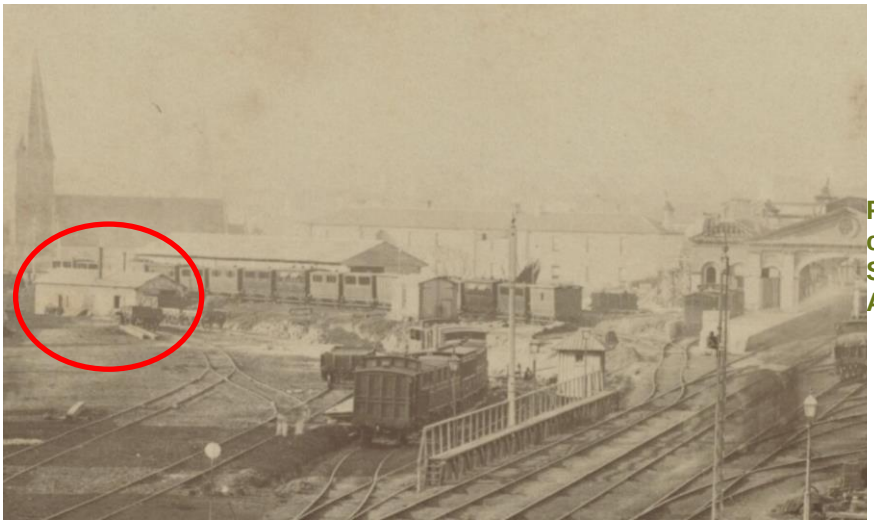


Figure 309. c.1873 – 1880. Building that could possibly be the Pump Engine. Source: Trove, PIC/12254/914 LOC Album 1136.

Key Sources

Government Printing Office. c.1872 (1896). *G.S.R. Redfern Station*. Antique Print and Map Room. NSW-GSR–234118. Accessed: https://antiqueprintmaproom.com/product/gsr-redfern-station-government-printing-office/ (12 April 2022).

1.94 SY0162 (Ancillary Structure)

Item Details	
Year of construction:	c.1865
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Toilet or storage shed
Construction materials:	Timber, corrugated iron, glass
Demolished/removed (year):	c.1874 - 1884

Historical Summary

The ancillary structure first appears on the 1865 Trigonometric map as a rectilinear timber shed. The structure appears to have been constructed in association the nearby Carriage Shed (SY0151), potentially as a toilet or small storage shed. The Carriage Shed was constructed in c.1857 as a component of the first Sydney Station, which opened in 1855. The structure is thought to appear on photographs from c.1873 – 1880 as a rectilinear gable roofed structure with timber cladding, a double-leaf timber door and a multi-framed timber sash window.

Based on cartographic evidence, both the Carriage Shed and the ancillary structure appear to have been demolished by 1884. It is possible that they were no longer required after development of the second Sydney Station in 1874. As such, the structure could have been demolished any time between c.1874 and c.1884.

As indicated by historical mapping, the Western Carriage Shed (SY0076) was constructed on the site of the former ancillary structure in 1907. The Western Carriage Shed was an important component of the third and current Central Station (1906) up until its demolition in the late 1990s. Following its demolition, the area was covered in bitumen for the use as a road.

Archaeological notes

As the structure is identified as a timber constructed building, the archaeological remains are likely to comprise ephemeral remains, such as postholes. However, there is some potential that the footings were constructed from brick, with a timber superstructure.

Due to the temporary nature of the building, the foundations are unlikely to have been substantial. The site of the building is likely to have been impacted by the excavation for and construction of later structures including the Western Carriage Shed (1907).

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional and utilitarian buildings associated with the First Central Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[149] the remains of the ancillary structure have the potential to contribute knowledge that no other resource and site can about the first phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

[149] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on

Level of Significance

State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

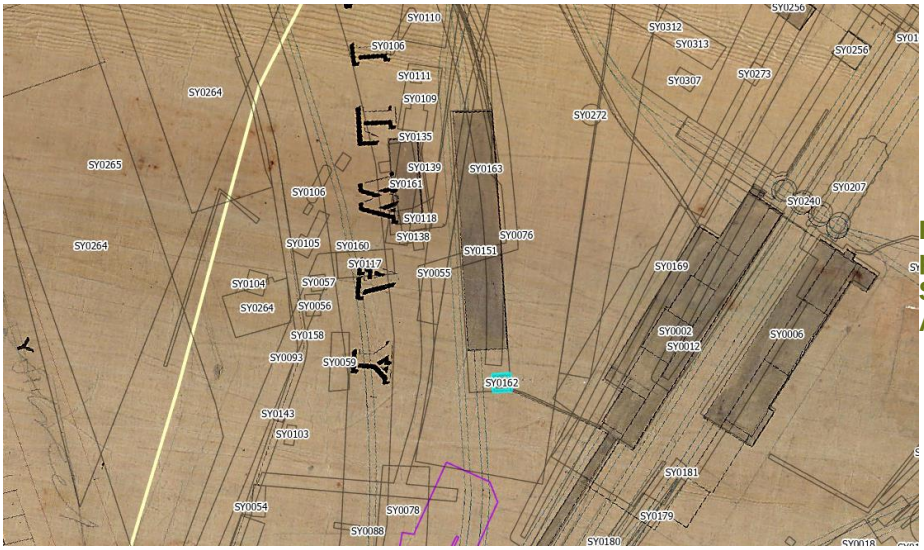


Figure 310. 1865 trigonometrical plan of the first Sydney Station. Source: City of Sydney Archives, A-00880408.



Figure 311. 1865 plan of the first Sydney Station. Source: ARHS, *Plan of Sydney Terminus 1865*.

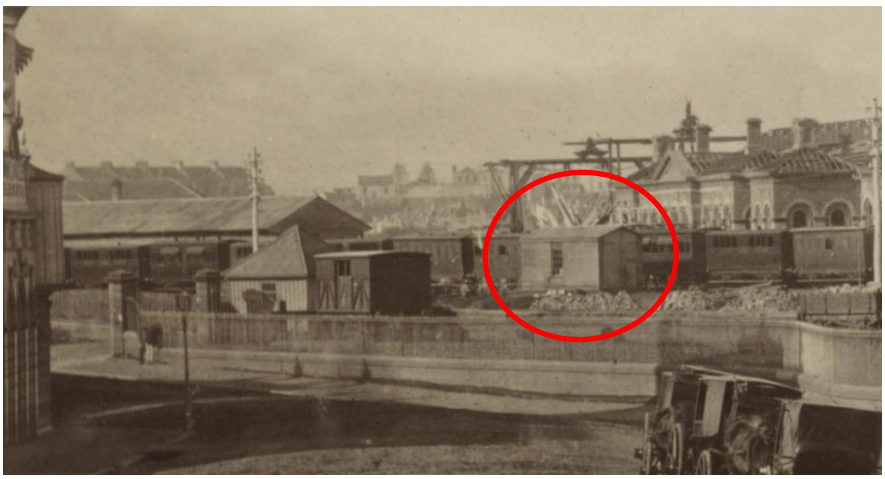


Figure 312. c.1873 – 1880. Building that could possibly be the Ancillary Structure. However, its position is not consistent with the historical maps. Source: Trove, PIC/12254/923 LOC Album 1136.

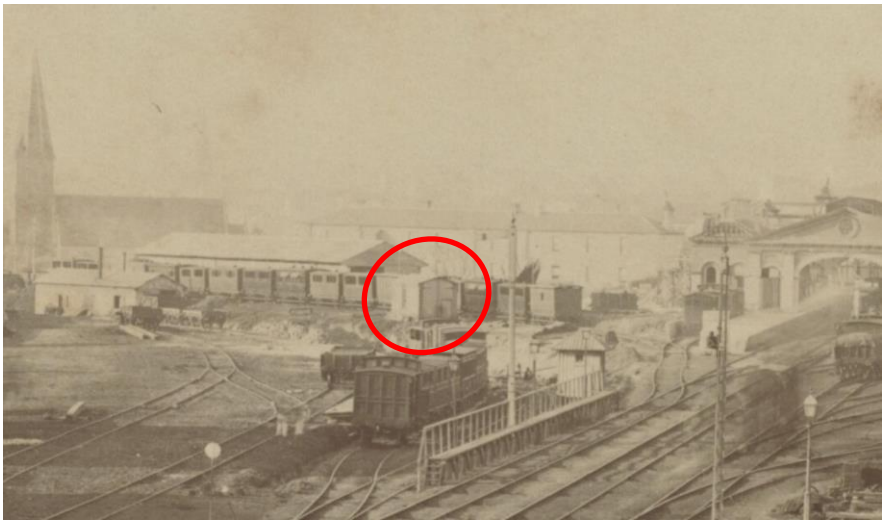


Figure 313. c.1873 – 1880. Building that could possibly be the Ancillary Structure. However, its position is not consistent with the historical maps. Source: Trove, PIC/12254/914 LOC Album 1136.

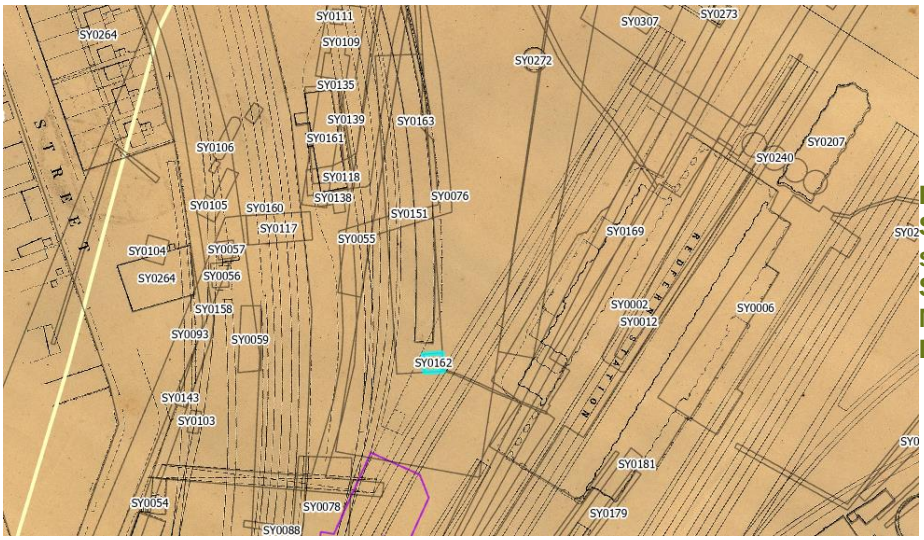


Figure 314. 1884 plan of the Second Sydney Station. Note the structure is no longer extant. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

Key Sources

Government Printing Office. c.1872 (1896). *G.S.R. Redfern Station*. Antique Print and Map Room. NSW-GSR–234118. Accessed: https://antiqueprintmaproom.com/product/gsr-redfern-station-government-printing-office/ (12 April 2022).

1.95 SY0163 (Platform and Platform Building)

Item Details	
Year of construction:	c.1878
Alternative names:	George Street Platform
Modifications (with years):	Awning added c.1900-1906
Function:	Platform and platform building
Construction materials:	Brick
Demolished/removed (year):	c.1903

Historical Summary

The platform appears to be the George Street Platform, which was constructed in 1878 to alleviate the pressure caused by the morning rush hour.[150] It was built as a component of the second Sydney Station (1874) on land that was previously occupied by a Carriage Shed (SY0151).

The platform first appears on the 1884 City of Sydney map as a curved platform with a staircase at the northern end and with what appears to be a curved platform awning. Historic images demonstrate that the platform awning comprised a corrugated iron roof structure that was supported by timber or steel columns. The platform was constructed in brick and potentially backfilled with soil and debris. To the northern end, the brick retaining wall provided a barrier between the station roadway and the railway yards beyond. A fence surmounting the retaining wall is visible in earlier photos, but the brick wall and fence became concealed with billboard posters by the early 1900s. Between 1900 and 1906, an additional awning structure was erected to the north of the platform awning. Stairs indicate that this platform was also raised in order to accommodate a taxi rank for horse drawn carriages.

Based on cartographic evidence, the platform appears to have been demolished prior to c.1903. This was prior to the opening of the third and current Central Station in 1906.

The Western Carriage Shed (SY0076) was constructed on the site of the former platform in 1907. Up until its demolition in the late 1990s, the Western Carriage Shed was an important component of the third and current Central Station (1906). The extant Henry Deane Plaza was constructed on the site in the early 2000s.

Archaeological notes

There is the potential for subsurface elements to remain from these platforms, including brick or stone footings for each of the platforms. The platforms are located in areas of substantial disturbance, so it is unlikely that further elements would be in situ.

Archaeological Potential

Low potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of a functional and utilitarian structure associated with the Second Station. Any remains have the potential to demonstrate the date, construction techniques and use of the platforms. The structures have the potential to provide information about the use of the second Sydney station redevelopment.

[150] Singleton, CC December 1941. History of Sydney Railway Station: Part 2 Second Station, 1874-1885, *Australian Railways Historical Society Bulletin*, Vol. 8, No. 50, p. 73; Sydney Metro, 2021 p. 82.

In response to Bickford and Sullivan's questions about research potential,[151] the remains of the platform and platform building have the potential to contribute knowledge that no other resource and site can about the second phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[151] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

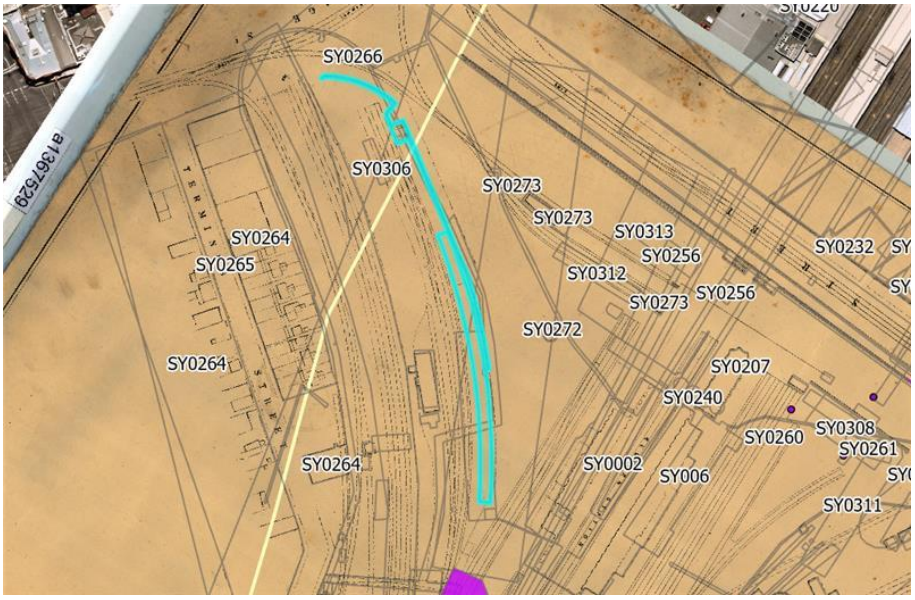


Figure 315. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

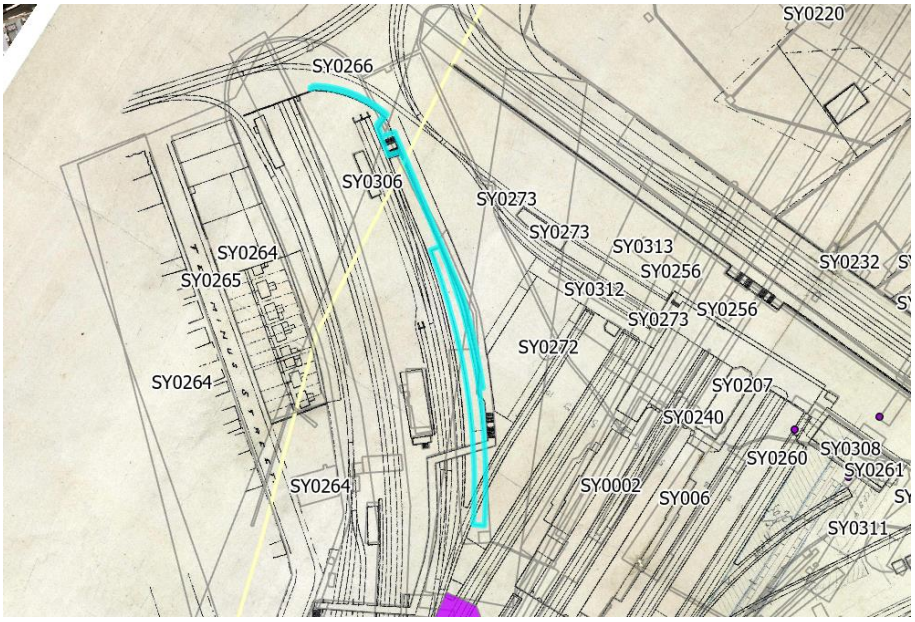


Figure 316. 1896 map of Sydney Yard. Source: SLNSW, SLNSW_FL16812178.

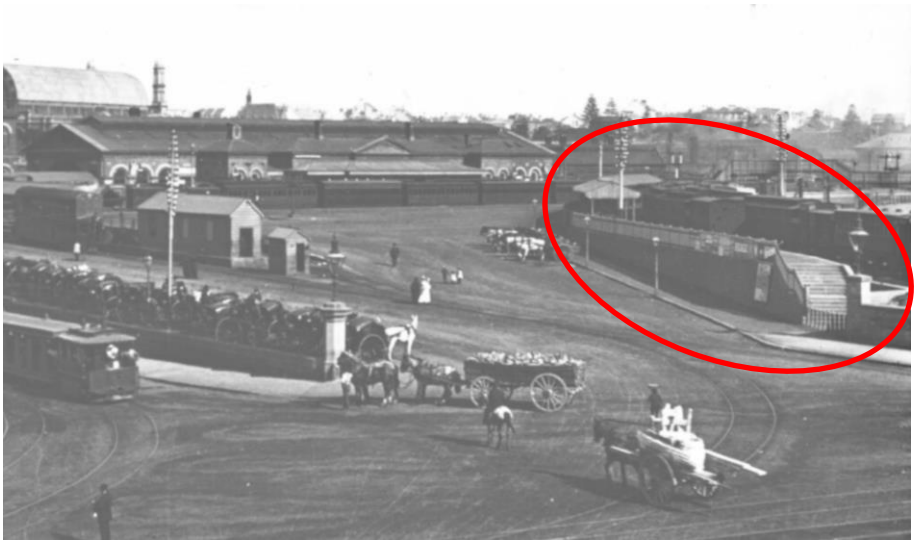


Figure 317. c.1900 photograph of the second Sydney Station. Source: Trove, Identifier: PIC Row 14/3/5 #PIC/11565/151.



Figure 318. c.1900 photograph of the second Sydney Station. Detail of the platform structure is evident. Source: City of Sydney Archives, A-00024357.



Figure 319. C.1900-1906 photograph of the second Sydney Station. Source: SLNSW, Identifier: IE1682756.



Figure 320. C.1900-1906 photograph of the second Sydney Station. Later photo as the addition of an awning structure to the north of the platform retaining wall is visible. Source: Sydney Living Museums, Digital ID: 17420_a014_a01400025.

Key Sources

Singleton, CC December 1941. History of Sydney Railway Station: Part 2 Second Station, 1874-1885, *Australian Railways Historical Society Bulletin*, Vol. 8, No. 50.

1.96 SY0164 (Battery Room)

Item Details	
Year of construction:	c.1872
Alternative names:	Battery Room, Structure
Modifications (with years):	Constructed c.1896
Function:	Battery Room
Construction materials:	Unknown
Demolished/removed (year):	1896-1900

Historical Summary

The structure appears to have been constructed prior to c.1872 and demolished between 1896 and 1900, as it appears only c.1872 and c.1896 maps. It is likely to have been a temporary battery room structure associated with mortuary station, such as a store, switch house or signal box.

Archaeological notes

The structure is rectangular in plan, dating only to c.1896 to c.1900. The structure is likely to have been constructed from temporary materials, such as timber and corrugated iron. However, the structure may have been constructed from more substantial materials, such as brick or stone.

Archaeological Potential

Low Potential

Assessment of significance

Further research about the use of the structure is required to determine an accurate assessment of significance, but it is likely that the structure would demonstrate information about the use of Mortuary Station. Intact and legible subsurface remains have the potential to reach the threshold for state significance as evidence of functional and utilitarian buildings associated with the First Central Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[152] the remains of the structure have the potential to contribute knowledge that no other resource and site can about the second phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

State

Management

[152] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

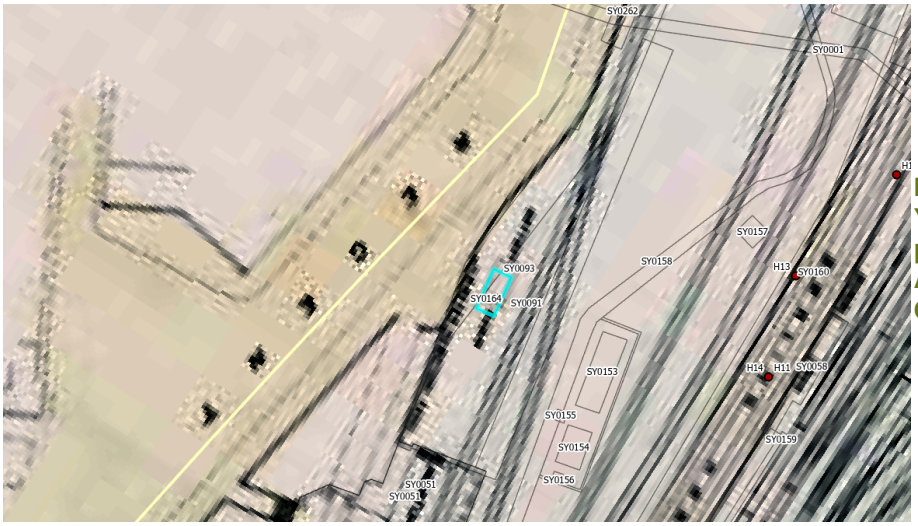


Figure 321. 1896 plan of Sydney Yards, showing the structure. c.1872 plan of Sydney Yard. Source: Antique Print & Map Room, NSW-GSR–234118.

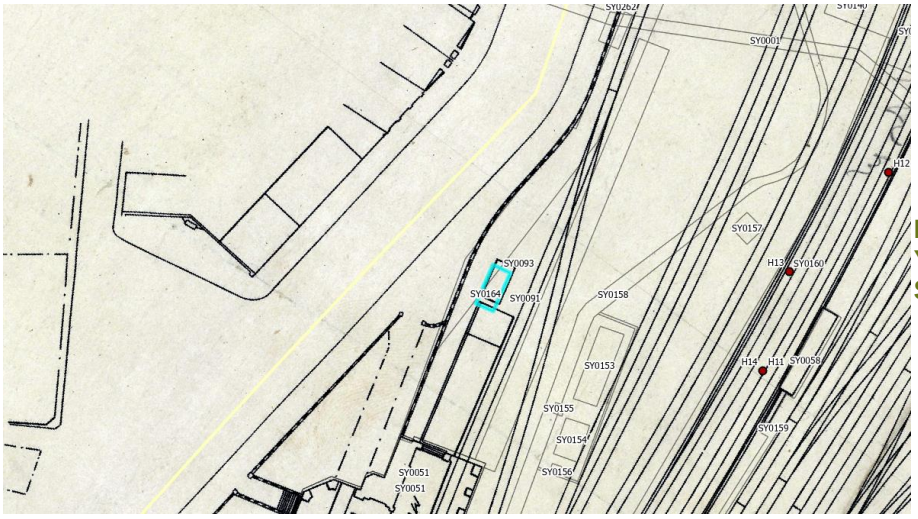


Figure 322. 1896 map of Sydney Yard. Source: SLNSW, SLNSW_FL16812178.

Key Sources

Government Printing Office. c.1872 (1896). *G.S.R. Redfern Station*. Antique Print and Map Room. NSW-GSR–234118. Accessed: https://antiqueprintmaproom.com/product/gsr-redfern-station-government-printing-office/ (12 April 2022).

1.97 SY0165 (Third Eastern Carriage Shed)

Item Details	
Year of construction:	1925
Alternative names:	Eastern Carriage sheds, Eastern Carriage Cleaning Sheds
Modifications (with years):	Unknown
Function:	Cleaning and preparation of carriages
Construction materials:	Brick walls, slate/tile roof, glass windows
Demolished/removed (year):	1986

Historical Summary

The third Eastern Carriage Sheds were constructed following upgrades to Sydney Yard for the Electrification of the Suburban Railways. The recently completed second Eastern Carriage sheds were required to be removed as they were within the footprint of the flyovers constructed as part of the electrification works.

Progress reports in Construction Journals note that the new eastern carriage sheds in Sydney Yard were nearing completion by early December 1925, so they may have been complete in December 1925 or early 1926.

The new Eastern Carriage Sheds were of a similar design to the previous shed and to the Western Carriage Sheds, which comprised large rectilinear brick or concrete buildings with tooth roofs. Eastern Carriage shed was demolished in 1986 (an archival record exists in NSW State Records).

Archaeological notes

Five rail roads led into the shed. The main works associated with carriage cleaning were located above the level of the rails. The building is likely to have included underground inspection pits and drains. It is likely that the walls and any below ground inspection pits survive. Archaeological documentation of remains may not yield further relevant information.

Archaeological Potential

Moderate Potential

Assessment of significance

The Eastern Carriage sheds played a significant role in the Country train business of the NSWGR and were an important part of the working of country passenger trains in their heyday. Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional and utilitarian buildings associated with the Central Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[153] the remains of the structure have the potential to contribute knowledge that no other resource and site can about the third phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

[153] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra

Level of Significance

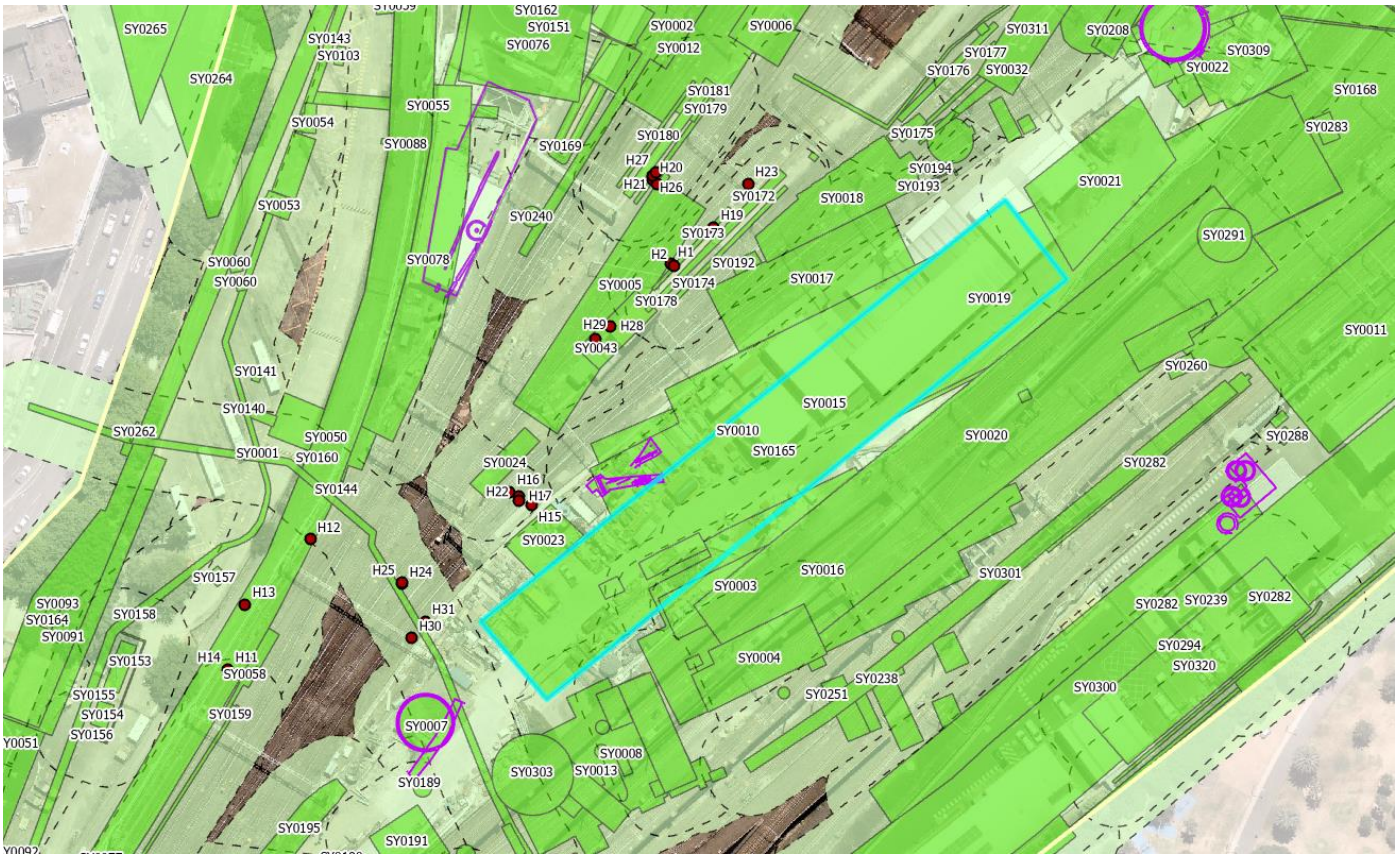
State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

If salvage excavation is required, it must be undertaken in daylight to maximise archaeological visibility and be undertaken as an open area (or open plan) excavation in order to fully record the archaeological remains

Item Location



Key Images

pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Figure 323. Construction of the Flyovers, 4th October 1925, with the third Eastern Carriage Shed in the background Source: SLNSW. *Series 09: Sydney railways and tramways, ca. 1922-1927 / photographed by Arthur Ernest Foster*. A.E. Foster collection SLNSW. FL395076.

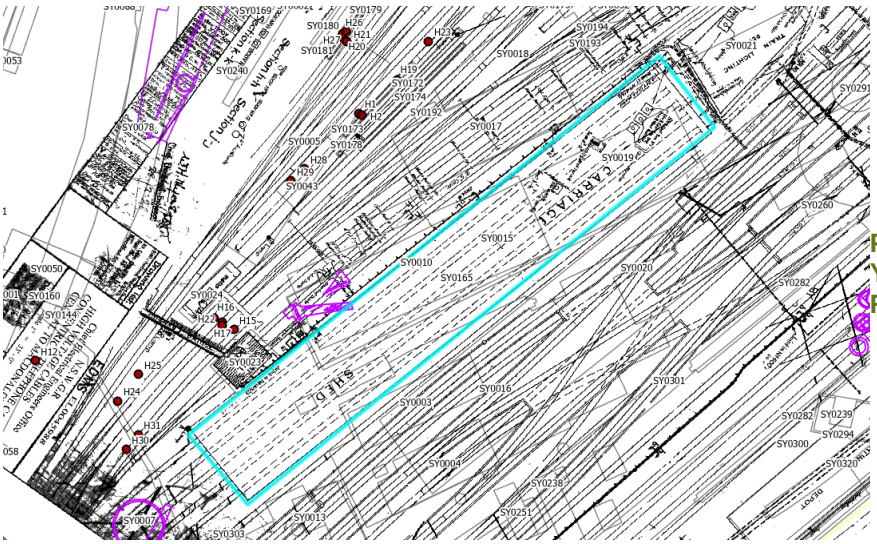


Figure 324. c.1925 N.S.W.G.R. Sydney Yard plan. Source: Sydney Trains Plan Room, EDMS EL0045988.

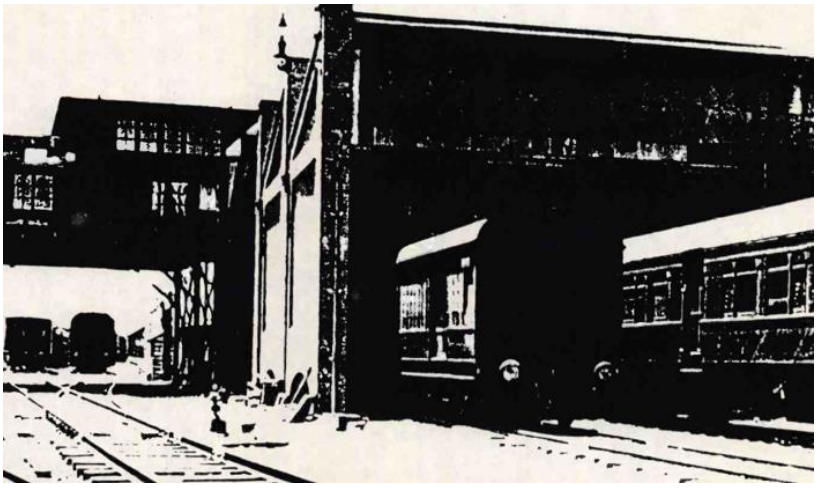


Figure 325. c.1930 image, south-east corner of eastern carriage shed and eastern signal box. Source: Sheedy, David. 1987. Sydney Central Station and Sydney Yard CMP, Part 3.

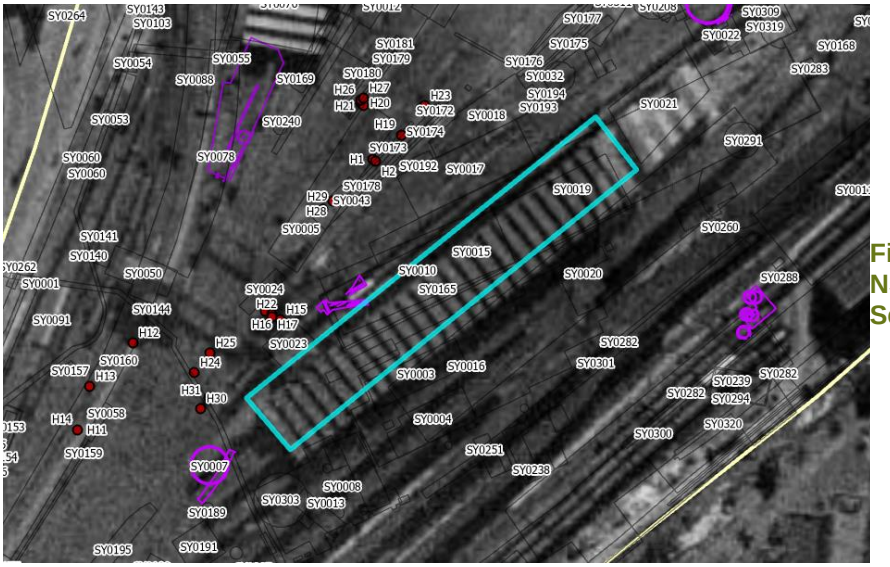


Figure 326. 1943 aerial imagery. Source: NSW Government, NSW Spatial Services.

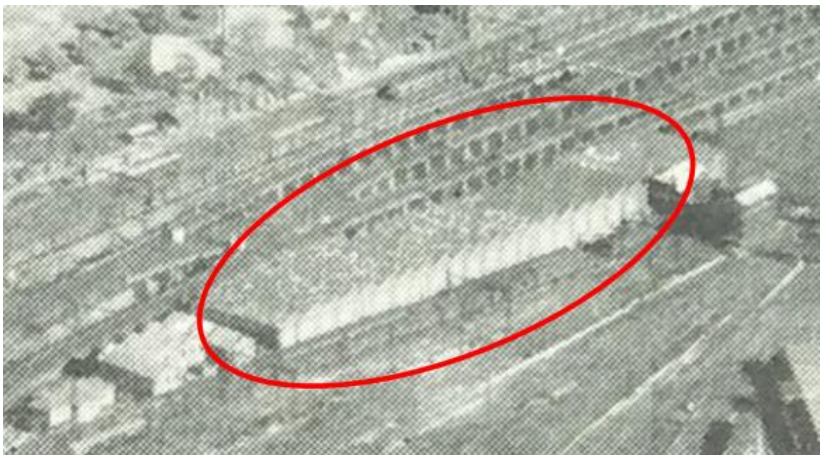


Figure 327. 1947 aerial image of the yards. Source: Department of Railways NSW Annual Report 1946-1947, held in SLNSW.

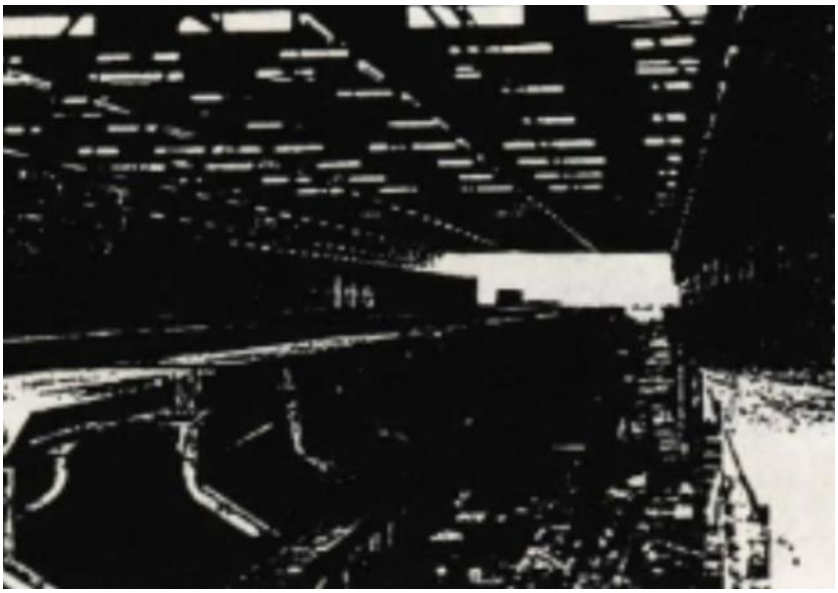


Figure 328. Eastern Carriage Shed, c.1987. Source: Conservation plan and Management study - Central Station, and Sydney Yard - 1 Eddy Avenue Sydney. Howard Tanner and Associates, 1987



Figure 329. Eastern Carriage Sheds, 1967. Source: David Lister, Flickr.

Key Sources

Electrification. (1925, November 16). *The Sydney Morning Herald (NSW: 1842 - 1954*), p. 10. Retrieved April 27, 2021, from http://nla.gov.au/nla.news-article16255002

The Law (1925, December 2). *Construction and Local Government Journal (Sydney, NSW: 1913 - 1930*), p. 7. Retrieved April 27, 2021, from http://nla.gov.au/nla.news-article109761798

Howard Tanner and Associates, 1987. *Conservation plan and Management study - Central Station, and Sydney Yard - 1 Eddy Avenue Sydney.*

1.98 SY0166 (Devonshire Street)

Item Details	
Year of construction:	1830s
Alternative names:	Devonshire Place
Modifications (with years):	Established 1830s, c.1847 extended into Cleveland House, widened in c.1847, repairs, drains and metal stone surface in 1848, stone retaining walls constructed at the corner of Elizabeth and Devonshire Streets in 1849
Function:	Roadway
Construction materials:	Compacted fill, metal stone cobbles, brick drains, stone retaining walls
Demolished/removed (year):	c.1905 when converted into a tunnel

Historical Summary

Devonshire Street was originally established as an access track as part of the subdivision of the Riley Estate in the early 1830s. The street started out as an informal alignment along the southern side of the Jewish and Wesleyan cemeteries within the Devonshire Street Cemetery, providing access to the cemetery from the south. Devonshire Street was extended in c.1840 to provide access to the nearby property of Cleveland House.

From 1847 to 1849, various upgrades to Devonshire Street were undertaken, including repairing, cleaning, levelling and widening, as well as extensions from Elizabeth Street to Crown Street, the construction of new underground drains, formalisation of the surface with metal stone, the construction of stone retaining walls and the construction of a footpath. Further improvement works were undertaken in the late 1850s and early 1860s, including the construction of a culvert from the eastern entrance of the railway station to the goods station on Devonshire Street, forming and ballasting between Elizabeth Street to the railway entrance, construction of a gully shaft. A double track tramline was constructed along Devonshire Street as part of the Botany to Circular Quay line in 1882, with the cobbled surface at the same level as the tram tracks. Devonshire Street was widened again in 1891 at the south-eastern corner of the junction of Elizabeth and Devonshire Streets.

During the construction of the Third Central Station in c.1905 the section of Devonshire Street between Chalmers Street and Pitt Street was demolished to make way for the Devonshire Street Tunnel.

Archaeological notes

It is likely that the archaeological evidence for the northern side of Devonshire Street was removed during the construction of the Devonshire Street Tunnel. However, the southern side of the street, including the drains/culverts, earlier surfaces, cobbles, tram tracks, earlier stream and retaining walls are likely to remain in situ. The tram tracks and cobbled surface were discovered during excavation works for the Central Station Metro in 2019, and it is therefore likely that further evidence of these features have been retained in situ.

Archaeological Potential

High – Tram tracks, cobbles, drains/culverts

Low-Moderate – Stream, earlier surfaces, retaining walls

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for state significance as evidence of streets and services associated with the Central Station. The remains have research value for their potential to demonstrate construction techniques, as well as facilities and services provision over time.

In response to Bickford and Sullivan's questions about research potential,[154] the remains of the street have the potential to contribute knowledge that no other resource and site can about the first, second and third phases of Sydney Station, as well as answer broader questions relating to the development of roads and infrastructure in NSW.

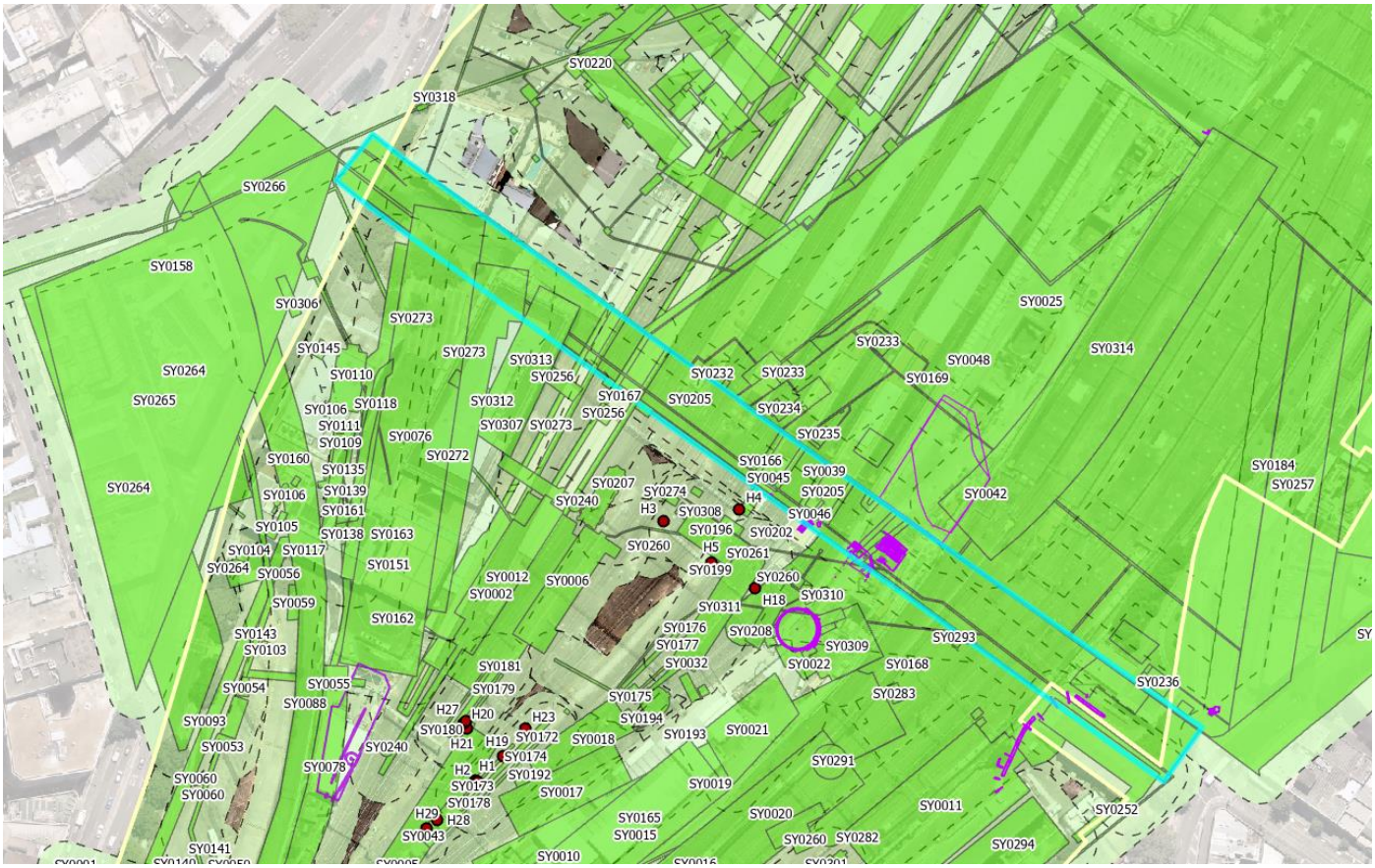
Level of Significance

State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

[154] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

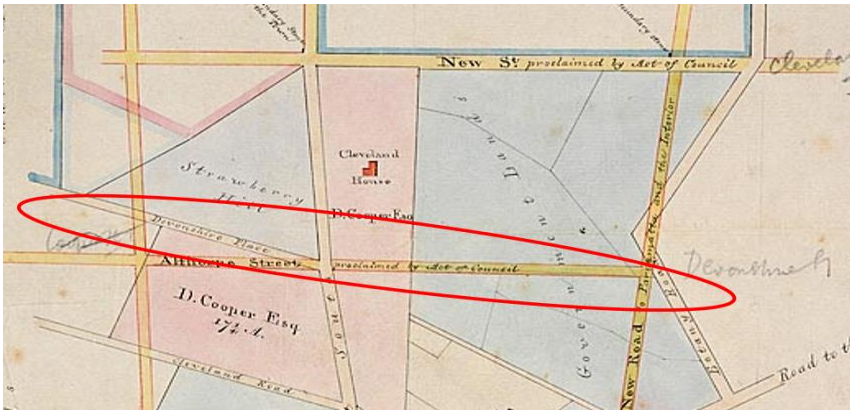


Figure 330. An 1835 "Sketch shewing the lines of the new streets forming in Sydney". Although the plan shows proposed new streets, the majority of these were never constructed, but Devonshire Street is shown as Devonshire Place. Source: SLNSW. *Sketch shewing the lines of new streets forming in Sydney*. Bemi, P.L. NSW State Library. FL9149213.



Figure 331. 1847 plan of Sydney St Lawrence, showing the proposed widening of Devonshire Street –"Sketch of the proposed new streets across the Cleveland Estate". Source: Sketch book 4 folio 220, NSW State Archives and Records.

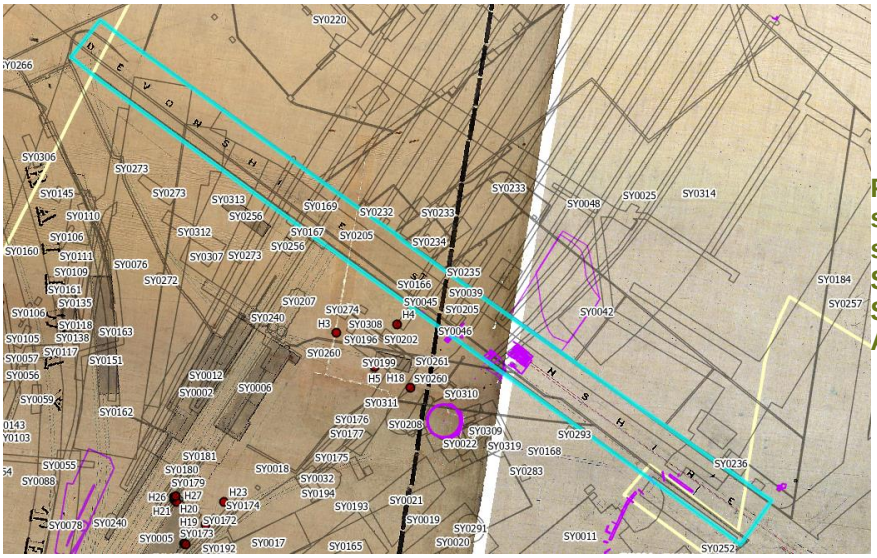


Figure 332. Devonshire Street c.1865, showing the brick drain along the southern side of the street. Source: Sheets S1 and S2, Trig Survey of Sydney, City of Sydney Archives. A-00880408 & A-00880407.



Figure 333. Photograph dating to after 1891, taken from Chalmers Street along Devonshire towards Pitt Street. Source: Kerry & Co. "Sydney Streets and Buildings, 1861-Ca.1900, No 39 Devonshire St." State Library of New South Wales. Sydney.

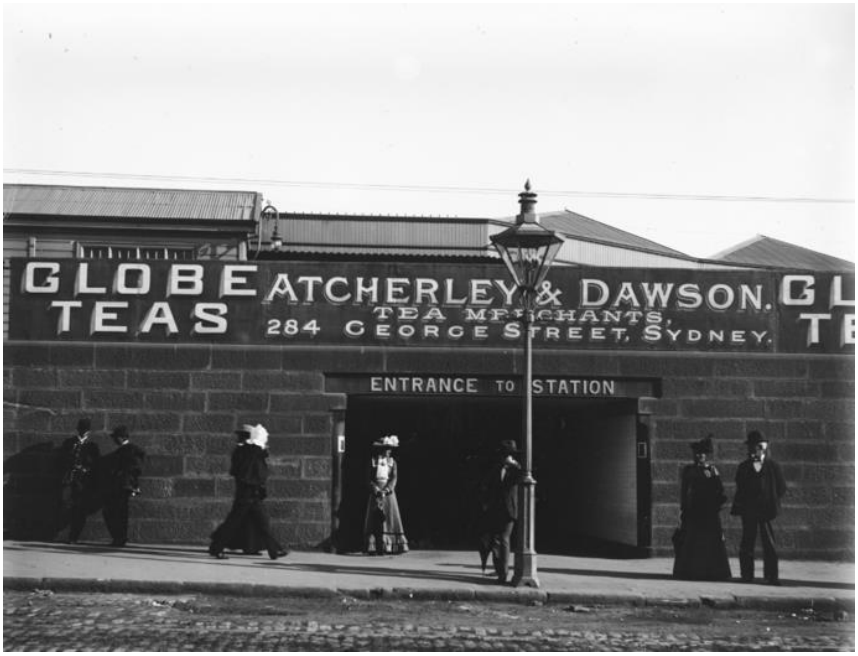


Figure 334. A c.1900 photograph showing the former Devonshire Street entrance to old Redfern Station, with Devonshire Street in the foreground. Source: SLNSW. Box 14: Royal Australian Historical Society : photonegatives, ca. 1900-1925 ca. 1900-1925 ON 260/375-430. FL8952460.

Key Sources

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City Council (1851, January 25). *The People's Advocate and New South Wales Vindicator* 6. Retrieved July 15, 2020, from http://nla.gov.au/nla.news-article251531306.

Keenan, David R. (David Robert) (1991). *City lines of the Sydney Tramway system*. Transit Press, Petersham, N.S.W. 57.

Report of Improvement Committee. (1848, November 10). *The Sydney Morning Herald (NSW : 1842 - 1954)*, p. 2. Retrieved April 27, 2021, from http://nla.gov.au/nla.news-article12904797

Report (1849, October 8). *The Argus (Melbourne, Vic. : 1848 - 1957*), p. 4. Retrieved April 27, 2021, from http://nla.gov.au/nla.news-article4771468

Zelinka, Sue. Tender sympathies : a social history of Botany Cemetery and the Eastern Suburbs Crematorium. Hale & Iremonger, Sydney, 1991.

1.99 SY0167 (Station Boundary Fence)

Item Details	
Year of construction:	1880
Alternative names:	Devonshire Street fence
Modifications (with years):	Unknown
Function:	Access control
Construction materials:	Sandstone base and pillars, iron railings
Demolished/removed (year):	c.1905 during construction of the tunnel

Historical Summary

In 1880, a stone wall with iron railings was constructed along the outside of the Central Station yard and the Devonshire Street cemetery. This fence is discernible in late nineteenth and early twentieth-century photographs, showing the low stone wall, railings and entrance pillars to the station yard. The gates and fence were erected in order to control access to the station yard.

During the construction of the Third Central Station in c.1905, the section of Devonshire Street between Chalmers Street and Pitt Street, including the fencing, was demolished to make way for the Devonshire Street Tunnel.

Archaeological notes

Remains of the stone wall were found in situ during previous Central Station Metro excavations in 2018-2020. Therefore, it is likely that more of the base of the stone wall and pillar bases along the south side of Devonshire Street has remained in situ, although the iron railings and pillars are likely to have been removed, relocated or redeposited ex situ.

Archaeological Potential

High Potential

Assessment of significance

Significant for their ability to demonstrate the location of the boundary and access points at Central Station. Intact and legible subsurface remains have the potential to reach the threshold for state significance as evidence of the boundaries of Central Station. The fencing has research value for its potential to demonstrate construction techniques and changes over time.

In response to Bickford and Sullivan's questions about research potential,[155] the remains of the structure have the potential to contribute knowledge that no other resource and site can about the second phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

[155] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

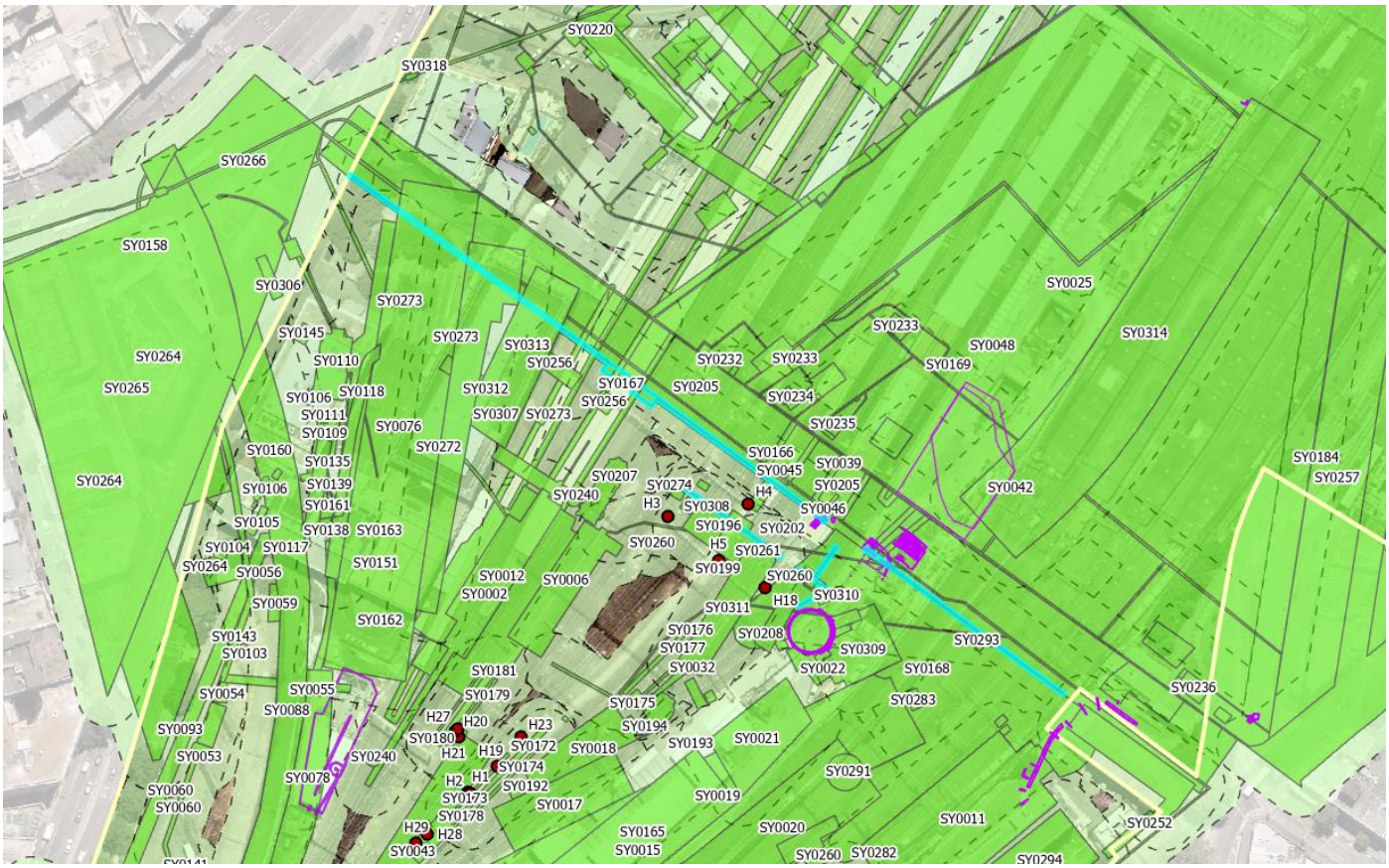
Level of Significance

State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images



Figure 335. Photograph dating to after 1891, taken from Chalmers Street along Devonshire towards Pitt Street. Source: Kerry & Co. "Sydney Streets and Buildings, 1861-Ca.1900, No 39 Devonshire St." State Library of New South Wales. Sydney.



Figure 336. Photograph showing the fence along the south-east end of Devonshire Street, on the right of the photograph. Source: King, Henry. "Railway Station, Redfern Sydney." 39/71 Tyrrell Inventory Number, 1243 King Studio Number, Museum of Applied Arts and Sciences. Sydney, 1891-1901.

Key Sources

Public Works and City Improvements (1880, May 20). *The Sydney Morning Herald (NSW : 1842 - 1954)*, p. 7. Retrieved July 15, 2020, from http://nla.gov.au/nla.news-article13460464

1.100 SY0168 (Station Yard Cobbled Surface)

Item Details	
Year of construction:	c.1870s
Alternative names:	Paving
Modifications (with years):	
Function:	Paving to support traffic in and around the goods yard
Construction materials:	Cobbled Stone
Demolished/removed (year):	c.1906

Historical Summary

Photographs of the area of the Second Station goods yard show a paved surface. There is no evidence of when this was installed, but it was in situ in the early 1870s, and presumably earlier, as a heavily trafficked areas such as a goods yard would need to be paved. The paving may have been installed during the extensive excavations of Sydney Yard undertaken over 1864-1865

Archaeological notes

Archaeological remains of the cobbled surface were located in the Sydney Metro CSM Station Box excavations and it is possible that other areas around Central may contain examples of cobble paving.

Archaeological Potential

Moderate Potential

Assessment of significance

Significant for their ability to demonstrate the location of work areas at Central Station. The cobblestone surface has limited research value but are of importance in demonstrating the various functional work areas at Central. The cobblestone surface has research value for its potential to demonstrate construction techniques.

In response to Bickford and Sullivan's questions about research potential,[156] the remains of the cobblestone yard have limited potential to contribute knowledge that no other resource and site can about the second phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

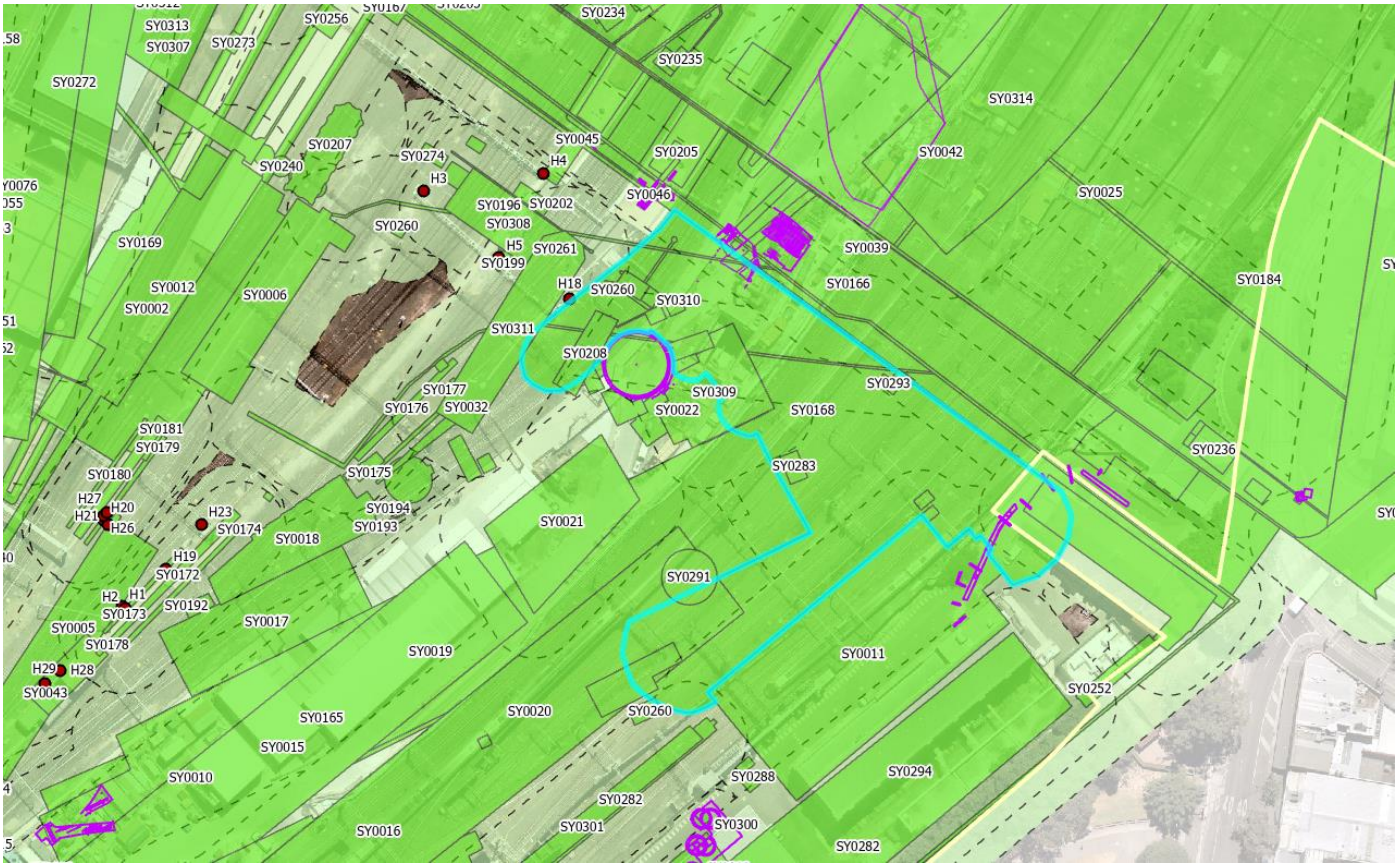
State

Management

[156] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images



Figure 337 Section of cobbled paving from the Goods Yard. Source: Hazell, Guy. "Turntable CSM", Orthophoto and Plan Guy Hazell for Artefact, Sydney Metro, 2019.

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

1.101 SY0169 (Central Station Platforms)

Item Details	
Year of construction:	1902-1906
Alternative names:	Country Platforms, Central Electric Platforms
Modifications (with years):	Various
Function:	Loading passengers and parcels off and on trains
Construction materials:	Brick masonry and concrete. Asphalt surface. Soil/sand infill.
Demolished/removed (year):	Platforms 13 and 14 were removed in 2019

Historical Summary

Platforms 1-15 were part of the original station design. A construction section of Platforms 1-13 shows different methods of construction. The section from the end of the line to the underground baggage tunnel was constructed as a simple brick masonry structure resting on concrete footings with a concrete platform surface with an asphalt walking surface. Between the baggage tunnel and the Devonshire Street tunnel the platform construction was of a vaulted brick wall resting on deep concrete footings. Sections of Platform 13, 14 and 15 exposed in the Sydney Metro CSM Station Box excavations confirm that this was the built form.

The core of the platforms is recorded as being of sand. The platforms were linked by two underground Baggage tunnels one at the station end and one mid-platform. These were innovations to avoid the difficulties of mixing baggage and baggage trolleys with passengers. Lifts were provided to move the baggage onto the platforms. Originally the Baggage tunnel extended only as far as Platform 12-13 but later these were extended to include 14 and 15 and then the City Rail platforms.

The original intention was to enclose the platforms in a large arched canopy like those in Europe (e.g. Dresden, Helsinki) but in an economy measure this was reduced to platform canopies which seems to have been altered over time.

Platform 1 was used as the main arrival and departure platform for the most important express and special trains. With the rise in commuter travel the horse and carriage platforms were converted into Platforms 14 & 15 in 1914.

Porters and carriage cleaners were also involved in the preparation of carriages for journeys from Central Station. A room for cleaning water bottles and glasses was opened in August 1913. The cleaned bottles were filled with clean cold water in the bottle room on the outer end of Platforms 10 and 11, adjacent to the carriage cleaners' store.

Platforms 1-15 originally all had timber platform awnings, clad with corrugated iron. Timber was used instead of steel due to the high cost of importing this material at the time of construction. The awnings on Platforms 4-15 are predominantly original whereas the roofing of the cantilever awning on Platform 1 and the self-supporting awning on Platform 2/3 was replaced in the 1990s. The awning structure of each platform was originally painted in a different colour scheme, which may have been carried through into staff uniforms. Platforms 12/13 and 14/15 were truncated at the northern end after 1980 when escalators were introduced on the Platform Access Area.

Platforms 8-9, 10-11 and 14-15 were extended past the Devonshire Street tunnel c.1989 using concrete structures. The skylights on Platforms 8/9 and 10/11 were removed when these platforms were extended in the late 1990s prior to the Olympics.

Platforms 13, 14 and 15 were removed as part of the Central Station Metro Station Box excavation.

Archaeological notes

The archaeology of the railway platforms – particularly the removal of Platforms 13, 14 and 15 – demonstrated that the interiors of the platforms were fill and there were no hidden structures inside. There was some evidence of change such as lengthening and alterations to accommodate changes to the baggage tunnels. This evidence was not particularly important and duplicated historical documentation of the changes.

However, all the platforms overlie the location of the Devonshire Street Cemetery. Platform structures within the CSM Station Box excavation footprint have been removed leaving Platforms 1 to 12 to overlie potential remains from the Devonshire Street Cemetery. Based on the results of the Central Station Metro archaeological excavations it is clear that the area above the top of the railway formation does not have the potential to contain remains from the Devonshire Street Cemetery. Below this area there is a much greater potential for remains to occur.

Archaeological Potential

Low Potential (in the areas above the top of the railway formation).

High potential (in areas below this depth)

Assessment of significance

The overall layout of these platforms conforms to their c 1906 design and some of the original fabric of these platforms remains in situ. The evidence of subsequent changes is not intrusive and is legible. Such changes demonstrate the evolution of the railways since the establishment of the c 1906 third Sydney Station, which is a key element of the overall significance of Central Station. Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of functional and utilitarian structures associated with the Third Central Station. The platforms have research value for their potential to demonstrate their original use, construction techniques and changes over time.

In response to Bickford and Sullivan's questions about research potential,[157] the remains of the platforms have the potential to contribute knowledge that no other resource and site can about the third phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

Local

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

A detailed a comprehensive archaeological management plan will need to be prepared for all work in this area below the level of the existing railway track. This would outline procedures for undertaking any salvage archaeological work related to the discovery of human remains.

Appropriate permits to exhume would need to be obtained from NSW Health.

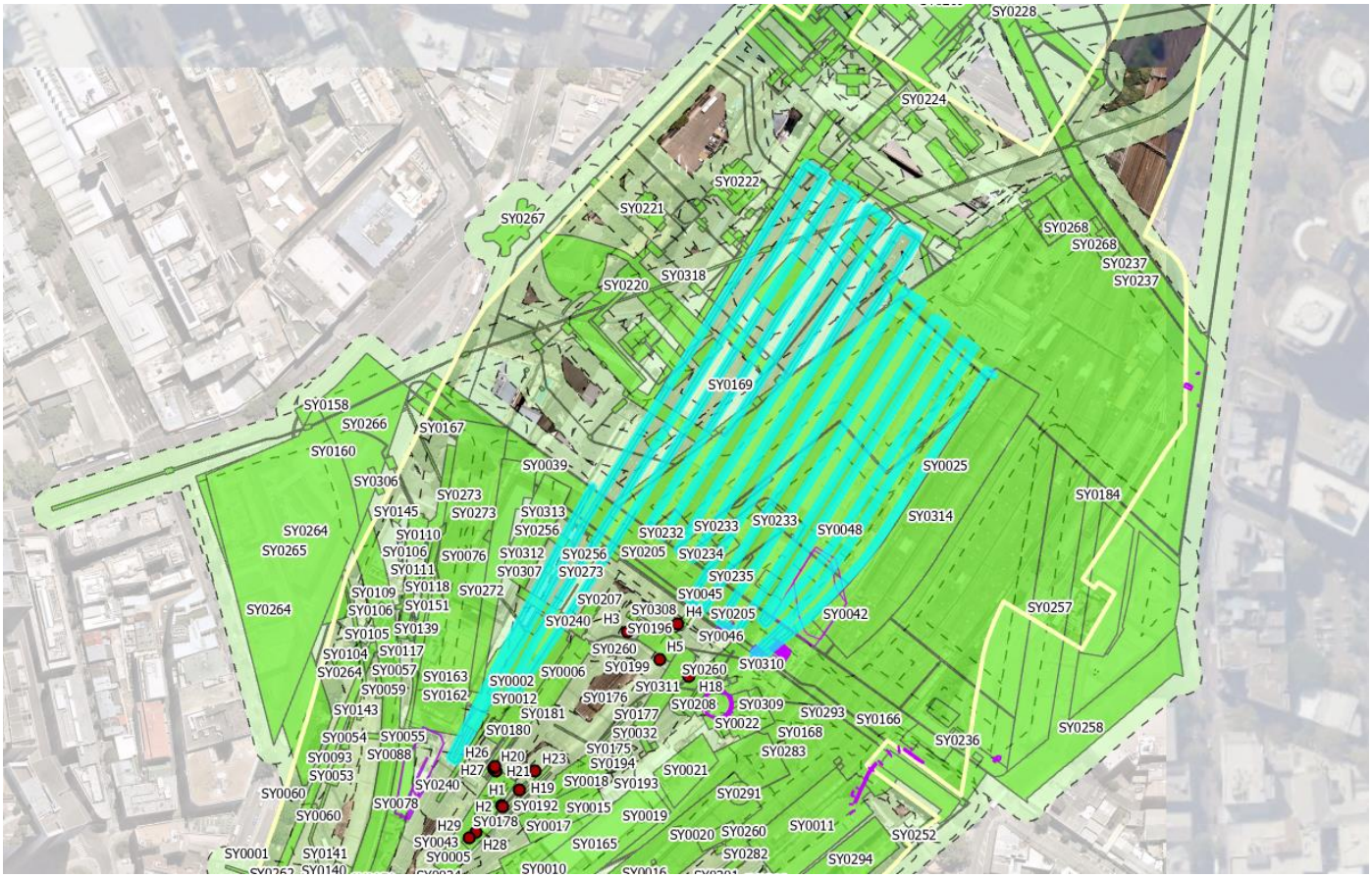
In addition, the NSW Coroner would need to be advised and asked whether they had an interest.

An Exhumation Management Plan should provide a comprehensive guide to how these matters should be addressed.

Work above the level of the railway track should be archaeologically monitored and if remains if archaeological remains are located then they should be archaeologically recorded and then removed if required.

Item Location

[157] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Key Images

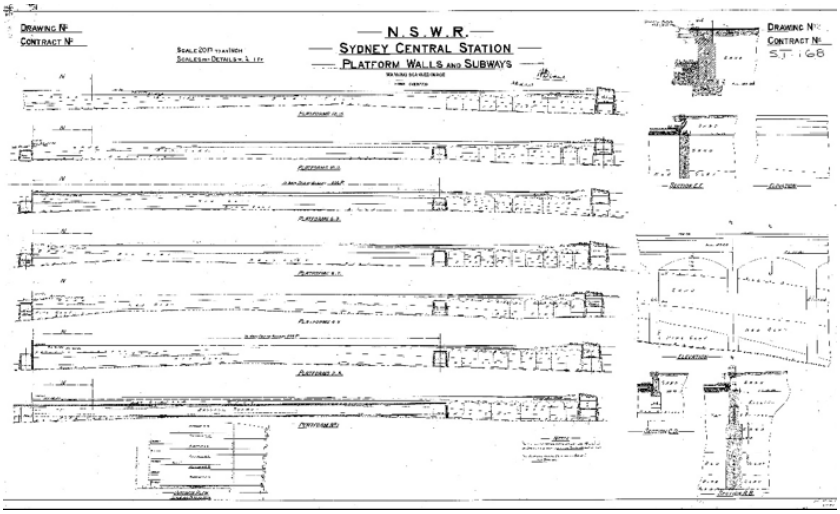


Figure 338. Construction plan for the platforms 1902. Source: Sydney Trains VPR.



Figure 339. Construction detail of Platform 15 exposed in the Central Station Metro Station Box Excavations, 2019. Source: Hazell, Guy. "Turntable CSM", Orthophoto and Plan Guy Hazell for Artefact, Sydney Metro, 2019.

Key Sources

Dean, W. "*Sydney Central Station: Platform Walls and Subways*." In N.S.W.R. Drawing No 2 ST 168. Sydney, 1902.

Rappoport, Paul. *Conservation Management Plan of Mortuary Station Regent Street, Chippendale* Paul Rappoport Architect P/L (Sydney: 2000).

1.102 SY0170 (Animal Bones)

Item Details	
Year of construction:	N/A
Alternative names:	Bones
Modifications (with years):	Various
Function:	Refuse
Construction materials:	Bone
Demolished/removed (year):	Various

Historical Summary

Prior to the creation of the first Sydney Terminal railway station, the site was a grazing area known as the Government Paddock or Cleveland Paddocks, used for pasturing animals. Horses were also used extensively in the vicinity of the first, second and third stations well into the twentieth century. Animal bones can enter the site as random discards, or rubbish deposits or from animals simply dying there. Therefore a small quantity of animal bone can be expected during any excavation work, mostly as rubbish.

Archaeological notes

The key issue is that the discovery of a bone at Central can result in a process where the bone is suspected of possibly being human, work ceases, the Police are called, and the bone makes its way to the Coroner for identification. This procedure is appropriate for some areas of the site – particularly the area of the Devonshire Street Cemetery – however most bones excavated at Central are not human.

Animal bones are readily identified by a competent archaeologist. When archaeologists are present, they should be consulted, meaning that the process of calling the Police can be avoided and work can progress with minimal delay.

Archaeological Potential

Moderate Potential

Assessment of significance

Animal bones are likely to represent intentional or casual discard of food waste. They are not likely to be associated with an assemblage of similar material in a refuse pit due to the use of the study area as a railway station, rather than for domestic use. Therefore, such remains are likely to represent discarded rubbish which would demonstrate little archaeological information about ways of life or food consumption.

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of functional and utilitarian buildings associated with all phases of the site. Animal bones have some research value for their potential to demonstrate consumption and deposition activities.

In response to Bickford and Sullivan's questions about research potential,[158] the remains of animal bones have the potential to contribute knowledge that no other resource and site can about the phases of occupation of the site, as well as answer broader questions relating to the consumption patterns in NSW.

[158] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra

Level of Significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.
For bones within the footprint of the Devonshire Cemetery (SY0025 to SY0031) the process for unexpected discovery of potential human remains should proceed.

For all other areas, a competent archaeologist with experience in identifying animal bones (note this may not necessarily be the Excavation Director) should examine the bone, photograph it and note key marks (such as cut marks). Identification of species should be with reference to a standard reference such as Animal Bones in Australian Archaeology: a Field Guide to Common Native and Introduced Species as well as Human Osteology. The location of the find should be recorded.

Once positively identified as an animal bone, the bone can then be discarded, and work continued.

If there is any doubt in identification, then under the precautionary principle the methodology for the unexpected discovery of potential human remain should be implemented.

Key Sources

Bass, William M. *Human Osteology: a Laboratory and Field Manual*. 4th ed. Columbia: Missouri Archaeological Society, 1995.

Fillios, Melanie, and Natalie Blake. *Animal Bones in Australian Archaeology a Field Guide to Common Native and Introduced Species*. Sydney: Sydney University Press, 2015.

pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

1.103 SY0172 (Coal Stage, Platform 8)

Item Details	
Year of construction:	Pre 1910
Alternative names:	Coal Chute, Coal Stage
Modifications (with years):	Unknown
Function:	Replenishing coal for locomotives
Construction materials:	Welded metal axles, wheels, brackets, bolts, concrete and mortar surfaces
Demolished/removed (year):	Unknown

Historical Summary

The construction date of the coal chute and stage to the south of Platform 8 is unknown, however a coal stage was located in the area from at least 1910 and probably earlier. The coaling stage is likely to have been constructed c.1906 when the Third Central Station opened. The date of demolition or removal of the coal stage and chute is unknown, however, it is likely to have occurred by the 1970s with the disuse of steam locomotives.

Archaeological notes

Remnants of the coal chute would consist of metal axles, wheels, brackets and bolts, and concrete and mortar surfaces. The extent of demolition (if any) following the disuse of steam locomotives from the 1970s is not known but presumably the footings of the coal stage may survive.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for local significance as evidence of infrastructure related to the third and latest phase of development of Sydney/Central Station. In this case, the coal stage, if complete, would demonstrate the means of rapidly replenishing the coal supplied for locomotives. The structure also has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[159] the remains of the coal stage have the potential to contribute knowledge that no other resource and site can about the third phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

Local

[159] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

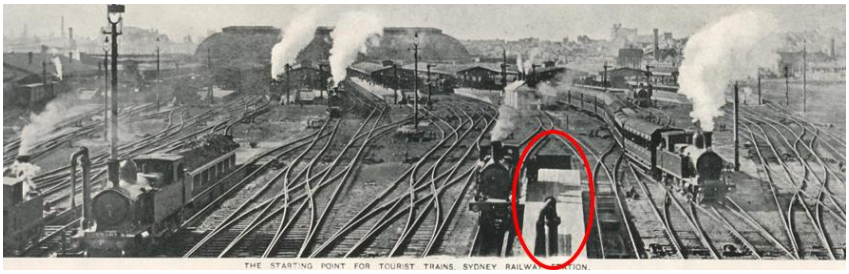


Figure 340. 1910 photograph of Sydney Yard, showing the coal stage (circled). Source: John Oakes, Sydney Mail Collection, Australian Railway Historical Society.

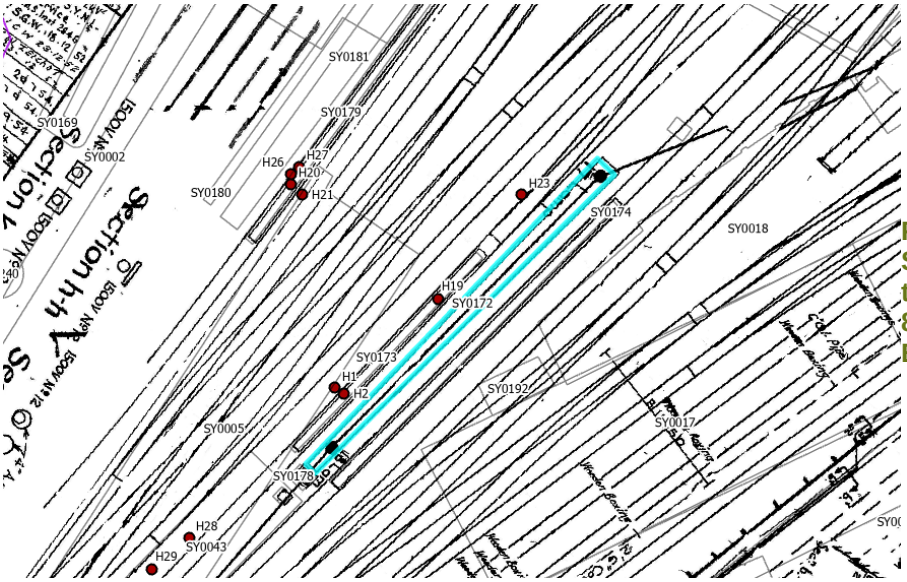


Figure 341. A cleaned 1928 plan of Sydney Yard showing the location of the coal stage to the south of Platform 8. Source: Sydney Trains VPR, EDMS EL0045988.

Key Sources

Sydney Trains VPR. Chief Engineers Office, 1928. N.S.W.G.R. High Voltage Cables, Concentric & Telephone Cables, Central to McDonald town. Plan B/27846. EDMS EL0045988.

1.104 SY0173 (Ash Pit, Platform 8)

Item Details	
Year of construction:	Pre 1910
Alternative names:	
Modifications (with years):	Unknown
Function:	Depositing ash during cleaning locomotives
Construction materials:	Brickwork – cambered floor and brick walling, brick drain, with metal plates
Demolished/removed (year):	Unknown

Historical Summary

The construction date of the ash pit to the south of Platform 8 is unknown, but pictorial evidence indicates a date prior to 1910. The ash pit is likely to have been constructed c.1906 when the Third Central Station opened.

The date of demolition or removal of the ash pit is unknown; however, it is likely to have been used until electrification in c.1925 and demolition is likely to have occurred by the 1970s with the disuse of steam locomotives.

Archaeological notes

Remains of the ash pit would consist of brickwork and associated ash deposits. The extent of demolition (if any) following the disuse of steam locomotives from the 1970s is not known but presumably the footings of the coal stage may survive.

Archaeological monitoring during MTMS 2 works in February 2021 identified two in situ sections of the ash pit: H19 (Intact ash pit with wall, floor and fill) at ULX3 – East Pit and H1 (Brick footing) and H2 (Intact brick floor) at B0+376 / B0+374. The works identified a section of an ash pit comprising cambered brick flooring, English bonded brick walls, brick drain and associated ash fill. There is therefore high potential for further evidence of this ash pit to remain in situ. The identified depth of the centre of the cambered floor was RL 19.481 with the top of the gutter at RL 19.420.

Archaeological Potential

High Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for state significance as evidence of infrastructure related to the third and latest phase of development of Sydney/Central Station. In this case, the ash pit, if complete, would demonstrate the means of rapidly replenishing the coal supplied for locomotives. The structure also has research value for its potential to demonstrate its original use, construction techniques and functions.

The assessment of significance from the MTMS 2 works in February 2021 identified the remains as reaching the threshold for local significance, satisfying Criteria (a) and (g) for their association with the early twentieth-century operation of Central Station.[160]

[160] Mountains Heritage, 2021. *More Trains More Services, Sydney Terminal Area Configuration Historical Archaeological Impact Assessment and Research Design*. Report prepared for TfSNW.

In response to Bickford and Sullivan's questions about research potential,[161] the remains of the ash pit have limited potential to contribute knowledge that no other resource and site can about the third phase of Sydney Station due to the number of ash pits from this period within the station. The ash pit has the potential to answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[161] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

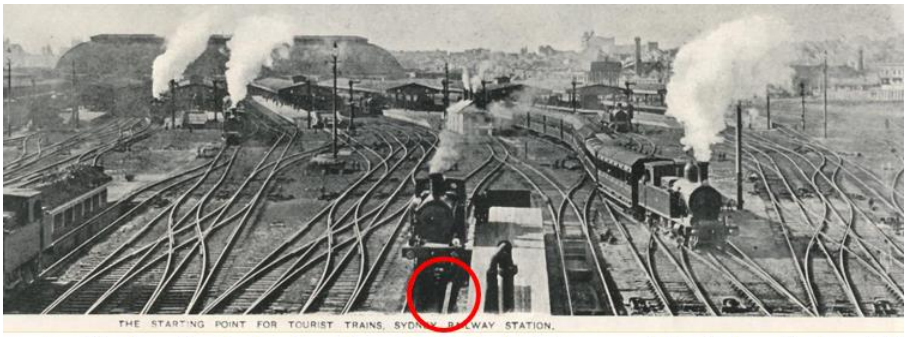


Figure 342. 1910 photograph of Sydney Yard, showing the ash pit (circled). Source: John Oakes, Sydney Mail Collection, Australian Railway Historical Society.

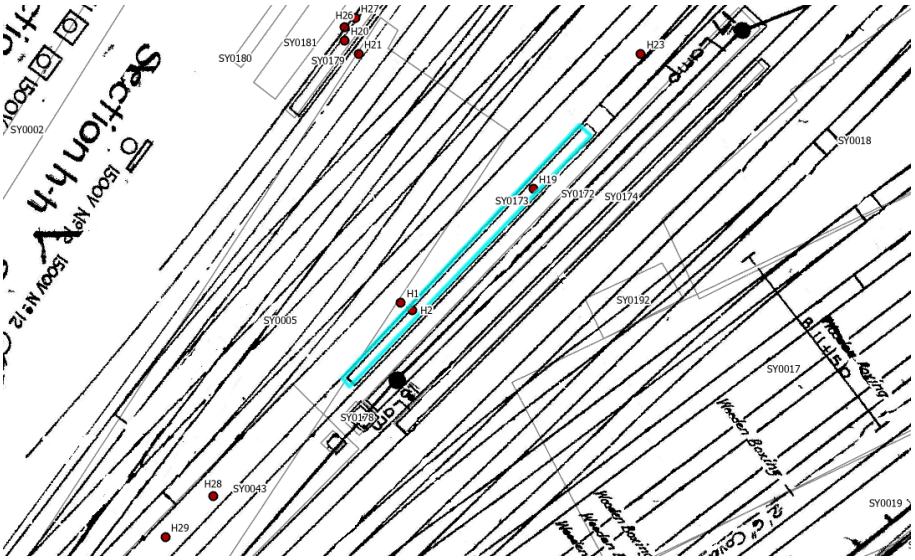


Figure 343. A 1928 plan of Sydney Yard showing the location of the ash pit to the south of Platform 9. Source: Sydney Trains VPR, EDMS EL0045988.



Figure 344. An overlay of the 1928 plan of Sydney Yard showing the location of the ash pit to the south of Platform 8 and the identified remains found during MTMS 2 excavations (H19). Source: Overlay of Mountains Heritage 2021 Sydney Trains VPR.



Figure 345. A photograph of a section of the ash pit identified during excavation for MTMS 2 (H19). Source: Mountains Heritage, 2021, p. 67.



Figure 346. A photograph of a section of the ash pit identified during excavation for MTMS 2 (H1 and H2). Source: Mountains Heritage, 2021, p. 62



Figure 347. A photograph of a section of the wall of the ash pit identified during excavation for MTMS 2 (H1). Source: Mountains Heritage, 2020

Key Sources

Mountains Heritage, 2020. *More Trains More Services, Sydney Terminal Area Reconfiguration (STAR): Discovery of a Brick Footing (H1) during archaeological monitoring at Central Station*. Report prepared for John Holland.

Mountains Heritage, 2021. *More Trains More Services, Sydney Terminal Area Configuration Historical Archaeological Impact Assessment and Research Design*. Report prepared for TfSNW.

1.105 SY0174 (Ash Pit, Platform 9)

Item Details	
Year of construction:	Pre 1910
Alternative names:	
Modifications (with years):	Unknown
Function:	Depositing ash during cleaning locomotives
Construction materials:	Brickwork – cambered floor and brick walling, brick drain, with metal plates
Demolished/removed (year):	Unknown

Historical Summary

The construction date of the ash pit to the south of Platform 9 is unknown, but pictorial evidence indicates a date prior to 1910. The ash pit is likely to have been constructed c.1906 when the Third Central Station opened.

The date of demolition or removal of the ash pit is unknown; however, it is likely to have been used until electrification in c.1925 and demolition is likely to have occurred by the 1970s with the disuse of steam locomotives.

Archaeological notes

Remains of the ash pit would consist of brickwork and associated ash deposits. The extent of demolition (if any) following the disuse of steam locomotives from the 1970s is not known but presumably the footings of the coal stage may survive.

Due to archaeological monitoring during MTMS 2 works in February 2021 identifying an in situ section of the Platform 8 ash pit (SY0173 (Ash Pit, Platform 8)) in trench ULX3 (H19 Intact ash pit with wall, floor and fill). The works identified a section of an ash pit comprising cambered brick flooring, stretcher bonded brick walls, brick drain and associated ash fill. There is therefore high potential for evidence of the ash pit associated with Platform 9 to remain in situ. The depth is likely to be comparative to that of SY0173 (Ash Pit, Platform 8).

Archaeological Potential

High Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for state significance as evidence of infrastructure related to the third and latest phase of development of Sydney/Central Station. In this case, the ash pit, if complete, would demonstrate the means of rapidly replenishing the coal supplied for locomotives. The structure also has research value for its potential to demonstrate its original use, construction techniques and functions.

As the assessment of significance from the MTMS 2 works in February 2021 identified the remains of the Platform 8 ash pit as reaching the threshold for local significance, satisfying Criteria (a) and (g) for their association with the early twentieth-century operation of Central Station, the remains of the Platform 9 ash pit are also likely to reach the threshold for local significance.[162]

[162] Mountains Heritage, 2021. *More Trains More Services, Sydney Terminal Area Configuration Historical Archaeological Impact Assessment and Research Design*. Report prepared for TfSNW.

In response to Bickford and Sullivan's questions about research potential,[163] the remains of the ash pit have limited potential to contribute knowledge that no other resource and site can about the third phase of Sydney Station due to the number of ash pits from this period within the station. The ash pit has the potential to answer broader questions relating to the development of transport infrastructure in NSW.

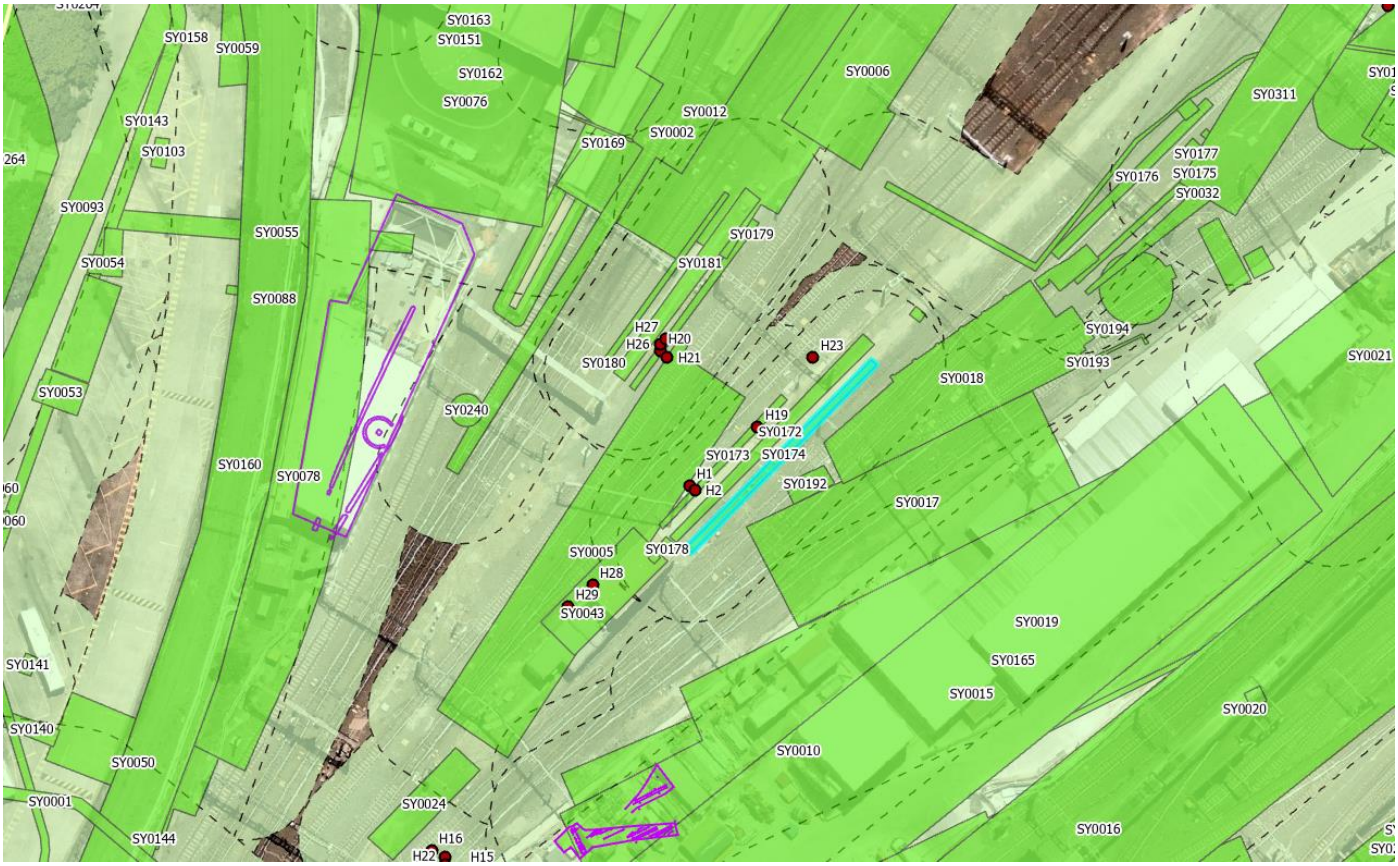
Level of Significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[163] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

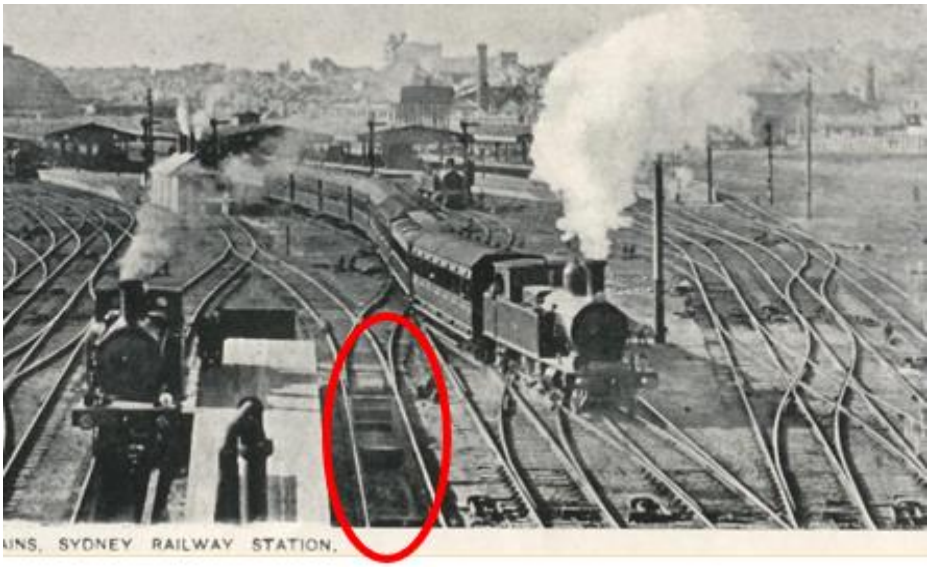


Figure 348. 1910 photograph of Sydney Yard, showing the ash pit (circled). Source: John Oakes, Sydney Mail Collection, Australian Railway Historical Society.

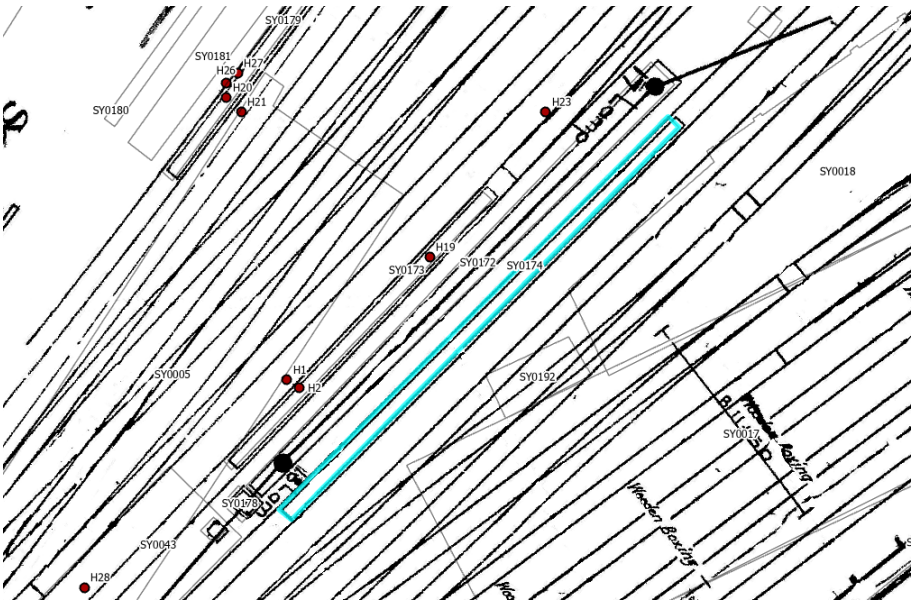


Figure 349. A 1928 plan of Sydney Yard showing the location of the ash pit to the south of Platform 9. Source: Sydney Trains VPR, EDMS EL0045988.



Figure 350. An overlay of the 1928 plan of Sydney Yard showing the location of the ash pit to the south of Platform 8 and the identified remains found during MTMS 2 excavations (H19). Source: Overlay of Mountains Heritage 2021 using Sydney Trains VPR, EDMS EL0045988.

Key Sources

Mountains Heritage, 2021. *More Trains More Services, Sydney Terminal Area Configuration Historical Archaeological Impact Assessment and Research Design*. Report prepared for TfSNW, p. 33

1.106 SY0175 (Ash Pit, Platform 10 East)

Item Details	
Year of construction:	Pre 1910
Alternative names:	
Modifications (with years):	Unknown
Function:	Depositing ash during cleaning locomotives
Construction materials:	Brickwork – cambered floor and brick walling, brick drain, with metal plates
Demolished/removed (year):	Unknown

Historical Summary

The construction date of the ash pit to the south of Platform 10 East is unknown, but pictorial evidence indicates a date prior to 1910. The ash pit is likely to have been constructed c.1906 when the Third Central Station opened.

The date of demolition or removal of the ash pit is unknown; however, it is likely to have been used until electrification in c.1925 and demolition is likely to have occurred by the 1970s with the disuse of steam locomotives.

Archaeological notes

Remains of the ash pit would consist of brickwork and associated ash deposits. The extent of demolition (if any) following the disuse of steam locomotives from the 1970s is not known but presumably the footings of the coal stage may survive.

Due to archaeological monitoring during MTMS 2 works in February 2021 identifying an in situ section of the Platform 8 ash pit (SY0173 (Ash Pit, Platform 8)) in trench ULX3 (H19 Intact ash pit with wall, floor and fill). The works identified a section of an ash pit comprising cambered brick flooring, stretcher bonded brick walls, brick drain and associated ash fill. There is therefore high potential for evidence of the ash pit associated with Platform 10 East to remain in situ. The depth is likely to be comparative to that of SY0173 (Ash Pit, Platform 8).

Archaeological Potential

High Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for state significance as evidence of infrastructure related to the third and latest phase of development of Sydney/Central Station. In this case, the ash pit, if complete, would demonstrate the means of rapidly replenishing the coal supplied for locomotives. The structure also has research value for its potential to demonstrate its original use, construction techniques and functions.

As the assessment of significance from the MTMS 2 works in February 2021 identified the remains of the Platform 8 ash pit as reaching the threshold for local significance, satisfying Criteria (a) and (g) for their association with the early twentieth-century operation of Central Station, the remains of the Platform 10 East ash pit are also likely to reach the threshold for local significance.[164]

[164] Mountains Heritage, 2021. *More Trains More Services, Sydney Terminal Area Configuration Historical Archaeological Impact Assessment and Research Design*. Report prepared for TfSNW.

In response to Bickford and Sullivan's questions about research potential,[165] the remains of the ash pit have limited potential to contribute knowledge that no other resource and site can about the third phase of Sydney Station due to the number of ash pits from this period within the station. The ash pit has the potential to answer broader questions relating to the development of transport infrastructure in NSW.

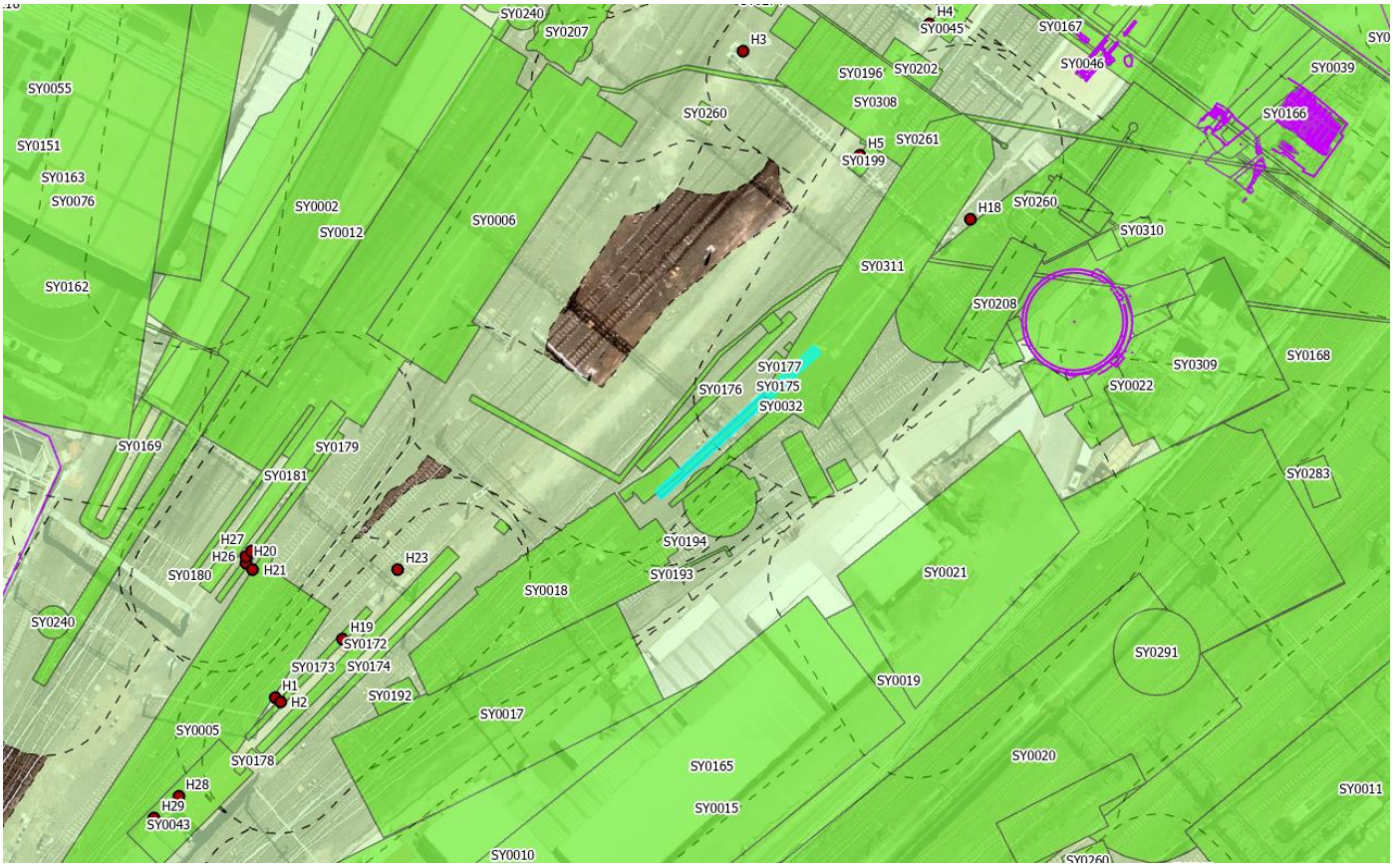
Level of Significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[165] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

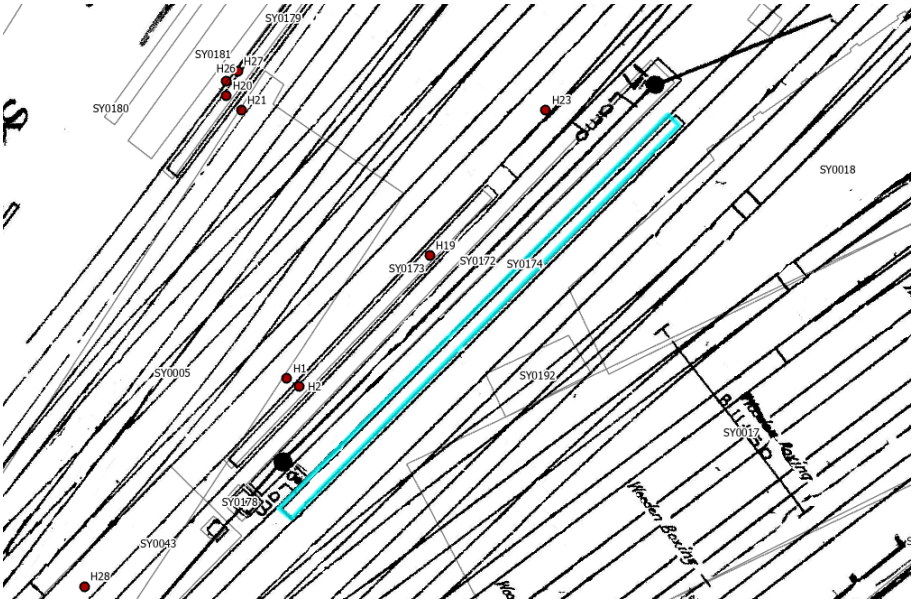


Figure 351. A cleaned 1928 plan of Sydney Yard showing the ash pit. Source: Sydney Trains VPR, EDMS EL0045988.

Key Sources

Mountains Heritage, 2021. *More Trains More Services, Sydney Terminal Area Configuration Historical Archaeological Impact Assessment and Research Design*. Report prepared for TfSNW.

1.107 SY0176 (Ash Pit, Platform 10 West)

Item Details	
Year of construction:	Pre 1910
Alternative names:	
Modifications (with years):	Unknown
Function:	Depositing ash during cleaning locomotives
Construction materials:	Brickwork – cambered floor and brick walling, brick drain, with metal plates
Demolished/removed (year):	Unknown

Historical Summary

The construction date of the ash pit to the south of Platform 10 West is unknown, but pictorial evidence indicates a date prior to 1910. The ash pit is likely to have been constructed c.1906 when the Third Central Station opened.

The date of demolition or removal of the ash pit is unknown; however, it is likely to have been used until electrification in c.1925 and demolition is likely to have occurred by the 1970s with the disuse of steam locomotives.

Archaeological notes

Remains of the ash pit would consist of brickwork and associated ash deposits. The extent of demolition (if any) following the disuse of steam locomotives from the 1970s is not known but presumably the footings of the coal stage may survive.

Due to archaeological monitoring during MTMS 2 works in February 2021 identifying an in situ section of the Platform 8 ash pit (SY0173 (Ash Pit, Platform 8)) in trench ULX3 (H19 Intact ash pit with wall, floor and fill). The works identified a section of an ash pit comprising cambered brick flooring, stretcher bonded brick walls, brick drain and associated ash fill. There is therefore high potential for evidence of the ash pit associated with Platform 10 East to remain in situ. The depth is likely to be comparative to that of SY0173 (Ash Pit, Platform 8).

Archaeological Potential

High Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for state significance as evidence of infrastructure related to the third and latest phase of development of Sydney/Central Station. In this case, the ash pit, if complete, would demonstrate the means of rapidly replenishing the coal supplied for locomotives. The structure also has research value for its potential to demonstrate its original use, construction techniques and functions.

As the assessment of significance from the MTMS 2 works in February 2021 identified the remains of the Platform 8 ash pit as reaching the threshold for local significance, satisfying Criteria (a) and (g) for their association with the early twentieth-century operation of Central Station, the remains of the Platform 10 West ash pit are also likely to reach the threshold for local significance.[166]

[166] Mountains Heritage, 2021. *More Trains More Services, Sydney Terminal Area Configuration Historical Archaeological Impact Assessment and Research Design*. Report prepared for TfSNW.

In response to Bickford and Sullivan's questions about research potential,[167] the remains of the ash pit have limited potential to contribute knowledge that no other resource and site can about the third phase of Sydney Station due to the number of ash pits from this period within the station. The ash pit has the potential to answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[167] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

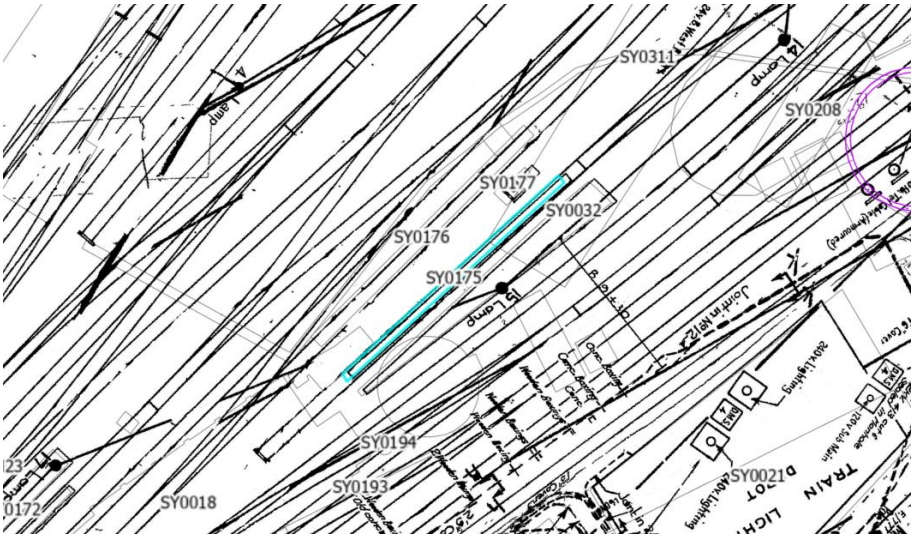


Figure 352. A 1928 plan of Sydney Yard showing the ash pit. Sydney: Sydney Trains VPR, EDMS EL0045988.

Key Sources

Chief Engineers Office. "High Voltage Cables, Concentric & Telephone Cables, Central to McDonald town." Plan B/27846. Sydney: NSWGR, February 1928-1989 1928, Source: Sydney Trains VPR.

Mountains Heritage, 2021. *More Trains More Services, Sydney Terminal Area Configuration Historical Archaeological Impact Assessment and Research Design*. Report prepared for TfSNW.

1.108 SY0177 (Water Crane, Platform 10)

Item Details	
Year of construction:	Before 1925
Alternative names:	Water column
Modifications (with years):	Unknown
Function:	To provide water for the tanks of steam locomotives
Construction materials:	Unknown; likely substantial steel pipe structure with stone or brick base
Demolished/removed (year):	Unknown

Historical Summary

Water cranes were a constant feature of the Sydney yards from their inception, being a necessary feature to provide water to steam locomotives. Throughout the late nineteenth and early twentieth century there was likely a large number of water cranes within the yards, including the subject water column known to be extant by 1928 at the end of platform 10. With the electrification of the rail network and progressive use of electric trains from the 1920s onwards, the need for water cranes gradually decreased. It is assumed that water cranes have been progressively removed over time as they fell into disuse.

Archaeological notes

Remaining evidence of water cranes may include stone footings or bases, and discarded or broken elements of the steel pipe structure, as well as connected water mains and plumbing.

Archaeological Potential

Moderate potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of functional and utilitarian infrastructure associated with Central Station. Any remains have the potential to demonstrate the date, materials and use of the structures. This infrastructure has the potential to provide generations of information about the use of the different Sydney station developments and their yards. The structure also has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[168] the remains of the water crane have limited potential to contribute knowledge that no other resource and site can about the third phase of Sydney Station due to the number of water cranes from this period within the station. The water crane has the potential to answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

[168] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

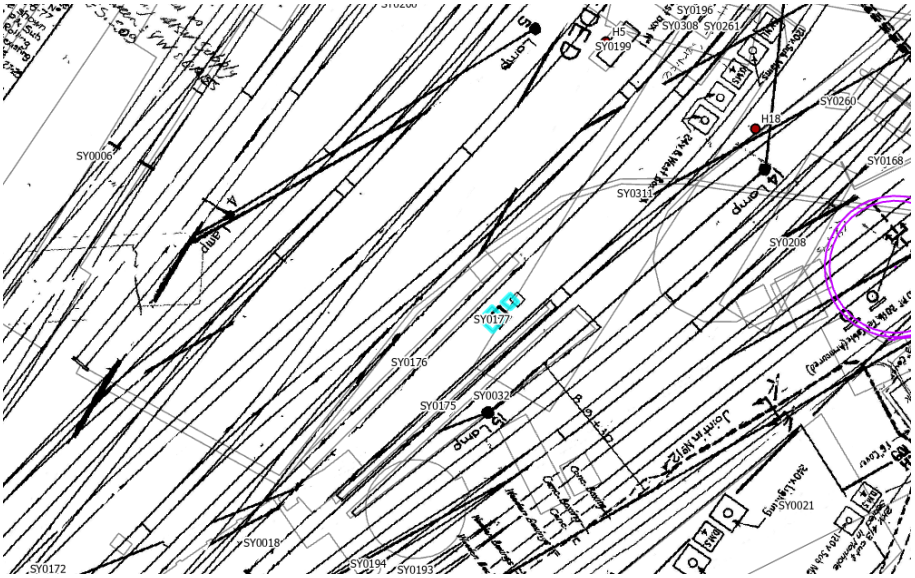


Figure 353. A 1928 plan of Sydney Yard showing the water crane. Source: Sydney Trains VPR, EDMS EL0045988.

Key Sources

Sydney Trains VPR. Chief Engineers Office, 1928. N.S.W.G.R. High Voltage Cables, Concentric & Telephone Cables, Central to McDonald town. Plan B/27846. EDMS EL0045988.

1.109 SY0178 (Water Crane, Platform 8)

Item Details	
Year of construction:	Before 1925
Alternative names:	Water column
Modifications (with years):	Unknown
Function:	To provide water for the tanks of steam locomotives
Construction materials:	Unknown; likely substantial steel pipe structure with stone or brick base
Demolished/removed (year):	Unknown

Historical Summary

Water cranes were a constant feature of the Sydney yards from their inception, being a necessary feature to provide water to steam locomotives. Throughout the late nineteenth and early twentieth century there was likely a large number of water cranes within the yards, including the subject water column known to be extant by 1928 at the end of platform 8. With the electrification of the rail network and progressive use of electric trains from the 1920s onwards, the need for water cranes gradually decreased. It is assumed that water cranes have been progressively removed over time as they fell into disuse.

Archaeological notes

Remaining evidence of water cranes may include stone footings or bases, and discarded or broken elements of the steel pipe structure, as well as connected water mains and plumbing.

Archaeological Potential

Moderate potential

Assessment of significance

Local

Level of Significance

Intact and legible subsurface remains have the potential to reach the threshold for state significance as evidence of functional and utilitarian infrastructure associated with Central Station. Any remains have the potential to demonstrate the date, materials and use of the structures. This infrastructure has the potential to provide generations of information about the use of the different Sydney station developments and their yards.

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

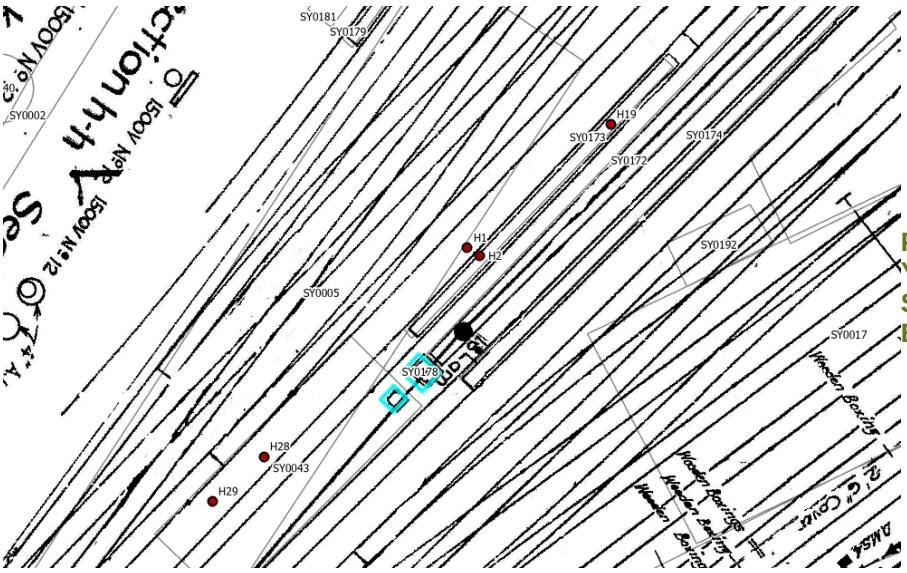


Figure 354. A 1928 plan of Sydney Yard showing the water crane. Source: Sydney Trains VPR, EDMS EL0045988.

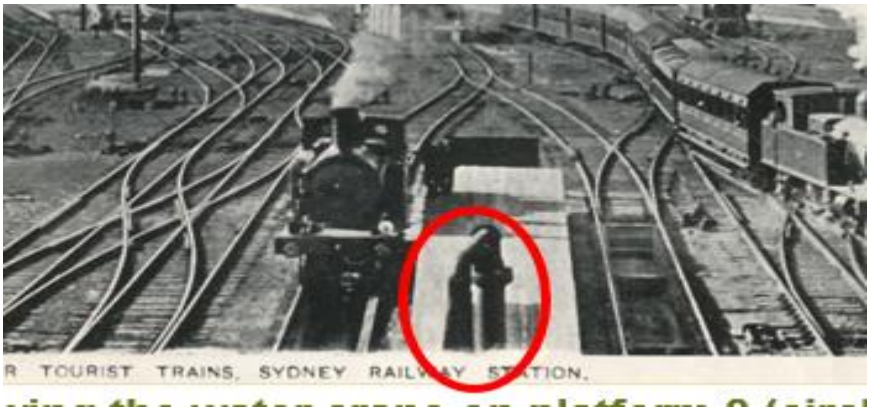


Figure 355. 1910 photograph of Sydney Yard, showing the water crane on platform 8 (circled). Source: John Oakes, Sydney Mail Collection, Australian Railway Historical Society.

Key Sources

Sydney Trains VPR. Chief Engineers Office, 1928. N.S.W.G.R. High Voltage Cables, Concentric & Telephone Cables, Central to McDonald town. Plan B/27846. EDMS EL0045988.

1.110 SY0179 (Ash Pit, Platform 6)

Item Details	
Year of construction:	Pre 1910
Alternative names:	
Modifications (with years):	Unknown
Function:	Depositing ash during cleaning locomotives
Construction materials:	Brickwork – cambered floor and brick walling, sandstone drain, with metal plates
Demolished/removed (year):	Unknown

Historical Summary

The construction date of the ash pit to the south of Platform 6 is unknown, but pictorial evidence indicates a date prior to 1910. The ash pit is likely to have been constructed c.1906 when the Third Central Station opened.

The date of demolition or removal of the ash pit is unknown; however, it is likely to have been used until electrification in c.1925 and demolition is likely to have occurred by the 1970s with the disuse of steam locomotives.

Archaeological notes

Remains of the ash pit would consist of brickwork and associated ash deposits. The extent of demolition (if any) following the disuse of steam locomotives from the 1970s is not known but presumably the footings of the coal stage may survive.

Archaeological monitoring during MTMS 2 works in February 2021 identified an in situ section of the ash pit in trench ULX3 (H20 Intact ash pit with wall, floor and fill). The works identified a section of an ash pit comprising cambered brick flooring, English bonded brick walls, sandstone drain and associated ash fill. There is therefore high potential for further evidence of this ash pit to remain in situ. The level of the centre of the cambered floor was RL 19.69 and the level of the gutter was RL 19.61.[169]

Archaeological Potential

High Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for state significance as evidence of infrastructure related to the third and latest phase of development of Sydney/Central Station. In this case, the ash pit, if complete, would demonstrate the means of rapidly replenishing the coal supplied for locomotives. The structure also has research value for its potential to demonstrate its original use, construction techniques and functions.

[169] Mountains Heritage, 2021. *More Trains More Services, Sydney Terminal Area Configuration Historical Archaeological Impact Assessment and Research Design*. Report prepared for TfNSW.

The assessment of significance from the MTMS 2 works in February 2021 identified the remains as reaching the threshold for local significance, satisfying Criteria (a) and (g) for their association with the early twentieth-century operation of Central Station.[170]

In response to Bickford and Sullivan's questions about research potential,[171] the remains of the ash pit have limited potential to contribute knowledge that no other resource and site can about the third phase of Sydney Station due to the number of ash pits from this period within the station. The ash pit has the potential to answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[170] Mountains Heritage, 2021. *More Trains More Services, Sydney Terminal Area Configuration Historical Archaeological Impact Assessment and Research Design*. Report prepared for TfNSW.
[171] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

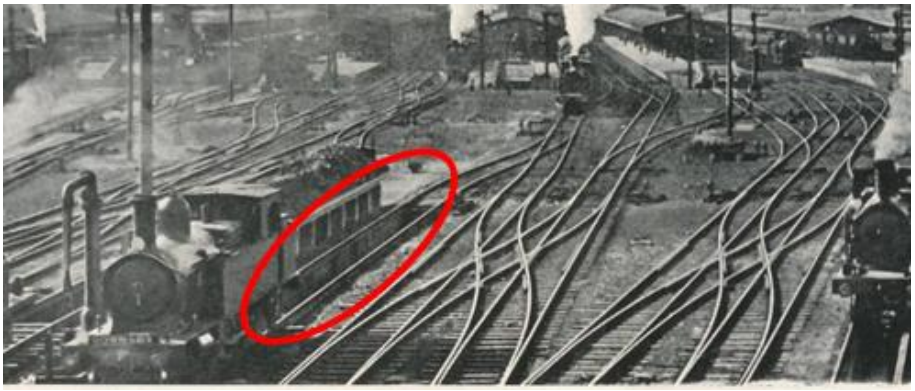


Figure 356. 1910 photograph of Sydney Yard, showing the ash pit (circled) Source: John Oakes, Sydney Mail Collection, Australian Railway Historical Society.

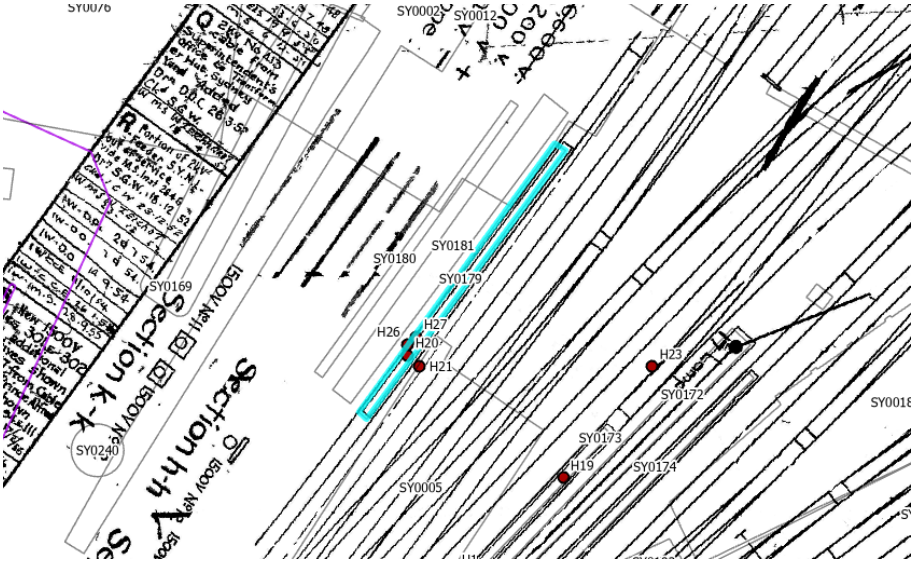


Figure 357. A c.1928 plan of Sydney Yard showing the location of the coal stage to the south of Platform 8. Source: Sydney Trains VPR, EDMS EL0045988.



Figure 358. An overlay of the 1928 plan of Sydney Yard showing the location of the ash pit to the south of Platform 8 and the identified remains found during MTMS 2 excavations (H20).Source: Overlay of Mountains Heritage 2021 using Sydney Trains VPR, EDMS EL0045988.



Figure 359. A c.1925 N.S.W.G.R. Chief Electrical Engineer's Office plan of the Western Carriage Shed and the surrounding railway tracks, showing the location of the ash pit. Source: Sydney Trains VPR, B/27846, 0045989_T0C.



Figure 360. A photograph of a section of the ash pit identified during excavation for MTMS 2 (H20). Source: Mountains Heritage, 2021, p. 19.



Figure 361. A photograph of the disturbed brick footing cut by the section of the ash pit identified during excavation for MTMS 2 (H20). Source: Mountains Heritage, 2021, p. 73.

Key Sources

Mountains Heritage, 2021. *More Trains More Services, Sydney Terminal Area Configuration Historical Archaeological Impact Assessment and Research Design.* Report prepared for TfSNW.

1.111 SY0180 (Ash Pit, Platform 5)

Item Details s	
Year of construction:	Pre 1910
Alternative names:	
Modifications (with years):	Unknown
Function:	Depositing ash during cleaning locomotives
Construction materials:	Brickwork – cambered floor and brick walling, sandstone drain, with metal plates
Demolished/removed (year):	Unknown

Historical Summary

The construction date of the ash pit to the south of Platform 8 is unknown, but pictorial evidence indicates a date prior to 1910. The ash pit is likely to have been constructed c.1906 when the Third Central Station opened.

The date of demolition or removal of the ash pit is unknown; however, it is likely to have been used until electrification in c.1925 and demolition is likely to have occurred by the 1970s with the disuse of steam locomotives.

Archaeological notes

Remains of the ash pit would consist of brickwork and associated ash deposits. The extent of demolition (if any) following the disuse of steam locomotives from the 1970s is not known, but presumably the footings of the coal stage may survive.

Archaeological monitoring during MTMS 2 works in February 2021 identified an in situ section of the nearby ash pit to the south of Platform 6 (SY0179) in trench ULX3 (H20 Intact ash pit with wall, floor and fill). The works identified a section of an ash pit comprising cambered brick flooring, English bonded brick walls, sandstone drain and associated ash fill. There is therefore high potential for evidence of this nearby ash pit to remain in situ. The level of the centre of the cambered floor was RL 19.69 and the level of the gutter was RL 19.61 for SY0179, and the levels of SY0180 are likely to be similar.[172]

Archaeological Potential

High Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for state significance as evidence of infrastructure related to the third and latest phase of development of Sydney/Central Station. In this case, the ash pit, if complete, would demonstrate the means of rapidly replenishing the coal supplied for locomotives. The structure also has research value for its potential to demonstrate its original use, construction techniques and functions.

The assessment of significance from the MTMS 2 works in February 2021 identified the remains for the nearby ash pit to the south of Platform 6 (SY0179) as reaching the threshold for local significance, satisfying Criteria (a) and (g) for their association with the early twentieth-century operation of Central Station. It is likely that the ash pit to the

[172] Mountains Heritage, 2021. More Trains More Services, Sydney Terminal Area Configuration Historical Archaeological Impact Assessment and Research Design. Report prepared for TfSNW.

south of Platform 5 would also reach the threshold for local significance in accordance with Criteria (a) and (g) for its association with the early twentieth-century operation of Central Station.

In response to Bickford and Sullivan's questions about research potential,[173] the remains of the ash pit have limited potential to contribute knowledge that no other resource and site can about the third phase of Sydney Station due to the number of ash pits from this period within the station. The ash pit has the potential to answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

Local

Management

C - Archivally record then remove. If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[173] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Figure 362. A c.1925 N.S.W.G.R. Chief Electrical Engineer's Office plan of the Western Carriage Shed and the surrounding railway tracks, showing the location of the ash pit. Source: Sydney Trains, B/27846, 0045989_T0C.

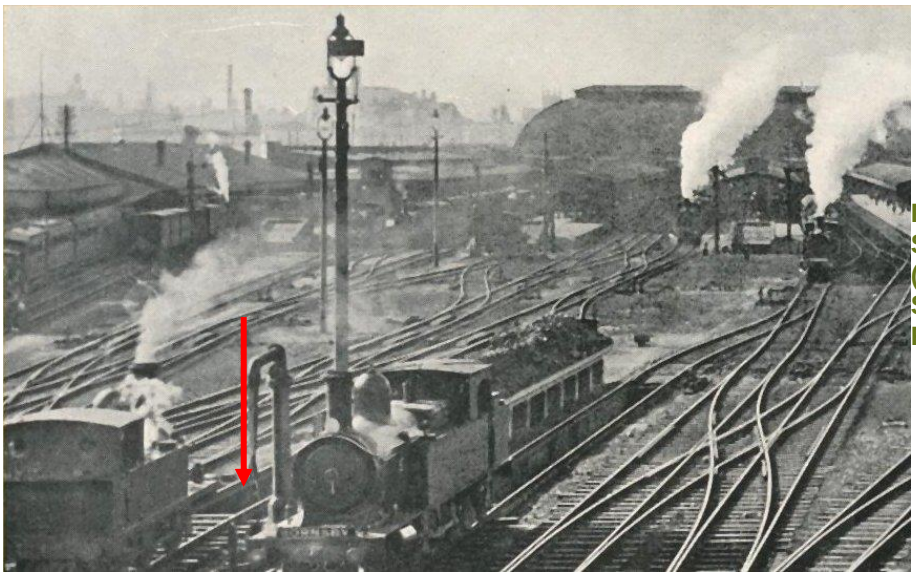


Figure 363. 1910 photograph of Sydney Yard, showing the ash pit (circled) Source: John Oakes, Sydney Mail Collection, Australian Railway Historical Society.



Figure 364. A photograph of a section of the nearby ash pit to the south of Platform 6 (SY0179) identified during excavation for MTMS 2 (H20) [Source: Mountains Heritage, 2021, p. 19]

Key Sources

Mountains Heritage, 2021. *More Trains More Services, Sydney Terminal Area Configuration Historical Archaeological Impact Assessment and Research Design.* Report prepared for TfSNW.

1.112 SY0181 (Coal Stage, Platform 6)

Item Details	
Year of construction:	Pre 1910
Alternative names:	Coal Chute, Coal Stage
Modifications (with years):	
Function:	Replenishing coal for locomotives
Construction materials:	Welded metal axles, wheels, brackets, bolts, concrete, brick and mortar surfaces
Demolished/removed (year):	Unknown

Historical Summary

The construction date of the coal chute and stage to the south of Platform 8 is unknown, however, based on pictorial evidence, a coal stage was located in the area prior to 1910. The coaling stage is likely to have been constructed c.1906 when the Third Central Station opened. The date of demolition or removal of the coal stage and chute is unknown, however, it is likely to have occurred by the 1970s with the disuse of steam locomotives.

Archaeological notes

Remnants of the coal stage would consist of metal axles, wheels, brackets and bolts, and brick, concrete and mortar surfaces. The extent of demolition (if any) following the disuse of steam locomotives from the 1970s is not known but presumably the footings of the coal stage may survive.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for local significance as evidence of infrastructure related to the third and latest phase of development of Sydney/Central Station. In this case, the coal stage, if complete, would demonstrate the means of rapidly replenishing the coal supplied for locomotives. The structure also has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[174] the remains of the coal stage have the potential to contribute knowledge that no other resource and site can about the third phase of Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

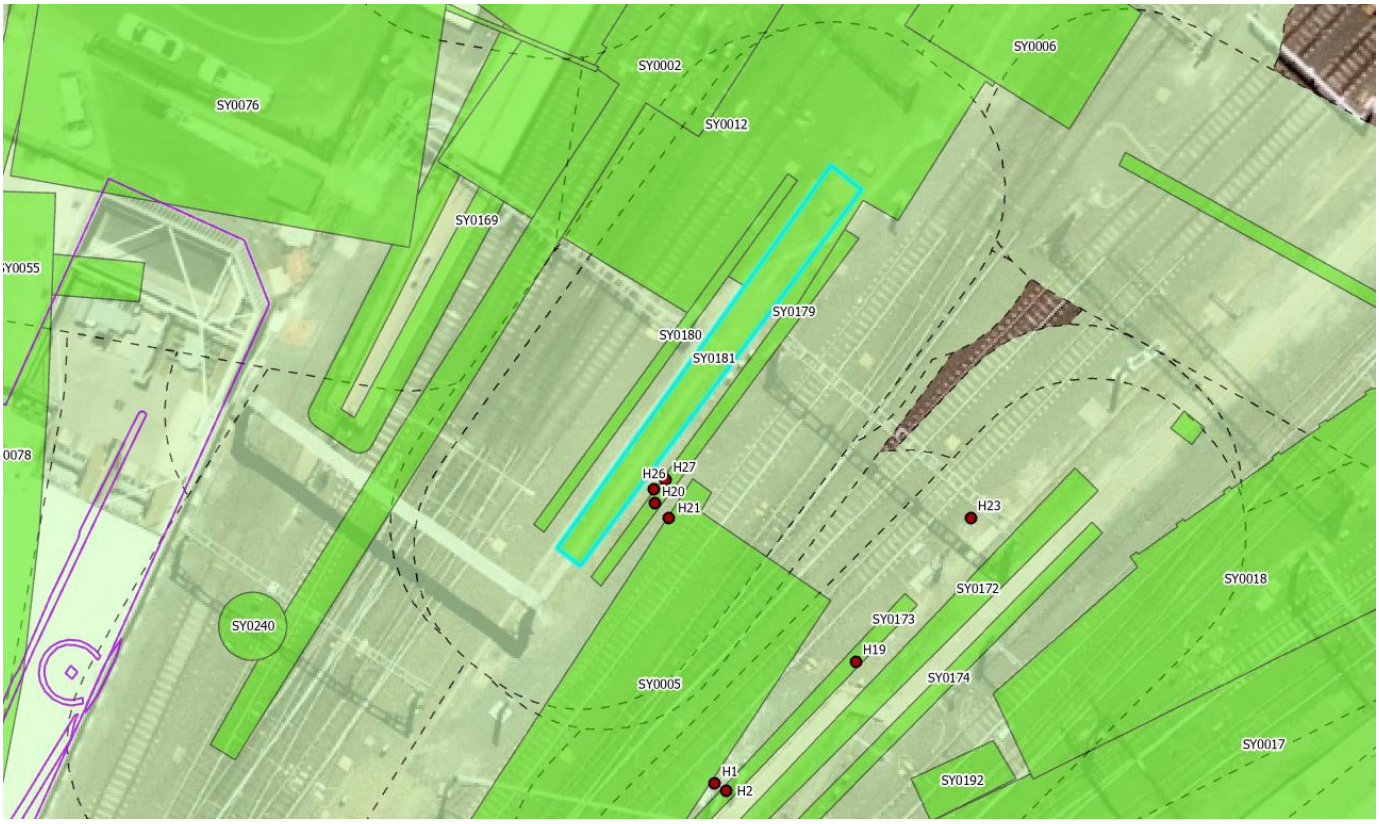
Local

Management

[174] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

C - Archivally record then remove. If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

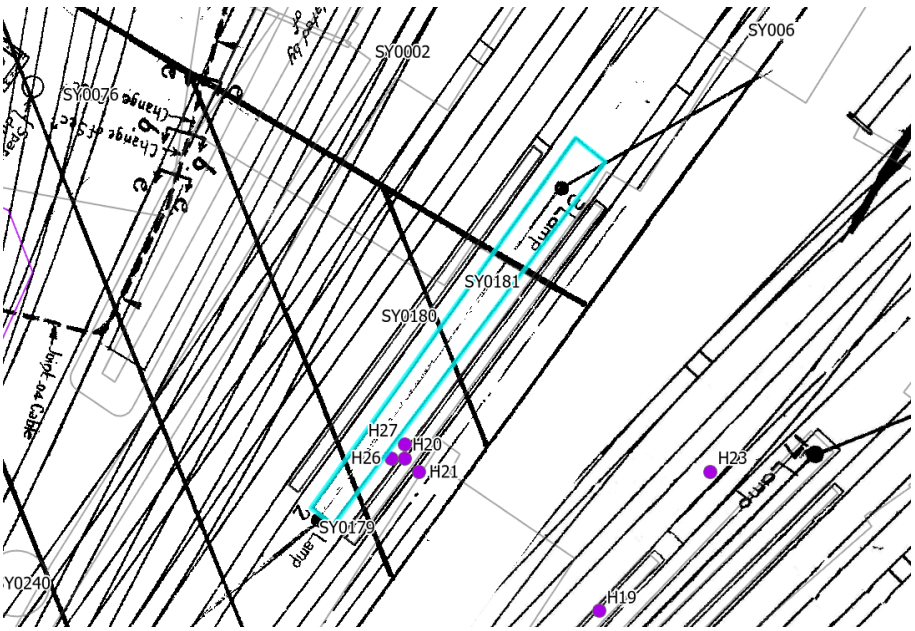


Figure 365. A c.1925 N.S.W.G.R. Chief Electrical Engineer's Office plan of the Western Carriage Shed and the surrounding railway tracks, showing the location of the ash pit. Source: Sydney Trains, B/27846, 0045989_T0C.

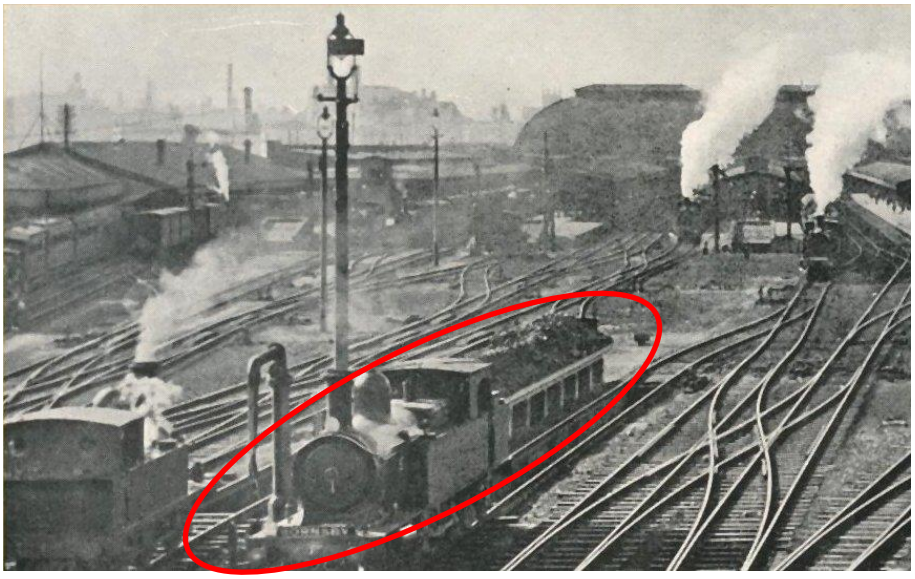


Figure 366. 1910 photograph of Sydney Yard, showing the ash pit (circled) Source: John Oakes, Sydney Mail Collection, Australian Railway Historical Society.

Key Sources

Sydney Trains Plan Room. *c.1925 N.S.W.G.R. Chief Electrical Engineer's Office plan of the Western Carriage Shed and the surrounding railway tracks. S*ource: B/27846, 0045989_T0C.

1.113 SY0182 (Railway Track fixtures and fittings)

Item Details	
Year of construction:	1854- onwards
Alternative names:	
Modifications (with years):	Track
Function:	The track structure is the combination of the formation, ballast, drainage, sleepers, crossovers, fastenings and rails and has the function of carrying the rolling stock and locomotives.
Construction materials:	The track and its fittings were steel although the earliest rails were wrought and cast iron.
Demolished/removed (year):	Track is replaced on a cyclical basis as part of on-going maintenance. Yard layouts frequently changed and new technology (e.g. the Pandrol clip) was introduced. Thus, the current track is relatively new in comparison with the age of the yard and station.

Historical Summary

The history of rail in NSW has been published by Don Hagerty (a former track engineer) and was followed by articles by Jim Longworth on aspects of the track system.

James Wallace the then Chief Engineer of the Sydney Railway, in 1852, convinced the Directors to build a British-style railway. Instead of using the then standard bull-head track, he decided to use the radical “Barlow” type of rail that supposedly was proven in Britain and did not require sleepers and expensive chairs to fix the rail. The Barlow rail was a fad and in service it failed to do the job. Soon after the new Chief Engineer, John Whitton, arrived in 1856, he had the rails fully sleepered for safety. £20,000 was later voted by the Government to replace these rails with the 75 lb. double-headed rail and chairs.

Wallace had also ordered 75 lb. per yard double-headed wrought iron rails and presumably these replaced the Barlow rail in the Sydney Yard and Station. In turn the double-headed rail was replaced by flat bottom steel rails from 1880 to 1887 and different sizes and weights of these rails became standard across the NSW system. Edwards and Hagerty have discussions on the size of rails and their introduction.

Archaeological notes

The process of maintenance and replacement of track means that pieces of track and track fittings are discarded and find their way into the ballast and formation under the track. During archaeological monitoring various items are recovered. These are identified and described with reference to TMC 202 Track Fundamentals: Version 2.3 Chapter 4 Track. They are considered to be relics rather than works.

There is the distant possibility that remains from the early rails in use prior to the 1880s may be located (remembering of course that a rail from the 1828 railway in Newcastle has been found). There is also the possibly that some rail may have manufacturer’s marks from early or pioneering iron or steel works.

Archaeological investigations undertaken for the Sydney Terminal Area Reconfiguration project identified in situ sleepers and rails (H9, H14 and H30) in the location of trackwork associated with the former Repairing Shop and the second railway station as shown in the 1884 City of Sydney Plan.[175]

[175] Mountains Heritage, March 2021, p.23-24

Archaeological Potential

Moderate Potential

Assessment of significance

The greater majority of such items would not meet the threshold of Local or State Significance.

If remains of Barlow rail or double-headed wrought iron rails are discovered then these would meet the threshold of Local or possible state significance as they would meet Criterion (c) an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW, Criterion (e) an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history; Criterion (f) an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history; and Criterion (g) an item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places or cultural or natural environments.

If sections of rail with early manufactures marks are located (e.g. Mittagong, Hoskins or foreign manufacturers) these would most likely meet (e) an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history and Criterion (g) an item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places or cultural or natural environments.

Following identification of an example of this item during MTMS 2, Mountains Heritage assessed the remains (H9, H14 & H30) as likely to meet the threshold for local significance only, under criterion (a) for its contribution to our understanding of the history and evolution of buildings within the Sydney Yard.[176]

In response to Bickford and Sullivan's questions about research potential,[177] the remains of the railway track fixtures and fittings have limited potential to contribute knowledge that no other resource and site can about Sydney Station, other than early Barlow rail, double-headed wrought iron rails or those with early manufacturer's mark. The rails and fixtures would answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

Remains of Barlow rail or double-headed wrought iron rails – State

Sections of rail with early manufacturer's marks – State

All other items – Local-Nil

Management

As these items are relics and more or less portable.

The majority of the items, those which are not significant: C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Remains of Barlow rail, double-headed wrought iron rails or sections of rail with early manufactures marks: B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a

[176] Mountains Heritage, March 2021, p. 23
[177] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

State significant qualified Excavation Director. The rails would be tagged and then removed and stored in a safe place. They would need to be assessed for their physical condition and then a decision made on the appropriate way to interpret the items and whether any archaeological research might be relevant (e.g. metallurgical examination of the rail composition).

Key Images



Figure 367 An example of Double Headed rail, Ravenswood Victoria. Source: Victorian Collections

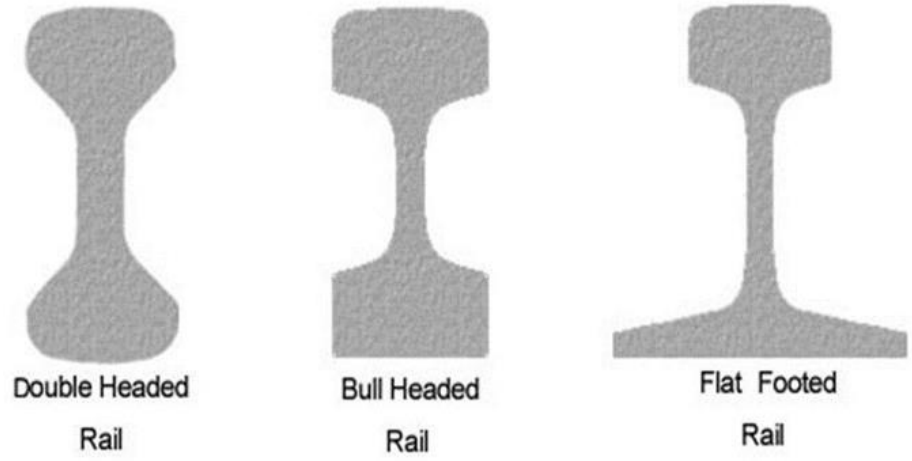


Figure 368 Typical Rail cross sections

Key Sources

Edwards, Greg. Trackwork Manual. Canberra: Data Sheets, 1995.

Hagarty, D.D. "*A Short History of Railway Track in Australia—1 New South Wales History and Identification* ". ARHS Bulletin 50, no. 736 (1999): 55-67.

Longworth, Jim. "*From Chair Spikes to 'E' Clips - Dogspikes of the NSW Government Railways*." Australian Railway History 60, no. 860 (2009): 194-205.

Longworth, Jim. "*The Secret Life of Sleepers - New South Wales: Hardwood Sleepers to 1989* ". Australian Railway History 59, no. 845 (2008): 91-104.

Longworth, Jim. "*A Short History of Railway Track in Australia - 2: New South Wales - Ballast 1850- 1987* ". Australian Railway History 55, no. 806 (2004): 443-62.

Longworth, Jim. "*Substituting for Hardwood - NSW: Non-Hardwood Sleepers to 1988* ". Australian Railway History 60, no. 859 (2009): 160-67.

Mountains Heritage, March 2021, *Sydney Terminal Area Reconfiguration, Historical Archaeological Impact Assessment and Research Design*, report prepared for Transport for NSW

Rail Corporation. *TMC 202 Track Fundamentals*: Version 2.3. Transport for NSW. (2012).

1.114 SY0183 (Signal Bridges and Signal Posts)

Item Details	
Year of construction:	1913-1932
Alternative names:	Sydney Yard No. 4 Signal Bridge Slow and Fast Lines and Illawarra Line; Sydney Yard Signal Bridge, No. 5 Signal Bridge, Platforms 1-15 (also known as W.A.L No.5 Signal Bridge); No. 4 Signal Bridge, Carriage Shed and Main Suburban Lines (also known as T.A.L No.4 Signal Bridge)
Modifications (with years):	Sydney Yard No. 4 Signal Bridge Slow and Fast Lines and Illawarra Line constructed c.1913 and demolished c.1932; Sydney Yard Signal Bridge constructed 1928, No. 5 Signal Bridge, Platforms 1-15 constructed pre-1932, No. 4 Signal Bridge constructed pre-1932 and amended prior to 1952
Function:	Provides signals indicating when it is safe for drivers to proceed
Construction materials:	Timber and metal (steel), concrete footings, electrical wires
Demolished/removed (year):	Unknown

Historical Summary

The development of signalling was of importance in the safe running of the railways and to a large extent limited the capacity of the railways to operate because of need to trains to comply with signalling which had limited capacity to safely cope with a large number of trains. There was an initial signalling system of flags and wooden signals working in 1855 but this was limited to the then main line. By 1885 the main passenger tracks were controlled by signals interlocked to points and controlled from the Sydney signal box. Signals were constructed in Sydney Yard to control movement to and from the Country Platforms. They were installed on steel signal bridges elevated above the track where they were visible to locomotive drivers. The bridges were constructed as part of the wider electrification of suburban rail lines occurring at Central from 1926 onwards.

The fundamental requirements of signals were that they be clearly and unambiguously visible to the locomotive drivers. This was not an easy task given the position of the driver being at the rear of a long boiler wreathed in smoke and steam. The key signals had to be elevated on masts or on signal bridges while smaller signals used mainly for shunting were located at ground level.

Signal masts were constructed from metal (using standard steel shapes or occasionally old rail) or wood with concrete footings

Initially signals were activated by a lever and a combination of rods, wire and chains leading to the signal. These were above ground for ease of operation and maintenance. Later there were replaced by electricity.

In c.1913, a signal bridge was constructed to service the Slow and Fast Lines (Platform 8 and 9) and the Illawarra Line and New Illawarra Line. The date the signal bridge was removed or demolished is unknown, however it would appear to have been demolished or removed by 1932 when a new signal bridge was identified as the No. 4 Signal Bridge, servicing different lines (Main Line, Suburban Line and Western carriage shed siding). The c.1913 bridge may have been demolished during the electrification of the Illawarra line occurring from 1926. The new No. 4 and No. 5 bridges may have been constructed as part of the wider electrification of suburban rail lines occurring at Central from 1926 onwards. The signalling on the signal bridge was rearranged in 1932 and appears to have been further amended in 1952. The date the signal bridges were removed or demolished is unknown.

Archaeological notes

The archaeological manifestations of signals and signal bridges are likely to be the footings of signal masts and bridges. Footings have limited ability to tell anything about the actual signalling technology or practice as the technology was located above footing level. The footings may contribute to verifying the historical locations of signals. Remains may also include trenching and cabling associated with the electricity and communication fed to the structure.

The location of individual bridges is mapped but a single listing for the signals has been used to avoid duplication of assessment and management information.

Archaeological Potential

Moderate Potential

Assessment of significance

The history of signalling at Central and in the Sydney Yard is important for its the ability to demonstrate the evolution of changes in the NSW railways and in railway technology over the past 150 years, from steam to electric, reflected in the changes in yard layout and in signalling work practices. However, as the archaeological remains from signalling are likely only to be footings from signal masts and signal bridges there is a limited amount that archaeology can add to the understanding of this aspect of Central Station's significance. Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of signalling infrastructure. The signal bridges and posts have limited research value for their potential to demonstrate construction techniques and changes to the yards and signalling buildings over time.

In response to Bickford and Sullivan's questions about research potential,[178] the remains of the signal bridges and posts have limited potential to contribute knowledge that no other resource and site can about Sydney Station. The signal bridges and posts would answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Key Images

[178] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

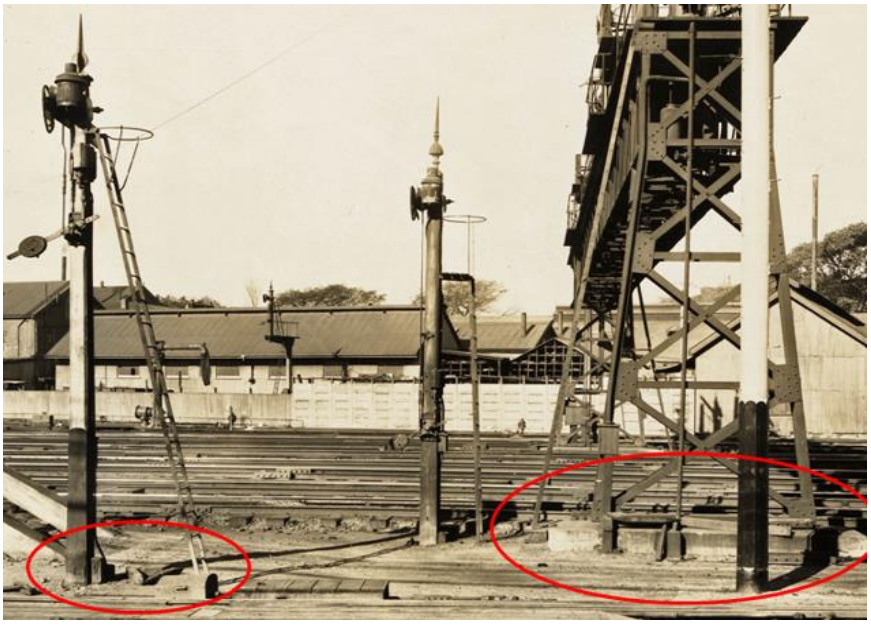


Figure 369. Three wooden signal masts plus a signal bridge, Sydney Yard, 1916. Source: Bradfield, J. J. C. "The City Railway, Photographs, 1915-1922, Sydney Yard 10th July 1916."

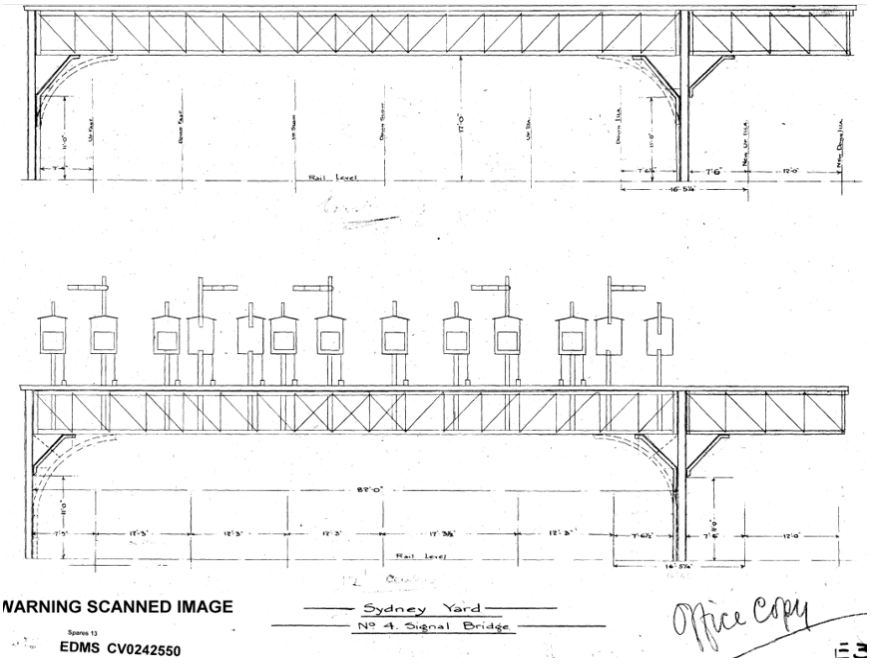


Figure 370. The c.1913 Sydney Yard, No. 4 Signal Bridge. Source: Sydney Trains VPR

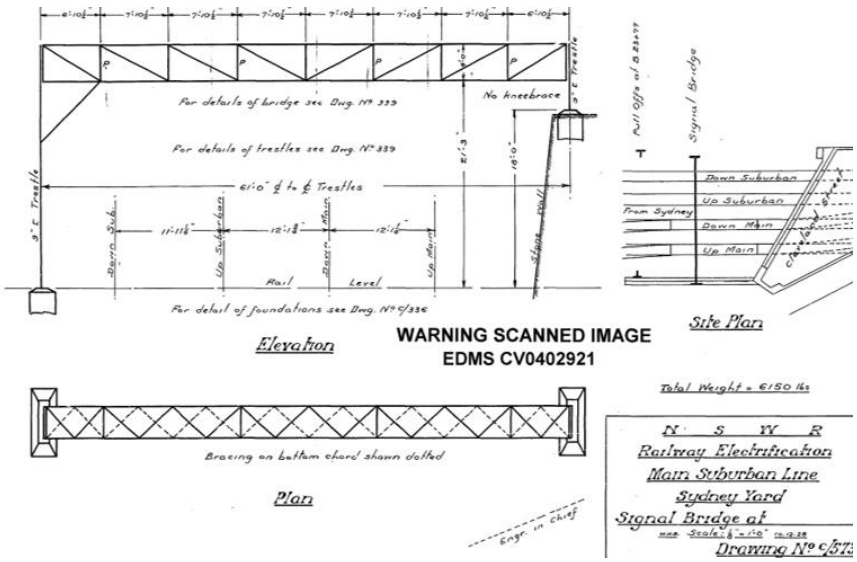


Figure 371. Sydney Yard Signal Bridge (constructed 1928), Main Suburban Line, Sydney Yard. Source: Sydney Trains VPR

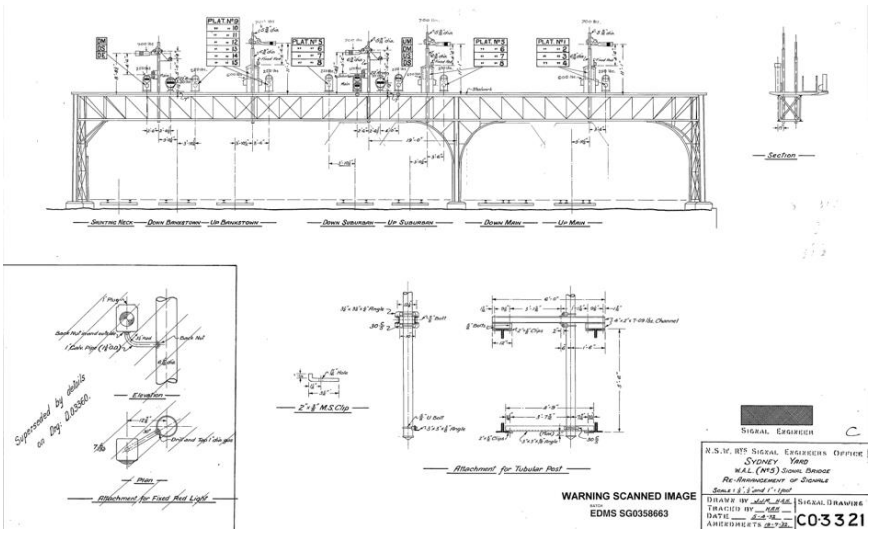


Figure 372. W.A.L No 5 Signal Bridge (constructed pre-1932), Rearrangement of signals, Sydney Yard. Source: Sydney Trains VPR

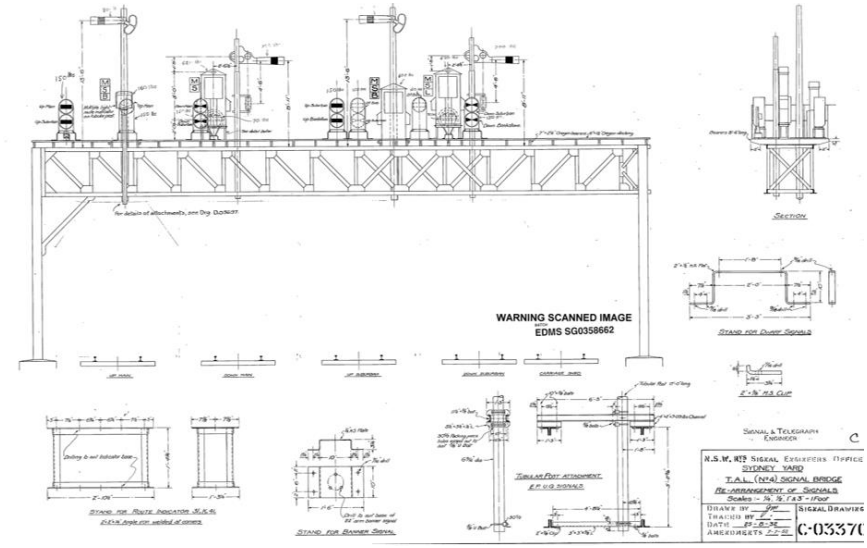


Figure 373. T.A.L No 4 Signal Bridge, Rearrangement of signals (constructed pre-1932), Sydney Yard. Source: Sydney Trains VPR

Key Sources

Department of Railways, New South Wales. *General Appendix to the Book of Rules and Regulations and to the Working Time-Tables. General Appendix NSW*: NSW Government Printer, 1967, plus various earlier and later editions.

1.115 SY0184 (Subway Passage System)

Item Details	
Year of construction:	c.1929
Alternative names:	Old Baggage Tunnels, Tunnels, Commuter Tunnels, Luggage Tunnels
Modifications (with years):	Unknown
Function:	Facilitated the movement of baggage from trains to connecting trains and collection areas
Construction materials:	Reinforced concrete, tiled interior, other materials
Demolished/removed (year):	Extant

Historical Summary

A baggage tunnel was constructed under the yards, diverting off the passenger tunnels. The tunnels were part of the later phase of the construction of the new third Sydney Station, likely constructed between 1929 and appearing complete by 1929. The baggage tunnels were constructed to aid the movement of people throughout the station and prevent accidents and congestion resulting from baggage trolleys sharing this space with pedestrians. This was considered particular innovative at the time. The tunnel remains extant to the present day and its layout does not appear to have been extended or substantially modified since 1929.

Archaeological notes

Still extant and operational.

Archaeological Potential

High Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for state significance as evidence of an important and innovative structure associated with the extant fabric of the historic Central Station. This structure has the potential to provide ongoing evidence of the evolution of the third Sydney Station over time and its continued use, as well as information on the construction and history of the structure. The subway passages have research value for their potential to demonstrate construction techniques, functions and changes to the system over time.

In response to Bickford and Sullivan's questions about research potential,[179] the remains of the subway system have the potential to contribute knowledge that no other resource and site can about Sydney Station. The subway system would answer broader questions relating to the development of transport infrastructure in NSW.

[179] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

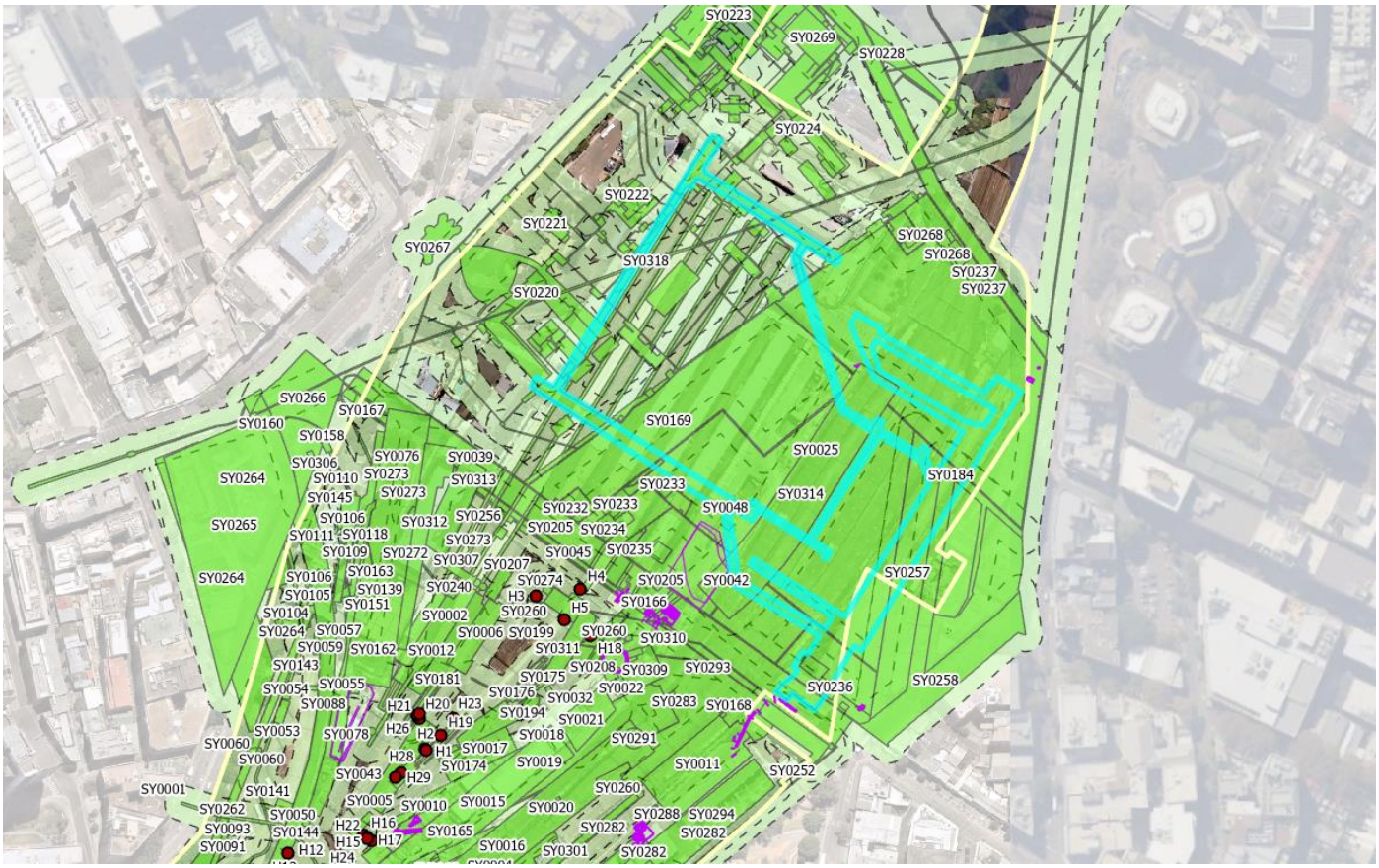
Level of Significance

State

Management

E - No action required unless it is proposed to remove or impact the tunnels.

Item Location



Key Images

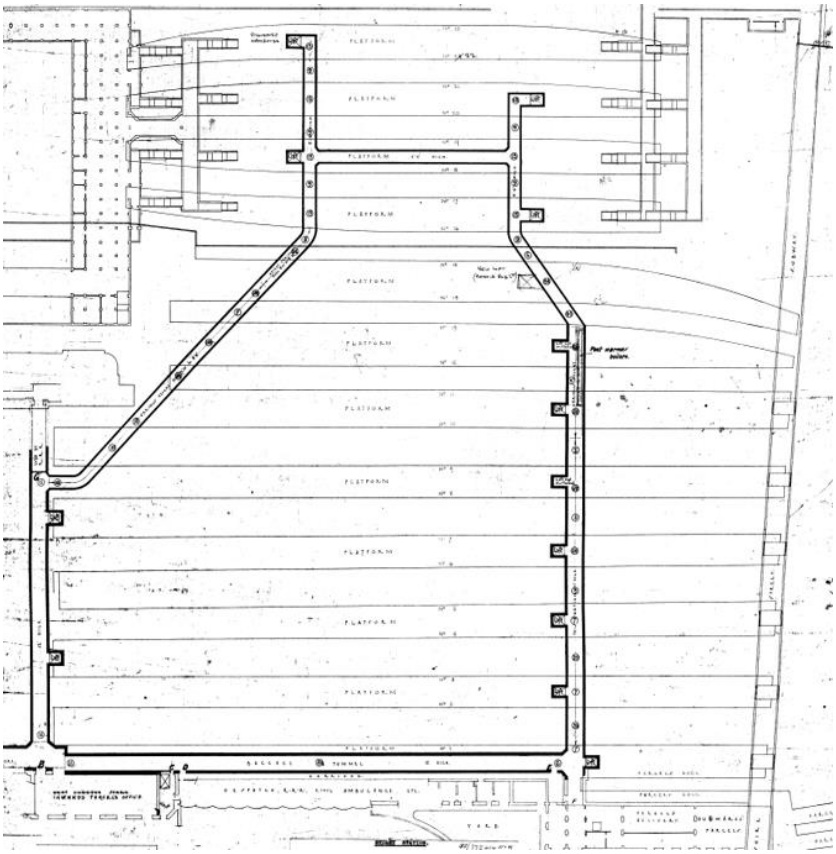


Figure 374. 1929 plan of the Baggage Tunnels, showing the Baggage Tunnels with thick line weights. Source: Sydney Trains VPR.

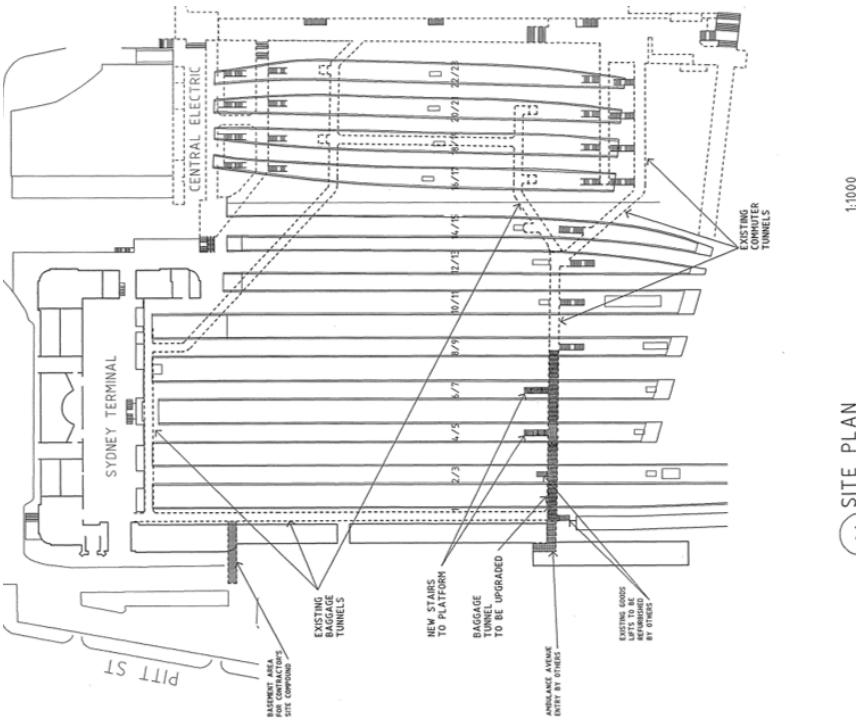


Figure 375. 1999 as built plan, showing the changes to the Baggage Tunnels and Commuter Tunnels in 1999. Source: Sydney Trains VPR.

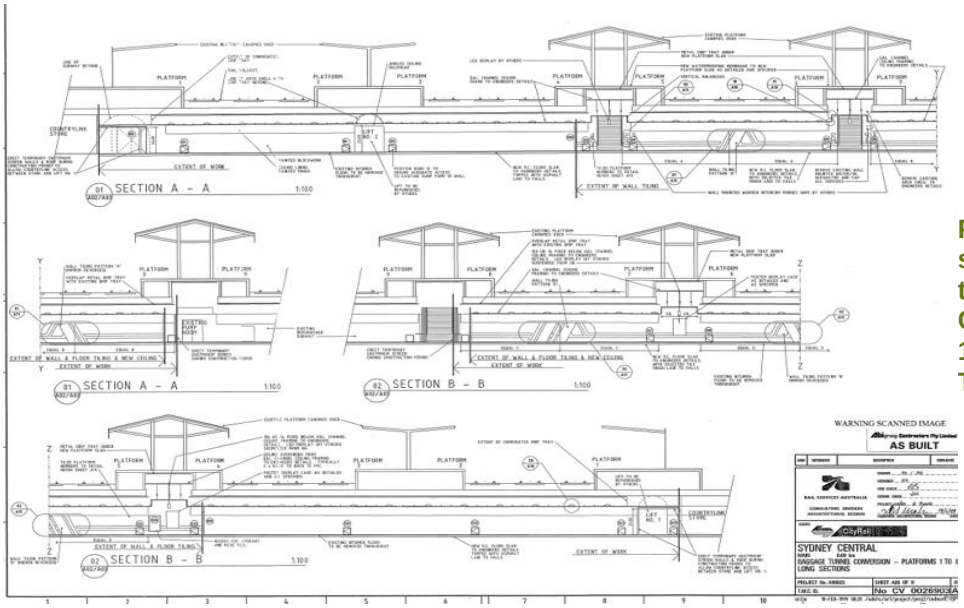


Figure 376. 1999 as built sections, showing the changes to the Baggage Tunnels and Commuter Tunnels for Platforms 1 to 8 in 1999. Source: Sydney Trains VPR.

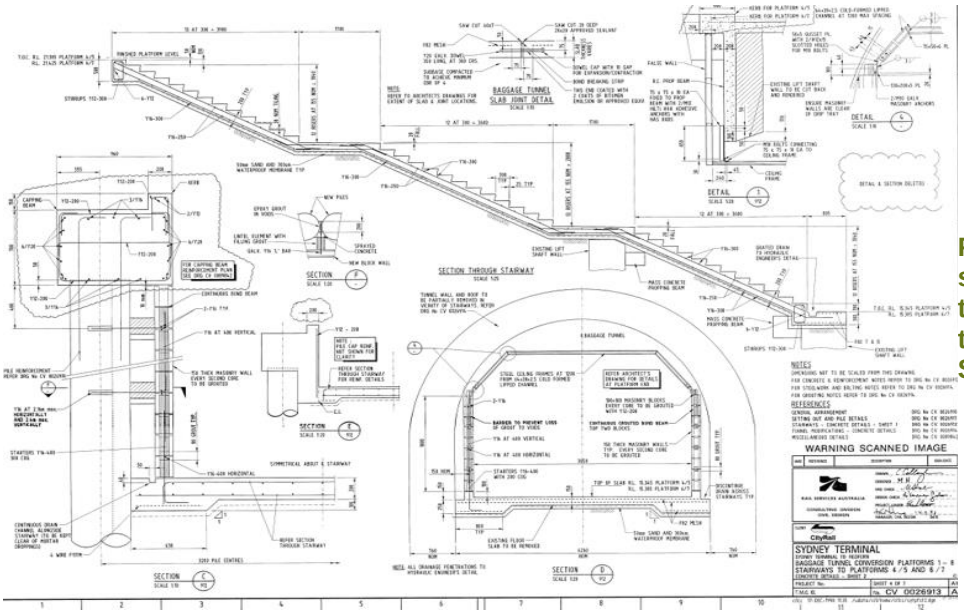


Figure 377. 1999 as built sections, showing the changes to the Baggage Tunnels and access to Platforms 4 to 7 in 1999. Source: Sydney Trains VPR.

Key Sources

Sydney Trains Virtual Plan Room.

1.116 SY0189 (Carriage Turntables)

Item Details	
Year of construction:	Prior to c.1884
Alternative names:	
Modifications (with years):	Unknown
Function:	Carriage turntables
Construction materials:	Brick masonry foundations with timber turntable
Demolished/removed (year):	Removed by 1900

Historical Summary

The structures first appear on an 1884 City of Sydney historic plan. The turntables were former carriage turntables, smaller in size to the locomotive turntable, used to move individual carriages in the former yards of the Second Sydney Station. The carriage turntables were located within a network of locomotive roads.

Archaeological notes

The carriage turntables are likely similar in size and material to the carriage turntable identified by AMAC during excavations on Lee Street in 2016.[180] Remains would likely consist of a brick-lined turntable pit, metal supporting pivots and possible timber turntable remains. It is likely that later ground disturbance has removed the majority of any archaeological deposits, with possibly only the brick-lined pit remaining.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of infrastructure associated with the second Central Station. These turntables have the potential to provide ongoing evidence of the evolution of the second Sydney Station over time and the changes in technology of railways over time. The turntables have research value for their potential to demonstrate their original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[181] the remains of the turntables have limited potential to contribute knowledge that no other resource and site can about the second Sydney Station due to the presence of a number of such structures across the station and the previous excavation of a number of such

[180] AMAC Archaeological (2016). *Archaeological Assessment, Research Design Excavation Methodology & Heritage Impact Statement: Footings [066], [073], [074] and [080] Lee Street Substation Site, Central Station, Sydney*. for UGL Limited on behalf of Transport for New South Wales.
[181] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

turntables.[182] The turntables have some potential to answer broader questions relating to the development of transport infrastructure in NSW.

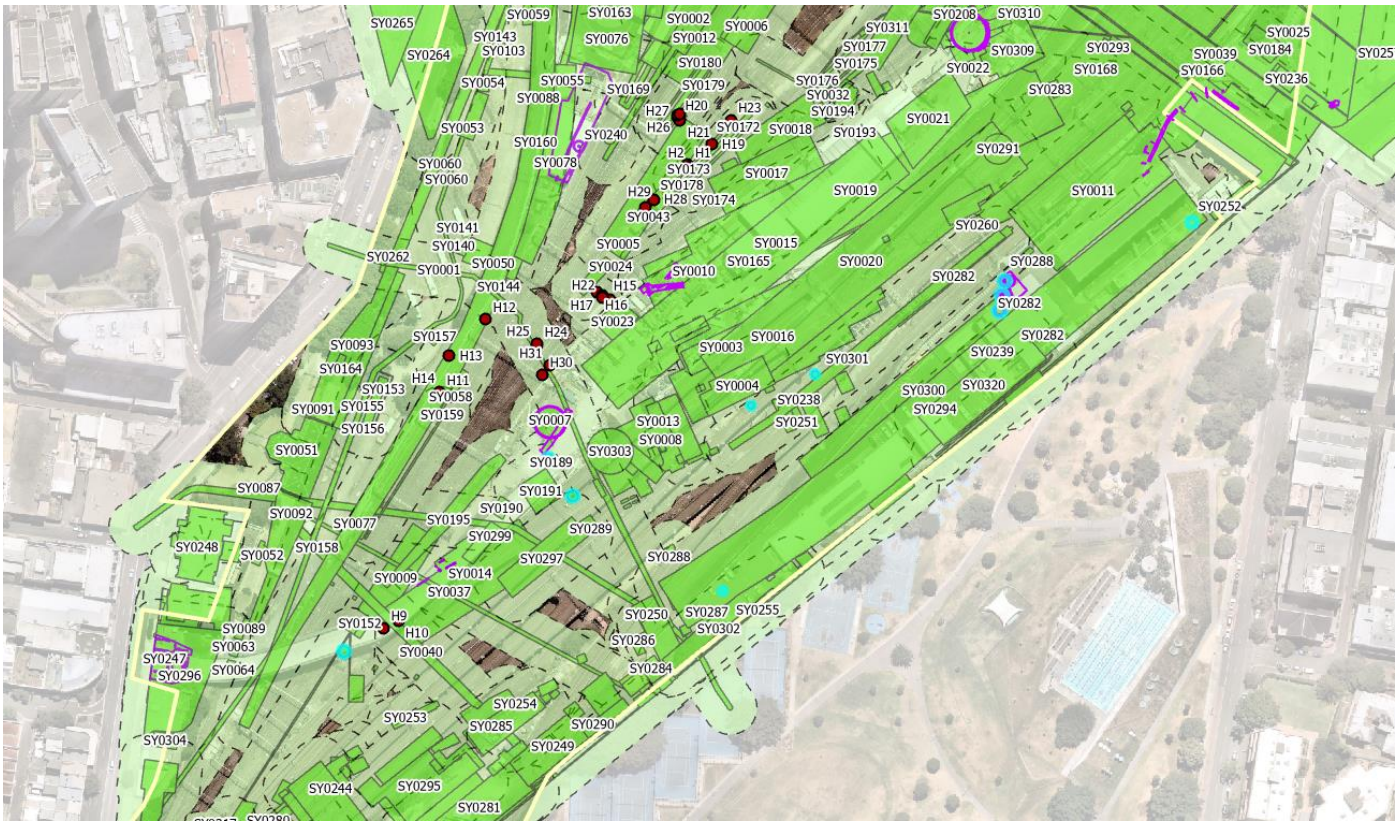
Level of Significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[182] AMAC Archaeological (2016). *Archaeological Assessment, Research Design Excavation Methodology & Heritage Impact Statement: Footings [066], [073], [074] and [080] Lee Street Substation Site, Central Station, Sydney*. for UGL Limited on behalf of Transport for New South Wales.

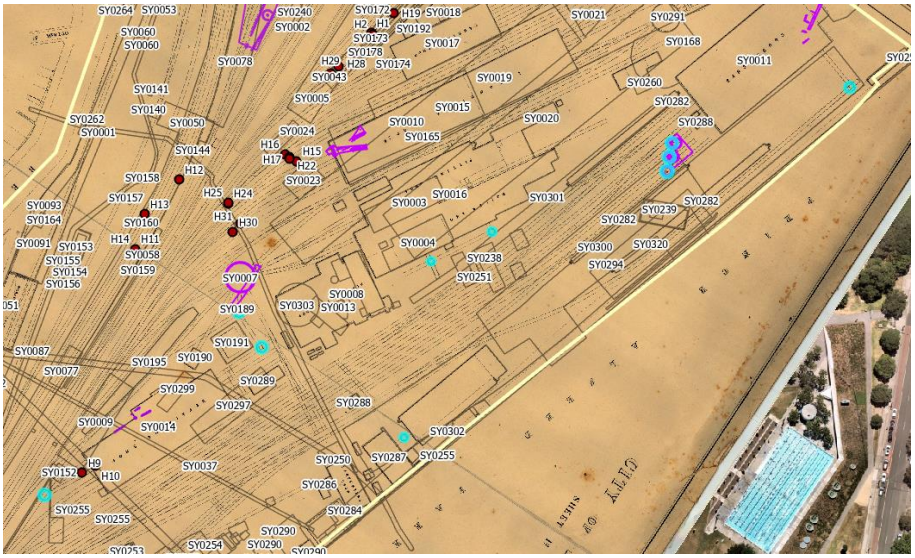


Figure 378. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

Key Sources

AMAC Archaeological (2016). *Archaeological Assessment, Research Design Excavation Methodology & Heritage Impact Statement: Footings [066], [073], [074] and [080] Lee Street Substation Site, Central Station, Sydney.* for UGL Limited on behalf of Transport for New South Wales.

1.117 SY0190 (Locomotive Shed)

Item Details	
Year of construction:	Between c.1865 and c.1884
Alternative names:	Building
Modifications (with years):	Unknown
Function:	Turntable
Construction materials:	Unknown
Demolished/removed (year):	Between 1896 and 1900

Historical Summary

The structure first appears as an unnamed structure on the 1855-1865 Trigonometric Survey of Sydney and is later shown on an 1884 City of Sydney map. The structure appears to have been demolished after 1896 and prior to the preparation of the 1900 map. Although little is known about the structure, it is likely to have been constructed as a locomotive shed due to its location at the end of a rail line off the turntable.

Archaeological notes

Assumed demolished during construction of third (current) Sydney Central Station. Remains, if intact, would consist of brick footings, ash pits, under-roads and rail infrastructural remains.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional and utilitarian buildings associated with the First Sydney/Central Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[183] the remains of the locomotive shed have the potential to contribute knowledge that no other resource and site can about the First Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

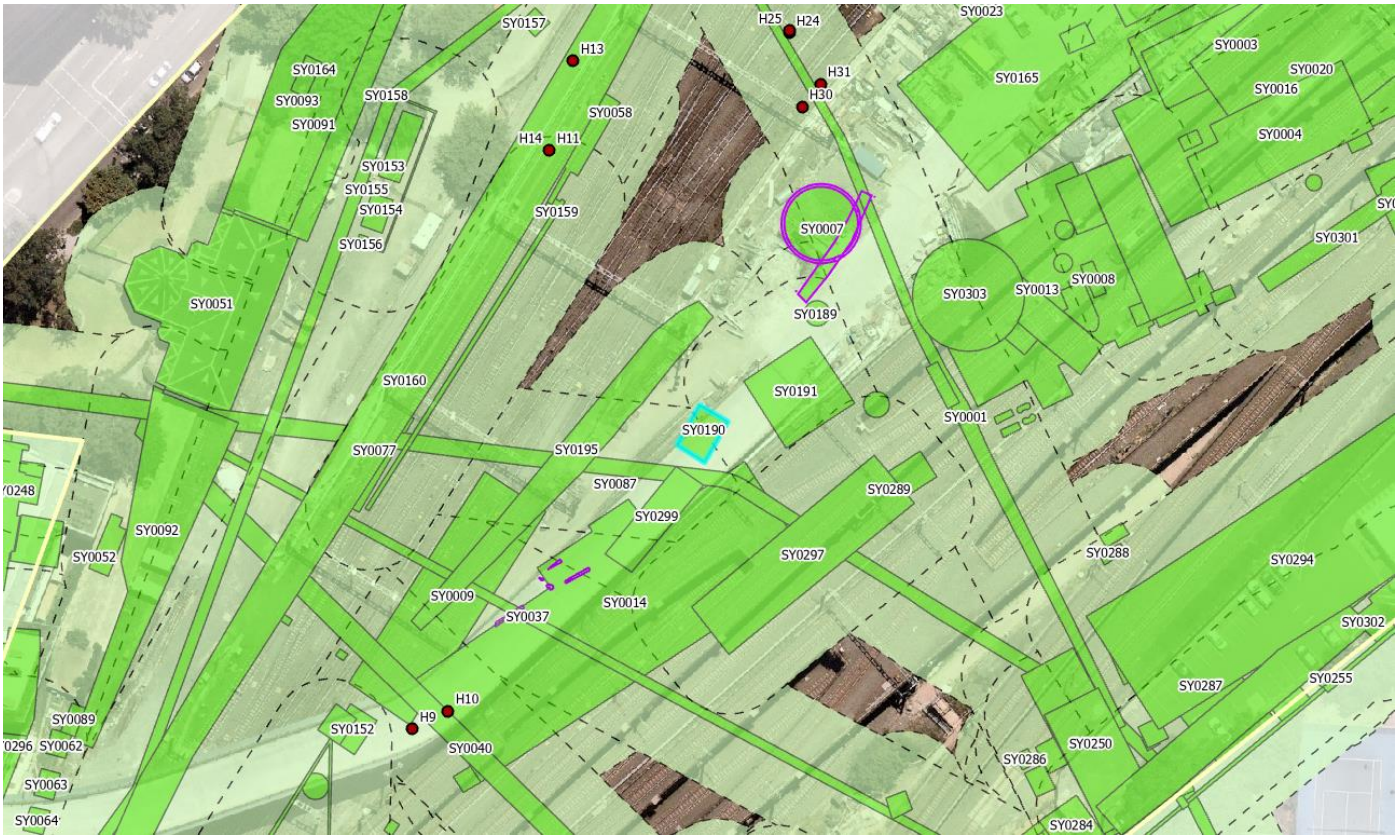
State

[183] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

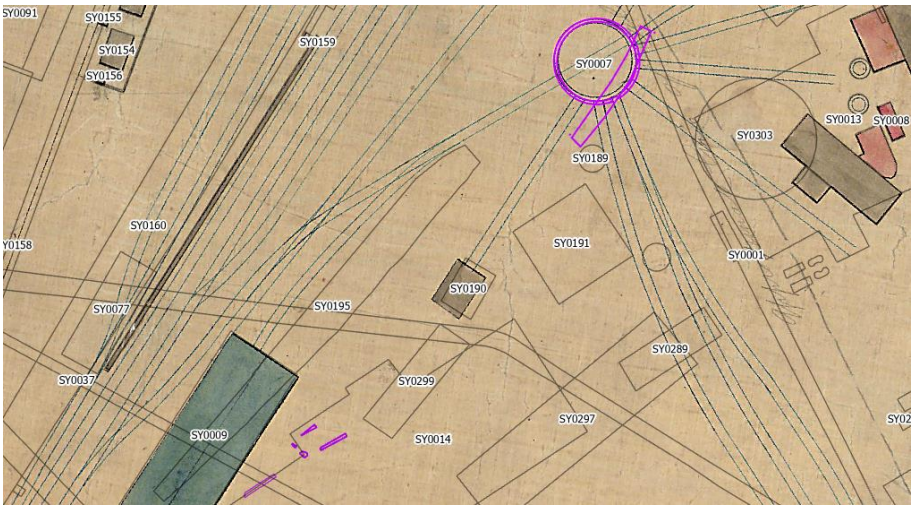


Figure 379. 1855-1865 Trigonometric Survey, Sheet S2. Source: City of Sydney Archives & History Resources, A-00880408

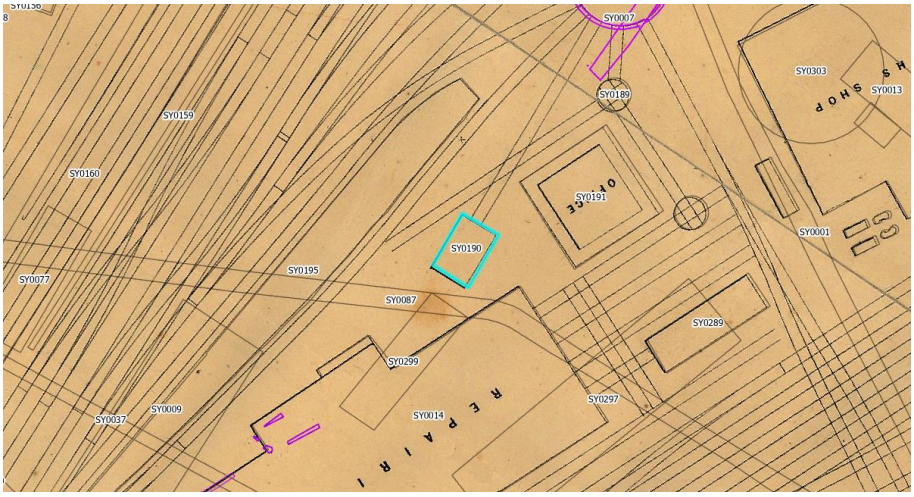


Figure 380. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

Key Sources

State Archives NSW. 1884. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

1.118 SY0191 (Office)

Item Details	
Year of construction:	Prior to c.1872
Alternative names:	Locomotive Foreman's Office
Modifications (with years):	Unknown
Function:	Office
Construction materials:	Corrugated iron, brick, timber
Demolished/removed (year):	1900

Historical Summary

The first evidence of structure first appears as a named office structure on a c.1872 plan of Redfern Station. It later appears in an 1877 photograph of Sydney Yard, which names the structure as the Locomotive Foreman's Office. In 1877, the office is shown as a small rectilinear building with a wrap-around balcony, a hipped roof lined with corrugated iron and two brick chimneys. The office also appears on maps from 1884 and 1896 but is not present on other historic plans, indicating its demolition in association with the redevelopment of Central Station from 1901 to 1906.

Archaeological notes

A former office building associated with the Second Sydney Station. Likely heavily disturbed from later development within Sydney Yard, including modern development. Archaeological remains may include brick or concrete footings, brick chimney footings, sub-floor spaces and isolated artefact deposits.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for state significance as evidence of functional and utilitarian buildings associated with the Second Sydney/Central Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[184] the remains of the office have the potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

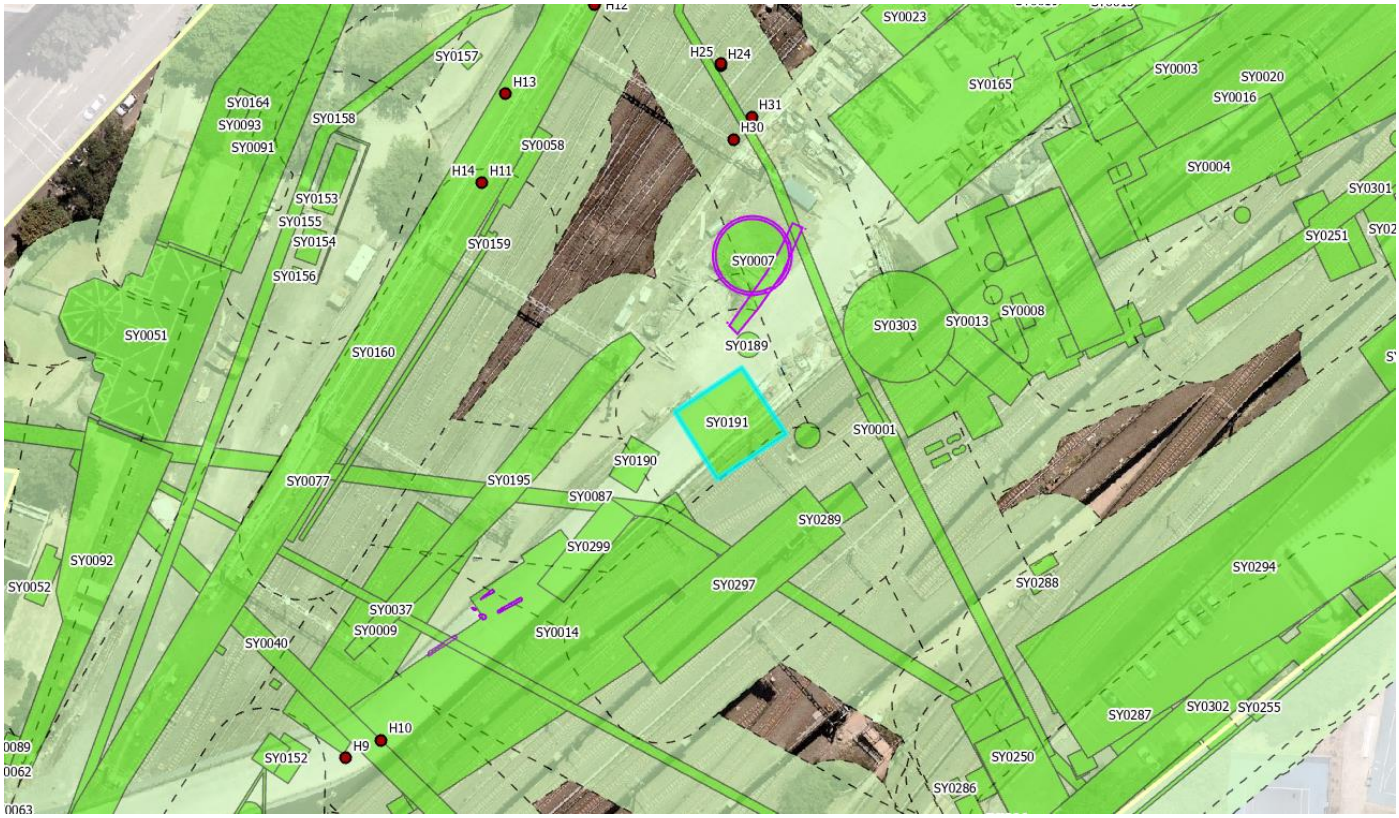
State

[184] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

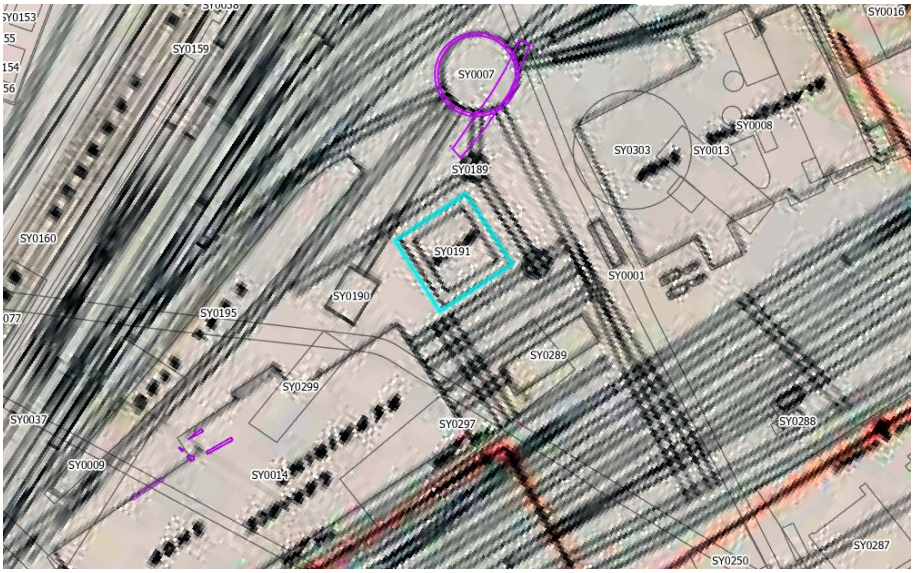


Figure 381. c.1872 Redfern Station map. Source: Antique Print & Map Room, NSW-GSR–234118.



Figure 382. Cropped version of an 1877 Sydney Yard photograph, showing the blacksmiths shop and the Locomotive Foreman's Office. Source: Mitchell Library, *SLNSW*, PXD 1175.

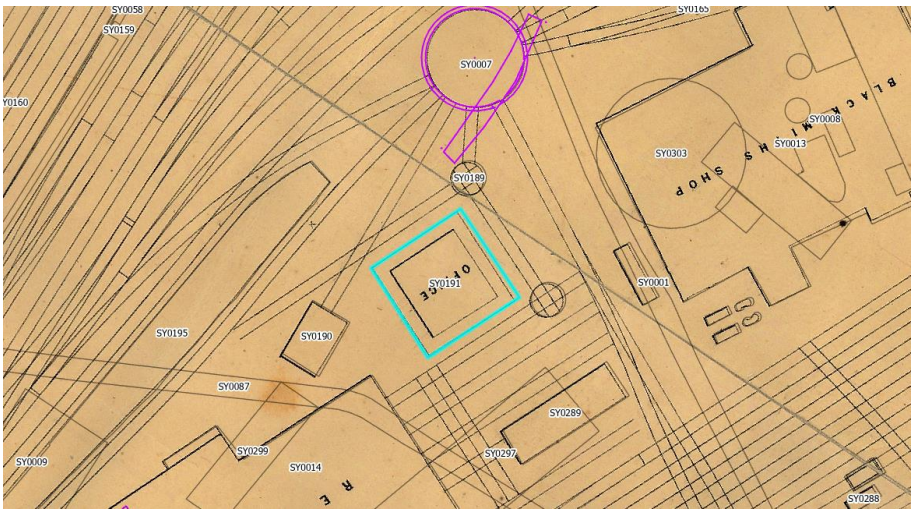


Figure 383. **1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.**

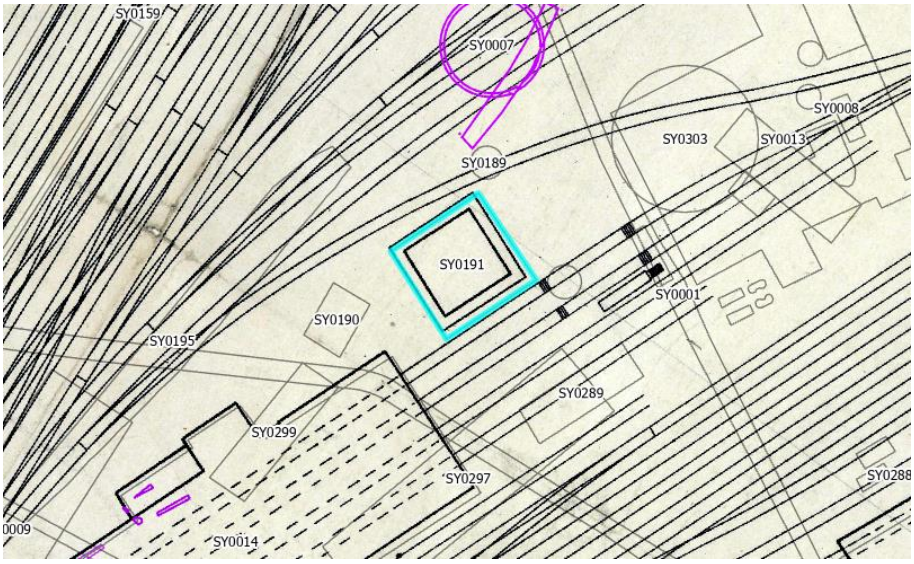


Figure 384. 1896 Redfern Station map. Source: SLNSW, FL16812178.

Key Sources

Whitton, John, and Rae, John. 1877. 11. New Blacksmith's shop and Locomotive Foreman's Office, Sydney Station-Photographic views: The Railways of New South Wales / compiled from reports by Rae [John], commissioner, and Whitton [John], Engineer-in-Chief for Railways. *Mitchell Library, SLNSW.* PXD 1175.

1.119 SY0192 (Ancillary Structures)

Item Details	
Year of construction:	c.1872
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Ancillary functions, such as storage, toilet facilities or signalling
Construction materials:	Unknown, likely brick, steel or timber
Demolished/removed (year):	By c.1896

Historical Summary

A number of ancillary structures surrounding the Locomotive Workshops, Carriage Shop, Gas Works, Fitting Shop and the Goods Shed appear first on the c.1872 map. Little is known about the history of these structures other than about their demolition by c.1896. Their use is likely related to ancillary uses related to the Locomotive Workshops, Carriage Shop, Gas Works, Fitting Shop and the Goods Shed, such as storage, signalling or toilet facilities.

Archaeological notes

The majority of the structures remained within relatively undeveloped areas of the rail yard throughout the end of the nineteenth century and the twentieth-century, aside from those to the south-west and east of the Locomotive Shops, which were likely removed by the Flying Junctions and the Second Eastern Carriage Shed (SY0020). Depending on the nature of the foundations, whether brick or timber, evidence of these remains may be intact within the rail yard, albeit likely truncated by later services.

Archaeological Potential

Low

Assessment of significance

Intact and legible remains have the potential to reach the threshold for *state* significance as evidence of early utilitarian buildings related to the second phase of development of Sydney/Central Station. The structures have research value for their potential to demonstrate original uses, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[185] it is possible that the remains of some structures may have the potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW, however this would depend on the legibility of remains and their potential for provide meaningful information.

Level of Significance

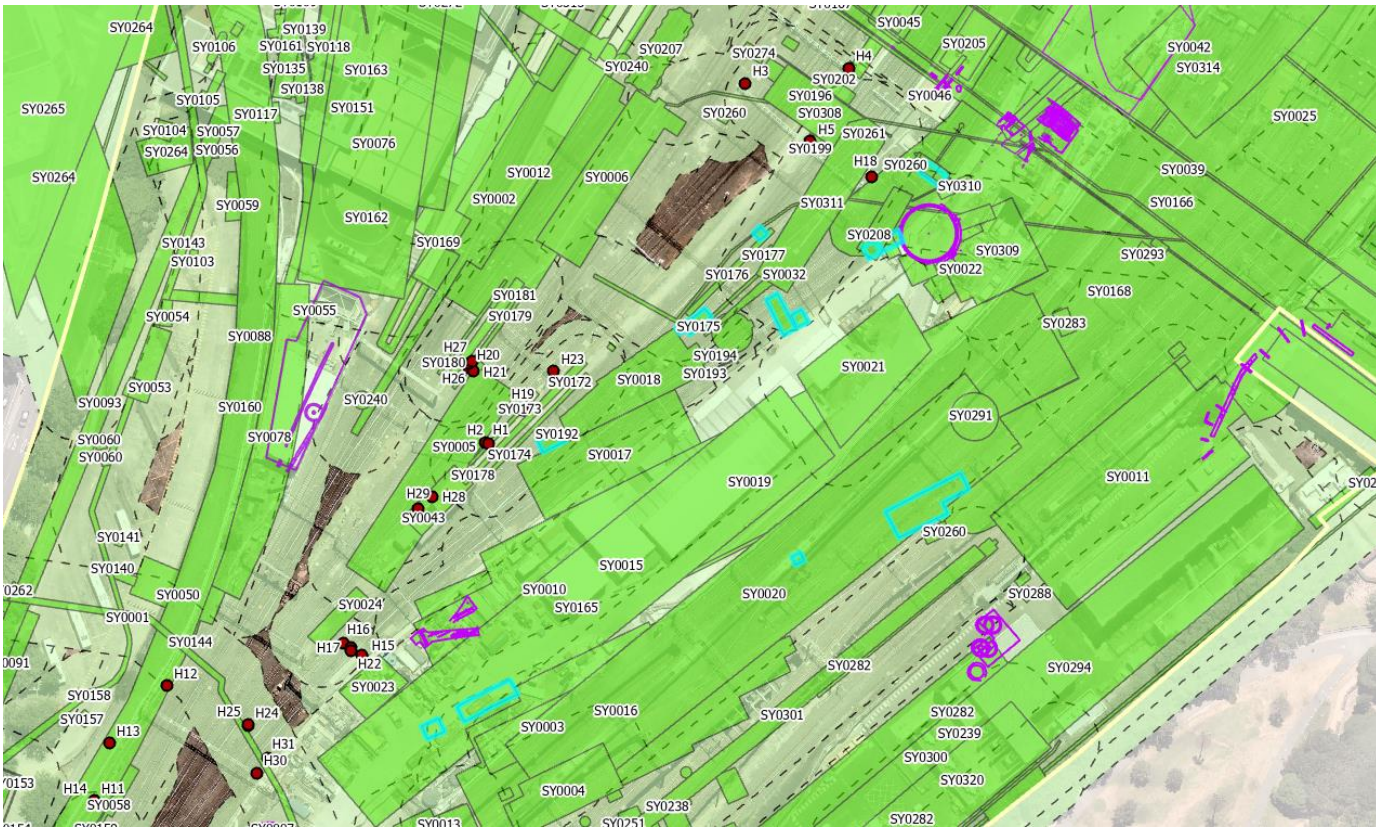
Local –State subject to the nature and legibility of remains and their research potential

[185] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

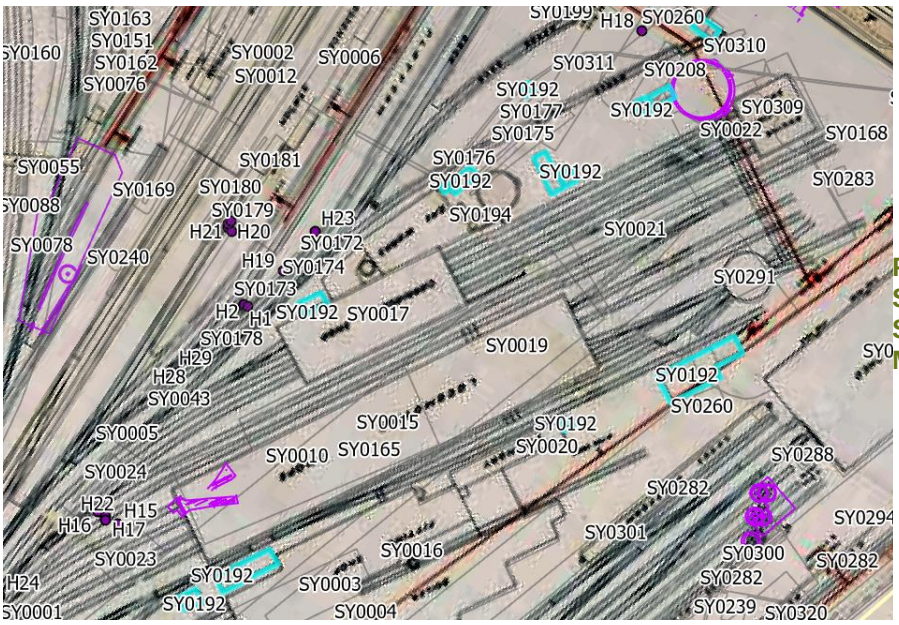


Figure 1. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Source: Antique Print & Map Room, NSW-GSR–234118.

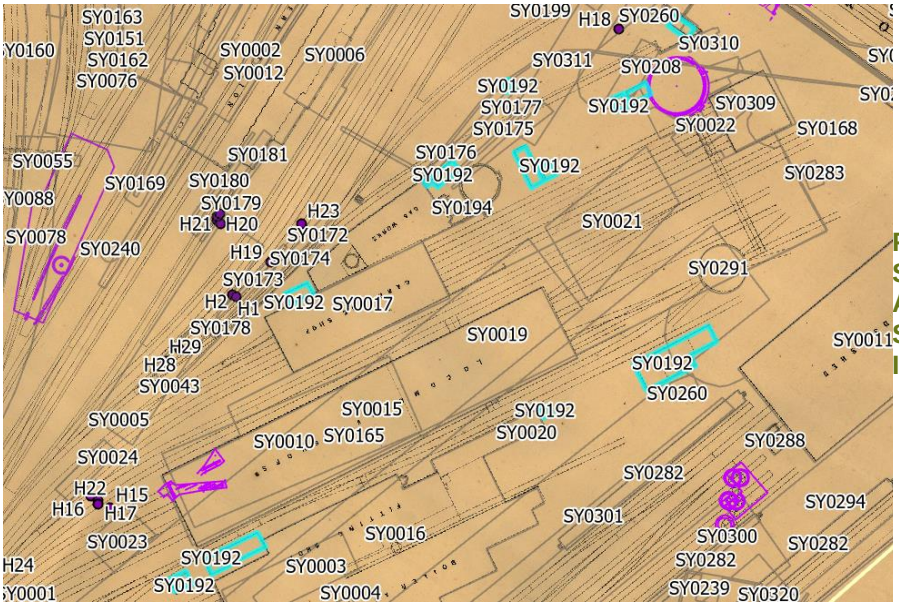


Figure 1. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

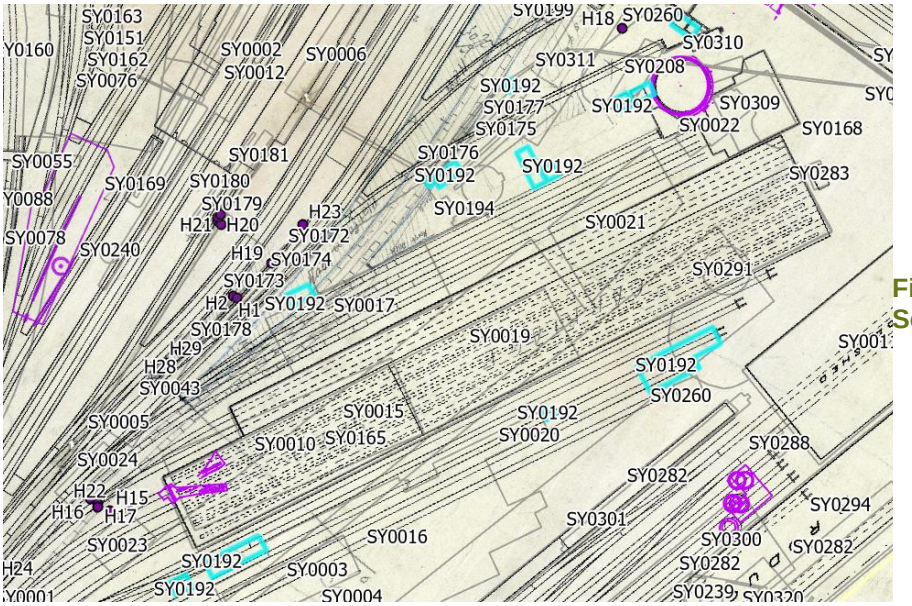


Figure 1. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

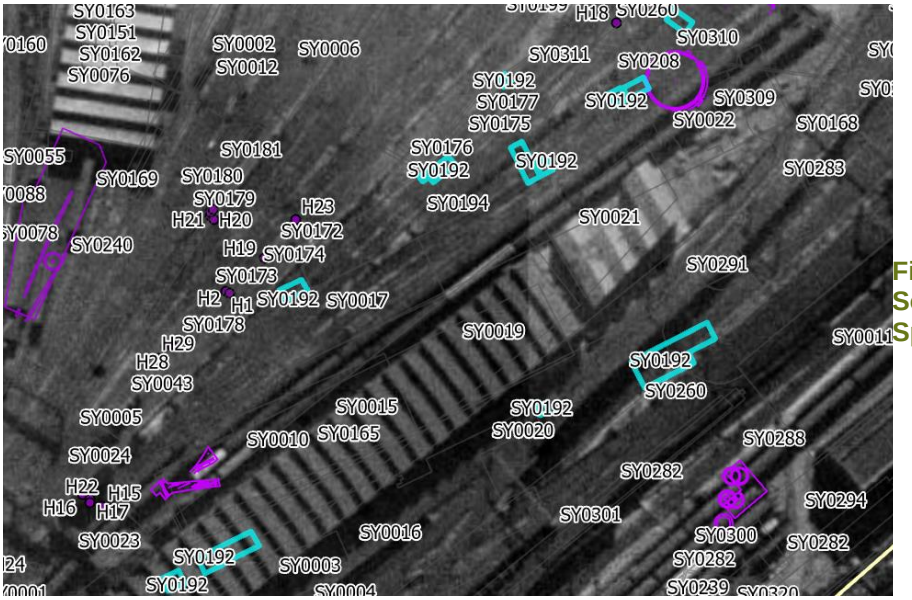


Figure 1. 1943 Aerial Photograph. Source: NSW Government, NSW Spatial Services.

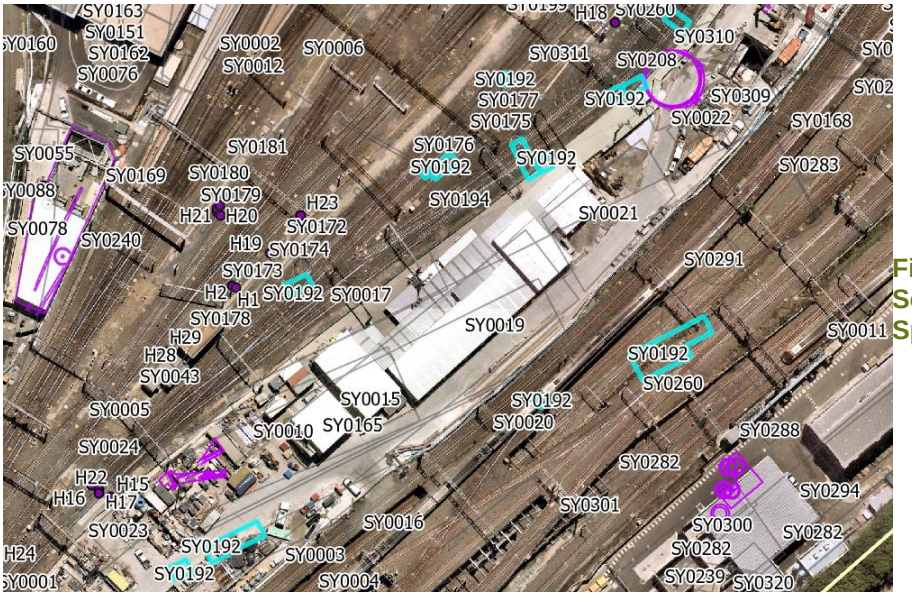


Figure 1. 2021 Aerial Photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

Government Printing Office. c.1872 (1896). *G.S.R. Redfern Station*. Antique Print and Map Room. NSW-GSR–234118. Accessed: https://antiqueprintmaproom.com/product/gsr-redfern-station-government-printing-office/ (12 April 2022).

State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

1.120 SY0193 (Wall adjacent to Gas Works)

Item Details	
Year of construction:	Prior to c.1884
Alternative names:	
Modifications (with years):	Unknown
Function:	Wall
Construction materials:	Unknown
Demolished/removed (year):	Unknown

Historical Summary

The wall is present on an 1884 City of Sydney map, although is not identified on other late-19th century plans. Likely an ancillary structure or retaining wall near to the former gas works.

Archaeological notes

Remains would likely consist of brick footings of the former wall, presuming later development has not resulted in the removal of the former element entirely. The degree of ground disturbance in this location is very high and limited remains are anticipated to be preserved.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of a functional structure associated with the gas-work structures related to Second Sydney/Central Station. The structure has limited research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[186] the remains of the wall have limited potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

Local

Management

D - Note then remove: The item may be removed under the supervision of a qualified archaeologist, who must note and report the impact.

[186] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Item Location



Key Images

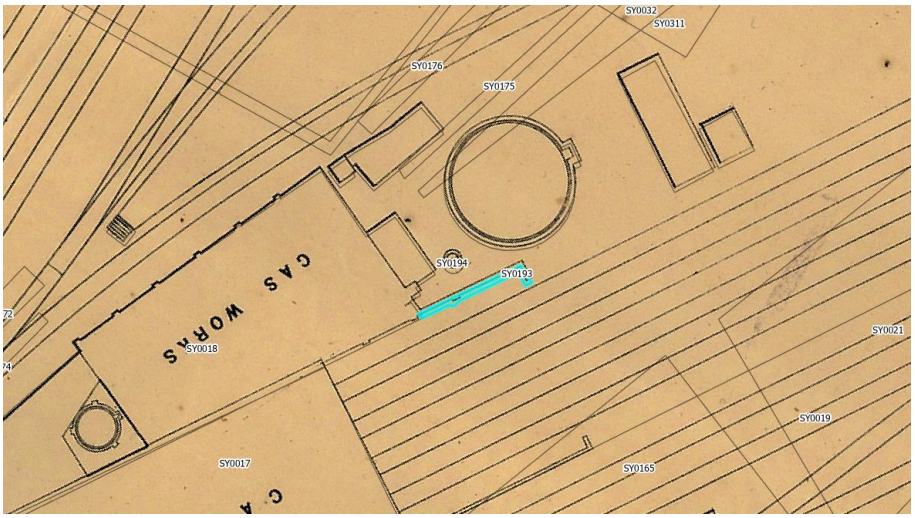


Figure 385. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

Key Sources

State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

1.121 SY0194 (Circular gas works structure)

Item Details	
Year of construction:	Prior to c.1884
Alternative names:	
Modifications (with years):	Unknown
Function:	Unknown
Construction materials:	Unknown
Demolished/removed (year):	By 1900

Historical Summary

The gas works first appear on an 1884 City of Sydney map but is not annotated on other historic plans. Its former function or material composition is unknown.

Archaeological notes

Structure is related to the former gas works however the former function or materials of this item are unknown. Of potential interest in relation to the former gas works overall.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of functional and utilitarian buildings associated with the gas works of the Second Sydney/Central Station. The structure has some research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[187] the remains of the structure have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

Local

Management

D - Note then remove: The item may be removed under the supervision of a qualified archaeologist, who must note and report the impact.

[187] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Item Location



Key Images

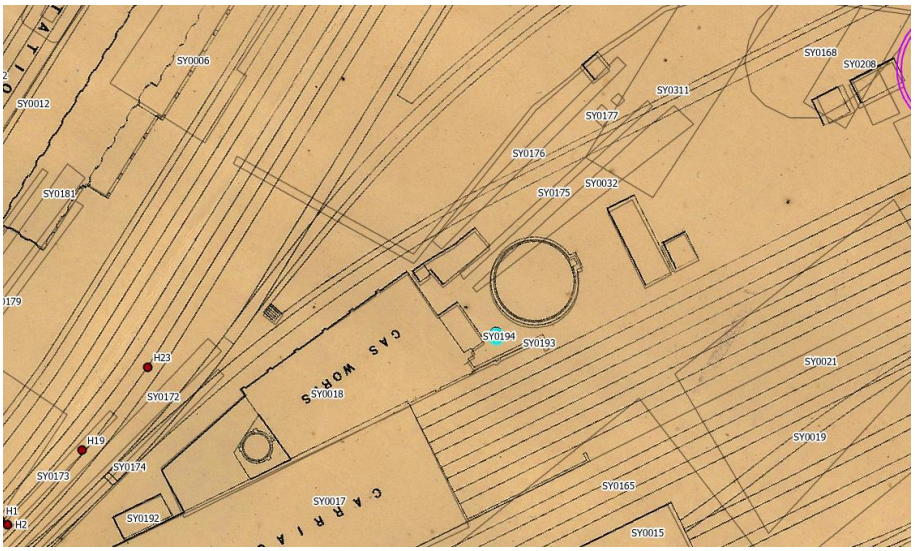


Figure 386. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

Key Sources

State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

1.122 SY0195 (Platform)

Item Details	
Year of construction:	Prior to c.1884
Alternative names:	
Modifications (with years):	Unknown
Function:	Unknown
Construction materials:	Unknown
Demolished/removed (year):	By 1900

Historical Summary

The platform first appears on an 1884 City of Sydney map. Historical plans indicate that this was likely a former yard siding of the Second Sydney Station.

Archaeological notes

Former platform retaining wall is presumed to be brick construction with infilled local or imported spoil material. Ground excavation in this area has been high and it is assumed that the majority, if not all, of this former item would have been removed.

Archaeological Potential

Low

Assessment of significance

The platform is considered to have limited research value. Physical remains would be significant for their potential to demonstrate its original location and to some extent construction techniques.

In response to Bickford and Sullivan's questions about research potential,[188] the remains of the platform could have some potential to contribute knowledge about the specifics of construction techniques used that are characteristic to the Second Sydney Station but are unlikely to have the ability to answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

Contributory to state

Management

[188] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

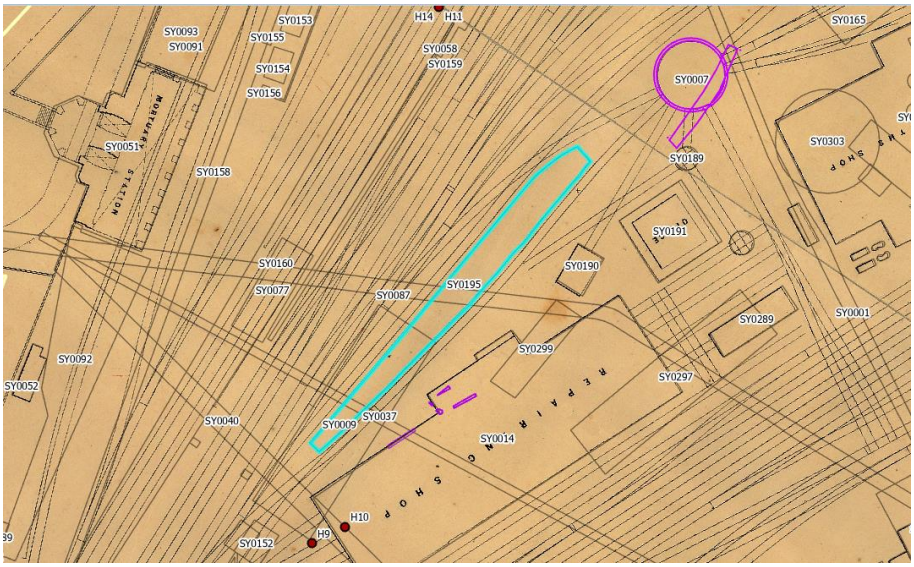


Figure 387. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

Key Sources

State Archives NSW. 1884. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

1.123 SY0196 (Parcels Office)

Item Details	
Year of construction:	By c.1872
Alternative names:	Offices
Modifications (with years):	Unknown
Function:	Office
Construction materials:	Unknown
Demolished/removed (year):	Removed by 1900

Historical Summary

The former parcels office first appears on a Redfern Station 1872 map located near the public entrance to the Second Sydney Station from the former entrance at Devonshire Street. This office may have been a booking or administrative office. This structure appears to have been removed by the 1884 map and replaced by a c.1896 building.

Archaeological notes

This area has undergone a high degree of ground disturbance since the construction of the third (current) Sydney Central Station. However, buried remains of this building may include brick footings, timber beams or floorboards, and isolated artefact deposits.

Archaeological Potential

Low

Assessment of significance

The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[189] the remains of the parcels office have the potential to contribute knowledge about the operations and workers that no other resource and site can about the Second Sydney Station. However, based on its primary function, the site is unlikely to have the ability to answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

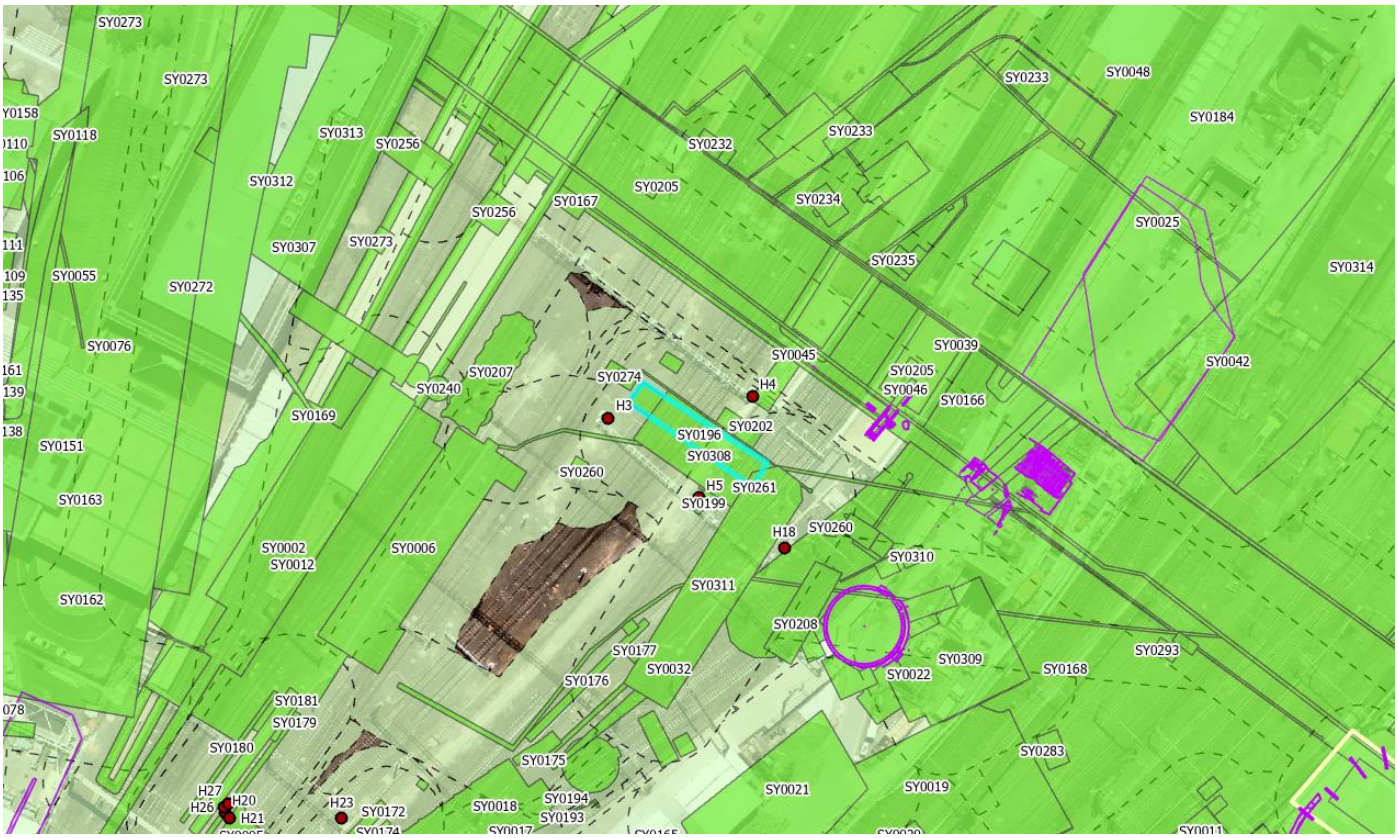
Contributory to state depending on the nature and legibility of the remains and their research potential.

[189] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

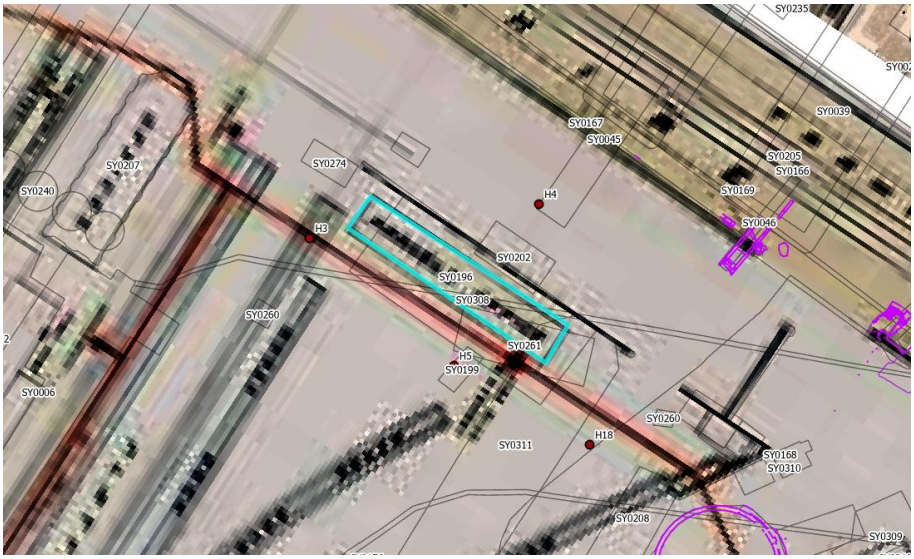


Figure 388. c.1872 Map. Source: Antique Print and Map Room, NSW-GSR–234118.

Key Sources

Government Printing Office. c.1872 (1896). *G.S.R. Redfern Station*. Antique Print and Map Room. NSW-GSR–234118. Accessed: https://antiqueprintmaproom.com/product/gsr-redfern-station-government-printing-office/ (12 April 2022).

1.124 SY0197 (Service pit) [H22]

Item Details	
Year of construction:	c.1870s
Alternative names:	None
Modifications (with years):	N/A
Function:	Likely associated with the Locomotive Workshops
Construction materials:	Brick inspection / service put with sloping brick floor, central brick drain, ash deposit and brick sump
Demolished/removed (year):	Converted c. 1896, Eastern Carriage Shed in use until c.1913

Historical Summary

SY0197/H22 is likely to be associated with the Locomotive Workshops (SY0015). By 1870, when the second passenger station replaced the original, the Carriage shed was demolished and replaced or extended to form the 'Locomotive Shops.'

It is noted though that the location of the footing and surface H22 does not correspond with the location of the Locomotive Workshops as they appear on the 1884 City of Sydney Plan. This suggests the 1884 plan is inaccurate or that an undocumented south-western extension of the Locomotive Shops was constructed.[190]

The 'Locomotive Shops' are shown in several historical photographs, including one from 1875 which shows a large sandstone building. Based on the typical layout of locomotive workshops it can be assumed that it contained several mechanical service bays, each with a below-ground inspection pit to repair locomotives and their components.[191]

By 1896 the Locomotive Workshops may have been extended to the north-east and converted into the Eastern Carriage Sheds. The Carriage shed remained intact up to at least 1913.[192]

Archaeological notes

The orientation, fabric and layout of this service pit matches the service access pit identified by Artefact.[193] within the former Locomotive Shops sown in the 1884 City of Sydney Plan. It also matches the orientation and fabric of H16/SY0198. However, the location of the inspection pit does not correspond with the location of the Locomotive Workshops as they appear on the 1884 City of Sydney Plan. This suggests the 1884 plan is inaccurate or that an undocumented south-western extension of the Locomotive Shops was constructed.[194]

The ash deposit within the inspection pit contained glass bottle fragments and a whole glass hop bitter bottle embossed with the date '1872'.[195]

The item may be impacted by future Sydney Terminal Area Reconfiguration works.[196]

[190] Mountains Heritage, March 2021, *More Trains More Services – Sydney Terminal Area Reconfiguration Historical Archaeological Impact Assessment and Research Design*. Report prepared for Transport for NSW, March 2021, p.34.
[191] Mountains Heritage, March 2021, p.38
[192] Artefact, for Sydney Metro, 2020
[193] Artefact, for Sydney Metro, 2020
[194] Mountains Heritage, March 2021, p.34
[195] Mountains Heritage, March 2021, p.34
[196] Mountains Heritage, March 2021, p. 47

As confirmed by archaeological discoveries as part of Sydney Metro (SY0015) and the Sydney Terminal Area Reconfiguration projects, the 'Locomotive Shops' likely extended across the area where the Up and Down Bankstown lines now cross. Further pits may exist further north and east of the item.

Archaeological Potential

High Potential

Assessment of significance

Few archaeological remains associated with the first and second passenger stations and Sydney Yard have been identified during archaeological works to date. Those remains that have been identified have largely been intact, of State significance, and not in the locations originally predicted.[197]

Given the absence of detailed drawings and presence of in situ archaeological deposit, the inspection pit has considerable research potential. The recovery of additional artefacts from the item may provide further insight into the material culture of workers within the Sydney Yard during the mid-to-late nineteenth century. More broadly, the position, size and orientation of the services pits would confirm the configuration of the larger service bays and provide insight into how the Locomotive Shop was constructed and used.[198]

A comparative analysis with extant Locomotive Shops constructed in the same area would be necessary to understand its technical value.

The inspection pit is considered to be State significant for its historical heritage (a), representative (g) and technical values (c) and research potential (e).[199] Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional and utilitarian buildings associated with the Second Sydney/Central Station. The structure has some research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[200] the remains of the service pit associated with the locomotive shops have the potential to contribute knowledge that no other resource and site can about the second phase of Redfern Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

State

Management

A - Preserve in situ: Owing to the network-critical nature of Sydney Yard, this option will rarely be feasible. However, this is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be noted and reported, then covered in geofabric prior to reburial. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location

[197] Mountains Heritage, March 2021, p.32
[198] Mountains Heritage, March 2021, p.34
[199] Mountains Heritage, March 2021, p.34
[200] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Key Images



Figure 389. View of SY0197/H22 inspection pit with central drain. Source: Mountains Heritage 2021 Plate 2:6.



H22: Brick sump identified directly east of the brick service pit (Source: MTS Heritage, 2021).

Figure 390. View of SY0197/H22 brick sump immediately east of inspection pit. Source: Mountains Heritage 2021 Pg. 77.



Figure 391. Location SY0197/H22 in relation to the 1884 City of Sydney Plan. Note discrepancy in location of Locomotive Shops and archaeological remains. Source: Mountains Heritage 2021 Figure 2.6.

Key Sources

Artefact Heritage. CSM Excavation Directors Report (2020). Chapter 3.

Mountains Heritage, March 2021, *More Trains More Services – Sydney Terminal Area Reconfiguration, Historical Archaeological Impact Assessment and Research Design.* Report prepared for Transport for NSW.

1.125 SY0198 (Brick footing, floor and sandstone yard surface) [H16]

Item Details	
Year of construction:	c.1870
Alternative names:	None
Modifications (with years):	N/A
Function:	Possibly associated with Locomotive Workshops
Construction materials:	Brick footing and return, possible brick floor and sandstone yard surface
Demolished/removed (year):	Converted c. 1896, Eastern Carriage Shed in use until c.1913

Historical Summary

SY0198/H16 is likely to be associated with the Locomotive Workshops. By 1870, when the second passenger station replaced the original, the Carriage shed was demolished and replaced or extended to form the 'Locomotive Shops.'

It is noted that location of the footing and surface does not correspond with the location of the Locomotive Workshops as they appear on the 1884 City of Sydney Plan. This suggests the 1884 plan is inaccurate or that an undocumented south-western extension of the Locomotive Shops was constructed.[201]

The 'Locomotive Shops' are shown in several historical photographs, including one from 1875 which shows a large sandstone building. Based on the typical layout of locomotive workshops it can be assumed that it contained several mechanical service bays, each with a below-ground inspection pit to repair locomotives and their components.[202]

By 1896 the Locomotive Workshops may have been extended to the north-east and converted into the Eastern Carriage Sheds. The Carriage shed remained intact up to at least 1913.[203]

Archaeological notes

The orientation, fabric and layout of this service pit matches the service access pit identified by Artefact.[204] within the former Locomotive Shops sown in the 1884 City of Sydney Plan. It also matches the orientation and fabric of H22/SY0197. However, the location of the footing and surface does not correspond with the location of the Locomotive Workshops as they appear on the 1884 City of Sydney Plan. This suggests the 1884 plan is inaccurate or that an undocumented south-western extension of the Locomotive Shops was constructed.[205]

The item may be impacted by future Sydney Terminal Area Reconfiguration works.[206]

As confirmed by archaeological discoveries as part of Sydney Metro and the Sydney Terminal Area Reconfiguration projects, the 'Locomotive Shops' likely extended across the area where the Up and Down Bankstown lines now cross. Further pits may exist further north and east of the item.

Archaeological Potential

High Potential

[201] Mountains Heritage, March 2021, p.34
[202] Mountains Heritage, March 2021, p.38
[203] Artefact, for Sydney Metro, 2020
[204] Artefact, for Sydney Metro, 2020
[205] Mountains Heritage, March 2021, p.34
[206] Mountains Heritage, March 2021, p. 47

Assessment of significance

Few archaeological remains associated with the first and second passenger stations and Sydney Yard have been identified during archaeological works to date. Those remains that have been identified have largely been intact, of State significance, and not in the locations originally predicted.[207]

Given the absence of detailed drawings, the item has considerable research potential. The recovery of additional artefacts from associated fills may provide further insight into the material culture of workers within the Sydney Yard during the mid-to-late nineteenth century. More broadly, the position, size and orientation of the services pits would confirm the configuration of the larger service bays and provide insight into how the Locomotive Whop was constructed and used.[208]

A comparative analysis with extant Locomotive Shops constructed in the same area would be necessary to understand its technical value.

The item is considered to be State significant for its historical heritage, representative and technical values and research potential.[209] Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional and utilitarian buildings associated with the Second Sydney/Central Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[210] the remains of the structure have the potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

State

Management

A - Preserve in situ: Owing to the network-critical nature of Sydney Yard, this option will rarely be feasible. However, this is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be noted and reported, then covered in geofabric prior to reburial. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location

[207] Mountains Heritage, March 2021, p.32
[208] Mountains Heritage, March 2021, p.34
[209] Mountains Heritage, March 2021, p.34
[210] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Key Images

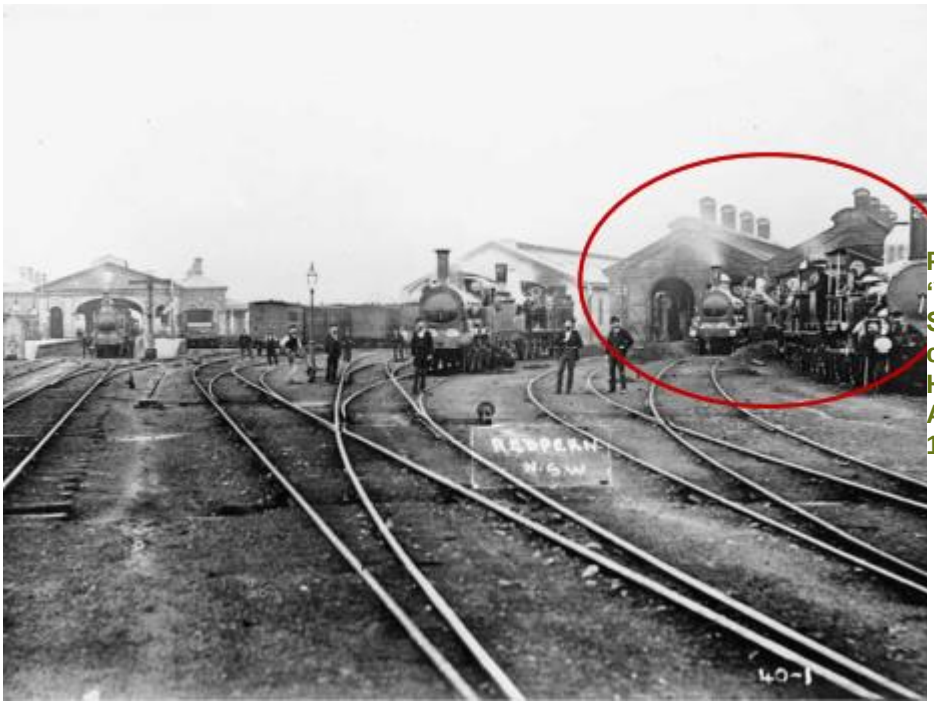


Figure 392. 31 December 1875, 'View of the old Sydney Railway Station'. The 'Locomotive Shops' circled in red. Source: Mountains Heritage 2021 Plate 3:2; NSW State Archives & Records: Digital ID: 17420_a014_a0140000257



Figure 393. View of brick footing in section below modern concrete. Source: Mountains Heritage 2021 Plate 2:2.



Figure 394. View of possible brick floor in section below ash fill. Source: Mountains Heritage 2021 Pg. 64.



Figure 395. Location SY0198/H16 in relation to the 1884 City of Sydney Plan. Note discrepancy in location of Locomotive Shops and archaeological remains. Source: Mountains Heritage 2021 Figure 2.6.

Key Sources

Artefact Heritage. CSM Excavation Directors Report (2020). Chapter 3.

Mountains Heritage, March 2021, *Sydney Terminal Area Reconfiguration, Historical Archaeological Impact Assessment and Research Design*, report prepared for Transport for NSW

1.126 SY0199 (Ancillary Structure) [H5]

Item Details	
Year of construction:	Pre-1925
Alternative names:	-
Modifications (with years):	-
Function:	Unknown
Construction materials:	Brick footing
Demolished/removed (year):	Unknown, after 1953

Historical Summary

The structure in the location of H5 first appears in the c.1925 High Voltage Cables Plan: Central to Macdonaldtown plan. The 1953 lighting plan of Sydney Yard also shows a structure in the approximate location of H5. The date of construction and demolition is unknown.

Archaeological notes

MTMS 2 investigation by Mountains Heritage identified a brick footing and return disturbed by asbestos enclosed cables and water pipes.[211] The investigation concluded that the H5 remains were related to the Maintenance Plumbers Building,[212] but the mapping by Artefact has determined that the remains relate to this unnamed structure.

Archaeological Potential

Moderate Potential

Assessment of significance

Mountains Heritage assessed the remains (H5) as likely to meet the threshold for local significance only, under criterion (a) for its contribution to our understanding of the history and evolution of buildings within the Sydney Yard.[213]

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of functional and utilitarian buildings associated with the Second Sydney/Central Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[214] the remains of the ancillary structure have limited potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

Local

[211] Mountains Heritage, March 2021.
[212] Mountains Heritage, March 2021.
[213] Mountains Heritage, March 2021, p. 22.
[214] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images



Figure 396. 1925 plan of Sydney Yard, showing a structure in approximate location of H5. Source: Sydney Trains VPR.

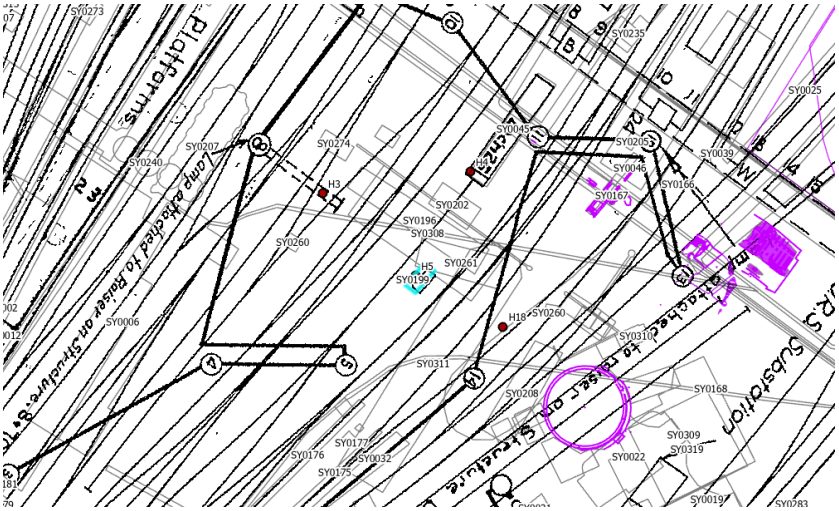


Figure 397. 1953 lighting plan of Sydney Yard, showing structure in approximate location of H5. Source: Sydney Trains VPR.



Figure 398. Location of H5, identified during investigate works for MTMS 2. Source: Mountains Heritage, 2021, p. 17.

Key Sources

Mountains Heritage, 2021. *More Trains More Services, Sydney Terminal Area Reconfiguration: Historical Archaeological Impact Assessment and Research Design*

1.127 SY0200 (Brick footing) [H18]

Item Details	
Year of construction:	Unknown
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Possibly associated with a former below-ground service
Construction materials:	Brick footing
Demolished/removed (year):	Unknown

Historical Summary

Little is known about this structure. Cartographic evidence does not indicate any structures in this location.

Archaeological notes

Little is known about this structure except that it is constructed with later machine-made bricks. It is possible that the structure is associated with a former below-ground service.[215]

Archaeological Potential

Low Potential

Assessment of significance

Following identification of this item during MTMS 2, Mountains Heritage assessed the remains (H18) as likely to meet the threshold for local significance only, under criterion (a) for its contribution to our understanding of the history and evolution of buildings within the Sydney Yard.[216] Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of functional and utilitarian buildings associated with Sydney/Central Station. The structure has research value for its potential to demonstrate its date, original use, construction techniques and functions. Such in situ remains have the potential to demonstrate important information about this otherwise little-known structure.

In response to Bickford and Sullivan's questions about research potential,[217] the remains of the structure have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

Local

[215] Mountains Heritage, March 2021, p. 25
[216] Mountains Heritage, March 2021, p. 25
[217] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

D - Note then remove: The item may be removed under the supervision of a qualified archaeologist, who must note and report the impact.

Item Location



Key Sources

Mountains Heritage, March 2021, *Sydney Terminal Area Reconfiguration, Historical Archaeological Impact Assessment and Research Design*, report prepared for Transport for NSW

1.128 SY0201 (Aboriginal Archaeological Site AHIMS# 45-6-3654)

Item Details	
Year of construction:	N/A
Alternative names:	
Modifications (with years):	
Function:	N/A
Construction materials:	Artefact bearing sand deposit
Demolished/removed (year):	Unknown

Historical Summary

This Aboriginal archaeological site is correlated with the predicted and partially ground-truthed location of truncated natural Botany Sands which were associated with the former alignment of the Devonshire Street creek line, prior to European invasion.

Archaeological notes

Previous archaeological excavation identified two (2) Aboriginal stone artefacts located within intact grey- and grey-white sands within Sydney Yard, at an approximate depth of 1.1 m and 0.3 m below the local ground level. Both artefacts were silcrete flake fragments of less than 12 mm maximum dimension.

These artefacts were identified in largely-intact natural sands located below ground disturbed soil profiles caused by the construction of the three previous Sydney Stations.

Additional artefacts retrieved from redeposited sands overlying intact Botany Sands.

Archaeological Potential

Low

Level of Significance

State

Management

Management of the Aboriginal site AHIMS# 45-6-3654 would be conducted under an approved Aboriginal Heritage Impact Permit (AHIP), including potential test or salvage excavation programs.

Item Location

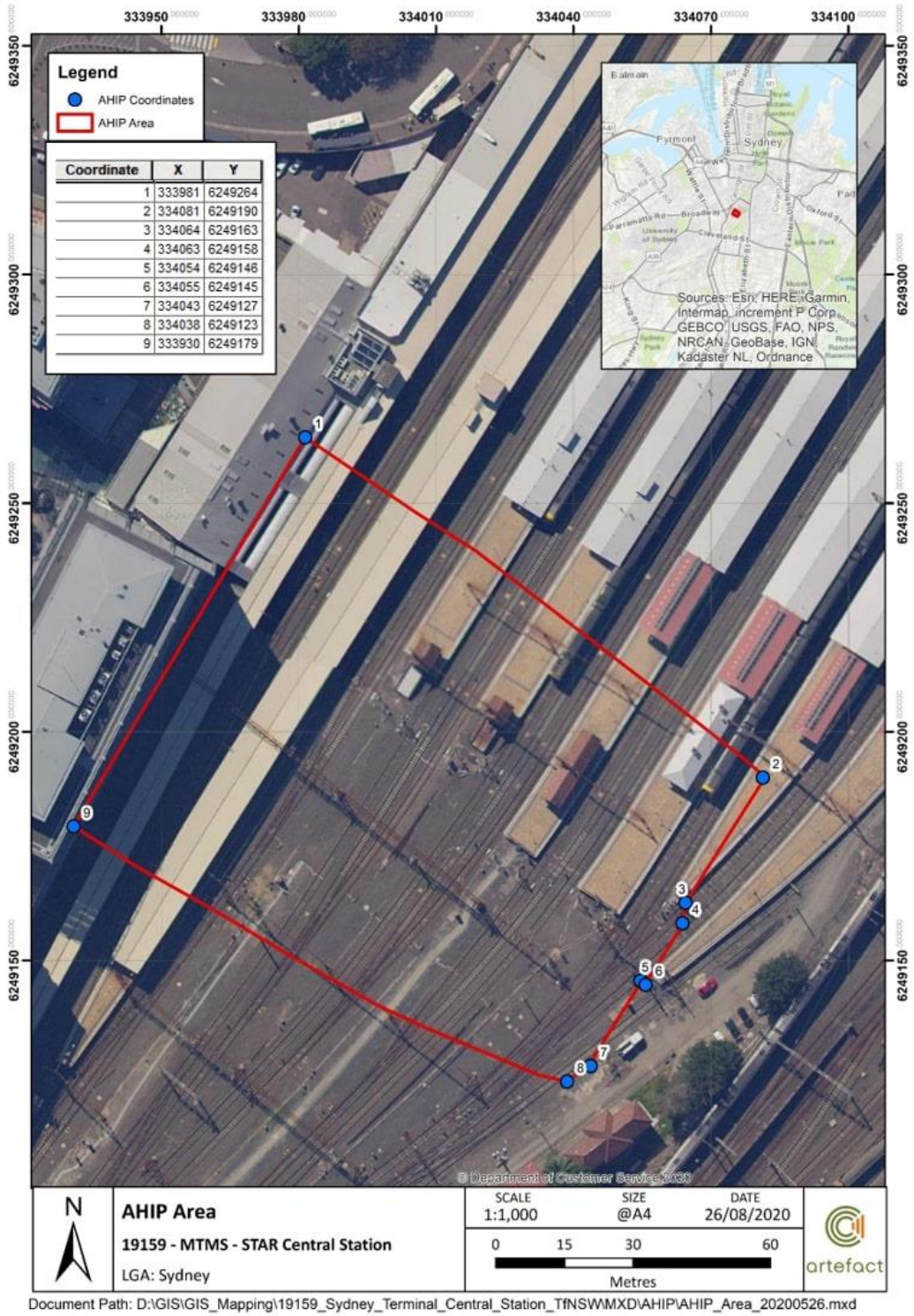


Figure 399: Area extent of Aboriginal archaeological site AHIMS# 45-6-3654

Key Sources

Artefact August 2021. *More Trains More Services Sydney Terminal Area Reconfiguration Phase 1 – Preliminary Aboriginal Archaeological Excavation Report*. Report prepared for NextRail on behalf of TfNSW.

1.129 SY0202 (Maintenance Plumbers Building)

Item Details	
Year of construction:	Pre-1986
Alternative names:	-
Modifications (with years):	-
Function:	Maintenance plumbers building
Construction materials:	Brick footings
Demolished/removed (year):	Unknown

Historical Summary

The 1986 plan of Sydney Yard shows the Maintenance Plumbers building. Date of construction unknown.

Archaeological notes

MTMS 2 investigation by Mountains Heritage identified a brick footing and return disturbed by asbestos enclosed cables and water pipes.[218] Although the investigation concluded that the H5 remains were related to the Maintenance Plumbers Building,[219] the mapping by Artefact has determined that the remains relate to an unnamed structure (SY0199). The Maintenance Plumbers building is likely to comprise brick footings.

Archaeological Potential

Moderate Potential

Assessment of significance

Mountains Heritage assessed the remains of the Maintenance Plumbers Buildings as likely to meet the threshold for local significance only, under criterion (a) for its contribution to our understanding of the history and evolution of buildings within the Sydney Yard.[220] Although this assessment was for H5 rather than the Maintenance Plumbers Building, it is likely that the Maintenance Plumbers Buildings would also meet the threshold for local significance.

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of functional and utilitarian buildings associated with the Third Sydney/Central Station. The structure has research value for its potential to demonstrate its date, original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[221] the remains of the structure have the potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

[218] Mountains Heritage, March 2021, p.22.
[219] Mountains Heritage, March 2021.
[220] Mountains Heritage, March 2021, p.22.
[221] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Level of Significance

Local

Management

D - Note then remove: The item may be removed under the supervision of a qualified archaeologist, who must note and report the impact.

Item Location



Key Images



Figure 400. 1986 plan of Sydney Yard, showing the Maintenance Plumbers Building. Source: Sydney Trains VPR.

Key Sources

Mountains Heritage, 2021. *More Trains More Services, Sydney Terminal Area Reconfiguration: Historical Archaeological Impact Assessment and Research Design*

1.130 SY0203 (Brick footing directly west of the Yard Controller Building) [H28]

Item Details	
Year of construction:	1880 - 1920s
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Unknown
Construction materials:	Sandstock bricks, cement mortar
Demolished/removed (year):	Unknown

Historical Summary

The only building shown in proximity to this find [H28] is the 1860s Carriage Shed. However, the cement mortar suggests the footing is associated with a later structure.[222] Further archaeological investigation to expose its full extent and context is needed to confirm the phasing and associations of this find.

Archaeological notes

Archaeological investigations undertaken for MTMS 2 identified a small brick footing in the east section of a drainage trench to the west of the Yard Controller Building. The footing measures 400mm wide and 300mm high and consists of three courses of sandstock bricks bonded with a light brown cement and sand mortar. The sandstock bricks were orange red clay with frequent manganese inclusions. The individual bricks measure 230mm long x 115mm wide x 70mm high. No brick frogs were visible.

The brick footing was identified roughly 960 mm below the top of ballast. The footing was contained within a distinctive cut into the weathered bedrock. The brickwork was present at the base of the cut, below 600mm of dark brown-black mottled clay with frequent sandstock brick fragments and ash. A 260mm thick deposit of dark brown-black loose ballast with loamy clay matrix was present above the cut and fill. This sat directly below the ballast.

Following identification of this item during MTMS 2, Mountains Heritage noted that the brick corresponds with structures that relate to the second Sydney station (1870s – 1906), however, the concrete mortar suggests re-use of the bricks as part of a later structure.

Archaeological Potential

Low to moderate. The footing was retained in situ however no diagnostic historical artefacts were noted in the fills surrounding the brick footing. Further archaeological excavation to expose its full extent would provide additional context for its interpretation.

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of a functional and utilitarian building associated with Central Station. Such in situ remains have the potential to demonstrate important information about this otherwise little-known structure. The structure has research value for its potential to demonstrate its date, original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[223] the remains of the structure have the potential to contribute knowledge that no other resource and site can about the Second and Third Sydney Stations, as well as answer broader questions relating to the development of transport infrastructure in NSW.

[222] Mountains Heritage, July 2021, p. 3.
[223] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on

Level of Significance

Local

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

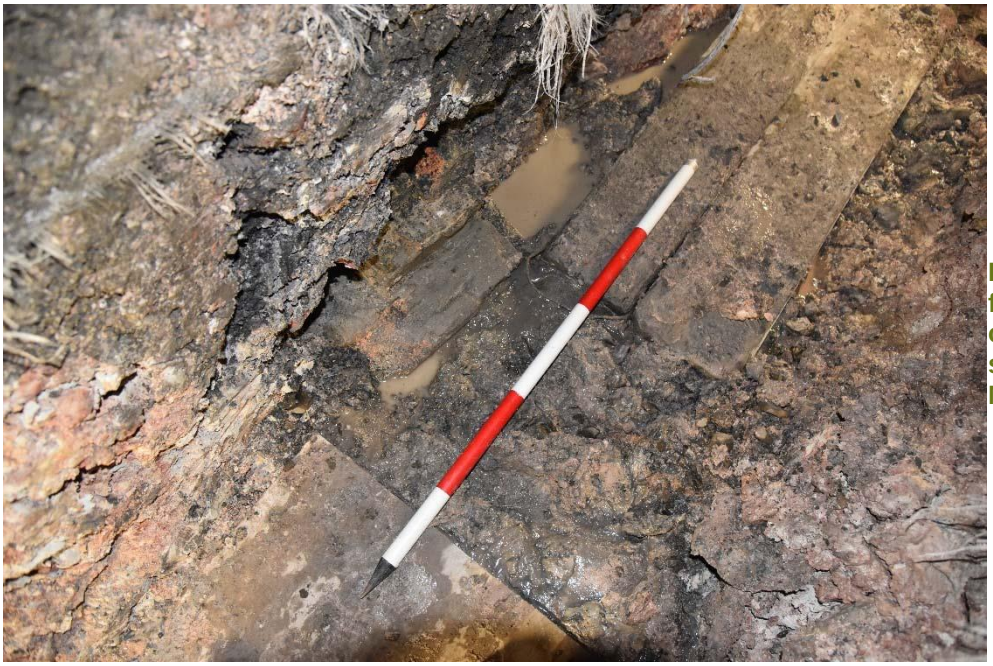


Figure 401. Small brick footing exposed at the base of the drainage trench, facing south east. Source: Mountains Heritage 2021



Figure 402. Small brick footing exposed in the east section of the drainage trench. Source: Mountains Heritage 2021



Figure 403. Small brick footing exposed in drainage trench, facing north. Source: Mountains Heritage 2021

Key Sources

Mountains Heritage, July 2021. *More Trains More Services, Sydney Terminal Area Reconfiguration: Summary of Archaeological Monitoring during WE50*

1.131 SY0204 (Brick footing and floor, possible ash pit) [H26]

Item Details	
Year of construction:	Likely 1850 - 1855
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Possible ash pit associated with the First Sydney Station
Construction materials:	Sandstock bricks, ash fill
Demolished/removed (year):	Likely by 1860s

Historical Summary

Given its location, fabric, dimensions, orientation and stratigraphic relationship with and SY005 (H21 & H27) and SY0179 (H20), this brick-lined pit appears to be associated with the first station constructed at Sydney terminus in the 1850s. It is possible that an early ash pit was positioned on the side of the main railway track that led to the original timber and corrugated iron station building.[224] Given the presence of H27, it is possible that the ash pit was disused when the first carriage shed was constructed between 1855 and 1865. An ash pit in this location is not shown in early historical plans, however, this is not unusual for ancillary features such as ash pits. Further excavation to expose the full extent of this feature would be required to confirm this initial interpretation.

Archaeological notes

Archaeological investigations undertaken for MTMS 2 exposed a brick-lined pit when the west wall of a c.1906 - 1925 ash pit (H20) was removed for the ULX3 pit. The pit was truncated by this feature and disturbed by later services. The top of the brick footing was identified directly below 400mm of twentieth century cabling and associated sand fill. This cabling was installed above a 300mm deep timber pier which directly impacted the footing. Below the cabling, 370mm of compact mixed clay levelling / demolition fill was deposited directly above the 140mm thick in-situ ash fill. The brick pit was cut directly into the natural white clay with a 50mm thick compact uniform medium brown sand used as bedding fill.

At the northern end of the section exposed, the pit was cut by another brick footing oriented north west – south east (H27) and associated fills.

The portion of the brick pit exposed measured 1.04m long by 840mm high. It consisted of a brick floor and brick footing at the southern end of the floor, and an in-situ ash fill capped by a compact clay levelling fill.

The brick floor featured two courses of brickwork laid in header bond. The section of floor exposed measured 1.02m long by 260mm deep. The bricks were red sandstock bricks with manganese inclusions bonded with a white / yellow sand mortar.

The brick footing at the southern of the floor was comprised of 8 courses of brickwork bonded with a white / yellow sand mortar. The footing was keyed into the floor forming an obvious brick lined pit. The brick wall was 450mm wide by 840mm high and has been disturbed by a later timber encased service and overlying cables.

The in-situ ash fill was comprised of 140mm of dark grey black clay with frequent ash and slag pieces. No artefacts were noted in the section of fill exposed. The ash fill was topped with a compact mixed clay fill containing demolition material, including large brick pieces and patches of ash fill.

[224] Mountains Heritage, April 2021, p.7

Archaeological Potential

Moderate to Low. Further investigation is needed to confirm the absence / presence of artefacts in the ash fill.

Assessment of significance

Few archaeological remains associated with the first station have been identified during archaeological works to date. Those remains that have been identified have largely been intact, of State significance, and often not in the locations originally predicted or shown on the historical plans.[225] Given the absence of detailed drawings, the item has considerable research potential. The recovery of artefacts from the ash fill (if present) may provide further insight into the material culture of workers within the Sydney Yard during the mid-nineteenth century. Intact and legible remains associated with the First Sydney Station period would be considered State significant as evidence of an early utilitarian structure in the first phase of development of Sydney/Central Station. The structure has research value for its potential to demonstrate its date, original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[226] the remains of the parcels office have the potential to contribute knowledge that no other resource and site can about the First Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of Significance

State

Management

A - Preserve in situ: Owing to the network-critical nature of Sydney Yard, this option will rarely be feasible. However, this is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be noted and reported, then covered in geofabric prior to reburial. This process should occur under the supervision of a State significant qualified Excavation Director.

[225] Mountains Heritage, March 2021, p.32
[226] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Item Location



Key Images



Figure 404. West section of ULX3 West Pit, showing the brick ash pit in section. Source: Mountains Heritage, 2021)



Figure 405. Detail view of the west section showing the brick floor and footing cut into natural B horizon clay. Source: Mountains Heritage, 2021

Key Sources

Mountains Heritage, April 2021. *More Trains More Services, Sydney Terminal Area Reconfiguration: Summary of Archaeological Monitoring during WE41 (April 2021)*

1.132 SY0205 (Electrical Pits)

Item Details	
Year of construction:	Prior to 1925
Alternative names:	Pits
Modifications (with years):	Unknown (alterations likely conducted throughout the twentieth century and early twenty-first century)
Function:	Electrical pit
Construction materials:	Unknown, likely concrete
Demolished/removed (year):	Unknown

Historical Summary

The electrical pits first appear on the c.1925 High Voltage Cables Plan: Central to Macdonaldtown plan, but are not shown on later plans. The electrical are likely to have first been installed in c.1925 in association with the electrification of the suburban railways. Due to upgrades in the lighting systems in Sydney Yard it is likely that the original electrical pits were altered over the course of the twentieth century and early twenty-first century. By the time of the discontinuation of the c.1925 High Voltage Cables Plan in 1989, the 2kV cable between the pits was out of service.

Archaeological notes

The electrical pits are likely to have been constructed from concrete at a depth of approximately 200mm to 600mm below the ground surface. Due to the depth and location of the pits, the western pit (Pit 4) to the south of Platform 4/5 is likely to be extant, albeit altered. The eastern pit (Pit 10) is located beneath Platform 10/11 and is therefore unlikely to remain fully intact underneath the platform due to the excavation works undertaken as part of the construction of the platform.

Archaeological Potential

Moderate Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for local significance as evidence of infrastructure related to the third and latest phase of development of Sydney/Central Station. However, in this case, the electrical pits are likely to be built to standard pit designs; if complete, the pits would demonstrate the electrification of the station. The structures have research value for their potential to demonstrate their original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[227] the remains of the structures have limited potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

[227] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

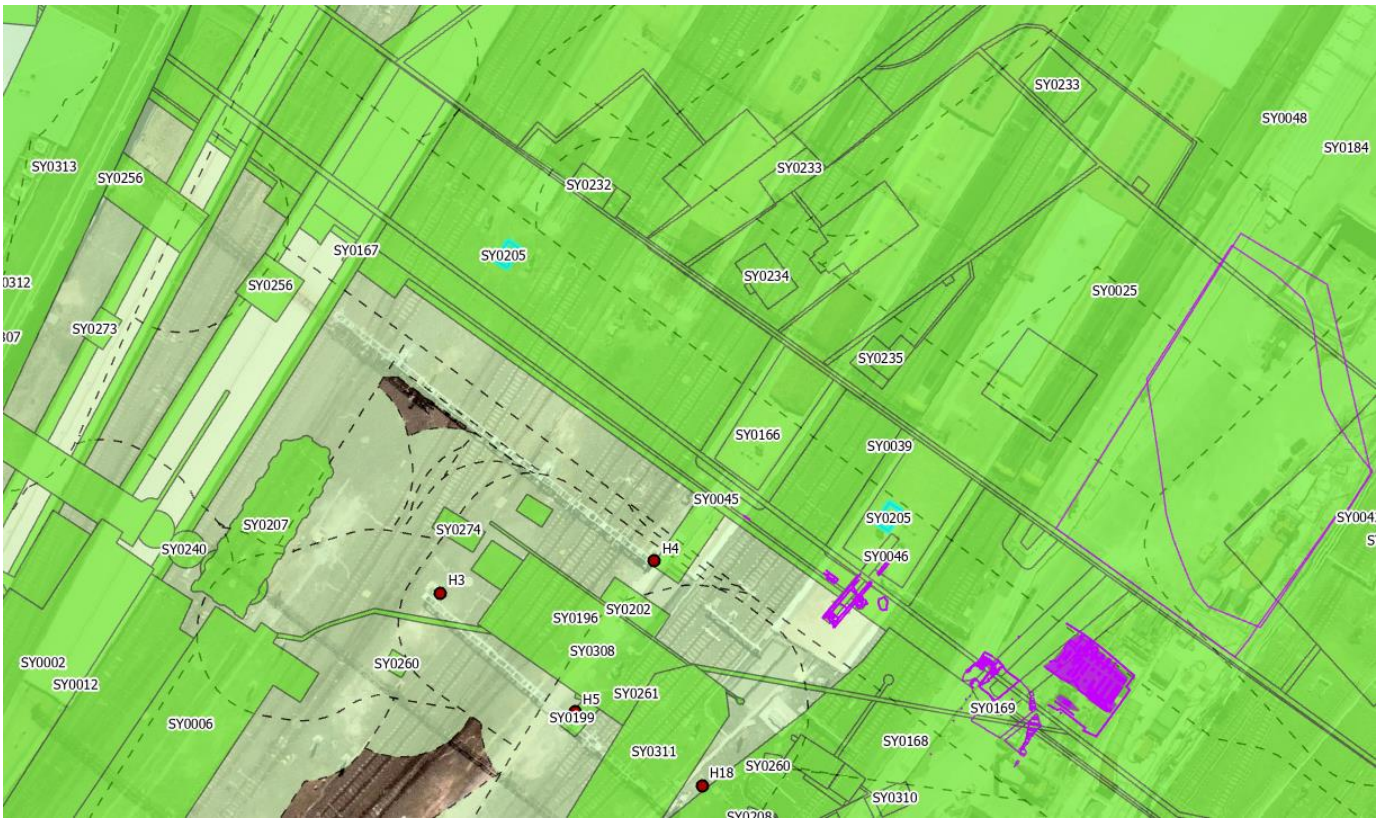
Level of Significance

Local

Management

C - Archivally record then remove. If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images



Figure 406. c.1925 N.S.W.G.R. Chief Electrical Engineer's Office plan of the Western Carriage Shed and the surrounding railway tracks, showing the location of the electrical pits. Source: Sydney Trains VPR.



Figure 407. 1998 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

Sydney Trains Plan Room. *c.1925 N.S.W.G.R. Chief Electrical Engineer's Office plan of the Western Carriage Shed and the surrounding railway tracks. S*ource: B/27846, 0045989_T0C.

Electrification. (1925, November 16). *The Sydney Morning Herald (NSW: 1842 - 1954*), p. 10. Retrieved April 27, 2021, from http://nla.gov.au/nla.news-article16255002.

1.133 SY0207 (Offices)

Item Details	
Year of construction:	By c.1872
Alternative names:	Structure, Office
Modifications (with years):	Unknown
Function:	Offices
Construction materials:	Brick, stone, metal roof
Demolished/removed (year):	1903

Historical Summary

The offices are first documented in cartographic form on a c.1872 map, indicating that the offices to the east of the Second Station were constructed by c.1872. The offices are shown in a number of historical photographs of the Second Station. Based on cartographic evidence, the offices appear to have been demolished by 1903.

As shown in photographs, the building was a two-storey brick building with large semi-circular arched windows and openings on the ground and first floor. The arched windows were detailed in two ways. The ground floor windows/openings had a double stone and brick arch with detailing to match the Second Station Terminal Building. First floor windows had a single stone relief decorating the arch of the window and a stone sill. There was brick and stone banding between first and second floor. The building was rectilinear in plan with a curved or chamfered edge to its northern façade. The building had two chimneys, and a metal roof supported by a corbel stone course.

Archaeological notes

There is the potential for remains of the brick or stone footings and basement structures related to the building, particularly in relation to the fireplace structures which would have helped to anchor the building. The foundations are the only elements to likely remain in the archaeological record. As the area has been largely disturbed due to track slewing, archaeological evidence in higher surface levels will most likely be destroyed.

Archaeological Potential

Moderate

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of a functional structure associated with the daily operations of the First Station. The structure has research value for its potential to demonstrate its original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[228] the remains of the offices have the potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

[228] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

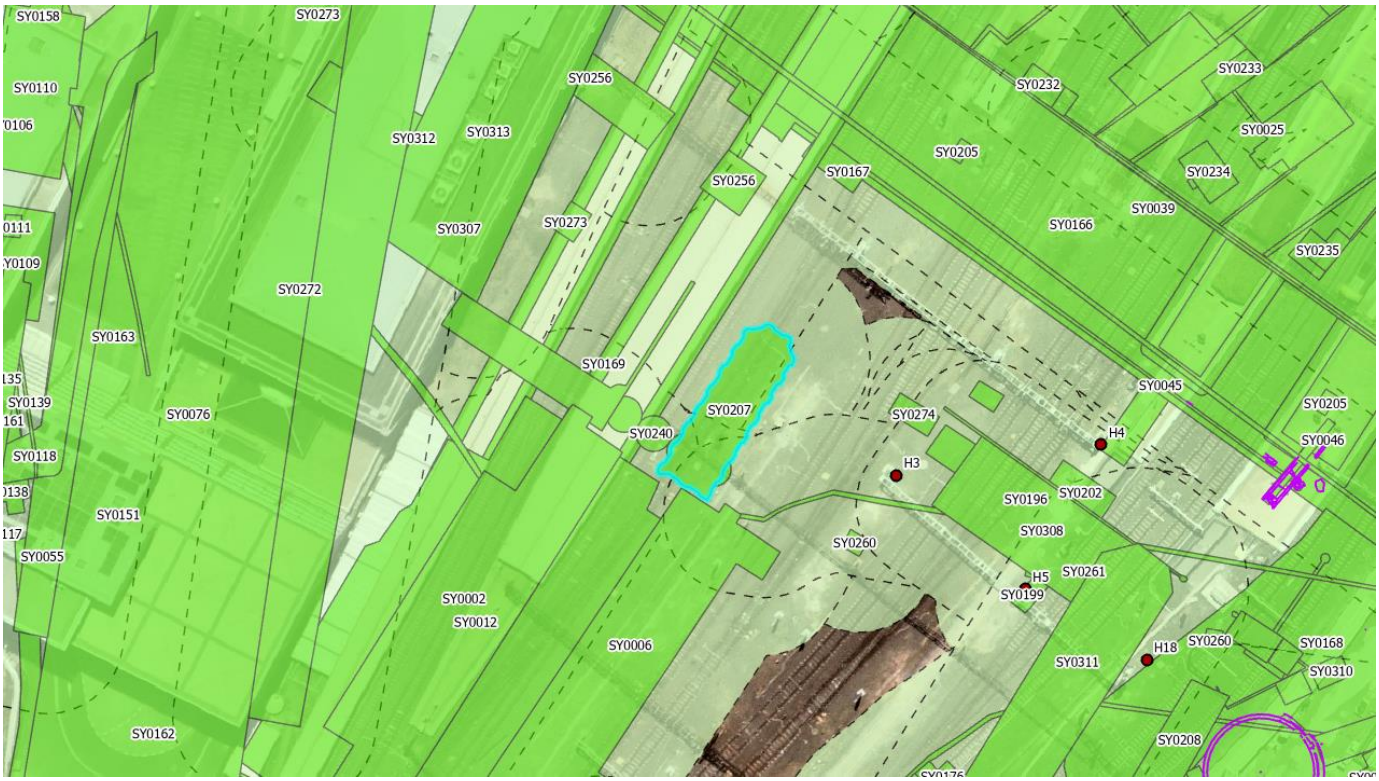
Level of Significance

State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

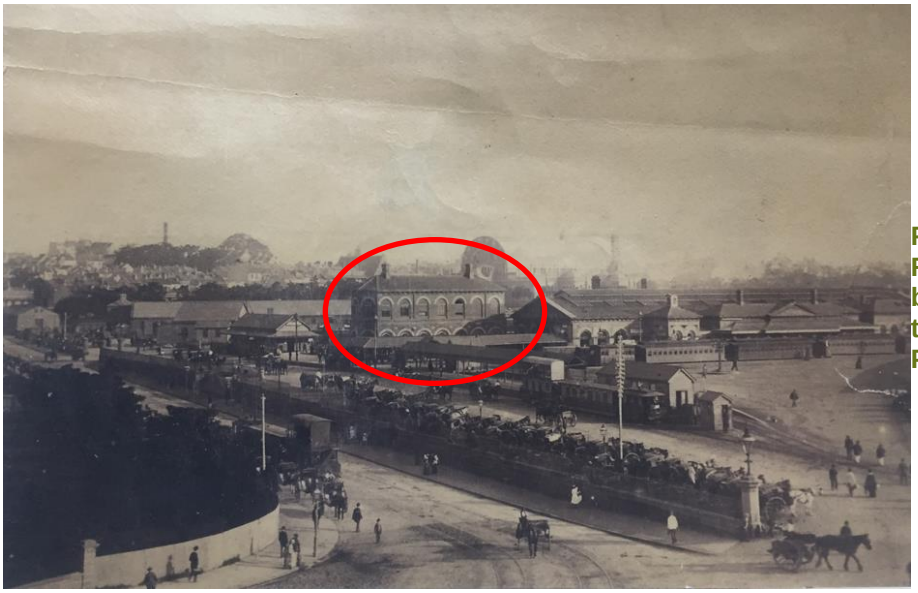


Figure 408. c A photograph of Redfern Station dated as c.1867, but more likely c.1887, showing a the office (circled). Source: SLNSW, PXA 2127/Box 11.

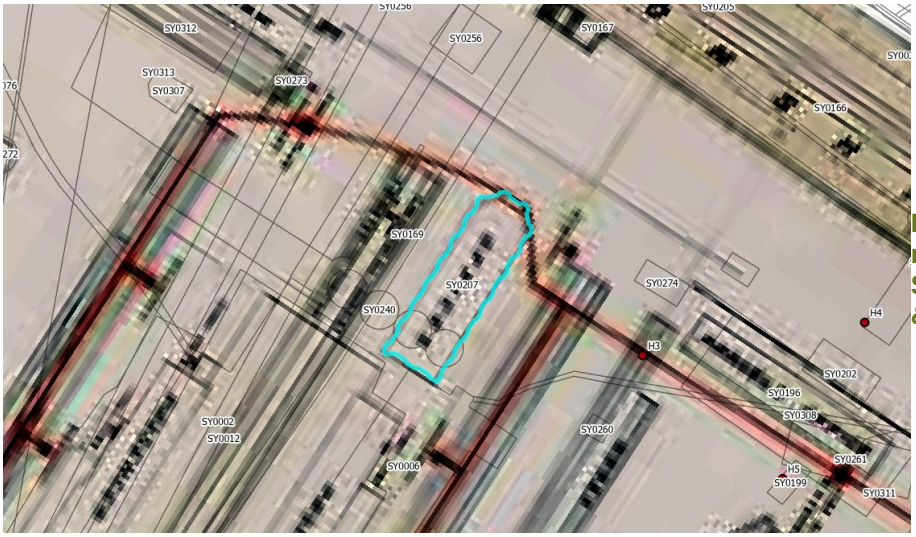


Figure 409. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Source: Antique Print & Map Room, NSW-GSR–234118.

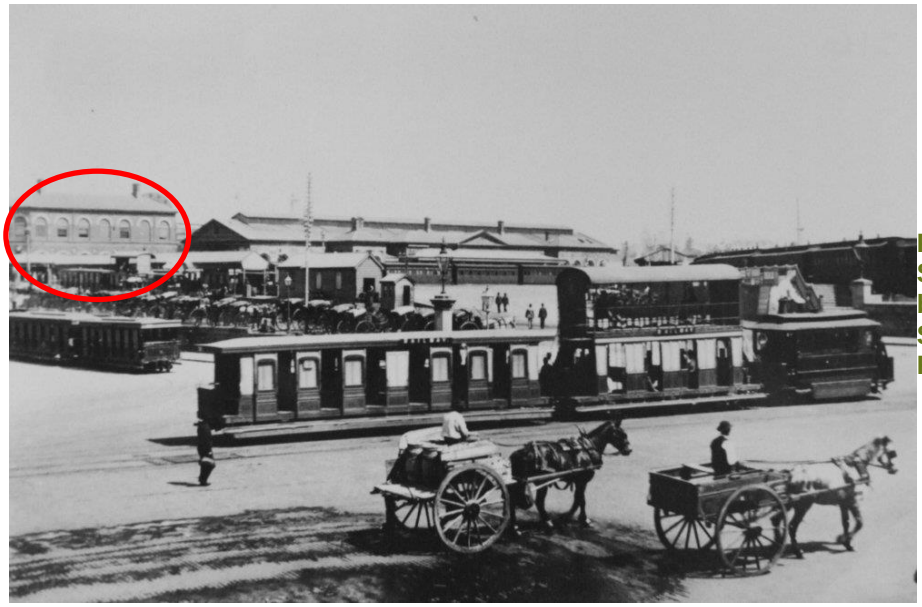


Figure 410. c.1879-1902 photo of Second Station, office building left background. Source: City of Sydney Archives & History Resources, A-00058195.

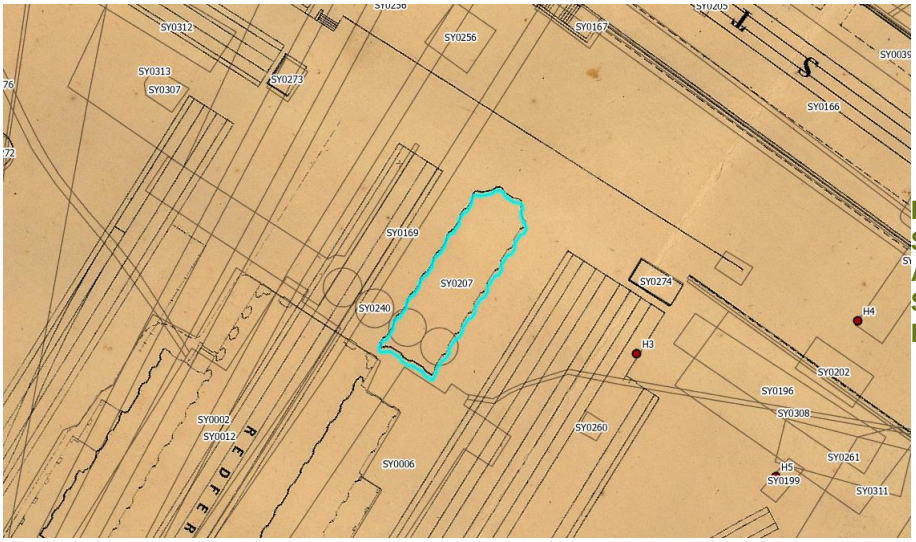


Figure 411. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.



Figure 412. c.1890 photo of the office building to left foreground. Source: City of Sydney Archives & History Resources.



Figure 413. 1890 photograph of the Second Station, office building at left of photo. Source: City of Sydney Archives & History Resources, A-00033151.

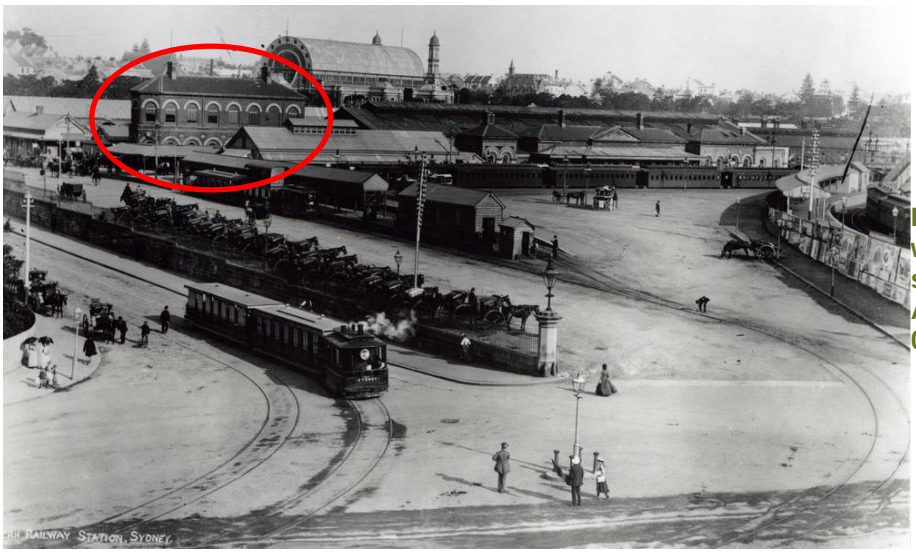


Figure 414. c.1900 photo of Station with office building in background still extant. Source: City of Sydney Archives & History Resources, A-00024357.



Figure 415. 1896 Redfern Station. Source: SLNSW, FL16812178.



Figure 416. c.1901 photo of Station with office building in background still extant. Source: City of Sydney Archives & History Resources.



Figure 417. View of the Office structure, c.1900. Source: Royal Australian Historical Society, SLNSW, ON 260/431-490, no. 482.

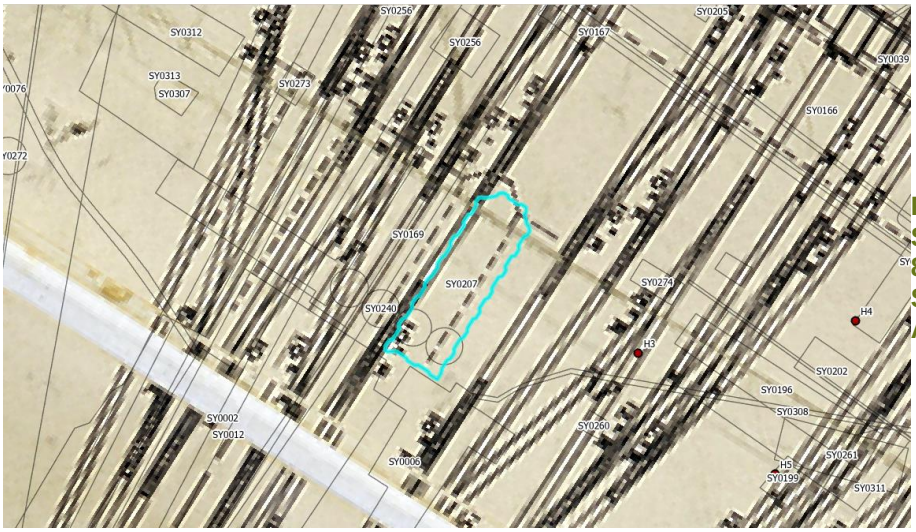


Figure 418. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

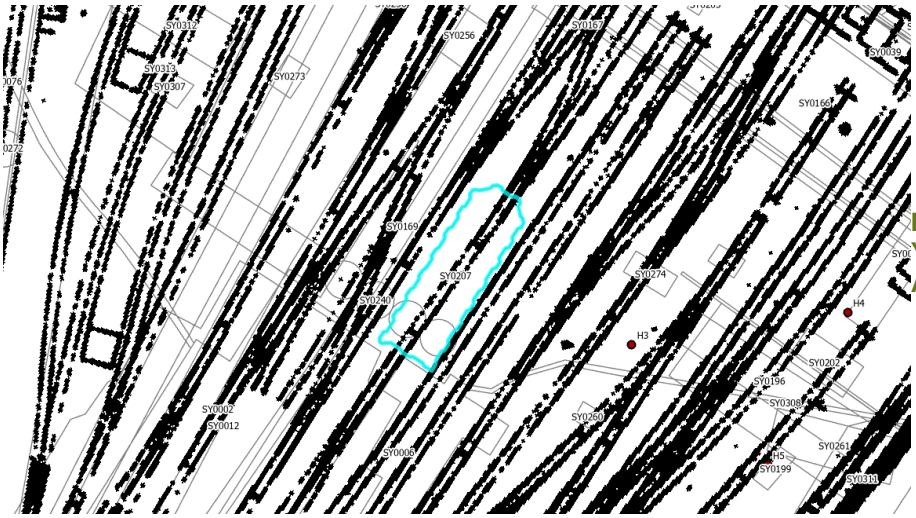


Figure 419. 1916 Sydney Station Yard, Sydney Trains Plans, 0204478 A0C.



Figure 420. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

City of Sydney Archives, c.1879-1902. *Old Central Railway Station*. A-00058195. Accessed: https://archives.cityofsydney.nsw.gov.au/nodes/view/672226 (27 April 2022).

City of Sydney Archives, 1890. *Redfern Railway Station*. A-00033151. Accessed: https://archives.cityofsydney.nsw.gov.au/nodes/view/596617 (27 April 2022).

City of Sydney Archives, 1900. Old Central Railway Station, circa 1900. A-00024357. Accessed: https://archives.cityofsydney.nsw.gov.au/nodes/view/585002 (27 April 2022).

Royal Australian Historical Society, ca.1900-1910. 'Box 15: Royal Australian Historical Society : photonegatives, ca. 1900-1910', *SLNSW.* ON 260/431-490, FL8960908, no. 467.

1.134 SY0208 (c.1900 Structures Associated with Gas Works)

Item Details	
Year of construction:	1896-1900
Alternative names:	Gas works buildings, gas works structures
Modifications (with years):	Unknown
Function:	Ancillary services associated with the provision of gas for carriages and station premises and workshops
Construction materials:	Unknown, potentially brick
Demolished/removed (year):	Prior to 1903

Historical Summary

Two small rectilinear buildings first appear on the 1900 map of Sydney Yard, directly adjacent to the Gas Works (SY0309) constructed prior to c.1896. The buildings were therefore likely to be connected to the c.1900 use of the Gas Works. The buildings were demolished prior to 1903 as part of the redevelopment for the third iteration of Central Station.

Archaeological notes

Archaeological evidence of the c.1900 gas works buildings is likely to include foundations, potentially brick masonry, and associated piping and services. The buildings were short-lived, but it is not clear if this means that the materials used were ephemeral or more permanent materials. However, it should be noted that Gas Works sites are likely to be highly contaminated and this will limit the nature of the archaeological work able to be undertaken.

The eastern section of the associated c.1896 Gas Works was discovered during the Central Station Main Works (CSMW) project, found to comprise a curved machine-made brick wall.[229] It is therefore possible that the associated buildings would also be at least partially intact. The eastern building was located within the CSMW footprint, but it was not identified during monitoring and is therefore assumed to have been previously removed. The western building is located outside of the CSMW footprint, but as it was likely to be at the same depth, the potential for the building to remain intact is low.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible remains have the potential to reach the threshold for local significance as evidence of early utilities prior to the third phase of development of Sydney/Central Station, and of private enterprise within the government railways. The structures have limited research value for their potential to demonstrate their original use, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[230] the remains of the structures have limited potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

[229] Artefact Heritage. *Preliminary Excavation Directors Report Central Station Main Works* (March 2020), pp. 17-18.
[230] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on

Level of Significance

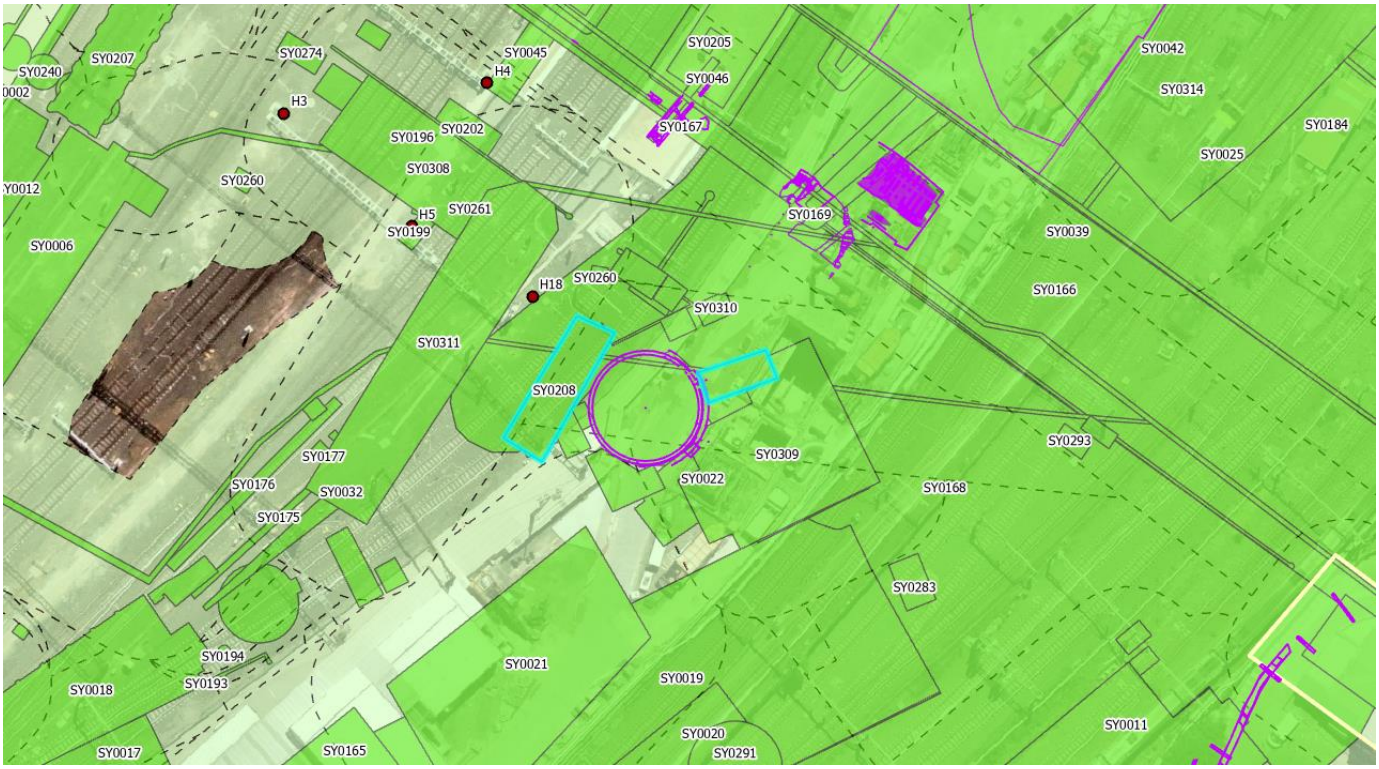
Local

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

No archaeological work to occur in this area without an assessment by a competent Occupation Hygienist with due regard to a contamination report and discussions with the archaeologist as to the nature of work proposed.

Item Location



Key Images

Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

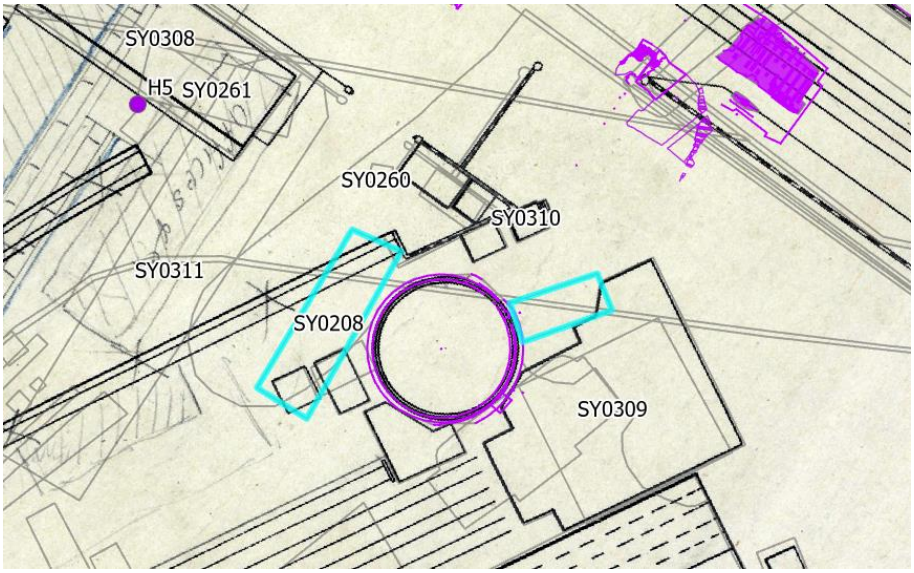


Figure 421. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

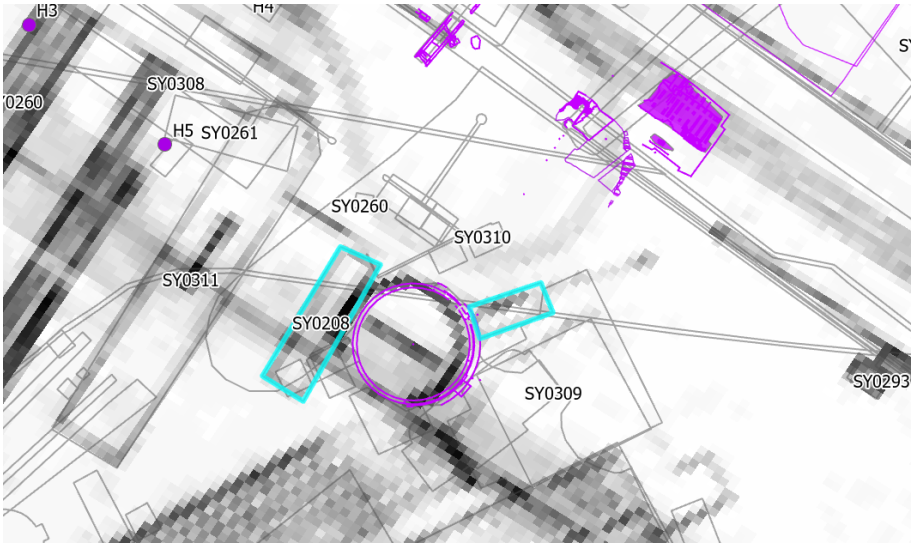


Figure 422. 1900 Sydney Yard. Source: SLNSW.

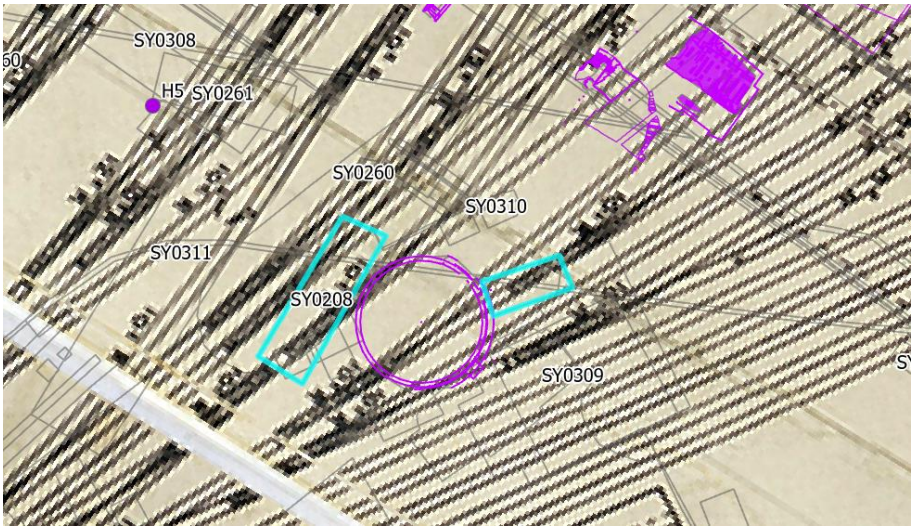


Figure 423. 1903 Central Station plan. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

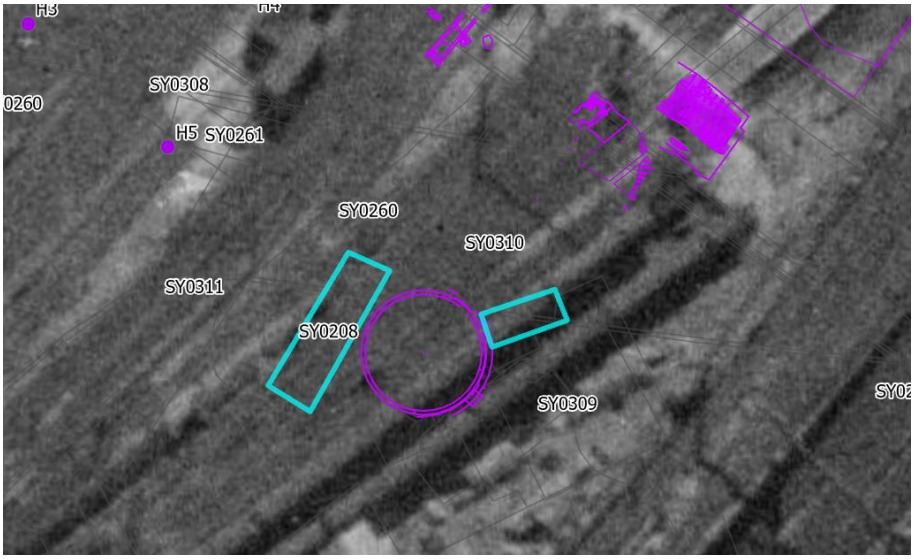


Figure 424. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

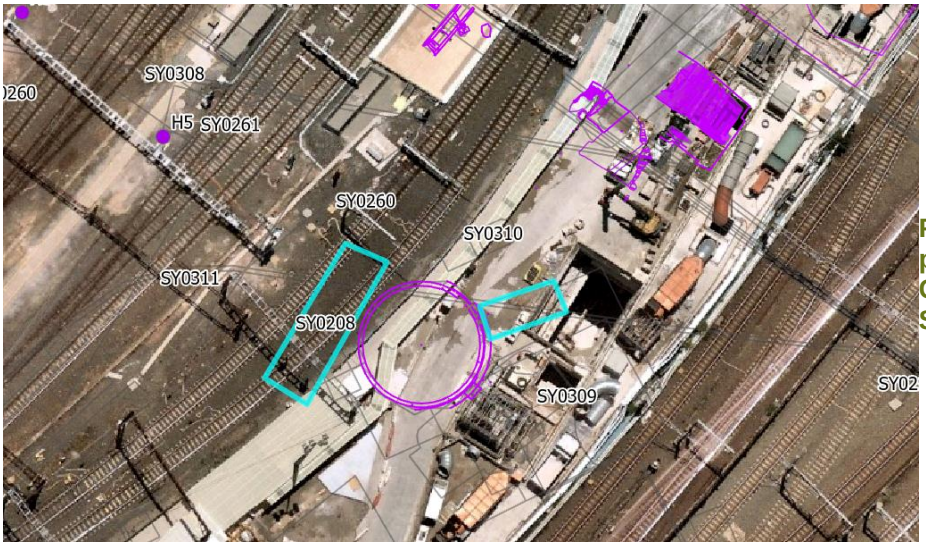


Figure 425. 2020 Aerial photograph. Source: NSW Government, NSW Spatial Services.

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Central Precinct Renewal Archaeological Site Plan: Item Inventories

Inventory Sheets Part 2

August 2022

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1.1 SY0220 (Benevolent Asylum)

Item Details	
Year of construction:	1821
Alternative names:	-
Modifications (with years):	c.1840s
Function:	Charitable Institution
Construction materials:	Brick, sandstone
Demolished/removed (year):	1901

Historical Summary

The Benevolent Asylum

The Benevolent Asylum, established on the outer limit of the Sydney township, was officially opened in 1821 by Governor Macquarie. The poor house was run by the Benevolent Society of New South Wales, a charity established by journalist Edward Smith Hall and was funded by private donations for much of its operation.

Within a year of its construction, the Benevolent Asylum was housing over fifty people. More than 1000 people were living there by the 1840s when additional wings were added to the building to accommodate the increase in residents. Inhabitants were provided with shelter, food, and medical assistance. By 1850, the main purpose of the Asylum was assisting married women, particularly pregnant women, older men and destitute families. Following the government resumption of Liverpool Hospital in 1862, men ceased residing at the Benevolent Asylum and were instead sent to Liverpool. Following this move, the focus of the Asylum shifted to supporting pregnant women, both married and single.[1]

The various phases of development at the Asylum can be seen on historic maps, showing the addition of extra wings on either side of the original building, in addition to a number of ancillary buildings in brick, stone, timber and iron, as well as water closets.

Demolition

During the late nineteenth century there were several proposals to bring the railway network into the city and over the harbour. These plans required the construction of a larger station, and in the late 1890s Government Architect Walter Liberty Vernon designed a new Central Station.

In December 1900 it was decided that the new station would be constructed on the Devonshire Street site, requiring the demolition of the Benevolent Asylum in 1901. Adjacent structures, including the Carters Barracks, Police Barracks and Devonshire Street Cemetery were also demolished at this time. Evidence of this construction event, including demolition layers and features associated with the Benevolent Asylum, have been uncovered on archaeological excavations undertaken in the subject site vicinity.[2]

Archaeological notes

[1] Sydney Benevolent Asylum, Sydney Benevolent Asylum: Index to Admissions and Discharges 1857-1900, 2016, http://www.sydneybenevolentasylum.com/
[2] Casey & Lowe, 2009. *Results of Archaeological Testing: Western Forecourt, Central Station.*

The Benevolent Asylum was located on an elevation above the current ground level of Pitt Street and George Street.

In December 2009 Casey & Lowe prepared a report for Sydney Metro detailing the results of archaeological testing conducted in the Western Forecourt.[3] Two test trenches were excavated in the Central Station western forecourt garden, seeking to uncover remains of the Benevolent Asylum (Trench 1) and the Christ Church St Laurence Parsonage (Trench 2).

The top of Trench 1 was recorded at Reduced Level (RL) 18.62 m. Trench excavations uncovered demolition fills/layers beneath the topsoil, at depths varying between approximately 250 mm to 700 mm across the trench. The fills/layers included mortar and sandstone brick, some featuring the 'government arrow' indicative of convict-manufactured sandstock brick.

Casey and Lowe have suggested that the excavated features were contemporary with the Benevolent Asylum. The demolition evidence was up to approximately 500 mm thick at the eastern end of Trench 1. Further archaeological evidence included a cut of sandstone rubble, backfilled with disturbed building materials, which may indicate the removal of structural materials during demolition.[4] Clean natural sand was encountered at the base of the trench.

Casey and Lowe concluded that the remainder of the Benevolent Asylum was likely to have been removed by the excavation of roadways and railway buildings.[5] It was also suggested that demolition of the Asylum may have included the removal of building materials. Construction of Ambulance Avenue and the BOOS at a lower elevation may have resulted in the removal of archaeological remains of the Benevolent Asylum in those footprints, depending on construction techniques utilised for those works and the depth of Benevolent Asylum remains.

Based on previous historical research and the results of one archaeological trench excavated in the Western Forecourt in 2009,[6] the following archaeological remains associated with the Benevolent Asylum may be located within the study area:

- Surviving archaeological remains of the Benevolent Asylum may include demolished or truncated walls or foundations of the Asylum building, deep cut features such as wells, rubbish pits and cesspits, occupation deposits, and rubble layers or robber trenches associated with the demolition of the Asylum.
- Demolition layer – material from demolition of the Benevolent Asylum may have been spread out over a wide area, including the study area. Expected remains may include bricks, mortar, and other materials

Circular drive and garden – remains of the circular drive, including former driveway surfaces, remains of former brick or stone drainage around the circular driveway, garden soils may survive beneath the Western Forecourt fronting George Street and Pitt Street intersection.

Archaeological Potential

High Potential

Assessment of significance

[3] Casey & Lowe, 2009. *Results of Archaeological Testing: Western Forecourt, Central Station*
[4] Casey & Lowe, 2009. *Results of Archaeological Testing: Western Forecourt, Central Station*: 6
[5] Casey & Lowe, 2009. *Results of Archaeological Testing: Western Forecourt, Central Station*: 12
[6] Casey & Lowe, 2009. *Results of Archaeological Testing: Western Forecourt, Central Station*

The Benevolent Asylum poor house was constructed in 1821 and provided refuge for those in need until it was demolished in 1901 to accommodate the expansion of Central Station. The Asylum is an early historical resource and an example of such an institution operating throughout most of the nineteenth century.

Remains associated with the use of the Benevolent Asylum– 'primary' archaeological evidence– that may survive at the subject site include walls, foundations, occupation layers and deep cut features such as privies, pits or wells. Remains associated with the demolition of the Benevolent Asylum– 'secondary' archaeological evidence– that may survive at the subject site include rubble and levelling layers and robber cuts/fills.

Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness ('survival') would meet the threshold of State significance for most criteria at the subject site. This is because primary archaeological evidence has considerable potential to contribute to our understanding of the Asylum design, functions and/or activities taking place within it. Secondary archaeological evidence of good integrity would meet the threshold of local significance for most criteria at the subject site. This is because secondary remains do not contribute to our understanding of the Benevolent Asylum while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture. Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex.

The 'integrity' and 'intactness' of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

If primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of State significance include Historical Significance (criterion A), Rarity (criterion F) and Representativeness (criterion G), as the Benevolent Asylum was one of the first infirmaries for the destitute in NSW. Evidence of representative of Associative Significance (criterion B) may also meet the threshold of State significance in these circumstances, if the archaeological evidence sheds light on the daily life of Asylum inmates and personnel. Intact archaeological evidence which yields new information that contributes to an overall understanding of aspect/s of the Asylum may, for this reason, also meet the threshold of State significance for Research Potential (criterion E).

Less intact archaeological remains at the subject site, to the point that it hinders interpretation, and/or secondary archaeological evidence will meet the threshold of local significance for criteria A) and E). Such evidence would not be considered to meet the threshold of significance for criteria B), E) and G).

Evidence for Aesthetic or Technical Significance (criterion C) could meet the threshold of State significance if substantially intact walls and/or foundations are uncovered that reveal new information concerning the construction methods, materials and/or structural design of the Asylum. However, given that some information of this nature is already known, for example through the photographic record, such evidence is more likely to be of local significance.

Intact and legible remains from the Benevolent Asylum would have the potential to reach the threshold for *state* significance as evidence of an early poor house in Sydney. The structures have research value for their potential to demonstrate their original use, construction techniques and functions, as well as theories and practices on care for the poor . Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the inhabitants.

In response to Bickford and Sullivan's questions about research potential,[7] the remains of the Benevolent Asylum have the potential to contribute knowledge that no other resource and site can about poor houses and charitable endeavours in early Sydney, as well as answer broader questions relating to the treatment of the poor in early NSW.

[7] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Level of significance

State

Management

A - Preserve in situ: Owing to the network-critical nature of Sydney Yard, this option will rarely be feasible. However, this is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be noted and reported, then covered in geofabric prior to reburial. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images



Figure 1. Toll Gate and Benevolent Asylum, George Street South, Sydney, 1836. Robert Russell. Source: National Library of Australia.

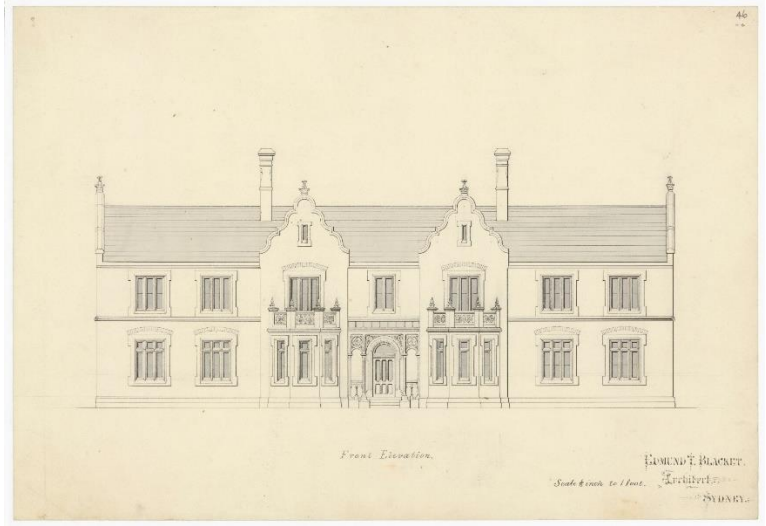


Figure 2. First of a series of design plans for the Benevolent Asylum. Undated. Stamp for 'Edmund Blacket' Architect. Note the drawing is much more decorated in contrast to that constructed. Source: State Library NSW, FL18880544.

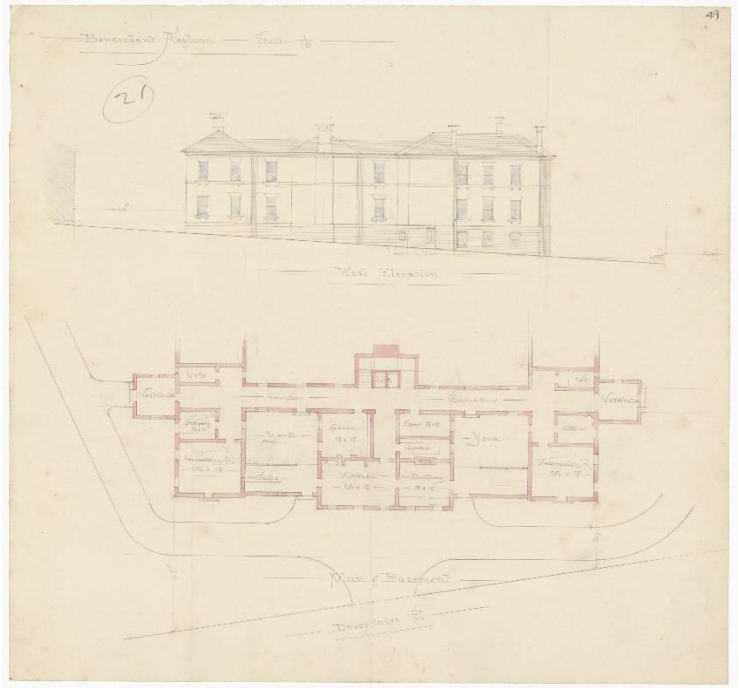


Figure 3. Second of a series of design plans for the Benevolent Asylum. Undated. Stamp for 'Edmund Blacket' Architect. Note the drawing is much more decorated in contrast to that constructed. Source: State Library NSW, FL18880544.

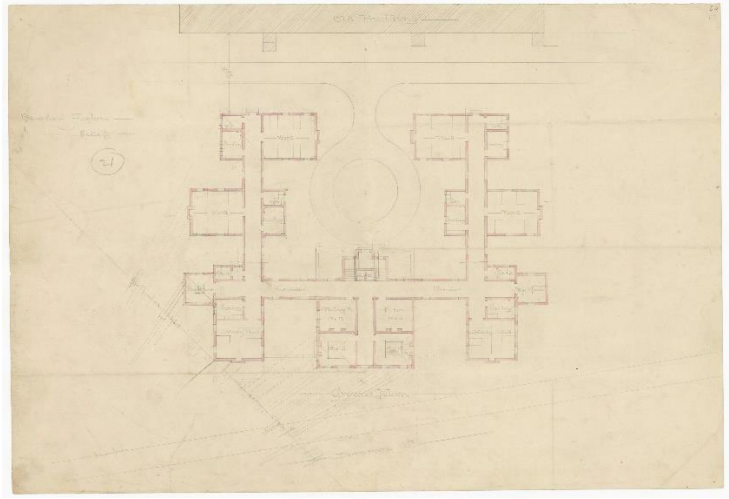


Figure 4. Third of a series of design plans for the Benevolent Asylum. Undated. Stamp for 'Edmund Blacket' Architect. Note the drawing is much more decorated in contrast to that constructed. Source: State Library NSW, FL18880544.

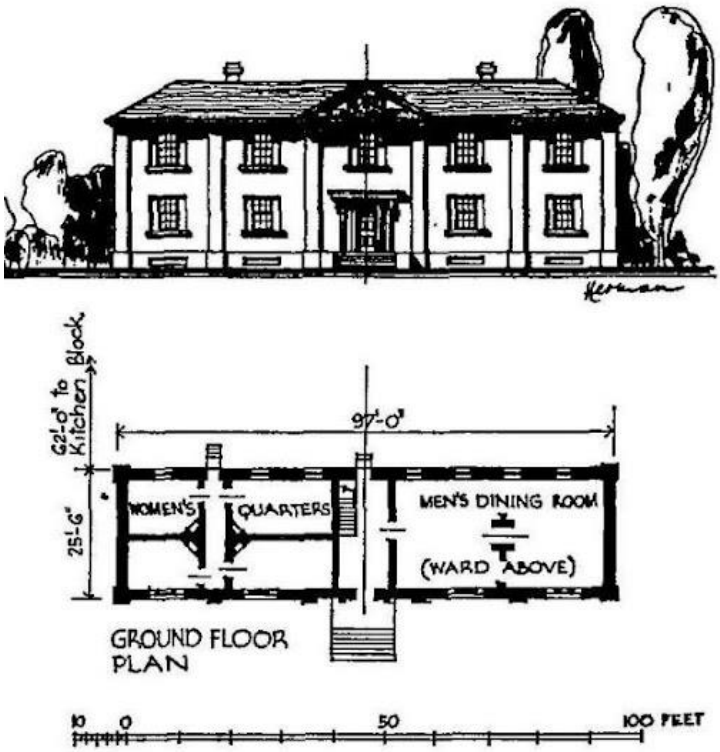


FIG. 48. Benevolent Asylum, Sydney. Designed by Francis Lawless, 1820. (See note *48.)

Figure 5. c.1820s Design plans for the Benevolent Asylum by Francis Lawless. Source: Morton Herman, "The Early Australian Architects and their Work". Accessed online via Gunning and District Historical Society.



Figure 6. 1845 Sheilds map, showing the Benevolent Asylum. Source: City of Sydney Archives & History Resources, A-00880420.



Figure 7. 1854 City of Sydney map. Source: City of Sydney Archives & History Resources, A-00880471.

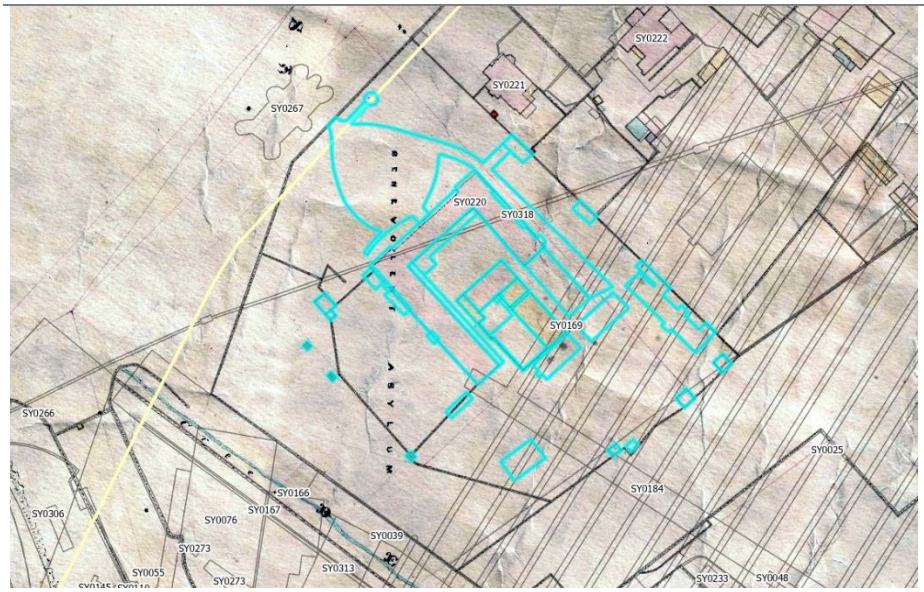


Figure 8. 1857 City of Sydney plan. Source: City of Sydney Archives & History Resources, A-00880168.

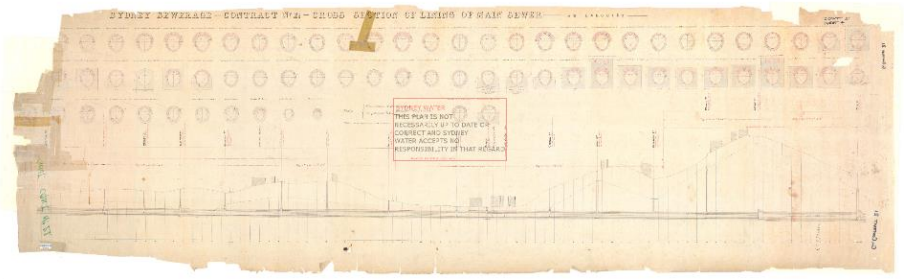


Figure 9. Measured survey diagram of the Bondi Ocean Outfall Sewer. Source: Sydney Water.



Figure 10. View of Benevolent Asylum from George Street (north-east aspect), 1871. Small rising elevation path visible behind entrance gate. Source: SLNSW, SPF/245.



Figure 11. 1888 City of Sydney Rygate and West plan, Sheet 43. Source: City of Sydney Archives & History Resources, A-00880458.

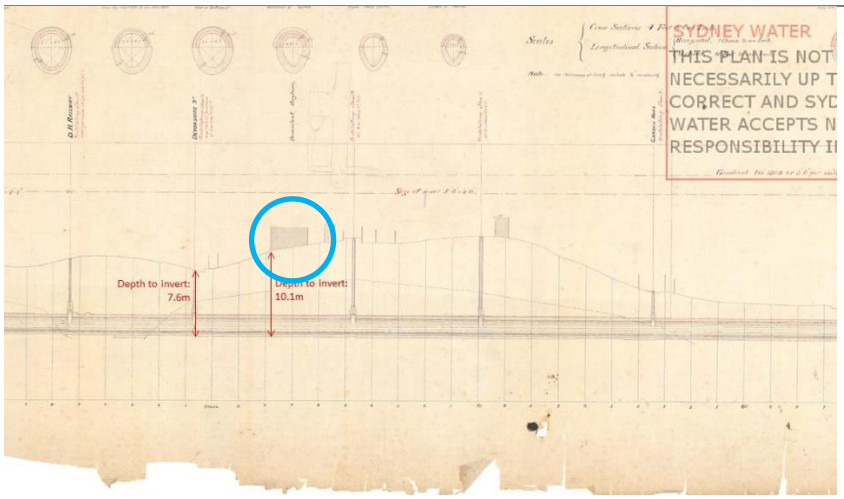


Figure 12. 1888 survey plan for construction of BOOS sewer, showing vertical elevations and indicative 1880s ground level. Benevolent Asylum indicated in blue circle; Lee Street sewer vent indicated with green dot. Elevation orientated south-west to north-east. Source: Sydney Water.



Figure 13. The Benevolent Asylum, *c.* 1901. Source: City of Sydney Archives, A-00040890.



Figure 14. The Benevolent Asylum, c. 1901. Source: City of Sydney Archives, A-00040891



Figure 15. The Benevolent Asylum, c. 1892-1900. Source: State Library NSW, FL3327292.

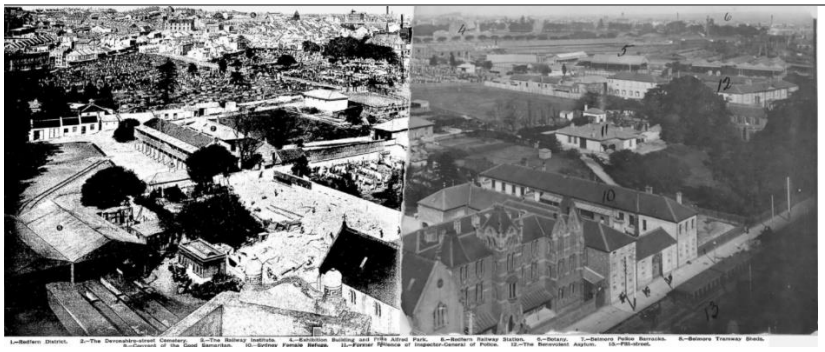


Figure 16. Undated. Panorama of the area surrounding the Benevolent Society. Source: Wayne Hill, *Devonshire Street Cemetery*, Flickr, 2016.



Figure 17. 1903 Central Station plan. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

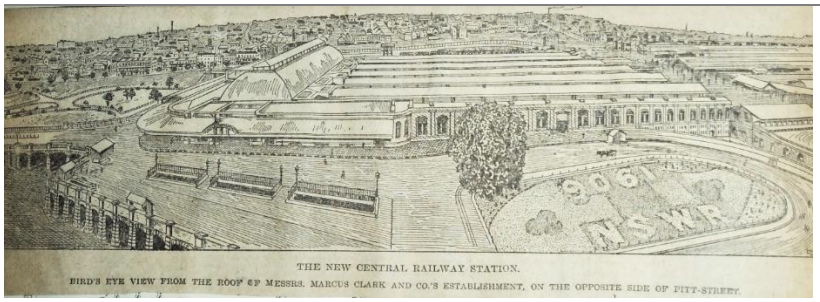


Figure 18. Proposed design for the Western Forecourt, as published in a local newspaper. Source: unidentified newspaper, *The New Central Station*, 1906, SLNSW, reference: Q339.5/N.



Figure 19. NSW ambulance parked in Ambulance Avenue (Lower Carriage Lane). Photo facing west. Upper Carriage Lane ramp, brick parapet and retaining walls, and original canopies visible in background. Image dated circa 1920s. Source: NSW State Archives



Figure 20. Aerial view of the Western forecourt in 1952. Source: J. Needham, Central Station Sydney, 1952, NAA, reference: A1200, L14553.



Figure 21. Interior of the Inwards Parcels Shed, c. 1973. Source: McKillop et al 2008, A Century of Central.

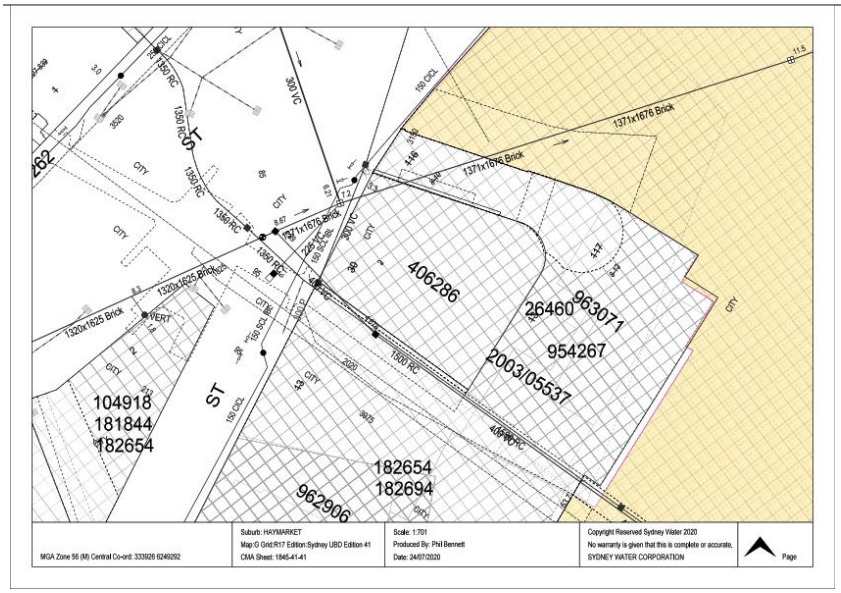
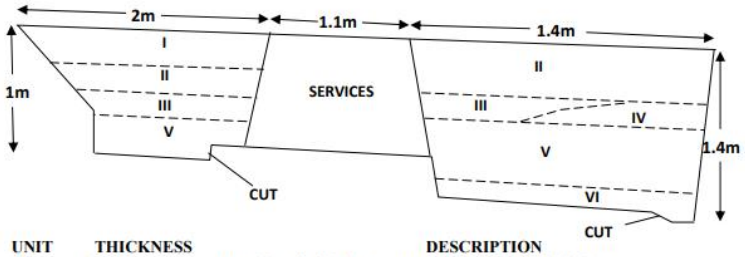


Figure 22. Sydney Water service plan. Location of Lee Street BOOS ventilation shaft (formerly designated as the Devonshire Street ventilation shaft) indicated with green dot. Source: Sydney Water.



UNIT	THICKNESS	DESCRIPTION
I	300mm	Topsoil: Soft, light brown, sandy loam with few inclusions.
II	250mm-400mm	Topsoil: Soft, mid-brown, sandy loam with few inclusions.
III	200mm	Fill: Friable, mid-yellowish brown, sandy clay with moderate demolition material inclusions.
IV	200mm	Fill: Friable, light greyish brown, clayey sand with moderate demolition material inclusions.
V	250mm-500mm	Fill: Loose, light brown, clayey sand with frequent demolition materials including sandstock brick debris. DEMOLITION FILL FROM ASYLUM.
VI	-	Subsoil: Soft, pale grey bleached sand. NATURAL SAND.

Figure 6: The west facing section of Trench 1.

Figure 21. Section drawing of Trench 1 from excavation in Western Forecourt by Casey and Lower in 2009. Source: Casey and Lowe 2009.

Key Sources

Casey & Lowe, 2009. *Results of Archaeological Testing: Western Forecourt, Central Station*. Archaeological report.

HLA Enviroscienses, An archaeological zoning plan for Central station and adjacent areas, 1995. https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/3724

Pickering, Charles Percy, 1871. *Benevolent Asylum, Sydney, 1871 / Attributed to Charles Pickering*. SLNSW. SPF/245.

Rappoport Pty Ltd & NSW Government Architects Office, 2013. *Central Station Conservation Management Plan*. Inventory sheet 3.17

Sydney Benevolent Asylum, Sydney Benevolent Asylum: Index to Admissions and Discharges 1857-1900, 2016, http://www.sydneybenevolentasylum.com/

Weir Phillips Heritage & Planning, 2018. *Conservation Management Strategy: Former Inwards Parcels Shed Railway Square Sydney*. CMP report.

1.2 SY0221 (Christ Church Parsonage)

Item Details	
Year of construction:	1845
Alternative names:	
Modifications (with years):	Remodelled/extended 1860s
Function:	Housing for clergy of Christ Church St Laurence in George St
Construction materials:	Sandstone footings, sandstock brick, brick walls rendered on some faces to resemble ashlar. Lower storey French doors & sash windows, upper storey sash windows. Timber shutters upper and lower storeys. Slate roof, brick chimneys
Demolished/removed (year):	1906

Historical Summary

Christ Church Parsonage was not located immediately adjacent to Christ Church in George Street due to an exchange of land between the Church and the Crown. The Crown desired land at the corner of George and Pitt Street for construction of a watch house, and under the Sydney Christ Church Parsonage Act 1854 No 2a (NSW), the Church agreed to relinquish rights over this land in exchange for land on the eastern side of Pitt Street.[8] The Parsonage was then located between the Benevolent Asylum to the west, the Police Barracks to the South, the Sydney Female Refuge to the east and Pitt Street to the north (Figure 25). The Parsonage was built in 1845, and remodelled and extended in the 1860s by the prominent Australian architect, Edmund Blacket. A photograph from a series of glass plate negatives held by the City of Sydney Archives of buildings in the Devonshire Street resumption taken circa 1901 prior to demolition shows the Christ Church Parsonage as it stood prior to demolition (Figure 26).

During the redevelopment of Central Station from 1902 to 1906, the Christ Church Parsonage itself was demolished in 1903. The location of the Christ Church Parsonage was incorporated into what is now the Western Forecourt of Central Railway Station.

Archaeological notes

In December 2009 Casey & Lowe prepared a report for Sydney Metro detailing the results of archaeological testing conducted in the Western Forecourt. Two test trenches were excavated in the Central Station western forecourt garden, seeking to uncover remains of the Benevolent Asylum (Trench 1) and the Christ Church St Laurence Parsonage (Trench 2). Evidence of the parsonage in the form of a sandstone footing was identified at a depth of 2.2m. As the parsonage was constructed within the barracks garden, it is assumed that additional remains from the same or earlier periods of use survive in the vicinity.

The Christ Church Parsonage was a two storey substantial building requiring substantial footings and potentially included a basement or cellar. Demolition is likely to have been constrained to reduction of standing structures to desired new ground levels. The site has not been subject to intensive built redevelopment, and intact archaeological remains are likely to survive.

A demolition layer may remain intact below the ground surface, likely spread out over a wide area. Expected remains may include bricks, mortar, sandstone, slate, glass, metal and timber, as well as intact masonry foundations. Associated artefacts related to the domestic use of the Christ Church Parsonage may be associated

[8] Sydney Christ Church Parsonage Act 1854 No 2a. 1844. Accessed: http://classic.austlii.edu.au/au/legis/nsw/num_act/sccpa1854n2347/ (24/3/2022).

with the demolition or intact foundation layers. Cesspit deposits, including artefact discard events and personal waste, including faunal dietary evidence, may be present.

The potential for historical archaeological resources to remain intact has been assessed as moderate.

Archaeological Potential

Moderate

Assessment of significance

Remains associated with the use of the Christ Church Parsonage – 'primary' archaeological evidence– that may survive at the subject site include walls, foundations, occupation layers and deep cut features such as privies, pits or wells. Remains associated with the demolition of the Christ Church Parsonage – 'secondary' archaeological evidence– that may survive at the subject site include rubble and levelling layers

Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness ('survival') would meet the threshold of State significance. This is because primary archaeological evidence has considerable potential to contribute to our understanding of the Christ Church Parsonage design, functions and/or activities taking place within it. Secondary archaeological evidence would meet the threshold of local significance for most criteria at the subject site, if intact. This is because secondary remains do not contribute to our understanding of the Christ Church Parsonage while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture. Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex.

The 'integrity' and 'intactness' of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

If primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of State significance include Historical Significance (criterion A), Rarity (criterion F) and Representativeness (criterion G), as the Christ Church Parsonage was one of the first Parsonages in NSW. Evidence of representative of Associative Significance (criterion B) may also meet the threshold of State significance in these circumstances, if the archaeological evidence sheds light on the daily life of clergy.

Intact and legible remains of the Christ Church Parsonage would have the potential to reach the threshold for *state* significance as evidence of an early parsonage in Sydney. The structures have research value for their potential to demonstrate their original use, construction techniques and functions. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the inhabitants.

In response to Bickford and Sullivan's questions about research potential,[9] the remains of the Benevolent Asylum have the potential to contribute knowledge that no other resource and site can about church parsonages in early Sydney, as well as answer broader questions relating to the daily life, duties, beliefs and aspirations of ministers and their families in early NSW.

Level of significance

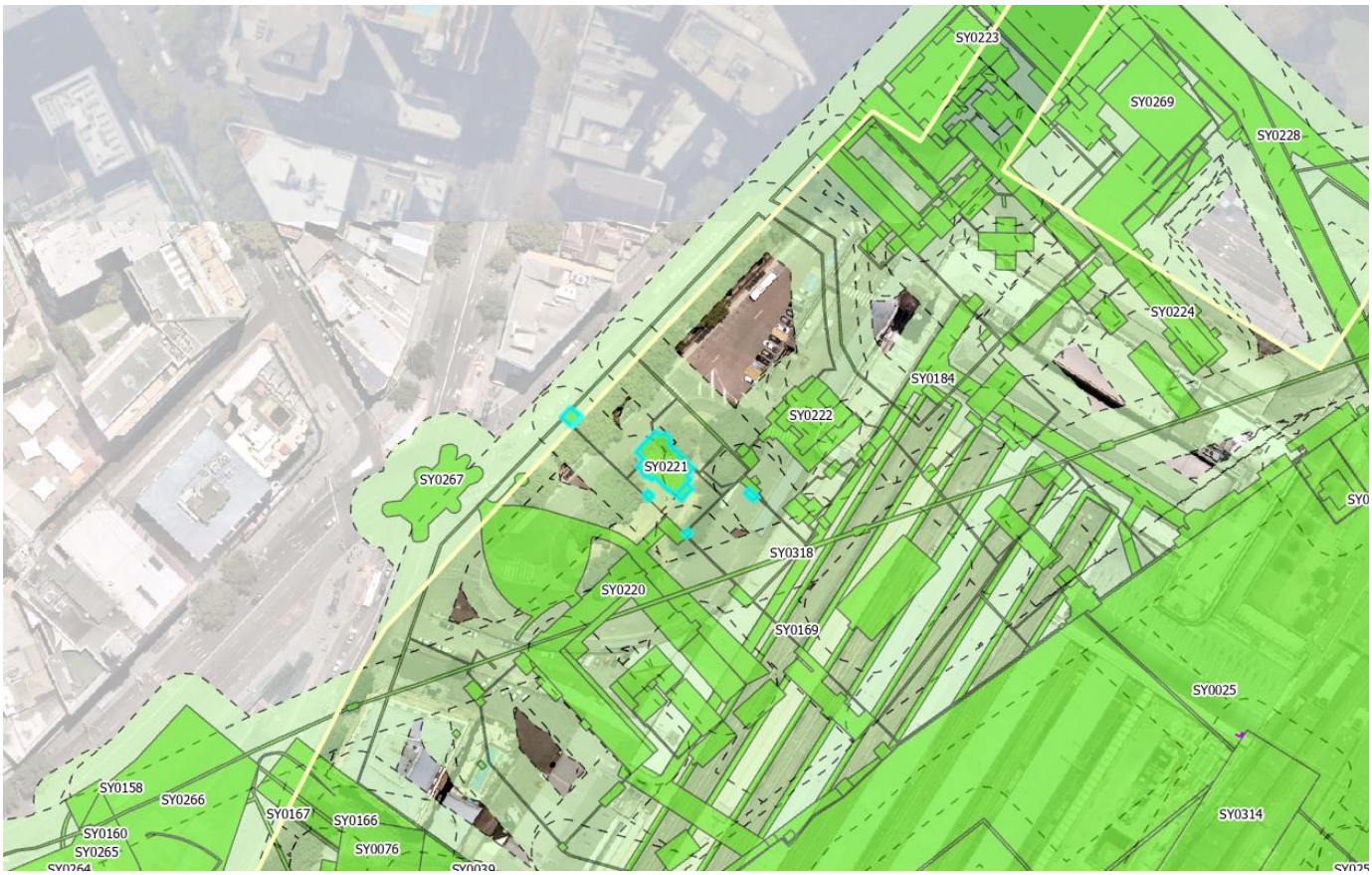
State

Management

[9] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

A - Preserve in situ: Owing to the network-critical nature of Sydney Yard, this option will rarely be feasible. However, this is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be noted and reported, then covered in geofabric prior to reburial. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images



Figure 23. 1854 City of Sydney map. Source: City of Sydney Archives & History Resources, A-00880471.



Figure 24. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

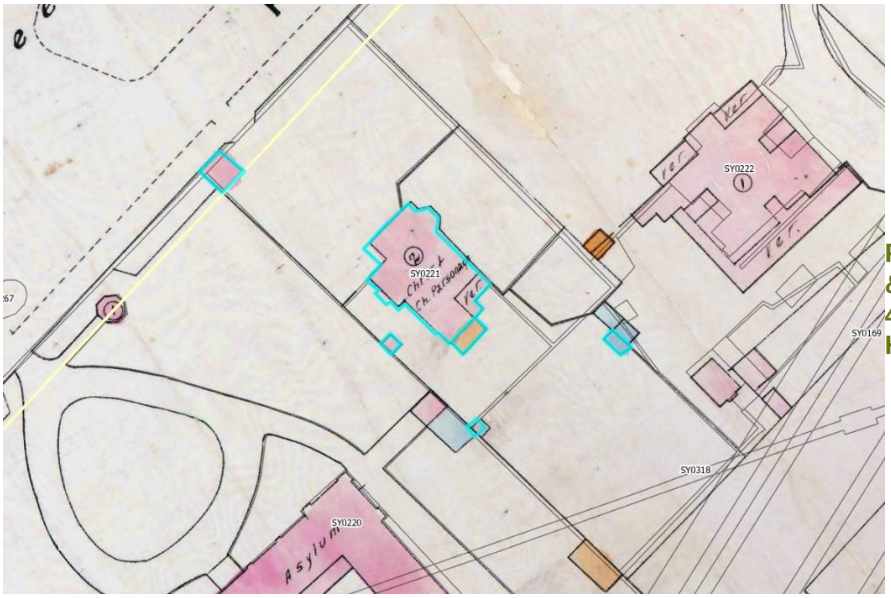


Figure 25. 1888 City of Sydney Rygate & West Plans of Sydney, 1888: Sheet 43. Source: City of Sydney Archives & History Resources, A-00880458.



Figure 26. Eastern side of Christ Church St Laurence's Parsonage, showing the Benevolent Asylum in the background (right).

Source: City of Sydney Archives & History Resources, A-01000188.

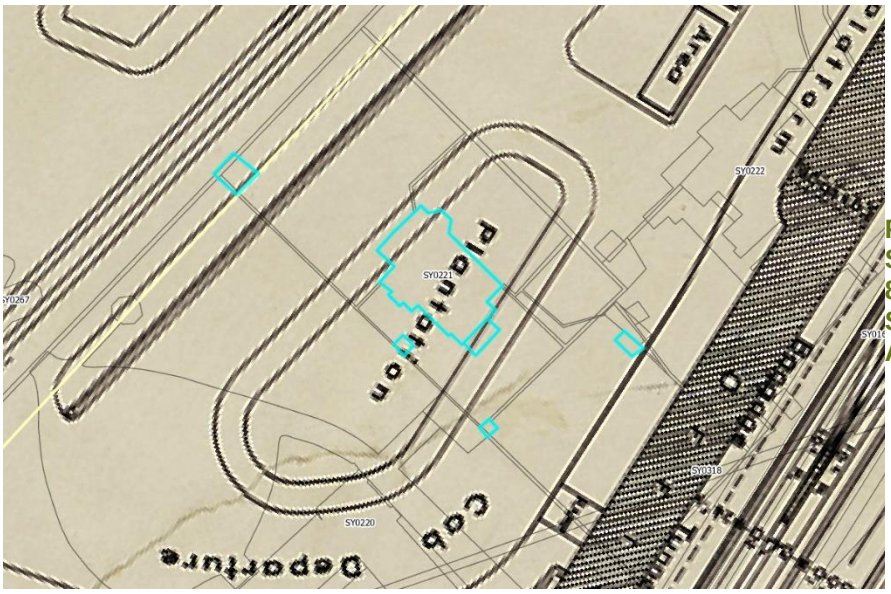


Figure 27. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

Key Sources

City of Sydney. 1906. Christ Church St Laurence's Parsonage, Pitt Street Haymarket, circa 1901 [sic]. *City of Sydney Archives & History Resources*. A-01000188. Accessed: https://archives.cityofsydney.nsw.gov.au/ (24/3/2022).

Sydney Christ Church Parsonage Act 1854 No 2a. 1844. Accessed: http://classic.austlii.edu.au/au/legis/nsw/num_act/sccpa1854n2347/ (24/3/2022).

Casey & Lowe, 2009. *Results of Archaeological Testing: Western Forecourt, Central Station*. Archaeological report.

1.3 SY0222 (Police Superintendent's Residence)

Item Details	
Year of construction:	1819-1821
Alternative names:	'The Government Cottage' / 'Police Magistrate's house'
Modifications (with years):	Additions for the Police Superintendent's house (c 1854)
Function:	Housing for Police Superintendent
Construction materials:	Stone / brick
Demolished/removed (year):	1901

Historical Summary

The Police Superintendent's Residence was initially constructed in 1819-1821 under the administration of Lachlan Macquarie. Following an 1825 inquiry into Carter's Barracks and the Cottage, the building was found in 1833 to no longer be required as part of the convict system, and was repurposed. The Police Superintendent's Residence was located facing the direction of Pitt Street to the north, between the Benevolent Asylum and the Christ Church Parsonage to the west and the Sydney Female Refuge to the east. The building was likely originally connected to Carter's Barracks. An advertisement in the *Sydney Morning Herald* (09 January 1844) requests a female housemaid and laundress apply to "Mrs Innes, Government Cottage, Carter's Barracks".[10] The building was demolished in c.1901 to make way for the construction of the Third Central Station in 1903-1906.

Archaeological notes

Archaeological testing in the Western Forecourt was carried out by Casey and Lowe in 2009.[11] This resulted in the identification of demolition rubble and remains of the Benevolent Asylum which had been considerably impacted during the construction of the Third Central Railway Station. However, the impacts of demolition and construction for Central Railway Station in the location of the Police Superintendent's Residence may have been relatively constrained in comparison to the rest of the site of Central Station. The location currently functions as an open garden and pathway as part of the Western Forecourt. Therefore, it is likely that remains of the Police Superintendent's Residence remain intact.

The Police Superintendent's Residence is indicated on plans below as constructed in brick or stone masonry. Demolition of the Police Superintendent's Residence is likely to have been constrained to reduction of standing structures to desired new ground levels. The site has not been subject to intensive built redevelopment, and the potential exists that intact archaeological remains survive. A demolition layer may remain intact below the ground surface, likely spread out over a wide area. Expected remains may include bricks, mortar, sandstone, slate, glass, metal and timber, as well as intact masonry foundations. Associated artefacts related to the domestic use of the Police Superintendent's Residence may be preserved with demolition or intact foundation layers. Cesspit deposits, including artefact discard events and personal waste, including faunal dietary evidence, may be present. The potential for historical archaeological resources to remain intact has been assessed as moderate.

Archaeological Potential

Moderate

[10] 1844 'Advertising', *The Sydney Morning Herald* (NSW : 1842 - 1954), 9 January, p. 1. Accessed: http://nla.gov.au/nla.news-article12411044 (14 Apr 2022).
[11] Casey& Lowe, 2009.Results of Archaeological Testing: Western Forecourt, Central Station. Archaeological report.

Assessment of significance

There is evidence to suggest that the Police Superintendent's Residence was repurposed from an earlier structure completed under the administration of Lachlan Macquarie, and associated with Carter's Barracks.

Remains associated with the use of the Police Superintendent's Residence –'primary' archaeological evidence–that may survive at the subject site include walls, foundations, occupation layers and deep cut features such as privies, pits or wells. Remains associated with the demolition of the Police Superintendent's Residence –'secondary' archaeological evidence–that may survive at the subject site include rubble and levelling layers. Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness ('survival') would meet the threshold of State significance. This is because primary archaeological evidence has considerable potential to contribute to our understanding of the early construction in Sydney and the repurposing and function of this building as a police residence.

Secondary archaeological evidence would meet the threshold of local significance for most criteria at the subject site, if intact. This is because secondary remains do not contribute to our understanding of the location while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture. Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex. The 'integrity' and 'intactness' of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

If primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of State significance include Historical Significance (criterion A), Rarity (criterion F) and Representativeness (criterion G), as the Police Superintendent's Residence may have been one of the earliest buildings in this part of Sydney. Evidence of representative of Associative Significance (criterion B) may also meet the threshold of State significance in these circumstances as the remains may shed light on the expansionist agenda of Lachlan Macquarie, and the subsequent repurposing of the building after Macquarie's departure from Sydney.

Intact and legible remains of the Police Superintendent's Residence would have the potential to reach the threshold for *state* significance as evidence of the oversight of Carter's Barracks and its repurposing into residence for the police superintendent in Sydney. The structures have research value for its potential to demonstrate their original use, construction techniques and functions. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the inhabitants.

In response to Bickford and Sullivan's questions about research potential,[12] the remains of the Police Superintendent's Residence have the potential to contribute knowledge that no other resource and site can about the oversight of Carter's Barracks and the housing of police superintendents in early Sydney, as well as answer broader questions relating to the daily life, duties and aspirations of the overseers of Carter's Barracks and the police in early NSW.

Level of significance

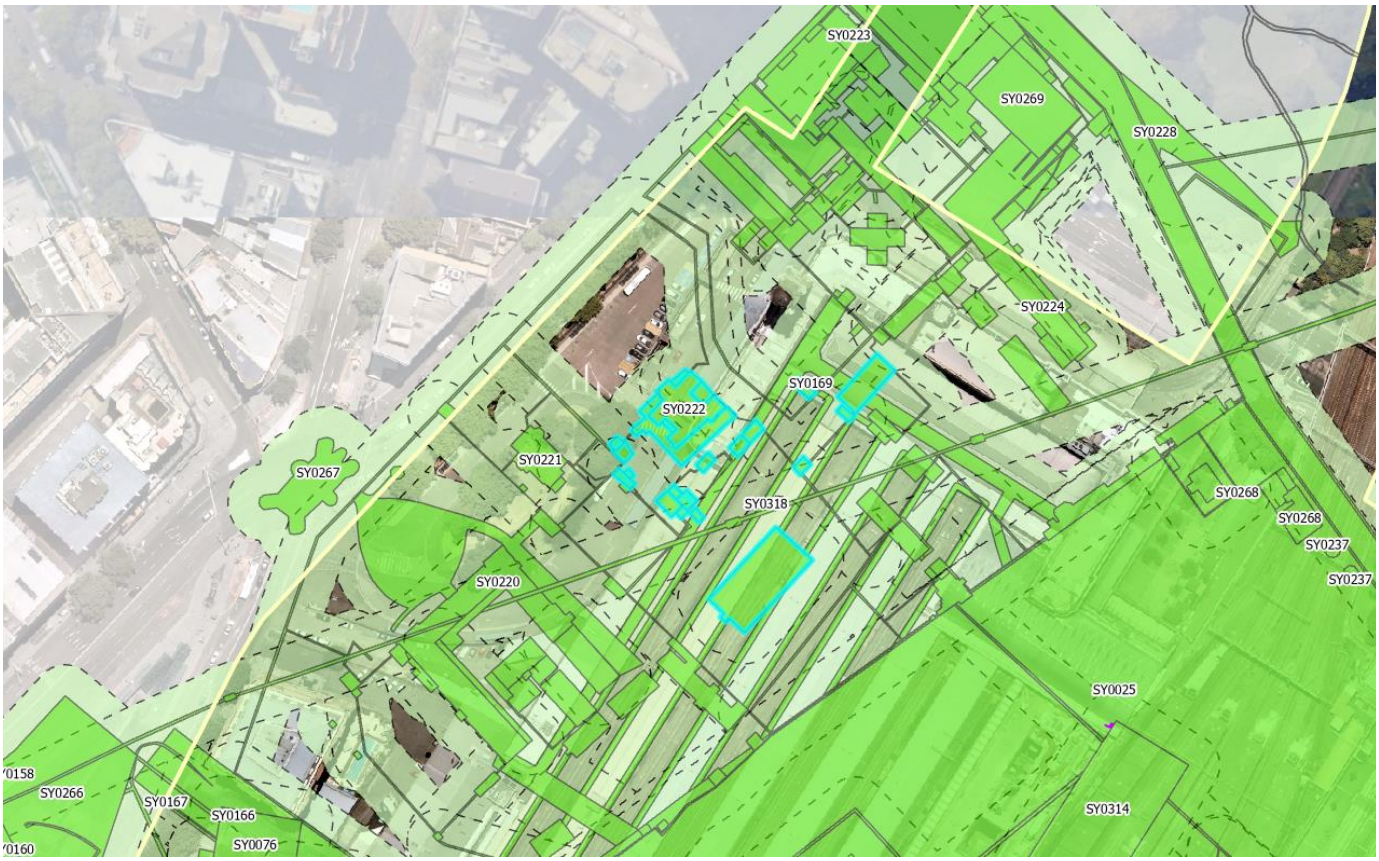
State

Management

[12] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

A - Preserve in situ: Owing to the network-critical nature of Sydney Yard, this option will rarely be feasible. However, this is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be noted and reported, then covered in geofabric prior to reburial. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

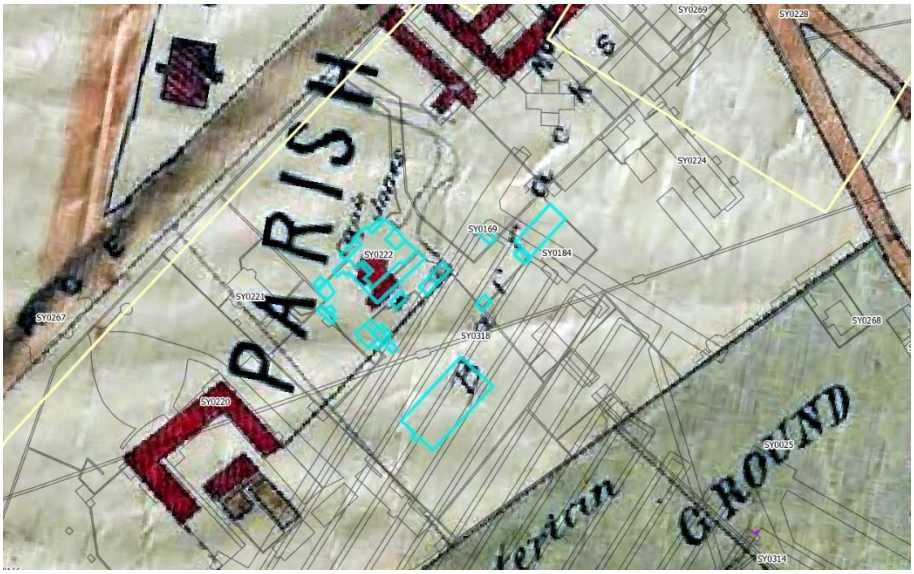


Figure 28. 1845 Sheilds Map. Source: City of Sydney Archives & History, A-00880420.



Figure 29. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.



Figure 30. 1855-1865 Trigonometric survey, Block R1. Source: City of Sydney Archives & History Resources, A-00880406.



Figure 31. 1888 City of Sydney Rygate and West Sheet 43. Source: City of Sydney Archives & History Resources, A-00880458.

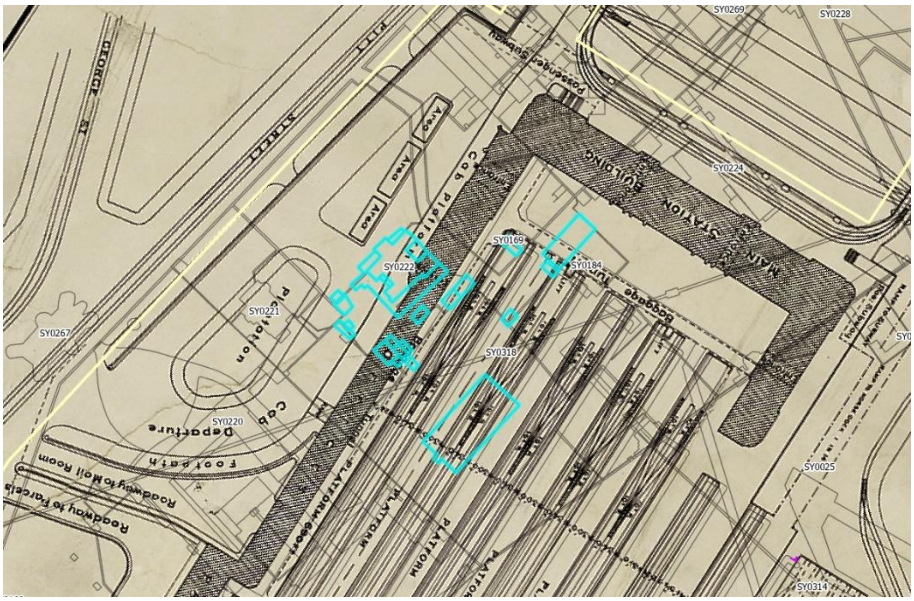


Figure 32. 1903 map of Sydney. Source: City of Sydney Archives & History Resources, A-00880475.

Key Sources

Tonkin Zulaikha Greer, 2021. *Central Precinct Heritage Framework.* Report to Transport for NSW

Casey & Lowe, 2009. *Results of Archaeological Testing: Western Forecourt, Central Station*. Archaeological report.

1.4 SY0223 (Carter's Barracks)

Item Details	
Year of construction:	c.1820
Alternative names:	Carter's Barracks; Belmore Police Barracks; Convent of the Good Samaritan and Sydney Female Refuge Society
Modifications (with years):	c.1855, c.1877
Function:	Convict barracks, boys dormitory, police barracks, women's refuge, convent
Construction materials:	Brick, stone
Demolished/removed (year):	c.1905

Historical Summary

Carter's Barracks was built c.1820 under the supervision of Chief Engineer, Major George Druitt.[13] The complex originally served two functions: part of the establishment housed gangs of convicts working in the brick fields; and the other part functioned as a boys' dormitory until 1835. The buildings were used as a debtors' prison from 1835 until 1843.[14]

The Carter's Barracks were part of a group of three barracks built at Sydney, Parramatta and Windsor. Kerr states that they were all of a similar design based on "the common form of institutional buildings" in the UK, as drawn by Francis Lawless, overseer of bricklayers.[15] The site contained a large two storeyed barracks building in which the convicts slept in hammocks. At the rear of the barracks was an open yard with cells, bedrooms and kitchens used for accommodating 150 convict boys. Adjacent to the barracks was an area which may have been for keeping carts and drays, and a stable for horses. In 1823, a treadwheel was introduced to assist in the boys training (Figure 2). Essentially it powered a mill for grinding flour and was removed from the site in 1840 to Darlinghurst Gaol. The parsonage for Christ Church St Laurence was constructed in this garden area c 1845.[16] See inventory sheet SY0002 for additional detail on the parsonage.

The Sydney Female Refuge Society, which occupied the southernmost part of the Carter's Barracks complex, was established in 1848. The society aimed to rehabilitate prostitutes under a strict Evangelical moral code. The Institute of the Sisters of the Good Samaritan of the Order of St Benedict worked in the women's refuge. The Sisters established the Convent of the Good Samaritan in the northernmost part of the Carter's Barracks complex, near Garden Road (Figure 9). In the late 1850s, permission was granted for the church to use a part of the land adjoining and to the north of the prison for the purpose of building extensions to the Refuge and for setting up a convent. A U-shaped barracks standing on this land was demolished in order to make way for the new building.[17]

By the 1870s a three-storeyed building had been built on the site where the Carter's Barracks had once stood and was connected to the Chapel and School (built c. 1859-1860). Renovations and additions to the refuge buildings

[13] M. Austin, "Druitt, George (1775–1842)," in *Australian Dictionary of Biography* (Canberra: National Centre of Biography, Australian National University), accessed April 26, 2021, https://adb.anu.edu.au/biography/druitt-george-1994.
[14] "From the Government Gazette," *Australian (Sydney, NSW : 1824 - 1848)*, December 30, 1843.,3
[15] Kerr, J.S. 1984 *Design For Convicts: An Account of Design for Convict Establishments in the Australian Colonies during the Transportation Era*. Sydney: Library of Australian History
[16] John Spooner, *The Archbishops of Railway Square: A History of Christ Church, St Laurence Sydney* (Rushcutters Bay, N.S.W: Halstead Press, 2002).
[17] McEwan, 1989, page 29

at the rear of the convent had also been completed. In the 1888 Rygate and West map, the Convent of the Good Samaritan comprises a three-storey brick and stone building with wooden outbuildings.

By 1877 the sisters had begun to realise that the site was not an ideal location for the refuge and that an alternative site needed to be sought, as McEwan notes: "The crowding of the accommodation for the inmates was one problem. The building of the depot for the steam driven trams on adjacent land was another. The incessant roar of engine traffic, the shrill whistles, the raucous shouting of the men and the rain of soot on the drying yards of the large laundry was increasing to such a pitch that the urgent need for a new site became daily more evident."[18] The search for a suitable site took some time and it was during this time that the government announced its intention to resume the entire site and notices to vacate were issued to the sisters.

Belmore Police Barracks

Historical records and maps suggest that a two-storey structure within the Carter's Barracks complex was converted into the Belmore Police Barracks. A call for tenders for the construction of Mounted Police Barracks was put in the *NSW Government Gazette* dated 6 March 1855.[19] City plans from 1855 show a 'stone building' in the rear of the Carter's Barracks buildings, with a frontage to the Old Burial Ground Road (later Garden Road) (Figure 5). A report in the Australian Town and Country Journal in September of 1887 notes "The ground on which the Belmore Police Barracks stands contains about four or five acres, having a slope toward Garden-road. The barracks are built of stone, and contain twenty stalls on the ground floor, while the upper storey is divided into bedrooms and a sitting-room and library for the men. Behind this is a wooden building in which there are five other stalls, a dining-room, kitchen, and storeroom. On one side is the armory [sic], where sufficient guns, swords, bayonets, &c., are filed to arm 200 men and on the other side, near the fence of the cemetery, are eight more stalls, and some sheds where the "Black Marias, and the horses which draw them, are kept."[20] The 1888 Rygate and West plans show the Police Barracks to the rear of the former Carter's Barracks complex, with the main structure comprising a stone building with an arch in the centre, a timber extension fronting Garden Road and extensive timber and brick outbuildings.[21] A photograph from c.1895 shows the stone stables.

With the resumption of the site in 1901 the depot was moved to Moore Park by 1902 and then to Redfern in 1907 where it remains. The buildings at Belmore were demolished.

Archaeological notes

In December 2009 Casey & Lowe prepared a report for Sydney Metro detailing the results of archaeological testing conducted in the Western Forecourt. Two test trenches were excavated in the Central Station western forecourt garden, seeking to uncover remains of the Benevolent Asylum (Trench 1) and the Christ Church St Laurence Parsonage (Trench 2). Evidence of the parsonage in the form of a sandstone footing was identified at a depth of 2.2m. As the parsonage was constructed within the barracks garden, it is assumed that additional remains from the same or earlier periods of use survive in the vicinity.

Artefact Heritage undertook archaeological testing for the Sydney Light Rail project within Eddy Avenue (area referenced as Fee Zone 13). With the exception of a brick built barrel drain, no archaeological evidence of the barracks was identified within the Fee Zone 13 study area, suggesting that the construction of Eddy Avenue and associated services and tram tracks have removed all but the deepest portions of the former buildings in this location.

It is noted, however, that these were substantial buildings and required foundations for their masonry walls and chimneys and there is potential for footings to be located at depth, particularly within the western forecourt.

[18] McEwan, 1989, page 30
[19] *NSW Government Gazette*, 6 March 1855, p. 618.
[20] Australian Town and Country Journal, Saturday 24 September 1887, page 27
[21] Sydney & Suburban Map Publishing Co., "[Street Map of Part of the Haymarket Bounded by Pitt Street in the West, Which Is Now Railway Lines and Concourses to Central Station, c.1888]," Trove, 1888, https://nla.gov.au/nla.obj-231089552.

Based on previous historical research and the results of one archaeological trench excavated in the Western Forecourt in 2009,[22] the following archaeological remains associated with the barracks/refuge/convent may be located within the study area:

- Surviving archaeological remains of the barracks/refuge/convent may include demolished or truncated walls or foundations of the buildings, deep cut features such as wells, cisterns, rubbish pits and cesspits, occupation deposits, postholes associated with timber outbuildings, and rubble layers or robber trenches associated with demolition. It is expected that these are most likely to survive in the northern portion of Central Station, to the south-east of the intersection of Eddy Avenue and Pitt Street
- Demolition layer – material from demolition of the Benevolent Asylum may have been spread out over a wide area, including the study area. Expected remains may include bricks, mortar, and other materials

Garden surrounding/pre-dating the parsonage (SY002) – remains of undocumented outbuildings, brick or stone drainage, yard surfaces and garden soils may survive beneath the Western Forecourt fronting George Street and Pitt Street intersection.

Archaeological Potential

High

Assessment of significance

The study area contained several phases of stone and timber buildings and outbuildings associated with the convict barracks, mounted police barracks, Sydney Female Refuge Society and the Convent of the Good Samaritan. These buildings were demolished in 1901 to accommodate the expansion of Central Station. Intact archaeological remains associated with these phases of use would be a significant resource and provide considerable information on the development and re-development of institutional and religious buildings in early Sydney.

Remains associated with the complex – 'primary' archaeological evidence– that may survive at the subject site include walls, foundations, occupation layers, yard surfaces and deep cut features such as privies, pits or wells. Remains associated with the demolition of the buildings – 'secondary' archaeological evidence – that may survive at the subject site include rubble and levelling layers and robber cuts/fills.

Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness ('survival') would meet the threshold of State significance for most criteria at the subject site. This is because primary archaeological evidence has considerable potential to contribute to our understanding of the design, functions and/or activities taking place within the barracks/refuge/convent complex. Secondary archaeological evidence of good integrity would meet the threshold of local significance for most criteria at the subject site. This is because secondary remains do not contribute to our understanding of the barracks/refuge/convent while they were in operation, but may produce associated evidence such as wall alignments, building fabric or material culture. Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex.

The 'integrity' and 'intactness' of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

If primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of State significance include Historical Significance (criterion A), Rarity (criterion F) and Representativeness (criterion G). Evidence of representative of Associative Significance (criterion B) may also

[22] Casey & Lowe, 2009. *Results of Archaeological Testing: Western Forecourt, Central Station*

meet the threshold of State significance if the archaeological evidence sheds light on the daily life of convicts, inmates and personnel. Intact archaeological evidence that yields new information that contributes to an overall understanding of aspect/s of the barracks/refuge/convent may, for this reason, also meet the threshold of State significance for Research Potential (criterion E).

Less intact archaeological remains at the subject site, to the point that it hinders interpretation, and/or secondary archaeological evidence would meet the threshold of local significance for criteria A) and E). Such evidence would not be considered to meet the threshold of significance for criteria B), E) and G).

Evidence for Aesthetic or Technical Significance (criterion C) may meet the threshold of State significance if substantially intact walls and/or foundations are uncovered that reveal new information concerning the construction methods, materials and/or structural design of the barracks/refuge/convent.

Intact and legible remains of Carter's Barracks would have the potential to reach the threshold for *state* significance as evidence of convict barracks, mounted police barracks, Sydney Female Refuge Society and the Convent of the Good Samaritan in Sydney. The structures have research value for its potential to demonstrate their original use, construction techniques and functions, as well as their structural, aesthetic and functional changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the inhabitants.

In response to Bickford and Sullivan's questions about research potential,[23] the remains of Carter's Barracks have the potential to contribute knowledge that no other resource and site can about the succession of convicts, mounted police, Sydney Female Refuge Society and the Convent of the Good Samaritan in early Sydney. The remains can answer broader questions relating to the daily life, duties and aspirations of a subsection of the population over time in early NSW.

Level of significance

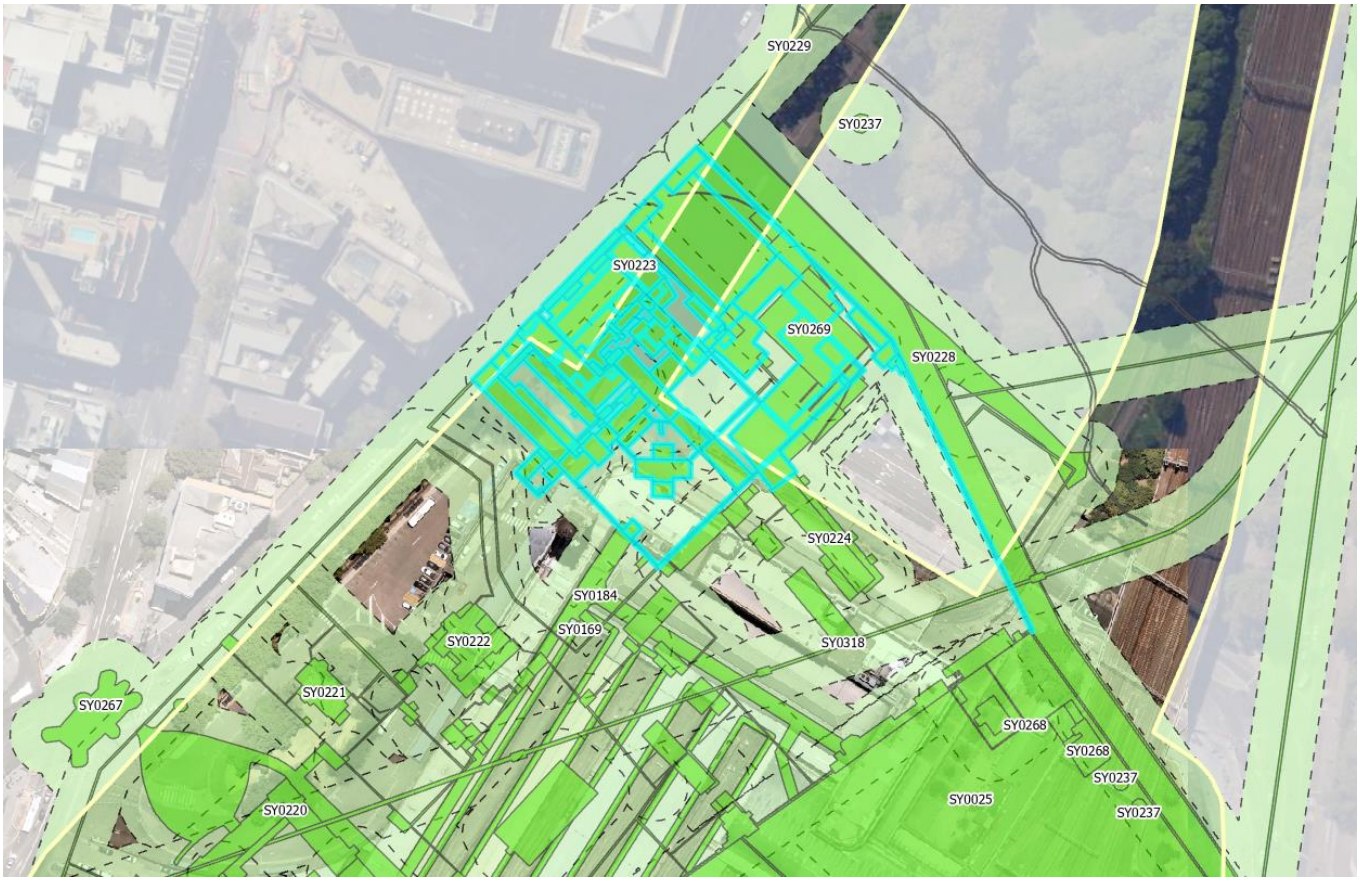
State

Management

A - Preserve in situ: Owing to the network-critical nature of Sydney Yard, this option will rarely be feasible. However, this is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be noted and reported, then covered in geofabric prior to reburial. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location

[23] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Key Images



Figure 33. Carter's Barracks c.1840. Source: Fowles, Joseph, Drawings in Sydney, State Library of NSW PX*D 123.

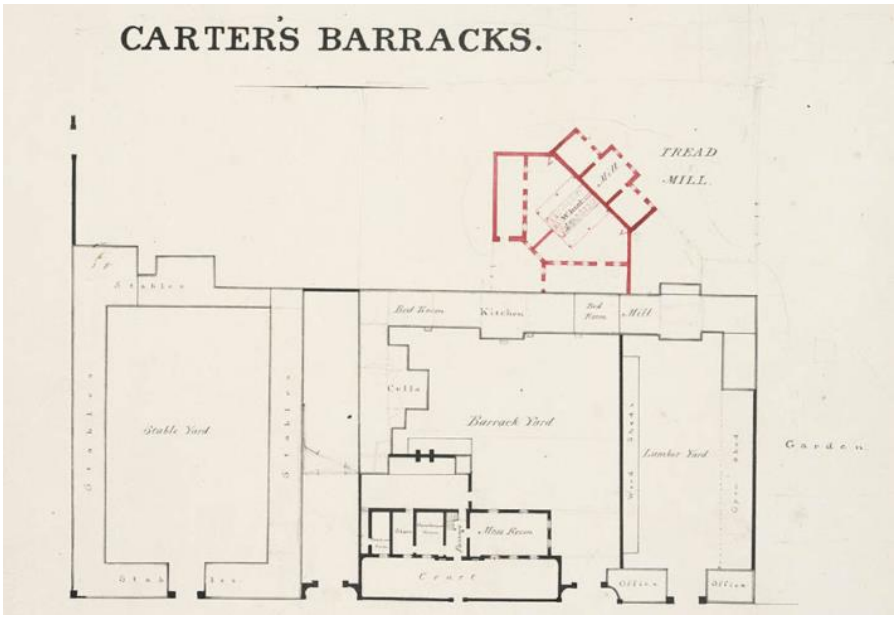


Figure 34. 1824 plan of Carter's Barracks. Source: State Library of New South Wales C 225, p22.



Figure 35. 1845 Sheilds Map. Source: City of Sydney Archives & History Resources, A-00880420.

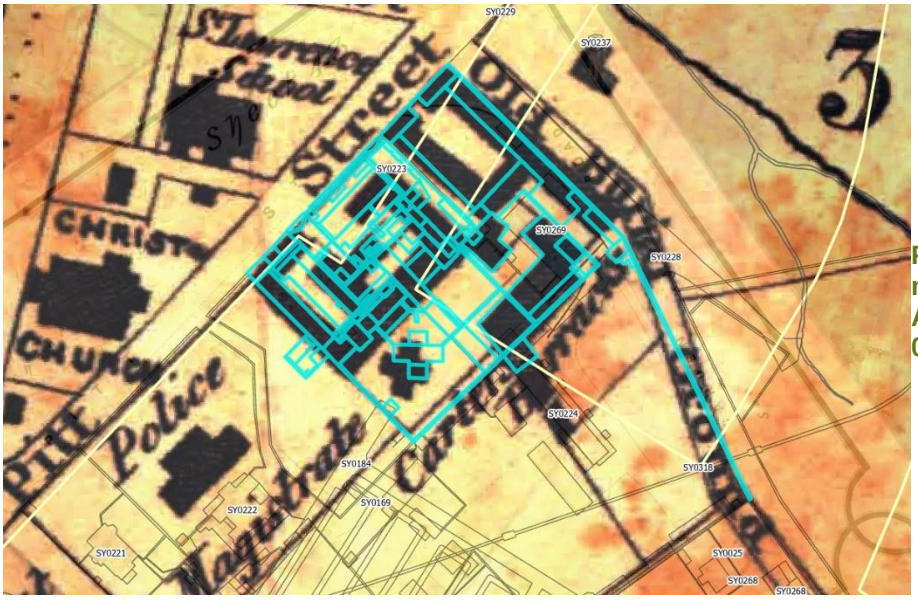


Figure 36. 1854 City of Sydney map. Source: City of Sydney Archives & History Resources, A-00880471.

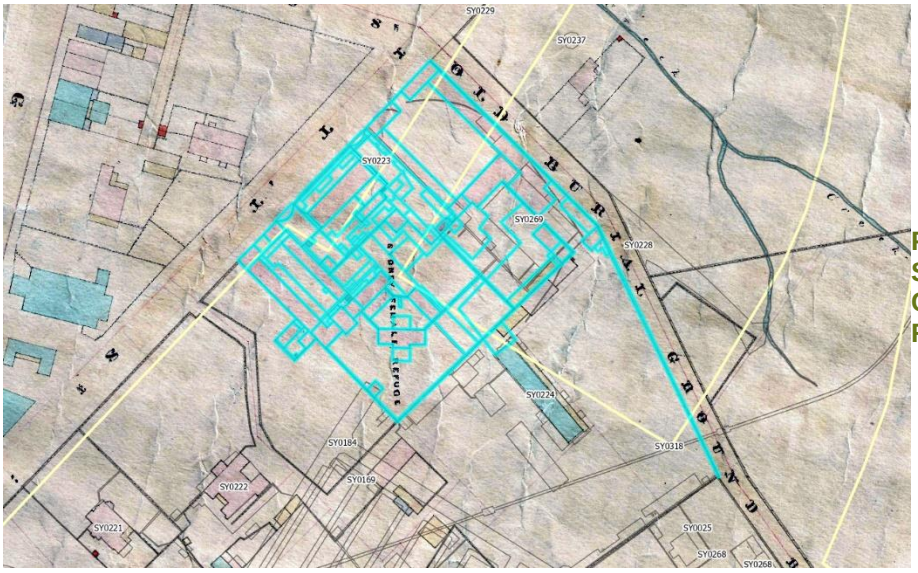


Figure 37. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

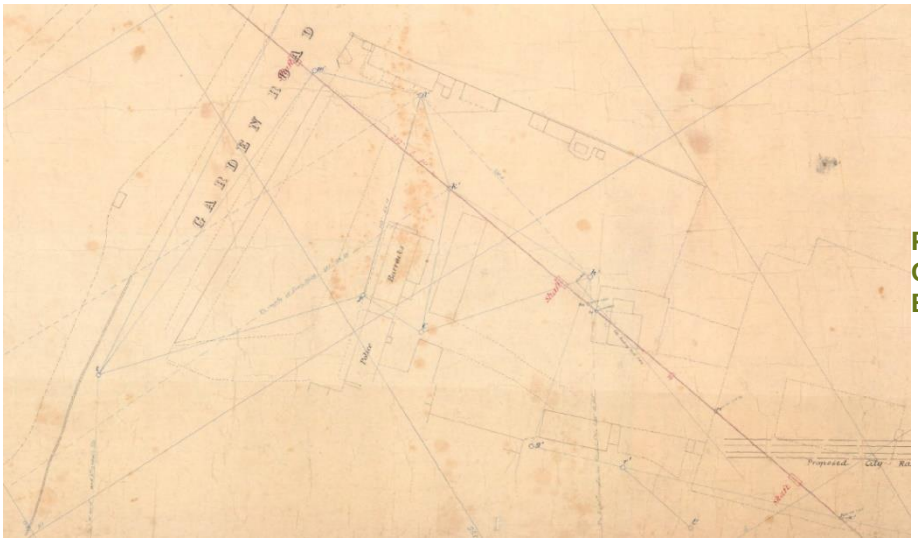


Figure 38. Plan of the Bondi Outfall Sewer showing the Police Barracks. Source: Sydney Water.



Figure 39. 1888 City of Sydney Rygate & West Plans of Sydney, 1888: Sheet 43. Source: City of Sydney Archives & History Resources, A-00880455.

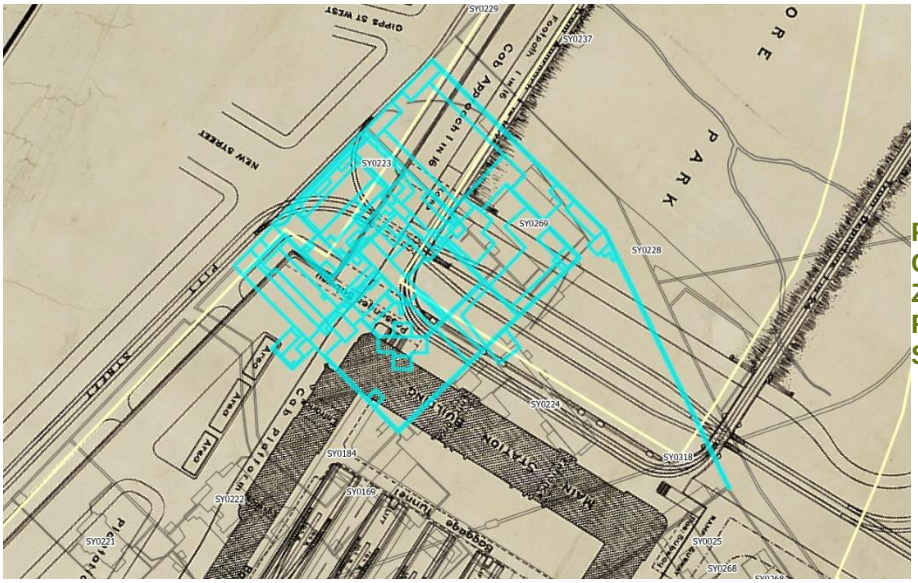


Figure 40. 1903 NS.W.R. Sydney Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

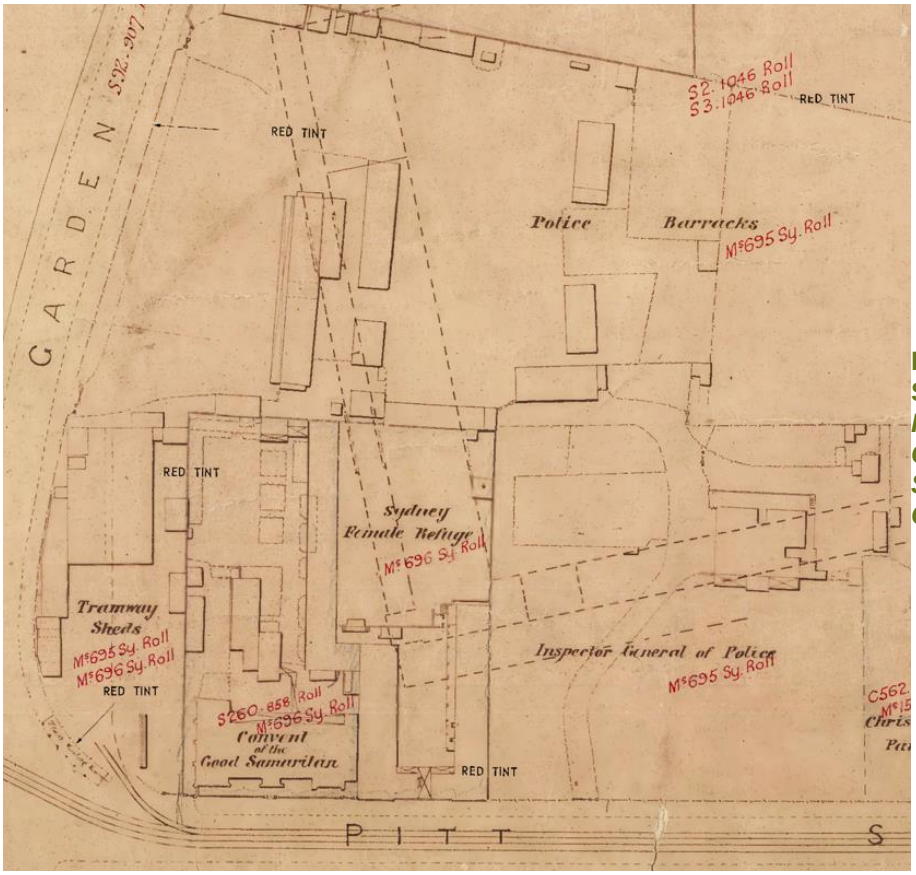


Figure 41. 1901 resumption plan. Source: Crown Plan *Plan of Resumptions 1901, NSW Rys Central Station Sydney, Parish of St Lawrence, Country of Cumberland Plan*, Ms 2166- 3000

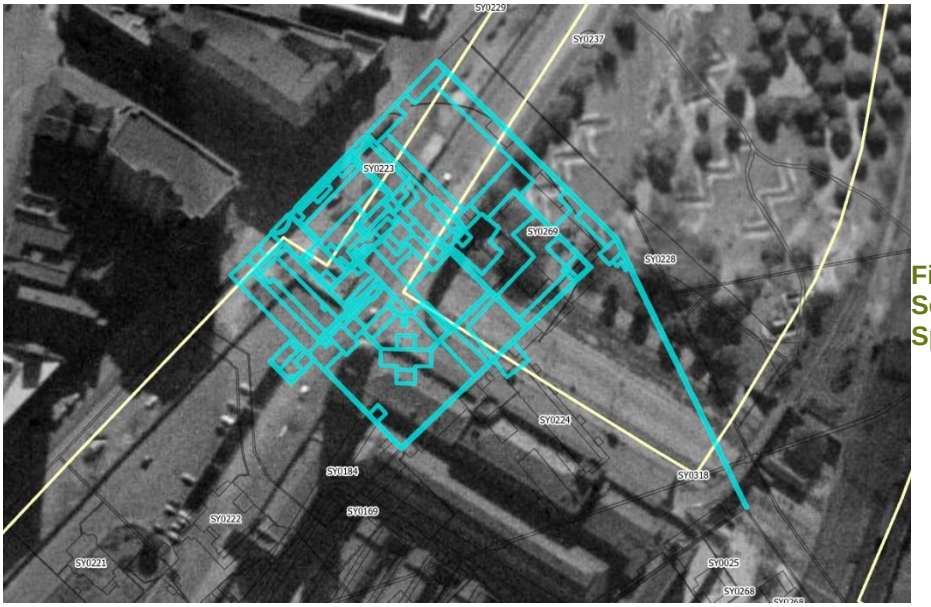


Figure 42. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

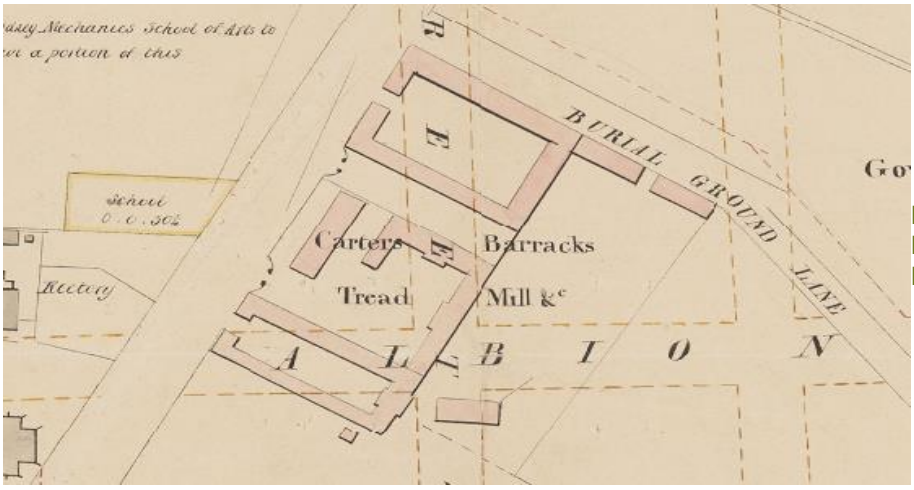


Figure 43. Footprint of Carter's Barracks c.1846. Source: SLNSW., IE3483897.



Figure 44. Police (Carter's) Barracks stables c.1895. Source: State Library of NSW. Box 04: Royal Australian Historical Society: photonegatives, ca.1890-1905, no. 82. State Library of NSW FL8952205.



Figure 45. An image of the Convent (left) and Society (right) buildings c.1900. SLNSW. 462. *[Christ Church School, Convent of the Good Shepherd and Refuge, with Surry Hills in the background].* Box 15: Royal Australian Historical Society : photonegatives, ca. 1900-1910. IE8960730.



Figure 46. City of Sydney detail plans, 1855. The blue structure in the rear of the Sydney Female Refuge, later the Belmore Police Barracks, is identified as a 'stone building'. Source: City of Sydney Archives, A-00880168.

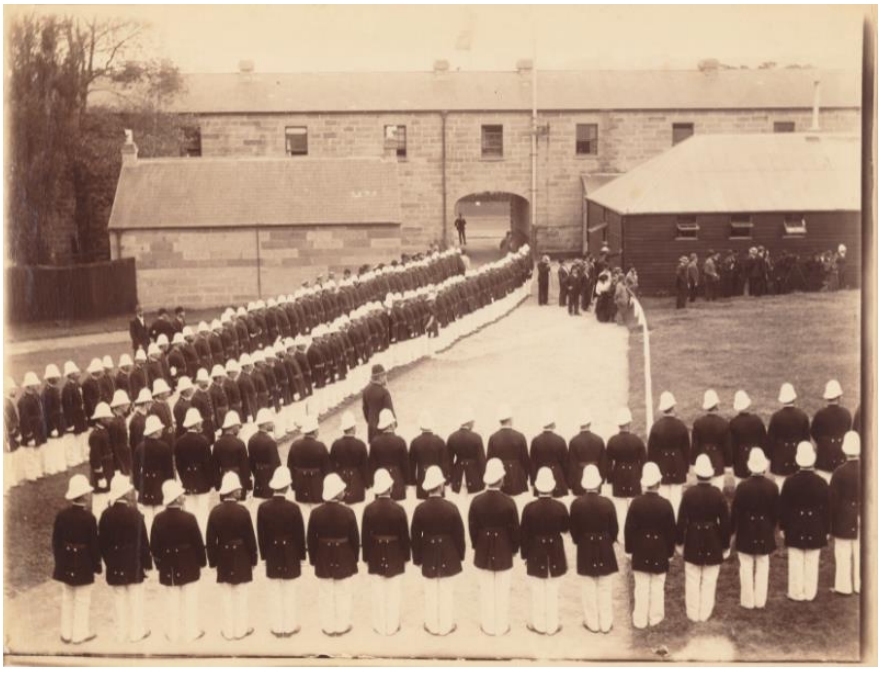


Figure 47. Police parade at Belmore Barracks 12 February 1896. Source: SLNSW. *Sydney Suburbs*, item 36 ca.1855-1924, DL PX 165.

Key Sources

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SLNSW. *Sketch shewing projected streets near the Carter's Barracks*. Sketch shewing projected streets near the Carter's Barracks [Album view]. IE3483897.

SLNSW. 462. *[Christ Church School, Convent of the Good Shepherd and Refuge, with Surry Hills in the background].* Box 15: Royal Australian Historical Society : photonegatives, ca. 1900-1910. IE8960730

SLNSW. *Sydney Suburbs*, item 36 ca.1855-1924, DL PX 165.

State Library of NSW. Box 04: Royal Australian Historical Society: photonegatives, ca.1890-1905, no. 82. State Library of NSW FL8952205.

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"An Old Landmark Gone," *Evening News (Sydney, NSW : 1869 - 1931)*, January 27, 1906.

1.5 SY0224 (Belmore Police Barracks)

Item Details	
Year of construction:	1850s
Alternative names:	Constructed partly within the grounds of Carter's Barracks
Modifications (with years):	1862 – Headquarters Mounted Police established at Belmore Barracks. Stables destroyed by fire and rebuilt potentially 1896
Function:	Police and mounted police facility
Construction materials:	Two storey - Sandstone, brick, timber, glass.
Demolished/removed (year):	1901

Historical Summary

Belmore Police Barracks was purpose-built in the 1850s to provide quarters for mounted troopers and trainee police officers. It was designed like an English cavalry barracks, with the troopers accommodated in rooms directly above the stables. The police barracks was located within the grounds of the convict-era Carter's Barracks. Apart from providing police accommodation, the barracks included stores where clothing was issued to the 2000 policemen stationed across NSW. There was an armoury and armourer's shop, a service magazine, storage for up to four police vans known as 'Black Marias', stabling for 30 horses, drill sheds and a gymnasium.

An extensive description of the Belmore Police Barracks is contained in *The Sydney Morning Herald* (30 October 1871). This is provided below as it includes valuable detail on the location and differing function and construction of parts of the Belmore Police Barracks:

> *"The main structure, which fronts Belmore Road, is a fine stone building of two storeys. The lower, as we have said, is given up to stabling; care of the animal upon which the success and even the life of the policeman may often depend being a chief consideration. It contains four stables of five stalls each.*
>
> *The stables are unusually lofty, and the stalls more roomy than are to be found elsewhere. There are stalls for twenty horses, but there have been occasions when it has been necessary to accommodate considerably more than that number. At the present time the stables are barely half full. The horses which occupy them, however, could be fairly matched against an equal number to be found in the best stable in Sydney. In fact, a visit to these stables is well worth the while of any admirer of the horse, if only for the pleasure of inspecting the fine animals which have been here collected.*
>
> *Above the station is a series of capacious rooms, reached by a covered staircase at either end of the building, that leads to a wide balcony, into which the different rooms open. These rooms are all well ventilated, having a free current of air through them from front and rear. They consist of a guard-room for the stable guard, mounted every night-a large barrackroom for men on duty in Sydney from other stations, sub-inspectors' quarters, sergeant-major's quarters, library and reading room, and district office. The whole of these are kept in a perfect state of order and neatness, and court inspection at any moment. The library and rending-room are much frequented by the men when off duty. It has every convenience for reading and writing, and contains a large number of instructive works. Foremost amongst these may be seen Chambers's Encyclopaedia, Information for the People, and other educational works, "Household Words," "All the Year Round," and many other volumes of a similar character. The more important of the works have been provided by subscription of the*

men themselves, but some of the volumes have been donations from gentlemen in the city. Two clerks are employed in the office, from which some idea of the amount of business passing through it may be gathered.

To the back of the main building arc attached a series of offices. The first of these is the cook's quarters-a commodious bed and sitting room in one, far larger and more comfortably kept than many a best parlour of a first-rate mechanic. Next comes the kitchen, fitted with a first rate English range, or cooking stove, having every appliance for this essential branch of the service, and scrupulously neat and clean in every part Connected with the kitchen is the cook's pantry or store room, with cupboards, safes, and drawers, for the convenient disposal of the various comestibles entrusted to his care. Beyond the kitchen is a large open room, in which all the boot and other cleaning is done, in order that the barrack-rooms should not be needlessly soiled. Adjoining this is the bath-room, having a plunge and shower baths, with a copious supply of water, and every convenience to tempt the men to this most healthful custom.

Immediately facing the kitchen is the entrance to the mess-room, a capacious apartment in another large building, at the back or S.W. from the main construction. This room is large enough to comfortably dine eighty or a hundred men, though it is seldom that that number has to be provided for.

Occasionally, however, it has had its tables pretty well filled, when there has been an influx of men from other stations, or when new hands have been taken on. The eastern, or rather south-eastern, portion of this building comprises the police store. Here every article which, according to ordinary computation, may be calculated upon as likely to be required by the force is kept on hand, ready to be supplied the moment thoe head of the force-the Inspector-General is assured that it is wanted, at any station in the colony. Police clothing of all kinds, saddlery of every description, stationery, ironmongery, tinware, tools-in fact all the omnium gatherum of a general store-is here to he found, in quantities more than sufficient to start a first-class store in the largest diggings in the country. The saddles, bridles, and horse equipments are very different from those with which the police were once furnished. Instead of the heavy, awkward military saddles, they are now provided with light hunting saddles of allover hogskin, light pelham or plain snaffle bridles, and all the other horse impedimenta to correspond. Then, again, in forming new stations the men sent to these stations have to do n great deal of the work themselves-and here it may be said that a very considerable portion of the work which has so improved the Belmore Barracks has been done by the men here stationed. Having to do this work, tools, nails, and other carpentering or bush gearing, are required, and arc kept on hand in case of a sudden demand upon the department, through a new rush on a gold-field or other similar contingency. All the supplies, with the exception of rations and forage, for all the police stations in the colony are here received from the contractors, are opened, examined, and passed or rejected, and are then furnished to different stations on requisitions, on the order of the Inspector-General alone. Considering the number of men in the force, and the number of stations in the colony, it may easily be perceived that the office of storekeeper is no sinecure.

At the rear of the store and messroom is the armoury, like every other branch of the establishment, a very model of order and regularity. Against the centre of the wall, facing the entrance, is a very artistically arranged trophy, composed of arms of every description……The armourer's shop is built up against the wall which forms the N.W. boundary of the ground. Here is carried on the repairs of all the weapons used by the police of the colony ; and the most delicate revolver lock equally with, that of the ordinary arm in use is dealt with by the intelligent mechanic…….

The old cells, the last remnant of the Carter's' Barracks, have been converted into a forage store, and it is something in favour of the work done in- the early days of the colony to say that the brickwork is as sound now as on the day when it was first erected and that, in pulling down the walls which formed the divisions of the cells in order to make it one large building,

the work of demolition was so difficult that it is described to have been more like quarrying stone than breaking down brickwork.

Towards the southern corner of the ground are several neat cottages, with small plots of garden ground. In these reside the married men and others, whilst running down from the fence which encloses them is another well-kept, grassy patch, looking as beautifully green as the greatest lover of nature could desire".

Archaeological notes

The Belmore Police Barracks was purpose-built in the 1850s primarily comprising sandstone and brick. The majority of the Belmore Police Barracks is now beneath the Main Station Building of Central Station and has likely been subject to significant impacts through construction. The north east wing of the Belmore Police Barracks extends across Eddy Avenue and potentially into Belmore Park. Throughout the footprint of the previous Belmore Police Barracks, a demolition layer may remain intact below the ground surface, likely spread out over a wide area. Expected remains may include bricks, mortar, sandstone, slate, glass, metal and timber, as well as intact masonry foundations.

In locations subject to less severe past impacts, in particular Eddy Avenue and Belmore Park, better preserved elements of artefacts related to the domestic, equestrian and judiciary use of the Belmore Police Barracks may be preserved with demolition or intact foundation layers. Cesspit deposits, including artefact discard events and personal waste, including faunal dietary evidence, may be present. Evidence of the 1896 fire and rebuilding may also be present. The potential for historical archaeological resources to remain intact has been assessed as moderate in such locations.

Archaeological Potential

Low within the footprint of the Main Station Building

Moderate within Eddy Avenue and Belmore Park

Assessment of significance

Remains associated with the use of the Belmore Police Barracks – 'primary' archaeological evidence – that may survive at the subject site include walls, foundations, occupation layers and deep cut features such as privies, pits or wells. Remains associated with the demolition of the Belmore Police Barracks – 'secondary' archaeological evidence – that may survive at the subject site include rubble and levelling layers. Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness ('survival') would meet the threshold of State significance. This is because primary archaeological evidence has considerable potential to contribute to our understanding of the early construction in Sydney and the repurposing and function of this building as a police residence.

Secondary archaeological evidence would meet the threshold of local significance for most criteria at the subject site, if intact. This is because secondary remains do not contribute to our understanding of the Belmore Police Barracks while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture. Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex. The 'integrity' and 'intactness' of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

If primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of State significance include Historical Significance (criterion A), Rarity (criterion F) and

Representativeness (criterion G), as the Belmore Police Barracks may have been one of the first purpose built mounted police facilities in this part of NSW.

Intact and legible remains of the Belmore Police Barracks would have the potential to reach the threshold for *state* significance as evidence of early police barracks in Sydney. The structures have research value for their potential to demonstrate their original use, construction techniques and functions, as well as their structural aesthetic and functional changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the inhabitants.

In response to Bickford and Sullivan's questions about research potential,[24] the remains of Belmore Police Barracks have the potential to contribute knowledge that no other resource and site can about the organisation of the police in early Sydney. The remains can answer broader questions relating to the daily life, duties and aspirations of police officers in early NSW.

Level of significance

State

Management

A - Preserve in situ: Owing to the network-critical nature of Sydney Yard, this option will rarely be feasible. However, this is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be noted and reported, then covered in geofabric prior to reburial. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location

[24] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Key Images

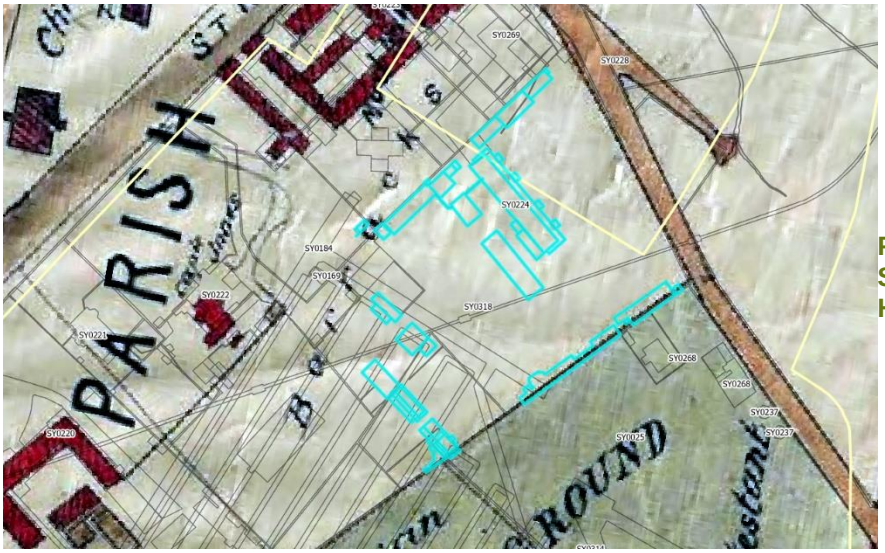


Figure 48. 1845 Sheilds Map. Source: City of Sydney Archives & History, A-00880420.



Figure 49. 1854 City of Sydney map. Source: City of Sydney Archives & History Resources, A-00880471.

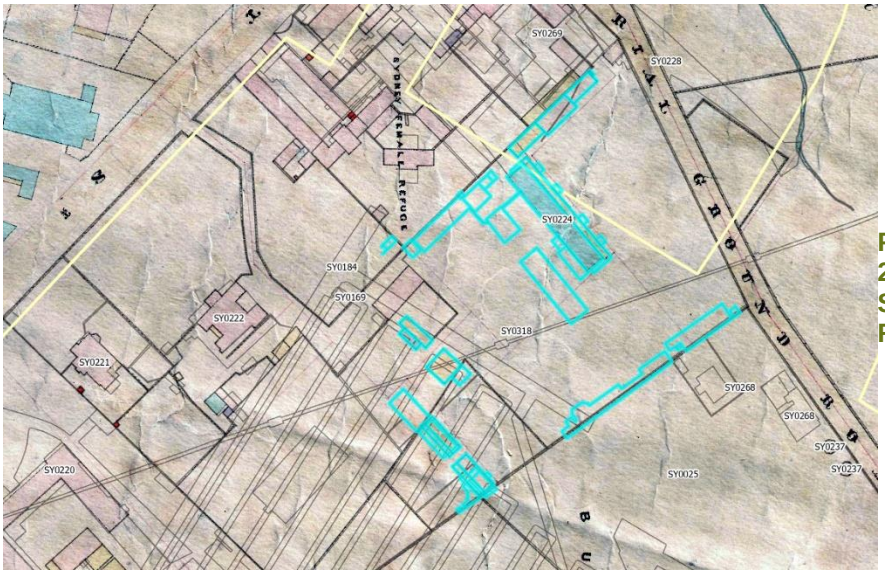


Figure 50. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.



Figure 51. 1855-1865 Trigonometric survey, Block R1. Source: City of Sydney Archives & History Resources, A-00880406.



Figure 52. 1888 City of Sydney Rygate & West Plans of Sydney, 1888: Sheet 43. Source: City of Sydney Archives & History Resources, A-00880458.

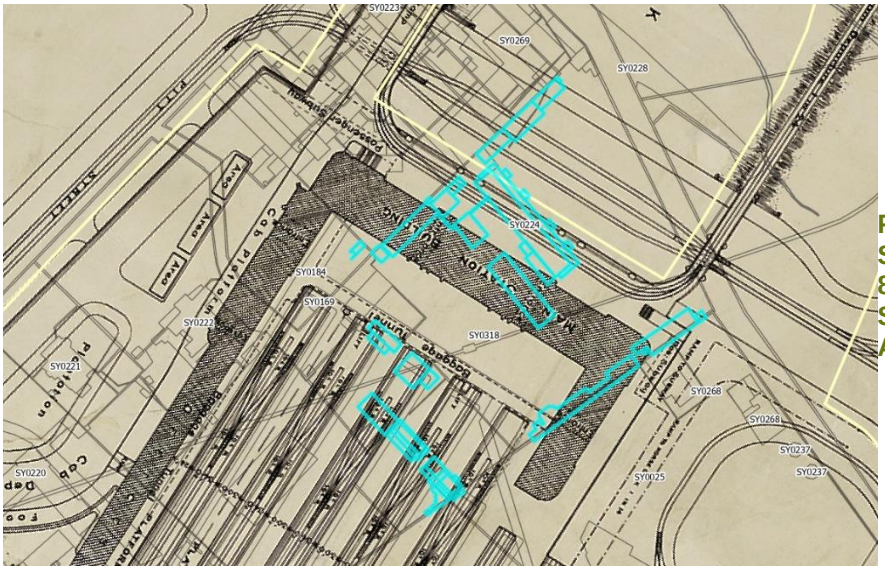


Figure 53. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.



Figure 54. Belmore Police Barracks during demolition in 1901. City of Sydney Archives & History Resources, A-01000185

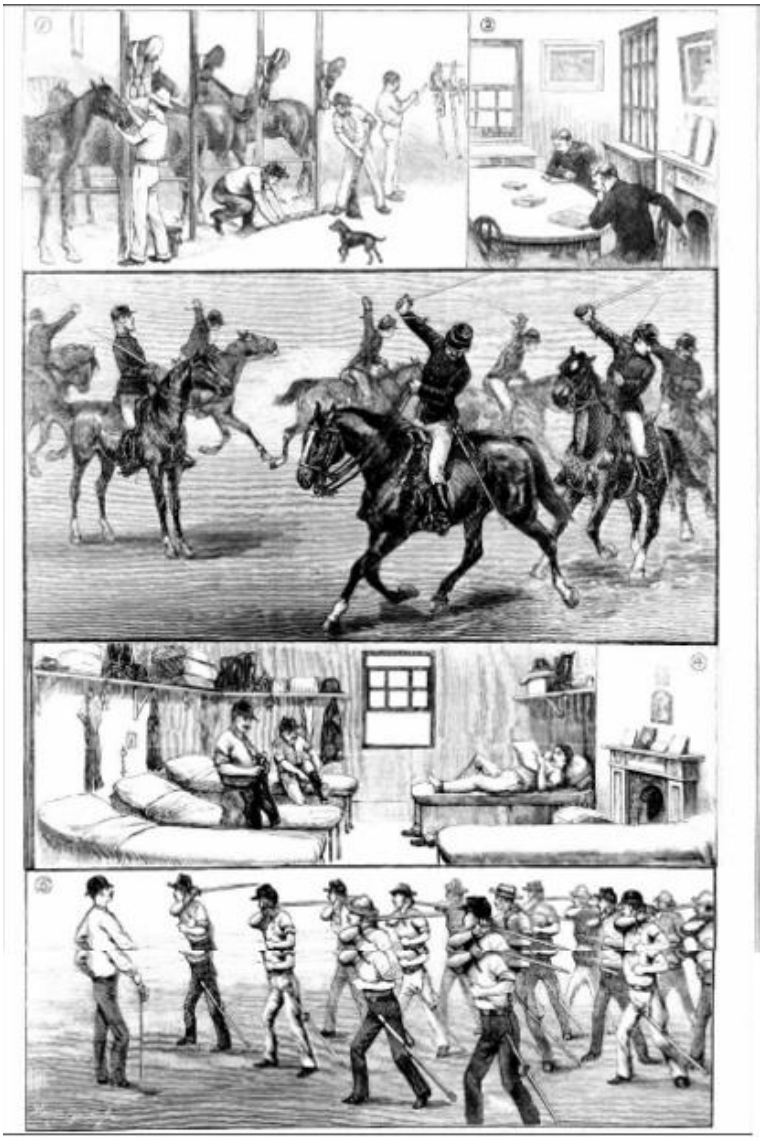


Figure 55. *The Sydney Mail and New South Wales Advertiser* June 11 1887

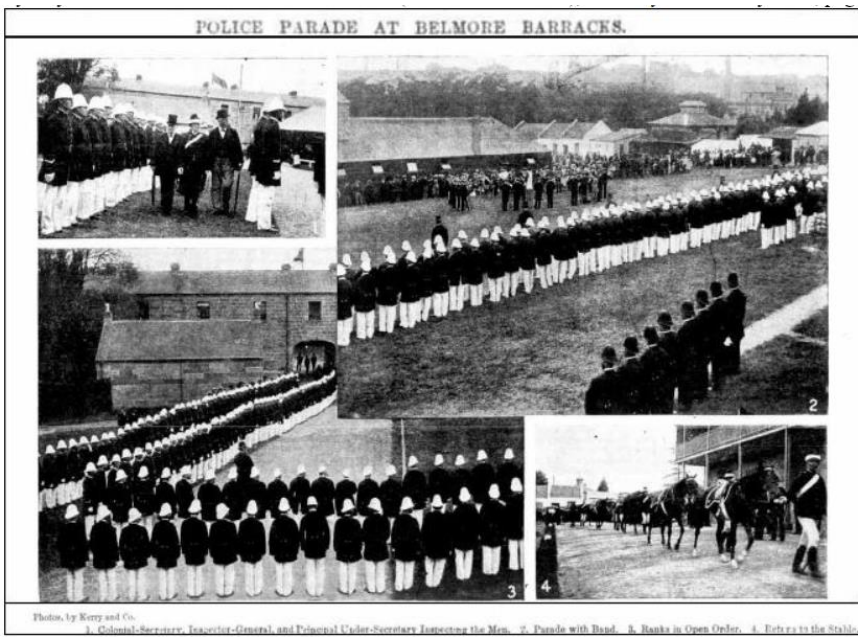


Figure 56. POLICE PARADE AT BELMORE BARRACKS. *The Sydney Mail and New South Wales Advertiser.* 22 February 1896

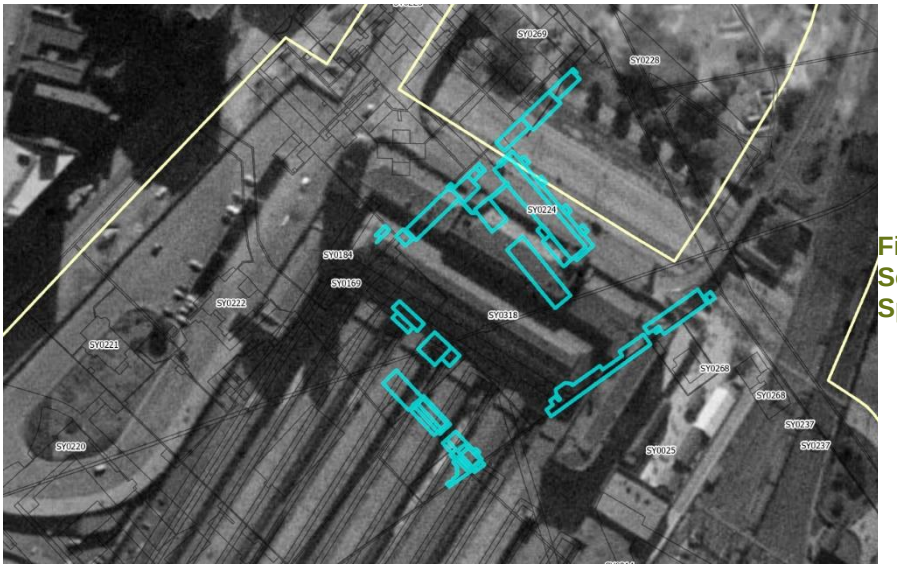


Figure 10. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

The Sydney Morning Herald. 30 October 1871.

The Sydney Mail and New South Wales Advertiser. 22 February 1896

The Sydney Mail and New South Wales Advertiser. June 11 1887.

1.6 SY0226 (Hay Street Presbyterian Church Building, School and Terrace)

Item Details	
Year of construction:	c.1845-1854 (Church and Terrace), by c.1865 (Manse)
Alternative names:	Hay and Pitt Streets Presbyterian Church, Scots Kirk, Dr Fullerton's Presbyterian Church, Dr Fullerton's Seminary, Pitt Street Seminary, Presbyterian School, Pitt Street
Modifications (with years):	1888
Function:	Church, School, Terraces
Construction materials:	Stone, Wood, Iron
Demolished/removed (year):	By c.1903

Historical Summary

In January 1840, a Crown grant situated at the south-eastern and south-western corners of Hay and Pitt Streets was given to trustees of the Presbyterian Church for a church, school and manse.[25] Although the school and church were situated on the south-eastern corner of the intersection, the manse was located on the south-western corner. Following construction of the church between 1840 and 1843, a newspaper article from *the Sydney Morning Herald* announced the opening of the church in May 1943.[26] The church was designed by architect James Hume and built by Messrs Brodie & Craig, costing a total of £3,350.[27] The Church building first appears on the 1854 City of Sydney map, depicting a church in a cruciform plan, while the 1855-65 City of Sydney Trigonometric Survey demonstrates that the church was constructed in stone. An 1861 plan by the Department of Lands shows the cruciform church at the corner of Pitt and Hay Streets, the school to the south along Pitt Street and the terrace to the east along Hay Street.

Although documentary evidence indicates that the plan for the proposed Presbyterian Church and school building was drawn in 1842,[28] the construction of the school was not started until August 1844, following a meeting to discuss the construction of the school on 26 June 1844.[29] Following completion of the school, including classrooms and accommodation for the teachers, in December 1846, the school was opened to students in 1847.[30] A newspaper article from 1870 also states that a large school was built adjacent to the church in 1844.[31] Although the c.1845 Sheilds Plan of Sydney does not show the school, this is likely due to the incompletion of the school building at the time. As detailed in the 1855-1865 City of Sydney Trigonometric Survey, the school buildings had predominantly been constructed in brick. The building was rectilinear in form, with stone additions at the rear and a chimney in the yard. There was a stone and brick outbuilding to the western perimeter of the school lot.

The brick terrace houses along Hay Street were constructed by the time of the 1854 plan, and could have possibly acted as the Church's manse temporarily or as accommodation for the school teachers. The terrace house on Hay Street seems to have had rear extensions in what appears to be a veranda (shown as iron), and likely single storey additions in brick.

A c.1870 historic photograph demonstrates that the church was built in a simplified Gothic architectural style, with stone buttresses and large pointed arch windows inset with multi-paned intersecting lead glass and a slate roof. The church had two entrances, on the west and east which protruded from the main structure into single storey vestibules. The building was enclosed by a white picket fence with timber newel posts. The school was depicted as a two-storey

[25] 1911 'FROM THE FORTIES.', *Evening News* (Sydney, NSW : 1869 - 1931), 9 November, p. 10. Accessed: http://nla.gov.au/nla.news-article115289391 (12 Apr 2022); Stuart Hawthorn, 2013. *No Humbug: Life of a pioneer educator,* p. 23.
[26] 1843 'COLONIAL CHURCH SOCIETY.', The Australian (Sydney, NSW : 1824 - 1848), 26 October, p. 4. Accessed: http://nla.gov.au/nla.news-article37113539 (13 March 2022).
[27] Stuart Hawthorn, 2013. *No Humbug: Life of a pioneer educator,* p. 23.
[28] Rawnsley, H. C. 1842. 'Plan of proposed sites for the Presbyterian school, Sydney'. *SLNSW*. Call no. D Ca 84/14. File no. FL3484702. Accessed: http://acms.sl.nsw.gov.au/album/albumView.aspx?itemID=976435&acmsid=0 (5 March 2022).
[29] Stuart Hawthorn, 2013. *No Humbug: Life of a pioneer educator,* p. 24.
[30] Stuart Hawthorn, 2013. *No Humbug: Life of a pioneer educator,* p. 24.
[31] 1870 'PRESBYTERIAN CHURCH, PITT AND HAY STREETS.', *Illustrated Sydney News* (NSW : 1853 - 1872), 8 June, p. 7. Accessed: http://nla.gov.au/nla.news-article63617642 (12 Apr 2022).

rendered brick building with a slate roof, the stone chimney noticeable at the rear. The terrace houses are also depicted in this photo as two-storey rendered brick buildings with a single-storey rear addition with a metal sheeted skillion roof.

By c.1888, as depicted in the Rygate and West plan of the area, a number of modifications were made to the Church, school and terrace houses. By this date, the Church has been extended north with a larger and more elaborate entrance (as detailed in a c.1890 historic photograph). The original western entrance was demolished and replaced with a leaded glass window to match the others on this elevation. The eastern entrance remained on the plan, and although its architectural features are unknown, they are likely to have been similar to the western entrance as visible in the historic c.1870 photo. The church yard included an area which was previously identified in the c.1865 plan as 'Wash', however, its function is unknown. A stone or brick small building or structure was located at the south-eastern corner of the church yard, its function is also unknown, but could have operated as an outhouse. The c.1890 photograph indicates that the fencing around the church had been partially changed from timber pickets to a more formal fencing arrangement which featured stone pillars at its ends and at the entrance gates, with a bullnose stone plinth and iron palisades.

The c.1888 plan also identifies changes to the school, which had gained an iron chamfered element to the north-east (possibly a balcony), and small stone and iron additions in its rear yard. The building was identified as 'Church Property' and included the southern addition/building noted in the c.1865 plan. The rear yard of this southern building extension also shows additional structures, which were constructed from a range of materials including stone/brick, wood and iron.

At the rear of the terrace houses, additional iron structures were noted in the c.1888 plan. The southern portion of the terrace lots were also subdivided and included a brick/stone building and iron building. The terraces were also identified as the property of O'Niel O W and given the street addresses of 129 and 131 Hay Street. The c.1890 photograph indicates that these terrace houses were substantial in size and had large stone chimneys with terracotta chimney pots. A new roadway off Hay Street was formed by c.1888 which accessed these properties and the rear of the school building.

By 1903, all buildings and structures in this area were demolished as part of the development for the tram ramps to Central Station.

Archaeological notes

The Church, school and terrace house buildings were substantial and would likely have had substantial footings and supports constructed from brick or stone. The auxiliary buildings may also have included masonry footings, particularly the substantial buildings and chimney to the rear of the school and terrace house additions. Although the buildings were demolished for the construction of the tramway and pedestrian paths around Belmore Park, these areas are unlikely to have been disturbed by deep excavations and foundations. The construction of the tramway walls most likely involved minor earthworks and backfilling which could include archaeological remains from these buildings. There is high potential for footings of these structures to be extant beneath the tramway, pedestrian paths and grass of Belmore Park as well as the surrounding roadway in Pitt Street.

Archaeological Potential

High

Assessment of significance

Intact and legible remains of the Hay Street Presbyterian Church Building, School and Terrace would have the potential to reach the threshold for *state* significance as evidence of early non-conformist churches and related ecclesiastical schooling and housing in Sydney. The structures have research value for their potential to demonstrate their original use, construction techniques and functions, as well as their structural, aesthetic and functional changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the inhabitants.

In response to Bickford and Sullivan's questions about research potential,[32] the remains of the Hay Street Presbyterian Church Building, School and Terrace have the potential to contribute knowledge that no other resource and site can

[32] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24;

about the organisation of the presbyterian church and schooling in early Sydney. The remains can answer broader questions relating to the daily life, duties and aspirations of ministers, school teachers, staff and students in early NSW.

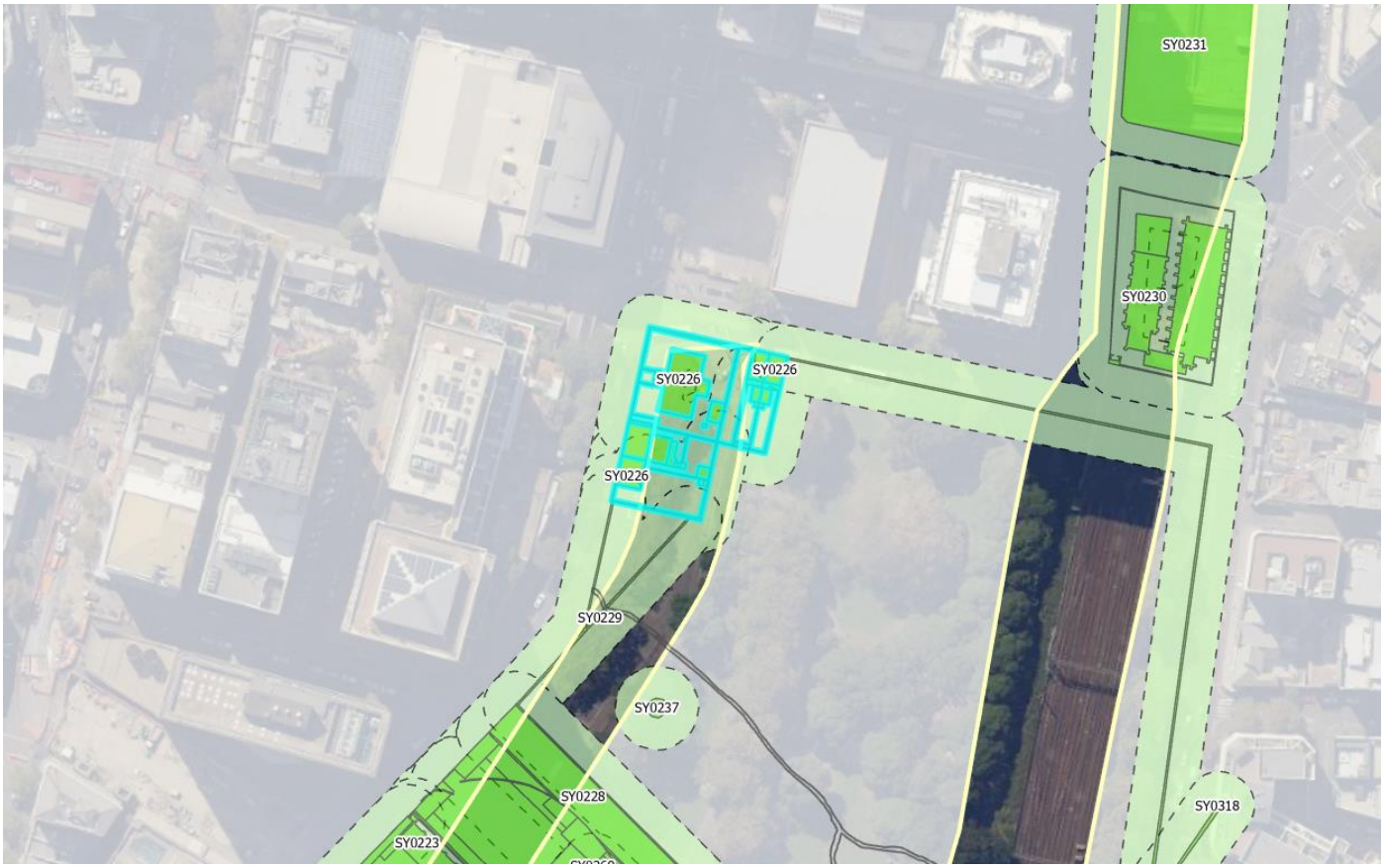
Level of significance

State

Management

A - Preserve in situ: Owing to the network-critical nature of Sydney Yard, this option will rarely be feasible. However, this is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be noted and reported, then covered in geofabric prior to reburial. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

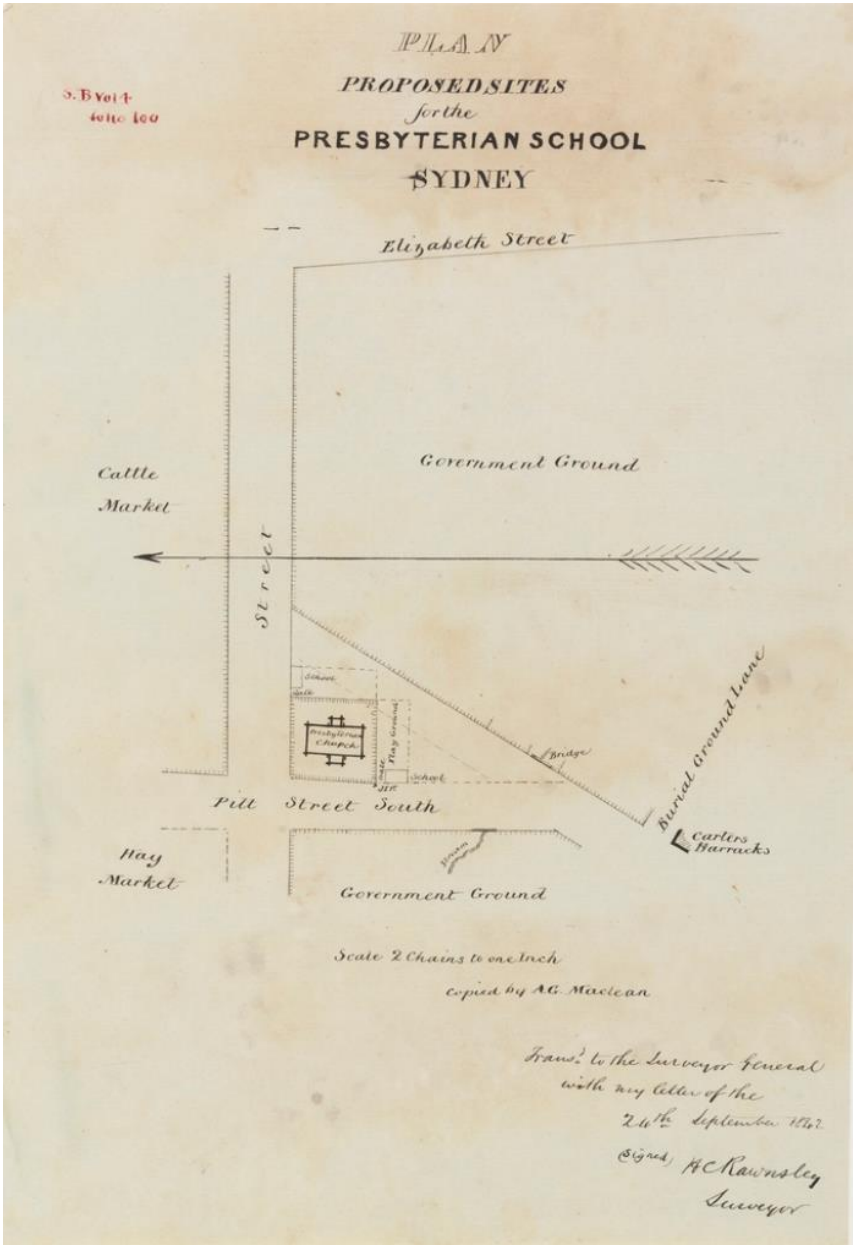


Figure 57. c.1842 proposed plan for Presbyterian church and school buildings at corner Pitt and Hay Streets (Source: SLNSW call no. D Ca 84/14)



Figure 58. 1845 Sheilds map. Source: City of Sydney Archives & History, A-00880420.



Figure 59. 1854 City of Sydney map. Source: City of Sydney Archives & History Resources, A-00880471.



Figure 60. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

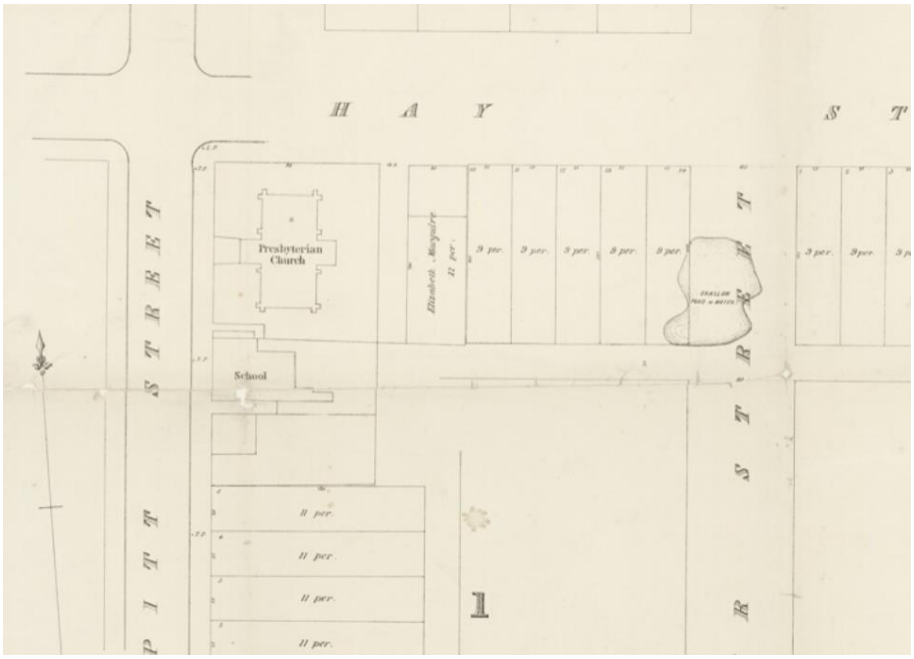


Figure 61. 1861 plan, showing the Presbyterian Church, School and terrace owned by Elizabeth Macguire (SLNSW, call no. Z/M2 811.1744/1861/1 , M2 811.1744/1861/1)

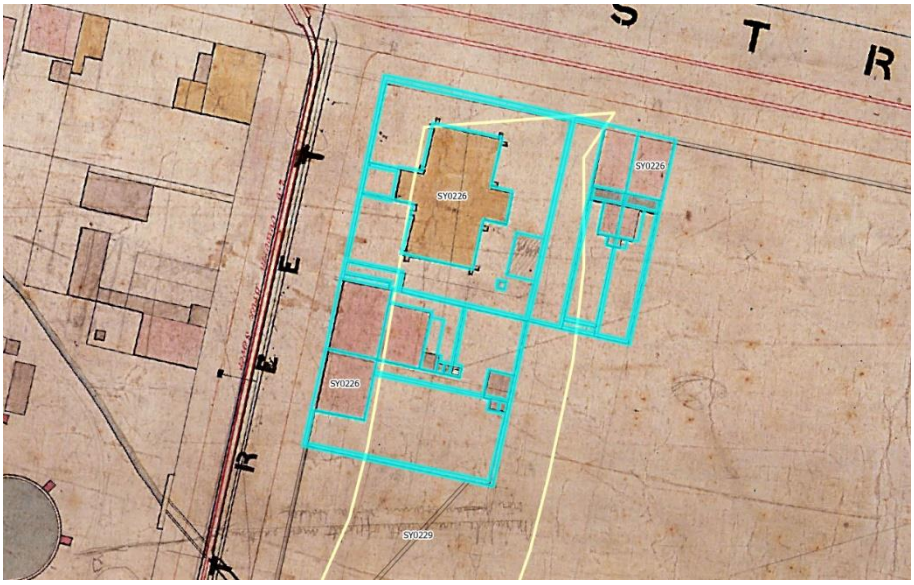


Figure 62. 1855-1865 Trigonometric survey, Block R1. Source: City of Sydney Archives & History Resources, A-00880406.



Figure 63. c.1870 photograph of the Church, with school to right of photograph and terrace houses to left (Source: SLNSW on Pinterest)

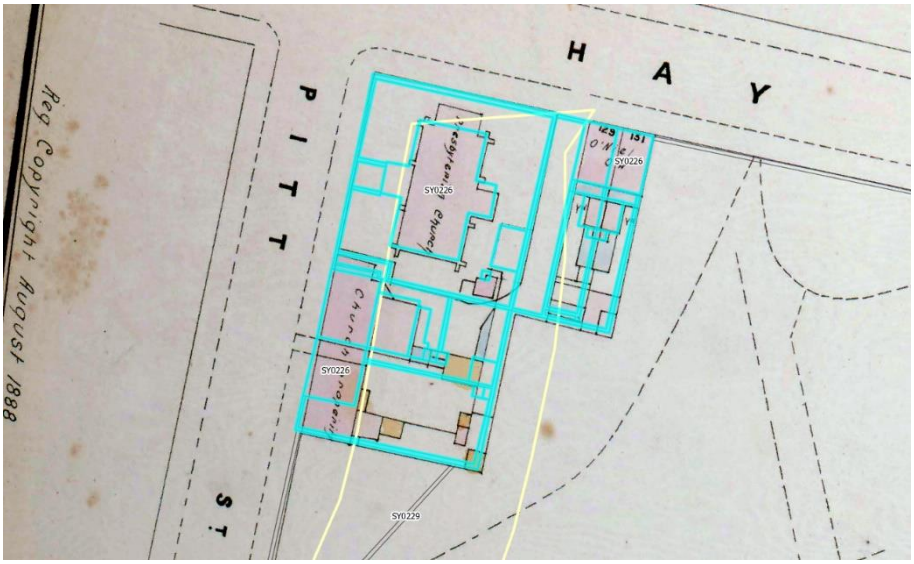


Figure 64. 1888 City of Sydney Rygate & West, Sheet 41. Source: City of Sydney Archives & History Resources, A-00880456.



Figure 65. Presbyterian Church, Hay and Pitt Streets, Sydney, c. 1890 (Source: 1890, Presbyterian Church, Hay and Pitt Streets, Sydney, ca. 1900 , viewed 5 March 2022 http://nla.gov.au/nla.obj-138133637)

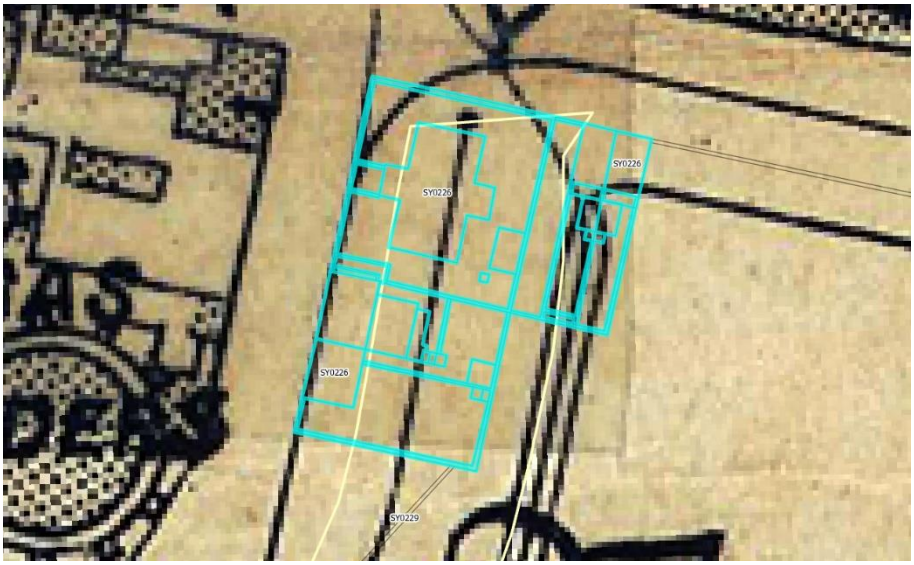


Figure 66. 1903 City of Sydney map. Source: City of Sydney Archives & History, A-00880475.

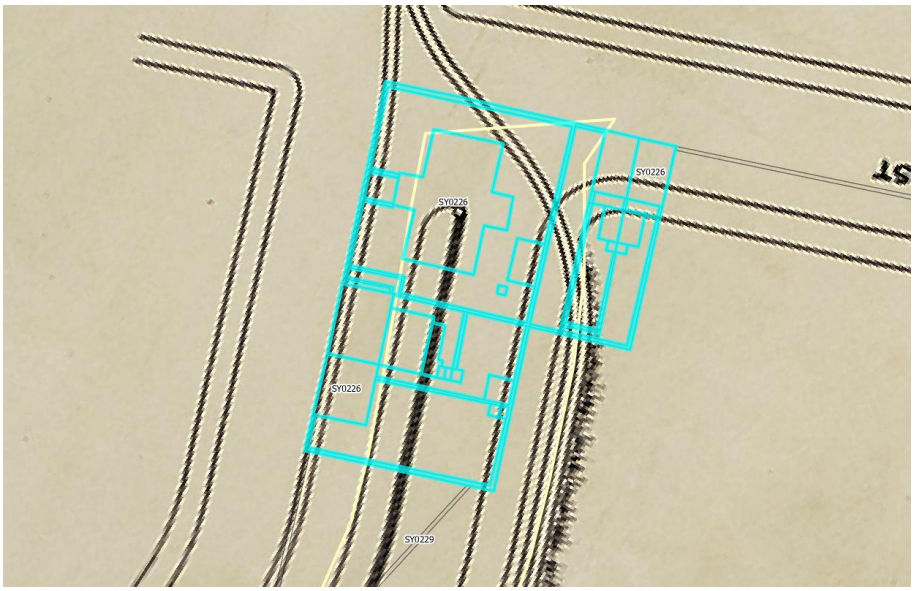


Figure 67. 1903 Central Station map. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.



Figure 68. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.



Figure 69. 1975 Aerial photograph. Source: NSW Government, NSW Spatial Services.



Figure 70. 2004 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

1843 'COLONIAL CHURCH SOCIETY.', The Australian (Sydney, NSW : 1824 - 1848), 26 October, p. 4. Accessed: http://nla.gov.au/nla.news-article37113539 (13 March 2022).

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1911 'FROM THE FORTIES.', Evening News (Sydney, NSW : 1869 - 1931), 9 November, p. 10. Accessed: http://nla.gov.au/nla.news-article115289391 (12 Apr 2022); Stuart Hawthorn, 2013. No Humbug: Life of a pioneer educator, p. 23.https://www.pinterest.com.au/pin/799740846299285153/Hawthorn, Stuart, 2013. *No Humbug: The life of pioneer educator*. Boolarong Press: Moorooka, QLD. pp. 23-26.

Lang, Dr John Dunmore, 1870. 'Photograph of Scots Kirk or Dr Fullerton Church, a Presbyterian Church, on the corner of Pitt and Hay Streets, in the Haymarket, Sydney'. *State Library of NSW.* Accessed: https://www.pinterest.com.au/pin/345511221259654 97/ (5 March 2022).

New South Wales. Department Of Lands, 1861. 'Plan [of allotm]ents in Section 1 & 2 [ ]e paddock, near the Haymarket. [cartographic material] : [Parish] of St. Lawrence, City of Sydney, 1861 / Surveyor General's Office, Sydney, October, 1861.' *SLNSW.* Call no. Z/M2 811.1744/1861/1 , M2 811.1744/1861/1/ Accessed at: https://collection.sl.nsw.gov.au/record/74VvlkXwPKRb (12 March 2022).

Rawnsley, H. C. 1842. 'Plan of proposed sites for the Presbyterian school, Sydney'. *SLNSW.*_Call no. D Ca 84/14. File no. FL3484702. Accessed: http://acms.sl.nsw.gov.au/album/albumView.aspx?itemID=976435&acmsid=0 (5 March 2022).

1.7 SY0228 (Old Burial Ground Road)

Item Details	
Year of construction:	1820
Alternative names:	Burial Ground Road
Modifications (with years):	Not determined
Function:	Transport to Church of England portion Devonshire Street Cemetery
Construction materials:	Not determined
Demolished/removed (year):	1901-1906

Historical Summary

The Burial Ground Road is shown in mapping dating to 1822 (Figure 71), leading from Pitt Street in the north west, proceeding south east past Carter's Barracks and coming to an end approximately halfway along what the map legend refers to as the "New Church Yard". This "New Church Yard" was subsequently to become the Church of England section of the Devonshire Street Cemetery. In announcing a Grant of Land to the Sydney Railway Company on 11 April 1851, the Government Gazette referred to the adjoining road as the "Burial Ground Road".[33] The road was referred to as "Old Burial Ground Road" at least from the mid-1850s. A memo to the Municipal Council of Sydney dated to November 1854 reads:[34]

> *Inspector of Nuisances reports the carriage way at Old Burial Ground Road near Pitt Street is seriously damaged in consequence of the drain leading from the Police barracks into the paddock opposite being choked up and waste water being forced into the street. Chief Engineer says a 12 inch barrel drain, 45 feet in length needs to be constructed across the road.*

The Old Burial Ground Road was later extended to join Pitt Street to the north west and Elizabeth Street to the south east. By the late 19th century, it is likely that the Old Burial Ground Road serves as a useful arterial for traffic travelling between the eastern and central parts of the city. The Old Burial Ground Road was resumed for the construction of Central Railway Station in 1901-1906, and currently is within the footprint of sections of Belmore Park, the Central Railway Station Main Building, Northern Concourse, Eddy Avenue and the rail bridge over Eddy Avenue.

Archaeological notes

No information has been located regarding the material and construction of the Old Burial Ground Road. From the quotation from the Inspector of Nuisances provided above, it would seem that until the 1850s at least, it was likely an unsealed surface. It is highly unlikely that an unsealed historical road surface would have survived the resumption and wide scale demolition and reconstruction associated with the building of Central Railway Station in 1901-1906.

However, with the increase in population of Sydney and the likely attractive nature of the Old Burial Ground Road as a route between the east and west parts of the city, it is possible that the road was sealed over time. Prevalent road construction methods at the time included cobbles, macadam construction and Telford road construction. Macadam construction entails the deposit of several layers of gravel, trending progressively finer in gauge, up to a

[33] GRANT OF LAND. (1851, April 11). New South Wales Government Gazette (Sydney, NSW : 1832 - 1900), p. 642. Retrieved March 30, 2022, from http://nla.gov.au/nla.news-article230692621
[34] City of Sydney Archives - https://archives.cityofsydney.nsw.gov.au/nodes/view/1086073

wearing surface of fine gravel which may be sealed with tarmac. Telford road construction consists of the placement of tightly packed large blocks of sandstone, topped by smaller blocks and then a fine wearing surface.[35] Neither Cobbles, Macadam nor Telford road construction are generally of a depth greater than approximately 400 millimetres. Recent archaeological excavations at Central Railway Station have identified intact remnant sections of the cobbled surface of Devonshire Street. It is therefore possible that intact elements of paving of Old Burial Ground Road may be present in the study area.

Archaeological Potential

Low

Assessment of significance

Remains associated with Old Burial Ground Road may include 'primary' archaeological evidence such as in situ roadway, kerbing and associated drainage and other infrastructure. Remains associated with the demolition of these items –'secondary' archaeological evidence – that may survive at the subject site may include rubble and levelling layers. Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness ('survival') would meet the threshold of State significance. This is because primary archaeological evidence has considerable potential to contribute to our understanding of the early construction and development of inner city roadways in Sydney.

If primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of State significance include Historical Significance (criterion A), Rarity (criterion F) and Representativeness (criterion G).

Intact and legible remains of the Old Burial Ground Road would have the potential to reach the threshold for state significance as evidence of early road and drainage infrastructure in Sydney. The road and associated infrastructure have research value for their potential to demonstrate their construction techniques and alignments, as well as aesthetic and functional changes over time. Associated deposits, particularly refuse deposits associated with drainage, have research value for their ability to demonstrate health and daily life of the inhabitants of early Sydney.

In response to Bickford and Sullivan's questions about research potential,[36] the remains of Old Burial Ground Road have the potential to contribute some knowledge that no other resource and site can about the roadways and infrastructure in early Sydney. The remains can answer broader questions relating to road infrastructure in early NSW.

Level of significance

State

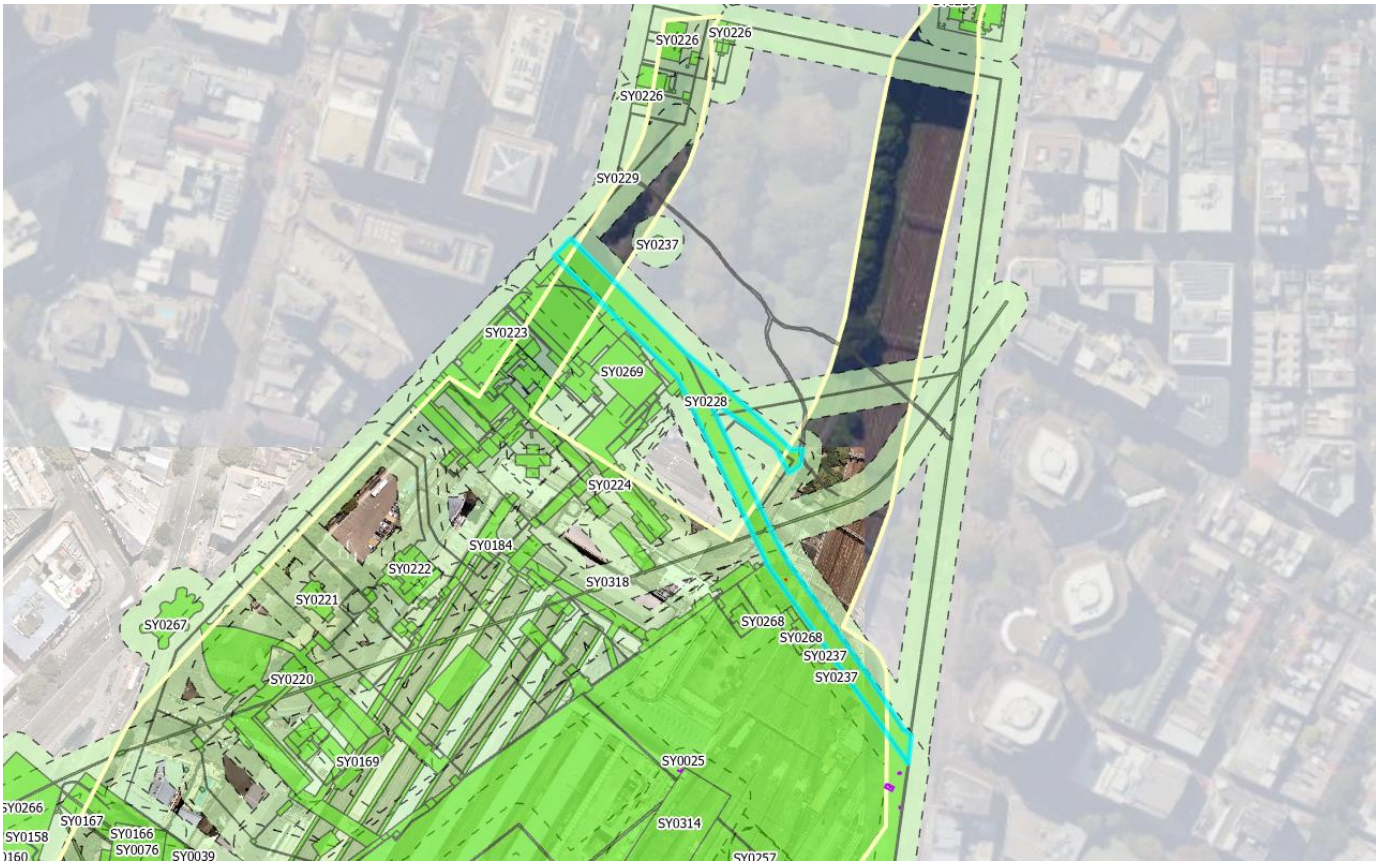
Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

[35] Department of Main Roads NSW (1976). *The Roadmakers: A history of main roads in New South Wales*. Department of Main Roads NSW

[36] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Item Location



Key Images



Figure 71. 1845 Septimus Plan of the town and suburbs of Sydney, August, 1822. Source: National Library of Australia, 1822. *Plan of the town and suburbs of Sydney, August, 1822.* Accessed: http://nla.gov.au/nla.obj-229911701 (12 April 2022).

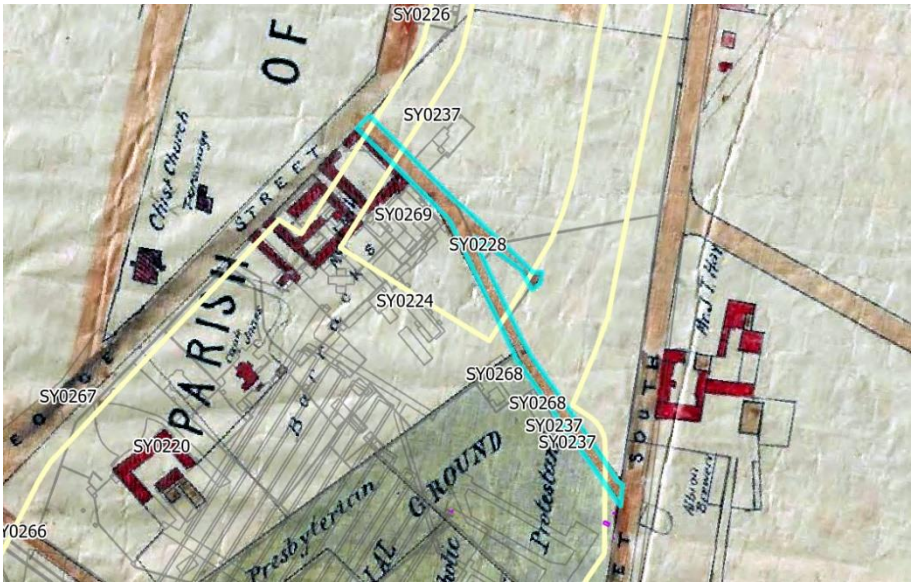


Figure 72. 1845 Sheilds Map. Source: City of Sydney Archives & History, A-00880420.

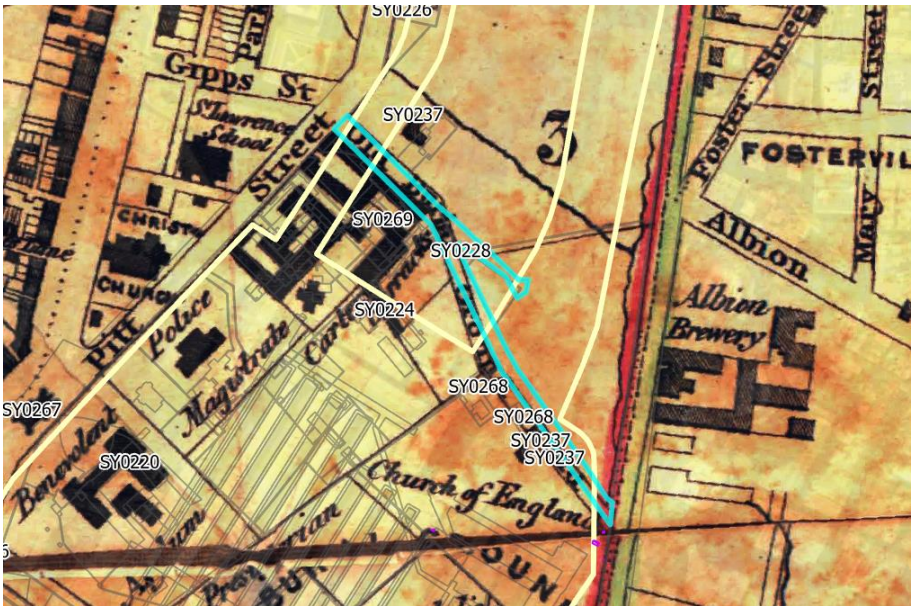


Figure 73. 1854 City of Sydney map. Source: City of Sydney Archives & History Resources, A-00880471.

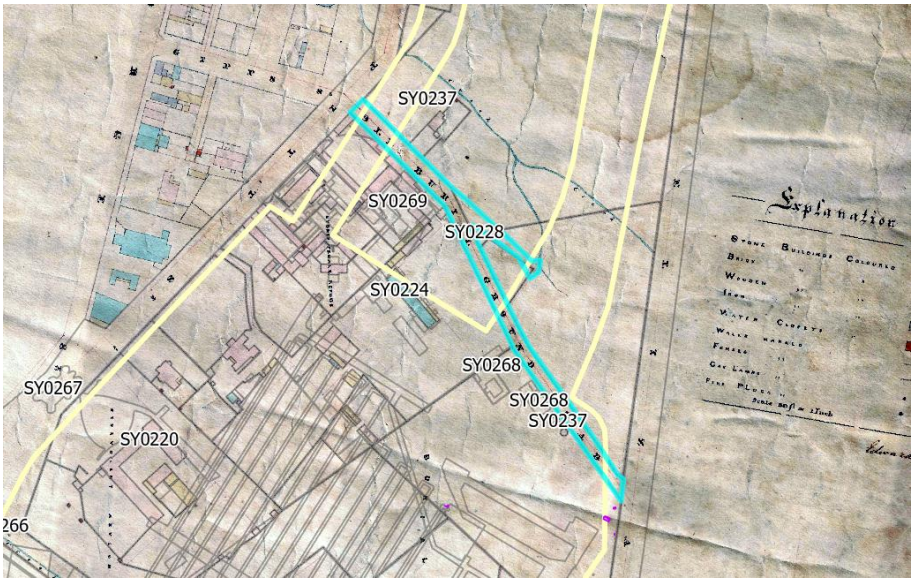


Figure 74. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

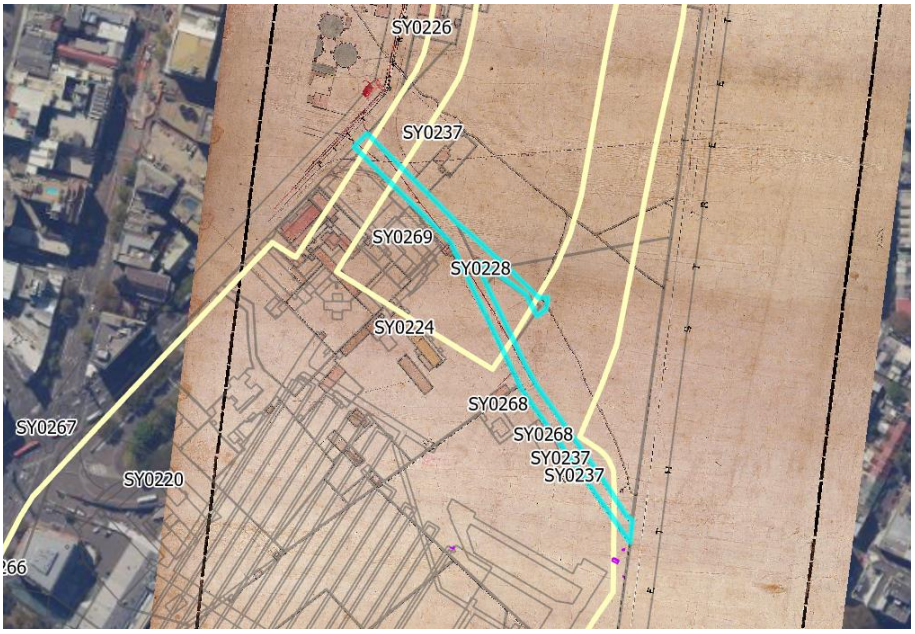


Figure 75. 1855-1865 Trigonometric survey, Block R1. Source: City of Sydney Archives & History Resources, A-00880406.

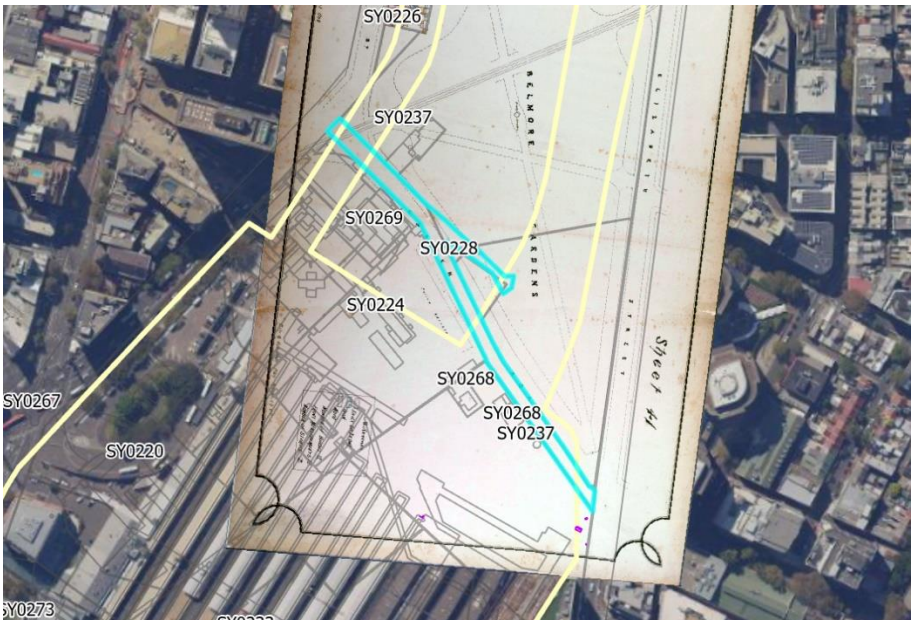


Figure 76. 1888 City of Sydney Rygate & West Plans of Sydney, 1888: Sheet 40. Source: City of Sydney Archives & History Resources, A-00880455.

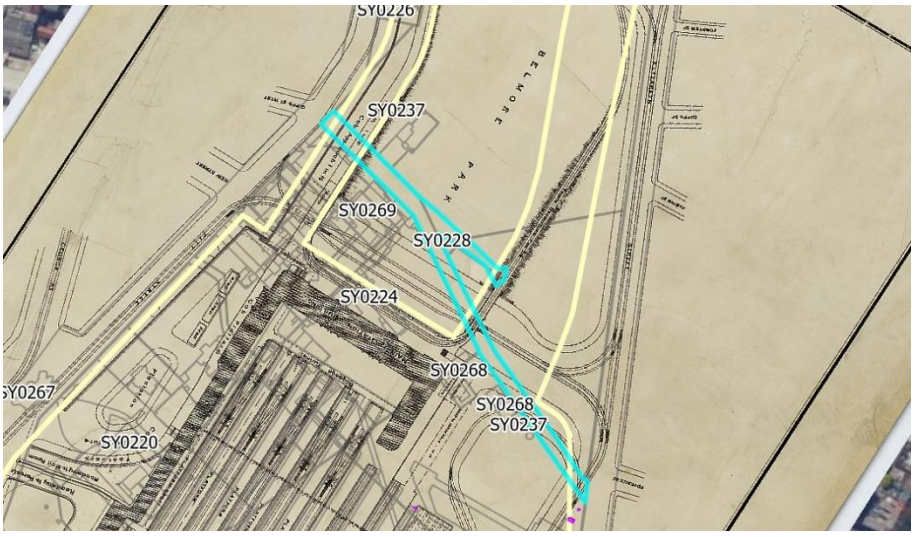


Figure 77. 1903 Central Station. SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

Key Sources

GRANT OF LAND. (1851, April 11). New South Wales Government Gazette (Sydney, NSW : 1832 - 1900), p. 642. Retrieved March 30, 2022, from http://nla.gov.au/nla.news-article230692621

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1.8 SY0229 (Early Fencing)

Item Details	
Year of construction:	1820 onwards
Alternative names:	Not determined
Modifications (with years):	Not determined
Function:	Boundary delineation
Construction materials:	Sandstone, iron, timber
Demolished/removed (year):	1901-1906

Historical Summary

The external and internal boundaries of the study area have frequently changed over the past 200 years.

The Devonshire Street Cemetery appears to have been fairly uniformly fenced around its perimeter. This comprised either a low sandstone wall, topped by iron posts (Figure 80, Figure 81), or in locations where adjoining roadway cut through the dune of the cemetery, such as at Elizabeth Street, by tall sandstone retaining walls (Figure 82).

Early images of Central Railway Station indicate the station and railway tracks were fenced with timber post and palisade (Figure 83) or alternatively with timber uprights, and wire and timber horizontals as seen in Figure 84. Partially visible in the right background of Figure 8 are robust upright stanchions, possibly of stone or cast iron.

In the current configuration of Central Railway Station, much of the public domain is separated from rail infrastructure through differences in ground surface levels, and the presence of substantial brick & / sandstone walls.

Archaeological notes

The fencing of the Devonshire Street Cemetery was robust in nature including at lightest footings for low sandstone walls, and at heaviest, footings for substantial sandstone retaining walls. These extended into areas currently occupied by substantial built infrastructure of Central Railway Station, and also extended through areas including rail and platform locations, where less substantial development has taken place. The potential exists for remains of these footings to survive intact within the study area, particularly in locations that have been subject to lower degrees of subsequent development. Intact remains of these items may include cut and fill, trenching, and footing blocks. During recent archaeological works in Central Railway Station remains of the Devonshire Street Cemetery fencing were identified.

Early iterations of fencing around the rail infrastructure to the south of the Devonshire Street Cemetery, including parts of Central Railway Station, appear to have consisted largely of timber palisade and timber and horizontal beam construction. Intact remains of these items would comprise posts, post holes and evidence of cut and fill.

Archaeological Potential

Sandstone Footings – Moderate

Timber Fence – Low

Assessment of significance

Remains associated with early fencing of the site may include 'primary' archaeological evidence. This would include walls, foundations and deep cut features. Remains associated with the demolition of these items – 'secondary' archaeological evidence – that may survive at the subject site may include rubble and levelling layers. Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness ('survival') would meet the threshold of State significance. This is because primary archaeological evidence has considerable potential to contribute to our understanding of the early construction in Sydney of this feature.

If primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of State significance include Historical Significance (criterion A), Rarity (criterion F) and Representativeness (criterion G).

Secondary archaeological evidence would meet the threshold of local significance for most criteria at the subject site, if intact. This is because secondary remains do not contribute to our understanding of the location while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture. Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex. The 'integrity' and 'intactness' of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of the boundaries of the Devonshire Street Cemetery, Central Station and Mortuary Station. The fencing is significant for its ability to demonstrate the location of the boundary and access points at Devonshire Street Cemetery, Central Station and Mortuary Station.

In response to Bickford and Sullivan's questions about research potential,[37] the remains of the fencing have the potential to contribute knowledge that no other resource and site can about the boundaries of formalised Devonshire Street Cemetery, Central Station and Mortuary Station.

Level of significance

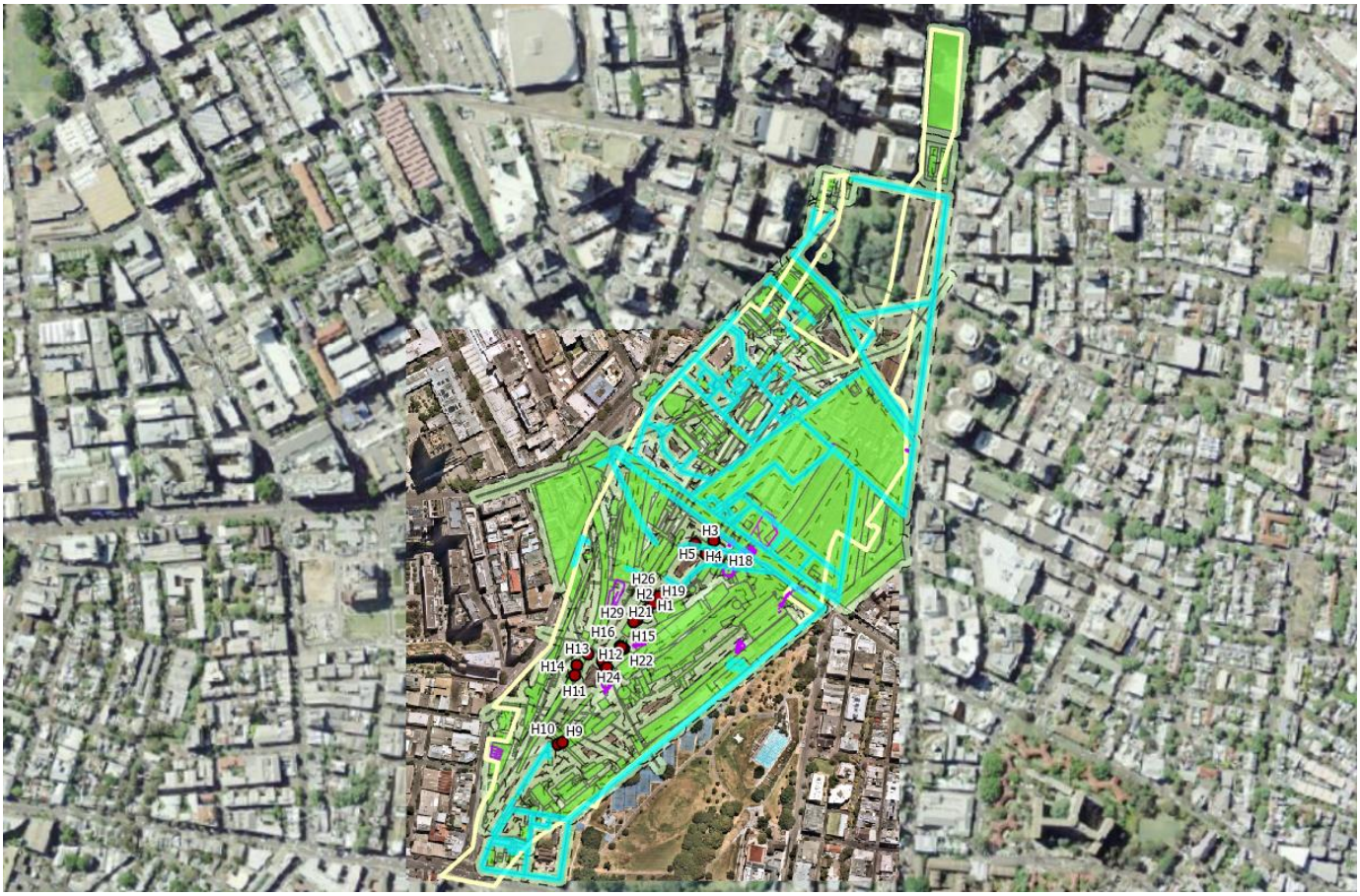
State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

[37] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Item Location



Key Images

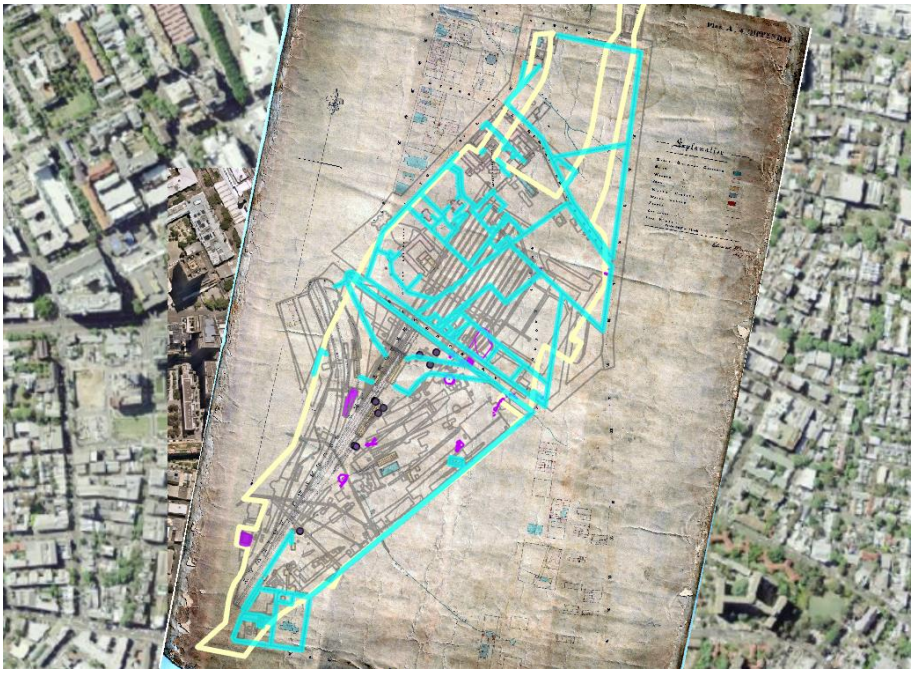


Figure 78. 1857 Chippendale Sheet 23, City of Sydney map. Source: City of Sydney Archives & History Resources, A-00880168.

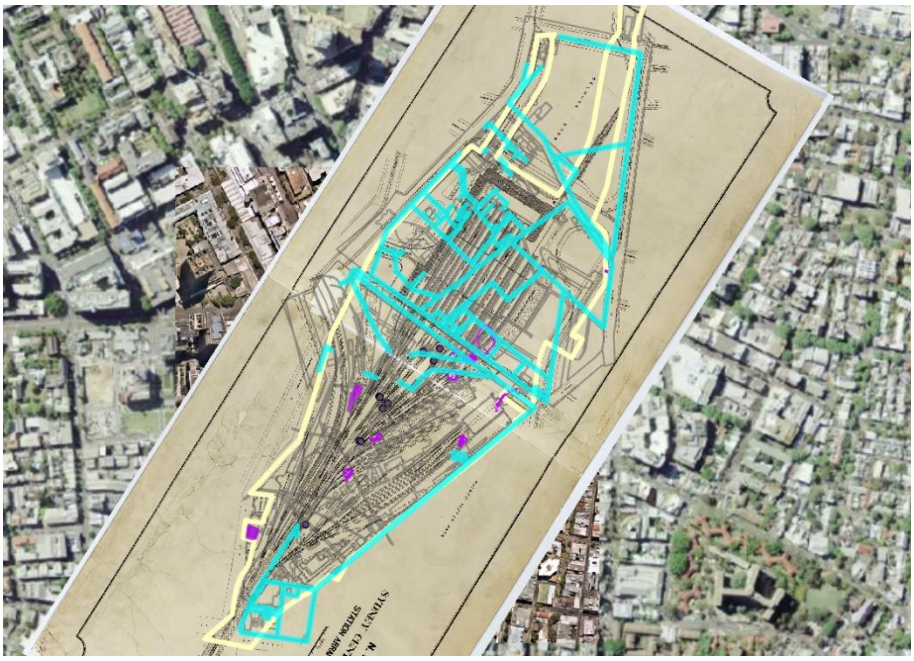


Figure 79. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

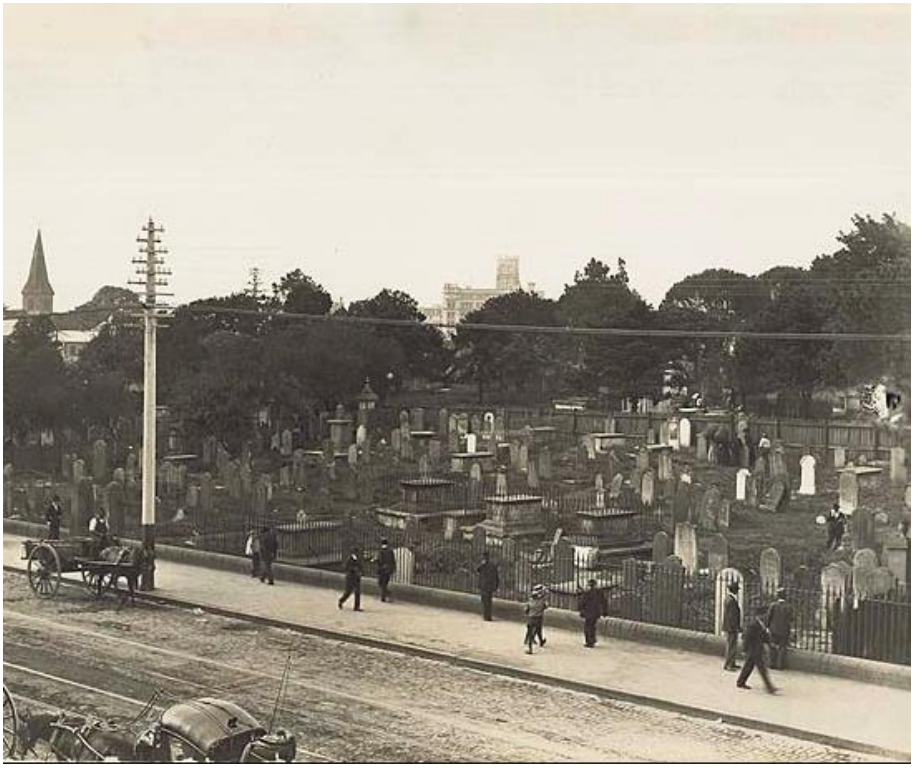


Figure 80. Devonshire Street Cemetery 31 December 1902. Source: NSW State Archives and Records.



Figure 81. Gates to Devonshire Street Cemetery pre-1901.

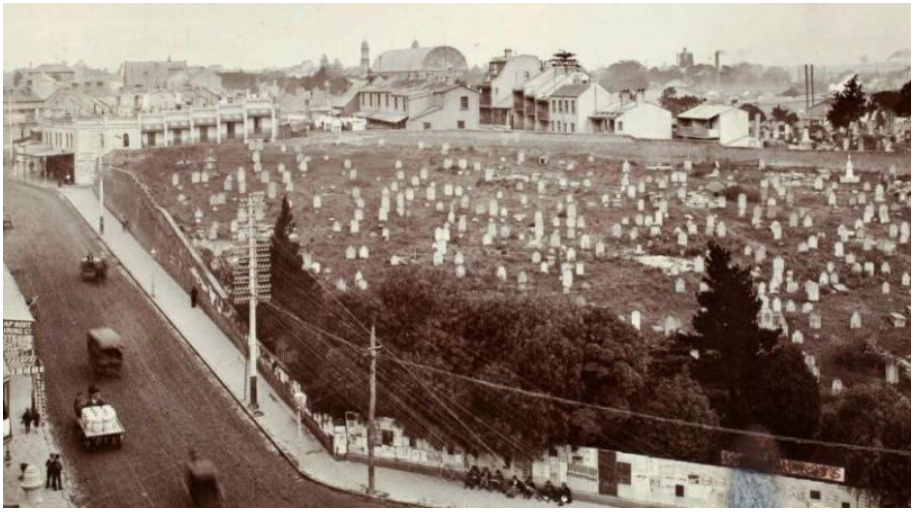


Figure 82. Devonshire Street Cemetery, View along Elizabeth Street.



Figure 83. Central Railway Station in construction. Sir William Dixon, 1901 (State Library of NSW)



Figure 84. Central Railway Station in 1908? (State Library of NSW)

Key Sources

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1.9 SY0230 (St Francis' Church and School)

Item Details	
Year of construction:	Church: 1864 School: 1872
Alternative names:	Old St Francis.
Modifications (with years):	Late 1860s: Church expanded
Function:	Church and School
Construction materials:	Brick
Demolished/removed (year):	1909: Church and School demolished

Historical Summary

Development of Elizabeth Street

Elizabeth Street is one of the oldest streets in Sydney. In the mid-1850s it was described as "one of the leading thoroughfares" of the city, beginning at Hunter Street and then travelling southwards for more than a mile before terminating at "the Burial Ground".[38] It is likely that 'the 'Burial Ground' referred to Devonshire Street Cemetery, which at the time of its consecrated in 1820, was located at the farthest outer limit of the town (refer to SY0025).

While the northern portion of Elizabeth Street was a "fashionable residential street" the southern end beyond Hyde Park was less exclusive, meeting the "factories, warehouses and boarding houses of Surry Hills". [39] In the late 1800s, the view up the hill on Elizabeth Street from Devonshire Street to Liverpool Street was defined by small cottages to each side, as well as a few shops and the occasional inn.

St Francis Church and School

Historical maps from 1854 to 1903 (Figure 86 to Figure 90) indicate that the parcel of land between Campbell and Hay Streets were occupied by two main structures. Doves 1880 plan (Figure 89) annotates these as St Francis Church to the west of the plot and St Francis School to the east. A shed is also shown to the south of the church. The plan indicates that all three buildings were single storey and constructed from brick or stone.

In 1864, the foundation stone of St Francis Church was laid. The location was chosen as there was no church in the vicinity or school between St Marys (constructed in 1821 at Hyde Park) and St Benedict's (constructed in 1838 at Broadway). Construction began shortly after the land for the church was granted by the Government.[40] The original church building was modest in size, located in the south-western corner of the plot. However, as the popularity of the congregation increased towards the late 1860s, the church building was extended towards Campbell Street.[41] This doubled the size of the church, with the brick building spanning 100 feet by 36 feet by 17 feet. (Figure 90)

The adjoining St Francis School was opened in December 1872. At the time of opening, it was described as having one of the largest capacities in Sydney, second to the Exhibition Building in Prince Alfred Park (c.1870 – c.1954). While the Campbell Street portion of the building was used for school purposes, a folding partition divided the space in half, with the southern portion containing a stage used for concerts and plays.[42]

[38] J. Fowles (1882) *Sydney in 1848: illustrated by copper-plate engravings of its principal streets, public buildings, churches, chapels, etc., / from drawings by Joseph Fowles.* William Dymock, Sydney.
[39] J. Fowles (1882) *Sydney in 1848: illustrated by copper-plate engravings of its principal streets, public buildings, churches, chapels, etc., / from drawings by Joseph Fowles.* William Dymock, Sydney.
[40] 1931, 'Old St Francis' Church, Haymarket: Story of Early Sydney. *The Catholic Press* (Sydney, NSW : 1895 - 1942), 7 May, p. 12. Accessed: http://nla.gov.au/nla.news-page11691530 (5 April 2022).
[41] 1931, 'Old St Francis' Church, Haymarket: Story of Early Sydney. *The Catholic Press* (Sydney, NSW : 1895 - 1942), 7 May, p. 12. Accessed: http://nla.gov.au/nla.news-page11691530 (5 April 2022).
[42] 1931, 'Old St Francis' Church, Haymarket: Story of Early Sydney. *The Catholic Press* (Sydney, NSW : 1895 - 1942), 7 May, p. 12. Accessed: http://nla.gov.au/nla.news-page11691530 (5 April 2022).

By May 1909, the Sydney Municipal Council had purchased back the church property and demolition of the structures was set to commence in July of the same year.[43] The reason for demolition was to "make a thoroughfare... in order to make a new entrance to the Central Railway Station'". [44] The council put the St Francis Church Site and the adjoining Belmore Market Area up for lease in 1910 (Figure 93).

Rickards Building

Following the demolition of the church in 1909, the parcel of land was temporarily used as the open-air Olympia Theatre. However, after this function ceased in 1911, the land remained vacant up until 1913.[45] At this time, Messers, Eaton and Bates architects signed an agreement with contractors Messrs. Maston and Yates for the construction of an Arthur Rickard and Co building. Arthur Rickard and Co was a real estate and property development company. The proposed two-storey building was to have frontages to all streets and span across the 90 feet x 176 feet block. It was designed with internal subdivisions to accommodate multiple tenants, with street display for the individual shops. Materiality included plate-glass windows, tiled floors, brass balustrades, steel windows, marble piers, and brick facades with stone dressing.[46]

Construction of the Rickards Building was underway in 1913 and it was completed by 1914 (Figure 95, Figure 96). However, it was demolished a few years later due to the construction of the City Loop Railway Line, making it one of the shortest-lived buildings in Sydney's CBD (Figure 97, Figure 98).

Development of Central Station

The main portion of Central Railway Station, including the first platforms and two storeys of the Main Terminus Building, was officially opened in 1906. Steam trains initially operated on the network, however, with advancements in railway technology and the continuing expansion of Sydney city, it was realised that a new electric station was required. Dr J.J.C. Bradfield, the Chief Engineer of the Metropolitan Railway Construction (and designer of the Sydney Harbour Bridge), drafted the plans for a city and eastern suburbs railway network. These were approved in 1915 and work began shortly after.[47]

Excavation of the land between Central Electric and Goulburn Street commenced in 1916. The intention was to construct an elevation section of railway between Central Station and Belmore Park, that then gradually sloped downwards to an underground tunnel at Goulburn Street. This underground tunnel would then connect to proposed stations on the City Circle loop. Despite construction starting in the mid-1910s, political and financial hurdles resulted in the construction of the City Railway being halted and restarted many times.

The plot of land that housed St Francis Church and School was resumed for the construction of the railway line. As the land was built up to elevate the railway, viaducts were constructed to the north and south boundaries and retaining walls were erected to the east and west boundaries. In 1922, excavation for the foundations of the Elizabeth Street Retaining wall had commenced, as had that for the concrete foundation piers of the Hay Street viaduct. Rubble stone that had been excavated from Hyde Park was being used to fill up the portion of the approach that had been completed.[48] The Hay Street viaduct was opened for traffic by 1924 and was commended as an "example of Australian design, materials and workmanship".[49] At this time, construction on the Campbell Street viaduct was about to commence.

St James and Museum were the first stations completed on the underground network. These opened in 1926, more than five years before the 1932 construction of Town Hall and Wynyard stations. It was more than twenty years later that the City Circle loop was finally completed, with Circular Quay Station opening in 1956.

Archaeological notes

[43] 1909 'DEMOLITION OF ST. FRANCIS' CHURCH', *Evening News* (Sydney, NSW : 1869 - 1931), 13 May, p. 3. Accessed: http://nla.gov.au/nla.news-article115503389 (5 April 2022).
[44] 1909 'City Improvements.', *Evening News* (Sydney, NSW : 1869 - 1931), 8 April, p. 6. Accessed: http://nla.gov.au/nla.news-article115496885 (5 April 2022).
[45] *City of Sydney Archives*, 1913-1914. *Corner of Elizabeth Street and Hay Street Sydney.* A-00024591. *City of Sydney Archives*. Accessed: https://archives.cityofsydney.nsw.gov.au/nodes/view/585236 (5 April 2022).
[46] 1913 'SITE OF OLD ST. FRANCIS' CHURCH.', *The Sydney Morning Herald* (NSW : 1842 - 1954), 2 September, p. 5. , Accessed: http://nla.gov.au/nla.news-article15447123 (5 April 2022).
[47] 1922 'CITY RAILWAY.', *The Sydney Morning Herald* (NSW : 1842 - 1954), 16 November, p. 8. Accessed: http://nla.gov.au/nla.news-article16039882 (5 April 2022).
[48] 1922 'CITY RAILWAY.', *The Sydney Morning Herald* (NSW : 1842 - 1954), 16 November, p. 8. Accessed: http://nla.gov.au/nla.news-article16039882 (5 April 2022).
[49] 1924 'CITY RAILWAY.', *The Sydney Morning Herald* (NSW : 1842 - 1954), 31 July, p. 13. Accessed: http://nla.gov.au/nla.news-article16177993 (5 April 2022).

Remains associated with St Francis School and Church could include foundations and footings in either stone or brick and other buildings or rubbish deposits. Due to its demolition in the late 1800s and subsequent extensive excavation and construction for Central Railway Station, there is reduced potential that intact remnants of these structures remain.

The Rickards Building was one of the shortest-lived buildings in the Sydney CBD. It is possible that all associated building material may have been removed due to the construction of the City Loop line in the 1920s. Due to the amount of land disturbance, there is little archaeological potential for the remains of the former Rickards Building buildings.

Overall, there is low potential for the discovery of archaeological remains associated with either St Francis Church and school or the Rickards Building.

Archaeological Potential

Low

Assessment of significance

Intact and legible remains of the St Francis' Church and School would have the potential to reach the threshold for *state* significance as evidence of early Catholic churches and related school houses in Sydney. The structures have research value for their potential to demonstrate their original use, construction techniques and functions, as well as their structural, aesthetic and functional changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life.

In response to Bickford and Sullivan's questions about research potential,[50] the remains of the St Francis' Church and School have the potential to contribute knowledge that no other resource and site can about the organisation of the Catholic church and schooling in early Sydney. The remains can answer broader questions relating to the daily life, duties and aspirations of priests, staff and students in early NSW.

Level of significance

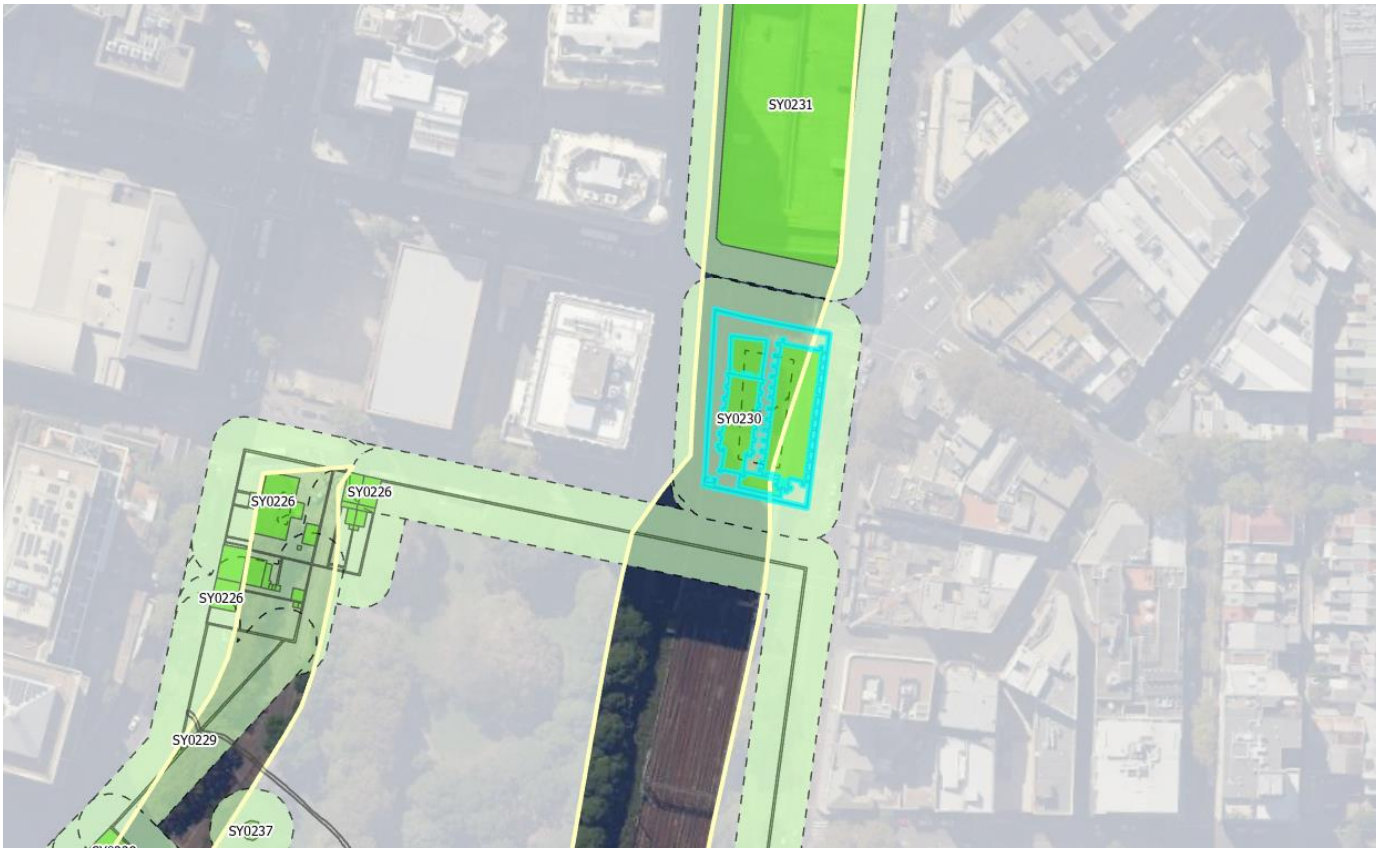
State depending on the integrity of remains

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location

[50] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Key Images



Figure 85. 1845 Sheilds map. Source: City of Sydney Archives & History, A-00880420.



Figure 86. 1854 City of Sydney map. Source: City of Sydney Archives & History Resources, A-00880471.

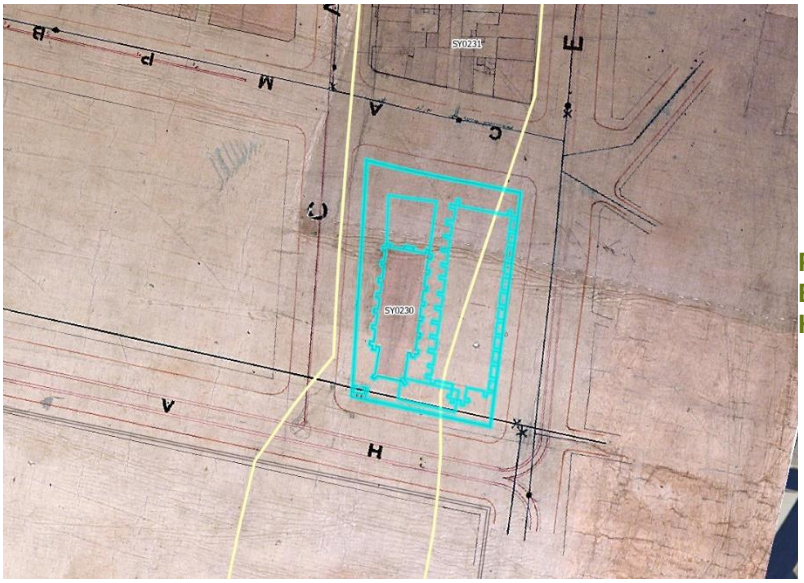


Figure 87. 1855-1865 Trigonometric survey, Block O2. Source: City of Sydney Archives & History Resources, A-00880402.



Figure 88.c.1870 photograph of St Francis Church. Source: State Library NSW, 1kVE8edn.

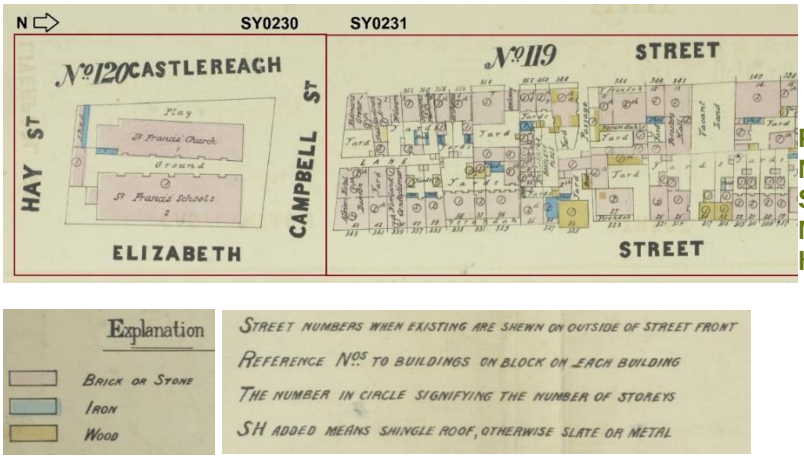


Figure 89. c.1880, Doves Plans of Sydney. Note St Francis Church and St Francis School on the plot of land. Source: Trove, MAP RaA 22 Plate 117,118,119. http://nla.gov.au/nla.obj-231032769.

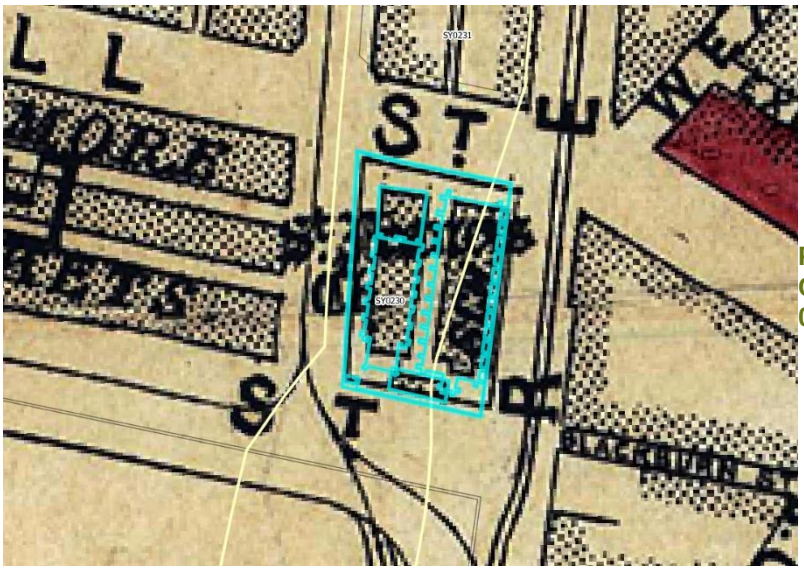


Figure 90. 1903 City of Sydney map. Source: City of Sydney Archives & History, A-00880475.



Figure 91. c.1906. Looking south-west towards Elizabeth Street from Wexford Street. Portion of the St Francis school hall visible at the end of the street.
Wexford Street was resumed in 1905. The area was bounded by Elizabeth, Goulburn, Campbell and Macquarie (now Commonwealth) Street.
Source: City of Sydney Archives & History Resources, A-00040073

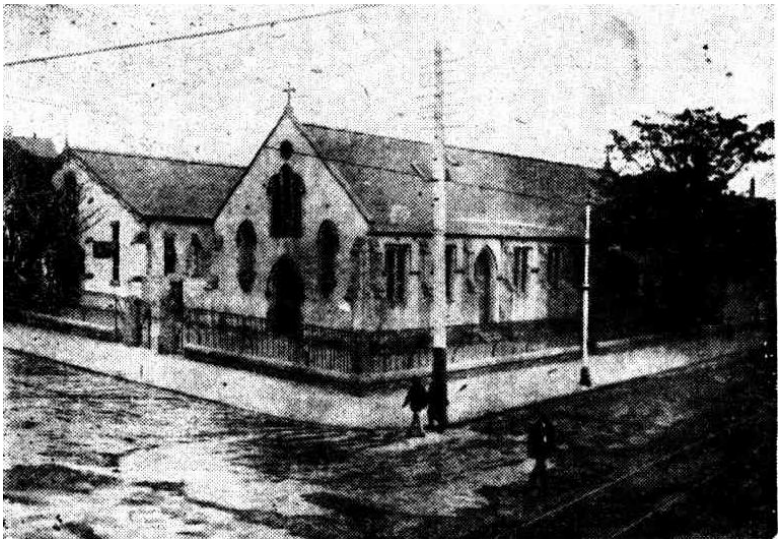


Figure 92. c.1909. St Francis Church and School Hall. Source: Trove, https://trove.nla.gov.au/newspaper/page/24888686#.

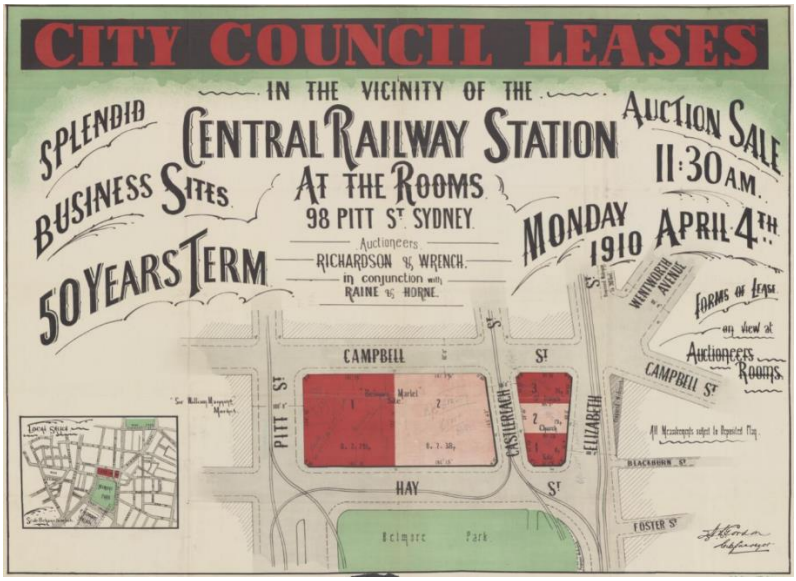


Figure 93. c.1910 map showing council land for sale around Central Railway Station. The area bounded by Campbell, Elizabeth, Hay and Castlereagh Streets, with label 'St Francis Church Site', is listed for sale. Source: Trove, MAP LFSP 2754, Folder 175. http://nla.gov.au/nla.obj-230508007



Figure 94. c.1913. Looking north up Elizabeth Street. Rickards Building under construction to the left. Source: City of Sydney Archives & History Resources, A-00024591



Figure 95. c.1913. Looking north up Castlereagh Street. Rickards Building under construction to the right. Source: City of Sydney Archives & History Resources, A-00024591



Figure 96. c.1916. Rickards Building: corner of Elizabeth St. and Campbell Street from Elizabeth Street. Note Belmore Park and the Central Station Main Terminus Building in the background to the left. Source: State Library NSW, YezdpQb9, p. 16.



Figure 97. July 1916. Looking north up Castlereagh Street from Belmore Park. Note the Rickards Building under demolition to the right. Source: State Library NSW, YezdpQb9, p. 40.



Figure 98. July 1916. Looking south from Oddfellows Hall towards Belmore Park. Note the former St Francis Church plot has been completely flattened. Source: State Library NSW, YezdpQb9, p. 43.



Figure 99. c.1925. Looking south from Goulburn Street. Electric railway lines between Central Station and Town Hall under construction. Note the extensive excavation work required to construct the lines, which are located beneath street level.

Source: City of Sydney Archives & History Resources, A-00006195.

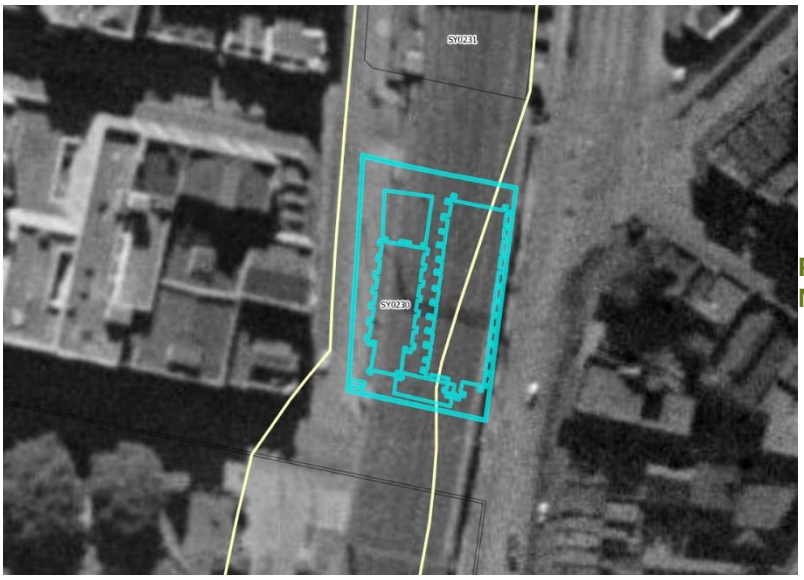


Figure 100. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

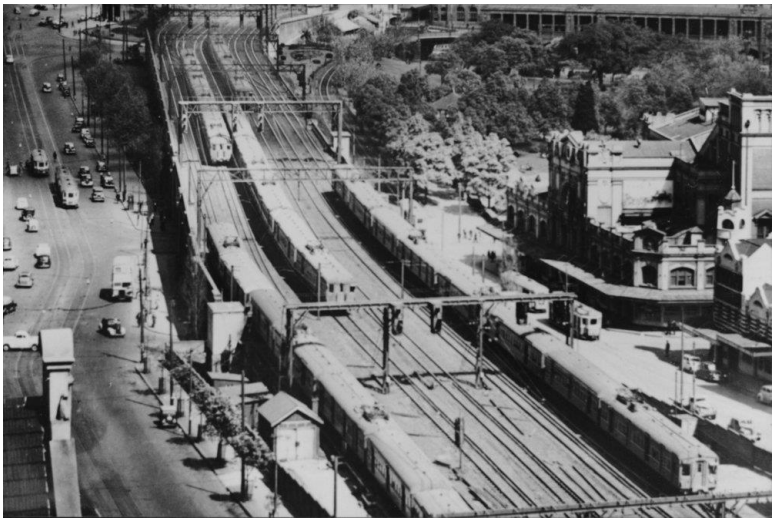


Figure 101. c.1947. Trains using the overpass above Hay Street and Campbell Street. Looking south from Goulbourn Street. Source: City of Sydney Archives & History Resources, A-00057873

Key Sources

City of Sydney Archives, 1913-1914. Corner of Elizabeth Street and Hay Street Sydney. A-00024591. City of Sydney Archives. Accessed: https://archives.cityofsydney.nsw.gov.au/nodes/view/585236 (5 April 2022).

J. Fowles, 1882. *Sydney in 1848: illustrated by copper-plate engravings of its principal streets, public buildings, churches, chapels, etc., / from drawings by Joseph Fowles.* William Dymock, Sydney.

1909 'DEMOLITION OF ST. FRANCIS' CHURCH', Evening News (Sydney, NSW : 1869 - 1931), 13 May, p. 3. Accessed: http://nla.gov.au/nla.news-article115503389 (5 April 2022).

1909 'City Improvements.', Evening News (Sydney, NSW : 1869 - 1931), 8 April, p. 6. Accessed: http://nla.gov.au/nla.news-article115496885 (5 April 2022).

1913 'SITE OF OLD ST. FRANCIS' CHURCH.', The Sydney Morning Herald (NSW : 1842 - 1954), 2 September, p. 5. , Accessed: http://nla.gov.au/nla.news-article15447123 (5 April 2022).

1922 'CITY RAILWAY.', The Sydney Morning Herald (NSW : 1842 - 1954), 16 November, p. 8. Accessed: http://nla.gov.au/nla.news-article16039882 (5 April 2022).

1931, 'Old St Francis' Church, Haymarket: Story of Early Sydney. The Catholic Press (Sydney, NSW : 1895 - 1942), 7 May, p. 12. Accessed: http://nla.gov.au/nla.news-page11691530 (5 April 2022).

1.10 SY0231 (Buildings between Campbell and Goulburn Streets)

Item Details	
Year of construction:	Mid to late 1800s
Alternative names:	Goulburn Street Car Park (Current)
Modifications (with years):	c.1916: Demolition of existing structures and excavation of the land between Central Station and Goulburn Street to construct the City Circle underground railway. c.1960s: Construction of the Goulburn Street Car Park
Function:	Late 1800s: Residential, commercial 1910s – Current: City Circle railway 1960s – Current: Carp Park
Construction materials:	Railway tracks, structural concrete columns, brick
Demolished/removed (year):	Structures demolished early 1900s

Historical Summary

Development of Elizabeth Street

Elizabeth Street is one of the oldest streets in Sydney. In the mid-1850s it was described as "one of the leading thoroughfares" of the city, beginning at Hunter Street and then travelling southwards for more than a mile before terminating at "the Burial Ground".[51] It is likely that 'the 'Burial Ground' referred to Devonshire Street Cemetery, which at the time of its consecrated in 1820, was located at the farthest outer limit of the town (refer to SY0025).

While the northern portion of Elizabeth Street was a "fashionable residential street" the southern end beyond Hyde Park was less exclusive, meeting the "factories, warehouses and boarding houses of Surry Hills".[52] In the late 1800s, the view up the hill on Elizabeth Street from Devonshire Street to Liverpool Street was defined by small cottages to each side, as well as a few shops and the occasional inn.[53]

Historical maps from 1854 to 1903 (Figure 104, Figure 105, Figure 106) indicate that a number of structures were built on the parcel of land between Campbell and Goulburn Streets. Consistent with the accounts above, the sale of the structures suggests they were likely terrace houses, workers cottages or shops.

The study area from Wexford Street

The land to the east of the Goulburn Street and Campbell Street plot, bounded by Goulburn, Campbell, Elizabeth and Commonwealth Streets (former Macquarie Street) was resumed in 1905. This plot of land contained Wexford Street, a "slum area" that was described as "a disgrace to the city, as well as a menace to public health and public morals".[54] Plans to resume the land were in discussion since the early 1900s and the plans to construct the current Central Station gave further motive for demolition. In 1902, the Minister of Works state that he "would very much like to sweep away the whole of Wexford Street" in order to "make a splendid avenue" that not only created a connection to Oxford Street, but also beautified the approach towards the new railway station.[55] By 1908, the majority of the buildings on Wexford Street had been resumed by the City Council as part of a slum clearance and

[51] J. Fowles (1848) *Sydney in 1848 illustrated by copper-plate engravings of its principal streets, public buildings, churches, chapels, etc*. J.Fowles, Sydney
[52] C. Mackaness and C. Butler-Bowdon (2007). *Sydney Then and Now*. Cameron House, S.A.
[53] T.S. Champion (1936). Along Elizabeth Street, Sydney. *Royal Australian Historical Society*. Read before the Society on 27 October 1936. https://www.rahs.org.au/wp-content/uploads/2015/09/Along-Elizabeth-Street-Sydney.pdf
[54] 1905 'THE SLUM AREA.', *The Sydney Morning Herald* (NSW: 1842 - 1954), 28 August, p. 6. Accessed: http://nla.gov.au/nla.news-article14716894 (12 April 2022).
[55] 1902 'WIDENING WEXFORD-STREET.', *The Daily Telegraph* (Sydney, NSW: 1883 - 1930), 3 December, p. 10. Accessed: http://nla.gov.au/nla.news-article236822130 (12 April 2022).

street widening program.[56] The demolition of the area, which had a large Chinese population, resulted in an estimated 724 people losing their homes.[57]

Archival recordings of the area were taken prior to its demolition. While views of the western side of Elizabeth Street, which forms the eastern boundary of the plot between Campbell and Goulburn Streets, were not captured, images of the eastern side of Elizabeth Street were recorded. These reveal the character of Elizabeth Street and its surrounds during the early 1900s (Figure 109, Figure 110, Figure 111, Figure 112).

The railway end of Castlereagh Street in the mid-1910s was described as featuring “Chinese shops and dwellings” as well as “nondescript” cheap lodging houses and social clubs.[58] This account is consistent with historic photographs which show a Lodging House located on the block between Campbell and Goulburn Streets. Also shown is the Fong Lee Jang & Co building on the corner of Castlereagh and Campbell Streets. Fong Lee Jang & Co was located at 196 Elizabeth Street Sydney, however, relocated to 346- 352 Castlereagh Street following the resumption of Wexford Street (Figure 110 and Figure 111).

Development of Central Station

The main portion of Central Railway Station, including the first platforms and two storeys of the Main Terminus Building, was officially opened in 1906. Steam trains initially operated on the network, however, with advancements in railway technology and the continuing expansion of Sydney city, it was realised that a new electric station was required. Dr J.J.C. Bradfield, the Chief Engineer of the Metropolitan Railway Construction (and designer of the Sydney Harbour Bridge), drafted the plans for a city and eastern suburbs railway network. These were approved in 1915 and work began shortly after.[59]

Excavation of the land between Central Electric and Goulburn Street commenced in 1916. The intention was to construct an elevation section of railway between Central Station and Belmore Park, that then gradually sloped downwards to an underground tunnel at Goulburn Street. This underground tunnel would then connect to proposed stations on the City Circle loop. Despite construction starting in the mid-1910s, political and financial hurdles resulted in the construction of the City Railway being halted and restarted many times.

Bradfield proposed that a Commissioner’s Railway Office be erected on the block between Campbell and Goulburn Streets, above the railway lines.[60] He described the building as being a steel framed structure with concrete floors and an exterior faced with brick and sandstone. Its proposed length was 400 feet, width was 126 feet and height was 150 feet, the maximum height allowed at the time.[61] In 1923, it was reported that “work of demolishing buildings on the site [between Campbell and Goulburn Streets] is already well in hand” and that the retaining wall from Eddy Avenue to Hay Street was almost competed.[62] Although excavation and preparatory foundation work for the “erection of steel columns to carry the building” was already completed by 1926,[63] it was decided not to continue construction on the building and instead complete the track works.

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[56] 1908 'WEXFORD-STREET RESUMPTION', *The Australian Star* (Sydney, NSW : 1887 - 1909), 12 October, p. 3. Accessed: http://nla.gov.au/nla.news-article229099008 (12 April 2022).

[57] City of Sydney Archives & History Resources, 1908. ‘Wexford Street Resumption, 1-3 Wexford Street Surry Hills, 1908’. *Demolition Books [Municipal Council of Sydney / City of Sydney]*. A-00039161. Accessed: https://archives.cityofsydney.nsw.gov.au/nodes/view/677938 (12 April 2022).https://trove.nla.gov.au/work/244659743?keyword=wexford%20street

[58] 1924 'THE CITY.', *The Sydney Morning Herald (NSW : 1842 - 1954)*, 1 March, p. 14. Accessed: http://nla.gov.au/nla.news-article16110137 (12 April 2022).

[59] Transport Heritage NSW, 2019. *The Eastern Suburbs Railway.* 30 July 2019. Accessed: https://www.thnsw.com.au/post/the-eastern-suburbs-railway (12 April 2022).

[60] Engineering Heritage Committee, Sydney Division, Institute of Engineers, n.d. *Nomination of the City Railway Sydney as a National Engineering Landmark.* Accessed: https://portal.engineersaustralia.org.au/system/files/engineering-heritage-australia/nomination-title/Sydney_City_Railway_Nomination_0.pdf (12 April 2022).

[61] Engineering Heritage Committee, Sydney Division, Institute of Engineers, n.d. *Nomination of the City Railway Sydney as a National Engineering Landmark.* Accessed: https://portal.engineersaustralia.org.au/system/files/engineering-heritage-australia/nomination-title/Sydney_City_Railway_Nomination_0.pdf (12 April 2022); John Bradfield, 1923. 'The City and suburban electric railways and the Sydney Harbour Bridge: thesis presented - for the degree of Doctor of Science in Engineering'. *SLNSW*. *D 9. Accessed: https://collection.sl.nsw.gov.au/record/93QVGAx1/6ZB0dgaQZOZ4q (12 April 2022).

[62] 1923 'CITY RAILWAY.', *The Sydney Morning Herald* (NSW : 1842 - 1954), 20 March, p. 8. Accessed: http://nla.gov.au/nla.news-article16060050 (12 April 2022).

[63] Engineering Heritage Committee, Sydney Division, Institute of Engineers, n.d. *Nomination of the City Railway Sydney as a National Engineering Landmark.* Accessed: https://portal.engineersaustralia.org.au/system/files/engineering-heritage-australia/nomination-title/Sydney_City_Railway_Nomination_0.pdf (12 April 2022).

In his 1926 paper, Bradfield outlined that the works to the "foundations between Campbell and Goulburn Streets" involved "open excavation, including disposal of spoil and timbering".[64] A historic image from 1925 also highlights the depth of the excavation below street level, as well as the process used in constructing the rail lines (Figure 115).

St James and Museum were the first stations completed on the underground network. These opened in 1926, more than five years before the 1932 construction of Town Hall and Wynyard stations. It was more than twenty years later that the City Circle loop was finally completed, with Circular Quay Station opening in 1956.[65]

Development of Goulburn Street Car Park

With the increasing use and private ownership of cars, it was decided that a new carpark was required in the City Centre. Following on from Bradfield's proposal to erect the Commissioner's Railway Office building above the railway tracks, discussions about constructing a car park on the same plot of land emerged as early as the mid-1940s.[66] Construction on the Goulburn Street Car Park began in the early 1960s and it was operational by 1962. The structure is predominantly built from concrete, with large, structural concrete piers embedded between the railway tracks to support the multi-level carpark above (Figure 118 and Figure 119).

Despite being coined "one of the ugliest buildings in Sydney's CBD", the Goulburn Street Car Park remains in-situ and is still in use.[67] It is not included within the heritage curtilage of the Central Railway Station Group and has no local heritage protections.

Archaeological notes

Although an overview of the surrounding area has been provided, the exact structures located on the study area in the 1800s is unknown. Based on the surrounding character, it can be assumed that the structures were either residences or commercial shops. Remains associated with such buildings include foundations and footings in either stone or brick and other building or rubbish deposits.

Due to the amount of land disturbance required for the construction of the City Loop line in the 1920s, there is little archaeological potential for the remains of former shops or residences that were located on the lot bounded by Campbell, Goulburn, Castlereagh and Elizabeth Streets.

Although Bradfield's plan to elevate the Commissioner's Railway Office building above the railway tracks was never completed, foundation work for this project was undertaken in the 1920s. This would've resulted in significance ground disturbance.

Large concrete columns and foundations were required to build the Goulburn Street Car Park. Although these would be deeply ground penetrating, the ground had already been disturbed by previous works.

Overall, there is low potential for the discovery of archaeological remains.

Archaeological Potential

Low

Assessment of significance

Intact and legible remains of the buildings between Campbell and Goulburn Streets would have the potential to reach the threshold for *state* significance as evidence of early residential and commercial development in Sydney. Any remains have the potential to demonstrate the dates, materials and uses of the buildings. Associated

[64] Engineering Heritage Committee, Sydney Division, Institute of Engineers, n.d. *Nomination of the City Railway Sydney as a National Engineering Landmark.* Accessed: https://portal.engineersaustralia.org.au/system/files/engineering-heritage-australia/nomination-title/Sydney_City_Railway_Nomination_0.pdf (12 April 2022).
[65] Transport Heritage NSW, 2019. *The Eastern Suburbs Railway.* 30 July 2019. Accessed: https://www.thnsw.com.au/post/the-eastern-suburbs-railway (12 April 2022).
[66] 1953 'TACKLING THE PARKING PROBLEM', *Construction* (Sydney, NSW : 1938 - 1954), 18 February, p. 4. Accessed: http://nla.gov.au/nla.news-article222895834 (12 April 2022).
[67] Vicki Campion, 2011. 'Carpark eyesore at Goulburn Street faces possible cinema rebirth'. *The Daily Telegraph.* 15 August 2011. Accessed: https://www.dailytelegraph.com.au/carpark-eyesore-at-goulburn-street-faces-possible-cinema-rebirth/news-story/b5cd72e27df06170ed7187f0fa6c8a34 (12 April 2022).

artefactual remains, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the inhabitants.

In response to Bickford and Sullivan's questions about research potential,[68] the remains of the buildings between Campbell and Goulburn Streets have some potential to contribute knowledge that no other resource and site can about the working classes in early Sydney. The remains are unlikely to shed more light on the daily life, duties and aspirations of residents and workers in early NSW, as this information has been obtained from other similar sites across the Sydney CBD.

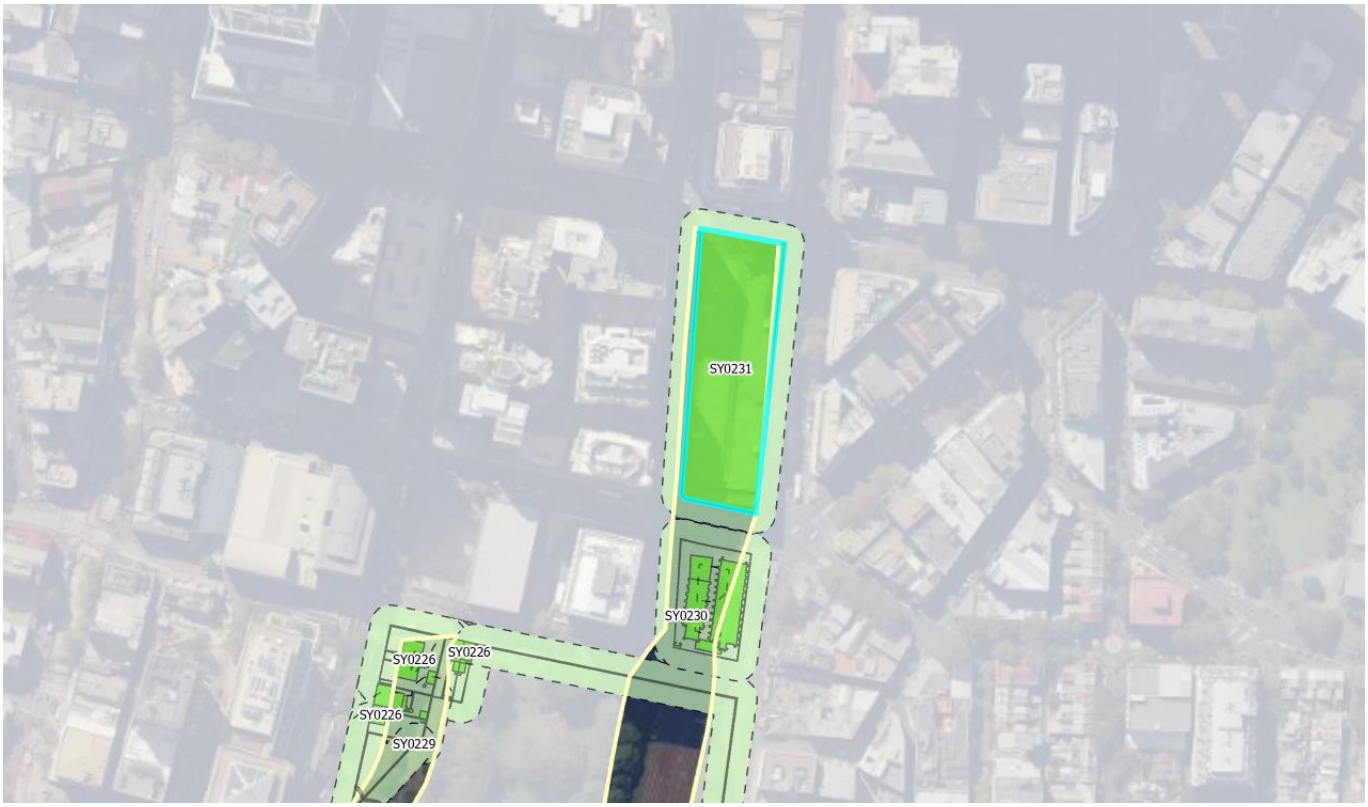
Level of significance

Local

Management

C - Archivally record then remove: well preserved artefactual material capable of telling a story of former occupants may be considered for interpretation. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[68] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

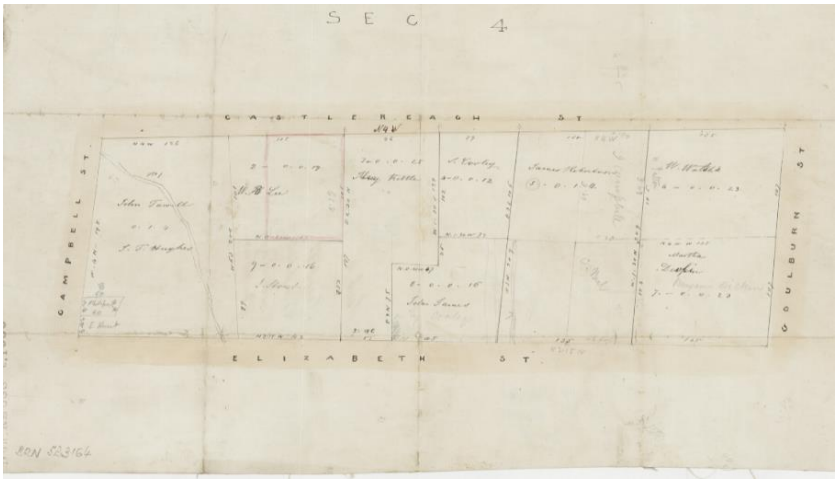


Figure 102. Sect. 4, Sydney, Elizabeth Street, Campbell Street, Castlereagh Street, Goulburn Street. F. H. Reuss. C 1822-1891. Source: State Library of NSW.



Figure 103. 1845 Sheilds Map. Source: City of Sydney Archives & History, A-00880420.



Figure 104. 1854 City of Sydney map. Source: City of Sydney Archives & History Resources, A-00880471.

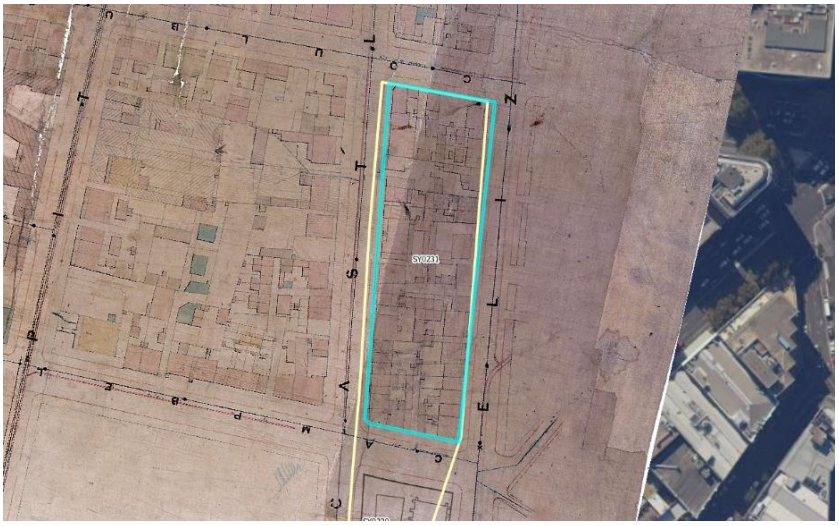


Figure 105. 1855-1865 Trigonometric survey, Block O2. Source: City of Sydney Archives & History Resources, A-00880402.

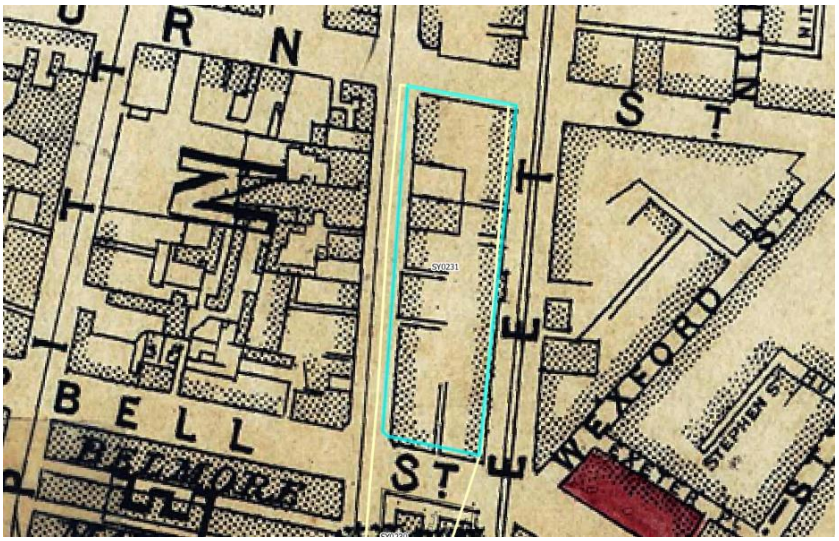


Figure 106. 1903 City of Sydney map. Source: City of Sydney Archives & History, A-00880475.

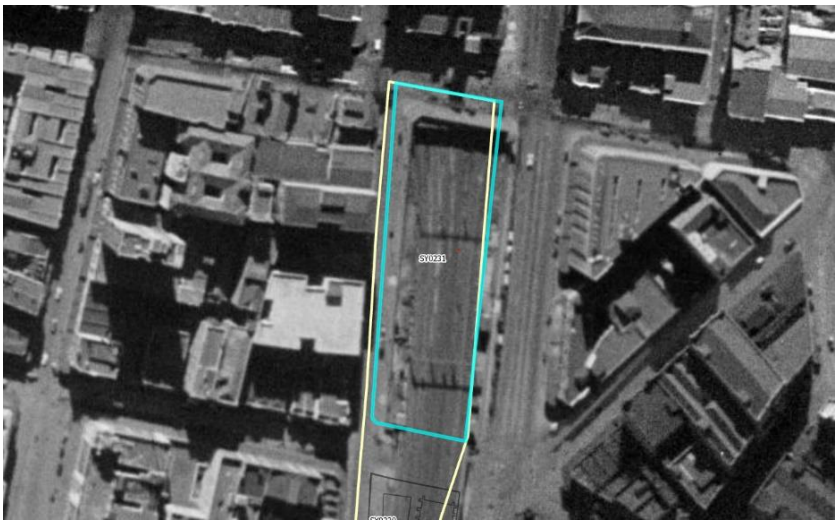


Figure 107. 1955 Aerial photograph. Source: NSW Government, NSW Spatial Services.



Figure 108. Eastern side of Elizabeth Street in the early 1900s. The images indicate that Elizabeth Street was predominantly lined by shops. Source: City of Sydney Archives & History Resources, A-00038795.



Figure 109. Eastern side of Elizabeth Street in the early 1900s. The images indicate that Elizabeth Street was predominantly lined by shops. Source: City of Sydney Archives & History Resources, A-00038796.



Figure 110. c.1906. Eastern side of Elizabeth Street in the early 1900s. Wexford Street visible to the right. Note the Fong Lee Jang & Co on the corner of Elizabeth and Wexford Streets. Source: City of Sydney Archives & History Resources, A-00040076.



Figure 111. c.1914. View up Castlereagh Street from Hay Street, looking towards Campbell Street. Note the boarding house and Fong Lee Jang & Co (right). Source: Source: City of Sydney Archives & History Resources, A-00024592.



Figure 112. C.1915. Plot prior to demolition. Looking north up Castlereagh Street.

Note Fong Lee Jang & Co building to the right. This was relocated to the corner of Castlereagh and Campbell Streets following the Wexford Street resumption.

Source: State Library NSW, YezdpQb9. Page 42.

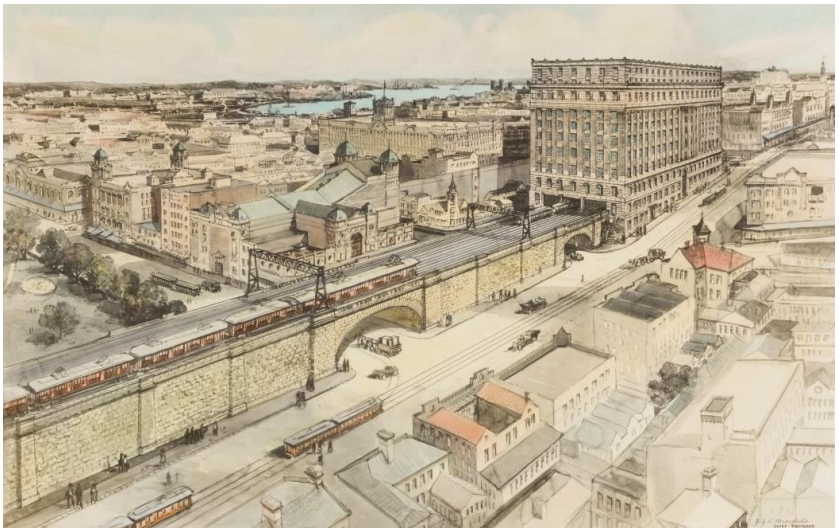


Figure 113. Bradfield's artistic impression of the Hay and Campbell Street Bridges, as well as the Proposed Railway Commissioners Offices (in location of current Goulburn Street Car Park).

Source: State Library NSW, 93QVGAx1 (page 43)



Figure 114. c.1917. Demolition of the structures on the block between Campbell and Goulburn Streets. Looking north. Note the variety of scale and form between the remaining buildings.

Source: Trove, PIC Box PIC/3822 #PIC/3822/3



Figure 115. c.1925. Looking south from Goulburn Street. Electric railway lines between Central Station and Town Hall under construction. Note the extensive excavation work required to construct the lines, which are located beneath street level.

Source: City of Sydney Archives & History Resources, A-00006195



Figure 116. c.1956. Looking north towards the six underground railway tunnel entrances located beneath Goulburn Street. Signal box in the right corner. Note the level of ground disturbance due to the construction of the railway lines and their location beneath street level. This area is now concealed by the Goulburn Street Parking Station.

Source: City of Sydney Archives & History Resources, A-00043142



Figure 117. c.1960. Area between Goulburn and Campbell Streets prior to the erection of the Goulburn Street Parking Station. View looking north up Elizabeth Street. Goulburn Street is located above the six railway tunnels and Campbell Street is defined by the railway underpass to the south.

Source: City of Sydney Archives & History Resources, A-00043982



Figure 118 c.1962. Goulburn Street Parking Sta.tion under construction. Note the large structural piers between the railway lines.

Source: State Library NSW, Australian Photographic Agency - 12058



Figure 119. c.1960s. Goulburn Street Parking Station upon completion. Note the Central Station clocktower in the background.

Source: City of Sydney Archives & History Resources, A-00016125

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1.11 SY0232 (Presbyterian Morgue/Chapel)

Item Details	
Year of construction:	c.1820
Alternative names:	Not determined
Modifications (with years):	Unknown
Function:	Cemetery chapel
Construction materials:	Timber
Demolished/removed (year):	Possibly by 1888, certainly by 1901

Historical Summary

The Devonshire Street Cemetery

In 1818, Governor Macquarie reserved land on Devonshire Street for use as a cemetery, with specific allotments for various religious denominations. The land was originally in a remote location relative to the heart of the city, which was necessary due to the Sydney Burial Ground reaching capacity. In June 1819 tenders had been called to construct a wall 4ft 6in high to enclose the grounds. In September 1819 the first internment took place. The Devonshire Street Cemetery was officially opened and consecrated in January 1820. The conditions are mostly summarised as follows: that no vaults or graves could be interned without the knowledge of the chaplain on duty; vaults would be a uniform length and in one uniform line, but of various widths; grave descriptions/stones be placed uniformly in line with limited distance between graves; and that a register be kept of each person interned and the date and location of their grave.[69]

The burial ground was originally Anglican, but by 1820 there was a Hebrew section of the Devonshire Street Cemetery, with other denominations to follow. By 1836, there were seven burial grounds within the Devonshire Cemetery site, totalling 11 acres. One of these was the Presbyterian section.

By the 1840s, the Devonshire Street Cemetery was close to capacity. In 1839, the eastern wall of the protestant section had apparently collapsed, likely due to the excavation of Elizabeth Street as part of the lowering of the street which ran over a sand ridge. The damage this caused to graves and headstones is contended.

In the 1860s, the growth of Sydney meant the land within Devonshire Street Cemetery was under pressure, due to both the value of the land and the fact that it was at capacity and posing a health risk. Approximately 30,000 burials were contained in the cemetery within grave plots and vaults. The Sydney Burial Grounds Act 1866 prohibited burials within the City of Sydney from January 1867, closing the Devonshire Street Cemetery. In June 1880 a new morgue had been established in Devonshire Street Cemetery, and a cottage for the morgue keeper Edward Bloomfield in 1883. The Cemetery was not well-maintained, and in 1899 a fire occurred in the cemetery, fuelled by the weeds which had been allowed to overgrow.

In December 1900, the City Railway Extension (Devonshire-street) Act was passed, allowing the acquisition of the cemetery for use in expanding the railway terminus at Sydney located to the south of the cemetery. It would appear that initially, little thought or financial provision was put forward for the logistics of the removal and reinternment of the bodies in the future. In January 1901 a board was formed to deal with applications for reinternment from the relatives of those interred in the Devonshire Street Cemetery. In the same month, the government issued notices requiring relatives to remove remains and monuments within two months. Those unclaimed would be reinterred at Botany Cemetery.

[69] 1820 'GOVERNMENT AND GENERAL ORDERS.', *The Sydney Gazette and New South Wales Advertiser* (NSW : 1803 - 1842), 29 January, p. 1. Viewed: http://nla.gov.au/nla.news-article2179242 (1 April 2022).

In February 1901, boring machines were already being utilised to test the soil for station works in the cemetery. A galvanized iron fence was erected in March to prevent public intrusion into the exhumation works. Exhumations took longer than anticipated, until the end of May 1901. Mass exhumation was to commence in June 1901 but was delayed by the construction of the tramway (needed to transport stone, iron gates and bodies from the cemetery) and delays in the consecration of the new Botany Cemetery. Trenching appears to have taken place from July-September. Following this, the brick walls were taken down and the sand hills of the cemetery excavated. Substantial excavation was required to lower the sandhills and underlying shale to create a level grade (top 6ft or more).

The Presbyterian Church

According to the available records, the earliest structure on the Presbyterian section of the cemetery comprised a rectilinear north-east to south-west running building, as shown on the 1854 City of Sydney map (Figure 121). However, as the accuracy of this map is uncertain, this building may have been incorrectly placed on the mapping and it is unclear if this building existed. In mapping dating to 1857 (Figure 122 below) a timber structure is visible in the Presbyterian section, running parallel to Devonshire Street. Other nearby chapels, in the Quakers, Roman Catholic and Congregational sections of the cemetery are shown as constructed of brick / stone. This may explain why mapping dated to 1888 (Figure 123) shows the brick / stone chapels as remaining, but does not show the Presbyterian Chapel. Following the official closure of the Devonshire Street Cemetery to burials in 1867, the timber Presbyterian Chapel may have deteriorated or been dismantled by 1888, as it is not documented on an 1888 plan. The Presbyterian Chapel was demolished during the excavation works for the Third Central Station.[70]

Archaeological notes

The location of the Presbyterian Chapel is now beneath platform and rail infrastructure of Central Railway Station. Construction of these items of infrastructure would have entailed considerable disturbance to pre-existing ground surfaces, and also the demolition of previous standing structures. The Presbyterian Chapel was recorded as being constructed from timber. It is therefore unlikely to have included significant footings of the nature associated with brick or stone structures.

The potential for historical archaeological resources to remain within the subject site has been assessed as Low. The site has been subject to significant processes of ground disturbance and construction and is unlikely to contain intact preserved structural remains of the Presbyterian Chapel.

Archaeological Potential

Low Potential

Assessment of significance

Remains associated with the use of the Presbyterian Chapel – ‘primary’ archaeological evidence – that may survive at the subject site include walls, foundations, occupation layers and also potentially deep cut features such as privies, pits or wells. Remains associated with the demolition of these items –‘secondary’ archaeological evidence– that may survive at the subject site include rubble and levelling layers. Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness (‘survival’) would meet the threshold of State significance. This is because primary archaeological evidence has considerable potential to contribute to our understanding of specialised structures related to Presbyterian funeral practices in nineteenth-century Sydney.

Secondary archaeological evidence would meet the threshold of local significance for most criteria at the subject site, if intact. This is because secondary remains do not contribute to our understanding of the location while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture.

[70] 1901 'Work at Devonshire-Street Cemetery.', *Riverina Times, Hay Standard and Journal of Water Conservation (Hay, NSW : 1900 - 1902)*, 1 August, p. 2. Accessed: http://nla.gov.au/nla.news-article144655672 (5 April 2022).

Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex. The 'integrity' and 'intactness' of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

If primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of State significance include Historical Significance (criterion A), Rarity (criterion F) and Representativeness (criterion G).

Intact and legible remains of the Presbyterian Morgue/Chapel would have the potential to reach the threshold for *state* significance as evidence of Presbyterian funeral practices in nineteenth-century Sydney. The structures have research value for their potential to demonstrate their original use, construction techniques and functions, as well as their structural, aesthetic and functional changes over time. Associated deposits, particularly refuse deposits, although unlikely, may have research value for their ability to demonstrate lifeways, diet and daily life of the inhabitants and users of the site.

In response to Bickford and Sullivan's questions about research potential,[71] the remains of the Presbyterian Morgue/Chapel have the potential to contribute knowledge that no other resource and site can about presbyterian funeral practices in early nineteenth-century Sydney. The remains can answer broader questions relating to funerary practices in early NSW.

Level of significance

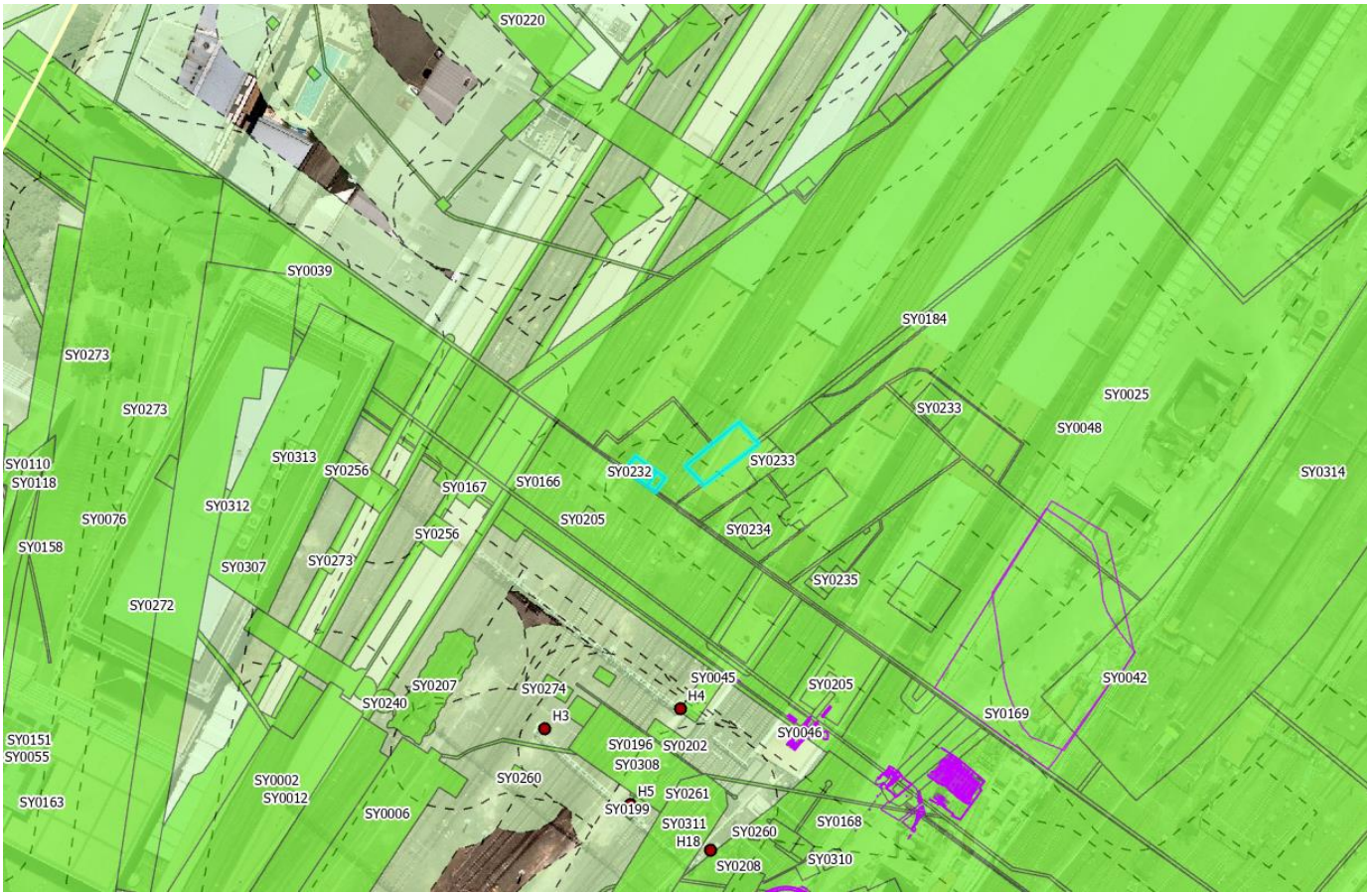
State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location

[71] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Key Images



Figure 120. 1845 Sheilds Map. Source: City of Sydney Archives & History, A-00880420.



Figure 121. 1854 City of Sydney map. Source: City of Sydney Archives & History Resources, A-00880471.

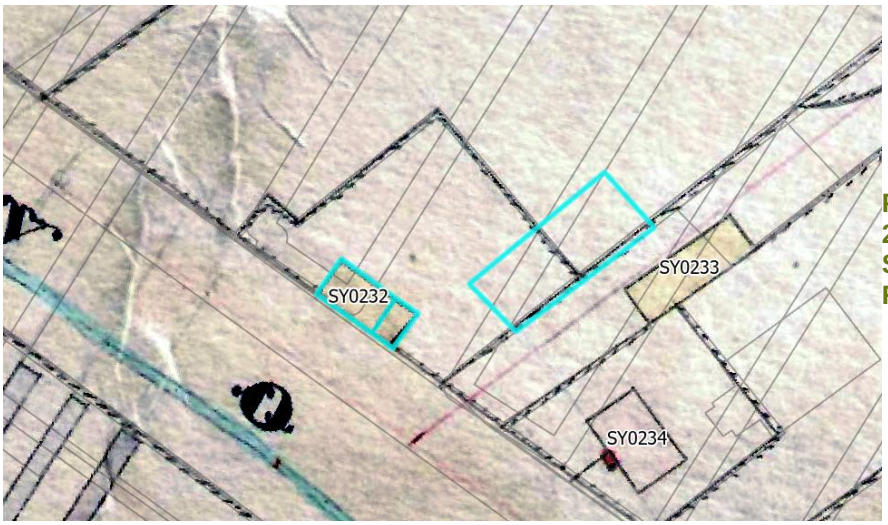


Figure 122. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.



Figure 123. 1888 City of Sydney Rygate & West Plans of Sydney, 1888: Sheet 40. Source: City of Sydney Archives & History Resources, A-00880455.

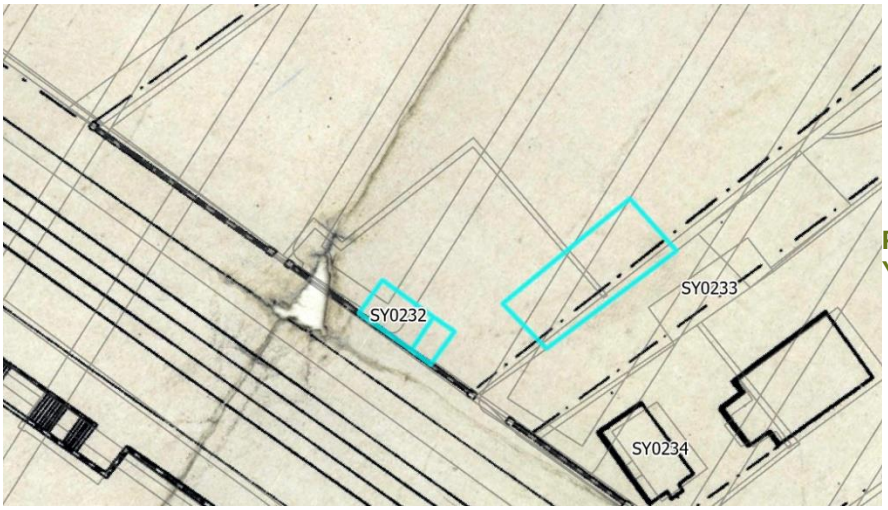


Figure 124. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.



Figure 125. 1903 Central Station map. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

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1.12 SY0233 (Roman Catholic Caretaker's Cottage)

Item Details	
Year of construction:	Mid-1830s
Alternative names:	Sexton's hut
Modifications (with years):	1855-1888
Function:	Funerary
Construction materials:	Timber, replaced by brick
Demolished/removed (year):	1901

Historical Summary

The Roman Catholic section of Devonshire Street Cemetery was granted in 1825.[72] The Roman Catholic caretaker's cottage was constructed in the mid-1830s,[73] although the earliest mapping showing such a building only dates to 1854 (Figure 127). The 1854 map shows that the Roman Catholic portion of the cemetery was a battle-axe block, accessed from Devonshire Street via an easement that ran alongside the portion of the Quakers. The 1854 map shows an indistinct rectilinear building along the easement; this is thought to be the hipped-roofed cottage which appears in a drawing by Frederick Mackie in 1854 (Figure 133), although the exact position of the building is unlikely to be correct due to the inaccuracy of the 1854 plan. An 1857 map shows a timber structure located along the eastern boundary of the easement; this may be the same structure as that shown on the 1854 map, but this assumption is uncertain (Figure 128). An 1881 plan of the neighbouring Quakers allotment shows a small 'cottage' built back to back with a shed in the Quakers section (Figure 134). The 1888 City of Sydney Plan no longer shows this timber item (Figure 130). These records indicate that the timber cottage, likely a sexton's or keeper's residence, was constructed prior to 1854 and was demolished by 1888.

By the time of 1888 plan, a single storey brick building was located to the north-east of the Quakers portion within the Roman Catholic section, with a small brick structure situated nearby to the south-east (Figure 130). These two brick items are further seen in mapping dated to 1896 and are interpreted as a caretaker's cottage and a privy (Figure 131). A photograph from 1900-1901 shows the caretaker's cottage as a rectilinear brick building with a corrugated iron-clad gabled roof and a sandstone-paved veranda along the north-eastern elevation, with an ad hoc timber extension along the south-eastern elevation (Figure 135). The brick cottage and privy were demolished in 1901 following the resumption of the area for the Third Central Station.

Archaeological notes

The timber cottage, brick caretaker's cottage and ancillary building were situated within the current platform and track area of Central Railway Station. Recent archaeological excavations at Central Railway Station have identified the potential for footings and lower courses of structures to remain partially intact beneath current rail, ballast and platforms.

Demolition of the Roman Catholic Chapel is likely to have been constrained to reduction of standing structures to desired new ground levels, but the extent of excavation in the area of the Roman Catholic caretaker's buildings is unknown. The site has not been subject to intensive built redevelopment other than rail infrastructure, and the potential exists that intact archaeological remains survive. A demolition layer may remain intact below the ground

[72] Murray, Lisa, 2019. 'Devonshire Street Cemetery. *Dictionary of Sydney*. Accessed : https://dictionaryofsydney.org/entry/devonshire_street_cemetery (1 April 2022).
[73] Murray, Lisa Anne. 2001. *Cemeteries in Nineteenth-Century New South Wales: Landscapes of Memory and Identity*. A thesis submitted in fulfilment of the requirements for the degree of Doctor of Philosophy. Department of History, University of Sydney, p. 129.

surface, likely spread out over a wide area. Expected remains may include bricks, mortar, sandstone, slate, glass, metal and timber, as well as intact masonry foundations.

In addition to the potential archaeological items noted above, it is possible that an assemblage of domestic archaeological remains may be present resulting from occupation of the cottage. These may include cesspit deposits, incorporating artefact discard events and personal waste such as faunal dietary evidence.

Archaeological Potential

Low Potential

Assessment of significance

Remains associated with the use of the Roman Catholic Chapel –'primary' archaeological evidence – that may survive at the subject site include walls, foundations, occupation layers and also potentially deep cut features such as privies, pits or wells. Remains associated with the demolition of these items –'secondary' archaeological evidence–that may survive at the subject site include rubble and levelling layers. Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness ('survival') would meet the threshold of State significance. This is because primary archaeological evidence has considerable potential to contribute to our understanding of Roman Catholic burial practices and rites in early Sydney.

Secondary archaeological evidence would meet the threshold of local significance for most criteria at the subject site, if intact. This is because secondary remains do not contribute to our understanding of the location while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture. Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex. The 'integrity' and 'intactness' of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

If primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of State significance include Historical Significance (criterion A), Rarity (criterion F) and Representativeness (criterion G).

Intact and legible remains of the Roman Catholic Caretaker's Cottage would have the potential to reach the threshold for *state* significance as evidence of Catholic funeral practices in nineteenth-century Sydney. The structures have research value for their potential to demonstrate their original use, construction techniques and functions, as well as their structural, aesthetic and functional changes over time. Associated deposits, particularly refuse deposits, may have research value for their ability to demonstrate lifeways, diet and daily life of the inhabitants and users of the site.

In response to Bickford and Sullivan's questions about research potential,[74] the remains of the Roman Catholic Caretaker's Cottage have the potential to contribute knowledge that no other resource and site can about Catholic funeral practices in early nineteenth-century Sydney. The remains can answer broader questions relating to funerary practices in early NSW.

Level of significance

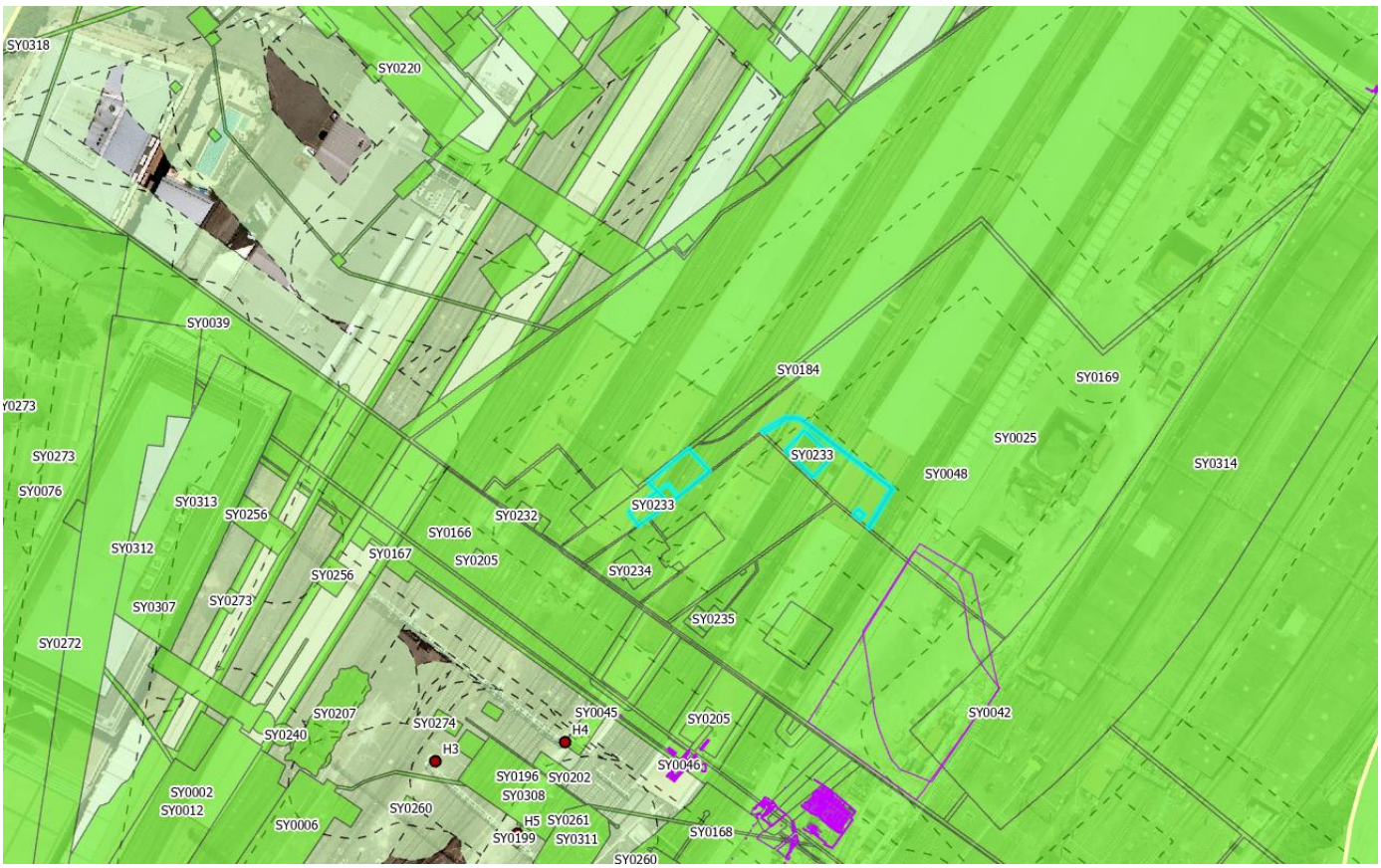
State

Management

[74] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images



Figure 126. 1845 Sheilds Map. Source: City of Sydney Archives & History, A-00880420.

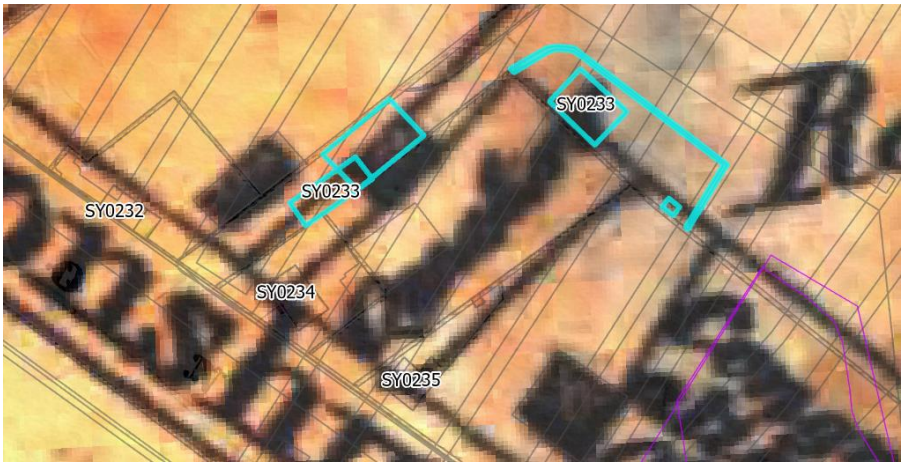


Figure 127. 1854 City of Sydney map. Source: City of Sydney Archives & History Resources, A-00880471.

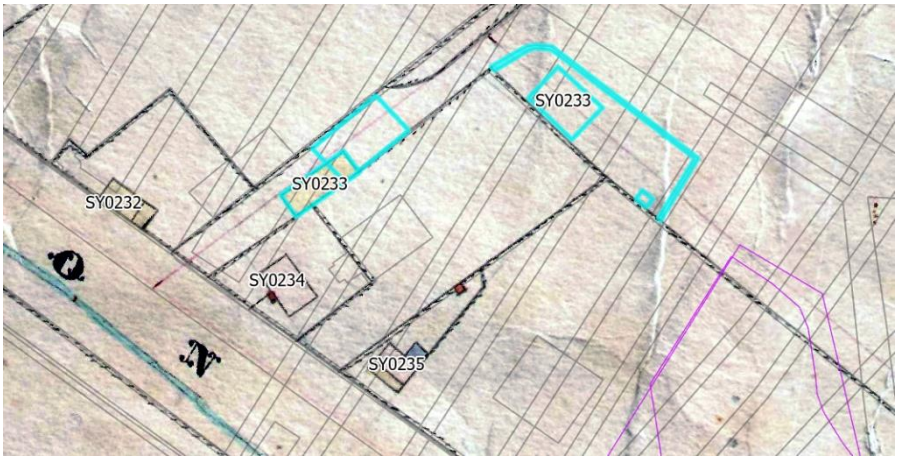


Figure 128. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.



Figure 129. 1855-1865 Trigonometric survey, Block R1. Source: City of Sydney Archives & History Resources, A-00880406.



Figure 130. 1888 City of Sydney Rygate & West Plans of Sydney, 1888: Sheet 40. Source: City of Sydney Archives & History Resources, A-00880455.



Figure 131. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.



Figure 132. 1903 Central Station map. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.



Figure 133. A c.1854 drawing by Frederick Mackie, labelled the Meeting House, showing a cottage to the west; this structure is likely to be the Roman Catholic caretaker's cottage. Source: NLA, PIC Volume 75 #T819 NK2092/36.



Figure 134. 1881 Extract from Plan of the Quakers Meeting House & cottage, by D. Clarke, showing the cottage of the Roman Catholic Chapel. Source: 1881 plan of the Quakers Meeting House & cottage by D. Clarke. Source: SLNSW, Z/M2 811.1746/1881/1 , M2 811.1746/1881/1.



Figure 135. A 1900-1901 photograph of the brick Catholic caretaker's cottage. Source: SLNSW, FL15657655.

Key Sources

Foster, A.G., 1900-1901. *File 05: Roman Catholic, Presbyterian and Congregational Section Devonshire Street (Sand Hills) Cemetery Sydney 1900-1901 / Photographs by Mrs A. G. Foster.* 39. Caretaker's cottage Catholic portion, FL15657655. Accessed: https://search.sl.nsw.gov.au/permalink/f/1cvjue2/ADLIB110645670 (1 April 2022).

Murray, Lisa, 2019. 'Devonshire Street Cemetery. *Dictionary of Sydney.* Accessed : https://dictionaryofsydney.org/entry/devonshire_street_cemetery (1 April 2022).

Edmonds, Elise, 2019. 'Dead Central'. *SLNSW.* Accessed: https://www.sl.nsw.gov.au/stories/dead-central (1 April 2022).

Clark, D. 1881. 'Sydney, plan of Friends House & burial grounds'. *SLNSW*. Accessed: https://collection.sl.nsw.gov.au/record/74Vv73jOm0yM (1 April 2022).

1.13 SY0234 (Quakers Meeting House & Cottage)

Item Details	
Year of construction:	Prior to 1845
Alternative names:	Society of Friends Meeting House, Friends Meeting House, cottage, caretaker's residence
Modifications (with years):	Addition of large meeting house north-east of the original cottage structure (1868), shed (1868-1888)
Function:	Religious worship, funerary activities and residence
Construction materials:	Brick, slate, timber, glass, corrugated iron, sandstone, cast iron
Demolished/removed (year):	1901

Historical Summary

The Devonshire Street Cemetery

In 1818, Governor Macquarie reserved land on Devonshire Street for use as a cemetery, with specific allotments for various religious denominations. The land was originally in a remote location relative to the heart of the city and was necessary due to the Sydney Burial Ground reaching capacity. In June 1819 tenders had been called to construct a wall 4ft 6in high to enclose the grounds. In September 1819, the first internment took place. The Devonshire Street Cemetery was officially opened and consecrated in January 1820. The conditions are mostly summarised as follows: that no vaults or graves could be interned without the knowledge of the chaplain on duty; that vaults would be a uniform length and in one uniform line, but of various widths; that grave descriptions/stones be place uniformly in line with limited distance between graves; and that a register be kept of each person interned and the date and location of their grave.[75]

The burial ground was originally Anglican, but by 1820 there was a Hebrew section of the Devonshire Street Cemetery, with other denominations to follow. By 1836, there were seven burial grounds within the Devonshire Cemetery site, totalling 11 acres. A larger extent of sandstone and brick wall had been erected. By the 1840s, the Devonshire Street Cemetery was close to capacity. In 1839, the eastern wall of the protestant section had apparently collapsed, likely due to the excavation of Elizabeth Street as part of the lowering of the street which ran over a sand ridge. The damage this caused to graves and headstones is contended.

In the 1860s, the growth of Sydney meant the land within Devonshire Street Cemetery was under pressure, due to both the value of the land and the fact that it was at capacity and posing a health risk. Approximately 30,000 burials were contained in the cemetery within grave plots and vaults. The Sydney Burial Grounds Act 1866 prohibited burials within the City of Sydney from January 1867, closing the Devonshire Street Cemetery. In June 1880 a new morgue had been established in Devonshire Street Cemetery, and a cottage for the morgue keeper Edward Bloomfield in 1883. The Cemetery was not well-maintained, and in 1899 a fire occurred in the cemetery, fuelled by the weeds which had been allowed to overgrow.

The Quakers (Society of Friends) Chapel / Meeting House

Historical maps indicate that as early as 1845, the Society of Friends portion of the Devonshire Street Cemetery contained a modest-sized south-east to north-west oriented brick structure (Figure 136, Figure 138 and Figure 142). This structure was oriented parallel to Devonshire Street and although it was used as the caretaker's residence/cottage for the Quaker section of the cemetery, prayer meetings were held in a room in the cottage prior to the construction of the Meeting House (Figure 138 and Figure 142).[76] An additional one-storey brick structure to

[75] 1820 'GOVERNMENT AND GENERAL ORDERS.', *The Sydney Gazette and New South Wales Advertiser* (NSW : 1803 - 1842), 29 January, p. 1. Viewed: http://nla.gov.au/nla.news-article2179242 (1 April 2022).
[76] 1901 'Work at Devonshire-Street Cemetery.', *Riverina Times, Hay Standard and Journal of Water Conservation (Hay, NSW : 1900 - 1902)*, 1 August, p. 2. Accessed: http://nla.gov.au/nla.news-article144655672 (5 April 2022); 1914 'OLD SYDNEY', Truth (Perth, WA : 1903 - 1931), 14 March, p. 12. (CITY EDITION). Accessed: http://nla.gov.au/nla.news-article207425356 (5 April 2022).

the north-east of the c.1857 building, the Friends Meeting House, was constructed in 1868[77] and oriented at a right angle to the earlier structure (Figure 139). The two structures are both evident in the Society of Friends burial grounds in maps dating to 1888 and 1896 (Figure 139 and Figure 140). These maps correspond directly to a map produced for the Society of Friends by D. Clarke in 1888, which exhibits both the Meeting House and cottage/caretaker's residence, as well as the presence of a small shed along the north-western border of the Friends section, presumably used for storing caretaking equipment.[78] Little is known about the shed other than it was constructed between 1868 and 1881 and was demolished between 1881 and 1901.

Photographs dating to the resumption of the area for the Third Central Station show the Friends Meeting House and cottage prior to demolition (Figure 143). The Friends Meeting House is shown as a tall rectilinear brick building on an ashlar sandstone foundation with a steeply pitched slate tiled gabled roof and multi-light timber sash windows. A gable-roofed entrance portico (narthex) flanked by cast iron columns with composite capitals surmounted by a timber and cast iron filigree entablature is visible along the south-western elevation (Figure 144). The portico is also shown as having timber lattice infill between the columns, a timber panelled pediment and a slate tiled fabled roof. The cottage is shown as a one-storey rectilinear brick building with a corrugated iron-clad gable roof and two brick chimneys at the north-western and south-eastern ends and two small four-light timber framed windows along the south-eastern elevation (Figure 143).

The Friends Meeting House was regularly used for services from its construction in 1868 right up until its demolition in August 1901 for the Third Central Station.[79] The caretaker's residence was also used continuously by the caretaker or the Friends section of the cemetery from its construction in c.1857 until its demolition in August 1901.[80]

Archaeological notes

The Society of Friends Meeting House and cottage were substantial brick structures, possibly with sandstone footings. It has not been possible to ascertain the nature of the shed shown in Clarke's 1888 plan, but it was likely to have been timber-framed with corrugated iron cladding and roofing. These buildings were situated within the current platform and track of Central Railway Station and were demolished in 1901. Recent archaeological excavations at Central Railway Station have identified the potential for footings and lower courses of structures to remain partially intact beneath current rail, ballast and platforms.

Demolition of the Society of Friends Meeting House is likely to have been constrained to the reduction of standing structures to desired new ground levels, but is unclear as to how deeply the area was excavated for the railway lines and platforms. The site has not been subject to intensive built redevelopment other than rail infrastructure, and the potential exists that intact archaeological remains survive. A demolition layer may remain intact below the ground surface, likely spread out over a wide area. Expected remains may include bricks, mortar, sandstone, slate, glass, metal and timber.

In addition to the potential archaeological items noted above associated with the Meeting House, it is possible that an assemblage of domestic archaeological remains may be present associated with the cottage. These may include cesspit deposits, incorporating artefact discard events and personal waste such as faunal dietary evidence.

Archaeological Potential

Low Potential

Assessment of significance

Remains associated with the use of the Society of Friends Meeting House and cottage – may include 'primary' archaeological evidence–that may survive at the subject site. This would include walls, foundations, occupation layers and deep cut features such as privies, pits or wells. Remains associated with the demolition of these items – 'secondary' archaeological evidence–that may survive at the subject site may include rubble and levelling layers. Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness

[77] 1901 'Work at Devonshire-Street Cemetery.', *Riverina Times, Hay Standard and Journal of Water Conservation (Hay, NSW : 1900 - 1902)*, 1 August, p. 2. Accessed: http://nla.gov.au/nla.news-article144655672 (5 April 2022).
[78] https://collection.sl.nsw.gov.au/record/74Vv73jOm0yM
[79] 1901 'Work at Devonshire-Street Cemetery.', *Riverina Times, Hay Standard and Journal of Water Conservation (Hay, NSW : 1900 - 1902)*, 1 August, p. 2. Accessed: http://nla.gov.au/nla.news-article144655672 (5 April 2022).
[80] 1901 'Work at Devonshire-Street Cemetery.', *Riverina Times, Hay Standard and Journal of Water Conservation (Hay, NSW : 1900 - 1902)*, 1 August, p. 2. Accessed: http://nla.gov.au/nla.news-article144655672 (5 April 2022).

('survival') would meet the threshold of State significance. This is because primary archaeological evidence has considerable potential to contribute to our understanding of an early specialised structure associated with the manner of worship of a small but recognised religious minority.

Artefactual remains from the cottage may offer archaeological insight to differences in lifeways between the caretakers, and perhaps members of the Society of Friends, and those of the wider society.

Secondary archaeological evidence would meet the threshold of local significance for most criteria at the subject site, if intact. This is because secondary remains do not contribute to our understanding of the location while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture. Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex. The 'integrity' and 'intactness' of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

If primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of State significance include Historical Significance (criterion A), Rarity (criterion F) and Representativeness (criterion G).

Intact and legible remains of the Quakers Meeting House & Cottage would have the potential to reach the threshold for *state* significance as evidence of Quaker funeral practices in nineteenth-century Sydney. The structures have research value for their potential to demonstrate their original use, construction techniques and functions, as well as their structural, aesthetic and functional changes over time. Associated deposits, particularly refuse deposits, may have research value for their ability to demonstrate lifeways, diet and daily life of the inhabitants and users of the site.

In response to Bickford and Sullivan's questions about research potential,[81] the remains of the Quakers Meeting House & Cottage have the potential to contribute knowledge that no other resource and site can about Quaker funeral practices in early nineteenth-century Sydney. The remains can answer broader questions relating to funerary practices in early NSW.

Level of significance

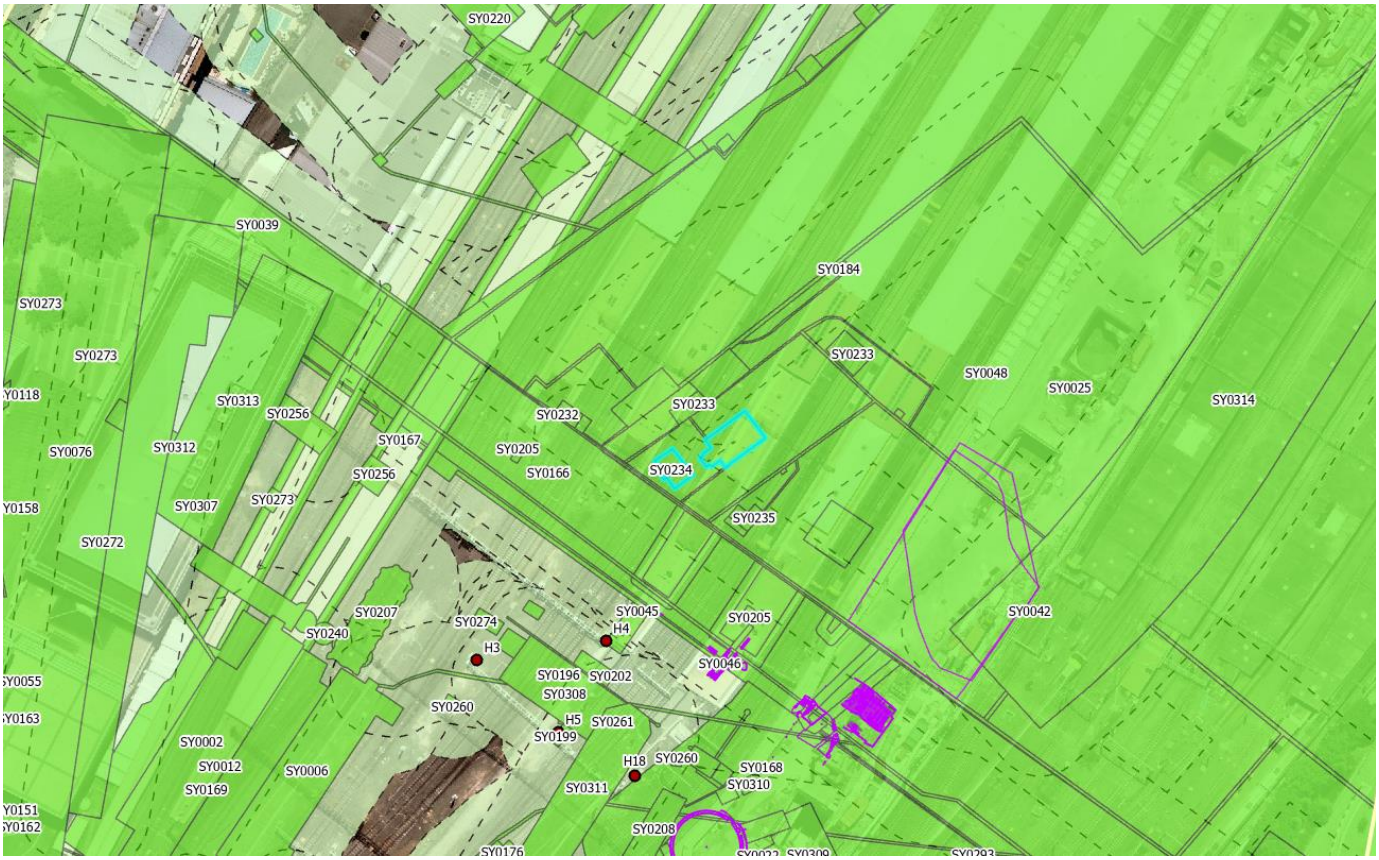
State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location

[81] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Key Images



Figure 136. 1845 Sheilds Map. Source: City of Sydney Archives & History, A-00880420.



Figure 137. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

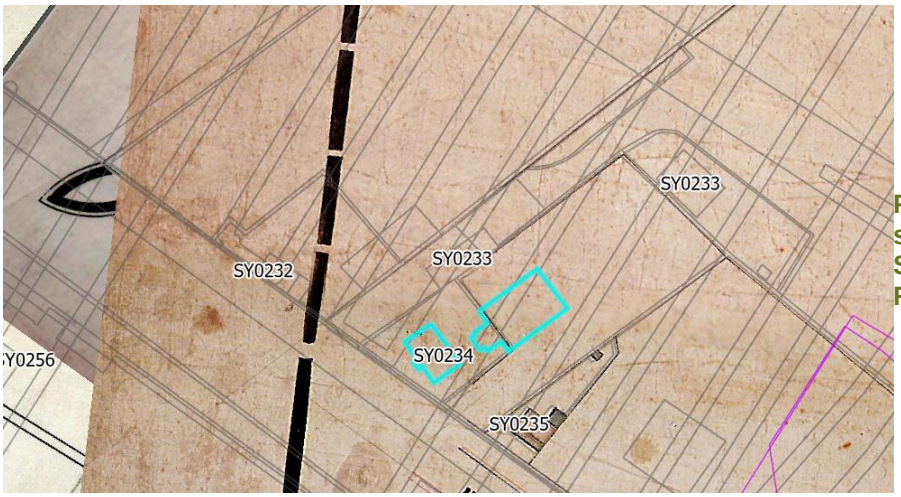


Figure 138. 1855-1865 Trigonometric survey, Block R1. Source: City of Sydney Archives & History Resources, A-00880406.



Figure 139. 1888 City of Sydney Rygate & West Plans of Sydney, 1888: Sheet 40. Source: City of Sydney Archives & History Resources, A-00880455.

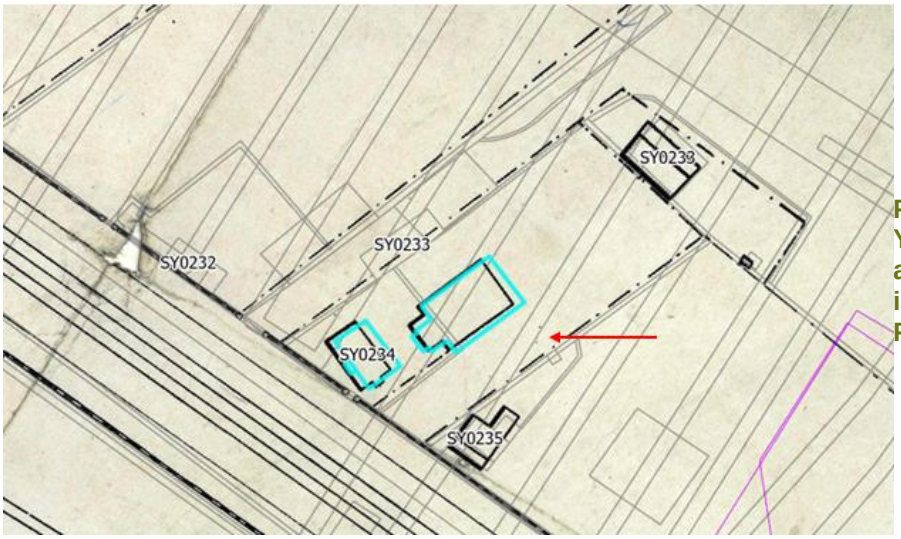


Figure 140. 1896 Redfern Station Yard. Red arrow indicates direction and location from which Figure 143 is taken. Source: SLNSW, FL16812178.



Figure 141. 1903 Central Station map. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.



Figure 142. A c.1854 drawing by Frederick Mackie, labelled the Meeting House. Source: NLA, PIC Volume 75 #T819 NK2092/36.



Figure 143. 1901 photograph of the Quakers Meeting House and cottage prior to demolition. Source: City of Sydney Archives & History Resources, A-01000181.



Figure 144. 1900-1901 photograph of the Quakers Meeting House and cottage prior to demolition. Source: SLNSW, FL15657660.

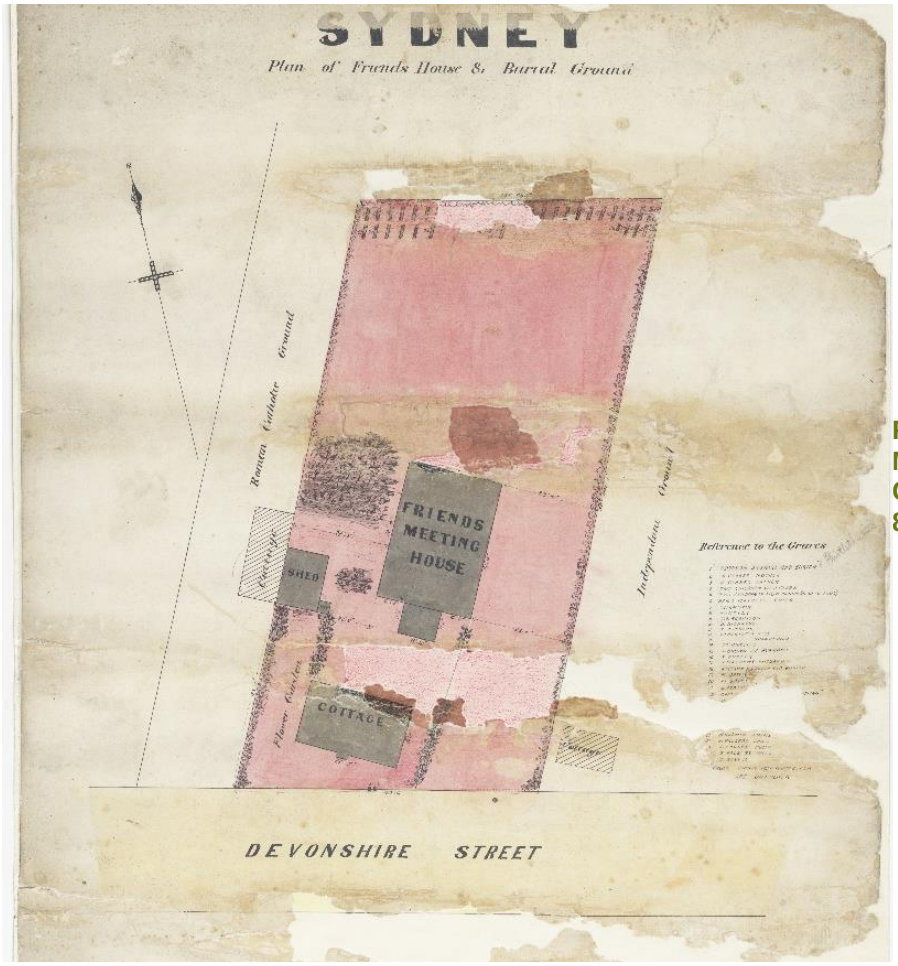


Figure 145. 1881 plan of the Quakers Meeting House & cottage by D. Clarke. Source: SLNSW, Z/M2 811.1746/1881/1 , M2 811.1746/1881/1.

Key Sources

Mackie, Frederick. 1854, *Friends Meeting House, Devonshire St. Sydney.* PIC Volume 75 #T819 NK2092/36. Accessed: http://nla.gov.au/nla.obj-138953758 (1 April 2022).

SLNSW, 1881. *Sydney, plan of Friends House & burial grounds [cartographic material] / D. Clark [surveyor].* Z/M2 811.1746/1881/1 , M2 811.1746/1881/1. Accessed: https://collection.sl.nsw.gov.au/record/74Vv73jOm0yM (1 April 2022).

1901 'Work at Devonshire-Street Cemetery.', *Riverina Times, Hay Standard and Journal of Water Conservation* (Hay, NSW : 1900 - 1902), 1 August, p. 2. Accessed: http://nla.gov.au/nla.news-article144655672 (5 April 2022).

1.14 SY0235 (Congregational Church Caretaker's Residence)

Item Details	
Year of construction:	Prior to 1845
Alternative names:	Sexton's residence, cottage
Modifications (with years):	Not determined
Function:	Possible sextons residence
Construction materials:	Brick
Demolished/removed (year):	1901

Historical Summary

Mapping dated to 1845 shows a poorly defined item near the Devonshire Street frontage, adjoining the Quakers cemetery section to the north-west (Figure 146). This structure is further shown in mapping dating to 1854 (Figure 147) – however the 1854 mapping seems subject to query due to its illustration of a large rectilinear structure that does not appear on subsequent maps. Plans from 1845 through to 1896 (Figure 146 to Figure 149) demonstrate that a rectilinear brick structure, along with a smaller ancillary brick structure set back to the north east, were enclosed by a fence separating them from the cemetery proper. The 1888 plan shows the larger structure to be a single storey brick building with a veranda fronting Devonshire Street and lean-to or small wing to the rear, away from Devonshire Street (Figure 153). The structure is likely to have been a Caretaker's Residence for the Congregational section of the cemetery, while the small brick structure to its north-east is likely to have been a privy or shed. The buildings were constructed prior to 1845 and likely demolished in 1901 following the resumption of the area for the Third Central Station.

Archaeological notes

The brick structure in the Congregational portion of Devonshire Street Cemetery and the ancillary building were situated within the current platform and track area of Central Railway Station. Recent archaeological excavations at Central Railway Station have identified the potential for footings and lower courses of structures to remain partially intact beneath current rail, ballast and platforms.

Demolition of these structures is likely to have been constrained to reduction of standing structures to desired new ground levels, although the depth of excavation is unknown. The site has not been subject to intensive built redevelopment other than rail infrastructure, and the potential exists that intact archaeological remains survive. A demolition layer may remain intact below the ground surface, likely spread out over a wide area. Expected remains may include bricks, mortar, sandstone, slate, glass, metal and timber, as well as intact masonry foundations.

In addition to the potential archaeological items noted above associated with the Congregational caretaker's residence, it is possible that an assemblage of domestic archaeological remains may be present associated with the residence. These may include cesspit deposits, incorporating artefact discard events and personal waste such as faunal dietary evidence.

Archaeological Potential

Low Potential

Assessment of significance

Remains associated with the use of the brick structures at the Congregational portion of Devonshire Street cemetery may include 'primary' archaeological evidence that may survive at the subject site. This could include walls, foundations, occupation layers and also potentially deep cut features such as privies, pits or wells. Remains associated with the demolition of these items –'secondary' archaeological evidence – that may survive at the subject site may include rubble and levelling layers. Based on the NSW Heritage Assessment Criteria, primary

archaeological evidence of good integrity/intactness ('survival') would meet the threshold of State significance. This is because primary archaeological evidence has considerable potential to contribute to our understanding of the early construction in Sydney of this building as a specialised structure.

Secondary archaeological evidence would meet the threshold of local significance for most criteria at the subject site, if intact. This is because secondary remains do not contribute to our understanding of the location while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture. Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex. The 'integrity' and 'intactness' of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

If primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of State significance include Historical Significance (criterion A), Rarity (criterion F) and Representativeness (criterion G).

Intact and legible remains of the Congregational Church Caretaker's Residence would have the potential to reach the threshold for *state* significance as evidence of Congregational funeral practices in nineteenth-century Sydney. The structures have research value for their potential to demonstrate their original use, construction techniques and functions, as well as their structural, aesthetic and functional changes over time. Associated deposits, particularly refuse deposits, may have research value for their ability to demonstrate lifeways, diet and daily life of the inhabitants and users of the site.

In response to Bickford and Sullivan's questions about research potential,[82] the remains of the Congregational Church Caretaker's Residence have the potential to contribute knowledge that no other resource and site can about Congregational funeral practices in early nineteenth-century Sydney. The remains can answer broader questions relating to funerary practices in early NSW.

Level of significance

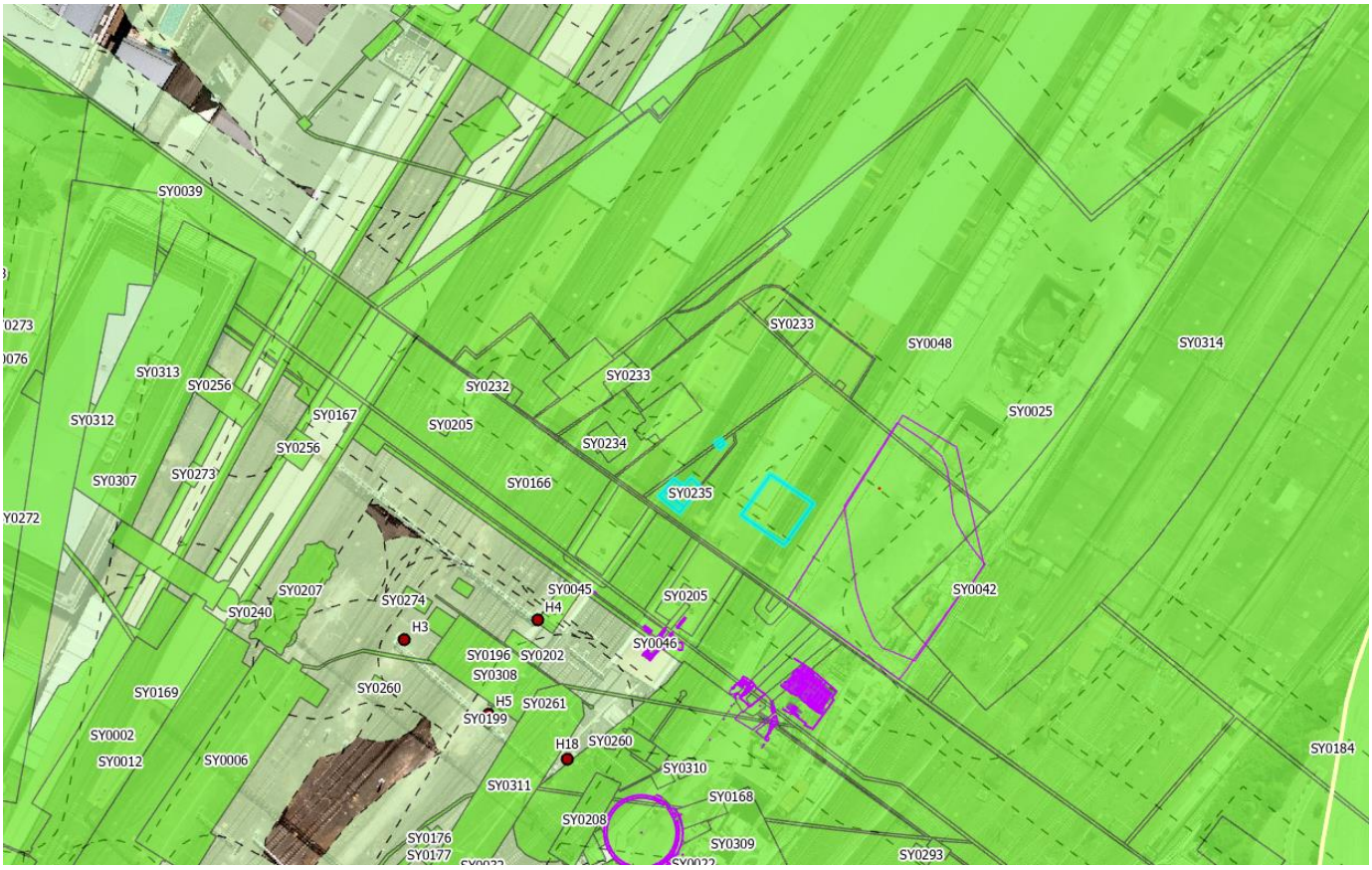
State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location

[82] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Key Images

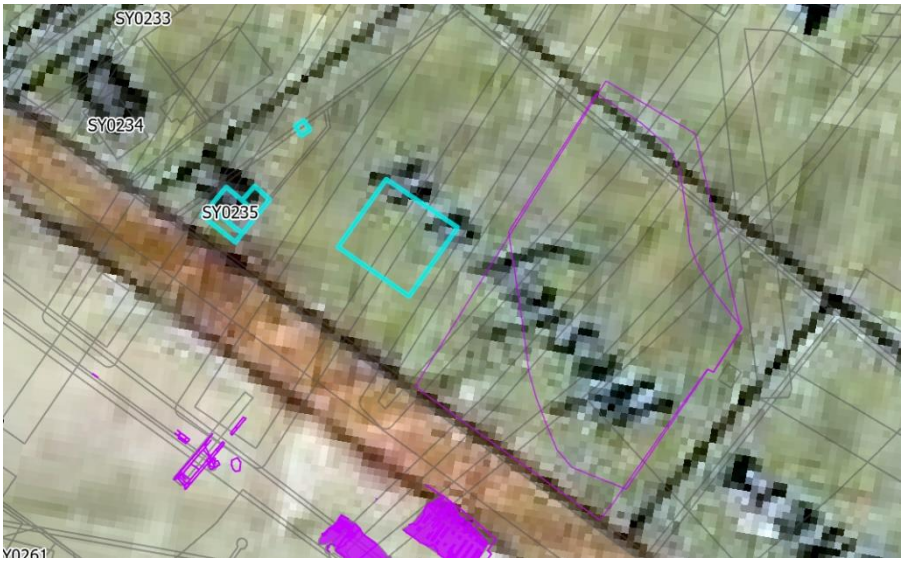


Figure 146. 1845 Sheilds Map. Source: City of Sydney Archives & History, A-00880420.

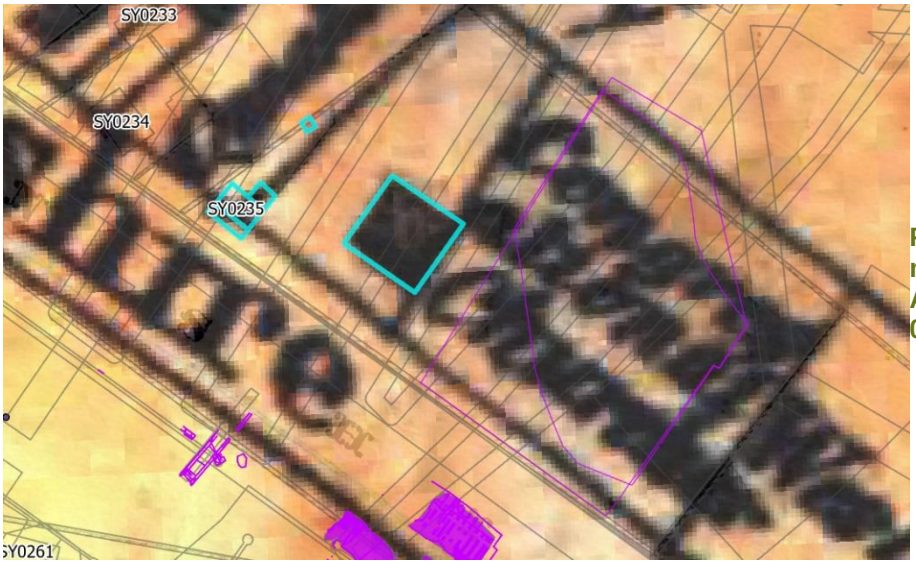


Figure 147. 1854 City of Sydney map. Source: City of Sydney Archives & History Resources, A-00880471.

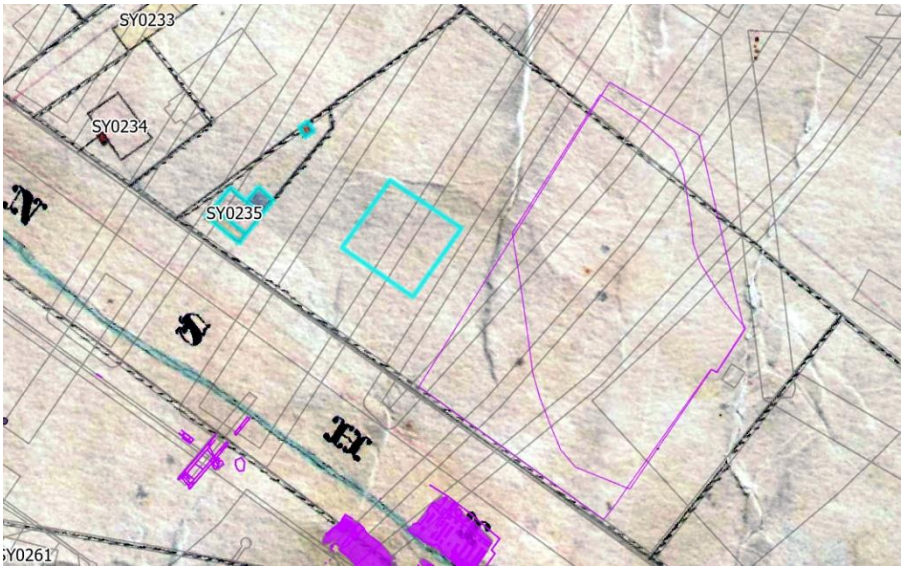


Figure 148. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.



Figure 149. 1855-1865 Trigonometric survey, Block R1. Source: City of Sydney Archives & History Resources, A-00880406.



Figure 150. 1888 City of Sydney Rygate & West Plans of Sydney, 1888: Sheet 40. Source: City of Sydney Archives & History Resources, A-00880455.



Figure 151. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

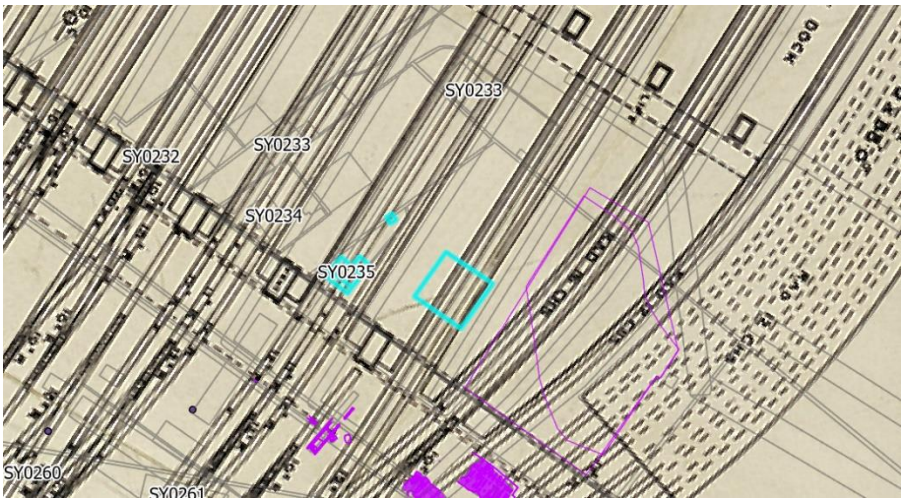


Figure 152. 1903 Central Station map. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

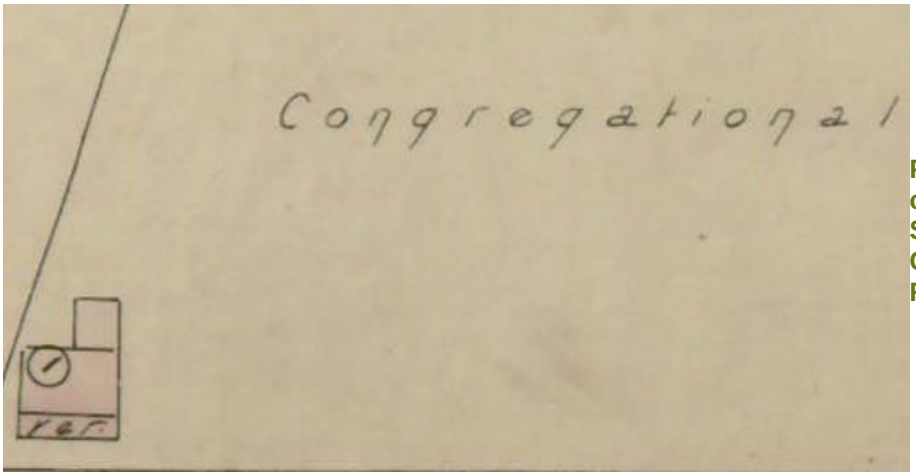


Figure 153. Excerpt from 1888 City of Sydney Rygate & West Plans of Sydney, 1888: Sheet 40. Source: City of Sydney Archives & History Resources, A-00880455.

Key Sources

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1.15 SY0236 (Jewish Residence & Morgue)

Item Details	
Year of construction:	c.1835
Alternative names:	Burial House and Sextons Residence
Modifications (with years):	Not determined
Function:	Pre-burial religious rites and residence
Construction materials:	Timber and brick
Demolished/removed (year):	By 1888

Historical Summary

The Jewish section of Devonshire Street Cemetery was in use from 1835. A map of the Jewish section of the Devonshire Street Cemetery, produced in 1844 and held by the Great Synagogue Sydney, illustrates this item in plan and elevation, giving it the title “Burial House and Sexton’s Residence” (see Figure 161 and Figure 162). The date of the burial house and sexton’s residence is uncertain, but they were likely constructed in c.1835 following the provision of the grant.[83] The burial house and sexton’s residence is considered to be the first specific mortuary ‘chapel’ built in Australia.[84] The specifics of design and function of this structure need to be understood in context of orthodox Jewish law (*halacha*) regarding burial. Although often not practicing, Australian Jewry has been since outset predominantly orthodox. *Halacha* insists that all Jewish persons be treated the same way in death with no differentiation in preparation for burial, placement in plain shrouds, and plain timber coffin. Preparation of the deceased for burial is considered a community obligation, and an honour to participate in. Allowing a Jewish person to be prepared for burial by a non-Jewish undertaker constitutes a breach of this obligation. The *Chevra Kadisha* (Holy Society) consists of persons elected by the community to these duties. The first documented congregational Jewish activities in Australia were the provision of burial rites from 1817 onwards.

The primary feature of preparation for burial consists of physical cleaning, followed by spiritual cleansing or *tahara. Tahara* can be carried out in one of two ways. Either the deceased may be immersed in a *mikveh* - a body of clean spring or rain water with a volume of no less than 575 litres, or by consecutively pouring a volume of no less than approximately 30 litres of water over the deceased. It would seem unlikely that the expense would be spent on creating a *mikveh* through means such as rock-cutting, within a structure that was only a one-storey timber cottage.

A fair amount of water would have been required for whichever means of *tahara* was carried out at the Burial House and Sexton’s Residence. This raises the possibility that a well or wells may have been present on site for this, in addition to the domestic requirements of the sexton.

Facilities for carrying out *tahara* are an intrinsic characteristic of Jewish burial infrastructure. The *Metahar* house at the Melbourne General Cemetery was constructed in 1854 and has recently been restored to immaculate condition (Figure 163). The Melbourne *Metahar* house is far smaller but also far more robustly constructed than the timber cottage that once comprised the Burial House and Sexton’s Residence at Devonshire Street. An alternative burial location had been available to Jewish people in private land at Rookwood from 1867. In total, the timber Burial House and Sexton’s Residence at Devonshire Street Cemetery would only have been in use for 35 years. The timber Burial House and Sexton’s Residence may well have fallen into disrepair and ruin once the Devonshire Street Cemetery was closed and the buildings demolished by 1888, well before Jewish graves were removed by 1901.

Archaeological notes

[83] Murray, Lisa Anne. 2001. *Cemeteries in Nineteenth-Century New South Wales: Landscapes of Memory and Identity*. A thesis submitted in fulfilment of the requirements for the degree of Doctor of Philosophy. Department of History, University of Sydney, p. 129.
[84] Murray, Lisa Anne. 2001. *Cemeteries in Nineteenth-Century New South Wales: Landscapes of Memory and Identity*. A thesis submitted in fulfilment of the requirements for the degree of Doctor of Philosophy. Department of History, University of Sydney, p. 129.

The location of the Jewish burial house and sexton's residence is currently beneath the footpath and roadway of Chalmers Street and has potentially been impacted by the construction of the Chalmers Street exit (Exit 6) from Central Station. The combined burial house and sexton's residence is recorded on the 1844 mapping and subsequent items as a timber building with a brick chimney. The structure is unlikely to have had deep footings, likely generally comprising timber postholes with a brick foundation for the chimney. However, a well may have been present, and a cesspit is likely to have been present.

Archaeological Potential

Low Potential

Assessment of significance

Remains associated with the use of the Jewish burial house and sexton's residence may include 'primary' archaeological evidence. This could include walls, foundations, occupation layers and also potentially deep cut features such as privies, pits or wells. Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness ('survival') would meet the threshold of State significance. This is because primary archaeological evidence has considerable potential to contribute to our understanding of the early Jewish community and the construction of a specialised burial house and sexton's residence.

Remains associated with the Jewish burial house and sexton's residence are almost certain to be predominantly constrained to 'secondary' archaeological evidence. Secondary archaeological evidence refers to material resulting from demolition of an archaeological feature, and which does not directly inform on the primary function of the site during its use. The anticipated secondary remains of the Jewish burial house and sexton's residence would likely comprise timber elements, timber postholes, chimney footings, well and a privy. Intact deposits of artefactual material may be present associated with these elements.

Based on the NSW Heritage Assessment Criteria, if primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of State significance include Historical Significance (criterion A), Rarity (criterion F) and Representativeness (criterion G).

Secondary archaeological evidence would meet the threshold of local significance for most criteria at the subject site, if intact. This is because secondary remains do not contribute to our understanding of the location while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture. Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex. The 'integrity' and 'intactness' of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

Intact and legible remains of the Jewish Residence & Morgue would have the potential to reach the threshold for *state* significance as evidence of Jewish funeral practices in nineteenth-century Sydney. The structures have research value for their potential to demonstrate their original use, construction techniques and functions, as well as their structural, aesthetic and functional changes over time. Associated deposits, particularly refuse deposits, may have research value for their ability to demonstrate lifeways, diet and daily life of the inhabitants and users of the site.

In response to Bickford and Sullivan's questions about research potential,[85] the remains of the Jewish Residence & Morgue have the potential to contribute knowledge that no other resource and site can about Jewish funeral practices in early nineteenth-century Sydney. The remains can answer broader questions relating to funerary practices in early NSW.

Level of significance

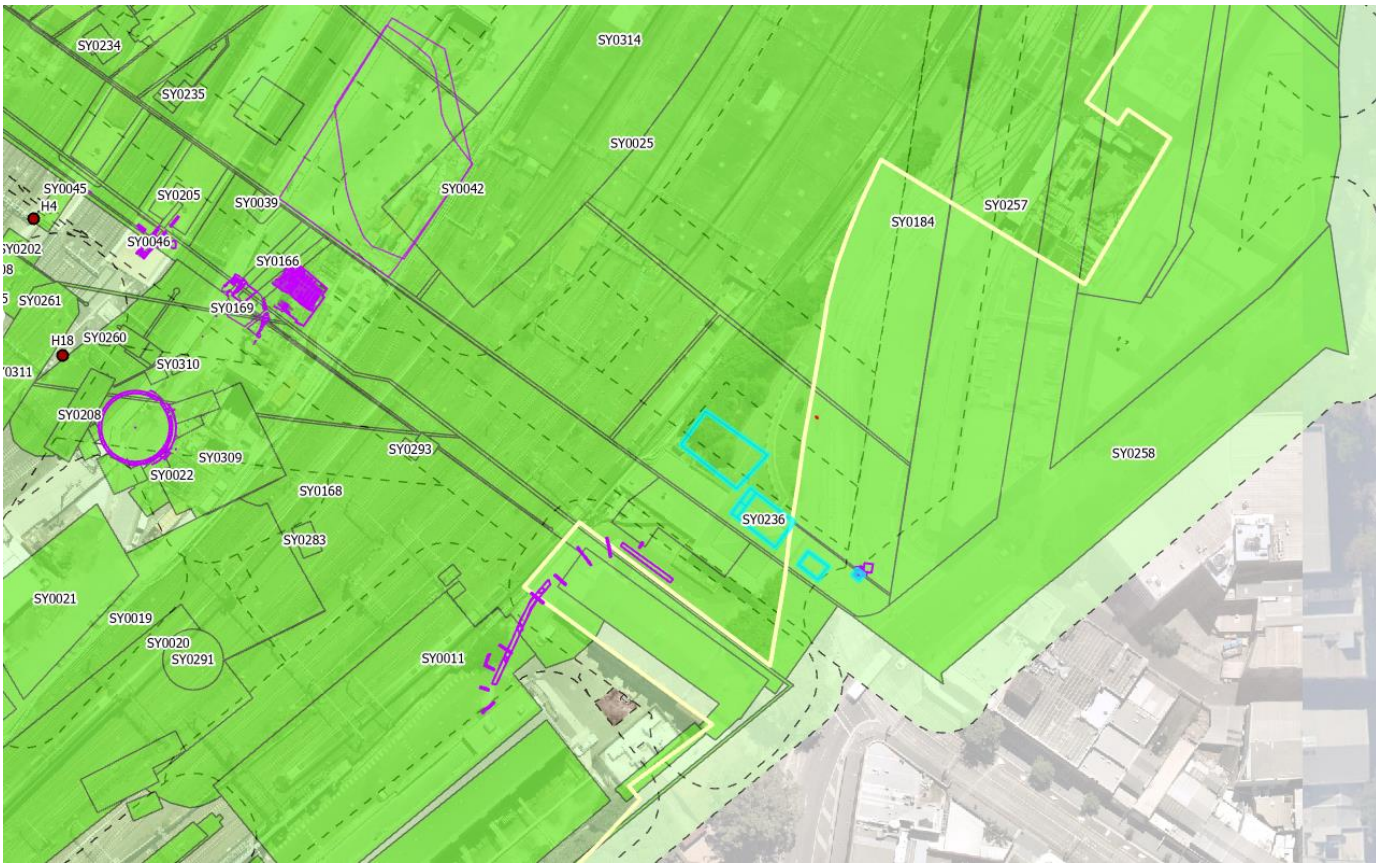
State

[85] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images



Figure 154. 1845 Sheilds Map. Source: City of Sydney Archives & History, A-00880420.



Figure 155. 1854 City of Sydney map. Source: City of Sydney Archives & History Resources, A-00880471.



Figure 156. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

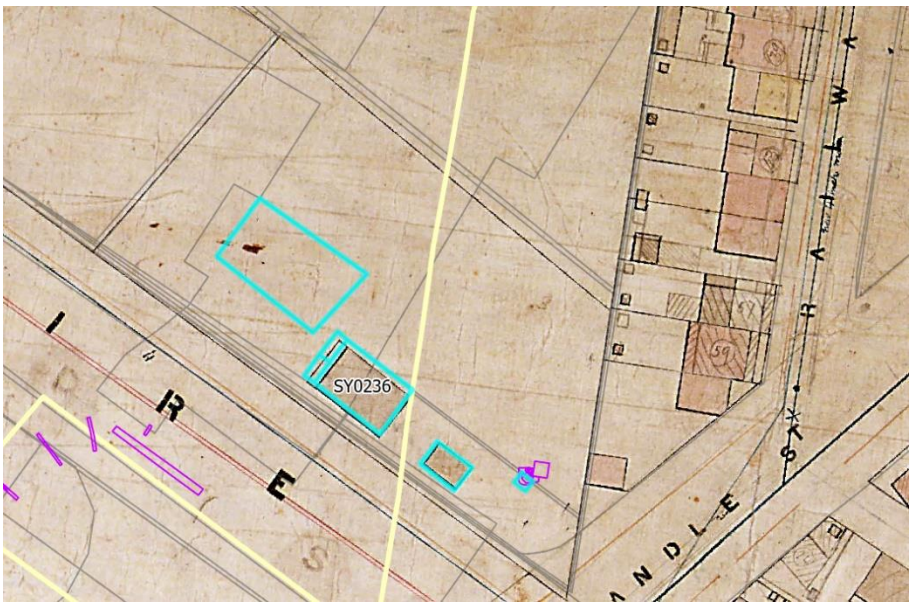


Figure 157. 1855-1865 Trigonometric survey, Block R1. Source: City of Sydney Archives & History Resources, A-00880406.



Figure 158. 1888 City of Sydney Rygate & West Plans of Sydney, 1888: Sheet 40. Source: City of Sydney Archives & History Resources, A-00880455.



Figure 159. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.



Figure 160. 1903 Central Station map. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

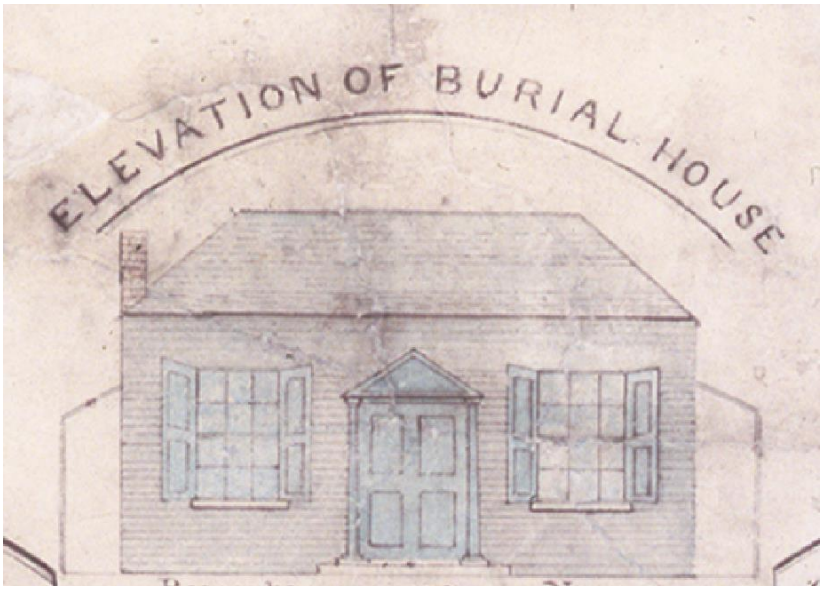


Figure 161. Jewish section Burial House elevation. Source: Great Synagogue, Sydney.

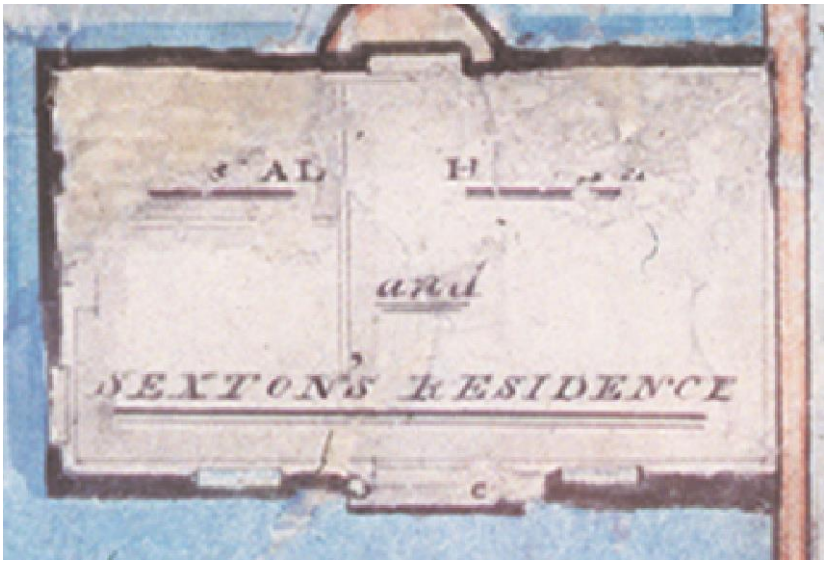


Figure 162. Jewish section Burial House plan. Source: Great Synagogue, Sydney.



Figure 163. Melbourne General Cemetery Jewish Metahar House, view south west. Source: Melbourne Australia Photos, 2012.

Key Sources

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Melbourne Australia Photos (2012). 'Melbourne Cemetery 3: Jewish Section'. *Melbourne Australia Photos*. 10 April 2012. Accessed: http://melbournedaily.blogspot.com/2012/04/melbourne-cemetery-3-jewish-section.html (1 April 2022).

Murray, Lisa Anne. 2001. *Cemeteries in Nineteenth-Century New South Wales: Landscapes of Memory and Identity*. A thesis submitted in fulfilment of the requirements for the degree of Doctor of Philosophy. Department of History, University of Sydney.

1.16 SY0237 (Cemetery Entrance Gates)

Item Details	
Year of construction:	c.1819
Alternative names:	
Modifications (with years):	Not determined
Function:	Entrance gates
Construction materials:	Sandstone
Demolished/removed (year):	1901-06

Historical Summary

In 1818, Governor Macquarie reserved land on Devonshire Street for use as a cemetery, with specific allotments for various religious denominations. The land was originally in a remote location relative to the heart of the city, which was necessary due to the Sydney Burial Ground reaching capacity. In June 1819 tenders had been called to construct a wall 4ft 6in high to enclose the grounds, resulting in the construction of a wall around the perimeter of the burial grounds. In September 1819 the first internment took place. The Devonshire Street Cemetery was officially opened and consecrated in January 1820.[86] The Devonshire Street Cemetery had a number of access points and gateways. On level ground the cemetery was surrounded by sandstone footings with iron fencing uprights inserted. In areas where a retaining wall was required, sandstone blocks were used. It is difficult to accurately gauge the size of the largest mapped gates – those to the south east of the Church of England chapel and cottage. As shown in the 1888 map of the area, the gate posts are represented as being approximately half the width of the chapel itself (Figure 167). This is unlikely, and it is more probable that the size of the gateposts has been exaggerated on historical mapping to enhance their visibility. By 1888, it appears that the north-western entrance gate next to the Church of England Chapel was relocated to the south-western end of Belmore Park (Figure 167 and Figure 168).

Figure 171 shows one set of gates in place at the Devonshire Cemetery, while Figure 173 shows a set of these gates that were relocated to Rookwood Necropolis in 2004. One other set of gateposts had been previously relocated to the Camperdown Cemetery in 1946 as shown in Figure 174 and Figure 175.

Archaeological notes

The gateposts to Devonshire Cemetery were weighty and will have required substantial footings to ensure their stability in the local loose soils. They were not limited to the entry at the Church of England section as is evidenced by the current existence of at least two sets of entry gates. Rather, they will have been distributed at various entry points around the cemetery. Recent archaeological excavations at Central Railway Station have identified the potential for footings and lower courses of structures to remain partially intact beneath current rail, ballast and platforms. In particular, gate post locations that were once within the Devonshire Street Cemetery but which are now are peripheral to or in less developed parts of Central Railway Station, may contain footings and archaeological evidence for construction of gate posts.

Archaeological Potential

Low Potential

Assessment of significance

Remains associated with gateposts of the Devonshire Street Cemetery may incorporate ‘primary’ archaeological evidence that may survive at the subject site. This could include footings and foundations. Remains associated with

[86] 1820 'GOVERNMENT AND GENERAL ORDERS.', *The Sydney Gazette and New South Wales Advertiser* (NSW : 1803 - 1842), 29 January, p. 1. Viewed: http://nla.gov.au/nla.news-article2179242 (1 April 2022).

the demolition of these items –'secondary' archaeological evidence – that may survive at the subject site could include rubble and levelling layers. Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness ('survival') would meet the threshold of State significance. This is because primary archaeological evidence has considerable potential to contribute to our understanding of the construction in Sydney of this prominent burial ground.

Secondary archaeological evidence would meet the threshold of local significance for most criteria at the subject site, if intact. This is because secondary remains do not contribute to our understanding of the location while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture. Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex. The 'integrity' and 'intactness' of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

If primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of State significance include Historical Significance (criterion A), Rarity (criterion F) and Representativeness (criterion G).

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of the boundaries of the Devonshire Street Cemetery. The gateposts are significant for their ability to demonstrate the formalisation of the boundary and access points at Devonshire Street Cemetery.

In response to Bickford and Sullivan's questions about research potential,[87] the remains of the gateposts have limited potential to contribute knowledge that no other resource and site can about the Devonshire Street Cemetery, as well as answer broader questions relating to the development of infrastructure in NSW.

Level of significance

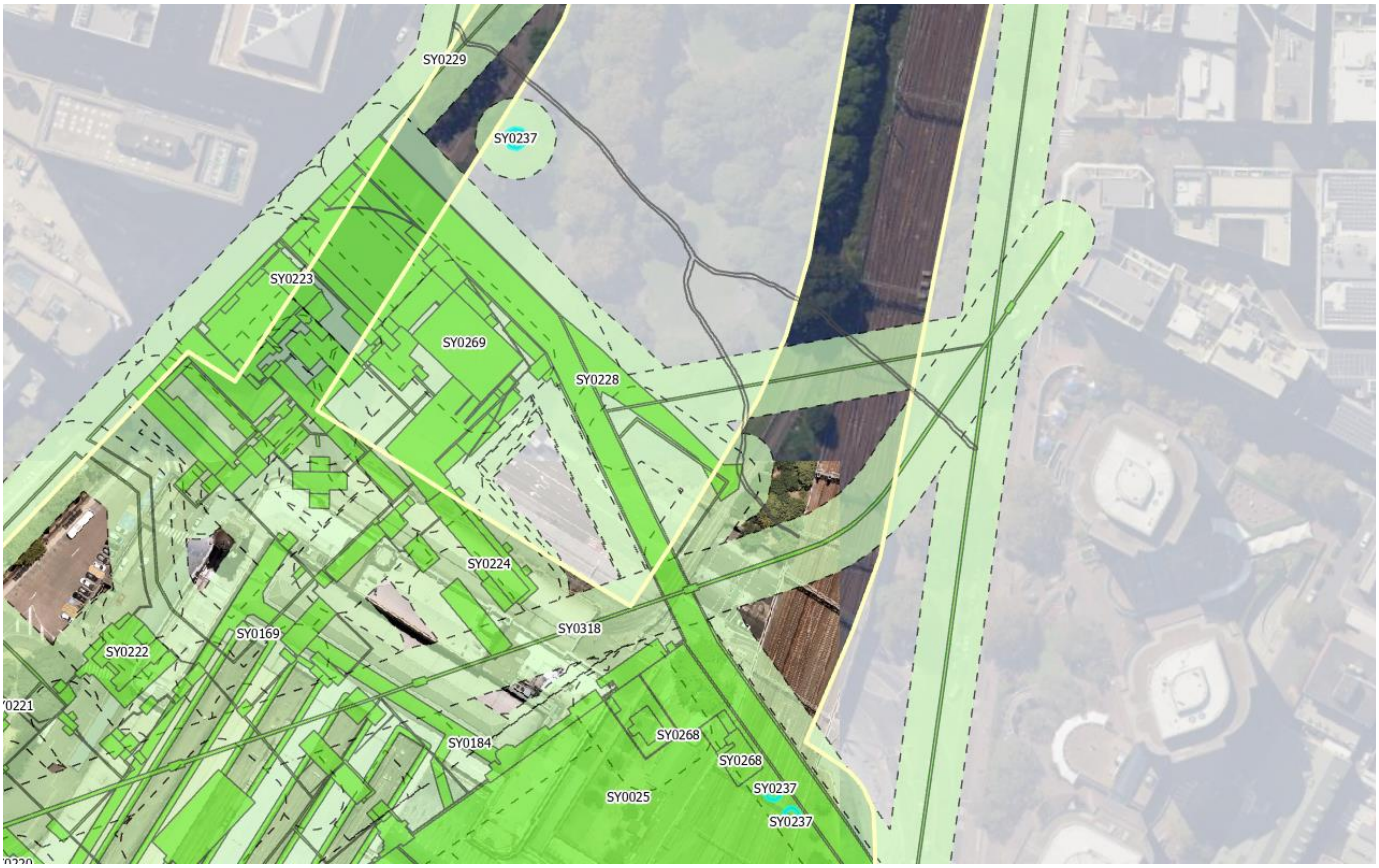
State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location

[87] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Key Images



Figure 164. 1845 Sheilds Map. Source: City of Sydney Archives & History, A-00880420.

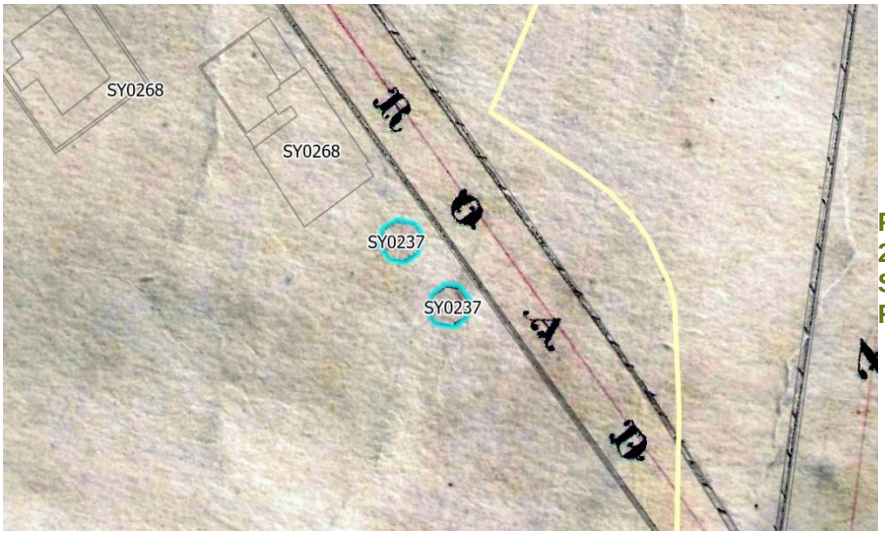


Figure 165. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

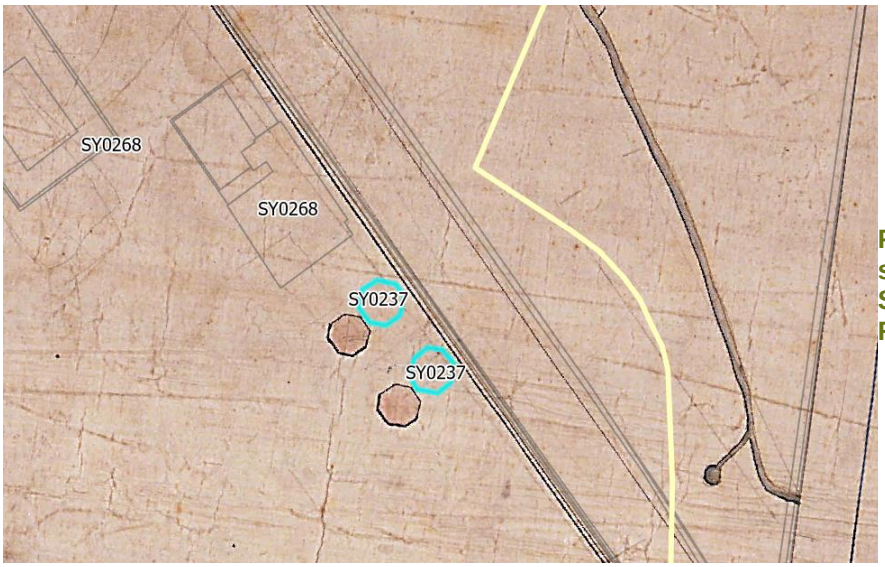


Figure 166. 1855-1865 Trigonometric survey, Block R1. Source: City of Sydney Archives & History Resources, A-00880406.



Figure 167. 1888 City of Sydney Rygate & West Plans of Sydney, 1888: Sheet 40, showing only the eastern Cemetery entrance gate to be intact. Source: City of Sydney Archives & History Resources, A-00880455.

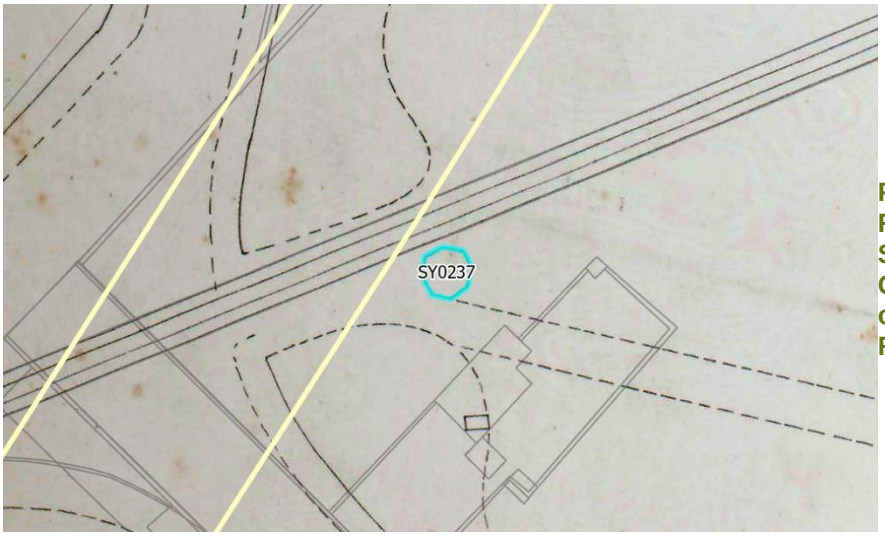


Figure 168. 1888 City of Sydney Rygate & West Plans of Sydney, 1888: Sheet 41, showing the relocated Cemetery entrance gate. Source: City of Sydney Archives & History Resources, A-00880456.

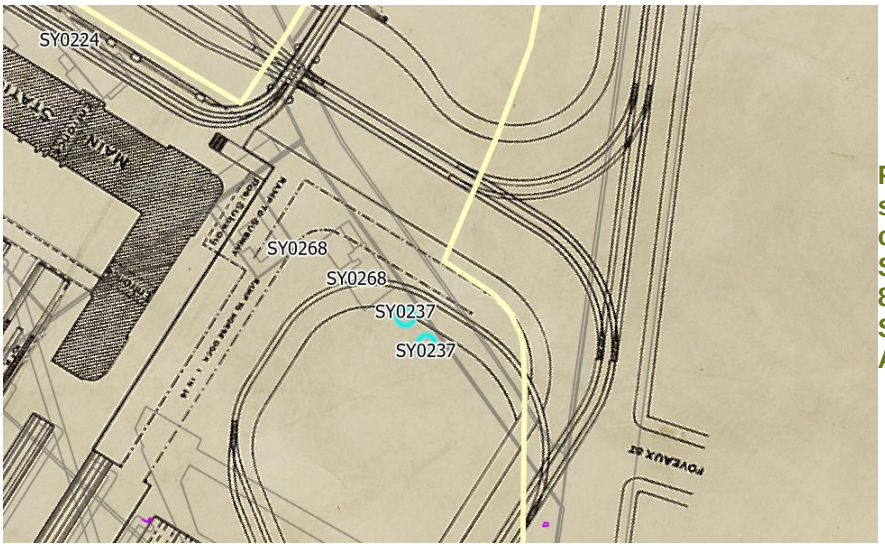


Figure 169. 1903 Central Station, showing the original location of the cemetery gates no longer extant. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

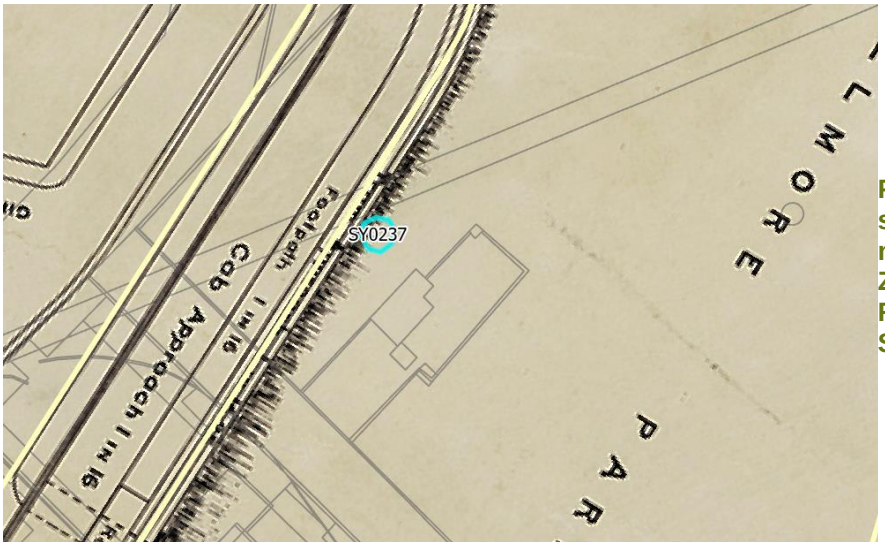


Figure 170. 1903 Central Station, showing the relocated cemetery gate no longer extant. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.



Figure 171. Gates to Devonshire Street Cemetery pre-1901. Source: Cited West, 2022.



Figure 172. Entry to the Church of England section in 1901, showing the entrance gates. Source: State Library NSW, FL8952459.



Figure 173. Gates relocated to Rookwood Necropolis in 2018. Source: Flickr, 2018.



Figure 174. Gate posts relocated to Camperdown Cemetery. Source: Artefact, 2021.

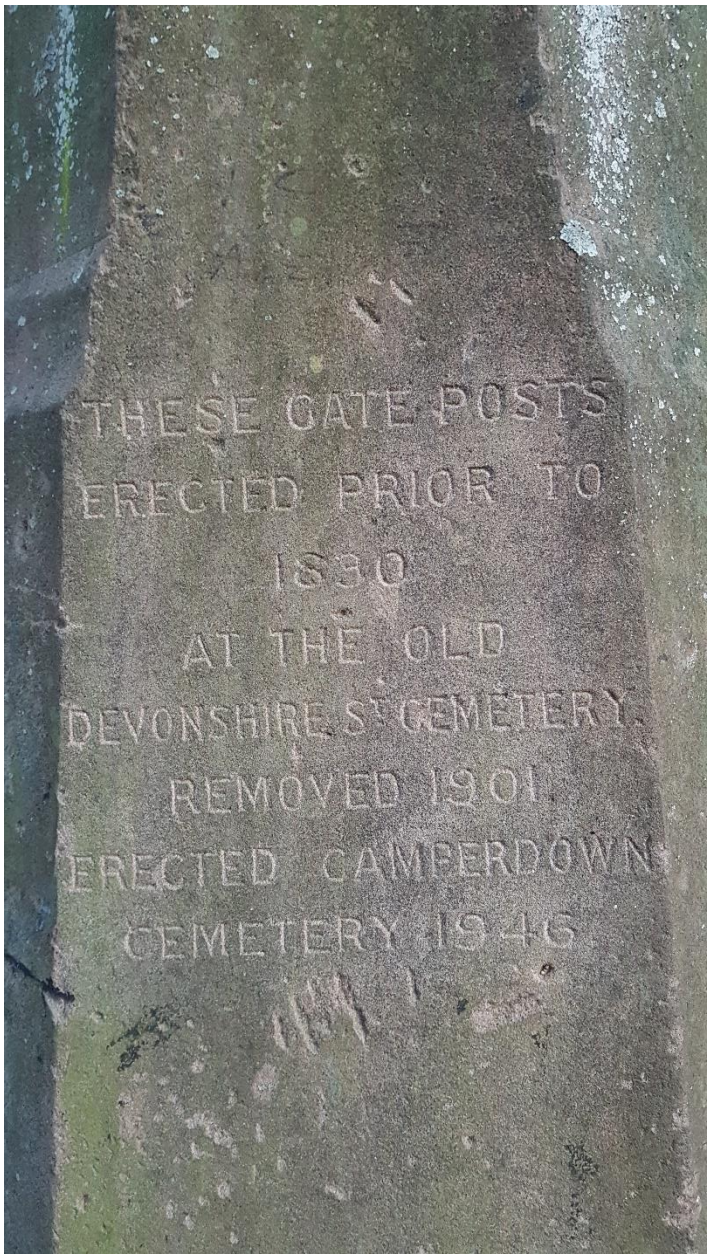


Figure 175. Gate posts relocated to Camperdown Cemetery. Source: Artefact, 2021.

Key Sources

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1.17 SY0238 (First Station Yard Buildings)

Item Details	
Year of construction:	c.1855-1857
Alternative names:	Workshops
Modifications (with years):	Unknown
Function:	Transport
Construction materials:	Timber, Corrugated iron
Demolished/removed (year):	c.1865

Historical Summary

From the early 19th century, interest had been expressed in the construction of a railway to serve Sydney, in particular to link Sydney and Parramatta. The Sydney Railway Company began planning and work on this project, with the first sod turned in 1850. The land within Sydney to be appropriated for the railway ran to the west and south of the Devonshire Street Cemetery, with the yards and station to be located in "Clevelands Paddocks". The Sydney Railway Company dissolved in 1854 with the project taken over by the state government. Given the need to economise in delivery of the project, the first rail yards and station were a modest affair. The first Sydney terminal was a single wooden platform covered by a corrugated iron shed, 100 feet long and 30 feet wide (approximately 30.5 x 9 metres). An iron building with a lean-to roof housed the offices and public rooms, while there was a short branch line to Darling Harbour for goods traffic to and from the wharves. The first official train left the station on 26 September 1855.

The demand for passenger and goods transportation rapidly increased, and within one year, in 1856, additional sheds and yards were required. The site also contained a small number of semi-permanent iron and timber buildings with lean-to roofs for carriages, offices and public rooms.[88] Almost immediately, the single main line tracks were duplicated.[89] The passenger platform, enclosed by the iron train shed, was soon discovered to be too short for operations. Therefore, a 100 feet wooden extension was added in 1856.[90]

Three rectilinear timber buildings were constructed in the railway yards c.1855-1857 to the south-east of the Two-storeyed Workshop (SY0004) (Figure 176). It is likely that these structures were used as temporary workshops. Based on cartographic evidence, the structures were demolished and replaced by c.1865 (Figure 177). Following demolition of the structures, railway tracks were laid over the area prior to c.1872. In 1926, part of the location of the former structures was excavated for the flyovers.

Archaeological notes

Mapping demonstrates that these structures were constructed primarily from timber, like the majority of the first rail yard buildings, which were largely timber and iron sheds. Although the buildings are shown as timber constructions, the footings may have been constructed in brick, whilst the roofing was likely corrugated iron. Evidence of these structures and subsurface features such as inspection pits and wells associated with them is likely to remain at least partially intact beneath locations that have not been subject to intensive redevelopment. Evidence of these items may also persist in locations where intensive redevelopment has been constrained to levels above historical

[88] McKillop, Ellsmore and Oakes, 2008. A Century of Central, p. 8.
[89] Singleton, CC. November 1941. History of Sydney Railway Station Part 1 First Station, *Australian Railways Historical Society Bulletin*, Vol. 8, No. 49, p. 56.
[90] Singleton, CC. November 1941. History of Sydney Railway Station Part 1 First Station, *Australian Railways Historical Society Bulletin*, Vol. 8, No. 49, p. 56.

ground surface or only somewhat beneath this. Anticipated remains would include footings, foundations, mechanical discard, and subsurface features.

Archaeological Potential

Moderate

Assessment of significance

Remains associated with the use of the First Station Yard Buildings – may include 'primary' archaeological evidence–that may survive at the subject site. This would include building footings, occupation layers, machinery and deep cut features such as privies, inspection pits or wells. Remains associated with the demolition of these items –'secondary' archaeological evidence–that may survive at the subject site may include rubble and levelling layers. Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness ('survival') would meet the threshold of State significance. This is because primary archaeological evidence has considerable potential to contribute to our understanding of the construction and operation of the first railway in Sydney.

Artefactual remains from the First Station Yard Buildings may offer archaeological insight to technical and operational aspects of the railways functioning. Artefactual evidence from potential privies at the First Station Yard Buildings could provide insight to the manner in which the First Station Yard Buildings related to everyday life activities.

Secondary archaeological evidence would meet the threshold of local significance for most criteria at the subject site, if intact. This is because secondary remains do not contribute to our understanding of the location while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture. Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex. The 'integrity' and 'intactness' of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

If primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of State significance include Historical Significance (criterion A), Rarity (criterion F) and Representativeness (criterion G).

Intact and legible remains from the First Station Yard Buildings would have the potential to reach the threshold for *state* significance as evidence of buildings related to the earliest major train terminus in Sydney belonging to the first phase of development of Sydney/Central Station. The structures have research value for their potential to demonstrate their original uses, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[91] the remains of the First Station Yard Buildings have the potential to contribute knowledge that no other resource and site can about the First Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

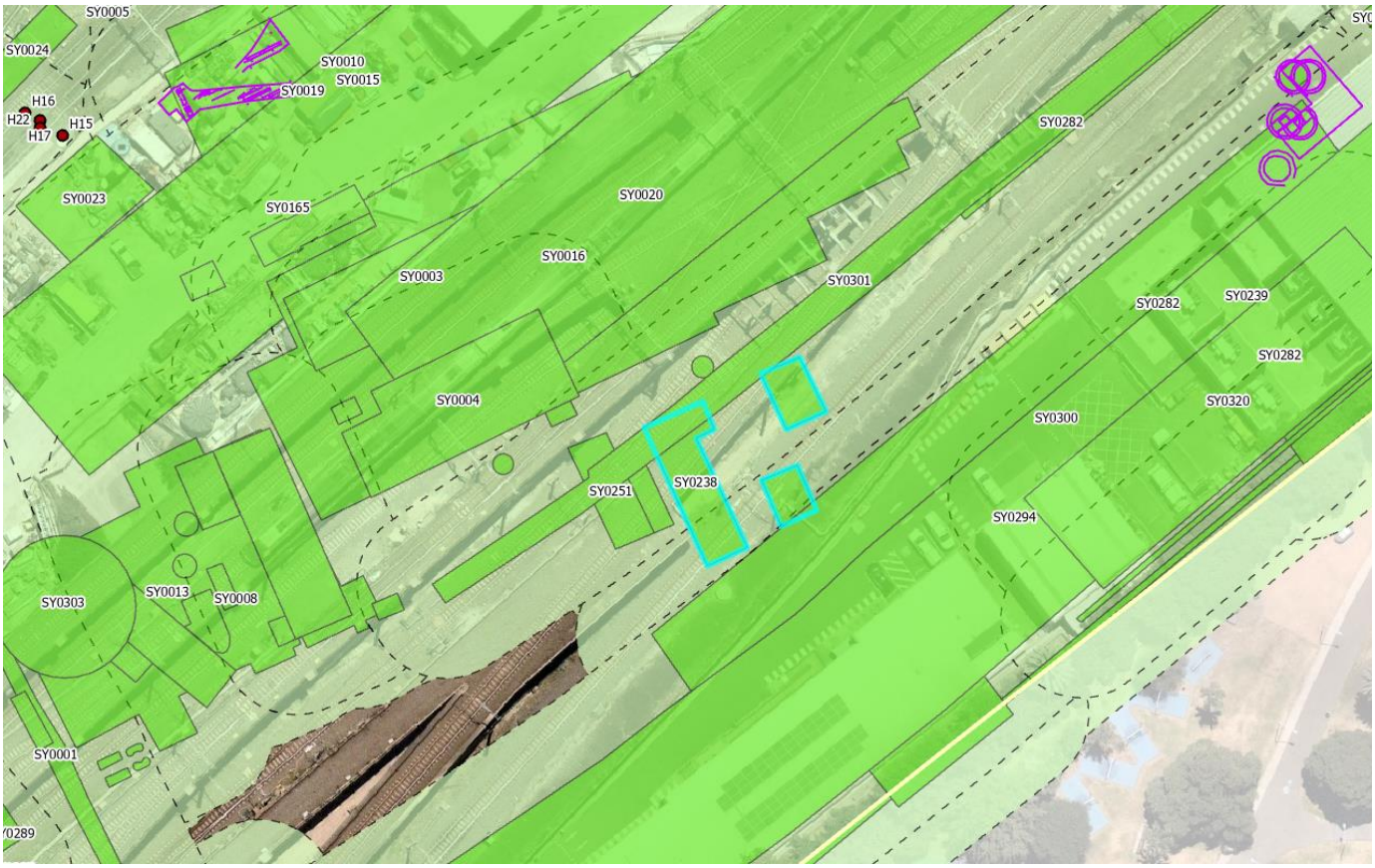
State

Management

[91] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

A - Preserve in situ: Owing to the network-critical nature of Sydney Yard, this option will rarely be feasible. However, this is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be noted and reported, then covered in geofabric prior to reburial. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

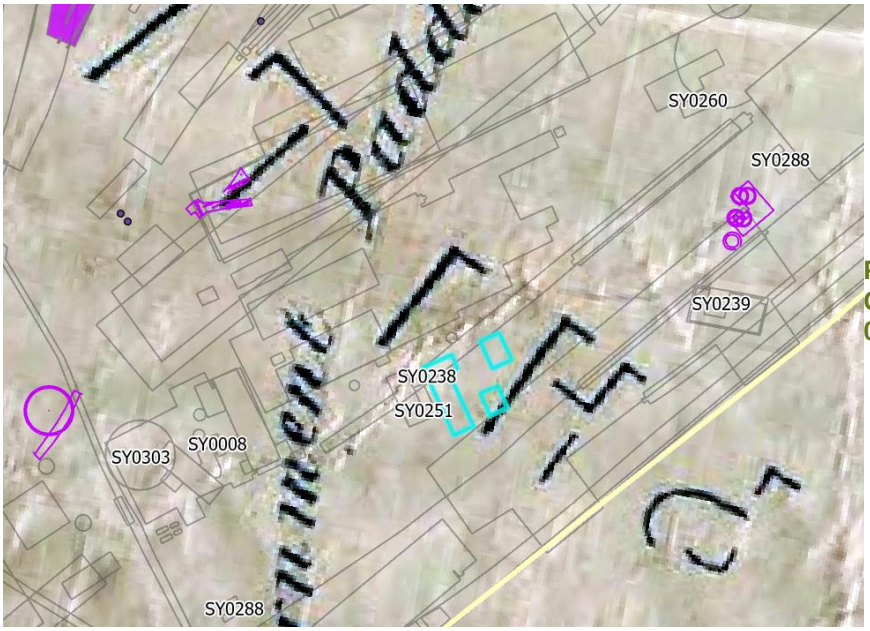


Figure 176. 1845 Sheilds Map. Source: City of Sydney Archives & History, A-00880420.



Figure 177. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

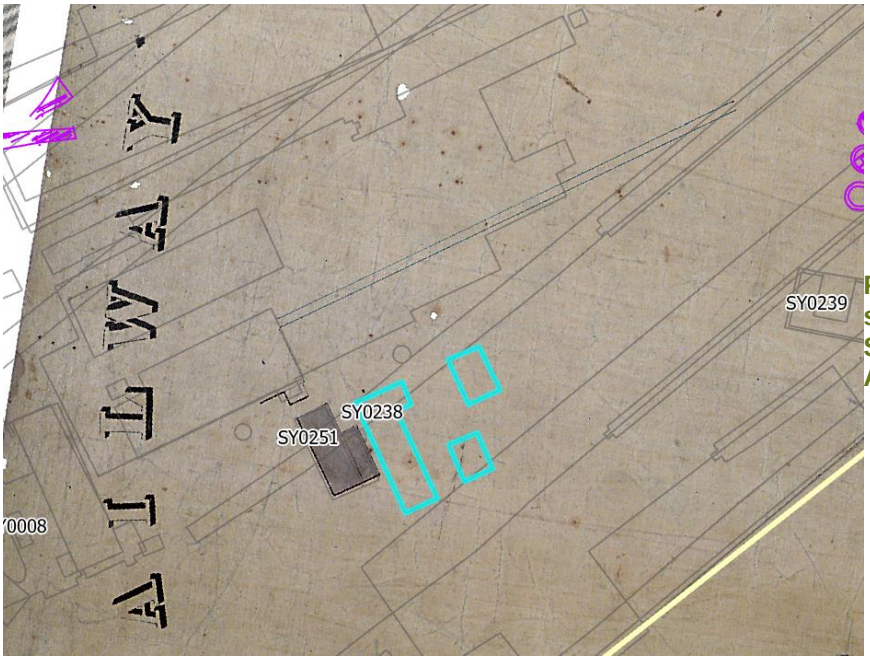


Figure 178. 1855-1865 Trigonometric survey, Block S1. Source: City of Sydney Archives & History Resources, A-00880407.



Figure 179. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.

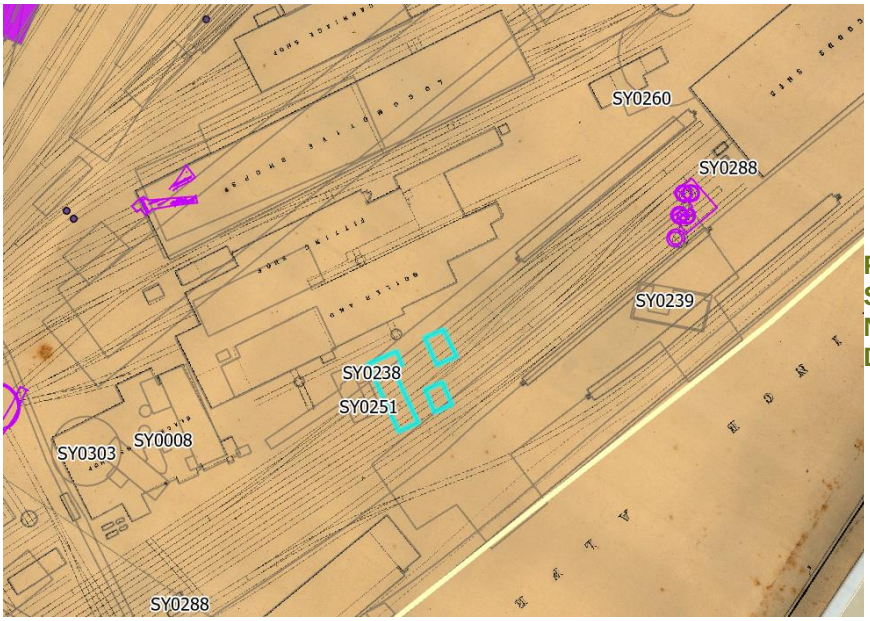


Figure 180. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

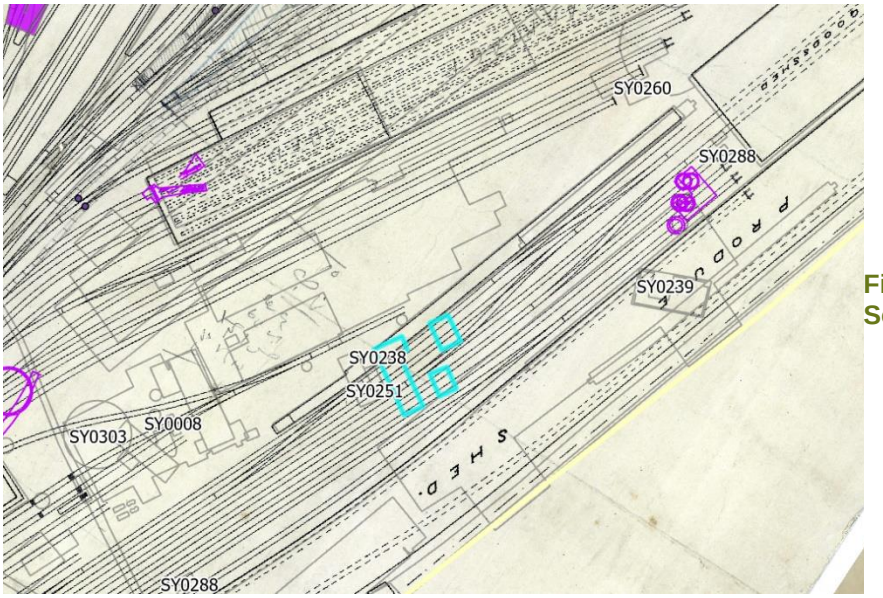


Figure 181. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

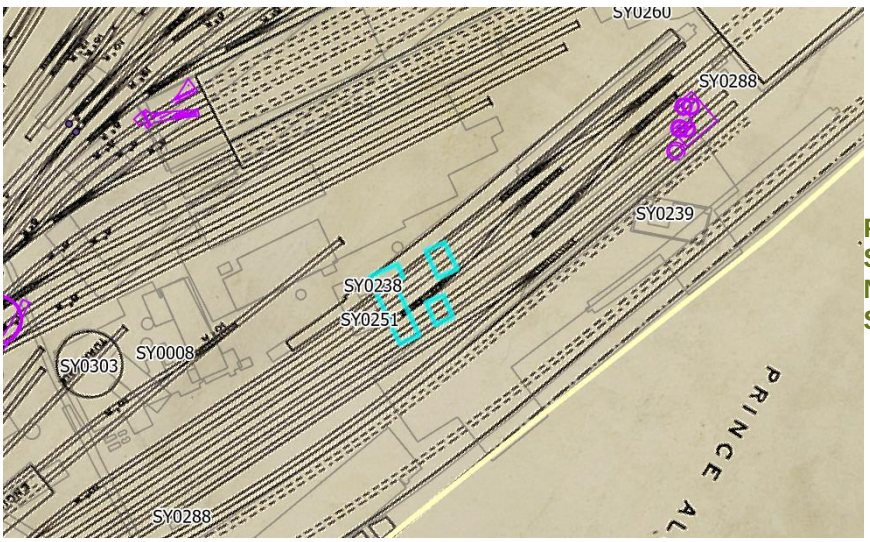


Figure 182. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

Key Sources

City of Sydney 1857. 'City of Sydney - Detail Plans, 1855: Chippendale Sheet 23'. *City of Sydney Archives & History Resources.* A-00880168. Accessed: https://archives.cityofsydney.nsw.gov.au/nodes/view/1709095 (1 April 2022).

1.18 SY0239 (First Station Yard Enclosed Yard and Building)

Item Details	
Year of construction:	c.1855
Alternative names:	Not determined
Modifications (with years):	Not determined
Function:	Transport, possibly accommodation or an office
Construction materials:	Timber, brick
Demolished/removed (year):	c.1865

Historical Summary

Likely associated with the first Sydney Railway Station constructed in 1855, this item is shown on mapping from 1857 as comprising two structures of different construction materials (Figure 184). The first is a rectangular building oriented approximately north to south, measuring some 6m by 3m. This is represented on in the 1857 map as being constructed from timber. Approximately 11m north east from this feature is a small square item represented as constructed in brick and not measuring substantially more than 1m x 1m; this structure is likely to have been a privy. Neither item is shown on mapping dated to 1855-1865 (Figure 185) or subsequent (Figure 186), indicating that the structures were temporary and demolished prior to 1865. Following demolition, the location of the buildings became a part of Prince Alfred Sidings, which was used for goods platforms and tracks in the late nineteenth century, a Lighting Depot in the twentieth century and an electrical substation in the twenty-first century.

Archaeological notes

The larger of the two buildings is shown to have been constructed from timber. The smaller of the two buildings, likely a privy, is shown as having been constructed from brick. Both structures were short-lived, indicating an intention for their temporary nature. Archaeological remains of the larger building would not be expected to comprise more than post holes, potentially post bases or brick footings, and working / yard surfaces. Potential exists for the preservation of footings, lower courses of bricks and floor of the privy, as well as the preservation of deeper structural features and associated artefactual contents. Both items are within a location that has recently been impacted through the construction of the substation. This diminishes the potential for preservation of intact archaeological remains, particularly timber features. Higher potential remains for the preservation of intact archaeological remains relating to the brick feature.

Archaeological Potential

Moderate

Assessment of significance

It is not possible to accurately assess the heritage significance of these two items without clearer definition of their function, but they may represent an office or accommodation and associated privy.

Remains associated with these two items may include ‘primary’ archaeological evidence that may survive at the subject site. This would include walls, foundations, postholes, yard deposits and deep cut features such as privies, pits or wells. Remains associated with the demolition of these items may include ‘secondary’ archaeological evidence that may survive at the subject site. This may incorporate rubble and levelling layers.

Without further information, and given the association of these items with the first railway station in Sydney, it is proposed that based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness (‘survival’) of these structures would meet the threshold of State significance.

Secondary archaeological evidence would meet the threshold of local significance for most criteria at the subject site, if intact. This is because secondary remains do not contribute to our understanding of the location while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture. Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex. The 'integrity' and 'intactness' of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

If primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of State significance include Historical Significance (criterion A), Rarity (criterion F) and Representativeness (criterion G).

Intact and legible remains from the First Station Enclosed Yard and Buildings would have the potential to reach the threshold for *state* significance as evidence of buildings related to the earliest major train terminus in Sydney belonging to the first phase of development of Sydney/Central Station. The structures have research value for their potential to demonstrate their uses, construction techniques and functions. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the people who used the structures.

In response to Bickford and Sullivan's questions about research potential,[92] the remains of the First Station Enclosed Yard and Buildings have the potential to contribute knowledge that no other resource and site can about the First Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

State

Management

A - Preserve in situ: Owing to the network-critical nature of Sydney Yard, this option will rarely be feasible. However, this is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be noted and reported, then covered in geofabric prior to reburial. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location

[92] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Key Images



Figure 183. 1845 Sheilds Map. Source: City of Sydney Archives & History, A-00880420.



Figure 184. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

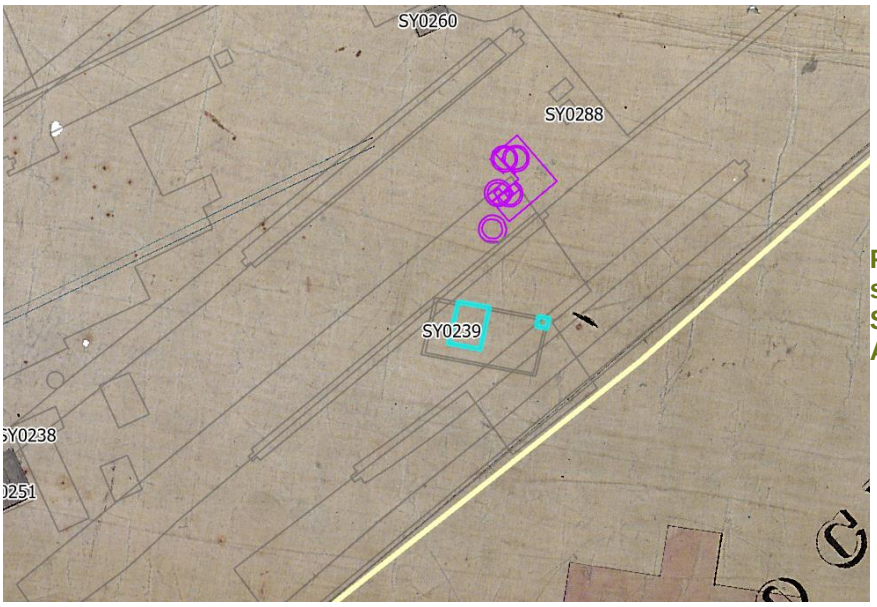


Figure 185. 1855-1865 Trigonometric survey, Block S1. Source: City of Sydney Archives & History Resources, A-00880407.

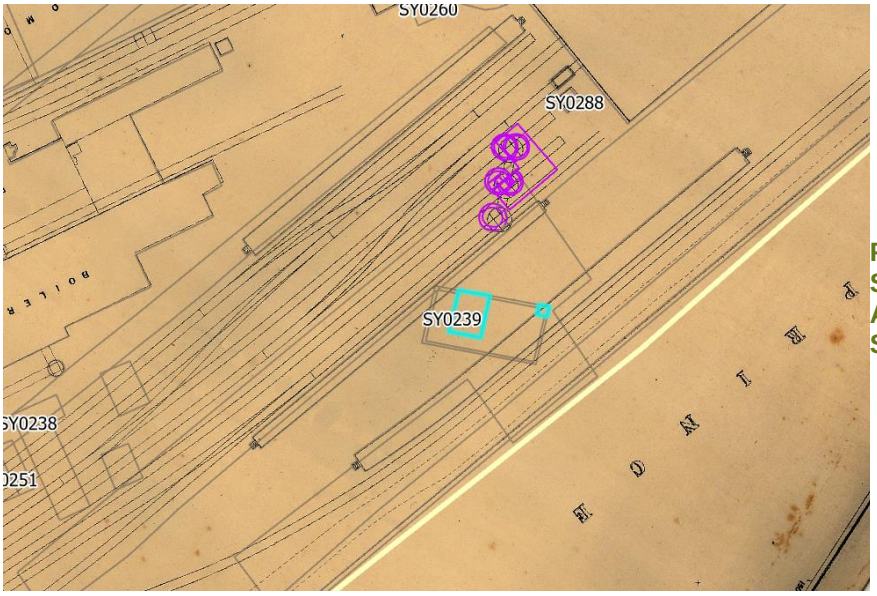


Figure 186. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

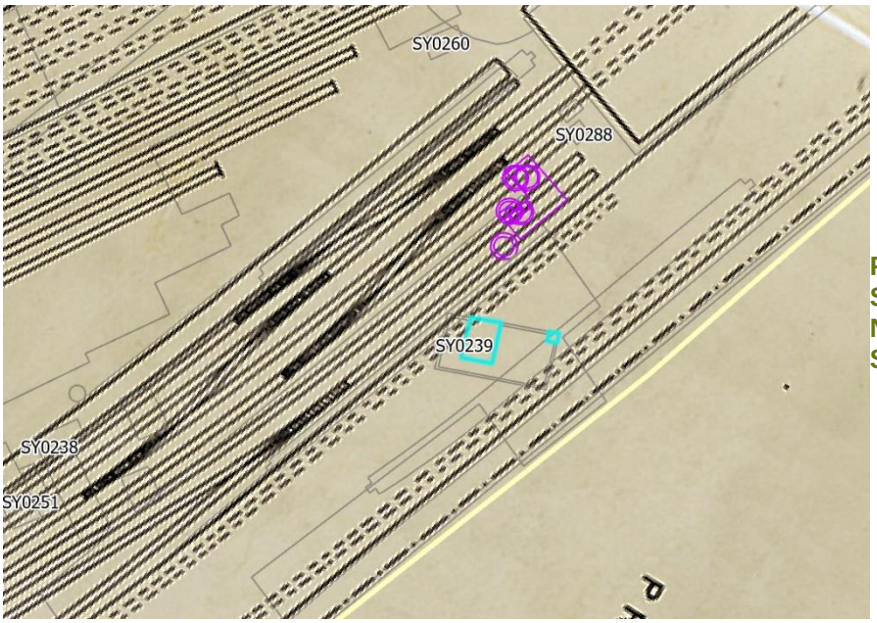


Figure 187. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

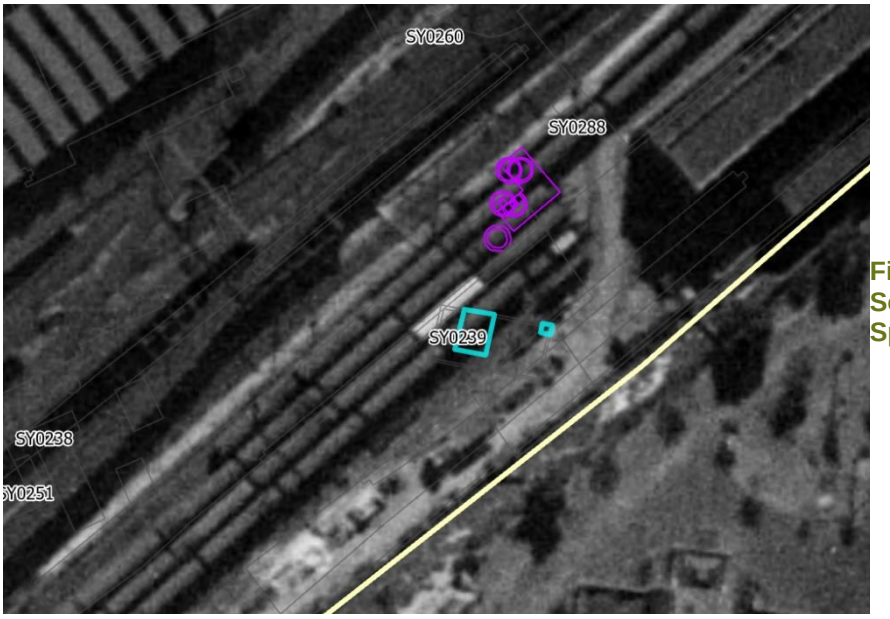


Figure 188. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

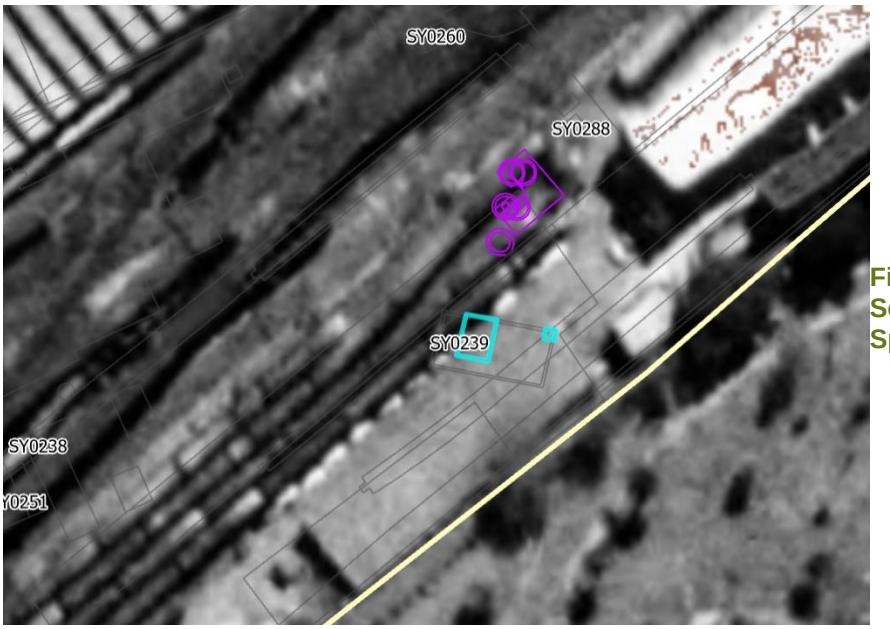


Figure 189. 1975 Aerial photograph. Source: NSW Government, NSW Spatial Services.

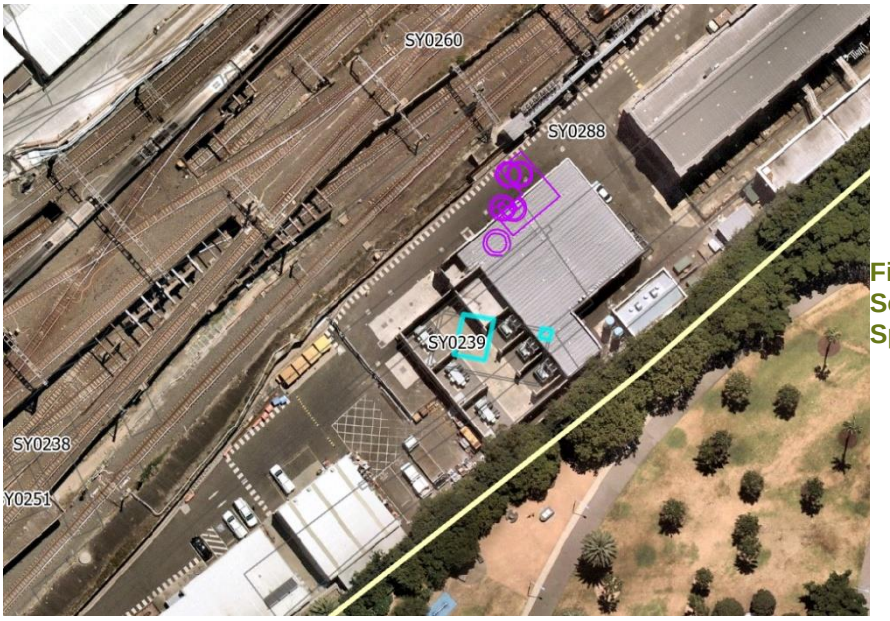


Figure 190. 2020 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

City of Sydney 1857. 'City of Sydney - Detail Plans, 1855: Chippendale Sheet 23'. *City of Sydney Archives & History Resources.* A-00880168. Accessed: https://archives.cityofsydney.nsw.gov.au/nodes/view/1709095 (1 April 2022).

1.19 SY0240 (Wagon Turntables associated with the First Station)

Item Details	
Year of construction:	1855
Alternative names:	Carriage turntables
Modifications (with years):	Unknown
Function:	Carriage turntables
Construction materials:	Brick masonry foundations with timber turntable
Demolished/removed (year):	Prior to c.1872

Historical Summary

The structures first appear on the 1857 City of Sydney historic plan and were constructed as part of the First Redfern Station. The turntables were former wagon/carriage turntables, smaller in size to the locomotive turntable, used to move individual carriages in the former yards of the First Sydney Station. The carriage turntables were located within a network of locomotive roads, with four along the northern side of the First Sydney Station. The carriage turntables are absent on the c.1872 plan of Redfern Station and are therefore likely to have been removed between 1871 and 1872 during the redevelopment of the site for the Second Redfern Station, constructed 1871-1894.

Archaeological notes

The wagon turntables are likely similar in size and material to the carriage turntable identified by AMAC during excavations on Lee Street in 2016.[93] The southern-most wagon turntable identified in SY0240 may be the wagon turntable identified by AMAC, but this has not been confirmed.[94] Remains would likely consist of a brick-lined turntable pit, metal supporting pivots and possible timber turntable remains. It is likely that later ground disturbance has removed the majority of any archaeological deposits, with possibly only the brick-lined pit remaining.

Archaeological Potential

Moderate

Assessment of significance

Intact and legible remains have the potential to reach the threshold for state significance as evidence of early utilities prior to the third phase of development of Sydney/Central Station, and of private enterprise within the government railways. AMAC assessed the Lee Street carriage turntable, which may be the southernmost carriage turntable identified on the 1857 plan, located adjacent within the Lee Street Substation development site, as of State significance.[95] Therefore, the wagon turntables are likely to be of State significance.

[93] AMAC Archaeological (2016). *Archaeological Assessment, Research Design Excavation Methodology & Heritage Impact Statement: Footings [066], [073], [074] and [080] Lee Street Substation Site, Central Station, Sydney*. for UGL Limited on behalf of Transport for New South Wales.
[94] AMAC Archaeological (2016). *Archaeological Assessment, Research Design Excavation Methodology & Heritage Impact Statement: Footings [066], [073], [074] and [080] Lee Street Substation Site, Central Station, Sydney*. for UGL Limited on behalf of Transport for New South Wales, p. 31/
[95] AMAC Archaeological (2016). *Archaeological Assessment, Research Design Excavation Methodology & Heritage Impact Statement: Footings [066], [073], [074] and [080] Lee Street Substation Site, Central Station, Sydney*. for UGL Limited on behalf of Transport for New South Wales, p. 142.

Intact and legible remains from wagon turntables would have the potential to reach the threshold for *state* significance as evidence of infrastructure related to the earliest major train terminus in Sydney belonging to the first phase of development of Sydney/Central Station. The turntables have research value for their potential to demonstrate their construction techniques and function.

In response to Bickford and Sullivan's questions about research potential,[96] the remains of the wagon turntables have some potential to contribute knowledge that no other resource and site can about the First Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

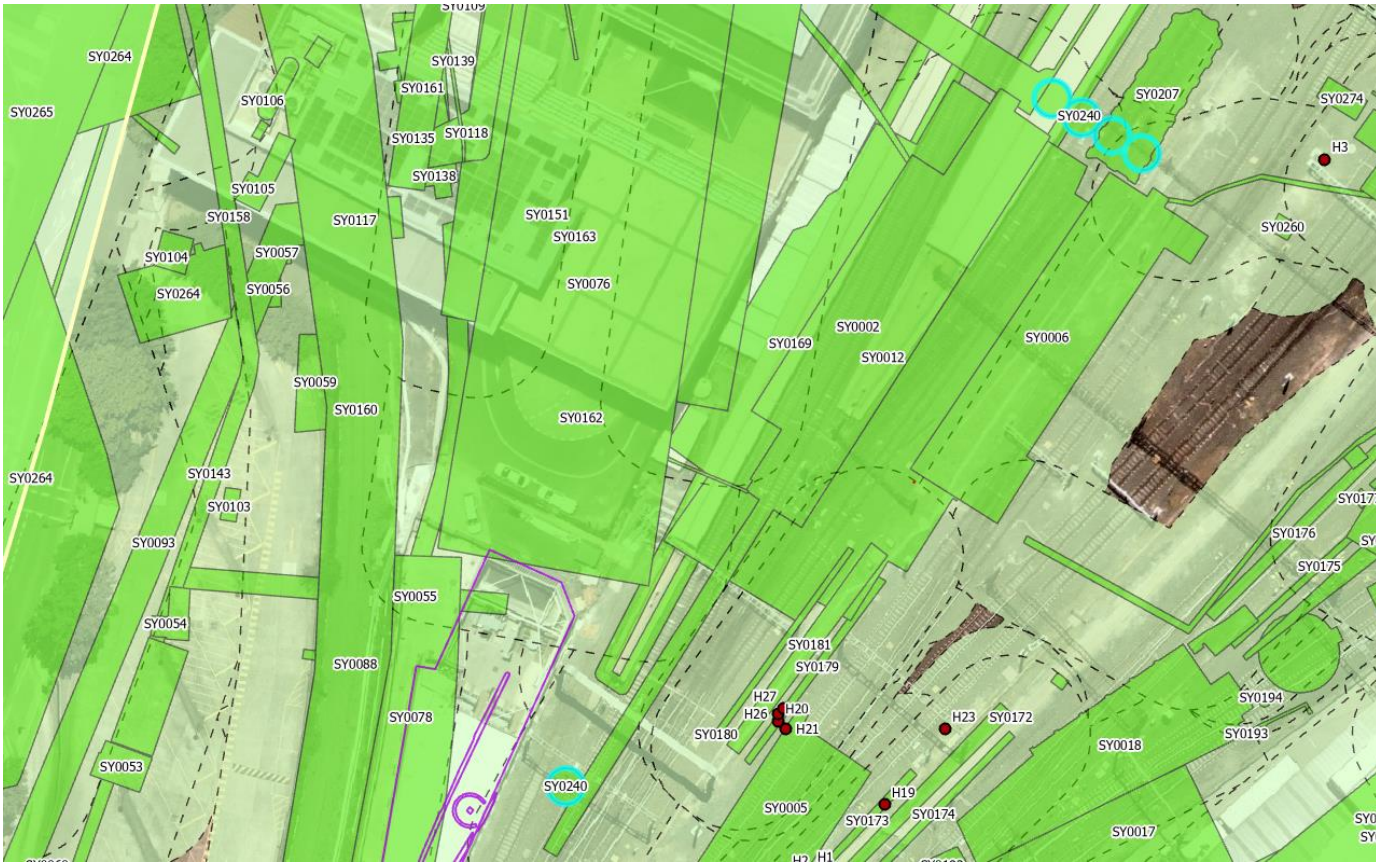
Level of significance

State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



[96] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Key Images



Figure 191. 1845 Sheilds Map. Source: City of Sydney Archives & History, A-00880420.

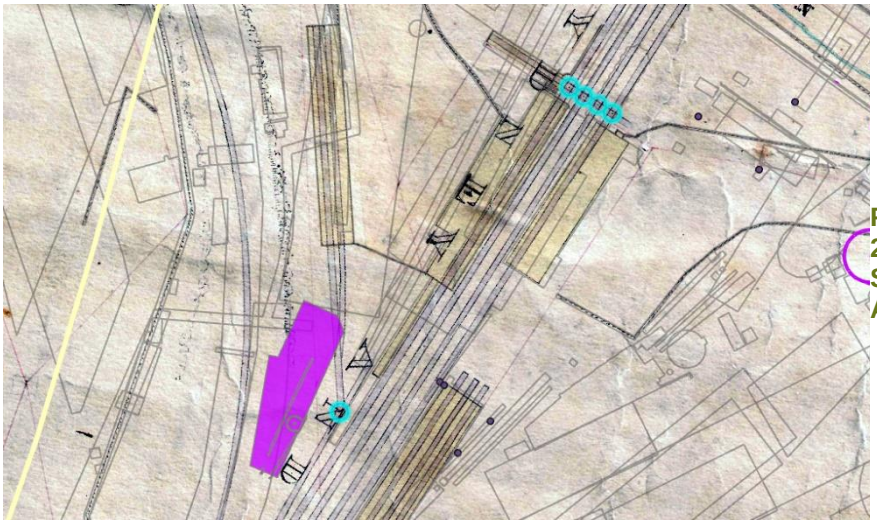


Figure 192. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

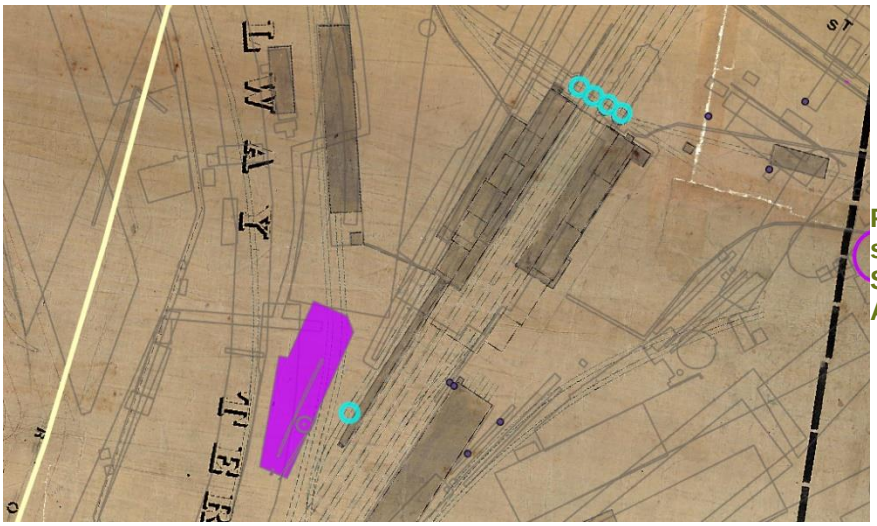


Figure 193. 1855-1865 Trigonometric survey, Block S1. Source: City of Sydney Archives & History Resources, A-00880407.

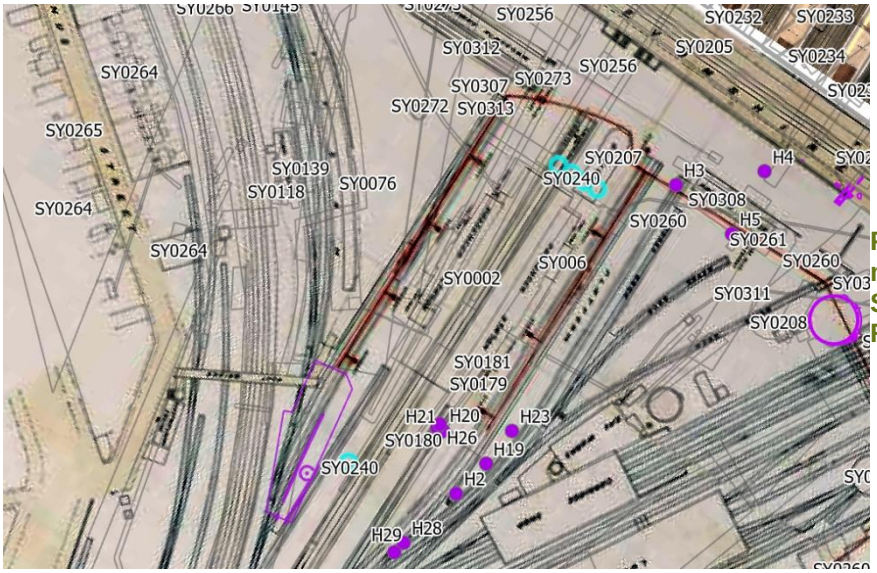


Figure 194. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.



Figure 195. 1896 Central Station, SLNSW, FL16812178

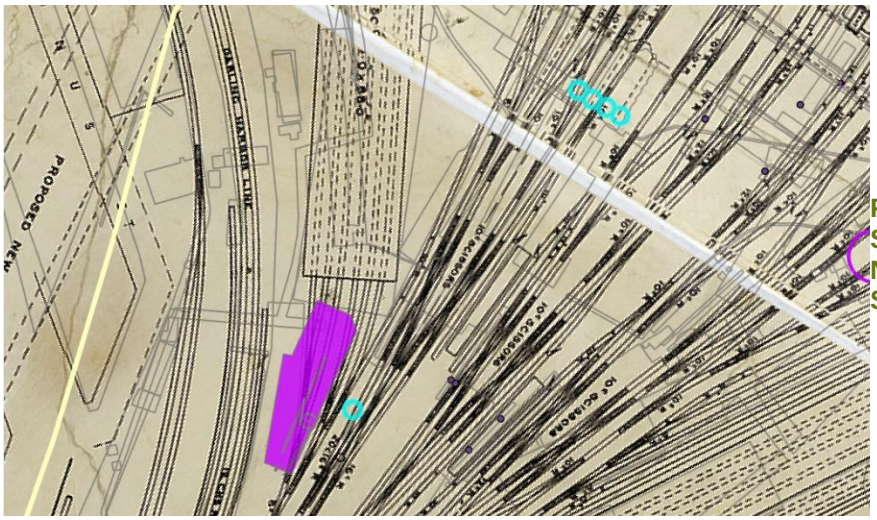


Figure 196. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

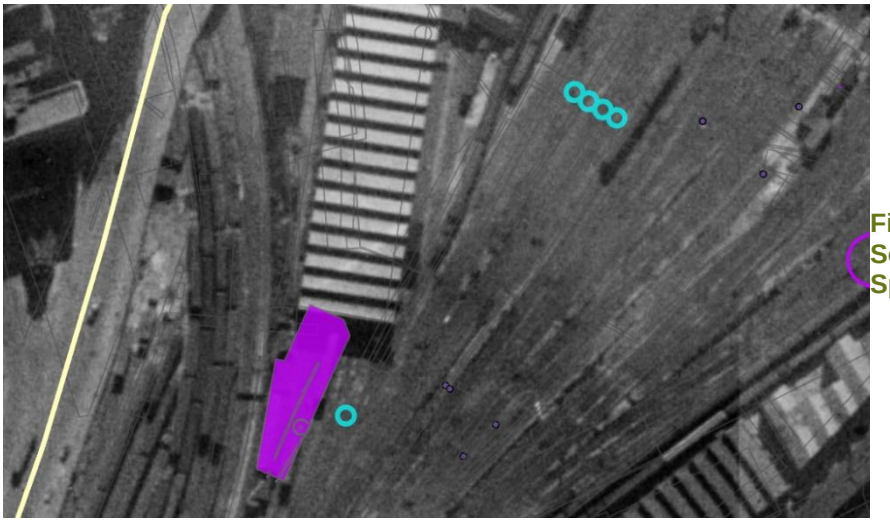


Figure 197. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

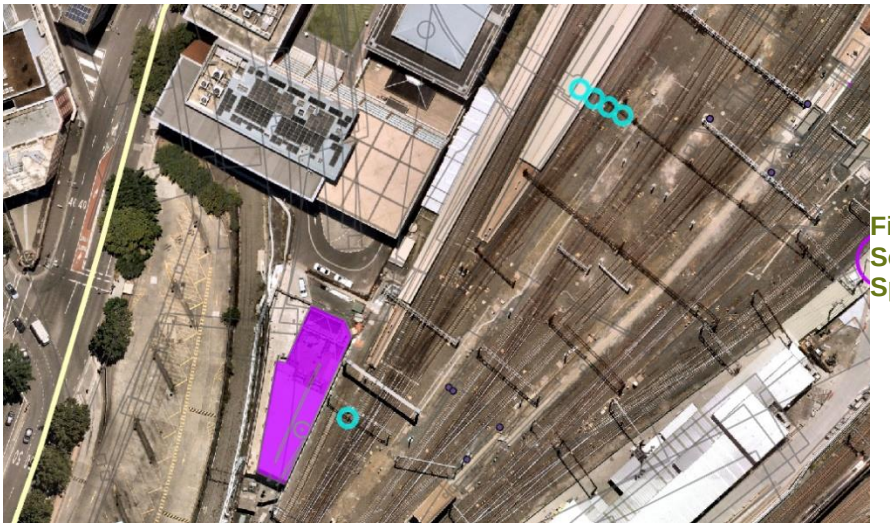


Figure 198. 2020 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

AMAC Archaeological (2016). *Archaeological Assessment, Research Design Excavation Methodology & Heritage Impact Statement: Footings [066], [073], [074] and [080] Lee Street Substation Site, Central Station, Sydney.* for UGL Limited on behalf of Transport for New South Wales.

1.20 SY0241 (St Paul's Ancillary Buildings and Yard)

Item Details	
Year of construction:	Between 1845 and 1854
Alternative names:	St Paul's Church grounds, Workers' buildings
Modifications (with years):	Northern ancillary buildings and yard (c.1857), demolition of the northern ancillary buildings and yard (c.1865), excavation (c.1911)
Function:	Church grounds, potentially buildings for use by workers constructing the St Paul's Church
Construction materials:	Wood
Demolished/removed (year):	c.1911

Historical Summary

As the city of Sydney began to expand in the mid-1800s after the first phases of colonial settlement, the suburbs of Redfern and Chippendale were subdivided to control the growth and development of the colony. As such, construction quickly began for essential government facilities. This spurred the purchasing of land on a prominent corner location on Cleveland Road, to build St Pauls Church and School. By 1846, land was purchased and construction began. The architect was Edmund Blacket; the diocesan architect for the Church of England in Australia.

Historical maps indicate that by c.1857, two rectilinear timber buildings and outhouse enclosed by fencing were constructed at the northern end of the church grounds. However, there is no further recording of these structures on historical maps or plans, indicating that the structures were temporary. The buildings are likely to have been used by workers during the construction of the church building. An 1866 painting by Samuel Elyard indicates that the fencing along the side of the church grounds comprised timber palings, and it is therefore likely that the yard also used timber palings.

In 1911, the NSW government bought the site of the adjacent parsonage and school, as well as the northern end of the church grounds, in order to accommodate the widening of the railway line. The northern end of the church grounds was excavated deeply to allow for the railway line.

There is little information available for the ancillary buildings and the landscape of St Paul's Church.

Archaeological notes

Due to the deep excavation of the northern end of the grounds in 1911, there is unlikely to be any intact archaeological remains of the ancillary structures, rubbish pits and cesspits, occupation deposits and fencing. In addition, due to the ephemeral nature of the buildings, such remains have low archaeological potential. However, the outhouse has potential for remains of faecal matter as well as intentionally and accidentally deposited artefacts.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of the workers who were involved in the construction of St Paul's Church of England. Any remains have the potential to demonstrate the date, materials, construction methods and use patterns involved in both the temporary workers' buildings and those associated with the construction of the church. The structures have research value for their

potential to demonstrate their uses, construction techniques and functions. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the people who used the structures.

In response to Bickford and Sullivan's questions about research potential,[97] the remains of Paul's Ancillary Buildings and Yard have the potential to contribute knowledge that no other resource and site can about the organisation of the construction of early Church of England churches in Sydney. The remains can answer broader questions relating to working practices related to church construction in early NSW.

Level of significance

State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

[97] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Figure 199.St Paul's Church, Cleveland St, 1866 by Samuel Elyard, State Library of NSW, FL3263831



Figure 200. 1845 Sheilds Map. Source: City of Sydney Archives & History, A-00880420.



Figure 201. 1854 City of Sydney map. Source: City of Sydney Archives & History Resources, A-00880471.



Figure 202. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

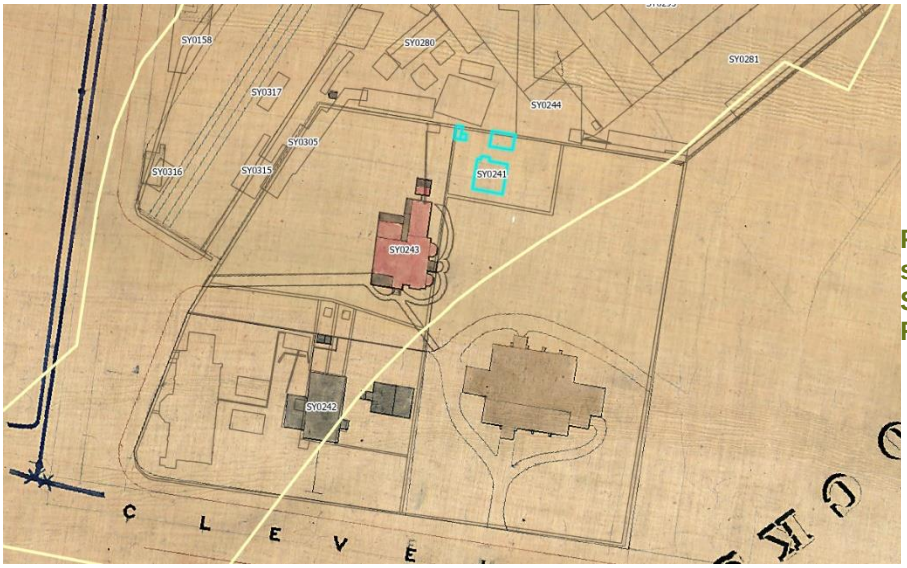


Figure 203. 1855-1865 Trigonometric survey, Block S2. Source: City of Sydney Archives & History Resources, A-00880408.

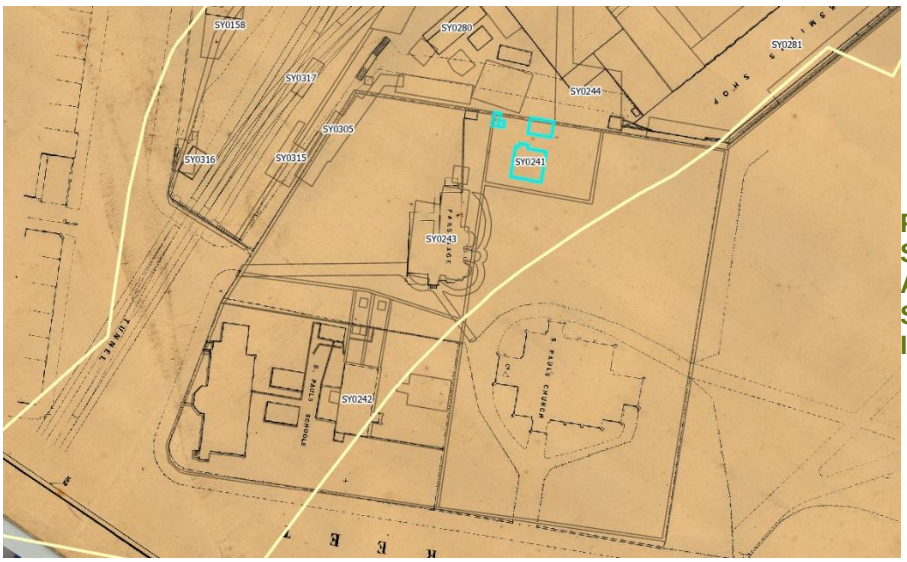


Figure 204. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

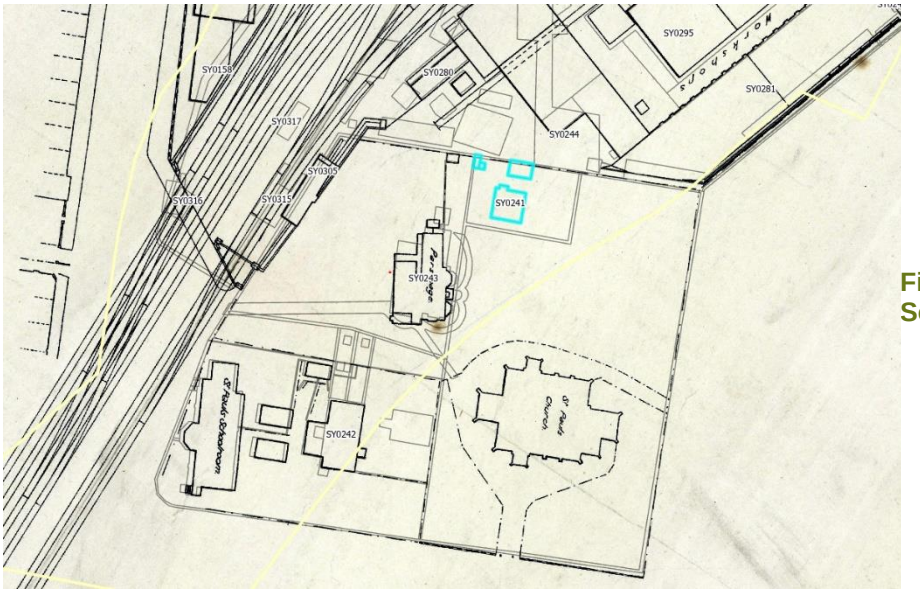


Figure 205. 1896 Redfern Station. Source: SLNSW, FL16812178.



Figure 206. 1903 City of Sydney map. Source: City of Sydney Archives & History, A-00880475.

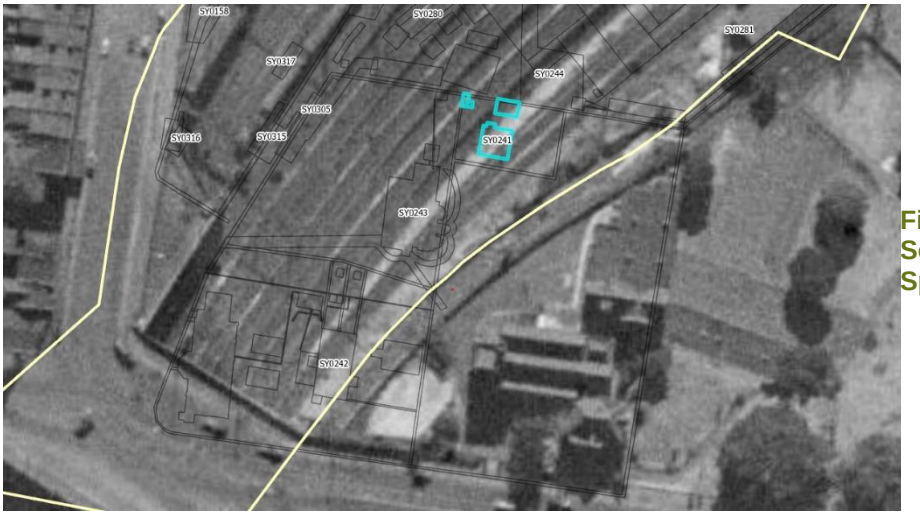


Figure 207. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

1911 'RAILWAY EXTENSION.', Evening News (Sydney, NSW : 1869 - 1931), 1 May, p. 10. , viewed 21 Mar 2022, http://nla.gov.au/nla.news-article114140433

Heritage NSW, 2020. 'Cathedral of the Annunciation of Our Lady'. *State Heritage Inventory.* Viewed 21 March 2022, https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5050395

1.21 SY0242 (St Paul's Church School)

Item Details	
Year of construction:	1857
Alternative names:	St Paul's Day School
Modifications (with years):	c.1865, c.1872, c.1900, 1911
Function:	Education
Construction materials:	Timber
Demolished/removed (year):	1911

Historical Summary

As the city of Sydney began to expand in the mid-1800s after the first phases of colonial settlement, the suburbs of Redfern and Chippendale were subdivided to control the growth and development of the colony. As such, construction quickly began for essential government facilities. This spurred the purchasing of land on a prominent corner location on Cleveland Rd, to build St Pauls Church and School. By 1846, land was purchased and plans for the church and school were drawn up by the architect, Edmund Blacket; the diocesan architect for the Church of England in Australia. However, it appears that construction delays led to the laying of the foundation stone for the church only in January 1848, rather than 1846 as planned (*The Sydney Morning Herald*, 24 January 1848). Following the commencement of construction in 1858, a news article in *The Sydney Morning Herald* dating to the 13 May 1859 records that the timber school house was officially opened on 1 May 1859 by the Bishop of Sydney.

An 1857 historical map of Chippendale (Block S1) indicates that the original timber school house comprised a rectilinear building running roughly north-south flanked by porches along the eastern and western sides of the building. Two north-south running fenced yards with outhouses were located to the north of the school house.

By 1865, the school house was extended to the west and an additional rectilinear timber school building with a western porch was constructed to the east of the first school house. The outhouses and associated fencing were relocated between 1857 and 1865 due to the conversion of the northern end of the grounds into additional grounds for the parsonage to the north.

The c.1872 map of Redfern Station demonstrates that the c.1865 eastern timber school house was demolished by 1872 and replaced with a new school building running north-south and facing east, with two ancillary structures between the new school building and the original timber school house. The outhouses were relocated a second time to the west of their c.1865 location. The historical maps indicate that few alterations were made to the site between 1872 and 1900.

Construction of a new school building, designed by H.C. Kent, was commenced in December 1900 in order to cater for the attendance of over 1000 students at the school (*The Sydney Morning Herald*, 10 December 1900). Maps dating to 1903 indicate that the new school building was roughly the same location and plan as its predecessor, while a historical photograph from 1911 indicates that the building was a three storey brick and stone building.

The school buildings were demolished and the ground excavated to make way for the railway line, following the resumption of the land of the school by the NSW Government in 1911. A new school hall was constructed within the grounds of St Paul's Church in 1913.

Archaeological notes

Due to the extent of the deep excavation of the school grounds in 1911, there is unlikely to be any intact archaeological remains of the c.1872 school buildings, the ancillary structures, refuse deposits and the western side

of the 1859 timber school house. However, the excavation is likely to have missed the eastern side of the 1859 timber school house and the c.1865 eastern school house. Due to the materiality of these first two buildings of the St Paul's Church School comprising timber, the foundations of which would have likely comprised shallow timber post holes, there is low potential for these structures to demonstrate legible and intact archaeological resources.

Archaeological Potential

Low

Assessment of significance

Intact and legible remains of St Paul's School would have the potential to reach the threshold for *state* significance as evidence of early Church of England schools in Sydney. The structures have research value for their potential to demonstrate their original use, construction techniques and functions, as well as their structural, aesthetic and functional changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life. The remains have the potential to demonstrate education traditions and use patterns of the school.

In response to Bickford and Sullivan's questions about research potential,[98] the remains of the Paul's Ancillary Buildings and Yard have the potential to contribute knowledge that no other resource and site can about the organisation of Church of England schooling in early Sydney. The remains can answer questions relating to the daily life, duties and aspirations of ministers, staff and students in early NSW, as well as answer broader questions relating to schooling in the Church of England tradition in early NSW.

Level of significance

State

Management

A - Preserve in situ: Owing to the network-critical nature of Sydney Yard, this option will rarely be feasible. However, this is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be noted and reported, then covered in geofabric prior to reburial. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location

[98] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.


SY0296
SY0249
SY0040
SY0295
SY0280
SY0281
SY0317
SY0244
SY0305
SY0316
SY0315
SY0241
SY0243
SY0242

Key Images

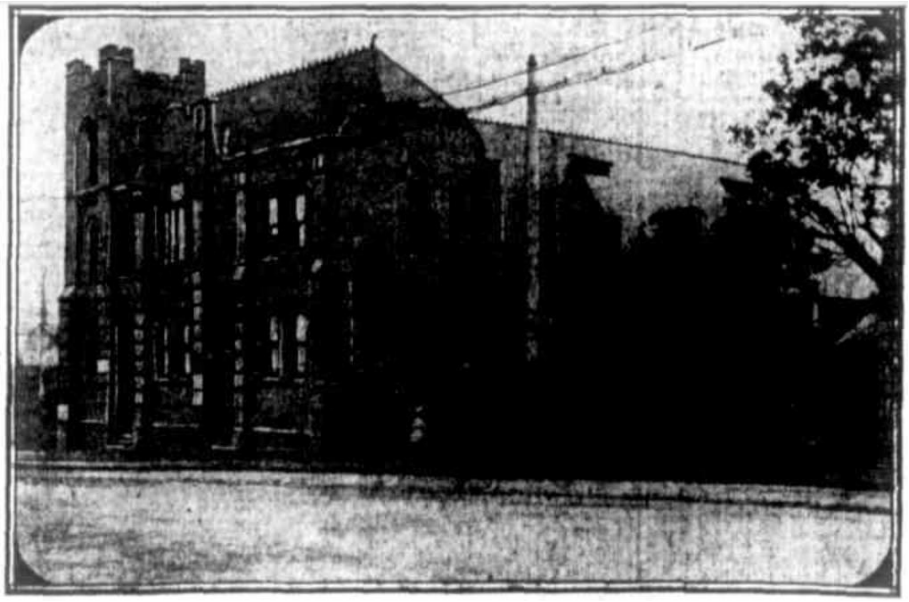


**Figure 208. 1911 photograph of the 1900 school building prior to demolition.
(Source: 1911 'RAILWAY EXTENSION.', Evening News (Sydney, NSW : 1869 - 1931), 1 May, p. 10. , viewed 21 Mar 2022, http://nla.gov.au/nla.news-article114140433)**



Figure 209. 1845 Sheilds Map. Source: City of Sydney Archives & History, A-00880420.



Figure 210. 1854 City of Sydney map. Source: City of Sydney Archives & History Resources, A-00880471.



Figure 211. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

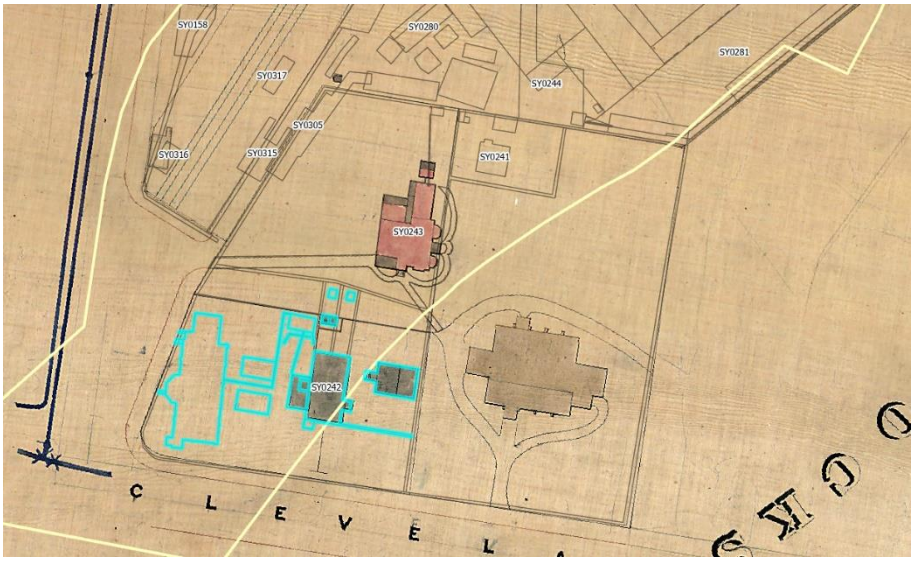


Figure 212. 1855-1865 Trigonometric survey, Block S2. Source: City of Sydney Archives & History Resources, A-00880408.

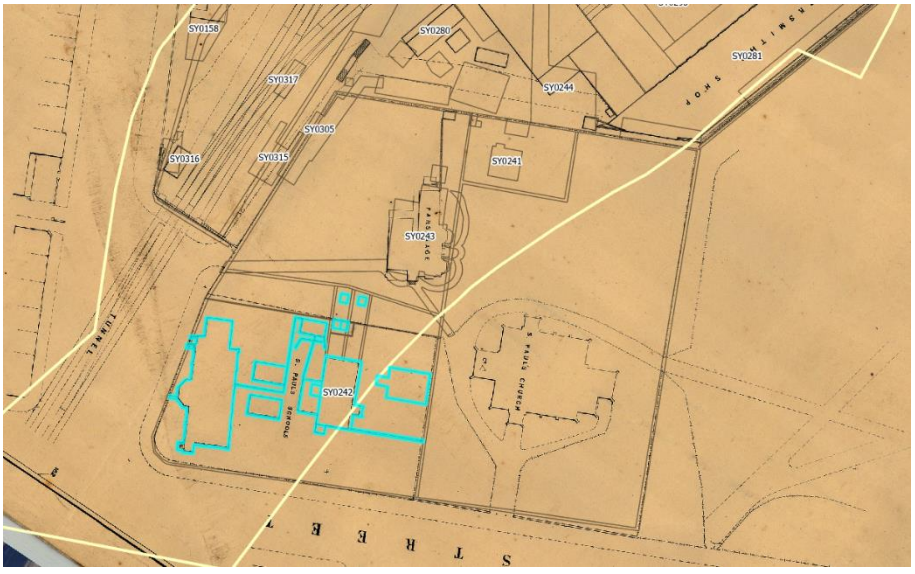


Figure 213. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.



Figure 214. 1896 Redfern Station. Source: SLNSW, FL16812178.

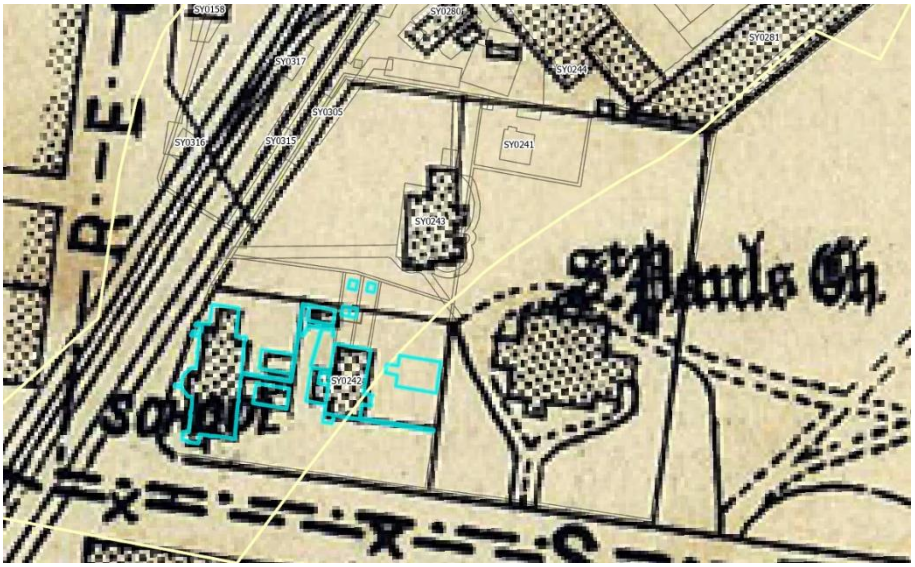


Figure 215. 1903 City of Sydney map. Source: City of Sydney Archives & History, A-00880475.

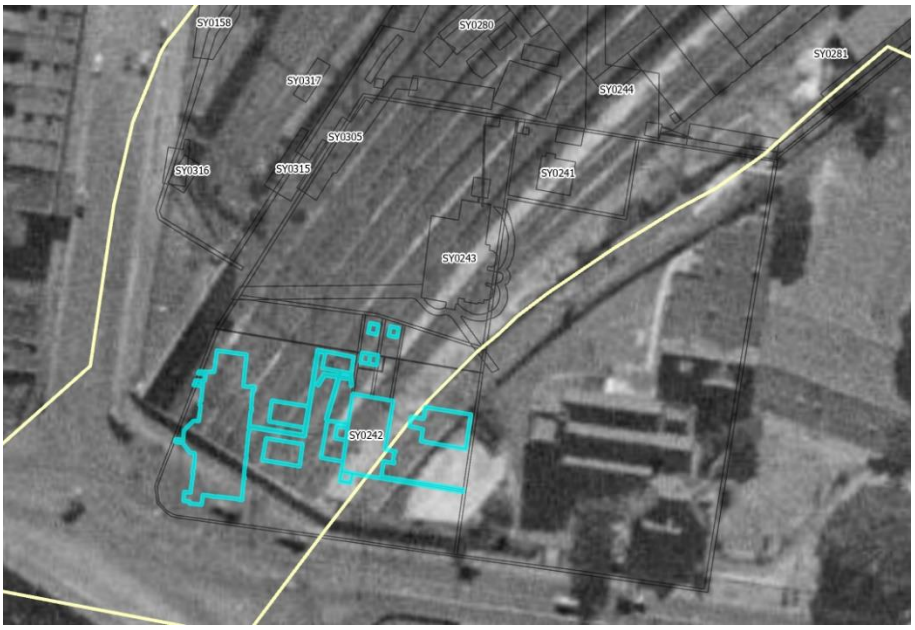


Figure 216. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

1848 'Advertising', *The Sydney Morning Herald (NSW : 1842 - 1954)*, 24 January, p. 3. , viewed 21 Mar 2022, http://nla.gov.au/nla.news-article12893064

1859 'RELIGIOUS MEMORANDA.', *The Sydney Morning Herald (NSW : 1842 - 1954)*, 13 May, p. 5. , viewed 21 Mar 2022, http://nla.gov.au/nla.news-article13024881

1894 'THE GENERAL ELECTION', *The Daily Telegraph (Sydney, NSW : 1883 - 1930)*, 20 July, p. 5. , viewed 21 Mar 2022, http://nla.gov.au/nla.news-article236142210

1900 'ST. PAUL'S NEW SCHOOL, REDFERN.', *The Sydney Morning Herald (NSW : 1842 - 1954)*, 10 December, p. 3. , viewed 21 Mar 2022, http://nla.gov.au/nla.news-article14341618

1911 'RAILWAY EXTENSION.', Evening News (Sydney, NSW : 1869 - 1931), 1 May, p. 10. , viewed 21 Mar 2022, http://nla.gov.au/nla.news-article114140433

1913 'ST. PAUL'S SCHOOL HALL.', *The Sydney Morning* Herald *(NSW : 1842 - 1954)*, 19 December, p. 12. , viewed 21 Mar 2022, http://nla.gov.au/nla.news-article15490003

Heritage NSW, 2020. 'Cathedral of the Annunciation of Our Lady'. *State Heritage Inventory.* Viewed 21 March 2022, https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5050395

1.22 SY0243 (St Paul's Church Parsonage)

Item Details	
Year of construction:	1855
Alternative names:	St Paul's Rectory
Modifications (with years):	Unknown
Function:	Place of residence for members of the clergy
Construction materials:	Brick and Slate
Demolished/removed (year):	1911

Historical Summary

The earliest historical reference pertaining to St Paul's Church Parsonage is an 1855-1865 Trigonometrical Survey, which reveals that the building was constructed by 1865. St Paul's Parsonage was the place of residence for members of the Clergy at St Paul's Church of England.

St Paul's Church Parsonage was archived in the "Demolition Books" of the City of Sydney as demolished in 1911. Historical photographs and plans demonstrate that the footprint of the main building was not altered between its construction by 1865 and its demolition in 1911. A brick and timber ancillary building to the north of the main parsonage footprint was constructed at the same time as the parsonage. A driveway and footpaths were also laid out within the allotment at this time. By c.1872, an additional ancillary structure, likely an outhouse, was constructed along the northern boundary of the parsonage, with a fence leading to the structure from the parsonage building.

In 1911, the NSW government bought the site of the parsonage in order to accommodate the widening of the railway line. The parsonage was demolished and the grounds excavated deeply to allow for the railway line.

Following the demolition of the parsonage in 1911, a second parsonage was built in 1912 to the east of the original parsonage, within the grounds of the church.

Archaeological notes

Historical photographs and plan demonstrate that the parsonage was primary brick construction with timber-framed verandas and porches, slate roof tiles and sandstone detailing. Historical photographs indicate that the main building and porch were built on ashlar sandstone footings.

Due to the deep excavation of the parsonage grounds in 1911, there is unlikely to be any intact archaeological remains of the parsonage, the ancillary structures, refuse deposits and driveway. However, if the parsonage building contained a basement, there is potential for the stone foundations to remain below the surface of the rail sidings.

Archaeological Potential

Low

Assessment of significance

Intact and legible remains of the St Paul's Church Parsonage would have the potential to reach the threshold for *state* significance as evidence of a parsonage associated with the early Church of England in Sydney. The structures have research value for their potential to demonstrate their original use, construction techniques and functions, as well as their structural, aesthetic and functional changes over time. Associated deposits, particularly refuse deposits,

have research value for their ability to demonstrate lifeways, diet, health and daily life of the people who used the structures.

In response to Bickford and Sullivan's questions about research potential,[99] the remains of Paul's Ancillary Buildings and Yard have the potential to contribute knowledge that no other resource and site can about the organisation of the Church of England in early Sydney. The remains can answer broader questions relating to religion and practices in early NSW.

Level of significance

State

Management

A - Preserve in situ: Owing to the network-critical nature of Sydney Yard, this option will rarely be feasible. However, this is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be noted and reported, then covered in geofabric prior to reburial. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



[99] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Key images



Figure 217. A c.1870s photograph of St Paul's Parsonage, Redfern (Source: Canon Stephen & Family, St Paul's Church [Parsonage], Redfern, 1870, SLNSW, SPF/423, https://search.sl.nsw.gov.au/permalink/f/1cvjue2/ADLIB110316464)



Figure 218. Photograph of the front (eastern) elevation of St Paul's Church Parsonage Redfern, circa 1909 (Source: City of Sydney Archives & History Resources, A-00036627, Demolition Books [Municipal Council Sydney/ City of Sydney] Volume 6, St Pauls 1909-1913, https://cosaprod.recollect.net.au/nodes/view/662994)



Figure 219. Photograph of the rear (western) elevation of St Paul's Church Parsonage Redfern, circa 1909-1911, with St Paul's Church in the background (Source: City of Sydney Archives & History Resources, A-00036626, Demolition Books [Municipal Council Sydney/ City of Sydney] Volume 6, St Pauls 1909-1913, https://cosaprod.recollect.net.au/nodes/view/662993)



Figure 220. 1845 Sheilds Map. Source: City of Sydney Archives & History, A-00880420.

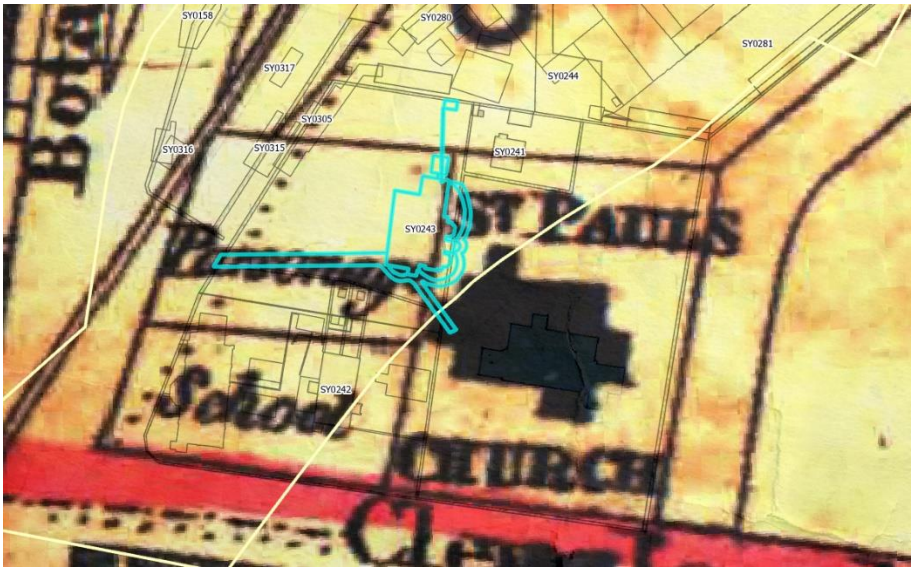


Figure 221. 1854 City of Sydney map. Source: City of Sydney Archives & History Resources, A-00880471.



Figure 222. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

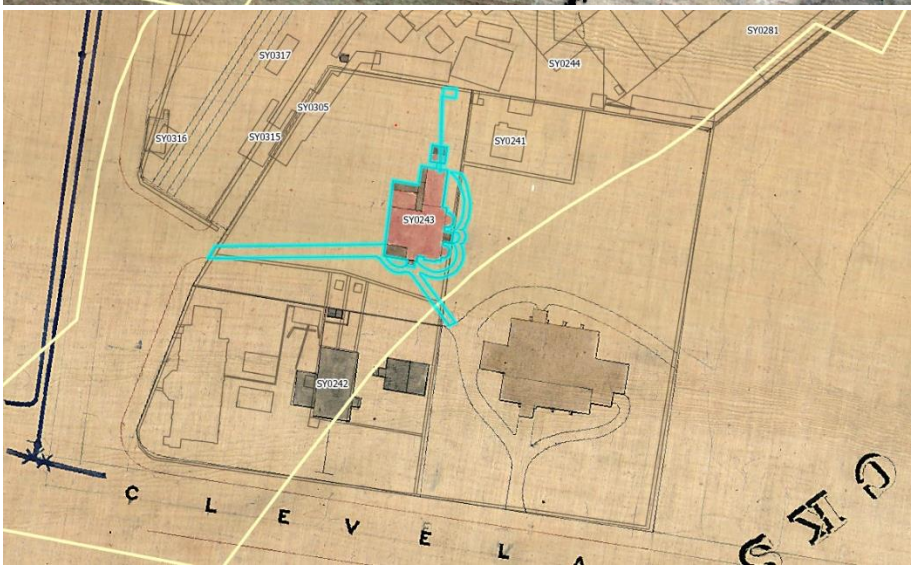


Figure 223. 1855-1865 Trigonometric survey, Block S2. Source: City of Sydney Archives & History Resources, A-00880408.

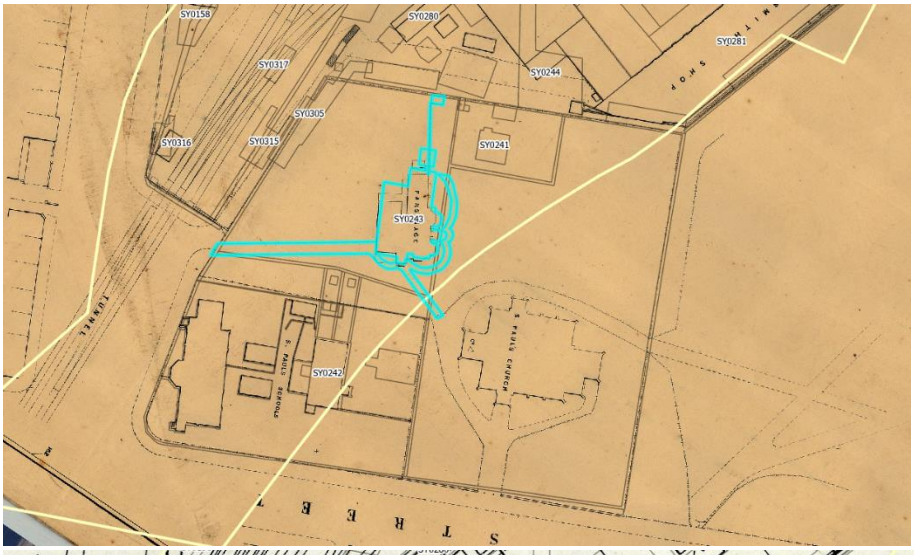


Figure 224. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.



Figure 225. 1896 Redfern Station. Source: SLNSW, FL16812178.

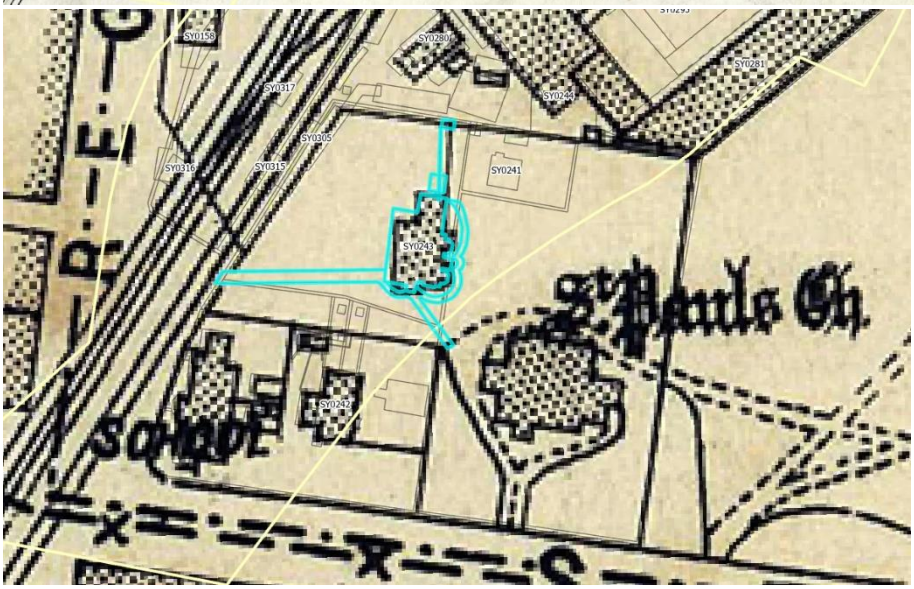


Figure 226. 1903 City of Sydney map. Source: City of Sydney Archives & History, A-00880475.

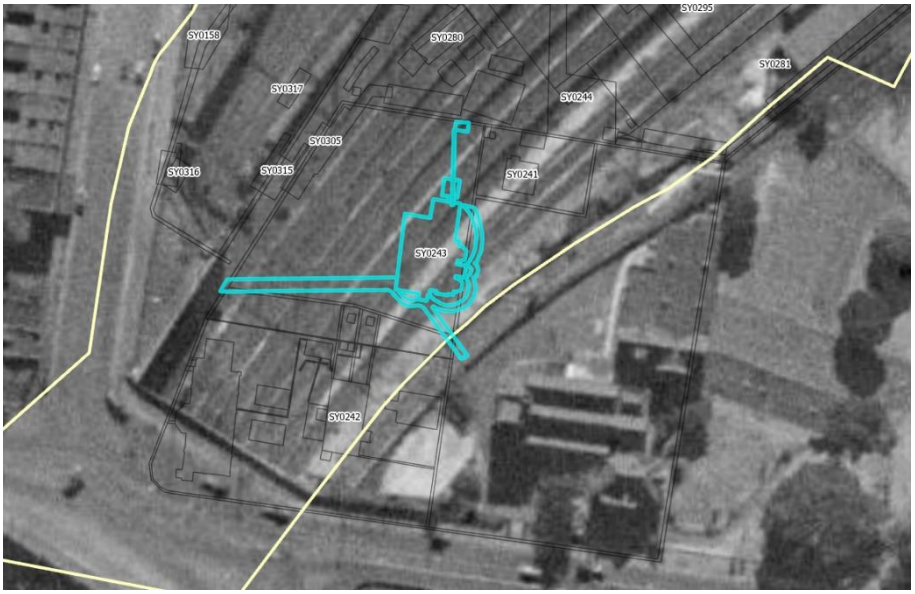


Figure 227. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

Canon Stephen & Family, St Paul's Church [Parsonage], Redfern, 1870, SLNSW, SPF/423, https://search.sl.nsw.gov.au/permalink/f/1cvjue2/ADLIB110316464)

Demolition Books [Municipal Council Sydney/ City of Sydney] Volume 6, St Pauls 1909-1913, City of Sydney Archives & History Resources, A-00036627, https://cosaprod.recollect.net.au/nodes/view/662994

Demolition Books [Municipal Council Sydney/ City of Sydney] Volume 6, St Pauls 1909-1913, City of Sydney Archives & History Resources, A-00036626, https://cosaprod.recollect.net.au/nodes/view/662993
1911 'RAILWAY EXTENSION.', Evening News (Sydney, NSW : 1869 - 1931), 1 May, p. 10. , viewed 21 Mar 2022, http://nla.gov.au/nla.news-article114140433

Heritage NSW, 2020. 'Cathedral of the Annunciation of Our Lady'. *State Heritage Inventory.* Viewed 21 March 2022, https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5050395

1.23 SY0244 (First Station Southern Sydney Yard Buildings)

Item Details	
Year of construction:	c.1857
Alternative names:	Workshops
Modifications (with years):	Unknown
Function:	Workshops at Sydney Yard providing for the purpose of some railway trade such as blacksmiths, painters, carpenters
Construction materials:	Timber likely corrugated iron roofing
Demolished/removed (year):	1865

Historical Summary

Following the opening of the First Station in 1855, it appears that a group of workshop buildings were constructed in timber at the south-eastern end of the Sydney Yards. These structures do not appear on earlier or later plans, indicating that the structures were constructed in c.1857 and demolished prior to 1865.

Archaeological notes

It is presumed that the workshop structures were demolished around the 1860s and were later replaced with the 1880s Permanent Way Buildings. Archaeological remains of the early timber buildings would not be expected to comprise more than post holes, potentially post bases or brick footings, and working / yard surfaces. The Permanent Way Buildings were later demolished to accommodate for the extension of the railway corridor in the 1990s, the latter of which runs through the western side of the area. The structures are within a location that has undergone groundworks both for structures and the railway line, and as such, only the eastern buildings are more likely to have been retained in situ, despite their location beneath the former Blacksmith's Shop (SY0281). This diminishes the potential for preservation of intact archaeological remains.

Archaeological Potential

Moderate

Assessment of significance

Intact and legible remains from the First Station Southern Sydney Yard Buildings would have the potential to reach the threshold for *state* significance as evidence of functional and utilitarian buildings related to the earliest major train terminus in Sydney belonging to the first phase of development of Sydney/Central Station. The structures have research value for their potential to demonstrate their original uses, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[100] the remains of the First Station Southern Sydney Yard Buildings have the potential to contribute knowledge that no other resource and site can about the First Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

[100] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

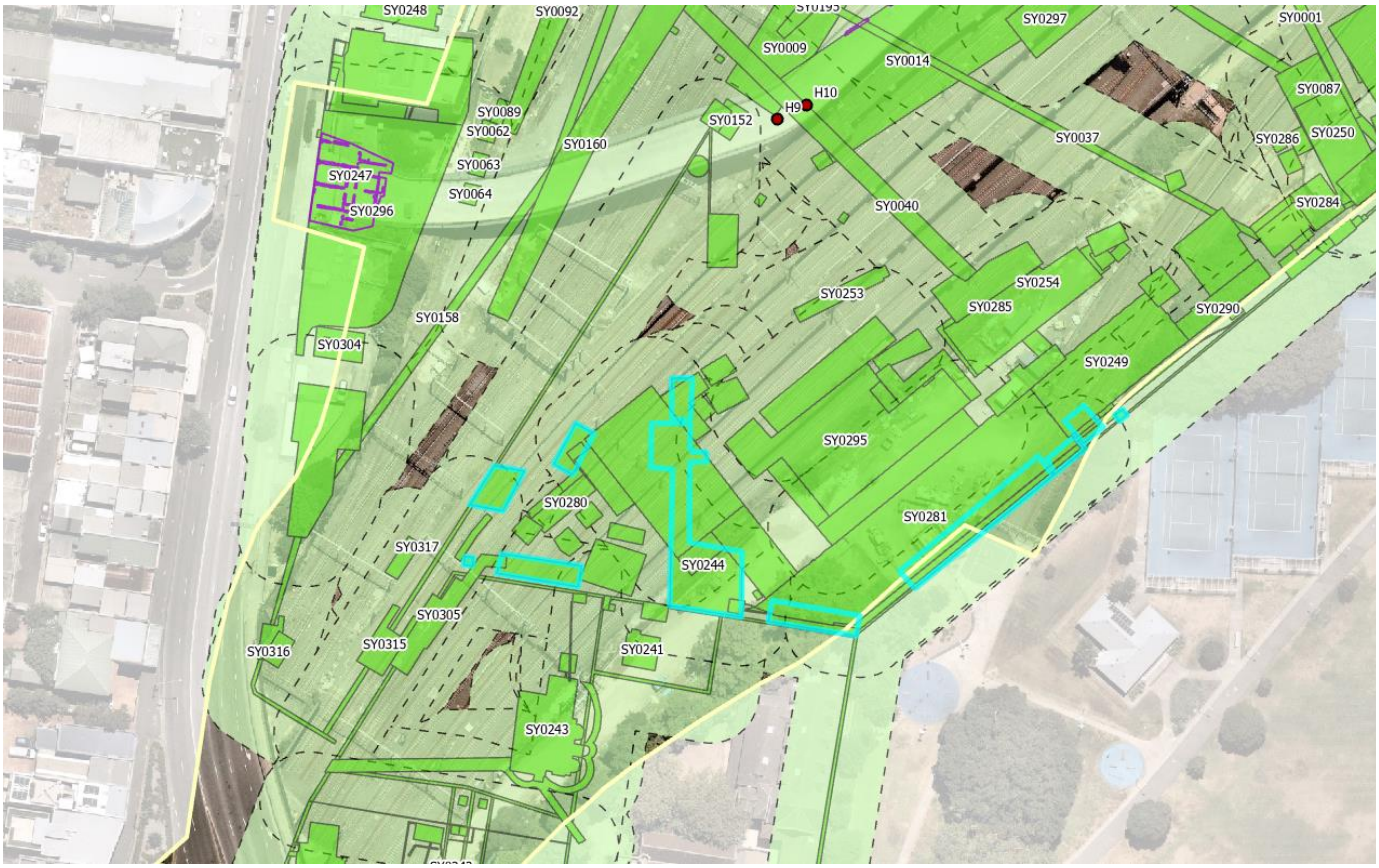
Level of significance

State

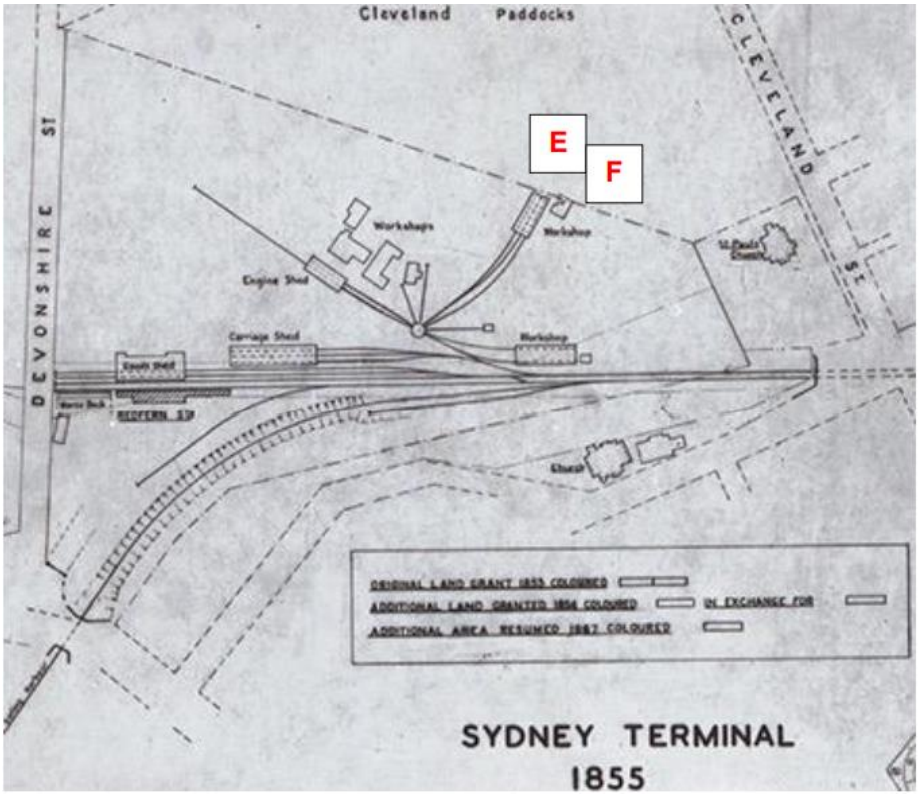
Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images



Sydney Terminal Map, 1855 with identification of Workshops (E, F). Source: State Records NSW.

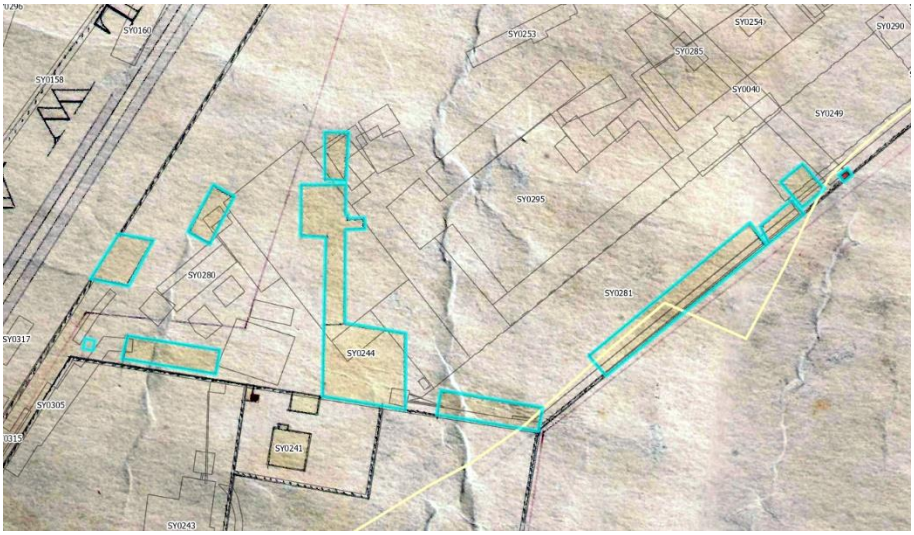


Figure 228. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

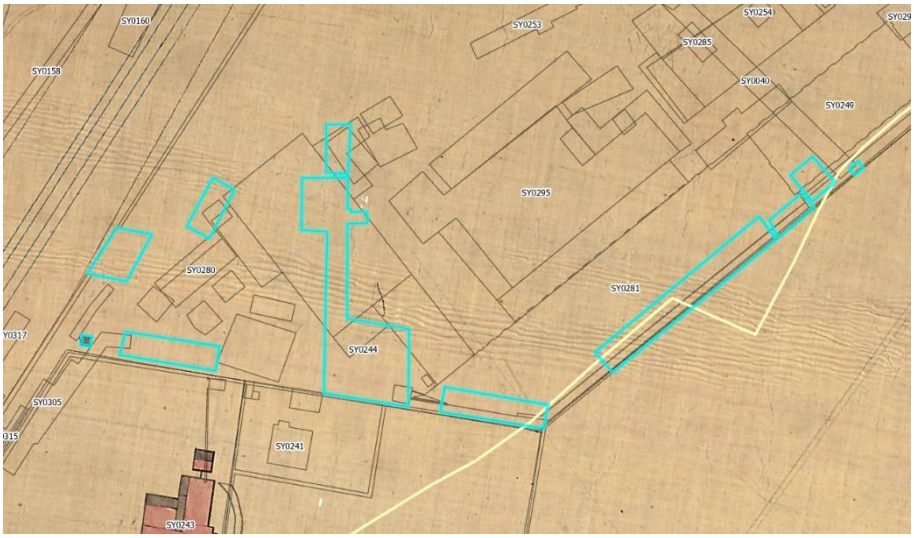


Figure 229. 1855-1865 Trigonometric survey, Block S2. Source: City of Sydney Archives & History Resources, A-00880408.

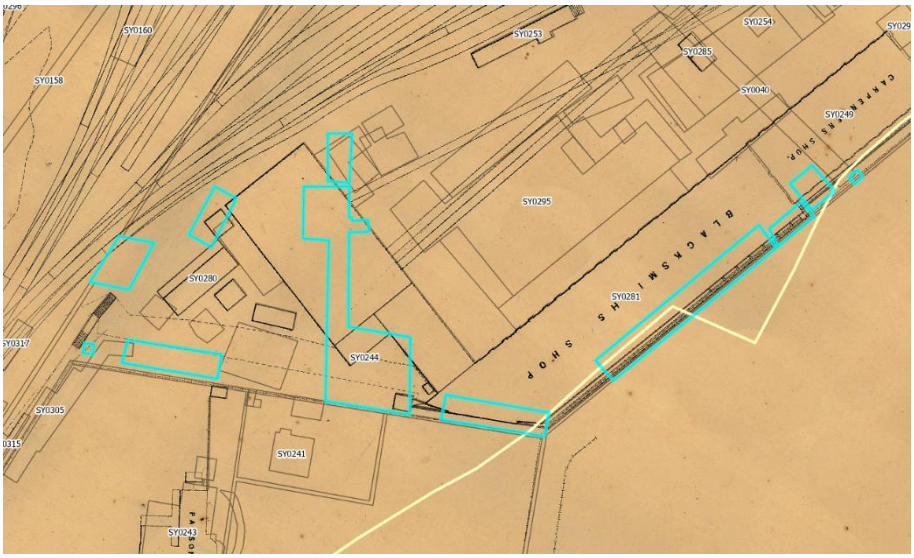


Figure 230. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.



Figure 231. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

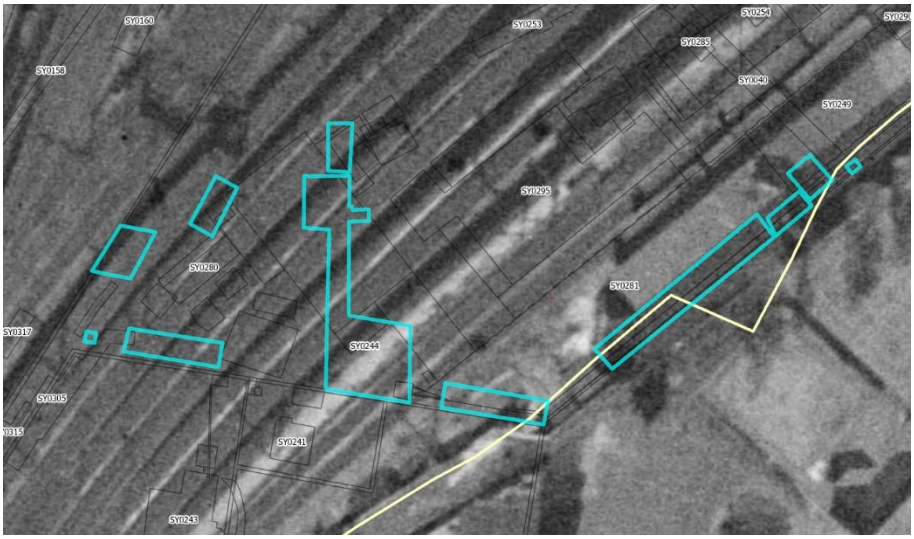


Figure 232. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

City of Sydney 1857. 'City of Sydney - Detail Plans, 1855: Chippendale Sheet 23'. *City of Sydney Archives & History Resources.* A-00880168. Accessed: https://archives.cityofsydney.nsw.gov.au/nodes/view/1709095 (1 April 2022).

1.24 SY0245 (Sydney Yard Signal Box)

Item Details	
Year of construction:	c.1878
Alternative names:	Redfern Tunnel Signal
Modifications (with years):	Unknown
Function:	Provides signals indicating when it is safe for drivers to proceed
Construction materials:	Unknown
Demolished/removed (year):	1883

Historical Summary

There is little known information about this signal box. The only evidence of this building is a small sketch in the 1855-65 map, indicating that it was a post-1865 addition to the map. The building appears to have been in a regular shape with steps on the side. However, there are suggestions that this signal may have only been planned, but not actually built. However, this signal box may be one note by Taaffe as having been constructed in c.1878.[101]

Archaeological notes

Due to the little-known information about this item, it is unclear whether archaeological remnants exist.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible remains from the Sydney Yard Signal Box would have the potential to reach the threshold for local significance as evidence of early signalling equipment and buildings related to the earliest major train terminus in Sydney belonging to the second phase of development of Sydney/Central Station. The structure has some research value for its potential to demonstrate its original uses, construction techniques and functions.

In response to Bickford and Sullivan's questions about research potential,[102] the remains of the Sydney Yard Signal Box have the potential to contribute some knowledge that no other resource and site can about the First Sydney Station, as well as answer broader questions relating to the development of transport infrastructure and signalling in NSW.

Level of significance

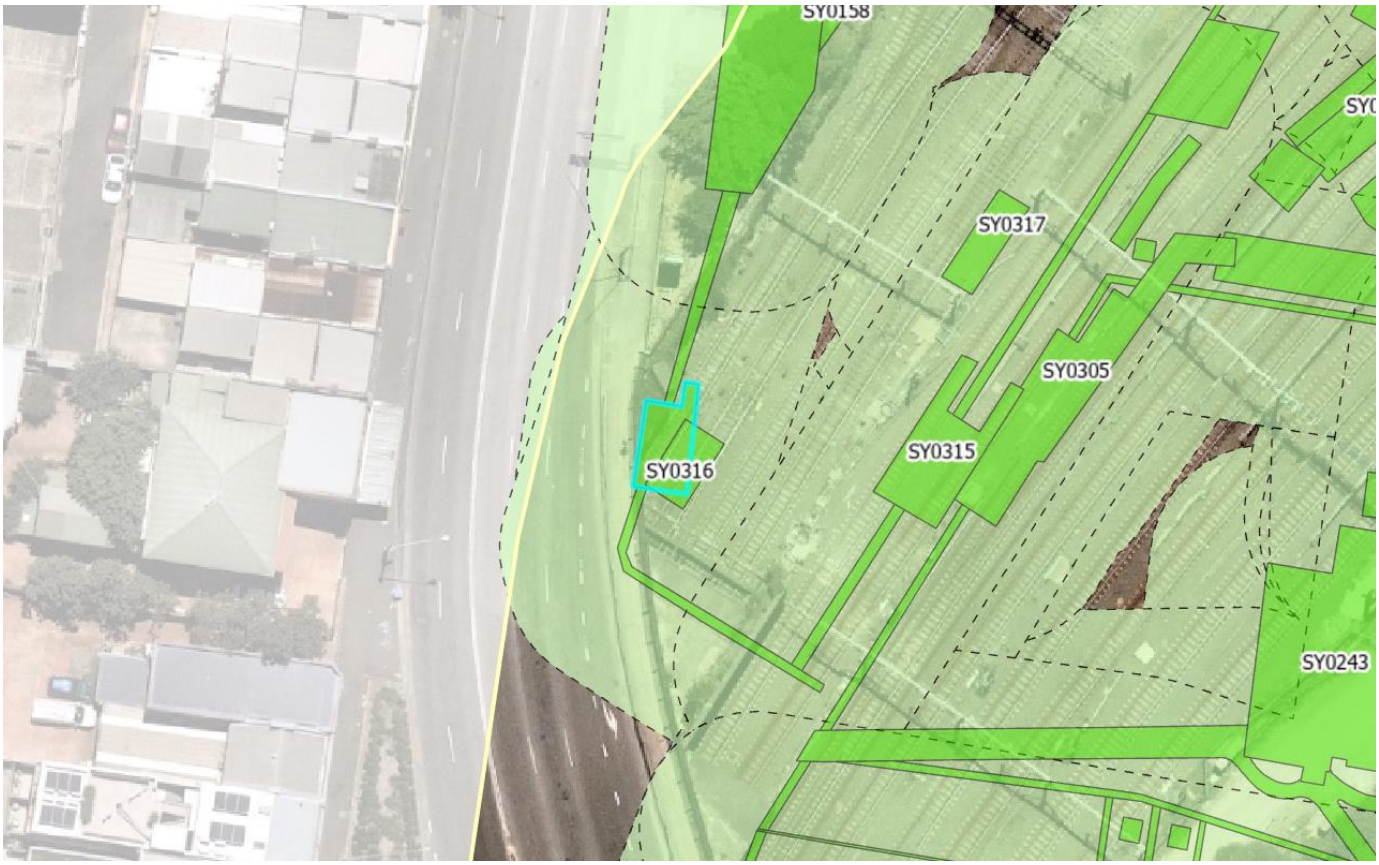
Local

Management

[101] Taaffe, Robert T. *Signal boxes of New South Wales, Volume 2 Gazetteer Illawarra, Metropolitan*, Tramways, 2019, p180-181
[102] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

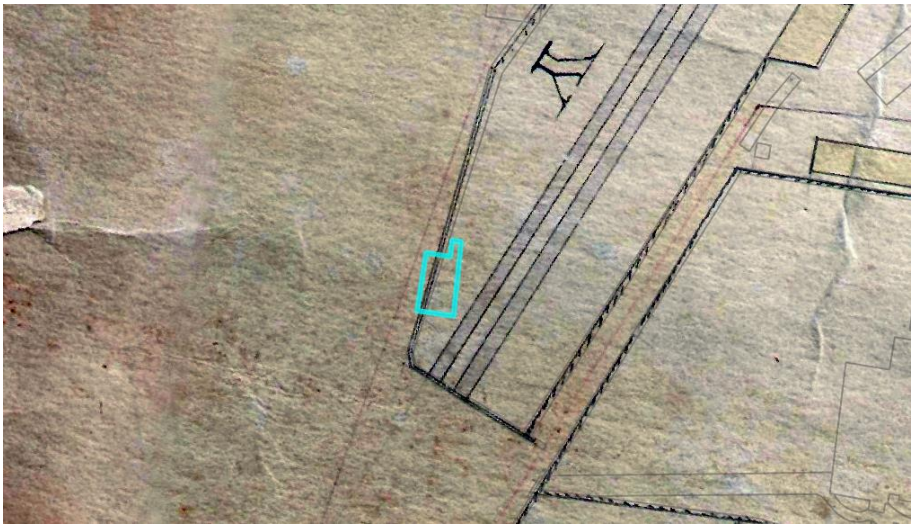


Figure 233. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

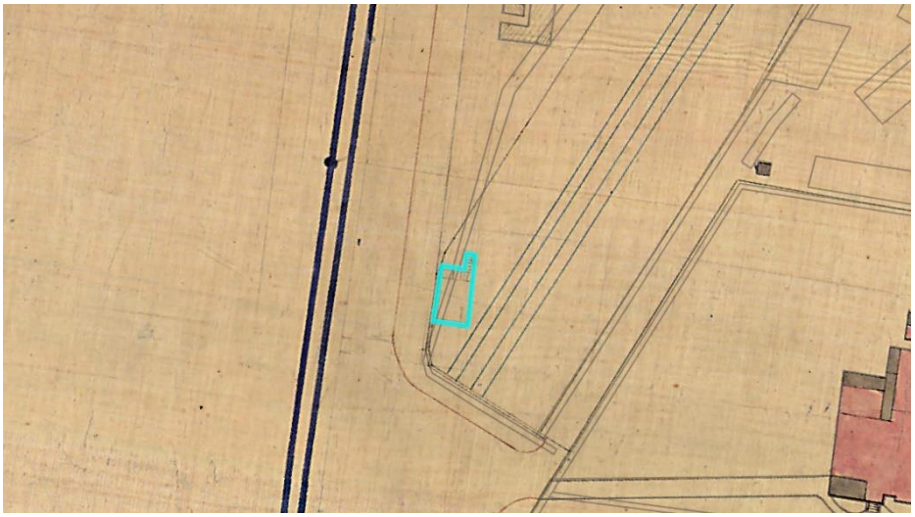


Figure 234. 1855-1865 Trigonometric survey, Block S2. Source: City of Sydney Archives & History Resources, A-00880408.

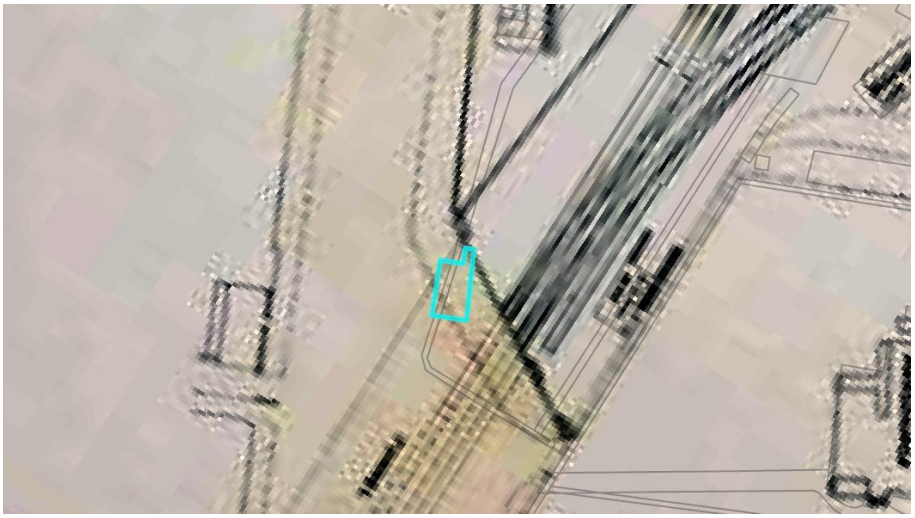


Figure 235. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.



Figure 236. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

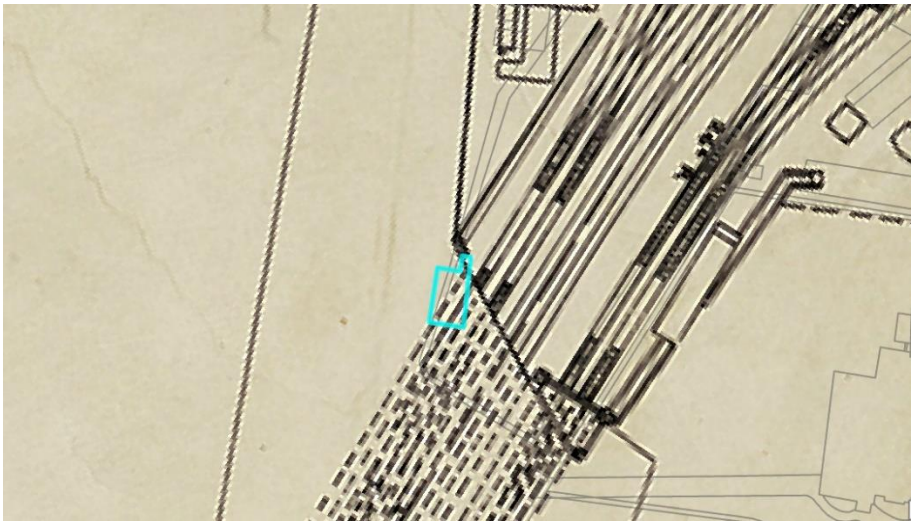


Figure 237. 1903 Central Station map. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

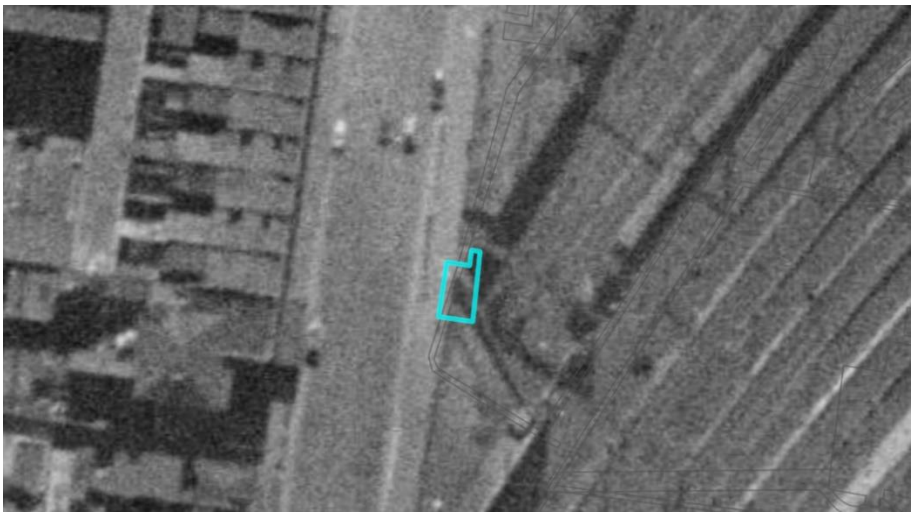


Figure 238. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

Taaffe, Robert T. *Signal boxes of New South Wales, Volume 2* Gazetteer Illawarra, Metropolitan, Tramways, 2019, p180-181

Mountains Heritage, March 2021, *Sydney Terminal Area Reconfiguration, Historical Archaeological Impact Assessment and Research Design*, report prepared for Transport for NSW.

City of Sydney Archives & History Resources, 1865. *City Surveyor's Department, City of Sydney - Trigonometrical Survey, 1855-1865: Block S2.* A-00880408.

1.25 SY0246 (Locomotive Engineer's Office)

Item Details	
Year of construction:	c.1865
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Office for the locomotive engineer
Construction materials:	Unknown
Demolished/removed (year):	1903-1916

Historical Summary

The Locomotive Engineer's Office first appears as a hatched sketch on the 1855-56 trigonometric map, indicating that it was constructed after 1865. By c.1872, the building appears to have been completed. At this early stage, the building appears to have comprised a square building with a front porch, verandas on three sides and wings to the rear. Although an 1896 map appears to show that the rear wing buildings were infilled to form a homogenous rear wing, the 1903 map shows the footprint to match the footprint as shown in the earlier maps, indicating that this rendering was simplicated rather than an accurate depiction of extensions to the building. The building appears to have been demolished between 1903 and 1916 based on its absence on the 1916 plan. The location of the building remained undeveloped until the area was developed in the early 1970s with a petrol station, which included a two-storey petrol station, underground tanks and concrete hardstands.

Archaeological notes

A petrol service station now lies in the location of the structure. The depth of excavation for Petrol Station unknown, but it is likely that the underground tanks for the petrol station would have removed archaeological remains. Outside of the tanks, there is some potential for archaeological remains, but the earthworks for the petrol station building may have impacted such remains.

Archaeological Potential

Low

Assessment of significance

Intact and legible remains from the Locomotive Engineer's Office would have the potential to reach the threshold for *state* significance as evidence of functional and utilitarian buildings related to the earliest major train terminus in Sydney belonging to the first and second phases of development of Sydney/Central Station. The structures have research value for their potential to demonstrate their original uses, construction techniques and functions, as well as their structural, aesthetic and functional changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of those who used the office.

In response to Bickford and Sullivan's questions about research potential,[103] the remains of the Locomotive Engineer's Office have the potential to contribute knowledge that no other resource and site can about the First and

[103] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images



Figure 239. 1845 Sheilds Map. Source: City of Sydney Archives & History, A-00880420.



Figure 240. 1854 City of Sydney map. Source: City of Sydney Archives & History Resources, A-00880471.



Figure 241. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.



Figure 242. 1855-1865 Trigonometric survey, Block S2. Source: City of Sydney Archives & History Resources, A-00880408.



c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.

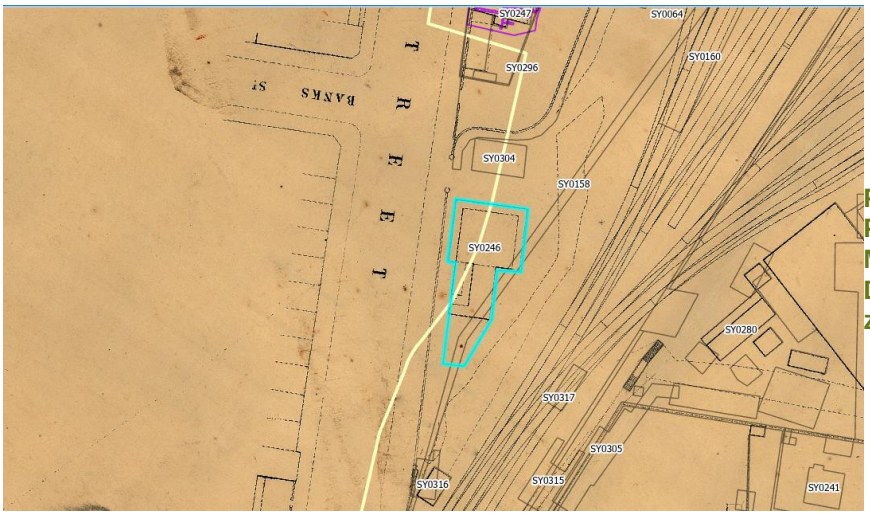


Figure 243. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.
z



Figure 244. 1896 Redfern Station. Source: SLNSW, FL16812178.



Figure 245. 1903 Central Station map. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.



Figure 246. 1916 Sydney Trains Plans. Source: Sydney Trains VPR, 204478 A0C.



Figure 247. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.



Figure 248. 1951 Aerial photograph. Source: NSW Government, NSW Spatial Services.



Figure 249. 1975 Aerial photograph. Source: NSW Government, NSW Spatial Services.

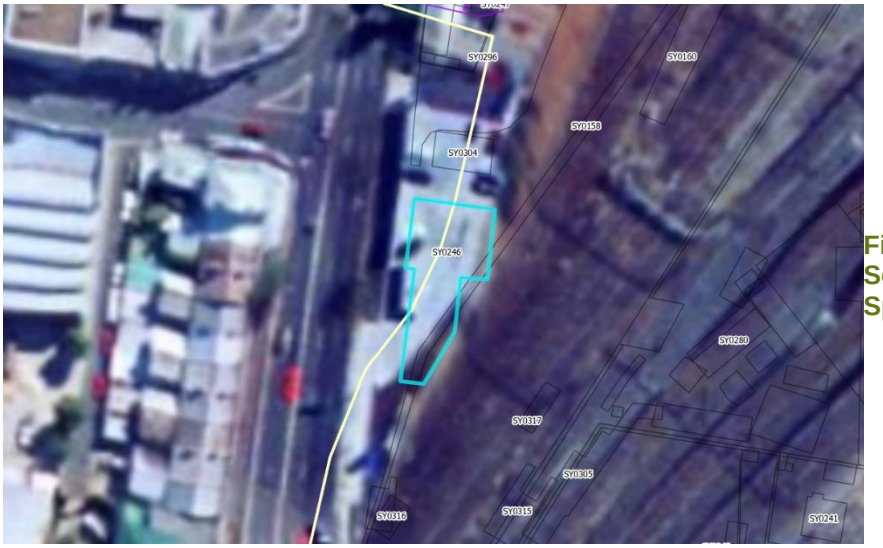


Figure 250. 1994 Aerial photograph. Source: NSW Government, NSW Spatial Services.



Figure 251. 2021 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

Clive Lucas, Stapleton & Partners Pty Ltd, 1995. *New Southern Railway documentation and archival recording of heritage buildings at Prince Alfred Sidings : application for excavation permit for dismantling of the former carpenters workshop and former blacksmiths workshop / Clive Lucas, Stapleton & Partners Pty Ltd.* Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/5923 (23/03/2022).

AMAC Archaeological for Abergeldie on behalf of Transport for New South Wales, 2019. *Chalmers Street Substation Central Station, Sydney: Archaeological Report.* Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/9946 (23/03/2022)

1.26 SY0247 (Chippendale School)

Item Details	
Year of construction:	1847
Alternative names:	Wesleyan School
Modifications (with years):	Church and school hall constructed (1847), Original church demolished, and original brick used to build a new schoolhouse north of the property (1898)
Function:	School, Education
Construction materials:	Brick and Timber
Demolished/removed (year):	Unknown

Historical Summary

The site was first used for an 1847 Wesleyan chapel and school hall. This building was the first Wesleyan church in the Redfern / Chippendale area until a new and larger church was constructed in 1867 immediately to the north. With the opening of the second Wesleyan Church, the first church was used as a school hall. The building was demolished in 1898 when the Wesleyans subdivided the property, using the brick material from the original church to build a new school house directly to the north of the study area. The southern portion of the allotment was sold for residential construction, with five terrace houses constructed on the site.

The Wesleyan mission in Australia was first founded in 1813 and was focussed on charitable support and education for the poorer segments of society in the colony. With partial support from the colonial government and the Church of England, the Wesleyan Mission built a number of chapels in Sydney, Parramatta and in the new settlements along the Hawkesbury.

In Chippendale, the Wesleyan community began running schools from 1843 and as their attendance grew, the need for larger halls for schools and for worship grew. The site for a school was applied for, and the site was surveyed by Surveyor JJ Galloway in July 1844 (C.202-730). A site to the north on Botany Street (Old Botany Road) was also applied for as a Chapel. Historic mapping shows the location of the land as well as the alignment of old Botany Road and proposed alignment of George Street.

The original chapel was converted for use as a school and a hall when a larger stone church was constructed in 1867 on an adjacent site (SY0246).

Archaeological notes

A former ARD by Artefact assessed potential archaeological remains within the site as relating to the former Wesleyan Church and School Hall.[104] Areas of potential for archaeological remains of local significance were identified from the 1865 City of Sydney – Trigonometrical Survey plan of the study area. These areas of archaeological potential related to the former Wesleyan Chapel and School Hall and were predicted to consist of brick and timber remains of the building and archaeological deposits such as sub-floor remains, filled pits, yard surfaces, cesspits, wells, demolition material and fills, and drainage systems.

The brick and stone rectilinear feature identified during archaeological monitoring in 2017 was interpreted as the remains of a brick and timber outbuilding marked on the 1865 Trigonometric plan of Sydney and evident in an historical 1870s photograph of the Wesleyan church.[105] Other artefacts were found which were associated with the terrace phase of the site and are associated with floor surfaces, terrace footings, and services.[106] There is therefore potential for archaeological remains associated with the school along the less developed eastern side of the site.

[104] Artefact Heritage, 2017. *Sydney Yard Access Bridge Construction Project: Archaeological Research Design*. For Sydney Metro.
[105] Artefact Heritage, 2018. *Sydney Yard Access Bridge Construction Project: Excavation Directors Report*. For Sydney Metro, p. 148-151.
[106] Artefact Heritage, 2018. *Sydney Yard Access Bridge Construction Project: Excavation Directors Report*. For Sydney Metro.

The monitoring program identified that the c.1901-1902 terraces had removed all evidence of the c.1847 Wesleyan church and school hall within the footprint of the demolished terrace houses.[107] There is therefore little potential for remains along the western side of the site.

Archaeological Potential

High

Assessment of significance

An ARD provided by Artefact in 2017 assessed potential remains of the Wesleyan school and hall to be of local significance under Criteria A, B, E and G. Further remains may meet these criteria for state significance. However, the remains excavated were only found to meet the criteria for historical local significance as part of the 1847 Wesleyan Church group.[108]

Intact and legible remains have the potential to reach the threshold for *state* significance as evidence of structures related to the early Wesleyan school and former Wesleyan church.

Intact and legible remains of the Chippendale School would have the potential to reach the threshold for *state* significance as evidence of early non-conformist churches and related ecclesiastical schooling in Sydney. The structures have research value for their potential to demonstrate their original use, construction techniques and functions, as well as their structural, aesthetic and functional changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the inhabitants.

In response to Bickford and Sullivan's questions about research potential,[109] the remains of the Chippendale School have the potential to contribute knowledge that no other resource and site can about the organisation of the Wesleyan church and schooling in early Sydney. The remains can answer broader questions relating to the daily life, duties and aspirations of ministers, school teachers, staff and students in early NSW.

Level of significance

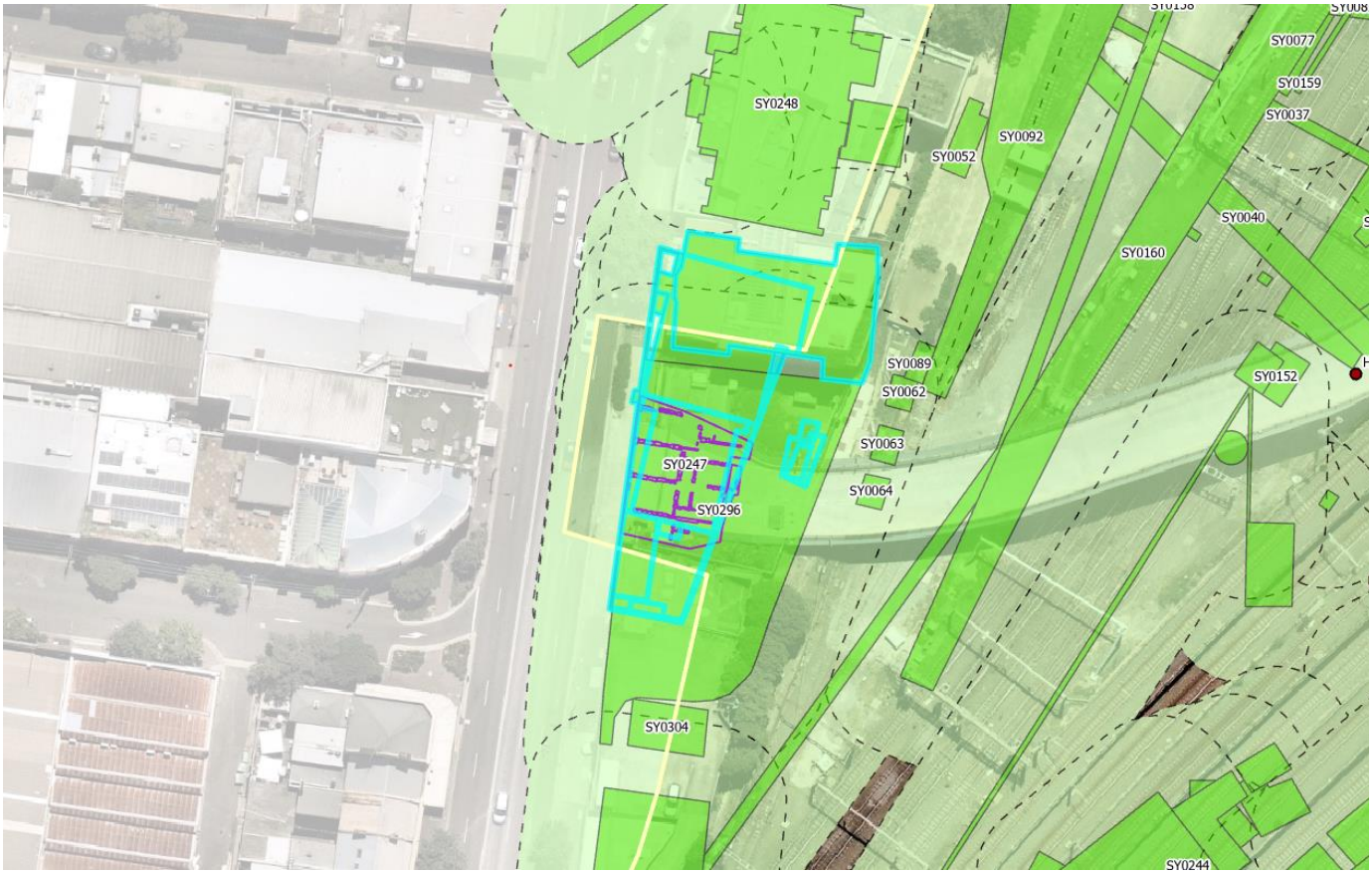
State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location

[107] Artefact Heritage, 2018. *Sydney Yard Access Bridge Construction Project: Excavation Directors Report*. For Sydney Metro, p. 47.
[108] Artefact Heritage, 2018. *Sydney Yard Access Bridge Construction Project: Excavation Directors Report*. For Sydney Metro.
[109] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Key Images



Figure 252. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.



Figure 253. 1855-1865 Trigonometric survey, Block S2. Source: City of Sydney Archives & History Resources, A-00880408.



Figure 254. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.



Figure 255. 1896 Redfern Station. Source: SLNSW, FL16812178.



Figure 256. 1903 Central Station map. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.



Figure 257. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.



Figure 258. 1951 Aerial photograph. Source: NSW Government, NSW Spatial Services.

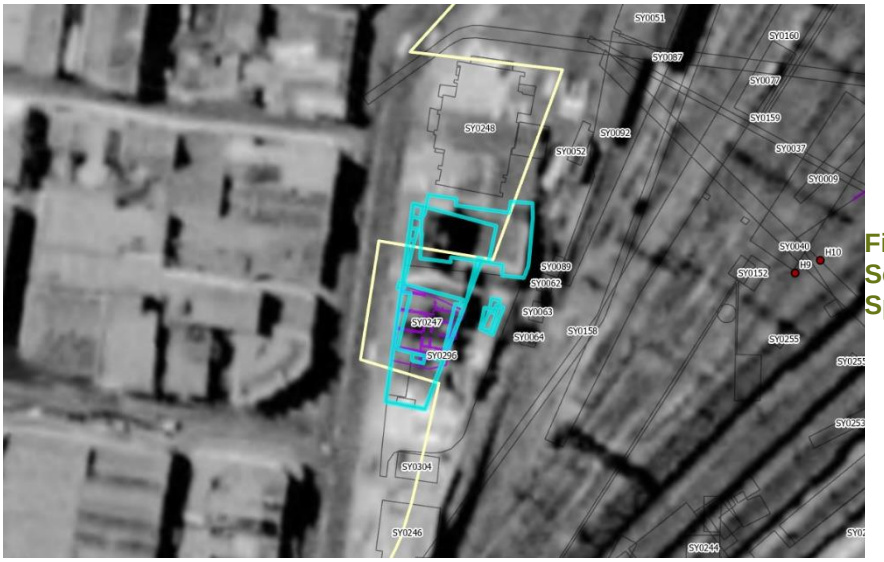


Figure 259. 1971 Aerial photograph. Source: NSW Government, NSW Spatial Services.



Figure 260. 1992 plan. Source: Sydney Trains VPR.

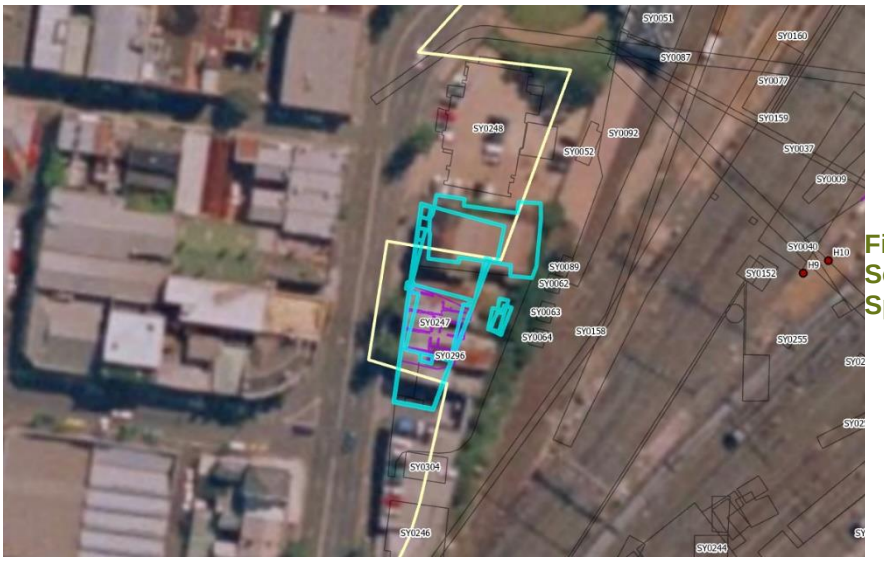


Figure 261. 1998 Aerial photograph. Source: NSW Government, NSW Spatial Services.

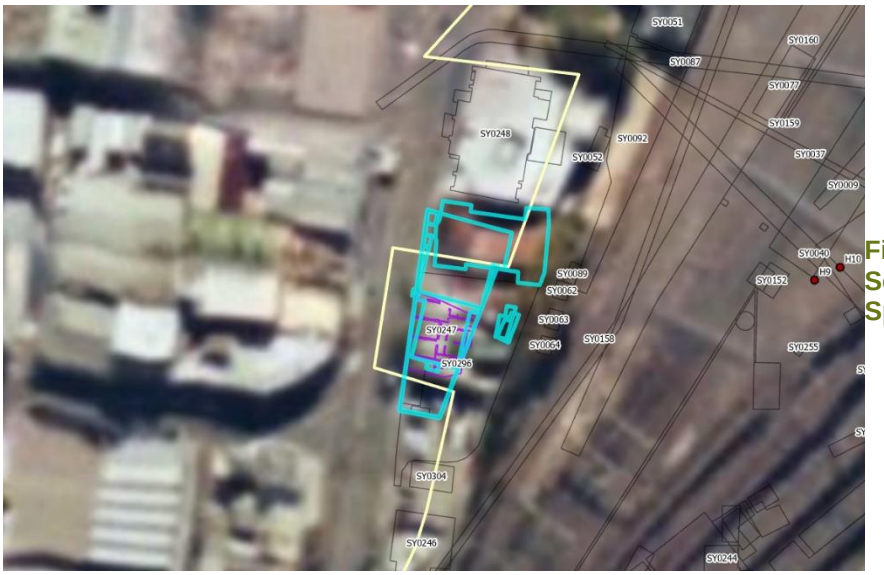


Figure 262. 2004 Aerial photograph. Source: NSW Government, NSW Spatial Services.

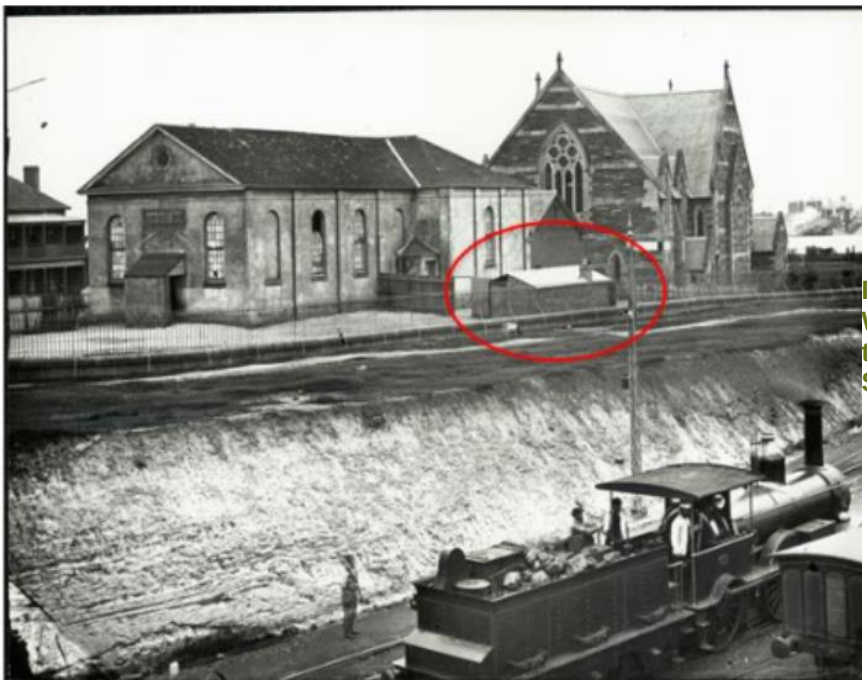


Figure 263. 1870s photograph of the Wesleyan chapel and school hall with the outbuilding discovered during the SYAB project circled. Source: SLNSW.

Key Sources

Artefact Heritage, 2017. *Sydney Yard Access Bridge Construction Project: Archaeological Research Design.* For Sydney Metro.

Artefact Heritage, 2018. *Sydney Yard Access Bridge Construction Project: Excavation Directors Report.* For Sydney Metro.

1.27 SY0248 (Wesleyan Church)

Item Details	
Year of construction:	1867
Alternative names:	
Modifications (with years):	Additions (c.1900)
Function:	Church
Construction materials:	Stone
Demolished/removed (year):	c.1990s

Historical Summary

The new Wesleyan Church was constructed in 1867 immediately to the north of SY0247, to provide a larger church for the growing congregation. Minor additions were made to the structure in c.1900. The building was demolished in the c.1990s.

The Wesleyan mission in Australia was first founded in 1813 and was focussed on charitable support and education for the poorer segments of society in the colony. With partial support from the colonial government and the Church of England, the Wesleyan Mission built a number of chapels in Sydney, Parramatta and in the new settlements along the Hawkesbury.

Archaeological notes

The church was constructed of stone, a durable material. However, the construction of the existing structures on site in the second half of the twentieth century indicates that there may be little remaining of the foundations or associated deposits.

Archaeological Potential

Low

Assessment of significance

Intact and legible remains of the Wesleyan Church would have the potential to reach the threshold for *state* significance as evidence of early non-conformist churches in Sydney. The church building has research value for its potential to demonstrate its original uses, construction techniques and functions, as well as its structural, aesthetic and functional changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of those who attended or used the church building.

In response to Bickford and Sullivan's questions about research potential,[110] the remains of the Wesleyan Church have the potential to contribute knowledge that no other resource and site can about the organisation of the presbyterian church and schooling in early Sydney. The remains can answer broader questions relating to the daily life, duties and aspirations of ministers and parishioners in early NSW.

Level of significance

[110] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images



Figure 264. 1845 Sheilds Map. Source: City of Sydney Archives & History, A-00880420.



Figure 265. 1854 City of Sydney map. Source: City of Sydney Archives & History Resources, A-00880471.



Figure 266. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

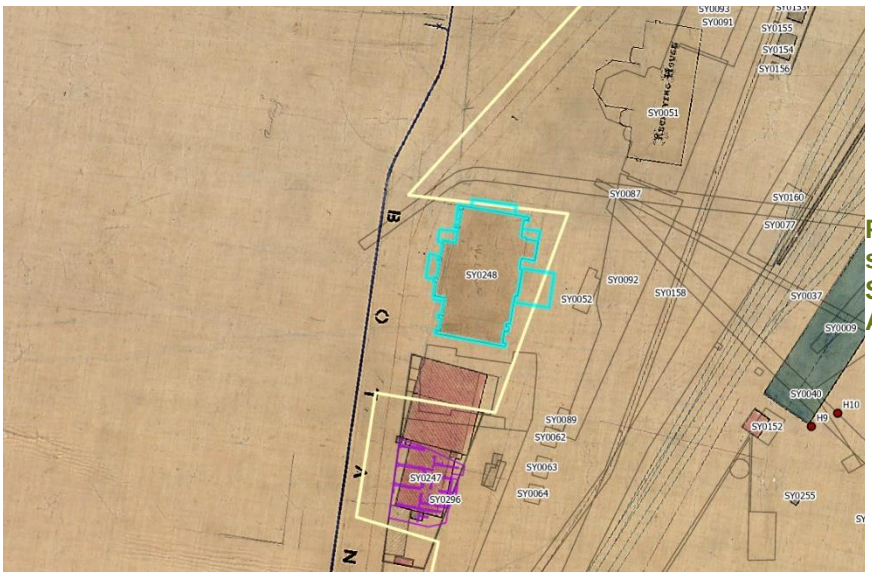


Figure 267. 1855-1865 Trigonometric survey, Block S2. Source: City of Sydney Archives & History Resources, A-00880408.

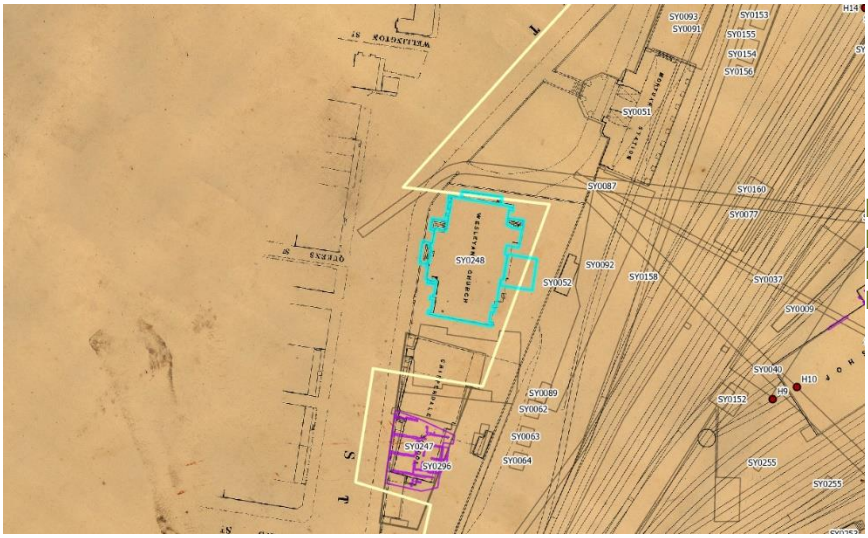


Figure 268. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.



Figure 269. 1896 Redfern Station. Source: SLNSW, FL16812178.

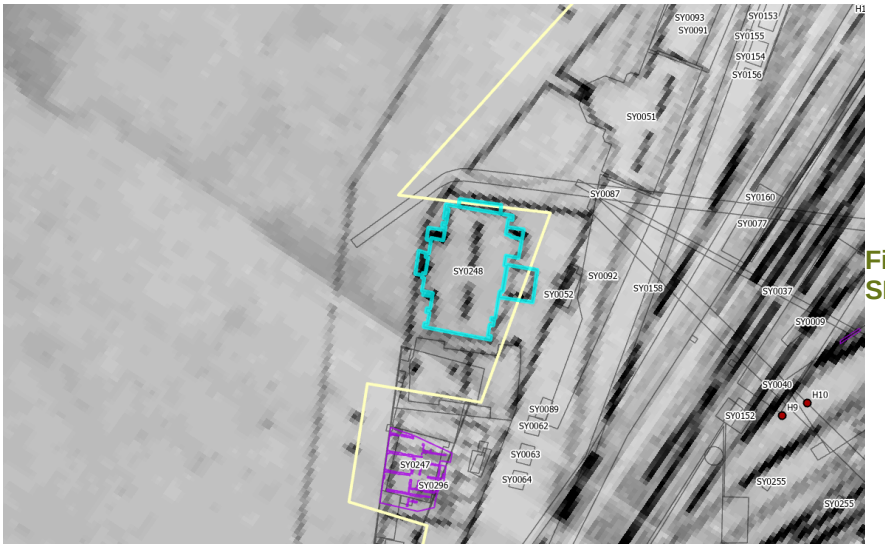


Figure 270. 1900 Sydney Yard. Source: SLNSW.

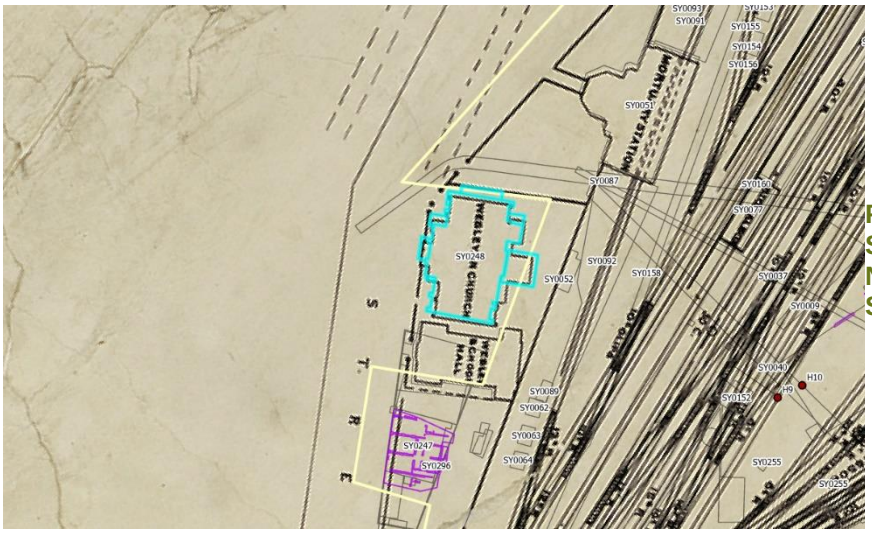


Figure 271. 1903 Central Station map. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.



Figure 272. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.



Figure 273. 1951 Aerial photograph. Source: NSW Government, NSW Spatial Services.

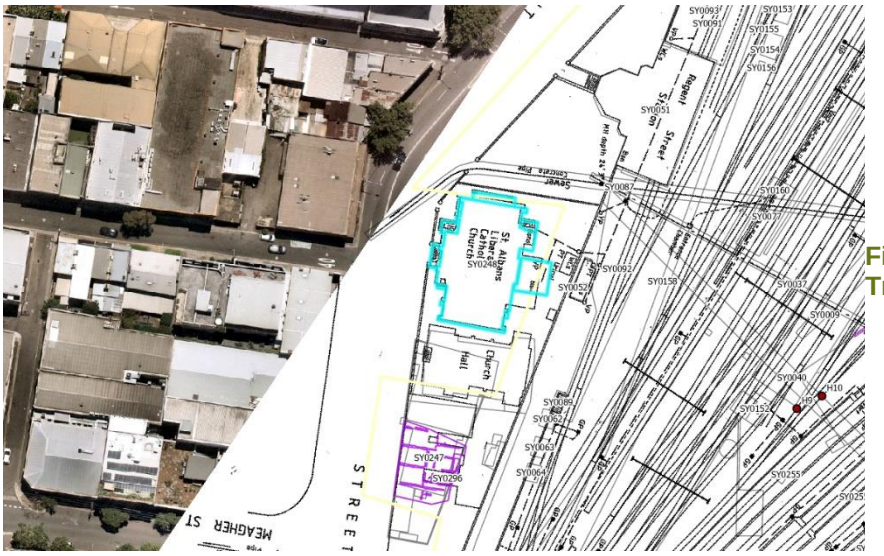


Figure 274. 1992 plan. Source: Sydney Trains VPR.



Figure 275. 1998 Aerial photograph. Source: NSW Government, NSW Spatial Services.



Figure 276. 2004 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

Artefact Heritage, 2017. *Sydney Yard Access Bridge Construction Project: Archaeological Research Design.* For Sydney Metro.

Artefact Heritage, 2018. *Sydney Yard Access Bridge Construction Project: Excavation Directors Report.* For Sydney Metro.

1.28 SY0249 (Carpenter's Shop)

Item Details	
Year of construction:	1878
Alternative names:	Interlocking Workshop, Signal Engineer's Office.
Modifications (with years):	1916 western balcony, 1935 internal alterations, 1942 internal alterations
Function:	Carpenters shop, signal repairs, offices.
Construction materials:	Brick
Demolished/removed (year):	1995

Historical Summary

The former Carpenter's Shop was constructed in 1878.[111] The structure was a two-storey sandstock brick building, measuring at 10 bays long and 3 bays wide. It featured a timber stair and portico at the northern end of the first floor of the building. The bays were recessed, exhibiting brick dentilation under the eaves along each bay. Each bay also featured a single Georgian style arched wrought iron framed window with sandstone sills along the ground and first floors. The building featured English bonded brickwork, a hipped roof clad with later pressed metal tile sheets and a louvred gable ridge vent at each end of the roof.[112]

The building was named the Carpenter's Shop at least until 1888 and was renamed the Interlocking Workshop by 1911. The doors along the ground and first floors appear to have been replaced in the early twentieth century, as they displayed Edwardian style doors with glazed sidelights and fanlights. At this point in time, with the advancement of railway technologies, the shop had the primary purpose to fix and repair signals. The structure was then renamed the Signal Engineer's Office by 1916. By 1916, a western balcony was established, with an external portico and stairs. By 1925, two windows on the first floor were covered with timber awnings. By 1935 the first floor of the building was converted into offices for the Supervising Engineer of Programme Work. In 1942, the ground floor was converted into more office spaces for the Electric Train Running Section. It appears that the level of the ground floor and the surrounding area around the building was raised prior or during the middle of the twentieth century, based on the addition of mid-twentieth-century timber and glass partitions on a raised timber floor and lowered asbestos cement ceilings. By 1988 the structure was used as a Way and Works Branch office. In the 1990s it was used as the Survey Offices and storage, before being demolished and removed to make way for the Airport Rail Link in 1995.[113]

The Carpenter's Shop were added and removed over the course of the late nineteenth and twentieth centuries.

Archaeological notes

The level of the ground floor and the surrounding area around the building was raised by 600mm prior to or during the middle of the twentieth century.[114] Although the building was demolished and the area excavated for the construction

[111] Clive Lucas, Stapleton & Partners Pty Ltd, 1995. *New Southern Railway documentation and archival recording of heritage buildings at Prince Alfred Sidings : application for excavation permit for dismantling of the former carpenters workshop and former blacksmiths workshop / Clive Lucas, Stapleton & Partners Pty Ltd*. Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/5923 (23/03/2022).
[112] Clive Lucas, Stapleton & Partners Pty Ltd, 1995. *New Southern Railway documentation and archival recording of heritage buildings at Prince Alfred Sidings : application for excavation permit for dismantling of the former carpenters workshop and former blacksmiths workshop / Clive Lucas, Stapleton & Partners Pty Ltd*. Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/5923 (23/03/2022).
[113] Clive Lucas, Stapleton & Partners Pty Ltd, 1995. *New Southern Railway documentation and archival recording of heritage buildings at Prince Alfred Sidings : application for excavation permit for dismantling of the former carpenters workshop and former blacksmiths workshop / Clive Lucas, Stapleton & Partners Pty Ltd*. Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/5923 (23/03/2022).
[114] Clive Lucas, Stapleton & Partners Pty Ltd, 1995. *New Southern Railway documentation and archival recording of heritage buildings at Prince Alfred Sidings : application for excavation permit for dismantling of the former carpenters workshop and former*

of the Airport Rail Link in 1995, the depth of excavation is unknown. However, the remains of the original Carpenters Shops and the later additions are likely to have been largely removed at this time. There is therefore only low potential for the remains to be in situ.

Archaeological Potential

Low

Assessment of significance

Intact and legible remains from the Carpenter's Shop would have the potential to reach the threshold for *state* significance as evidence of functional and utilitarian buildings related to the earliest major train terminus in Sydney belonging to the second and third phases of development of Sydney/Central Station. The structures have research value for their potential to demonstrate their original uses, construction techniques and functions, as well as their structural, aesthetic and functional changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate working practices of the carpenters of Central Station.

In response to Bickford and Sullivan's questions about research potential,[115] the remains of the Carpenter's Shop have the potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

State

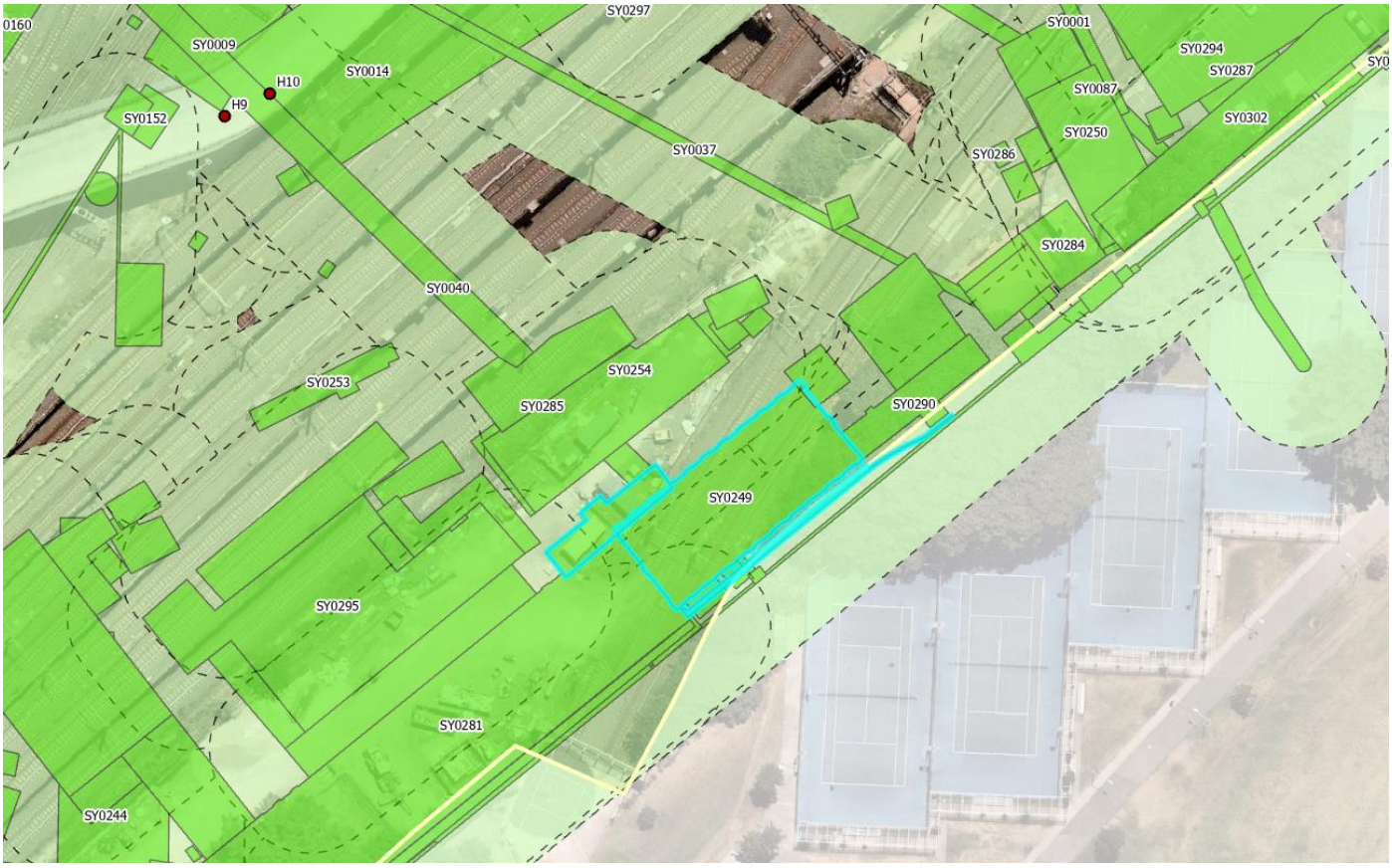
Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location

blacksmiths workshop / Clive Lucas, Stapleton & Partners Pty Ltd. Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/5923 (23/03/2022).

[115] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Key Images

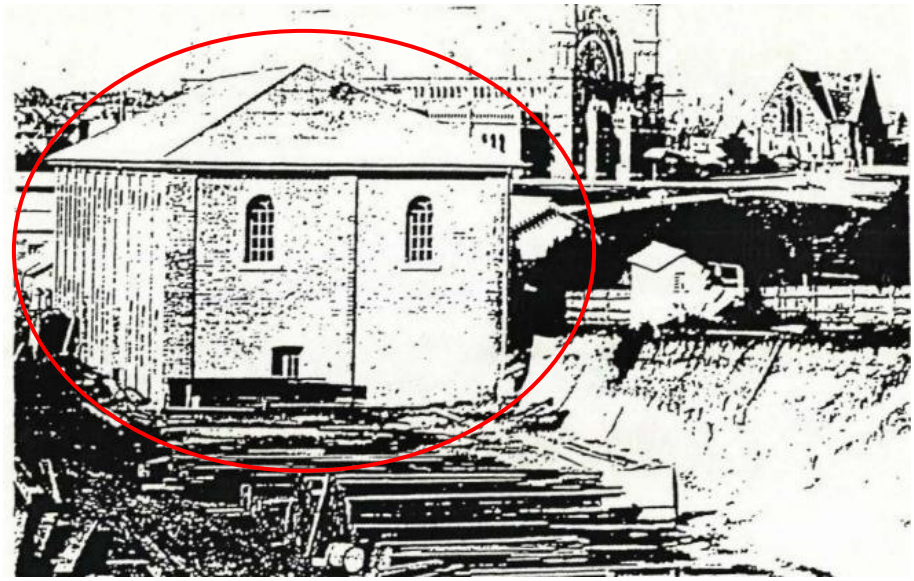


Figure 277: The Carpenters Shop (circled) in c.1878. Source: SRA Archives, No. 851 in Clive Lucas, Stapleton & Partners Pty Ltd, 1995.

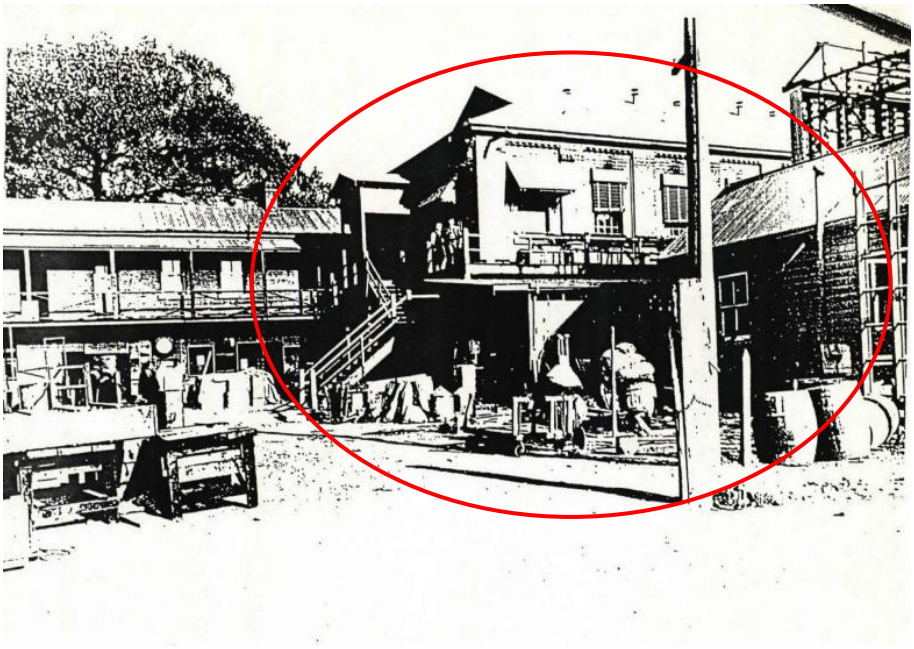


Figure 278: The Survey Office and part of the Carpenters Shop (circled) in 1925. Source: SRA Archives, No. 851 in Clive Lucas, Stapleton & Partners Pty Ltd, 1995, Figure 2.2.

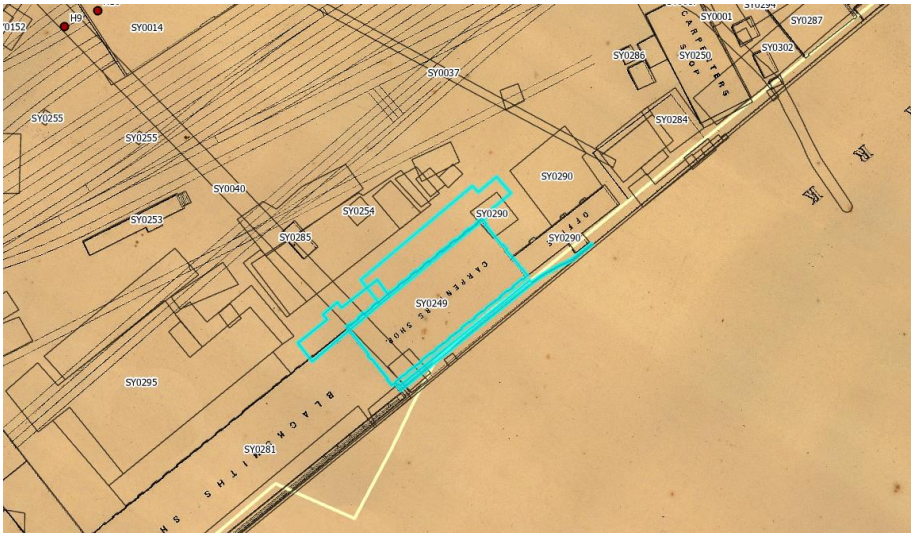


Figure 279. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

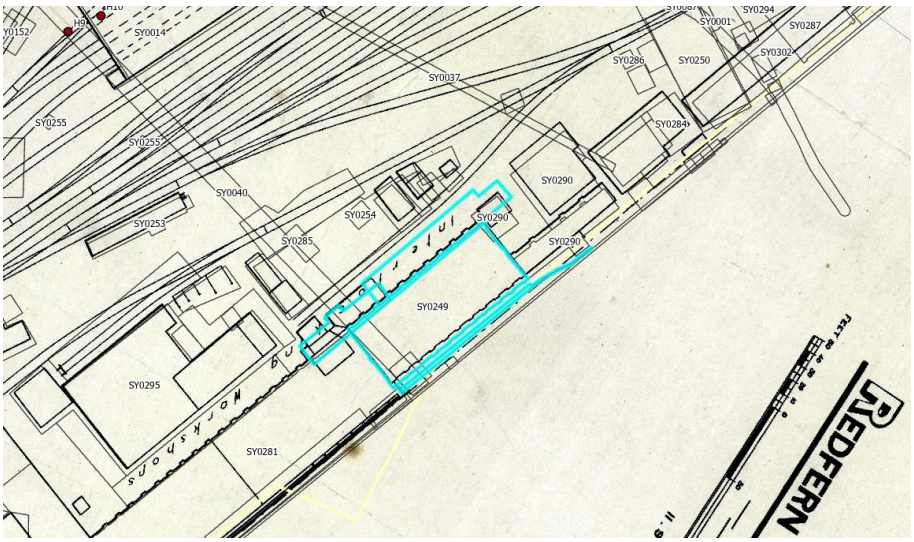


Figure 280. 1896 Redfern Station Yard, which shows addition and stairs at the building's southern end. Source: SLNSW, FL16812178.

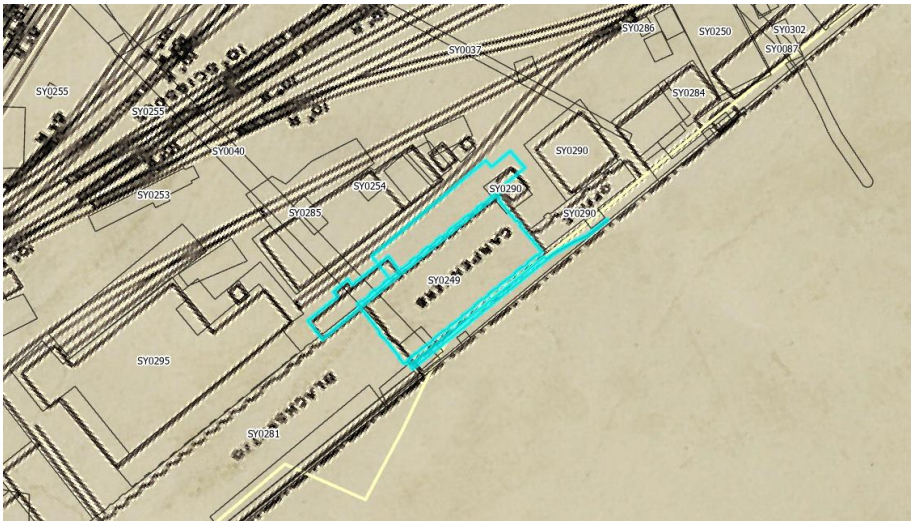


Figure 281. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.



Figure 282. 1916 Sydney Trains Plan. Source: Sydney Trains VPR, 204478 A0C.

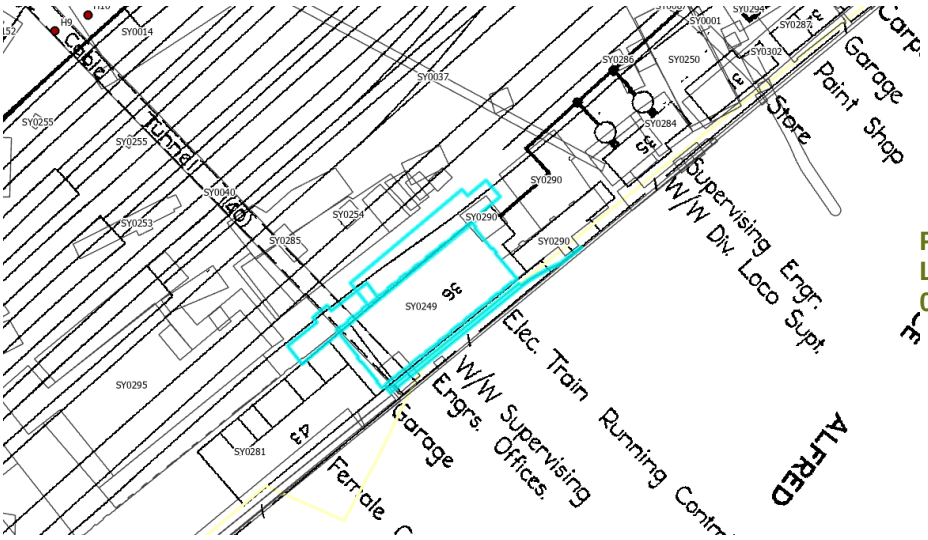


Figure 283. 1953 City of Sydney Lighting Plan. Source: Sydney VPR, 0038146_KOC.

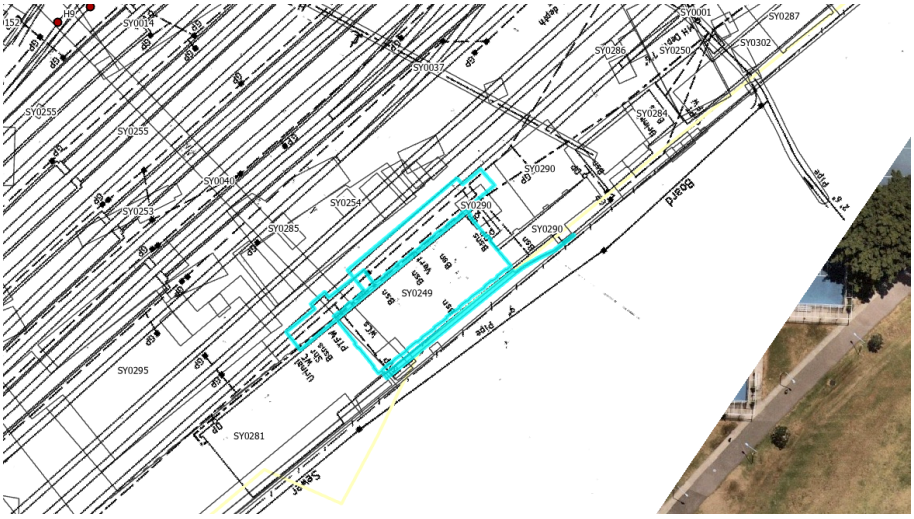


Figure 284. 1992 tracing of a 1954 plan of Sydney Yard, showing the underground track drains and grated pits. Source: Sydney Trains VPR, 0420484_00C.

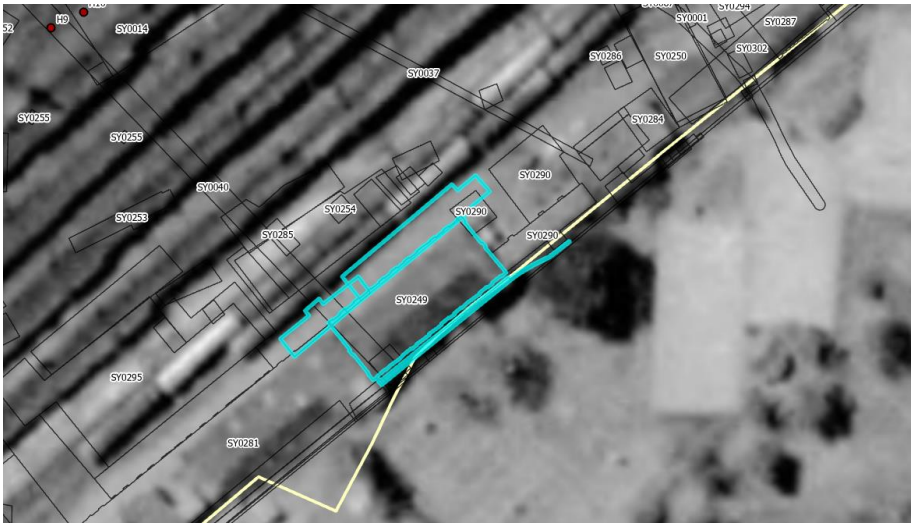


Figure 285. 1971 Aerial photograph. Source: NSW Government, NSW Spatial Services.

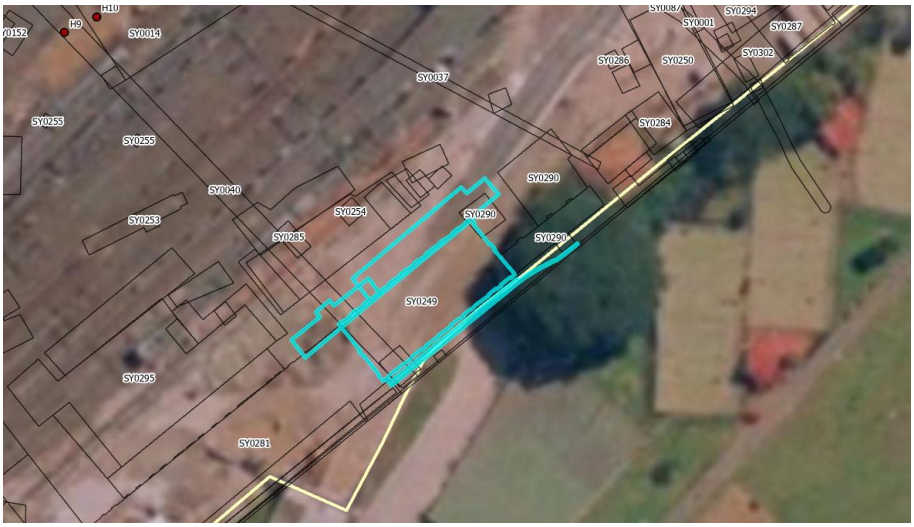


Figure 286. 1998 Aerial photograph. Source: NSW Government, NSW Spatial Services.

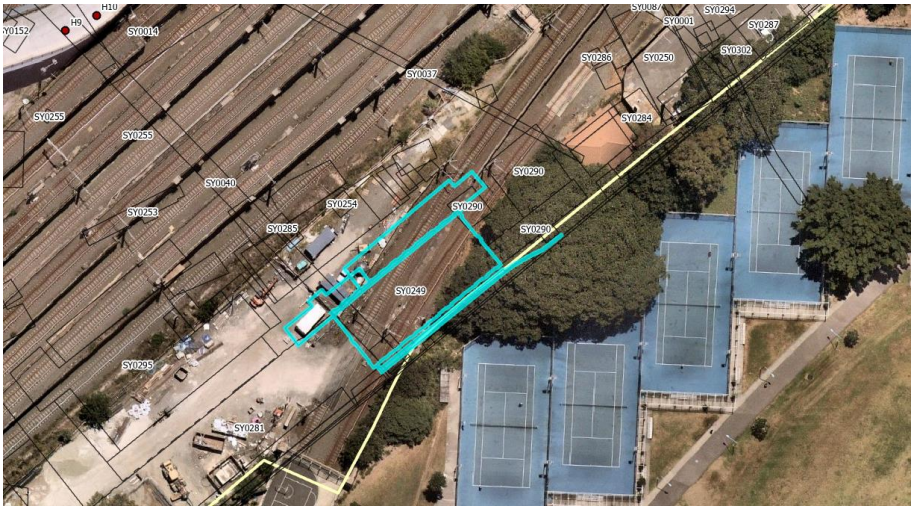


Figure 287. 2021 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

Clive Lucas, Stapleton & Partners Pty Ltd, 1995. *New Southern Railway documentation and archival recording of heritage buildings at Prince Alfred Sidings : application for excavation permit for dismantling of the former carpenters workshop and former blacksmiths workshop / Clive Lucas, Stapleton & Partners Pty Ltd.* Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/5923 (23/03/2022).

AMAC Archaeological for Abergeldie on behalf of Transport for New South Wales, 2019. *Chalmers Street Substation Central Station, Sydney: Archaeological Report.* Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/9946 (23/03/2022)

1.29 SY0250 (1855-1865 Workshops)

Item Details	
Year of construction:	c.1855-1865
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Workshop
Construction materials:	Timber
Demolished/removed (year):	c.1872, c.1884

Historical Summary

A number of timber workshops are identified in the City of Sydney Trigonometric Survey c.1865, one of which is in the location of the later Carpenter's Shop (SY0286) and another is in the location of the still extant District Engineer's Office. The north-eastern large rectilinear structure in the location of the later Carpenter's Shop ran NNW to SSE. Two small rectilinear ancillary structures were located to the east of this larger building, likely comprising WCs or storage sheds. A rectilinear timber structure running WSW to ENE with a south-eastern porch entry and north-western veranda was constructed by c.1865. This structure was located in the same location as the still extant brick District Engineer's Office. This building may have been used as the District Engineer's Office prior to the construction of the existing brick District Engineer's Office. To the east of this structure was a row of four, mostly timber, structures forming an L-shape.

By c.1872, as identified in the Redfern Station Plan, the timber workshops and ancillary buildings had been demolished and the south-western timber structure replaced by the District Engineer's Office building. By c.1884, as detailed in the City of Sydney Metropolitan Detail Sheet, the north-eastern timber structure was replaced with a Carpenter's Shop on a similar alignment (SY0286).

Archaeological notes

Due to the lightweight nature of the workshops and ancillary structures, as well as the construction of more substantial buildings in their locations over subsequent phases, subsurface disturbance is likely and there are unlikely to be remains. However, remains of the buildings may include timber postholes or brick or stone footings. In addition to the remains of the foundations, there is potential for sub-floor remains, refuse deposits, cesspits, demolition material and fills, and drainage systems. The area has likely experienced disturbance from later buildings, excavation for the railway lines and root systems from the trees along the border with Prince Alfred Park. The location of the north-eastern building has been covered in asphalt for the carpark.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the First Sydney Station. The structures have research value for their potential to demonstrate their uses, construction techniques and functions. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the workers at the First Sydney Station.

In response to Bickford and Sullivan's questions about research potential,[116] the remains of the c.1855-1865 Workshops have the potential to contribute knowledge that no other resource and site can about the First Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[116] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Figure 288. 1854 City of Sydney map. Source: City of Sydney Archives & History Resources, A-00880471.



Figure 289. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.



Figure 290. 1855-1865 Trigonometric survey, Block S2. Source: City of Sydney Archives & History Resources, A-00880408.

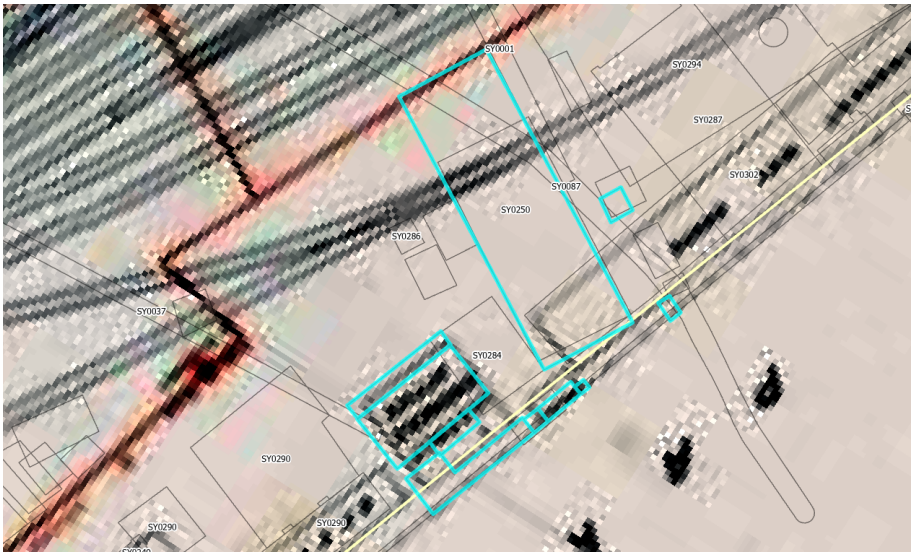


Figure 291. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.



Figure 292. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

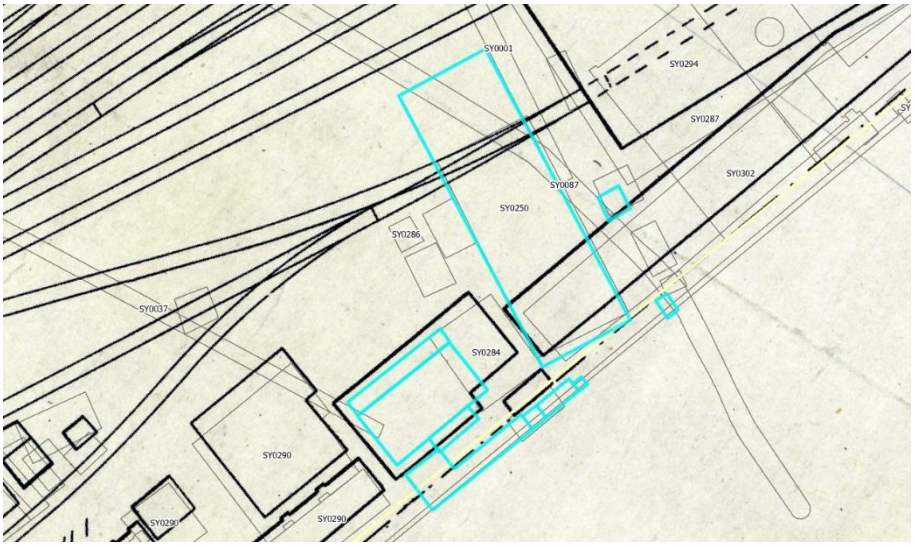


Figure 293. 1896 Redfern Station. Source: SLNSW, FL16812178.

Key Sources

Clive Lucas, Stapleton & Partners Pty Ltd, 1995. *New Southern Railway documentation and archival recording of heritage buildings at Prince Alfred Sidings : application for excavation permit for dismantling of the former carpenters workshop and former blacksmiths workshop / Clive Lucas, Stapleton & Partners Pty Ltd.* Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/5923 (23/03/2022).

AMAC Archaeological for Abergeldie on behalf of Transport for New South Wales, 2019. *Chalmers Street Substation Central Station, Sydney: Archaeological Report.* Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/9946 (23/03/2022)

1.30 SY0251 (1855-1865 Central Sydney Yard Workshops)

Item Details	
Year of construction:	c.1865
Alternative names:	Workshops buildings
Modifications (with years):	Unknown
Function:	Repairs and maintenance
Construction materials:	Timber, corrugated iron, glass
Demolished/removed (year):	c.1872

Historical Summary

Two abutting timber-framed workshop buildings were constructed in c.1865 on the eastern side of Sydney Yard, to the south-west of the Two Storeyed Workshop (SY0004).

The construction appears to be lightweight, a frame with either timber boards or galvanised iron cladding, as captured in a photograph in 1871 (Figure 301). The Workshops are no longer shown on mapping associated with the post 1871 Second Central Railway Station (Redfern).

Archaeological notes

The Central Sydney Yard Workshops are described as being robust, large and partially two-storeyed buildings of brick and stone. They will almost certainly have been built on substantial footings and are likely to have included subsurface inspection pits or trenches. The location of Central Sydney Yard Workshops is within the current footprint of rail flyovers and rail. Recent archaeological excavations in Central Railway Station have indicated the potential for the archaeological preservation of such items such as workshops, particularly in locations that have been subject to lower levels of ground disturbance, such as beneath rail and ballast. There exists a strong possibility that intact elements of the Central Sydney Yard Workshops will remain in-situ. These may include paved surfaces, pits, footings, lower courses of walls and potentially rail and sleepers.

Archaeological Potential

High

Assessment of significance

Remains associated with the 1855 Central Sydney Yard Workshops may include ‘primary’ archaeological evidence such as in situ timbers, sandstone retaining wall, cut, fill and other infrastructure. Remains associated with the demolition of these items –‘secondary’ archaeological evidence–that may survive at the subject site may include rubble and levelling layers. Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness (‘survival’) would meet the threshold of State significance. Primary archaeological evidence relating to the 1855 turntable has considerable potential to contribute to our understanding of the earliest construction and development of rail infrastructure in Sydney.

If primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of State significance include Historical Significance (criterion A), Rarity (criterion F) and Representativeness (criterion G).

Secondary archaeological evidence would meet the threshold of local significance for most criteria at the subject site, if intact. This is because secondary remains do not contribute to our understanding of the location while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture.

Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex. The 'integrity' and 'intactness' of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the First Sydney Station. The structures have research value for their potential to demonstrate their uses, construction techniques and functions. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the workers at the First Sydney Station.

In response to Bickford and Sullivan's questions about research potential,[117] the remains of the 1855-1865 Central Sydney Yard Workshops have the potential to contribute knowledge that no other resource and site can about the First Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

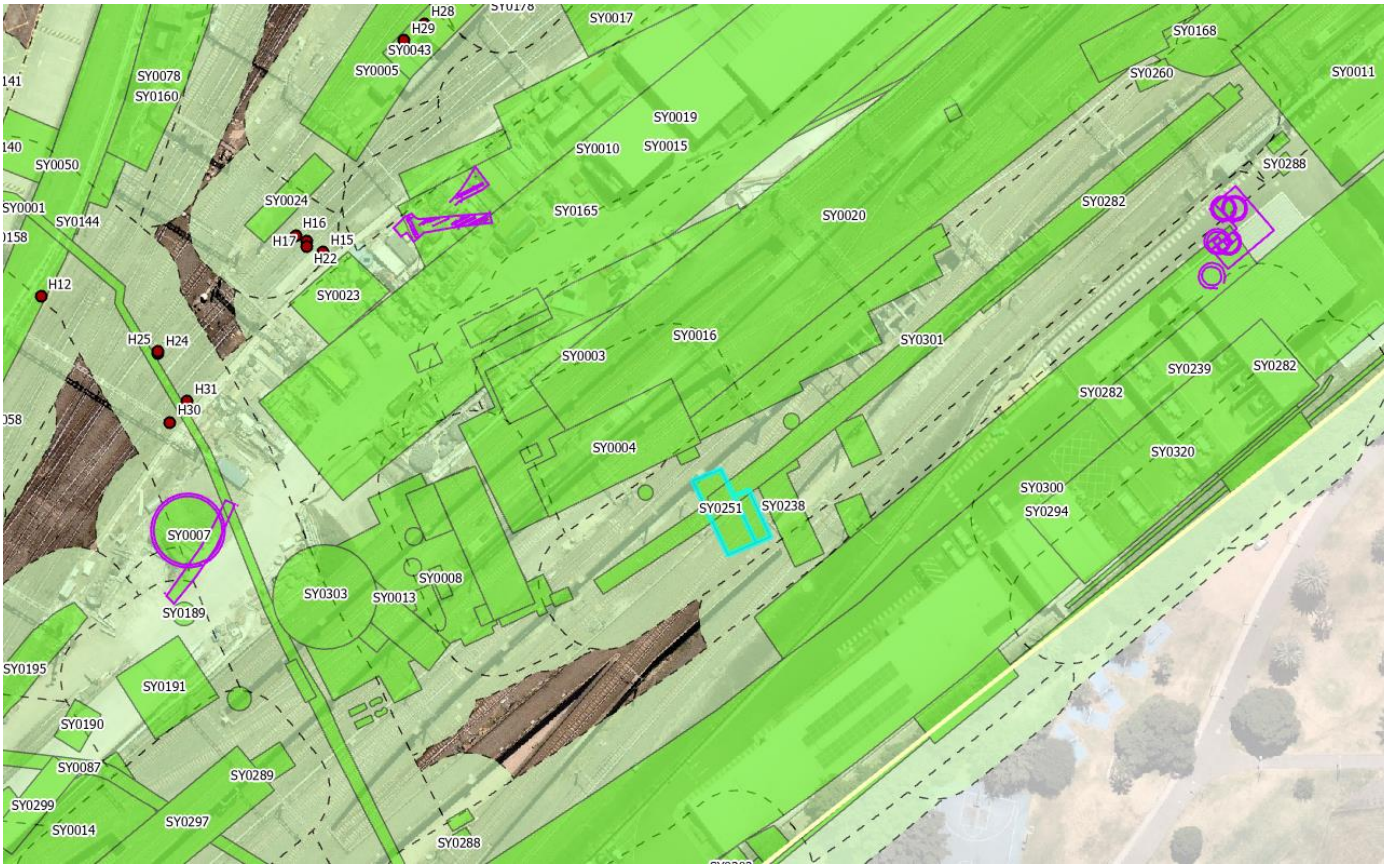
State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location

[117] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Key Images

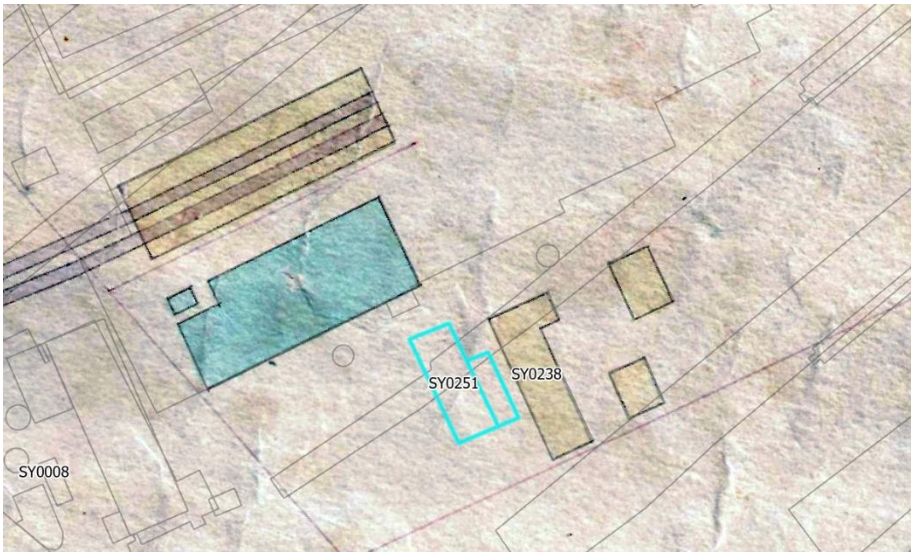


Figure 294. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.



Figure 295. 1855-1865 Trigonometric survey, Block S2. Source: City of Sydney Archives & History Resources, A-00880408.

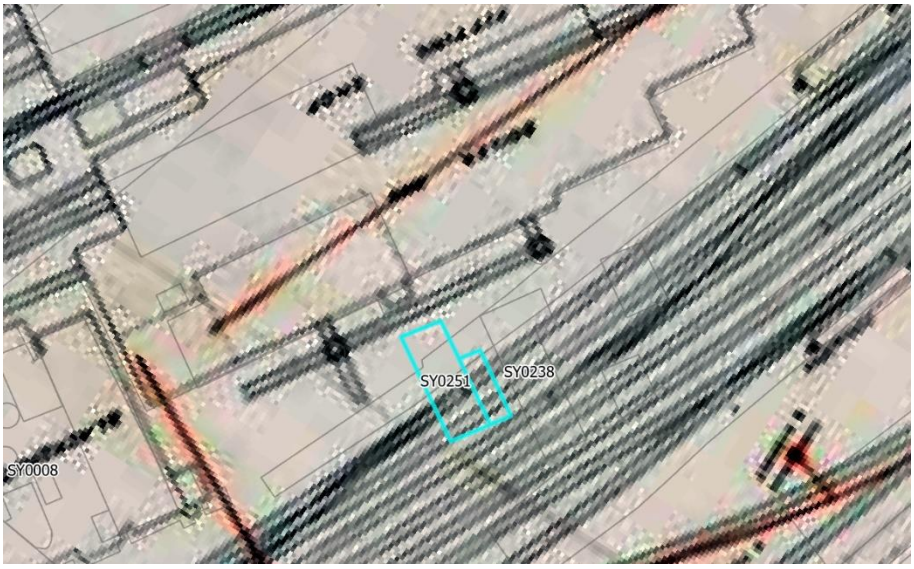


Figure 296. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.

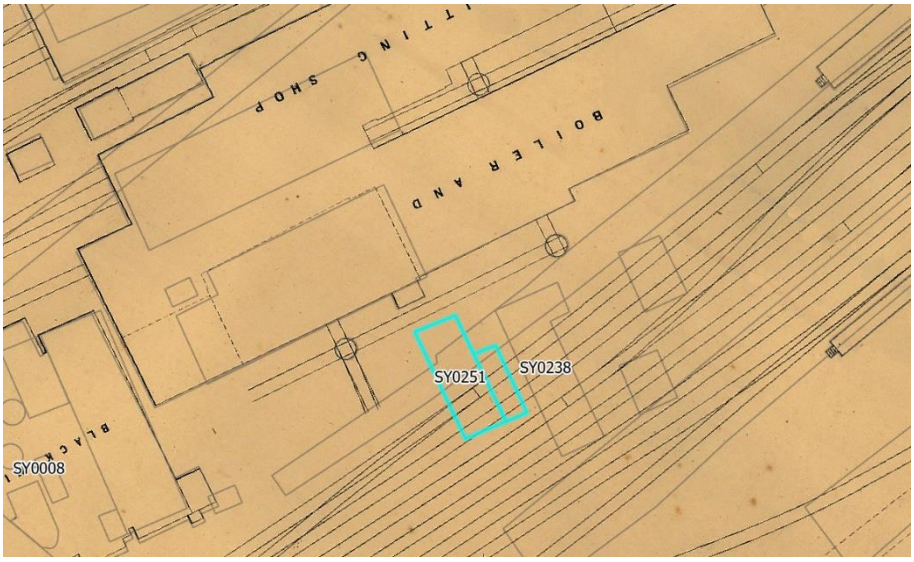


Figure 297. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.



Figure 298. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

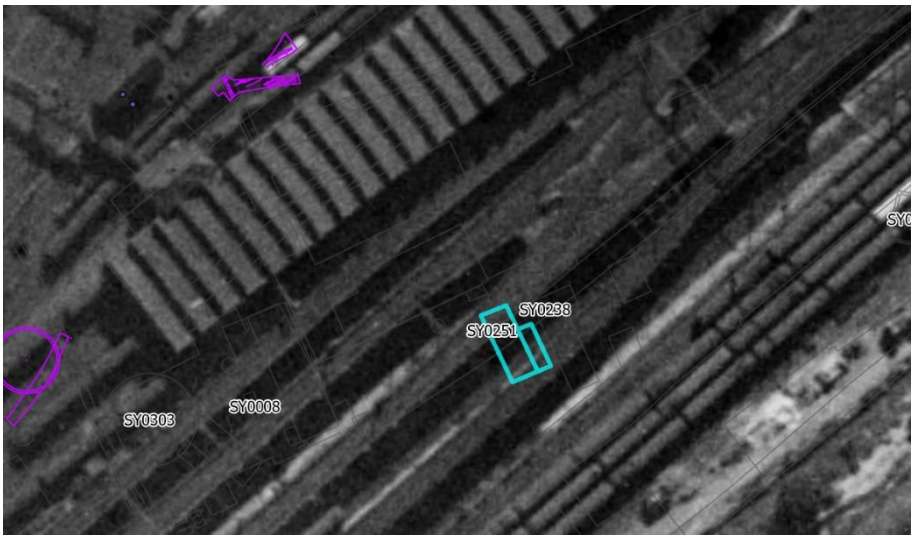


Figure 299. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

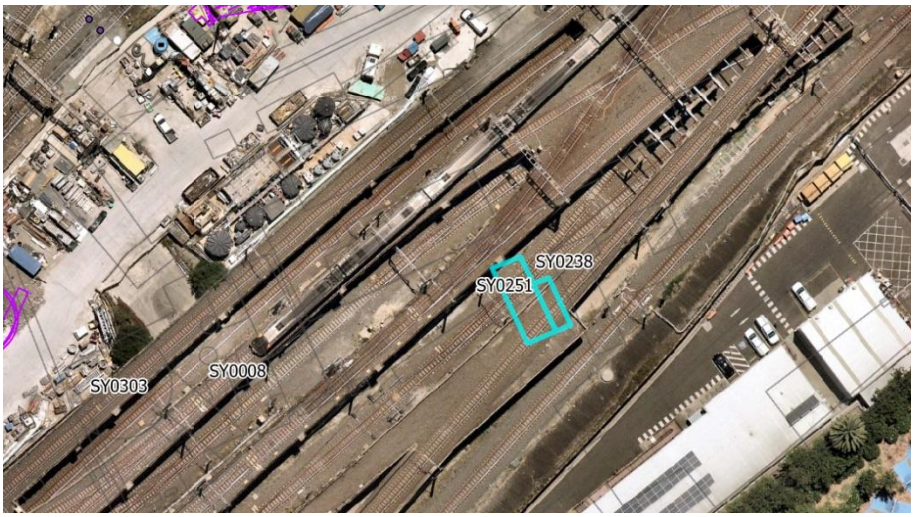


Figure 300. 2020 Aerial photograph. Source: NSW Government, NSW Spatial Services.

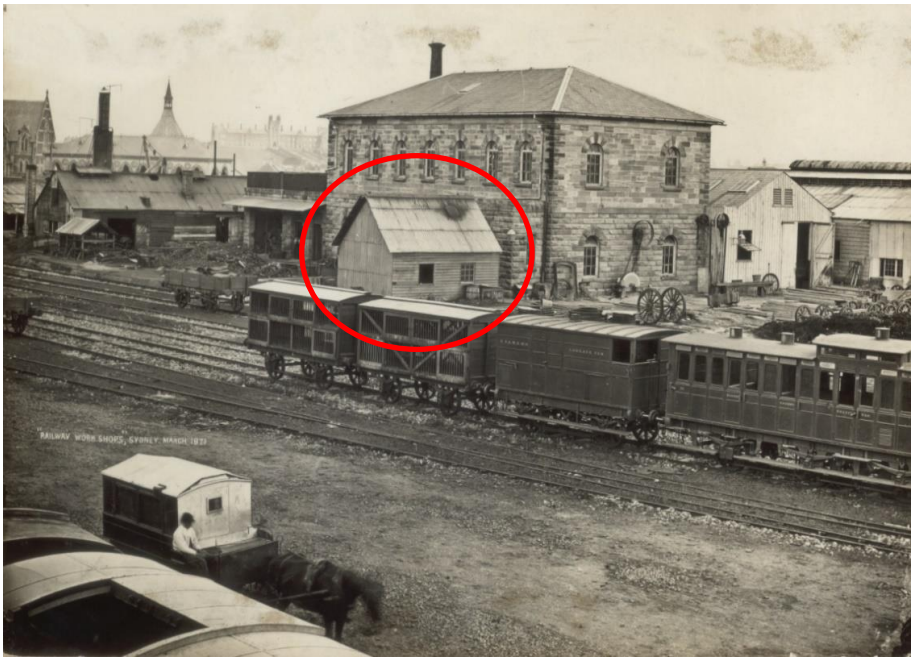


Figure 301. The workshop outlined in this 1871 photograph of the Two Storeyed Workshop is likely to be one of the workshops prior to the 1872 redevelopment of the yard. "Source: Redfern Railway Workshops, Redfern Nsw 1871." State Records NRS 17420 State Rail Authority Archives Photographic Reference Print Collection, 1871.

Key Sources

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1.31 SY0252 (Tarpaulin Shed and Urinals)

Item Details	
Year of construction:	By c.1872
Alternative names:	N/A
Modifications (with years):	Unknown
Function:	Train shed and male bathrooms
Construction materials:	Brick, terracotta pipes,
Demolished/removed (year):	By c.1891

Historical Summary

The Tarpaulin Shed and urinal buildings were planned for construction or were in partial construction by the mid-nineteenth century, first appearing in outline on the City of Sydney Trigonometric Survey in c.1865. The Survey is incomplete and does not detail the construction materials, which indicates that the buildings were incomplete at the time of the survey. By c.1872, a plan of the Redfern Station labels the buildings as the Tarpaulin Shed and urinals. They were shown as generally rectilinear in plan. The Tarpaulin Shed had a dogleg extension south towards the urinal building, possibly connected by a covered passageway.

The buildings were demolished by c.1891 in preparation for the construction of the Railway Institute Building, which was built in the location of the Tarpaulin Shed.

Archaeological notes

The remains of the urinal building were discovered during monitoring in 2017 and a salvage excavation in 2018 following demolition of the Radio Workshop (SY0321) as part of the CSELR project. The remains of the urinal building were found to include a line of toilet bases within separate cubicles, comprising brick foundations, terracotta piping, sandstone bases and concrete flooring.[118] A number of the bricks used in the walls of the urinal building were inscribed with 'SHORTUS'; the bricks therefore can be attributed to William Shortus, a brickmaker based in Marrickville who was active from 1868 to 1875.[119]

A brick cistern comprising machine-made bricks laid in English bond with two central arches and sandstone flagging was discovered beneath southern end of the cubicles and the trachyte cobblestones.[120] The cistern was orientated northeast by southwest, and the top of the cistern was located at RL 20.45. The bricks were bonded with a sand and lime-based mortar with shell inclusions. The cistern measured 3.72 x 1.95 x 1.97m and was 24 courses deep.[121] The cistern was most convincingly interpreted as a water storage facility for the urinals.[122]

The remains of the cistern and urinals were removed and salvaged during the 2018 salvage excavation. However, the northern end of the urinals or an additional cistern and the tarpaulin shed may remain in situ as the foundations for the Railway Institute Buildings are likely to have truncated, rather than fully removed, the foundations of these structures.

Archaeological Potential

[118] Artefact Heritage, 2018. *DRAFT Memo Archaeological Excavation Results Central Station Substation 23082018*. 180712_JVB. Prepared for Acciona; GML Heritage, 2015.
[119] NBRS+Partners 2013. *Heritage Assessment for Marrickville Park.* Report prepared for Marrickville Council. pp. 12.
[120] Artefact Heritage, 2018. *DRAFT Memo Archaeological Excavation Results Central Station Substation 23082018*. 180712_JVB. Prepared for Acciona; GML Heritage, 2015.
[121] Artefact Heritage, 2018. *DRAFT Memo Archaeological Excavation Results Central Station Substation 23082018*. 180712_JVB. Prepared for Acciona; GML Heritage, 2015.
[122] Artefact Heritage, 2018. *DRAFT Memo Archaeological Excavation Results Central Station Substation 23082018*. 180712_JVB. Prepared for Acciona; GML Heritage, 2015.

Low

Assessment of significance

Although the remains of the urinals and cistern were assessed as being of local significance during the salvage excavation as part of CSELR,[123] intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second Sydney Station. Such in situ remains have the potential to demonstrate important information about the role of the tarpaulin shed and the urinals and their relation to the station. The structures have research value for their potential to demonstrate their uses, construction techniques and functions, as well as their structural, aesthetic and functional changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the workers at the Second Sydney Station.

In response to Bickford and Sullivan's questions about research potential,[124] the remains of the Tarpaulin Shed and Urinals have the potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

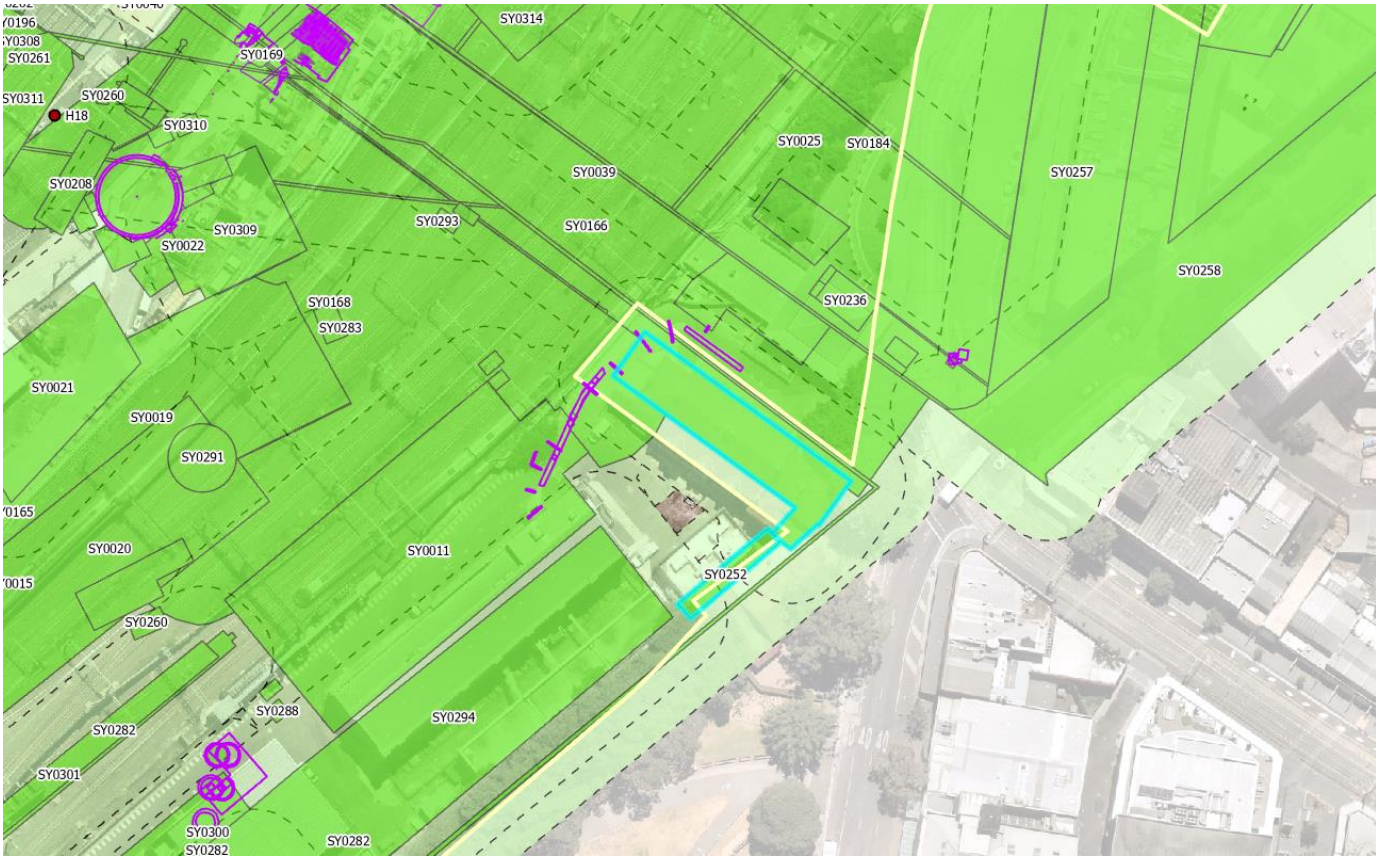
State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location

[123] Artefact Heritage, 2018. DRAFT Memo Archaeological Excavation Results Central Station Substation 23082018. 180712_JVB. Prepared for Acciona; GML Heritage, 2015.
[124] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Key Images

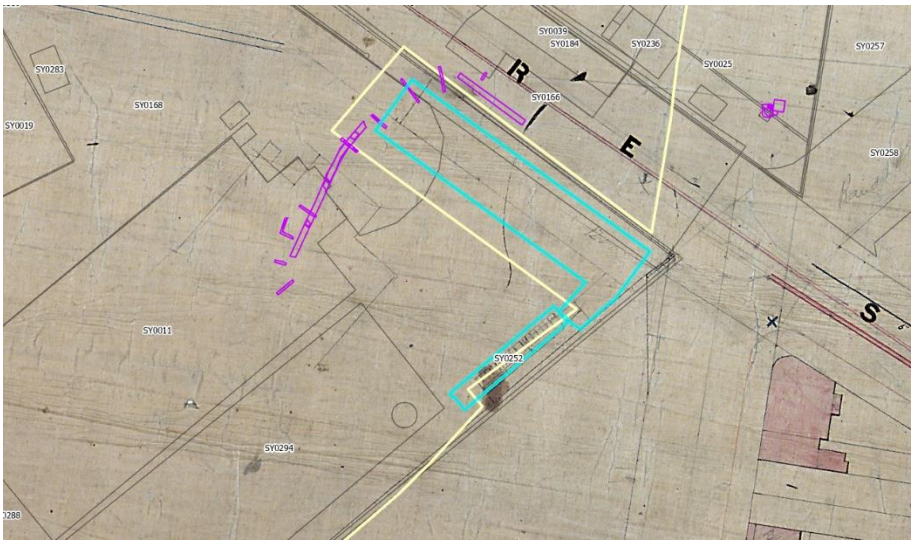


Figure 302. 1855-1865 Trigonometric survey, Block S1. Source: City of Sydney Archives & History Resources, A-00880408.

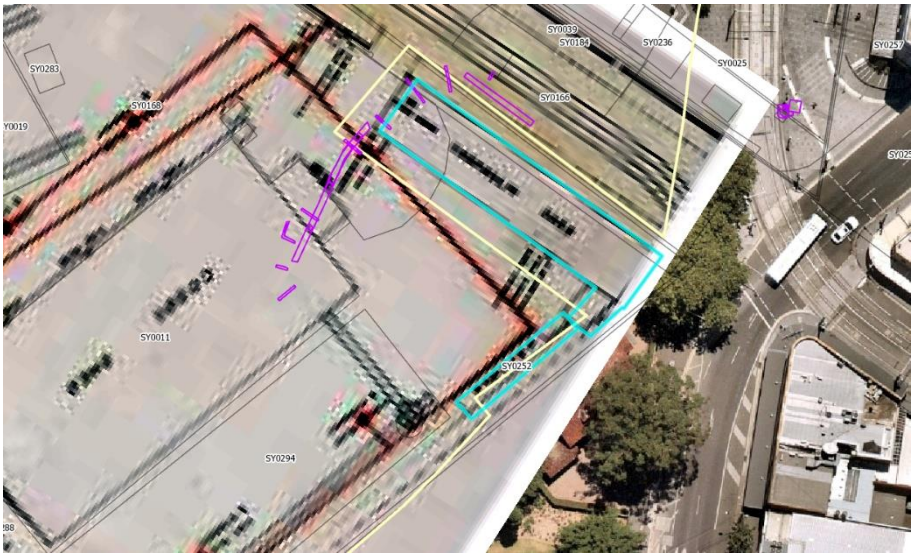


Figure 303. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.

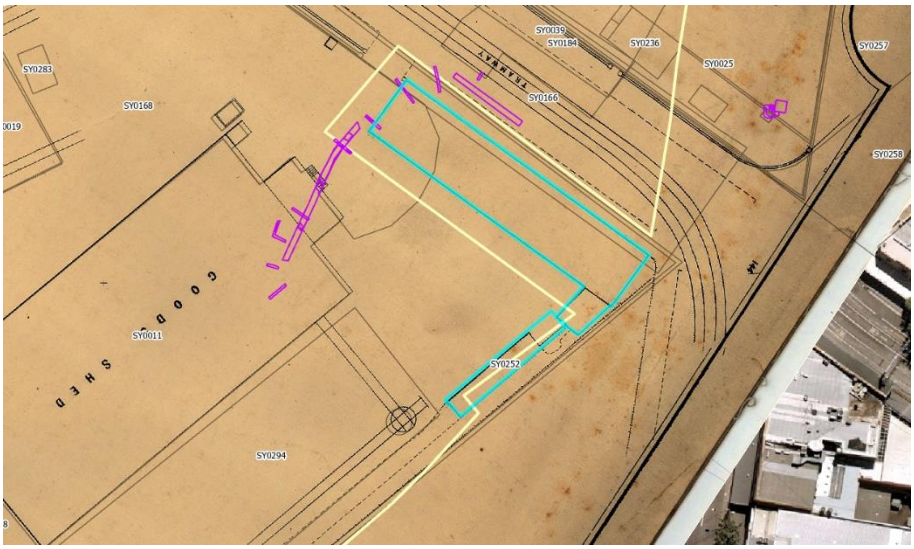


Figure 304. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

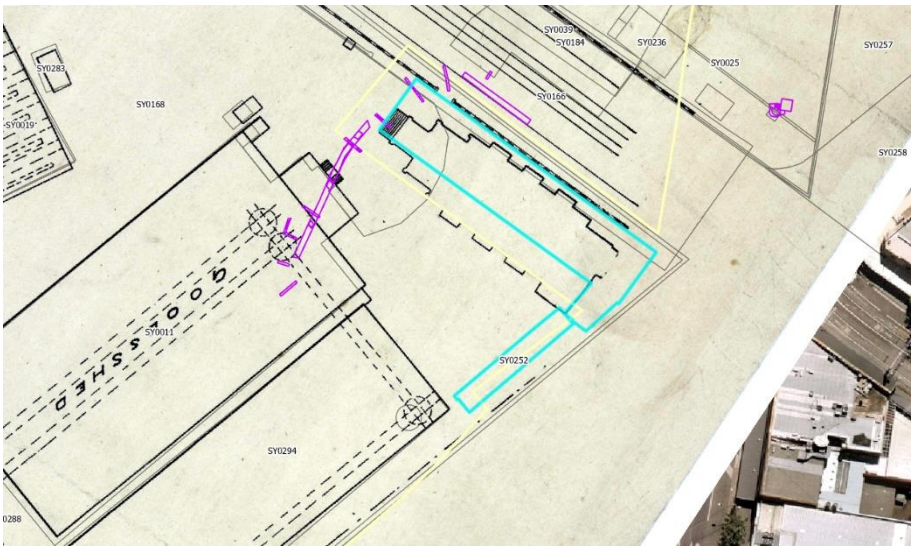


Figure 305. 1896 Redfern Station. Source: SLNSW, FL16812178.



Figure 306. Northeast view of the lower portion of the South Toilets cubicles following the removal of the top concrete and bricks. Source: Artefact, 2018.



Figure 307. West view of the Brick Cistern. Source: Artefact, 2018.



Figure 308. Survey plan (with orthophoto imagery) of the urinal building within the footprint of the Radio Workshop as recorded during the salvage excavation in 2018 as part of the CSELR project. Source: Guy Hazell in Artefact Heritage, 2018.

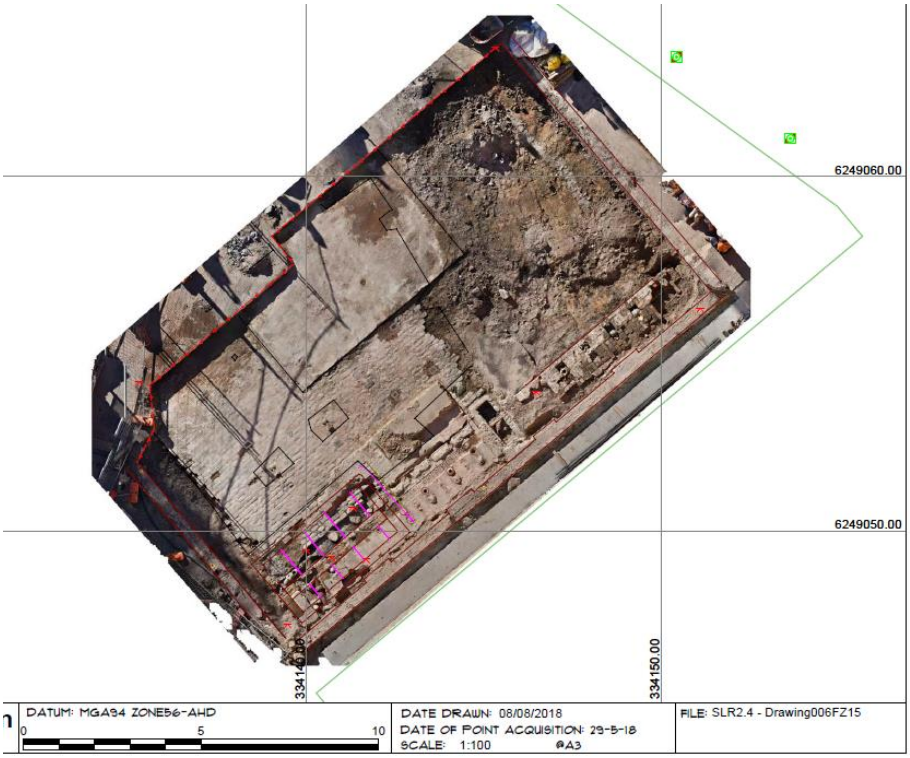


Figure 309. Survey plan (with orthophoto imagery) of the urinal building within the footprint of the Radio Workshop, showing the location of the brick cistern, as recorded during the salvage excavation in 2018 as part of the CSELR project. Source: Guy Hazell in Artefact Heritage, 2018.

Key Sources

Artefact Heritage, 2017. *Conversion of the Former Radio Workshop at Central Station into an Electrical Substation for the CSELR project—Heritage Advice Memo*. Prepared for Acciona.

Artefact Heritage, 2018. *DRAFT Memo Archaeological Excavation Results Central Station Substation 23082018.* 180712_JVB. Prepared for Acciona.

GML Heritage, 2015. *CBD and South East Light Rail Central Station Substation (Chalmers Street, Surry Hills) Heritage Report.* Report prepared for Acciona, p. 2.

1.32 SY0253 (Goods Platform and Tow Crane)

Item Details	
Year of construction:	c.1872
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Transport of goods
Construction materials:	Presumably iron/steel, brick, concrete, or timber
Demolished/removed (year):	1903

Historical Summary

The Goods Platform and Tow Crane first appears on the c.1872 map and is shown on the 1884, 1896 and 1903 Central Station maps, but was likely removed in c.1903 to make way for the construction and expansion of the Second Sydney Station in 1906. Following the redevelopment of the Yards Area, the majority of any remaining structure was likely removed to make way for the flyover junctions in the 1920s. The plans on the c.1872 map display the platform being a long rectilinear structure with steps on the north-eastern side and the tow crane near the centre of the platform.

Archaeological notes

The Goods Platform was likely constructed from brick, with concrete, brick or timber stairs, while the tow crane was likely constructed from steel or iron. There may be little archaeological remnants left of this structure due to its location in the path of the flyovers, the latter of which would have required deep excavation

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second Sydney Station. The structures have research value for their potential to demonstrate their uses, construction techniques and functions, as well as their structural, aesthetic and functional changes over time.

In response to Bickford and Sullivan's questions about research potential,[125] the remains of the Goods Platform and Tow Crane have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

State

[125] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

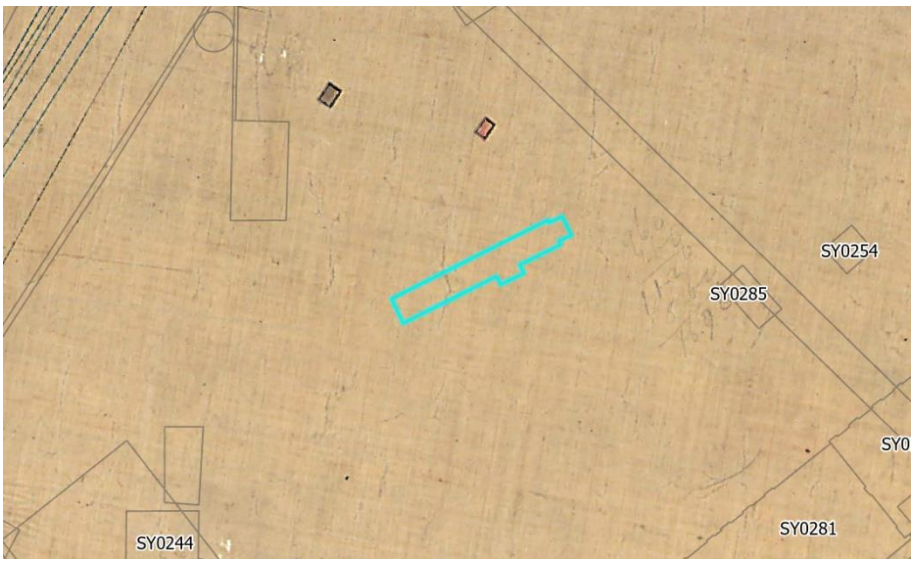


Figure 310. 1855-1865 Trigonometric survey, Block S2. Source: City of Sydney Archives & History Resources, A-00880408.

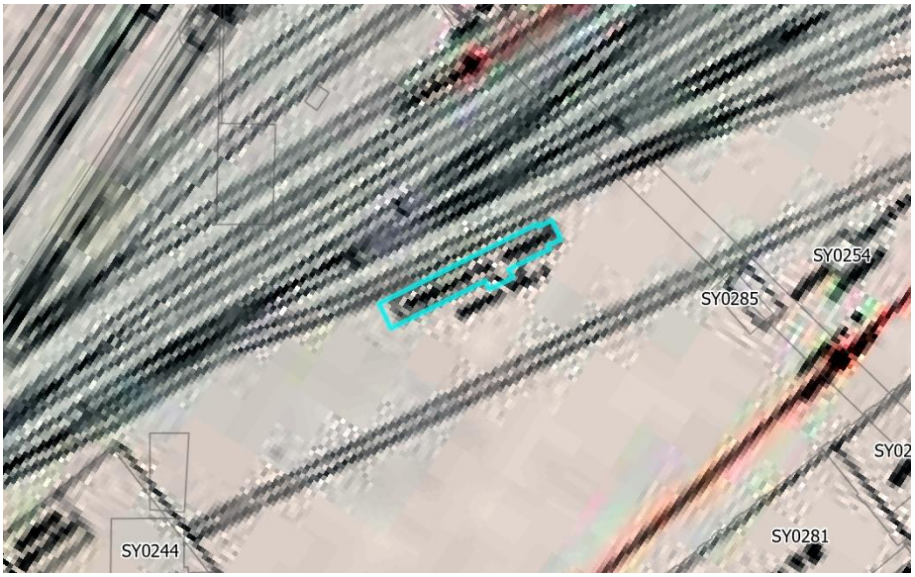


Figure 311. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.

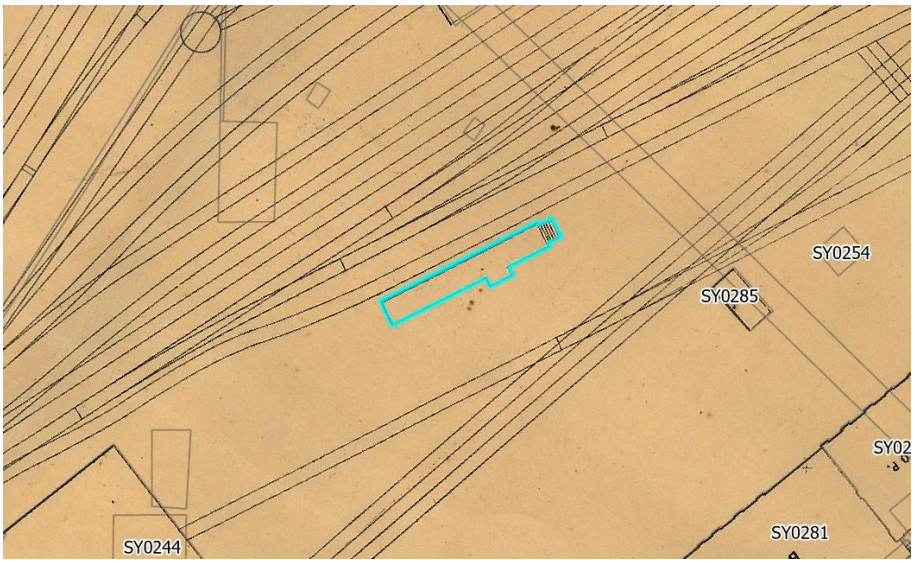


Figure 312. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.



Figure 313. 1903 City of Sydney map. Source: City of Sydney Archives & History, A-00880475.

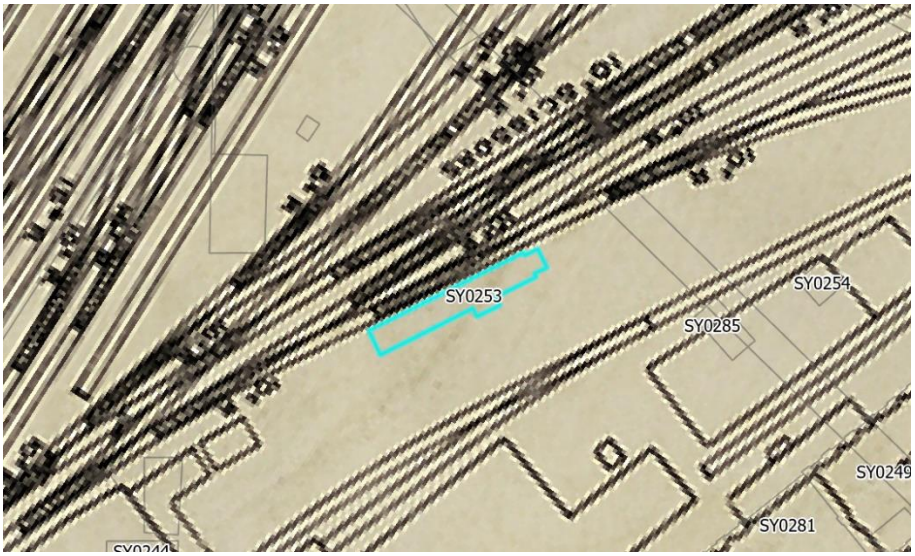


Figure 314. 1903 Central Station map. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

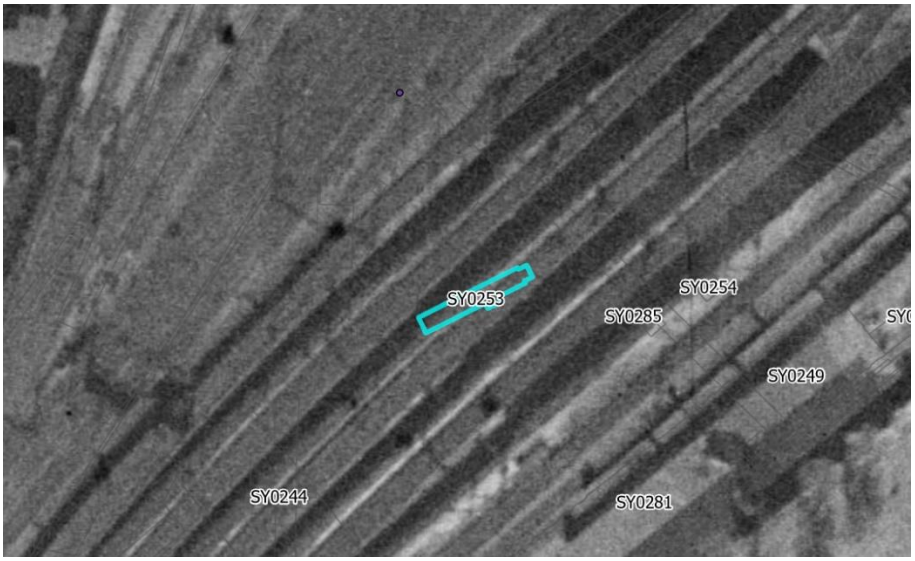


Figure 315. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

Metropolitan Water Sewerage & Drainage Board, 1884. 1884 Sydney Water Board Plan. *State Archives NSW.* Sheet I2.

1.33 SY0254 (Cement Testing Room)

Item Details	
Year of construction:	By c.1872
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Unknown
Construction materials:	Unknown
Demolished/removed (year):	1903

Historical Summary

Little is known about the Cement Testing Room. According to cartographic evidence, the structure was rectilinear in plan, and was completed and recorded in the yards by c.1872. By c.1896, a plan of Redfern Station indicates that the structure was likely demolished or relocated.

Archaeological notes

Little is known of the archaeological potential for this building, as it could have been constructed from timber, steel footings on concrete, brick or stone. It is unclear as to whether or not the building received services. The area which housed the building has been subject to substantial disturbance with the construction of an underground cable

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second Sydney Station. The structure has research value for its potential to demonstrate its uses, construction techniques and functions, as well as its structural, aesthetic and functional changes over time.

In response to Bickford and Sullivan's questions about research potential,[126] the remains of the Cement Testing Room have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

State

Management

[126] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

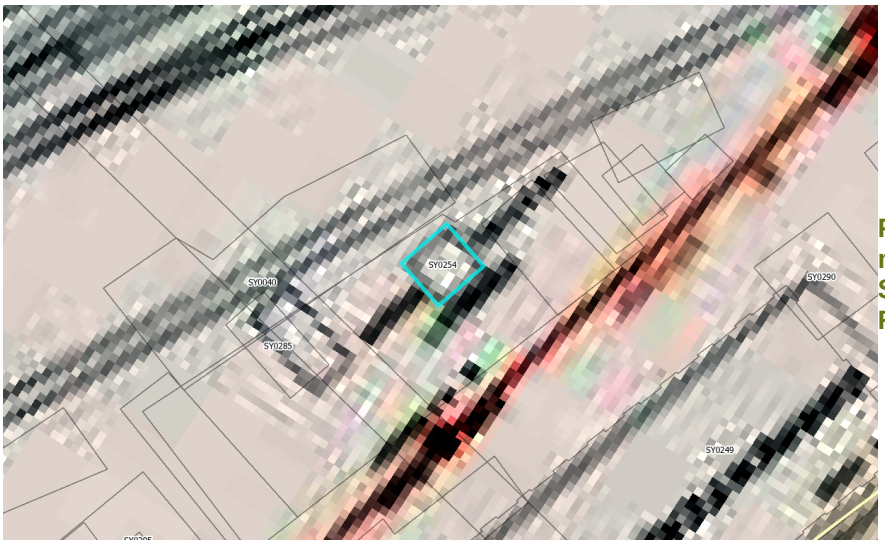


Figure 316. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.

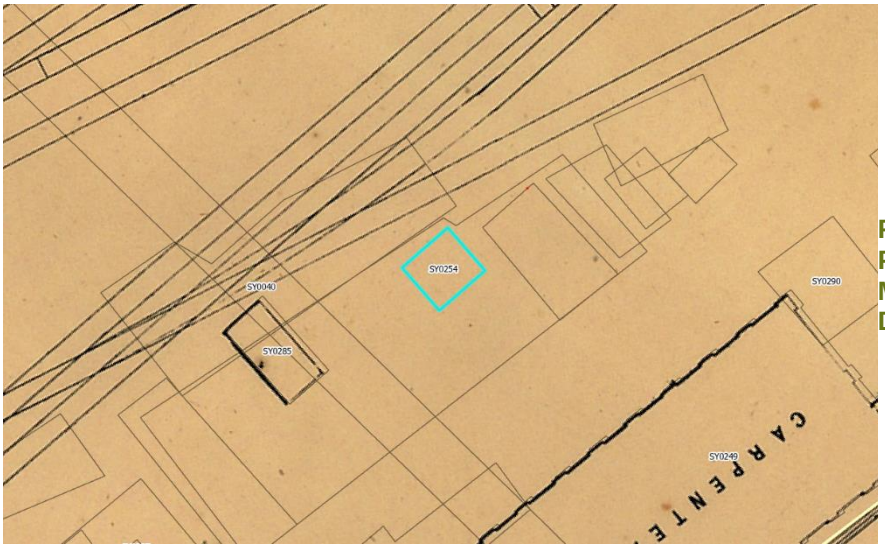


Figure 317. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

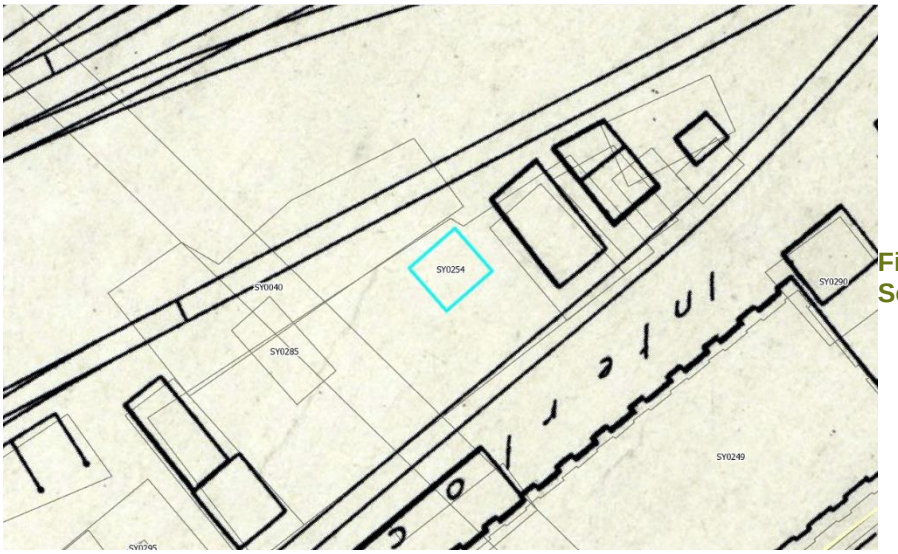


Figure 318. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

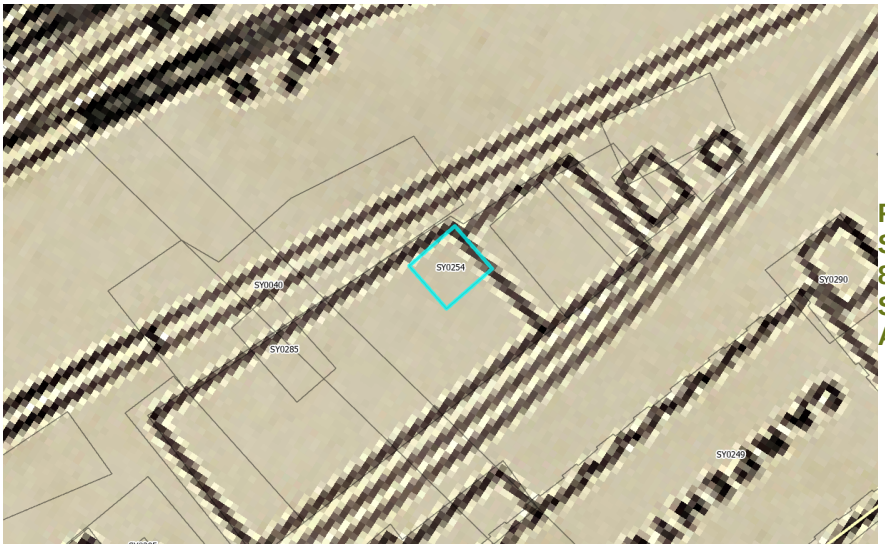


Figure 319. 1903 Central Station map. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

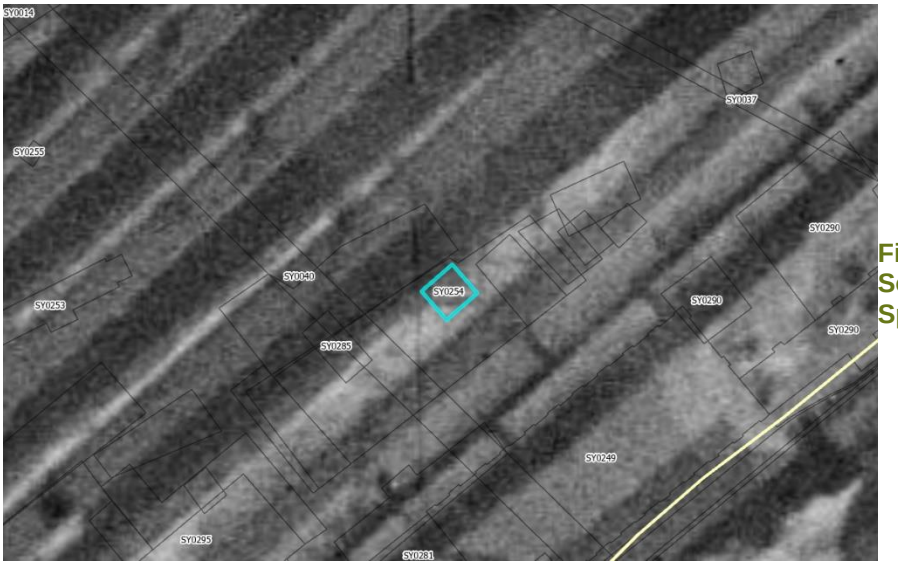


Figure 320. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

Government Printing Office. c.1872 (1896). *G.S.R. Redfern Station*. Antique Print and Map Room. NSW-GSR–234118. Accessed: https://antiqueprintmaproom.com/product/gsr-redfern-station-government-printing-office/ (12 April 2022).

1.34 SY0255 (1855-1865 Central Sydney Yard Structures)

Item Details	
Year of construction:	c.1855-1865
Alternative names:	Structures
Modifications (with years):	Unknown
Function:	Signalling, railyard storage or amenities
Construction materials:	Brick, timber
Demolished/removed (year):	Prior to c.1872 (c.1871-1874)

Historical Summary

Three small unnamed rectilinear structures only appear on an 1855-1865 City of Sydney Trigonometric Survey, shown located adjacent to the main railway tracks and to the south of the Repair Shop (SY0009). The structures are not shown on any previous or later maps. The north-western larger structure and the south-eastern small structure are noted as being of brick construction on the1855-1865 City of Sydney Trigonometric Survey, while the central structure is denoted as timber. The structures were likely related to ancillary uses associated with the nearby Repair Shop (SY0009), such as signalling, storage or amenities. The structures were likely demolished during the redevelopment of Sydney Yard for the Second Sydney Station in c.1871-1874, as they are not shown on the c.1872 map of Central Station. Instead, railway tracks are shown in the location of the structures in the c.1872 map.

In the 1920s, the area of the eastern, smaller structures was excavated deeply for the construction of the flyovers. The area of the larger north-western structure appears to have been little altered between the reconfiguration of the yard for the Second Sydney Station and the construction of the Sydney Yard Access Bridge in 2017.

Archaeological notes

There is potential for the remains of timber postholes, timber slabs or brick foundations to remain below the ballast and railway tracks associated with the former Second Station and existing Third Station. Although the Sydney Yard Access Bridge (SYAB) is located over the location of the north-western larger brick structure, excavation and construction for SYAB is unlikely to have removed or disturbed the remains of the building due to the brick structure's location beneath the existing railway tracks; this area was not disturbed during SYAB. However, the excavation for the flyovers in the 1920s is likely to have removed or disturbed the smaller eastern structures.

Archaeological Potential

Moderate

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the First Sydney Station. The structures have research value for their potential to demonstrate their uses, construction techniques and functions, as well as any changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the workers at the First Sydney Station.

In response to Bickford and Sullivan's questions about research potential,[127] the remains of the c.1855-1865 Central Yard Structures have the potential to contribute knowledge that no other resource and site can about the

[127] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on

First Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

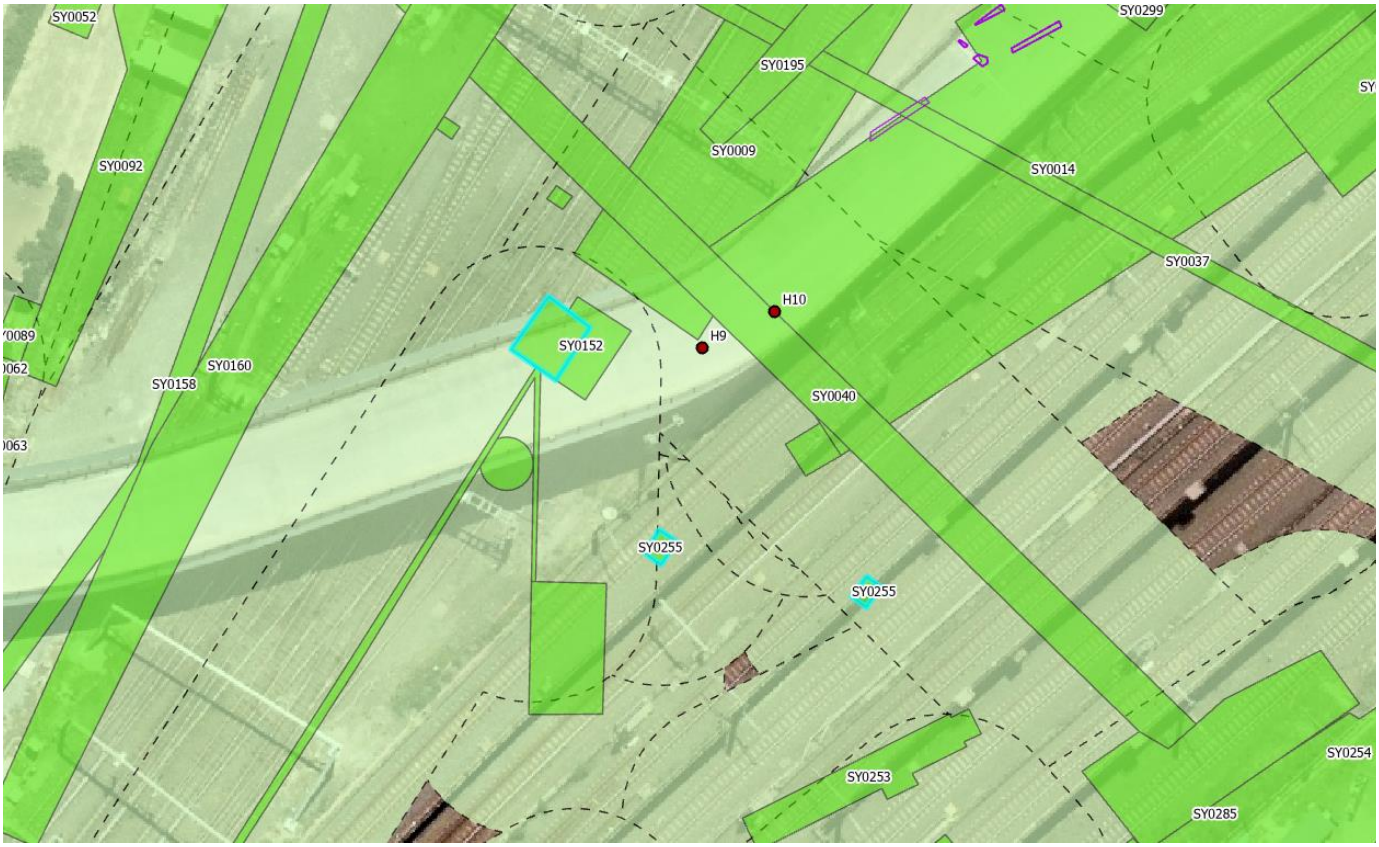
Level of significance

State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Figure 321. 1855-1865 Trigonometric survey, Block S2. Source: City of Sydney Archives & History Resources, A-00880408.

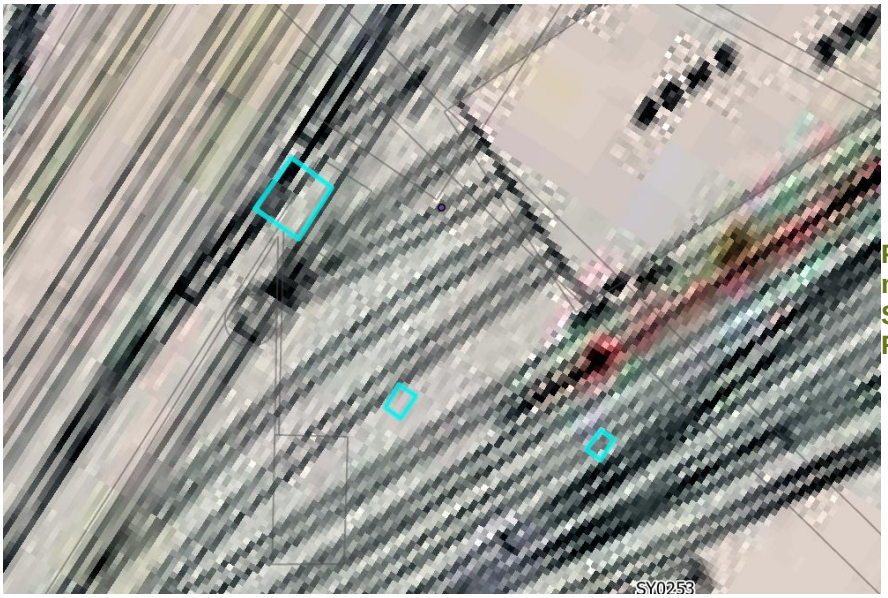


Figure 322. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.

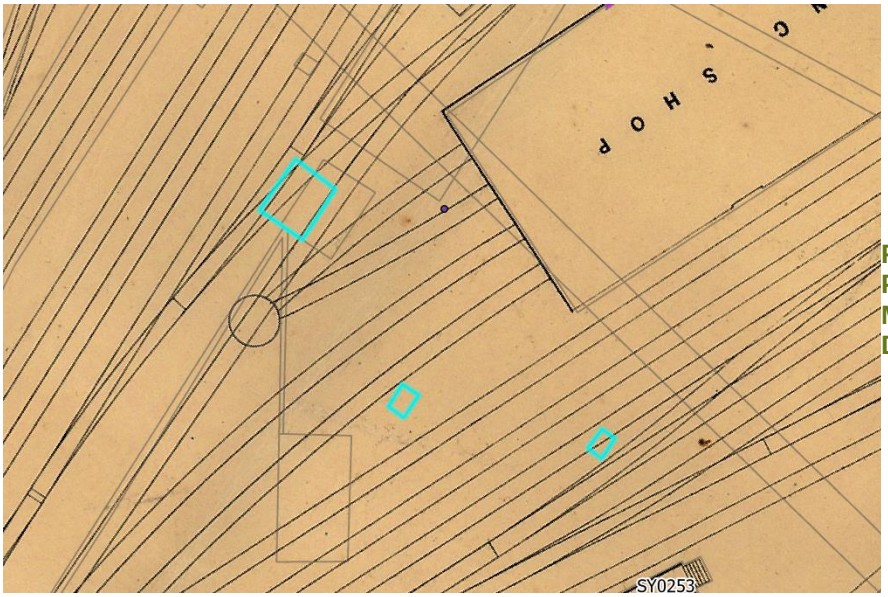


Figure 323. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

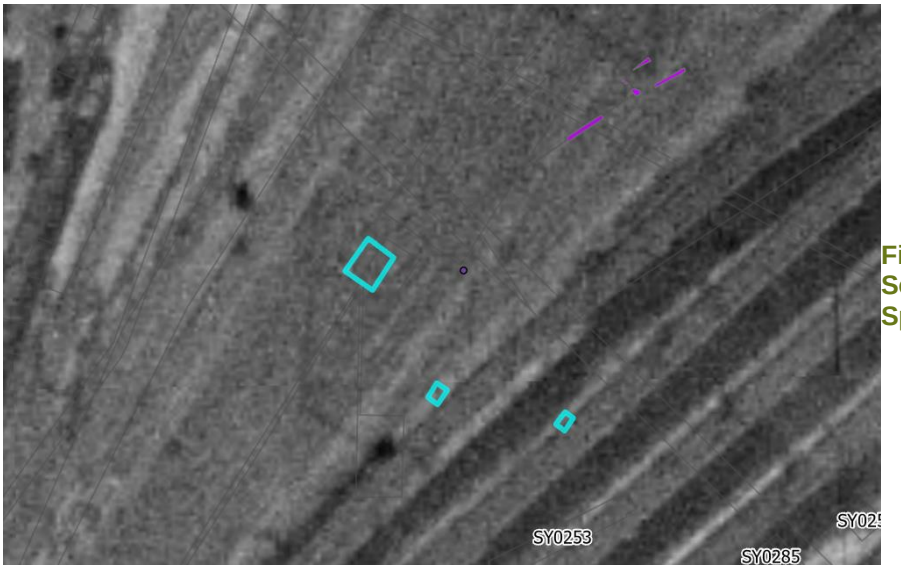


Figure 324. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

Artefact, 2021. *Sydney Yard Archaeological Site Plan: Item Histories.*

1.35 SY0256 (1855-1865 Horse Dock)

Item Details	
Year of construction:	1855
Alternative names:	Horse Dock
Modifications (with years):	Additional structure to the east (c.1865)
Function:	Horse dock and associated facilities, such as offices
Construction materials:	Timber, unknown
Demolished/removed (year):	c.1871-1874

Historical Summary

The western rectilinear structure first appears on an 1855 map of Sydney Station, labelled as a 'Horse Dock'. In the 1855-1865 Trigonometric Survey, the western structure is shown as being of timber construction, while the eastern structure is shown as an outline without information of its materials. The eastern rectilinear structure was likely incomplete at the time of the completion of the 1855-1865 survey. The eastern structure is shown to be connected to the western timber structure with a thin line, but it is unclear as to whether this is a fence, wall or drafting mark.

The structures were demolished in c.1871-1874 for the reconfiguration of the station for the Second Sydney Station. Although originally in an undeveloped area, by c.1903 the area of the structures was redeveloped for the Third Sydney Station, resulting in the construction of platforms and railway tracks in the area. By the mid-twentieth century, the area was built up with additional platforms and the Parcels Structure (SY0313). In c.1998, the area of the western structure was excavated for the Henry Deane Plaza redevelopment.

Archaeological notes

From 1855-65 Trigonometric map, it is clear the western structure was composed of timber. The eastern structure and potential fence are of unknown materiality, but they are also likely to have been constructed from timber. Due to the materiality of the structures, there is low potential for archaeological remnants to be present due to early demolition and decomposition of the material. In addition, the construction of the platforms and the Henry Deane Plaza buildings is likely to have removed much of the archaeological remains.

Archaeological Potential

Low potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the First Sydney Station. The structures have research value for their potential to demonstrate their uses, construction techniques and functions, as well as any changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate diet, health and daily life of the horses and their handlers at First Sydney Station.

In response to Bickford and Sullivan's questions about research potential,[128] the remains of the c.1855-1865 Horde Dock have the potential to contribute knowledge that no other resource and site can about the First Sydney Station,

[128] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

as well as answer broader questions relating to the development of transport infrastructure and horse-drawn carriages as transport in early NSW.

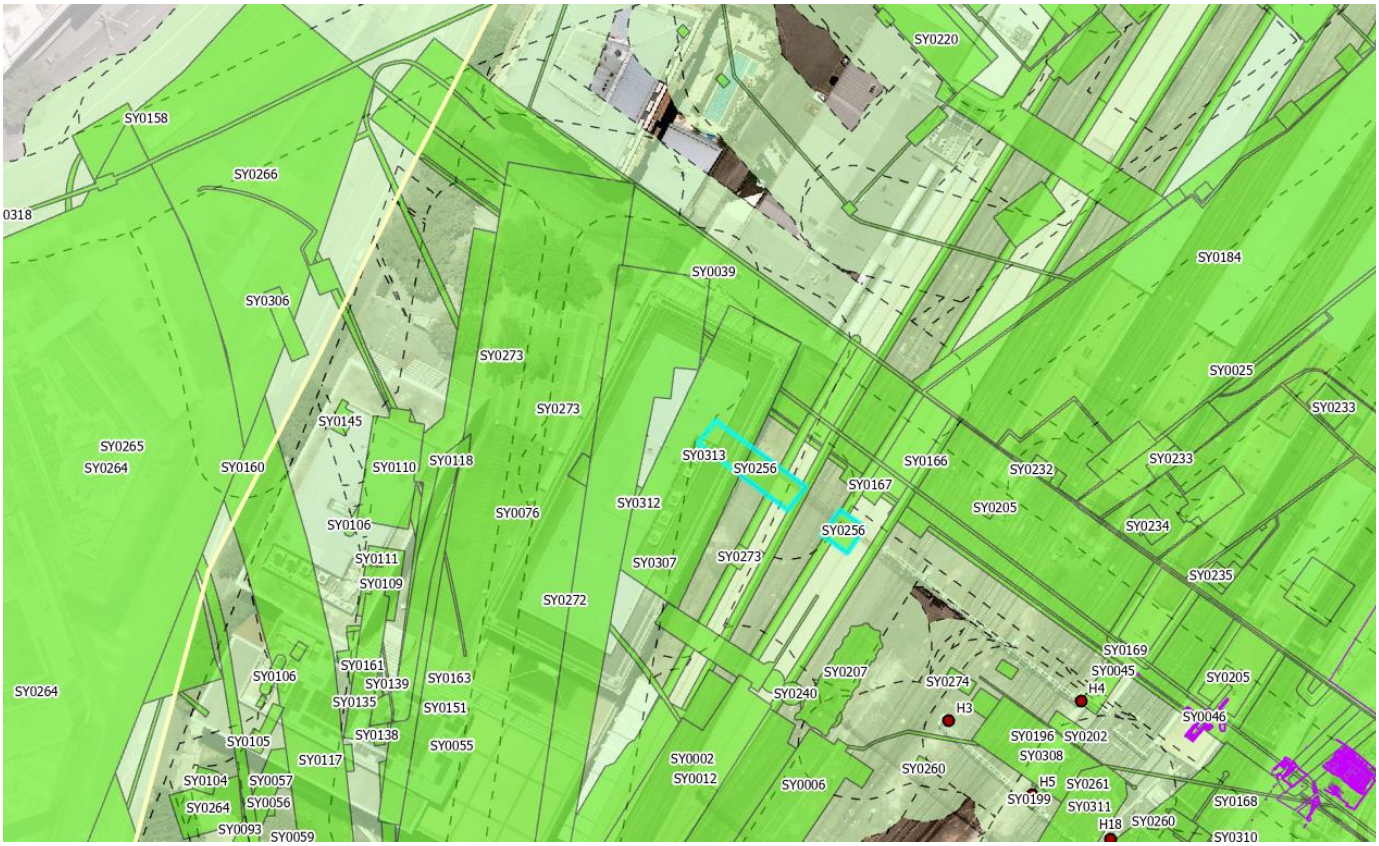
Level of significance

State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

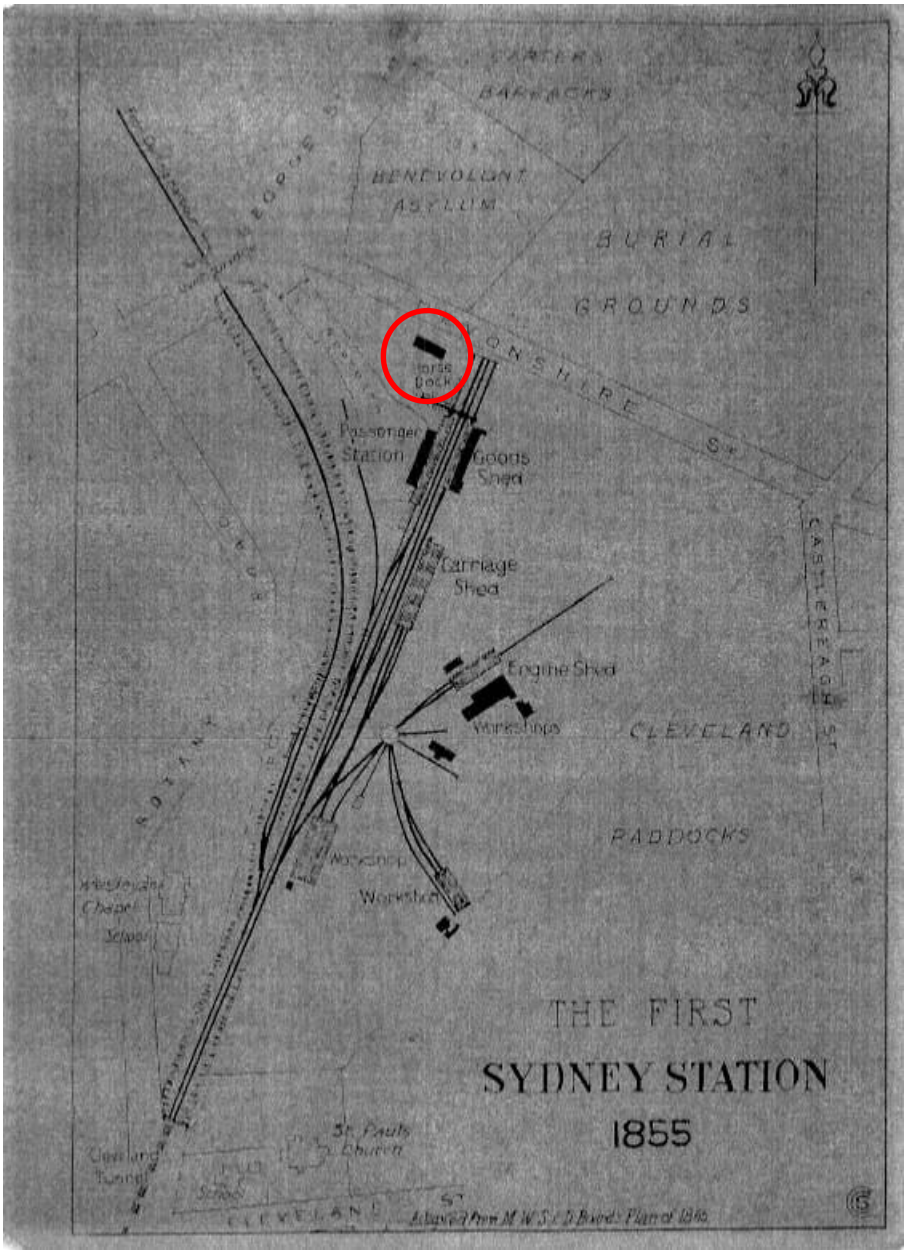


Figure 325. 1855 Sydney Station. Source: NSW State Records.



Figure 326. 1855-1865 Trigonometric survey, Block S2. Source: City of Sydney Archives & History Resources, A-00880408.

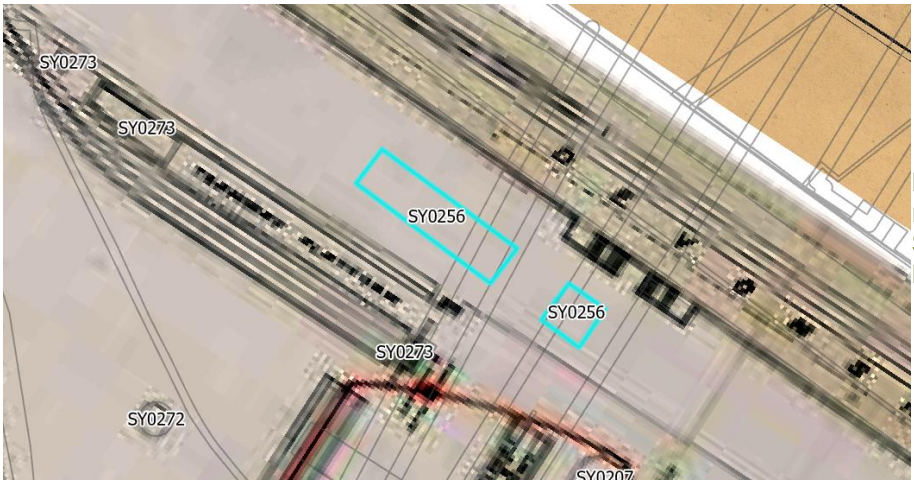


Figure 327. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.



Figure 328. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.



Figure 329. 1903 Central Station map. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

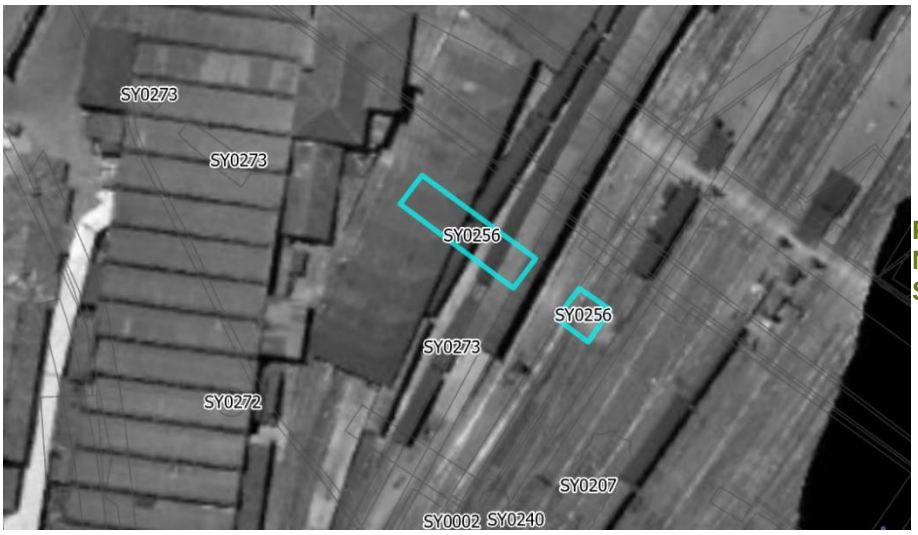


Figure 330. 1951 Aerial photograph. NSW Government, NSW Spatial Services.



Figure 331. 1998 Aerial photograph. NSW Government, NSW Spatial Services.



Figure 332. 2005 Aerial photograph. NSW Government, NSW Spatial Services.

Key Sources

City of Sydney Archives & History Resources, 1865. *City Surveyor's Department, City of Sydney - Trigonometrical Survey, 1855-1865: Block S2.* A-00880408.

1.36 SY0257 (Railway Place Houses and Yards)

Item Details	
Year of construction:	Mid-1850s
Alternative names:	Randle Lane, Chalmers Street
Modifications (with years):	Land resumed in early 20th Century
Function:	Residential and commercial terraces
Construction materials:	Brick, timber, stone
Demolished/removed (year):	Resumed in early 20th Century. Some structures remain extant.

Historical Summary

Development of Elizabeth Street

Elizabeth Street is one of the oldest streets in Sydney. In the mid-1850s it was described as "one of the leading thoroughfares" of the city, beginning at Hunter Street and then travelling southwards for more than a mile before terminating at "the Burial Ground".[129] It is likely that 'the 'Burial Ground' referred to Devonshire Street Cemetery, which at the time of its consecrated in 1820, was located at farthest outer limit of the town (refer to SY0025).

While the northern portion of Elizabeth Street was a "fashionable residential street" the southern end beyond Hyde Park was less exclusive, meeting the "factories, warehouses and boarding houses of Surry Hills".[130] In the late 1800s, the view up the hill on Elizabeth Street from Devonshire Street to Liverpool Street was defined by small cottages to each side, as well as a few shops and the occasional inn.[131]

Cleveland House

The Railway Place area was originally part of the grounds of Cleveland House until the mid-1850s. After the death of Daniel Cooper in 1853, the estate was sold and subdivided in 1855. A portion of the former estate, located to the south and east of the Devonshire Street Cemetery, was acquired by John Cooper, the nephew of Daniel Cooper, and managed under the terms of Daniel Cooper's will.

Establishment of Railway Place and Randle Street

Historical maps from 1845 to 1888 indicate that the parcel of land to the north of Randle Street and to the west of Elizabeth Street was occupied by multiple structures. The structures to the northern side of Randle Street are detailed in the 1888 Rygate map, which indicates that they were two storey brick or stone buildings with yards to the rear. Consistent with the character of the area, this suggests that Randle Street was most likely lined by working-class terrace houses and shopfronts.

By the end of 1856, John Cooper was offering building allotments in this area on 99-year 'building and improving' leases, as stated in Daniel Cooper's will. This included the newly created Railway Place and Randle Street.[132] Many of the first owners were builders and investors purchasing allotments to develop. These were tenanted or resold with the residual years of the leasehold and house numbering changed as additional properties were constructed. An 1864 advertisement directed to 'Small Capitalists' described a property in Railway Place as a new 'tastefully furnished,' two-storey, brick residence with a well of water. The leasehold had 93 years to run and was subject to a nominal rental of £6 10 shillings per annum.[133]

By 1865, the Trigonometric Survey of Sydney plans show a dense residential development at the eastern boundary of the Devonshire Street Cemetery called Railway Place. Phillip Ward Assessment Books for the City of Sydney Council indicate that in 1861 many of the allotments on the west side of Railway Place had been built on and

[129] Joseph Fowles, *Sydney in 1848* (Sydney: Ure Smith, 1966)
[130] Caroline Mackaness and Caroline Butler-Bowdon, *Sydney then and now* (Sydney: Meyer and Meyer, 2005)
[131] T.S. Champion, "Along Elizabeth Street, Sydney," (Royal Australian Historical Society, October 27, 1936)
[132] Sydney Morning Herald, August 1898 p. 3
[133] Sydney Morning Herald 9 Jan 1864: 10.

occupied by the owners of the 99-year leases. The 1881 Sydney Water and 1888 Rygate & West plans also show this dense development. These plans show that the development was part of a triangle of streets and lanes to the west of Randle Street which incorporates the current site of the present-day Bounce Hotel (20-28 Chalmers Street). Residences ranged from wood, brick and stone structures from between 1-2 storeys and 1-5 rooms; each with a rear yard and most containing at least one outbuilding or water closet. In addition, occupants were generally considered 'working-class' with a range of occupations including butchers, iron-moulders, stonemasons, and carpenters.[134]

Services were not immediately available in Railway Place and in 1869, Mr F.T. Smith, a Railway Place resident, requested that Sydney Council water mains be laid in the street. The street was paved with blue metal in 1873.[135] Council approved the extension of the sewer (a 12" stoneware line) to Randall Street and nearby Railway Place in March 1882.[136]

Newspaper articles written prior to the resumption of Railway Place indicate that the area was considered run-down and, in some parts, a slum. An article written by 'Tacktra' in the *Evening News* in 1901 described the type of housing within Railway Place and its surrounds as "very neat and clean in front…but their back views [are] tumble-down and dirty enough to be demolished…I see a quiet little narrow street running up hill, with many cottages and some two-storey houses – the former with narrow little verandahs, gable windows, and many irregular steps; the latter with no verandahs, and absolutely straight up and down fronts.'[137] This depiction of Railway Place is in agreement with the photographs and drawings of the residences. In addition, Tacktra writes that the area has 'no redeeming quality, narrow, dirty ways, propped up houses, broken chimneys and walls; ugly tiny houses huddled together, walls grimed with years of dirt and no breathing space.'[138]

Additional articles from the late nineteenth up until the time of resumption similarly depict Railway Place as a dark and rundown area. Documented events within the street include instances of smallpox, accidental poisoning, various deaths, a number of suicides and several local pleas for improved public facilities. In May of 1867 a request to install kerbing and guttering in Railway Place was accepted, [139] and drainage was a particular issue, with requests for the installation of drainage adjacent to the burial ground wall submitted in January of 1871.[140]

By the late 1890s, Surry Hills was a densely populated residential suburb. The small sub-division of land resulted in the area being largely built out, with overcrowding leading to poor health, sanitary and building conditions. It was predominantly occupied by working class families, whose social status combined with the poor conditions and high crime rate resulted in the suburb being considered a 'slum area'.[141]

Resumption of Railway Place

Railway Place was resumed under the provisions of the Public Works Act 1900 and the City Railway Extension (Devonshire Street) Act of 1900. The resumptions took place in 1902 with 'several tons of earth to be removed…[for] commencing the foundations of the new station.'[142]

Present-day Chalmers Street was an extension of Castlereagh Street until the development of Belmore Park in 1905, at which point Chalmers Street was officially formed.[143] The block between Elizabeth and Devonshire Streets remained largely undeveloped. The United Dental Hospital, adjacent to the present-day Bounce Hotel, was built by

[134] Sands Directory. 'Railway Place'. Accessed online 12 April 2019, https://www.cityofsydney.nsw.gov.au/learn/search-our-collections/sands-directory/sands-search
[135] Letter from FT Smith to the City of Sydney Council, Item No 26/97/635 Letters Received, NSCA; Correspondence, Item 26/120/280 Letters Received, NSCA.
[136] *SMH* 3 Apr 1880: 6; *SMH* 15 Mar 1882: 6.
[137] 'Roundabout the New Railway Station' (1901, August 10). *Evening News*. Accessed online 17 April 2019, https://trove.nla.gov.au/newspaper/article/114030983?searchTerm=%22railway+place%22+AND+resumption#
[138] 'Roundabout the New Railway Station' (1901, August 10).
[139] 'Sydney Municipal Council' (1867, May 13) *Empire.*
[140] 'Sydney Municipal Council' (1871, January 7) *The Sydney Mail.*
[141] Garry Wotherspoon and Chris Keating, "Surry Hills." The Dictionary of Sydney, 2009, https://dictionaryofsydney.org/entry/surry_hills.

[142] 'The New Central Station' (1902, January 2). *The Daily Telegraph*.
[143] City of Sydney, date unknown. *History of Sydney Streets.* Accessed online 17 April 2019, https://www.cityofsydney.nsw.gov.au/learn/sydneys-history/people-and-places/streets

the University of Sydney around 1910 at 14 Chalmers Street and by 1915, a number of other structures had begun to be constructed.[144]

The Hat Factory

Historic maps illustrate a drastic change in form between 1888 and 1903. This due to the reconfiguration of the block that occurred due to the removal and relocation of the Devonshire Street Cemetery. As such, the row of houses to the west of Railway Place were demolished, the existing buildings on the remainder of the plot were cleared and the access street (former Railway Place) was relocated slightly to west. This new connection formed a southern extension of Castlereagh Street, with the reconfigured allotments being listed for sale in 1904.

Burnets c.1923 plan details the structures that were erected on the land, including those that fronted onto Randle Street. These included residential apartments as well as a second-hand dealer, leather merchant and Chinese laundry. The most significant structure facing Randle Street was the R.C. Henderson Hat Manufacturing Factory. This six-storey brick building was constructed in 1912 and functioned as a warehouse up until the 1950s.[145]

The R.C. Hendseron building remains in-situ (11-13 Randle Street), as do the adjacent buildings at numbers 7-9 (c.1908) and 15 (c.1923). While the hat factory is heritage listed, the other two structures have no protections. A DA was approved in 2019 for the demolition of number 7-9 and 15 and the conversion of the former factory into a hotel. The majority of the structures that were constructed following the construction of the Third Central Station, including the Henderson Hat Factory, remain extant.

1919 Fire

On 18 June 1919, a fire began to burn in the adjoining A.H. Burnett (Burnet) building, a large wholesale grocer, which was sited in between the Dental Hospital to the north and the study area to the south.[146] The brick five storey building located within the study area managed to retain its four external walls, however, the interior was engulfed by the fire.[147] At the time, the building was occupied by the Sydney Importing Company, the Lincoln Motor Company and the Crescent Shirt Factory.[148] Contemporary photographs) and newspaper accountsoutline that portions of the building were torn down soon after the fire.[149] The yard to the south of the site had remained vacant at the time of the fire.

Photographic evidence shows the foundations of the original building were retained and built upon. In July 1927, a second fire started within the newly titled Brown's building, so named after the new owner Mr R.A Brown of Bathurst Street who had purchased the building from Marcus Clark Ltd a week prior to the fire.[150] The fire engulfed the basement and ground floor of the building, which was occupied by Samuel Robertson and Albert Victor Elliott as a garage, and the upper five floors, which were occupied by printers Morton's Pty Ltd.[151] The timber yard to the south of the building, owned by Mr. H Hoadley, was also destroyed.[152] In August that same year, it appears the remaining building fabric was removed and sold for scrap.[153]

The Eastern Suburbs Railway

With the rapid expansion of Sydney city, it became apparent that new ways of incorporating Central Station into the growing metropolis were required. After World War II, the trams in Chalmers Street were removed and the line diverted via Randle Street. The reason for these changes was the first attempt to construct the Eastern Suburbs

[144] OEH, date unknown. 'Former Metro Goldwyn Mayer' Including interior'. Accessed online 17 April 2019, https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?id=2431125
145 NSW Government, "Former R. C. Henderson Ltd factory including interiors," NSW State Heritage Inventory, Updated 21 January 2016, https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5062501.
[146] BIG FIRE IN SYDNEY (1919, June 24). *Western Argus (Kalgoorlie, WA : 1916 - 1938)*, p. 29. Retrieved July 27, 2020, from http://nla.gov.au/nla.news-article34208565
[147] ANOTHER BIG BLAZE (1919, June 19). *Evening News (Sydney, NSW : 1869 - 1931)*, p. 5. Retrieved July 27, 2020, from http://nla.gov.au/nla.news-article120842662
[148] GREAT FIRES. (1919, June 19). *The Sydney Morning Herald (NSW : 1842 - 1954)*, p. 7. Retrieved July 27, 2020, from h£ttp://nla.gov.au/nla.news-article15842873
[149] ANOTHER BIG BLAZE (1919, June 19). *Evening News (Sydney, NSW : 1869 - 1931)*, p. 5. Retrieved July 27, 2020, from http://nla.gov.au/nla.news-article120842662
[150] BIG BLAZE IN SYDNEY (1927, July 12). *The Herald (Melbourne, Vic. : 1861 - 1954)*, p. 1. Retrieved July 27, 2020, from http://nla.gov.au/nla.news-article243959467
[151] ibid
[152] ibid
[153] Advertising (1927, August 24). *Construction and Local Government Journal (Sydney, NSW : 1913 - 1930)*, p. 4. Retrieved July 27, 2020, from http://nla.gov.au/nla.news-article108990700

Railway line from 1948 to 1952.[154] An Eastern Suburbs Railway was one of those originally proposed by John Bradfield that was cut short by the financial problems of the Great Depression and shortages of World War II. An initial alignment had been set in 1926 and a tunnel was partly built between Taylor Square and St James Station (though not reaching St James itself). Work then ceased.

Chalmers street seems to have been excavated from 1949 to at least 1951 according to aerial photography. The 1951 aerial image seems to show a deep excavation abutting the project study area. With work ceasing in mid-1953, the excavation was left open.

The third attempt to construct the railway began in 1967 when the New South Wales Government awarded the contract for the civil and structural design of the entire line to the Snowy Mountains Corporation. Construction was very slow, hampered by legal challenges. The Eastern Suburbs line was finally opened on 23 June 1979, although some of the platforms remained unused.

A second phase of works again for the Eastern Suburbs railway occurred in 1977 to 1979. The Devonshire Street subway from Central Station across to Elizabeth Street under Chalmers Street was constructed at this time. In addition, the entrance to the Devonshire Street tunnel was reconstructed.

Later Developments

The University of Sydney acquired land to the north of its existing United Dental Hospital building in 1937 and constructed a six-storey building.[155] Following an influx of dental students in the 1970s, the University acquired 20-28 Chalmers Street as a short-term solution to cater for the extra students. In December 1972, the property title transferred to the Minister for Public Works and alterations to accommodate staff and service facilities were made to the building.

By 1980, the MGM building and Dental Hospital came under the jurisdiction of the Health Commission of New South Wales and was incorporated into one. In 2006, the building was modified for use as a pub and backpacker hotel.[156]

Archaeological notes

The area formerly known as Railway Place was resumed under the provisions of the Public Works Act of 1900 and the City Railway Extension (Devonshire Street) Act of 1900. 20-28 Chalmers Street, the location of the future Eastern Entry, is located on Lots 7 to 11 of Section 1 of the Central Railway Station subdivision. After resumption, the title was vested in the Minister for Public Works, and was then privately conveyed to a series of individuals.

Analysis of historical images indicates that Railway Place was built on a topographically higher portion of the former sand ridge, within an area sloping to the north-west. Historical photographs suggest that the northernmost portion of the residential triangle was constructed at a lower level than the cemetery and bounded by the cemetery retaining wall. Overall, Railway Place appears to have been constructed on higher ground than much of its surrounds, and a reference from 1901 states:

> *I climbed up some steps into the quaintest of verandahs, with a little window in one end of it; and, by the kind of the owners, was enabled to look at a very peculiar and interesting scene. I found myself looking out over the whole of the northern end of the cemetery, several acres of the green side of the hill, dotted with grey weather-worn tombstones*[157]

During the resumption of the cemetery, hoarding was erected against the boundary of Railway Place and the sand ridge excavated to some depth. During this resumption it was noted that the sand hills were significantly higher than the level of the existing station line on the eastern side, with infill required to create a level platform on the western side. An article in the Daily Telegraph from 1 January 1902 stated:

[154] Rappaport Pty Ltd and the NSW Government Architects Office. 'Central Station Conservation Management Plan'. 2013: NSW Transport, Vol 2 :5.5.
[155] Ibid.
[156] Ibid.
[157] Evening News 'Roundabout the New Railway Station As It Is' 10 August 1901 p.1

> *As the difference in the levels of Pitt-Street and the centre of the site was an is still very considerable gangs of laborers with carts are kept going continuously removing the sandy soil.*[158]

An article from the 30 January 1902 also stated:

> *A start has already been made to cut out and level the new thoroughfare through Railway-place, along which the junctioning lines of the Elizabeth and Redfern trams will be taken. Practically all the houses on the western end eastern sides of Railway-place have been removed, and the department is not pulling down all the shops and tenements on the Randle-street (western) end. When these buildings have been removed, it will take only a few weeks to get the levels made, and the rails laid to complete the tramway connection.*[159]

Following resumption of Railway Place, the land remained vacant until subdivision in the early 20th century. The Eastern Entry study area was obtained by MGM in 1932 and the building constructed remains extant on the site. The construction of this building is likely to have further impacted on archaeological remains, although these impacts are likely to be localised to some levelling and excavation for footings and other in-ground portions of the building.

In summary, the Eastern Entry portion of the Central Walk study area has the potential to contain an archaeological resource associated with the construction and habitation of portions of a number of residences, in addition to the Railway Place road corridor itself. Remains may consist of remnant footings and associated construction trenches, as well as postholes. There is some potential for deeper subsurface structural remains to be present, such as basements. These features may contain backfilled material from the early 20th century. As the area is likely to have undergone some level of truncation during resumption and construction of the ESR in Chalmers Street, the potential for intact artefact bearing deposits is considerably lessened.

Overall, the revised assessment of potential for the study area to contain archaeological remains is low, although the probable lack of in-situ artefact bearing deposits does reduce the ability of these remains to contribute meaningfully to research agendas.

Archaeological Potential

Low Potential

Assessment of significance

The archaeological remains of the former Railway Place residences have the potential to provide information relating to the early development of Surry Hills, as an urbanised suburb near the first and second railway stations and the centre of the city of Sydney. The analysis of remains would provide information related to the preferences and socio-economic standing of the occupants of Railway Place, traditionally considered to have been a 'working class' area.

Should intact occupation deposits containing artefactual evidence directly associated with the former residents of Railway Place be identified, these remains have the potential to reach the state significance threshold due to the rarity of the material, and the paucity of archaeological examples of a similar age in areas outside of The Rocks and Brickfields.

The archaeological remains of the former Railway Place residences would have state significance under Criteria A and E, as evidence of the residences and workshops of the working classes in Sydney. There is some potential for highly intact remains to reach the state significance threshold.

Intact and legible remains of the Railway Place Houses and Yards would have the potential to reach the threshold for *state* significance as evidence of early residential and commercial development in Sydney. The structures have research value for their potential to demonstrate their original use, construction techniques and functions, as well as

[158] The Daily Telegraph 'Clearing the Cemetery Site: Railway Place Dismantled' 1 January 1902 p.4
[159] The Daily Telegraph 'The New Central Railway Station' 30 January 1902 p.3

their structural, aesthetic and functional changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the inhabitants.

In response to Bickford and Sullivan's questions about research potential,[160] the remains of the Railway Place House and Yards have some potential to contribute knowledge that no other resource and site can about the working classes in early Sydney. The remains can answer broader questions relating to the daily life, duties and aspirations of residents and workers in early NSW.

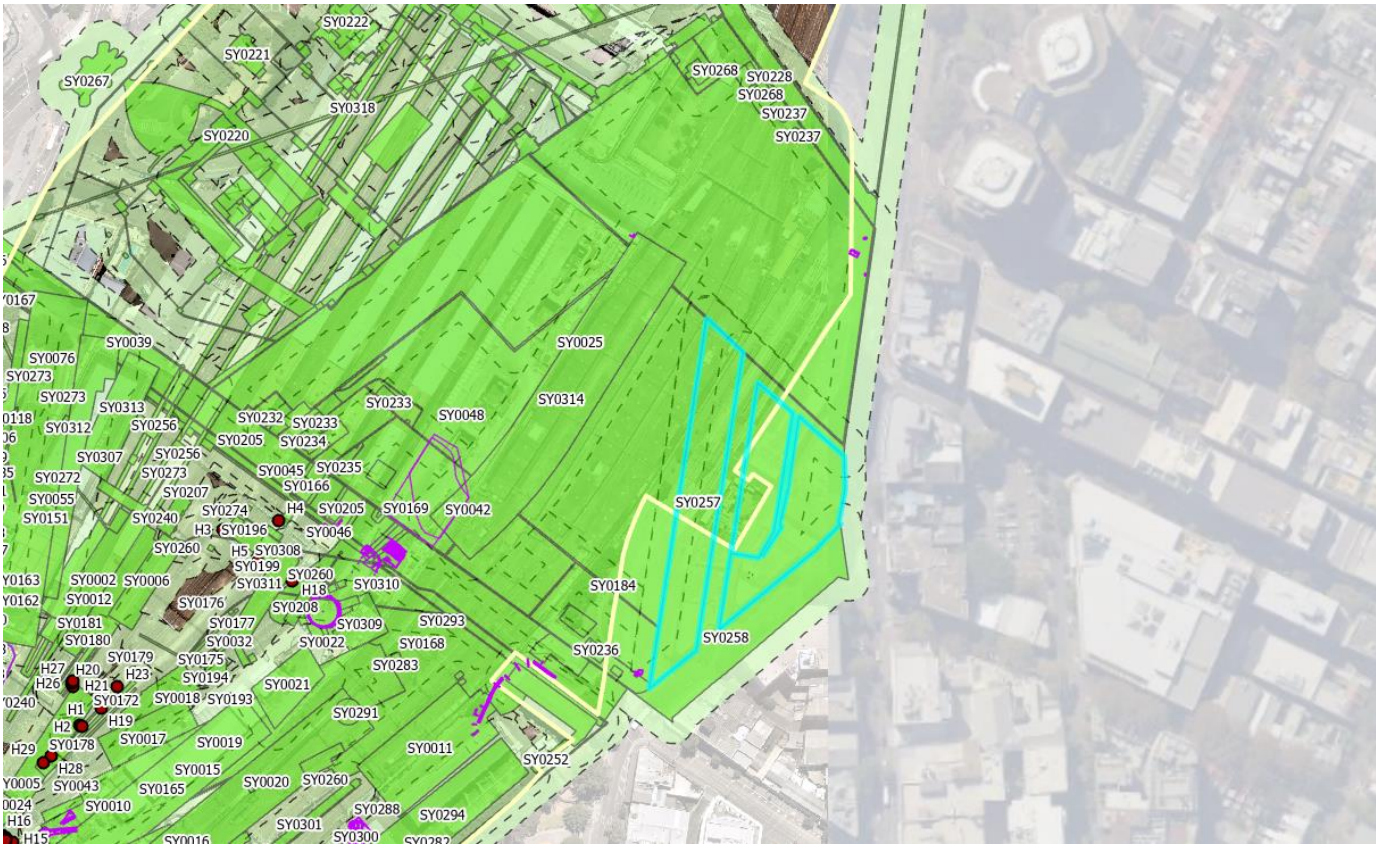
Level of significance

State

Management

B -Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

[160] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Figure 333. 1845 Sheilds Map. Source: City of Sydney Archives & History, A-00880420.

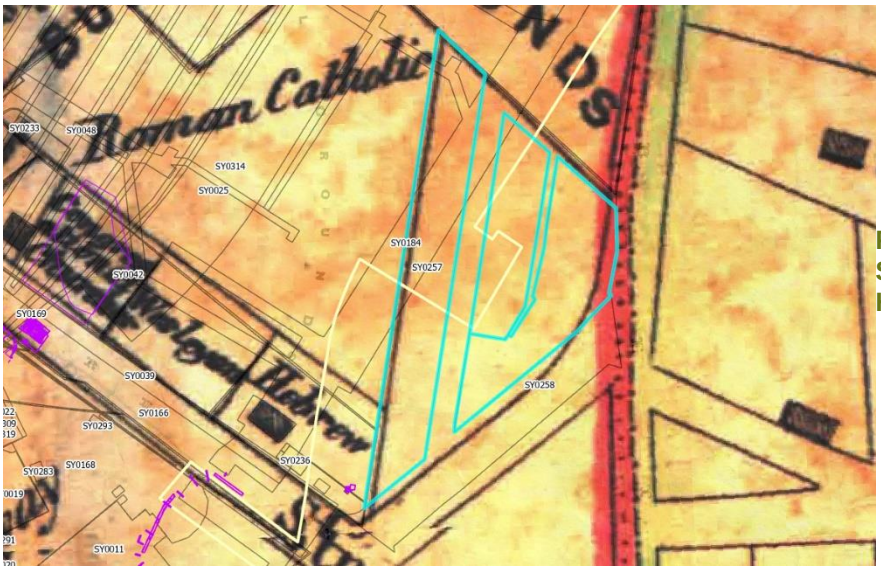


Figure 334. 1854 City of Sydney map. Source: City of Sydney Archives & History Resources, A-00880471.

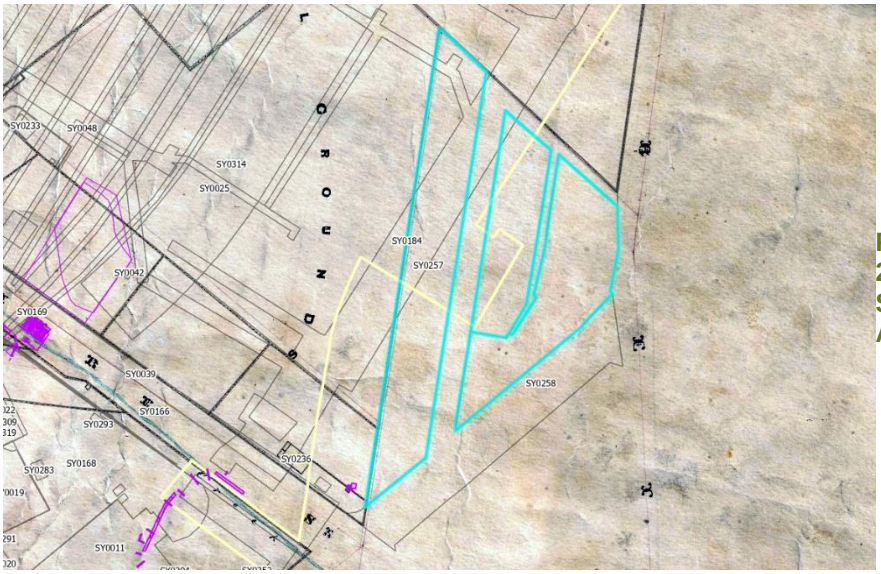


Figure 335. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

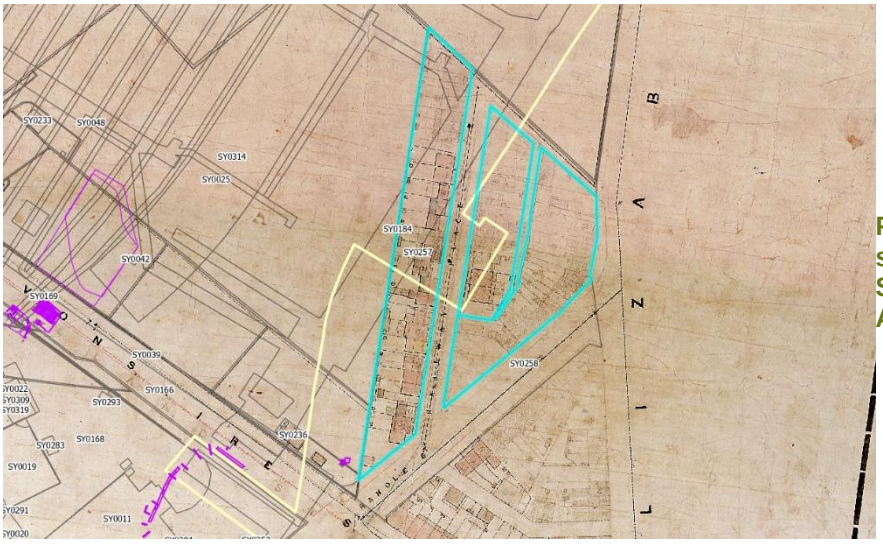


Figure 336. 1855-1865 Trigonometric survey, Block R1. Source: City of Sydney Archives & History Resources, A-00880406.



Figure 337. 1888 Rygate Plans of Sydney, Sheet 40. Source: City of Sydney Archives & History Resources, A-00880455.



Figure 338. View north, c.1900, showing the properties on the south-west corner of Railway Place and Randle Street. Source: Royal Australian Historical Society photonegative.



Figure 339. View north down Railway Place from Randle Street, c.1900. Source: Royal Australian Historical Society photonegative

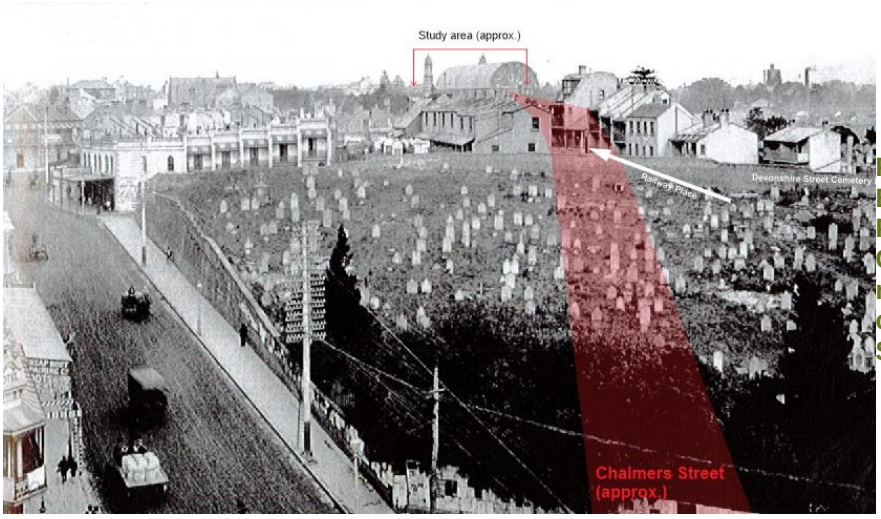


Figure 340. Looking south down Elizabeth Street towards Railway Place. The Devonshire Street Cemetery is shown prior to its resumption. The approximate location of Chalmers Street is indicated in red. Source: SLNSW, FL1130704.



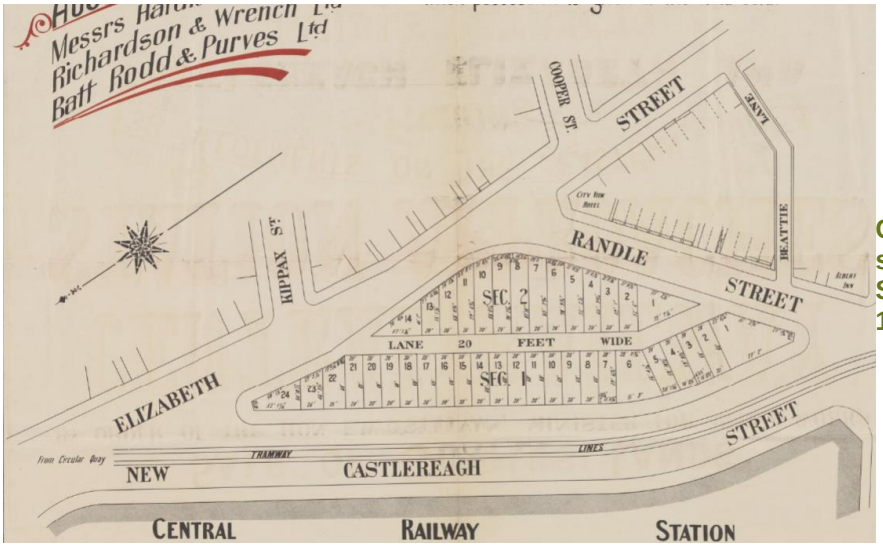
Figure 341. Terraces being demolished during the resumption of the Devonshire Street Cemetery. Source: SLNSW, n88EZaBn.



Figure 342. Terraces being demolished during the resumption of the Devonshire Street Cemetery. Railway Place circled in red. Source: SLNSW, ID: n88EZaBn.



Figure 343. 1903 Central Station map. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.



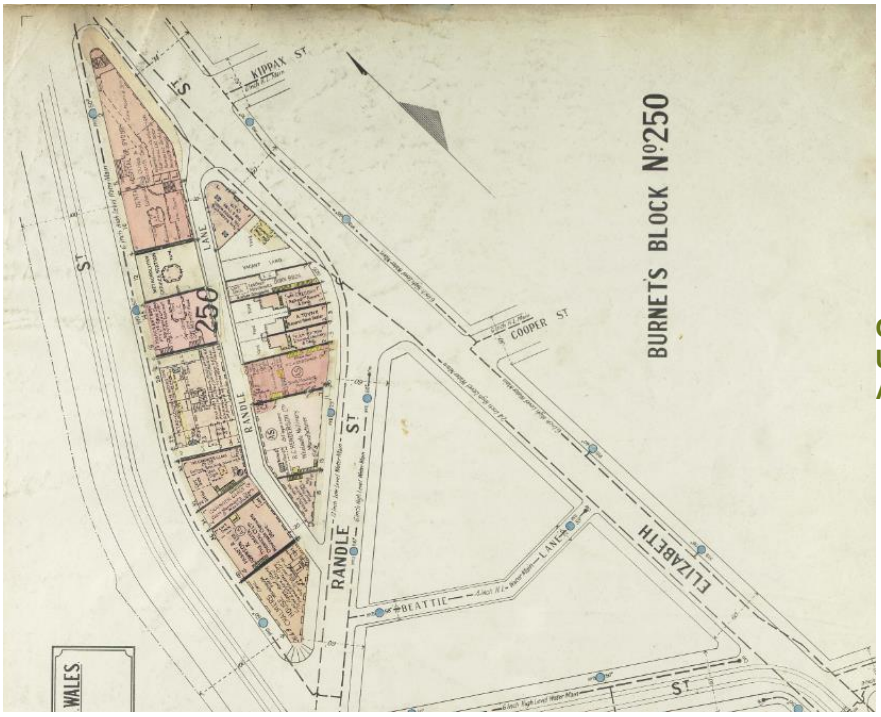
C.1904. Land sale map of allotments surrounding Central Railway Station. Source: Trove, MAP LFSP 2785, Folder 177.



Figure 344. Image of the 1919 fire damage to the Dental Hospital. Source: City of Sydney Archives, A-00036920



Figure 345. Image of the 1919 fire damaged buildings. Source: SLNSW, FL1130720.



C.1923. Plan of Sydney (Fire Underwriters). Source: City of Sydney Archives, A-00880231.



Figure 346. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.



Figure 347. Photograph showing excavation of the ESR, extending across the total width of Chalmers Street. Source: City of Sydney Archives, SRC136.



Figure 348. Sydney Yard 1986. Source: Sydney Trains VPR.



Figure 349. c.1989. Façade of the heritage listed Henderson Hat Factory. Source: City of Sydney Archives, ID: A-00024129

Key Sources

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Mackaness, Caroline and Caroline Butler-Bowdon, 2005. *Sydney then and now*. Sydney: Meyer and Meyer.

1.37 SY0258 (Railway Place and Randle Street)

Item Details	
Year of construction:	c.1850s
Alternative names:	N/A
Modifications (with years):	1903: Change in form and arrangement due to relocation of Devonshire Street Cemetery. 1904: Land allotments sold. 1948: Tram line installed. 1957: Tram line removed.
Function:	Terraces: Retail shops and residential
Construction materials:	Brick, corrugated iron, timber
Demolished/removed (year):	Extant

Historical Summary

Development of Elizabeth Street

Elizabeth Street, which adjoins Randle Street, is one of the oldest streets in Sydney. In the mid-1850s it was described as "one of the leading thoroughfares" of the city, beginning at Hunter Street and then travelling southwards for more than a mile before terminating at "the Burial Ground".[161] It is likely that 'the 'Burial Ground' referred to Devonshire Street Cemetery, which at the time of its consecrated in 1820, was located at farthest outer limit of the town (refer to SY0025).

While the northern portion of Elizabeth Street was a "fashionable residential street" the southern end beyond Hyde Park was less exclusive, meeting the "factories, warehouses and boarding houses of Surry Hills".[162] In the late 1800s, the view up the hill on Elizabeth Street from Devonshire Street to Liverpool Street was defined by small cottages to each side, as well as a few shops and the occasional inn.[163]

Early character of Surry Hills

By the late 1890s, Surry Hills was a densely populated residential suburb. The small sub-division of land resulted in the area being largely built out, with overcrowding leading to poor health, sanitary and building conditions. It was predominantly occupied by working class families, whose social status combined with the poor conditions and high crime rate resulted in the suburb being considered a 'slum area'.[164]

A 1906 photograph of Goulburn and Macquarie Streets indicates a similar character that could have been expected at the intersection of Elizabeth and Randle Streets. Both intersections were at the junctions of busy roads and featured two-storey terraces and stores. The road bases of Randle Street and Railway Place are likely to have been similar to the road shown in the photograph: Telford Road construction, comprising gravel layers over sandstone blocks with flanking sandstone kerbing and gravel-surfaced footpaths.[165] Originally, however, the road may have comprised only an unsealed dirt/gravel surface.

Historic maps illustrate a drastic change in form between 1888 and 1903. This due to the reconfiguration of the Railway Place and Randle Street block due to the removal and relocation of the Devonshire Street Cemetery. As such, the row of houses to the west of Railway Place were demolished, the existing buildings on the remainder of the plot were cleared and the access streets and lane, former Railway Place and its rear night soil lane, was replaced with Randle Lane, which was relocated on a different alignment. The new alignment ran through the former location of Railway Place to the south and the night soil lane to the north and former houses in the centre.

[161] Joseph Fowles, *Sydney in 1848* (Sydney: Ure Smith, 1966)
[162] Caroline Mackaness and Caroline Butler-Bowdon, *Sydney then and now* (Sydney: Meyer and Meyer, 2005)
[163] T.S. Champion, "Along Elizabeth Street, Sydney," (Royal Australian Historical Society, October 27, 1936)
[164] Garry Wotherspoon and Chris Keating, "Surry Hills." The Dictionary of Sydney, 2009, https://dictionaryofsydney.org/entry/surry_hills.
[165] Department of Main Roads NSW, 1976. *The Roadmakers*. *A History of Main Roads in New South Wales.* Sydney: Department of Main Roads New South Wales, p. 151.

This new connection formed a southern extension of Castlereagh Street, with the reconfigured allotments being listed for sale in 1904.

Burnets c.1923 plan details the structures that were erected on the land, including those that fronted onto Randle Street. These included residential apartments as well as a second-hand dealer, leather merchant and Chinese laundry. The most significant structure facing Randle Street was the R.C. Henderson Hat Manufacturing Factory. This six-storey brick building was constructed in 1912 and functioned as a warehouse up until the 1950s.[166] A number of these structures are still extant above the former house and road surface. The R.C. Henderson building remains in-situ (11-13 Randle Street), as do the adjacent buildings at numbers 7-9 (c.1908) and Randle House at 15 (c.1923). A DA was approved in 2019 for the demolition of numbers 7-9 and 15 and the conversion of the former factory into a hotel, however, this work has not yet been undertaken.

In 1947, the junctions of Randle Street and Randle lane with Elizabeth Street were partially realigned to widen Elizabeth Street.[167]

The tram line

In 1948, construction work began on a new tram line along Randle Street. The purpose of this line was to divert trams from operating along Chalmers Street.[168] Instead, they ran up Randle Street and connected to Elizabeth Street before running into the city. The line was closed in 1957 and the tracks were paved over.[169] Randle

Archaeological notes

The development of Railway Place, Randle Street and the associated night soil lane most likely followed the characteristic course of early thoroughfares in Sydney, commencing as unsealed tracks and eventually subject to improvement as required. Based on the road construction methods of Randle Street and other streets elsewhere in Surry Hills shown in historical photographs, it is likely that the Railway Place and Randle Street were of Telford Road construction by the end of the nineteenth century, comprising heavy sandstone blocks with one or two layers of gravel including an upper layer or wearing surface of finer gravel that would not damage vehicle wheels.[170] Sandstone kerbs and gravel-covered footpaths would have lined the sides of the roads.

Remains of Railway Place and the rear night soil lane may be extant in the areas of the existing early twentieth-century buildings, as these buildings may not have resulted in the full excavation and removal of the roads. The areas that have been built up with late twentieth and early twenty-first century multi-storey buildings are likely to have removed all evidence of the nineteenth century road surfaces.

The tram tracks along Randle Street are likely to be extant beneath the existing road surface, as the majority of tram tracks were simply covered over rather than removed following the closure of the tramlines.

In general remains associated with these streets may include ‘primary’ archaeological evidence such as in situ road material, kerbing and associated drainage, trenching and cut and fill, as well as tram tracks. Remains associated with the demolition of these items –‘secondary’ archaeological evidence–that may survive at the subject site may include rubble and levelling layers.

As Randle Street itself has been raised since its partial reconfiguration at the turn of the 20th century, there is moderate potential for remains of the street to remain extant or partially extant beneath the current ground level.

Archaeological Potential

Moderate Potential

[166] NSW Government, “Former R. C. Henderson Ltd factory including interiors,” NSW State Heritage Inventory, Updated 21 January 2016, https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5062501.
[167] 1947 'NOTIFICATION OF PROPOSED REALIGNMENT OF STREETS (PUBLIC WAYS) (CITY OF SYDNEY).', *Government Gazette of the State of New South Wales* (Sydney, NSW : 1901 - 2001), 12 December, p. 2901. Accessed: http://nla.gov.au/nla.news-article224774702 (06/06/2022).
[168] 1948 'Sydney New Railway', *Barrier Daily Truth* (Broken Hill, NSW : 1908; 1941 - 1954), 5 May, p. 1. Accessed http://nla.gov.au/nla.news-article141683191 (06/06/2022).
[169] Hoadley, D. 1995. *Sydney's Tram History*. Last updated 18 August 1997. Accessed at: http://www.railpage.org.au/tram/sydhist.html (06/06/2022).
[170] Department of Main Roads NSW, 1976. *The Roadmakers*. *A History of Main Roads in New South Wales.* Sydney: Department of Main Roads New South Wales, p. 151.

Assessment of significance

Railway Place and Randle Street are likely to have undergone various phases of construction. Assessment of the significance of remains associated with these roadways will require a case by case approach that balances historical significance criteria against the specifics of each roadway.

In general, however, remains associated with these streets may include 'primary' archaeological evidence such as in situ road material, kerbing and associated drainage, trenching and cut and fill. Remains associated with the demolition of these items –'secondary' archaeological evidence–that may survive at the subject site may include rubble and levelling layers. Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness ('survival') would meet the threshold of State significance as reflecting and informing on the early development of transportation and infrastructure in Sydney.

If primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of local significance include Historical Significance (criterion A), Rarity (criterion F) and Representativeness (criterion G).

The tram tracks along Randle Street are likely to meet the threshold for local significance under Historical Significance (criterion A) and Representativeness (criterion G) as one of the last tramlines to be removed in Sydney.

Secondary archaeological evidence would meet the threshold of local significance for most criteria at the subject site, if intact. This is because secondary remains do not contribute to our understanding of the location while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture. Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex. The 'integrity' and 'intactness' of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

Intact and legible remains of Railway Place and Randle Street would have the potential to reach the threshold for local significance as evidence of early road and drainage infrastructure in Sydney. The road and associated infrastructure have some research value for their potential to demonstrate their construction techniques and alignments, as well as aesthetic and functional changes over time. Associated deposits, particularly refuse deposits associated with drainage, have research value for their ability to demonstrate health and daily life of the inhabitants of early Sydney.

In response to Bickford and Sullivan's questions about research potential,[171] the remains of Railway Place and Randle Street have some potential to contribute some knowledge that no other resource and site can about the roadways and infrastructure in early Sydney. The remains can answer broader questions relating to road infrastructure in early NSW.

Level of significance

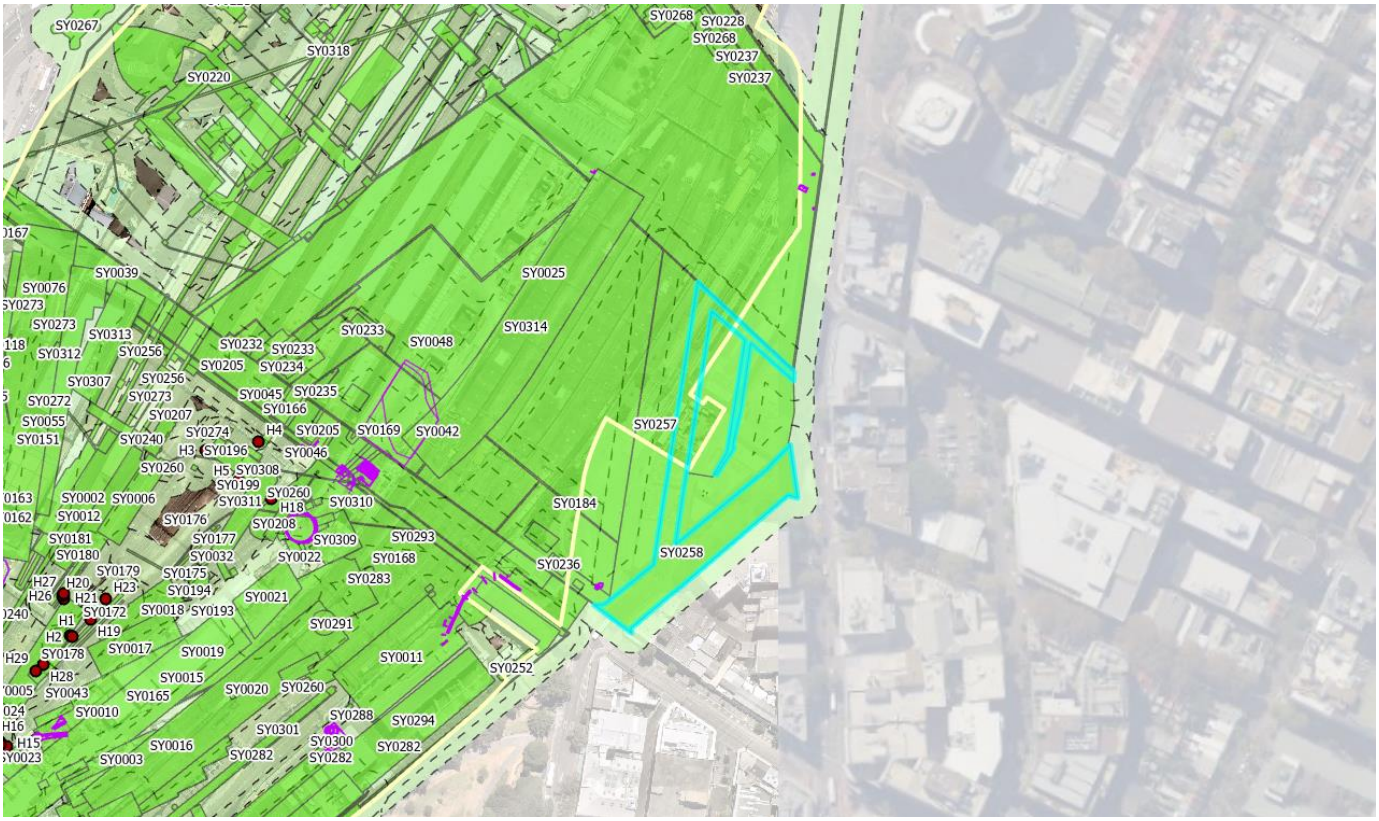
Local

Management

B -Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location

[171] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Key Images



Figure 350. 1845 Sheilds Map. Source: City of Sydney Archives & History, A-00880420.

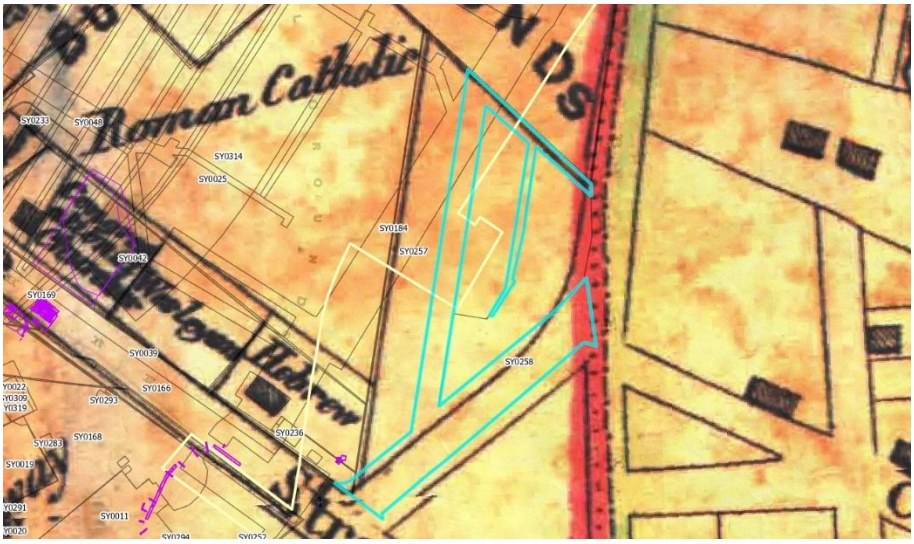


Figure 351. 1854 City of Sydney map. Source: City of Sydney Archives & History Resources, A-00880471.



Figure 352. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

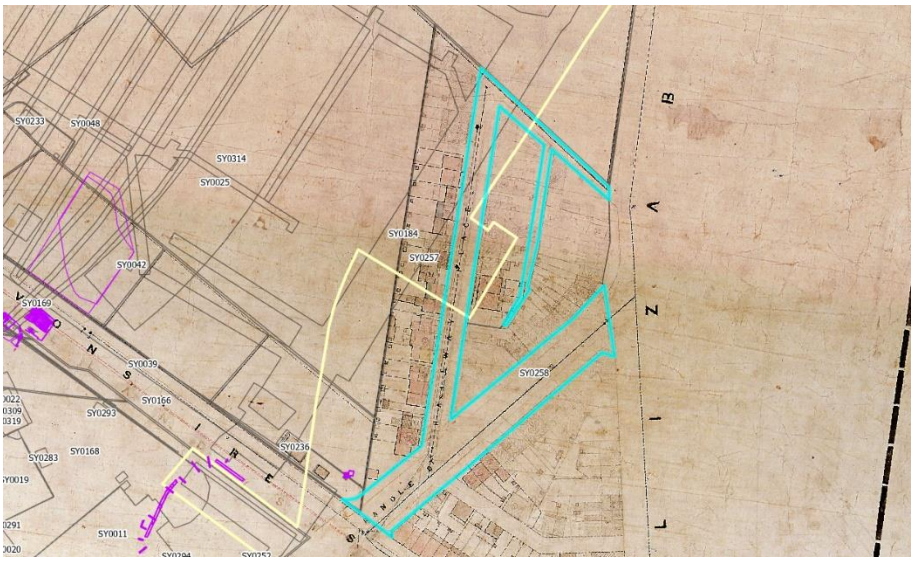


Figure 353. 1855-1865 Trigonometric survey, Block R1. Source: City of Sydney Archives & History Resources, A-00880406.



Figure 354. 1888 Rygate Plans of Sydney, Sheet 40. Source: City of Sydney Archives & History Resources, A-00880455.



Figure 355. View north down what is thought to be Railway Place from Randle Street, c.1900. Source: Royal Australian Historical Society, SLNSW, ON 260/431-490, no. 467.



Figure 356. View north down what is thought to be Railway Place from Randle Street, c.1900. Source: Royal Australian Historical Society, SLNSW, ON 260/431-490, no. 467.

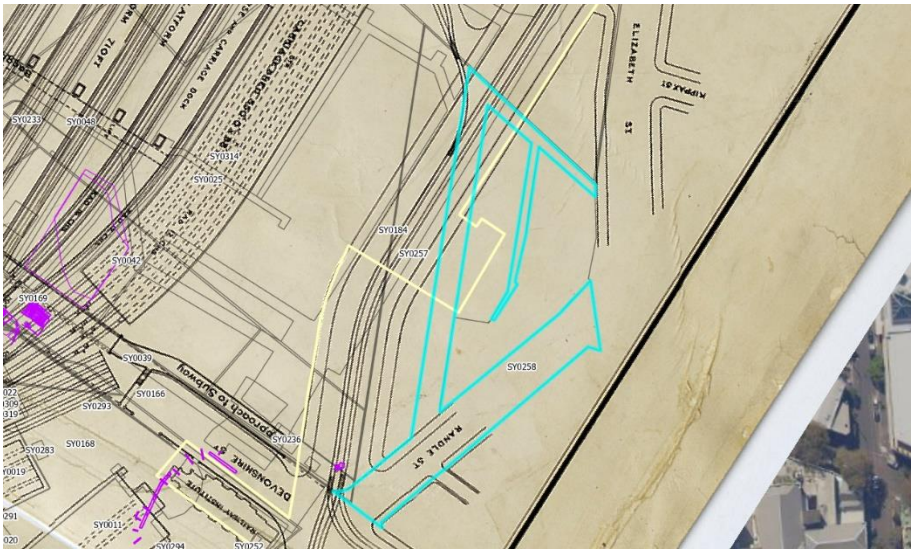


Figure 357. 1903 Central Station map. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

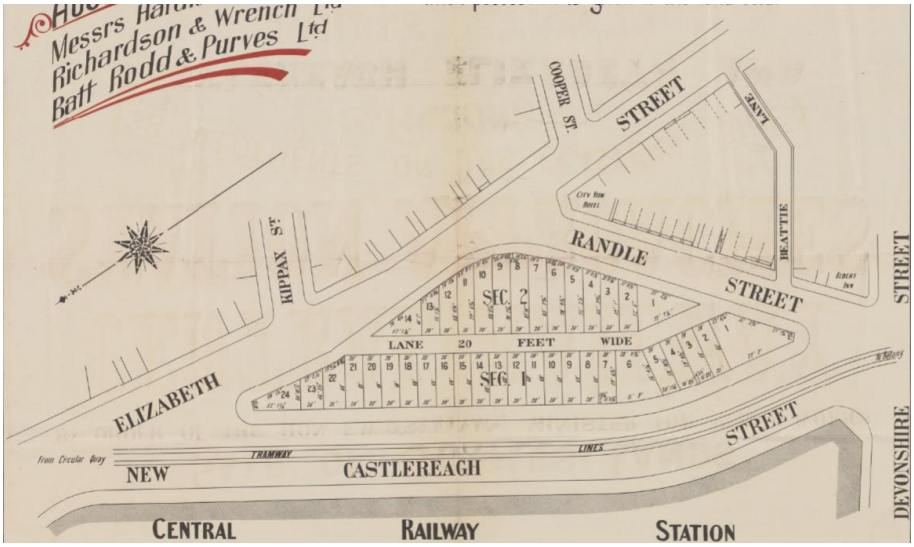


Figure 358. C.1904. Land sale map of allotments surrounding Central Railway Station. Source: Trove, MAP LFSP 2785, Folder 177.



Figure 359. Entrance to Randle Lane via Randle Street in the 1920s. Source: Sydney Living Museums, 31321.

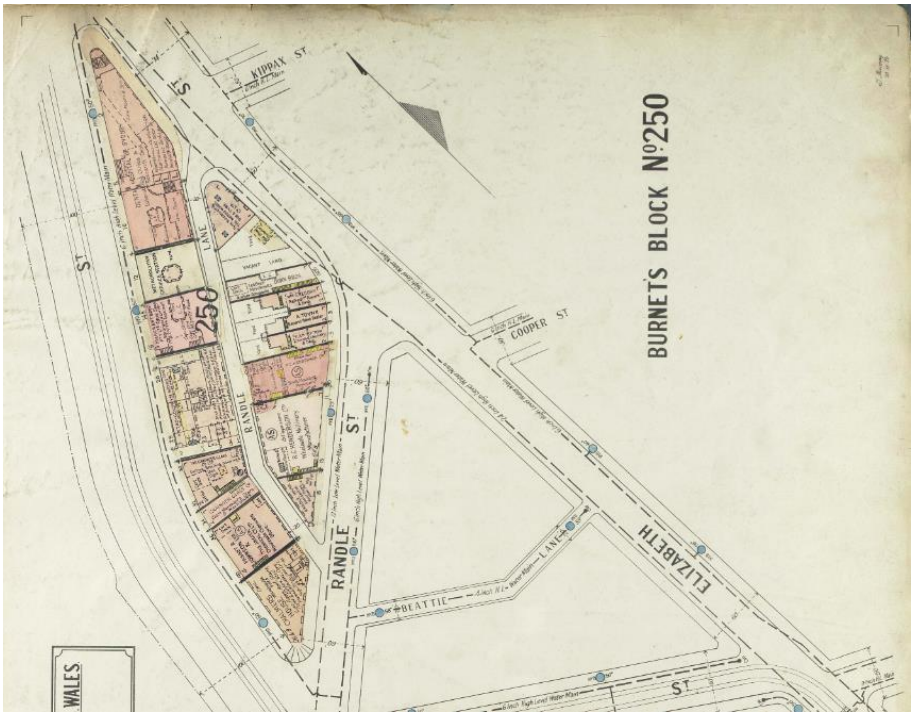


Figure 360. A c.1923 plan of Sydney (Fire Underwriters) (annotated). Source: City of Sydney Archives, A-00880231.

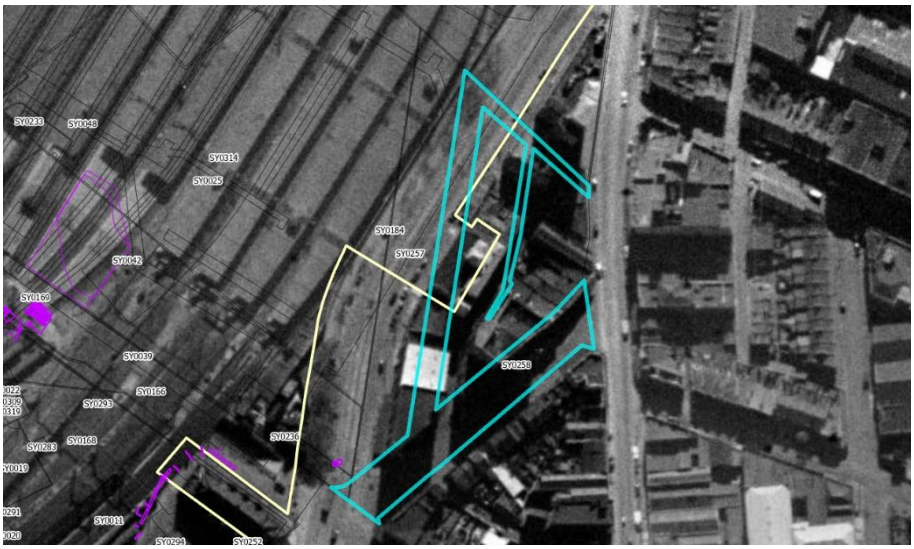


Figure 361. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.



Figure 362. A c.1957 photograph of a tram at the junction of Elizabeth and Randle Streets. Source: City of Sydney Archives, ID: A-00058042.



Figure 363. Sydney Yard 1986. Source: Sydney Trains VPR.

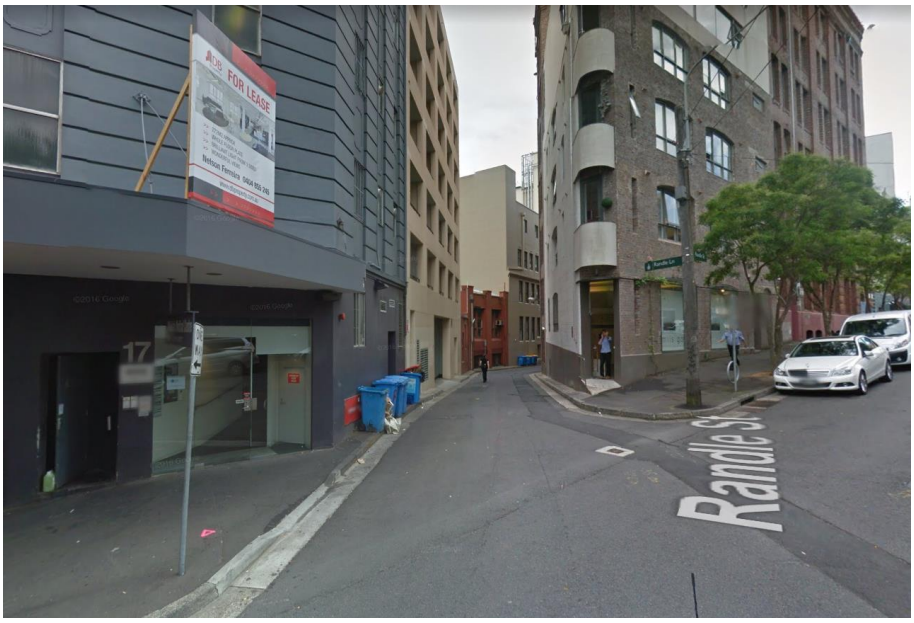


Figure 364. The intersection of Randle Street and Randle Lane in 2013, showing the raised street level of Randle Lane. Source: Google Street View, October 2013.

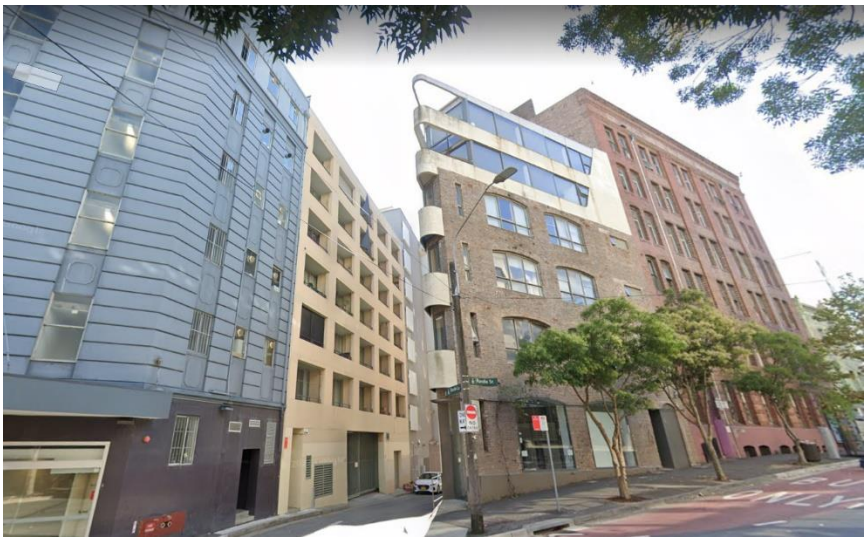


Figure 365. Entrance to Randle Lane via Randle Street in 2022. Source: Google Street View, March 2022.

Key Sources

1947 'NOTIFICATION OF PROPOSED REALIGNMENT OF STREETS (PUBLIC WAYS) (CITY OF SYDNEY).', *Government Gazette of the State of New South Wales* (Sydney, NSW : 1901 - 2001), 12 December, p. 2901. Accessed: http://nla.gov.au/nla.news-article224774702 (06/06/2022).

1948 'Sydney New Railway', *Barrier Daily Truth* (Broken Hill, NSW : 1908; 1941 - 1954), 5 May, p. 1. Accessed *http://nla.gov.au/nla.news-article141683191* (06/06/2022).

Champion, T.S., 1936. “Along Elizabeth Street, Sydney.” *Royal Australian Historical Society*, October 27, 1936.

Department of Main Roads NSW, 1976. *The Roadmakers. A History of Main Roads in New South Wales*. Sydney: Department of Main Roads New South Wales, p. 151.

Fowles, Joseph, 1966. *Sydney in 1848*. Sydney: Ure Smith.

Hoadley, D. 1995. *Sydney's Tram History*. Last updated 18 August 1997. Accessed at: http://www.railpage.org.au/tram/sydhist.html (06/06/2022).

Mackaness, Caroline and Caroline Butler-Bowdon, 2005. *Sydney then and now*. Sydney: Meyer and Meyer.

NSW Government. “Former R. C. Henderson Ltd factory including interiors.” *NSW State Heritage Inventory*. Updated 21 January 2016. Accessed: https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5062501.

Wotherspoon, Garry and Chris Keating, 2009. “Surry Hills.” *The Dictionary of Sydney*. Accessed: https://dictionaryofsydney.org/entry/surry_hills.

1.38 SY0259 (Historic Road Surfaces)

Item Details	
Year of construction:	Ongoing throughout the 19th century
Alternative names:	Devonshire Street, Cleveland Street, Old Burial Ground Road, Garden Road, Parramatta Road, internal unnamed roads between institutions on Parramatta Road
Modifications (with years):	Multiple
Function:	Transport
Construction materials:	Sand, Gravel, Sandstone, Basalt, Asphalt
Demolished/removed (year):	1901-06

Historical Summary

The study area incorporates elements of multiple roads, in particular, Old Burial Ground Road, which once ran diagonally through the north east of the study area, and Devonshire Street, which once ran diagonally through the mid-section of the study area. The development of these roads likely follows the characteristic course of early thoroughfares in Sydney, commencing as unsealed tracks and eventually subject to improvement as required. Devonshire Street was cobbled with regular rectangular cobbles, at some time in the late 19th century as evident in Figure 373 and confirmed by the find of intact portions of cobbled basalt Devonshire Street surface during archaeological excavations in Central Railway Station.[172]

The four predominant modes of road construction in Sydney during the 19th century were:

- Telford road construction, which consisted of heavy sandstone blocks with one or two layers of gravel including an upper layer or wearing surface of finer gravel that would not damage vehicle wheels. This was considered a particularly appropriate mode of construction for suburban and heavily trafficked roads and was constructed with little camber.
- Macadam road construction, which consisted of a solid mass of small broken stones laid on a convex well-drained earth bed. This was considered an appropriate method for rural roads, suburban streets or those subject to lower levels of traffic.
- Cobble construction, entailing the formation of a sand or gravel bed onto which tightly placed cobbles were embedded.
- Experimental construction types, such as wood block pavements and stone sett roads.

The use of Tar macadam as a wearing surface or as road base started to be implemented from the 1880s and more successfully from the 1900s.[173]

Archaeological notes

The roads within the study area will have been subject to several stages of historical development including alterations to their footprint, gradient and at times significant alterations to land form. This is well evidenced for Elizabeth Street which was deeply cut into local sand dune adjoining Devonshire Street Cemetery, as shown in

[172] Artefact Heritage 2018. *Preliminary Report: Central Station Main Works*. Prepared for Sydney Metro, pp. 27-28.
[173] Department of Main Roads NSW, 1976. *The Roadmakers*. *A History of Main Roads in New South Wales.* Sydney: Department of Main Roads New South Wales, p. 151.

Figure 374. As illustrated by finds of intact extents of Devonshire Street cobbles within Central Railway Station,[174] the potential exists for intact remains of these roads including successive phases of road fabric, kerbing and drainage to be preserved within the study area. This is more likely to be the case in locations that have not been subject to deep excavation for footings and basements of substantial infrastructure, however, even in such locations, there is potential for the remains of previous roadways to remain intact. Given the size of the potential archaeological resource associated with these roadways, there is moderate potential for their partial survival.

Archaeological Potential

Moderate

Assessment of significance

Each of the roadways listed will have progressed through various stages of construction and utility. Assessment of the significance of remains associated with these roadways will require a case by case approach that balances historical significance criteria against the specifics of each roadway.

In general, however, remains associated with paved surfaces and pathways within the study area may include 'primary' archaeological evidence such as in situ road material, kerbing and associated drainage, trenching and cut and fill. Remains associated with the demolition of these items –'secondary' archaeological evidence–that may survive at the subject site may include rubble and levelling layers. Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness ('survival') would meet the threshold of State significance as reflecting and informing on the early development of transportation and infrastructure in Sydney.

If primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of State significance include Historical Significance (criterion A), Rarity (criterion F) and Representativeness (criterion G).

Secondary archaeological evidence would meet the threshold of local significance for most criteria at the subject site, if intact. This is because secondary remains do not contribute to our understanding of the location while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture. Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex. The 'integrity' and 'intactness' of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

Intact and legible remains of the Historic Road Surfaces would have the potential to reach the threshold for local or *state* significance as evidence of early road and drainage infrastructure in Sydney. The road and associated infrastructure have research value for their potential to demonstrate their construction techniques and alignments, as well as aesthetic and functional changes over time. Associated deposits, particularly refuse deposits associated with drainage, have research value for their ability to demonstrate health and daily life of the inhabitants of early Sydney.

In response to Bickford and Sullivan's questions about research potential,[175] the remains of the Historic Road Surfaces have some potential to contribute knowledge that no other resource and site can about the roadways and infrastructure in early Sydney. The remains can answer broader questions relating to road infrastructure in early NSW.

Level of significance

Local through to State

[174] Artefact Heritage 2018. *Preliminary Report: Central Station Main Works*. Prepared for Sydney Metro, pp. 27-28.
[175] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location

- Across study area

Key Images

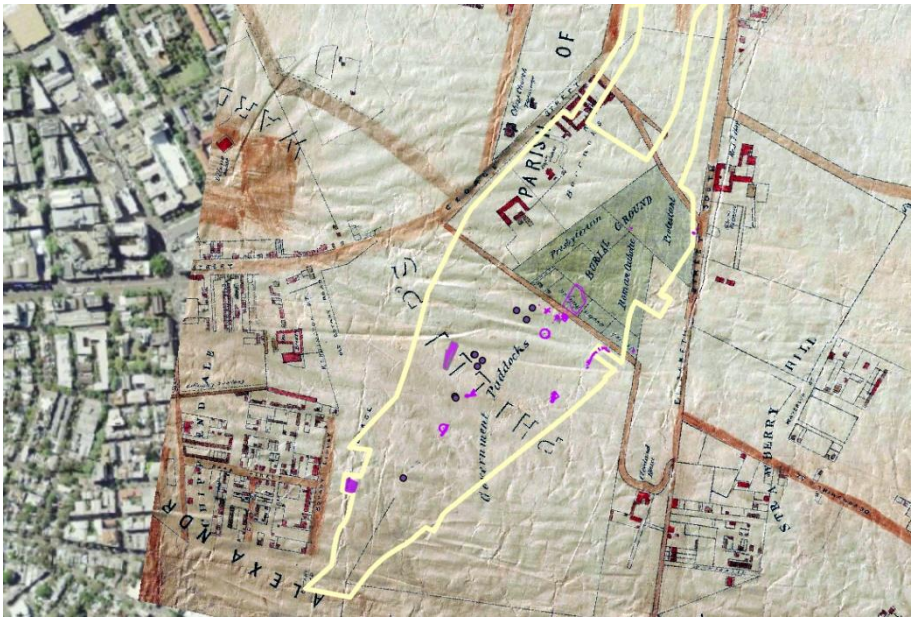


Figure 366. 1845 Sheilds Map. Source: City of Sydney Archives & History, A-00880420.



Figure 367. 1854 City of Sydney map. Source: City of Sydney Archives & History Resources, A-00880471.



Figure 368. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.



Figure 369. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.



Figure 370. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

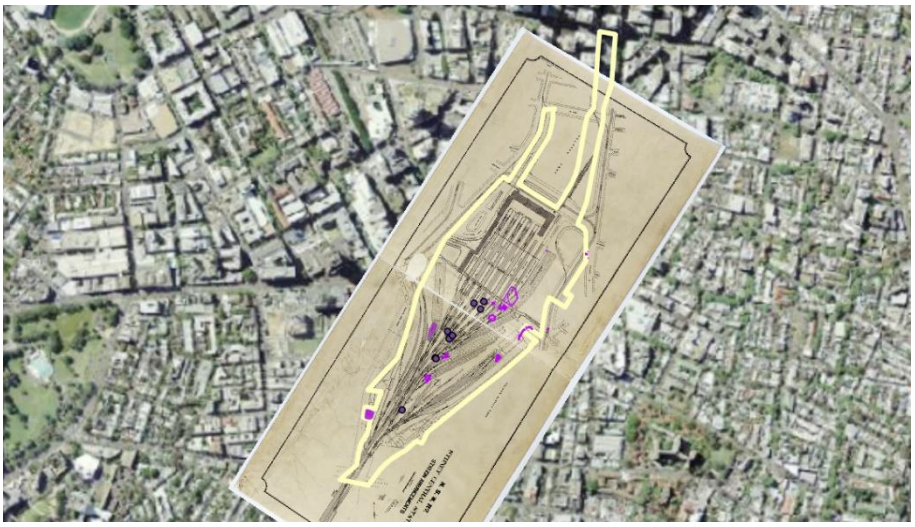


Figure 371. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.



Figure 372. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.



Figure 373. The Devonshire Street entrance to old Redfern Station c.1900, note the cobblestones. Source: SLNSW.



Figure 374. Elizabeth Street, view south pre 1901 Source: Trove NLA.

Key Sources

Department of Main Roads NSW, 1976. *The Roadmakers*. *A History of Main Roads in New South Wales*. Department of Main Roads NSW.

Broomham, R., 2001. *Vital connections : a history of NSW roads from 1788*. Hale & Iremonger in association with the Roads and Traffic Authority NSW.

1.39 SY0260 (Structures)

Item Details	
Year of construction:	Prior to c.1865
Alternative names:	N/A
Modifications (with years):	Unknown
Function:	Unknown
Construction materials:	Timber
Demolished/removed (year):	By c.1872

Historical Summary

Three small rectilinear unnamed timber structures first appear on the 1855-1865 City of Sydney Trigonometric Survey, indicating that the structures were constructed by 1865. Little is known about these structures and their function at the station. The structures were short-lived and likely only intended as temporary structures as they appear to have been demolished between c.1865 and c.1872. The structures do not appear in historic photographs of the area and are not recorded in the c.1872 or the c.1884 Metropolitan Detail Series map.

Archaeological notes

As the structures are identified as timber lightweight construction, the archaeological remains are likely to comprise ephemeral remains, such as postholes. However, there is some potential that the footings were constructed from brick, with a timber superstructure.

Due to the temporary nature of the buildings, the foundations are unlikely to have been substantial. The area has also undergone substantial disturbance.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the First Sydney Station. The structures have research value for their potential to demonstrate their uses, construction techniques and functions, as well as any changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the workers at the First Sydney Station.

In response to Bickford and Sullivan's questions about research potential,[176] the remains of the structures have some potential to contribute knowledge that no other resource and site can about the First Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

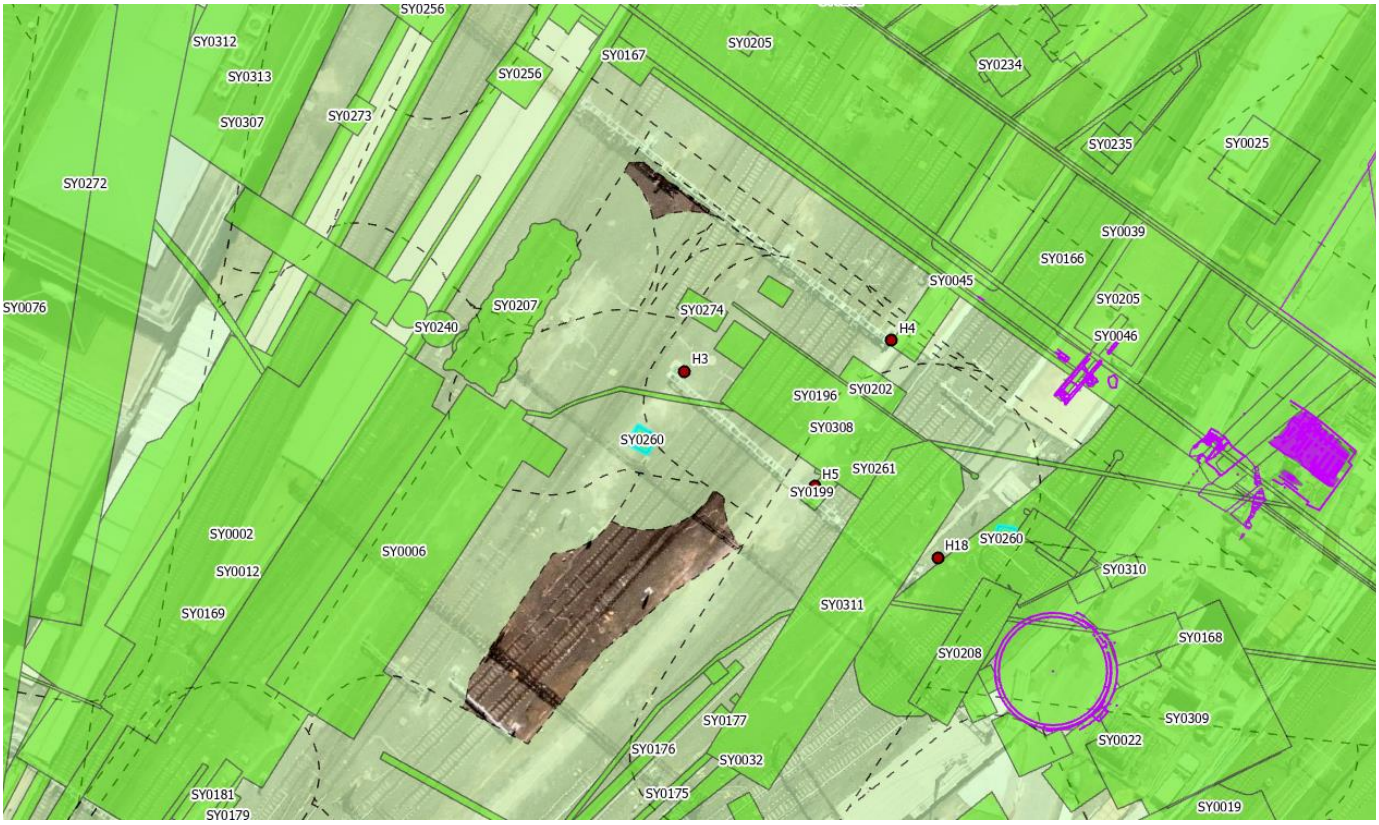
State

[176] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

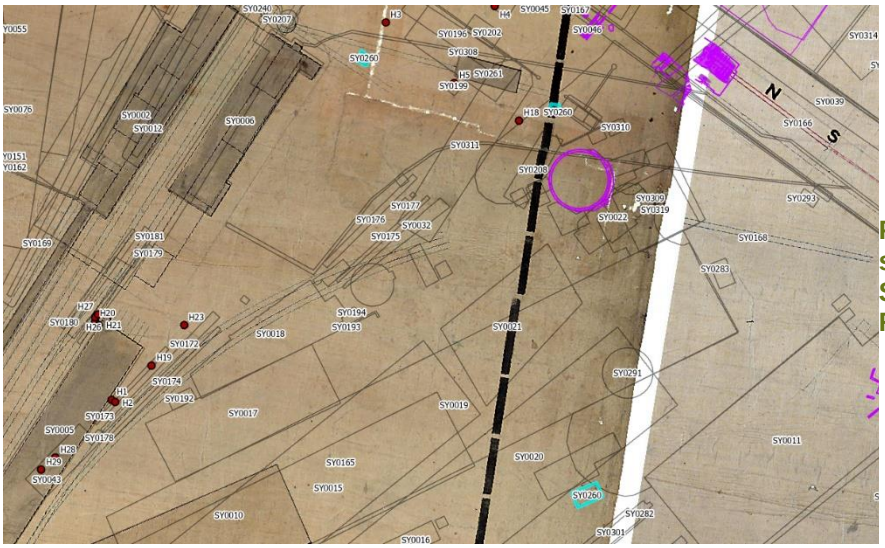


Figure 375. 1855-1865 Trigonometric survey, Block S2. Source: City of Sydney Archives & History Resources, A-00880408.

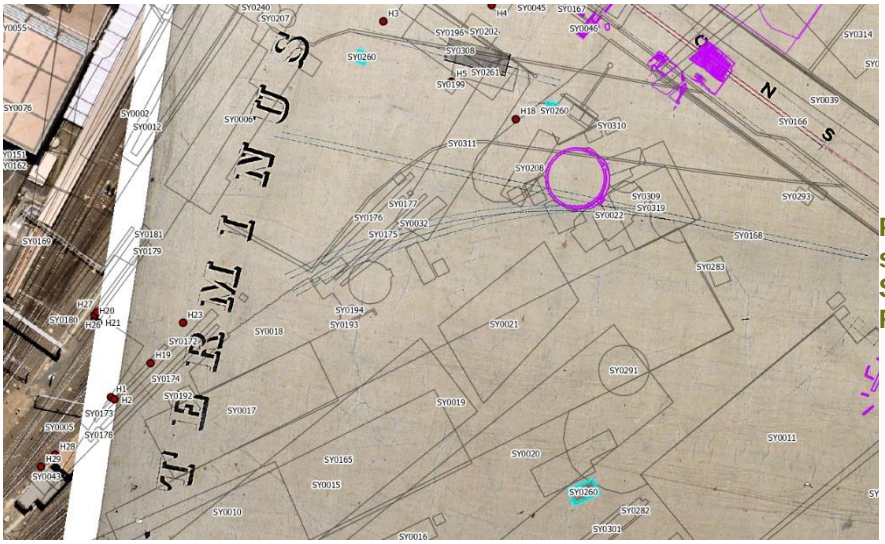


Figure 376. 1855-1865 Trigonometric survey, Block S1. Source: City of Sydney Archives & History Resources, A-00880407.

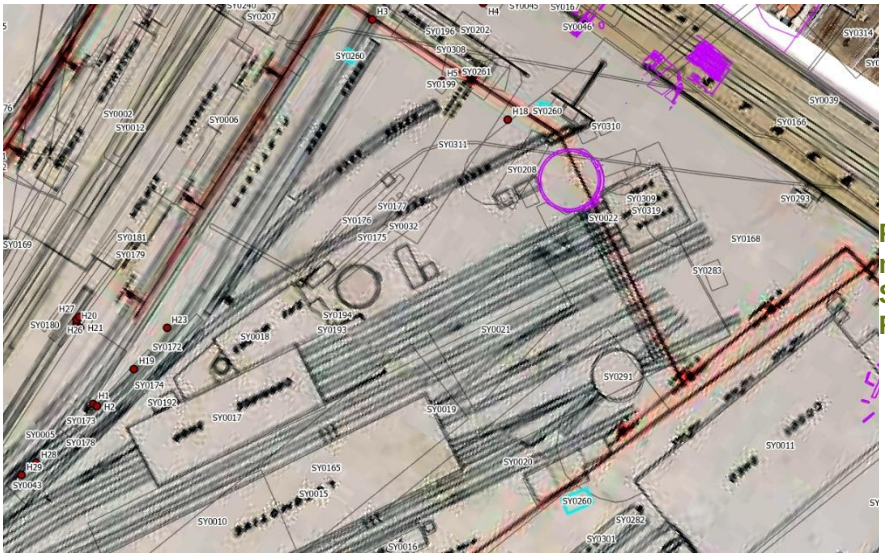


Figure 377. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.

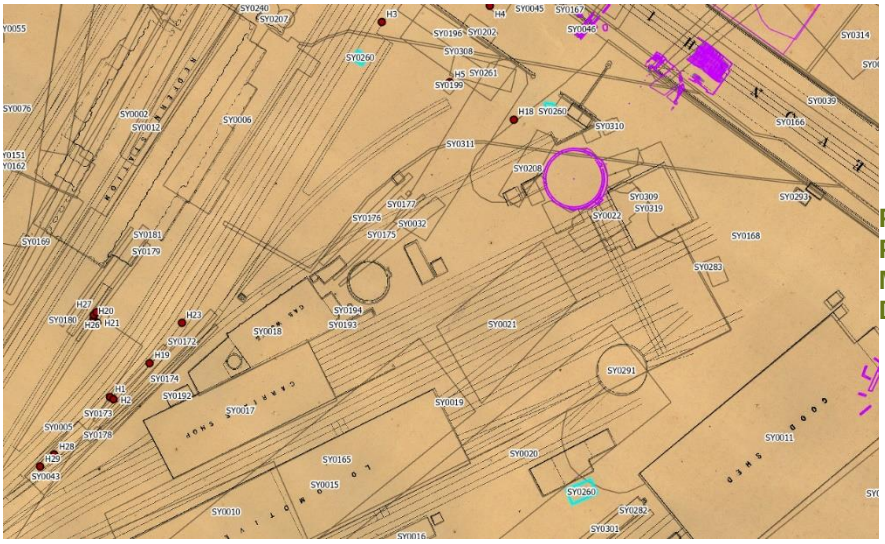


Figure 378. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

Key Sources

1855-1865 Trigonometric survey, Block S2. Source: City of Sydney Archives & History Resources, A-00880408.

City of Sydney - City Surveyor's Department, 1865. ‘City of Sydney - Trigonometrical Survey, 1855-1865: Block S2’, [A-00880408]. *City of Sydney Archives.* Accessed: https://archives.cityofsydney.nsw.gov.au/nodes/view/1709335 (06/05/2022).

City of Sydney - City Surveyor's Department, 1865. ‘City of Sydney - Trigonometrical Survey, 1855-1865: Block S1’, [A-00880407]. *City of Sydney Archives.* Accessed: https://archives.cityofsydney.nsw.gov.au/nodes/view/1709334 (06/05/2022).

1.40 SY0261 (Carriage Structure)

Item Details	
Year of construction:	Prior to c.1865
Alternative names:	Carriage Shed
Modifications (with years):	By c.1887
Function:	Storage of railway carriages
Construction materials:	Timber, likely lightweight roofing (i.e. metal sheeting)
Demolished/removed (year):	By c.1872

Historical Summary

The former carriage structure first appears on the 1855-1865 Trigonometric Survey of the Station area, located to the north-east of the First Sydney Station (SY0002), indicating that it was constructed by 1865. The building was rectilinear in plan and orientated at a 45 degree angle to the station, with a railway track leading from one of the turntables to the north of the First Sydney Station passing through the structure. A historic photograph dated c.1887 confirms the Trigonometric Survey's indication that the building was a timber lightweight construction. It had a steep gable roof with metal roof sheeting. By c.1887, the historic photograph indicates that a two bay addition was added to the northern side of the building, leaving a single bay on the northern side intact. This addition was smaller in scale, with a catslide roof meeting the gutter line of the original Carriage Structure. The c.1887 photograph indicates that both the addition and the original structure exhibit rectilinear windows, which were likely timber framed.

By c.1872, a plan of the Second Sydney Station shows the Carriage Structure to have been demolished and replaced by an Office building (SY0196) on a north-west to south-east alignment.

Archaeological notes

This area has undergone a high degree of ground disturbance since the construction of the third (current) Central Station. Due to the lightweight nature of the building construction, it is unlikely that any archaeological remains of the building are extant.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the First Sydney Station. The structure has research value for its potential to demonstrate its uses, construction techniques and functions, as well as any changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the workers at the First Sydney Station.

In response to Bickford and Sullivan's questions about research potential,[177] the remains of the Carriage Structure have some potential to contribute knowledge that no other resource and site can about the First Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

[177] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra

Level of significance

State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

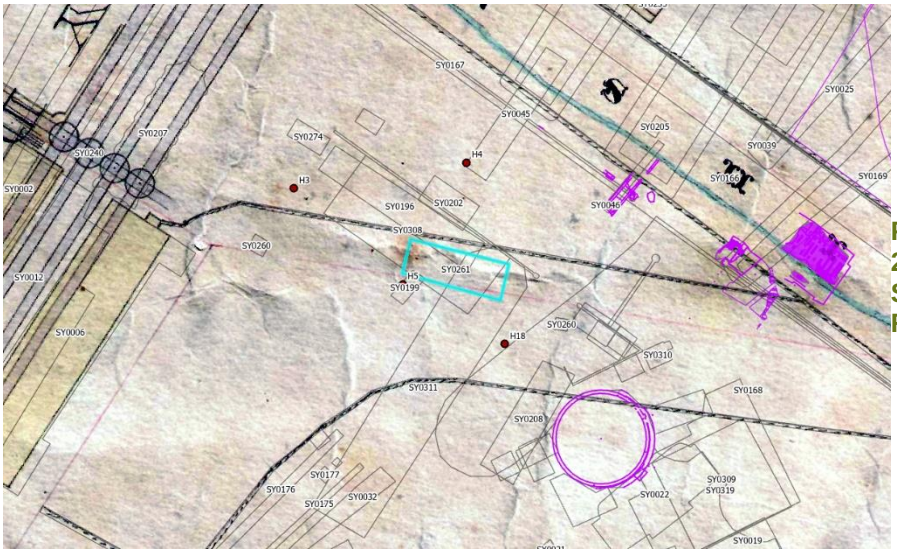


Figure 379. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

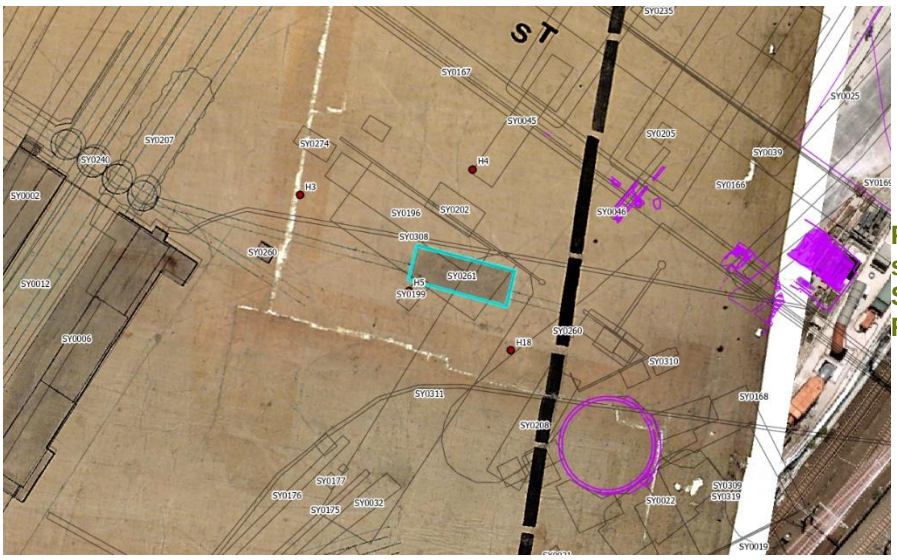


Figure 380. 1855-1865 Trigonometric survey, Block S2. Source: City of Sydney Archives & History Resources, A-00880408.

As

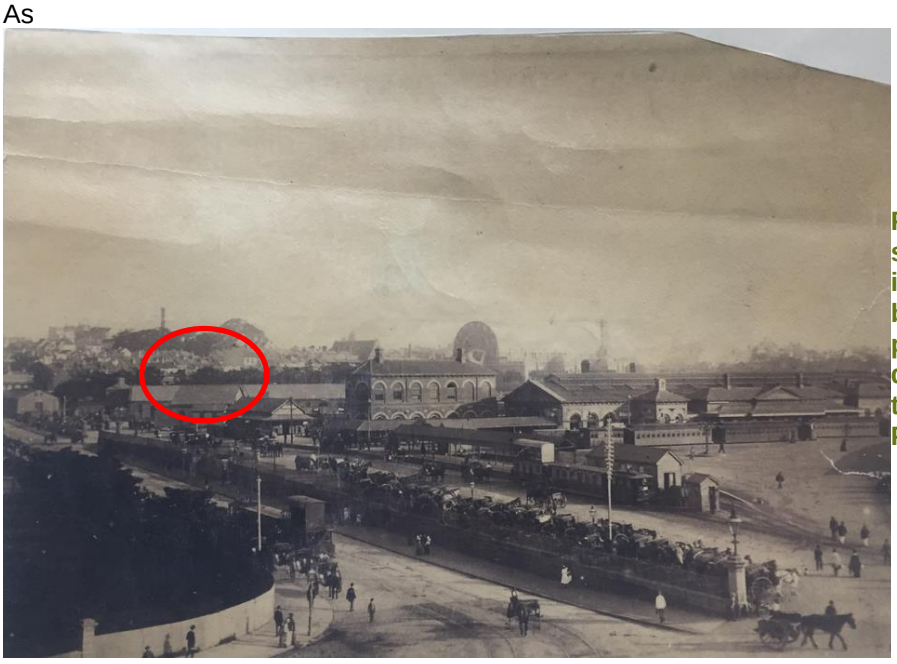


Figure 381. c.1867 photo of the station, the Carriage Structure including addition located in background (circled). Although the photograph of Redfern Station is dated c.1867, it is more likely dated to c.1887 (circled). Source: SLNSW, PXA 2127/Box 11.



Figure 382. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.

Key Sources

City of Sydney - City Surveyor's Department, 1865. 'City of Sydney - Trigonometrical Survey, 1855-1865: Block S2', [A-00880408]. *City of Sydney Archives.* Accessed: https://archives.cityofsydney.nsw.gov.au/nodes/view/1709335 (06/05/2022).

Bertie, Charles H. ca. 1823 to 1935. 'Box 11: 'Subject and Place File, Sydney, N.S.W. – Streets – Princes Street to Zig Zag Railway, N.S.W., ca. 1823 to 1935'. *State Library of NSW*. PXA 2127/Box 11. Accessed: https://collection.sl.nsw.gov.au/record/1kVdjaRn (1 June 2022).

1.41 SY0262 (Structure)

Item Details	
Year of construction:	1857-1865
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Unknown
Construction materials:	Wood according to 1855-65 Trigonometric map
Demolished/removed (year):	Sometime before 1872

Historical Summary

This structure appears only on the 1855-1865 Trigonometric Survey; by the 1872 map, it is no longer present. It is presumed the item was demolished prior to 1872.

Archaeological notes

Little is known of the archaeological potential for this structure, as it may have been constructed from timber, steel footings on concrete, brick or stone.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the First Sydney Station. The structure has research value for its potential to demonstrate its uses, construction techniques and functions, as well as any changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the workers at the First Sydney Station.

In response to Bickford and Sullivan's questions about research potential,[178] the remains of the structure have some potential to contribute knowledge that no other resource and site can about the First Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

Moderate

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

[178] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Item Location



Key Images

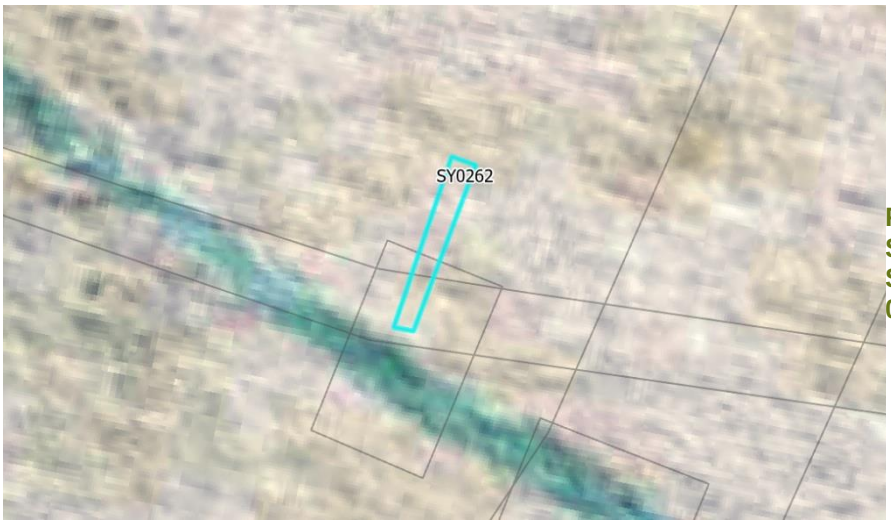


Figure 383. 1857 plan. Source: City of Sydney Archives. Detail Plans, 1855: Sheet 23. City of Sydney Archives, A-00880168.



Figure 384. 1855-1865 Trigonometric survey, Block S2. Source: City of Sydney Archives & History Resources, A-00880408.

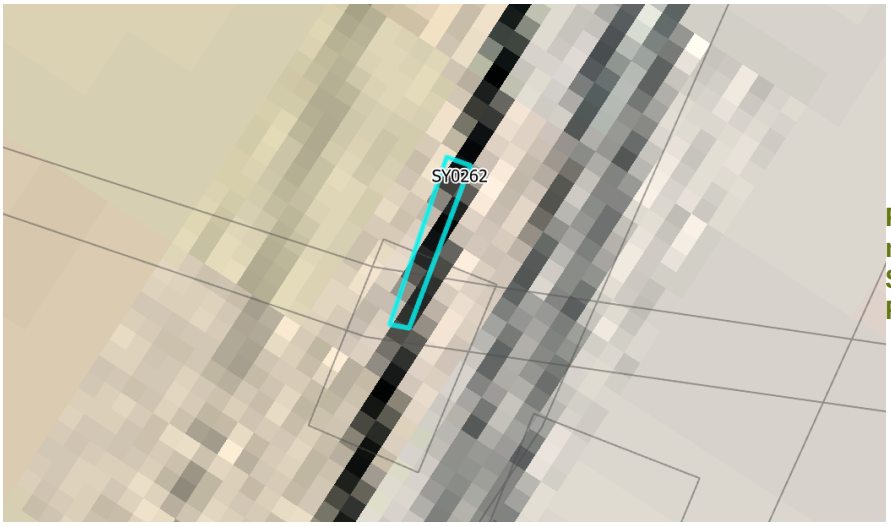


Figure 385. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.

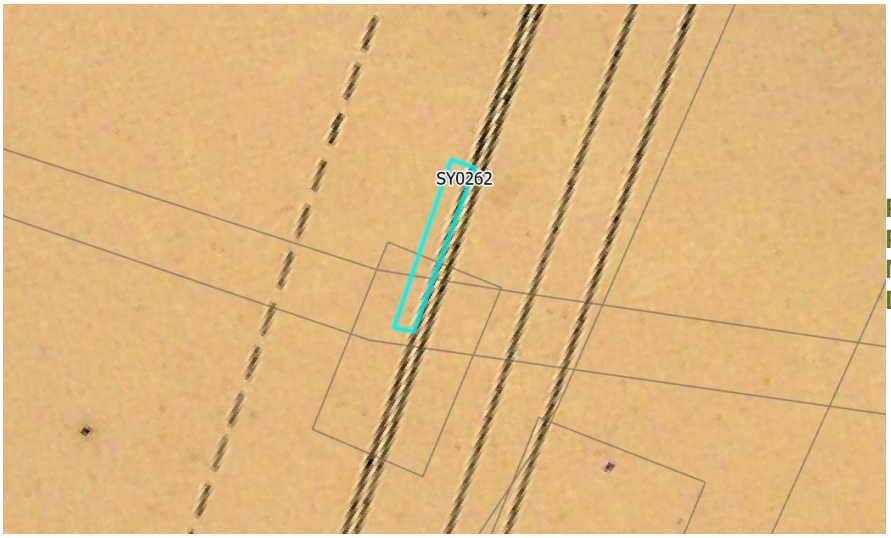


Figure 386. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

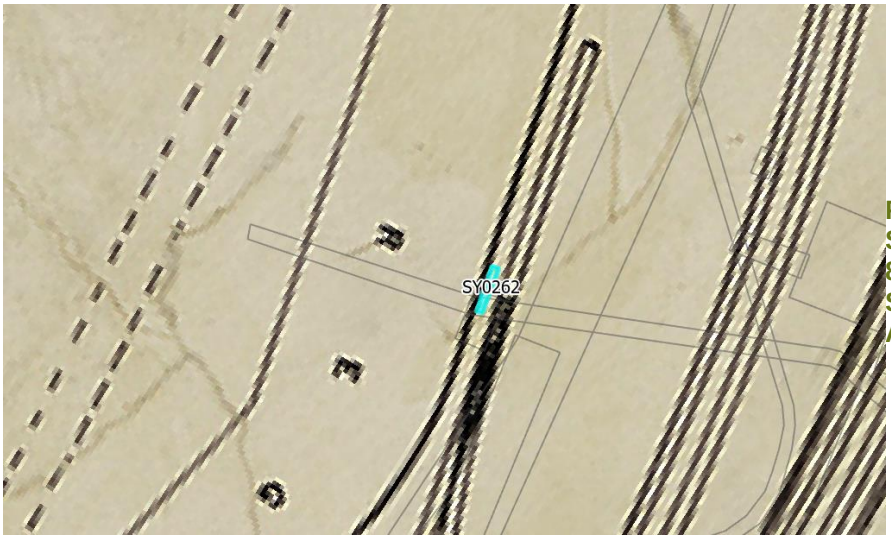


Figure 387. 1903 Central Station map. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.



Figure 388. 1951 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

Artefact Heritage, 2020. *CSM Excavation Directors Report*.

1.42 SY0264 (Housing along Terminus Street)

Item Details	
Year of construction:	Partially extant by 1854
Alternative names:	Botany Street, Regent Street
Modifications (with years):	c.1850s-2010s
Function:	Housing
Construction materials:	Timber, metal, stone, brick
Demolished/removed (year):	Various

Historical Summary

A rectilinear structure on the corner of George and Botany Street first appears on the 1854 Woolcott & Clarke plan of the City of Sydney, indicating that it was constructed prior to or during 1854. This building, and the associated yards, were identified by Woolcott & Clarke as part of the Benevolent Asylum, despite being a distance south-west from the main Benevolent Asylum site, which was located on the corner Pitt and Devonshire Streets. The land may have been provided to the Benevolent Asylum due to the overcrowding of the asylum, as documented in a *Sydney Morning Herald* newspaper article from 1850.[179]

Further lightweight (timber or metal) ancillary buildings were constructed around the building between 1854 and 1857 as shown in an 1857 plan of Chippendale. These ancillary buildings were identified as being of timber construction in the 1855-1865 City of Sydney Trigonometric Survey, whilst the building fronting George Street was identified as stone along the street frontage, with a brick construction at the rear, including an outhouse/washroom. At this time, a new street was developed, later to be named Terminus Street, with three rectilinear timber buildings constructed fronting George Street. These timber buildings were part of The Bank of NSW building group and included a gold refinery and smelter.

By 1884, as detailed by the Metropolitan Detail Series, this area was substantially subdivided to provide new housing along the newly formed Terminus Street (later Regent Street) and provide accommodation for citizens close to the Station. The original pre-1854 stone and brick building was still extant by 1884 including its timber outbuildings. The rectilinear timber buildings which formed part of The Bank of NSW in the 1865 Trigonometric Survey were demolished and replaced with large rectilinear buildings near the turn of the century. One of these new buildings likely included the Federation Romanesque bank building which remains extant on the site today, however, although the State Heritage Inventory indicates the building was constructed in c.1894, mapping throughout the 1890s and early 1900s indicate the building footprint was unchanged. To the rear of this building was a large L-shaped building and open court, with a stone fence and formal entrance. The buildings remained part of The Bank of NSW complex, which remained continuously on the site from the c.1860s.

The 1884 plans highlight that on the north side of Terminus Street, the street was subdivided into equal lots comprising pairs of terrace or workers house groups, likely a mix of single and double storey. These houses comprised a deep front yard, with rear additions that would likely have contained outhouses or washrooms. By 1884, some of these houses appear to have additional mismatched rear extensions, indicating the houses may have been constructed for some time prior to 1884. On the south-western side of Terminus Street, the subdivision of the lots was larger, allowing for more substantial buildings to be constructed in comparison to the north-eastern side of the street. Generally, these buildings were constructed flush with the street, leaving no front yard space. The function of these buildings is unknown.

The early pre-1854 stone and brick building and its related outhouses were demolished by c.1895 after the site was purchased by Tooth and Company, who built a three-storey Federation style hotel, 'the Westminster' on the site fronting George Street. An additional rectilinear building was constructed on The Bank of NSW site by this time. The terrace houses or workers cottages to the northern side of Terminus Street remained in similar configurations, with the primary residences sitting behind large front yards and with small, likely single storey, rear additions. By

[179] 1850 'Advertising', *The Sydney Morning Herald* (NSW : 1842 - 1954), 18 May, p. 2. Accessed: http://nla.gov.au/nla.news-article12918029 (10/05/2022).

this time, blocks along the south-western side of Terminus Street were amalgamated, resulting in the construction of larger rectilinear buildings.

By 1903, the southern side of Terminus Street saw further block amalgamation, likely as a result of the development of warehouses and industrialisation of the area, including Tooth and Company operating at the George Street end of the block. The terraces houses and workers cottages at the northern side of Terminus Street were demolished by 1903 in what appears to have been a large land acquisition.

By the c.1930s, George Street was renamed Broadway and underwent road widening by the City of Sydney. As a result, the c.1895 'the Westminster' building was demolished and replaced with the Inter-War Functionalist 'Sutherland Hotel' c.1938. The 1938-50 Civic Survey plans indicate that the northern side of Terminus Street included new subdivisions, with a range of buildings from two to seven storeys. Some sites were subdivided to include an additional frontage on Little Regent Street. The 'Canada House' warehouse was constructed in c.1910 at the corner of Little Regent Street and Broadway, adjacent to The Bank of NSW.

The only buildings which remain extant in this area from the nineteenth century and the first half of the twentieth century are The Bank of NSW, 'Canada House' and the 'Sutherland Hotel'.

Archaeological notes

There is the potential for remains of the footings and potential basement structures for the c.1850s stone and brick building, which is located beneath part of the 'Sutherland Hotel'. Potential remains and associated artefacts related to the gold refinery and smelter are unlikely to the construction of high rise buildings in this location. There is also potential for remains of footings and related structures and artefacts to the terrace or workers cottages located on the northern side of Regent Street.

Archaeological Potential

Moderate

Assessment of significance

Intact and legible remains of the Housing along Terminus Street would have the potential to reach the threshold for *state* significance as evidence of early residential and commercial development, as well as industrialisation, in Sydney. The structures have research value for their potential to demonstrate their original use, construction techniques and functions, as well as their structural, aesthetic and functional changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the inhabitants.

In response to Bickford and Sullivan's questions about research potential,[180] the remains of the Housing along Terminus Street have some potential to contribute knowledge that no other resource and site can about the working classes in early Sydney. The remains can answer broader questions relating to the daily life, duties and aspirations of residents and workers in early NSW.

Level of significance

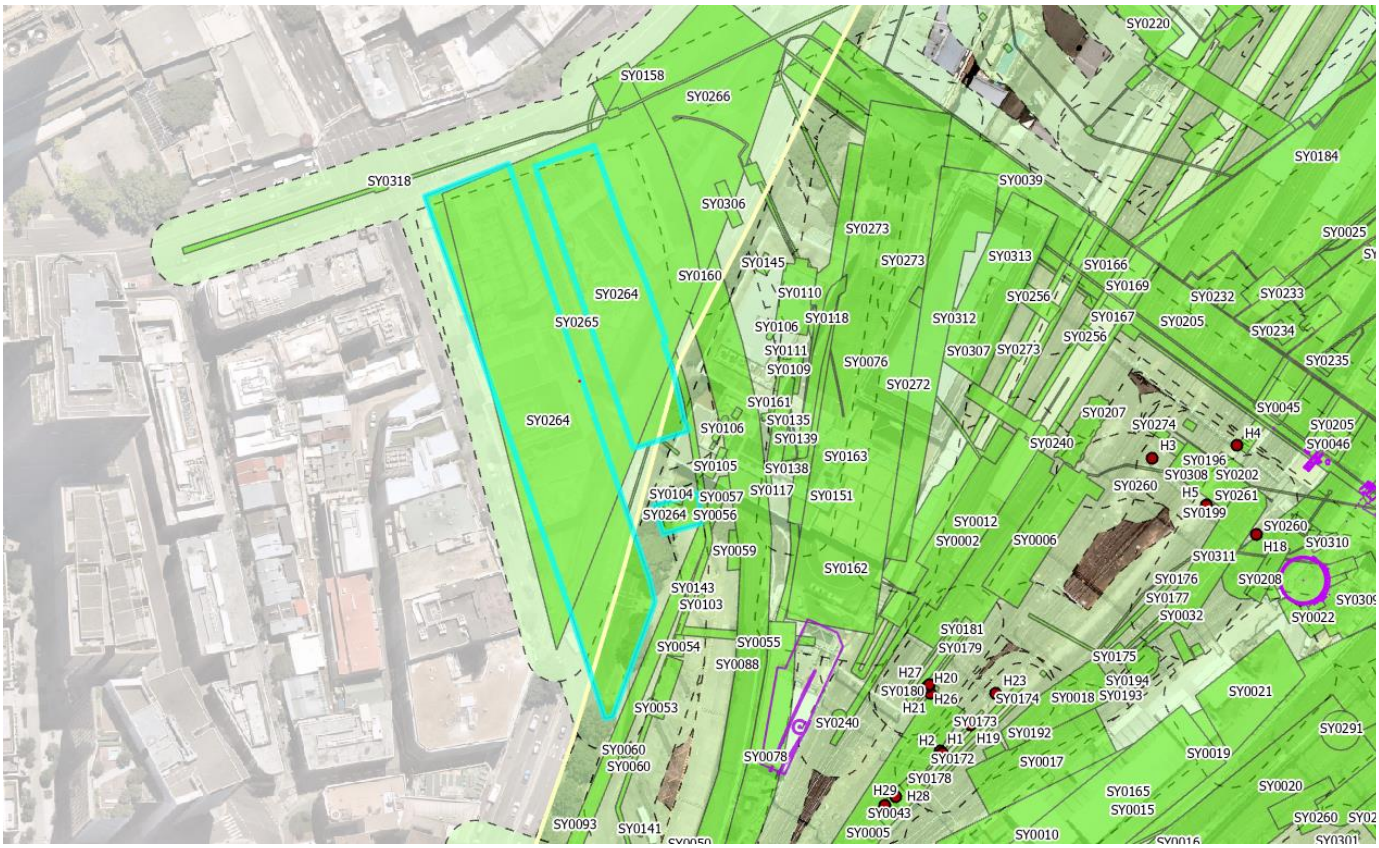
State

Management

[180] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images



Figure 389. 1845 Sheilds Map. Source: City of Sydney Archives & History, A-00880420.

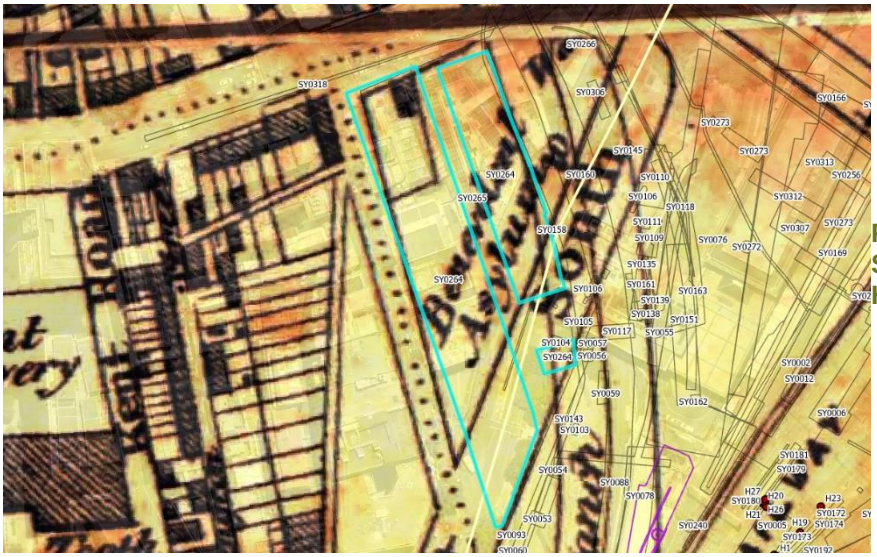


Figure 390. 1854 City of Sydney map. Source: City of Sydney Archives & History Resources, A-00880471.



Figure 391. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

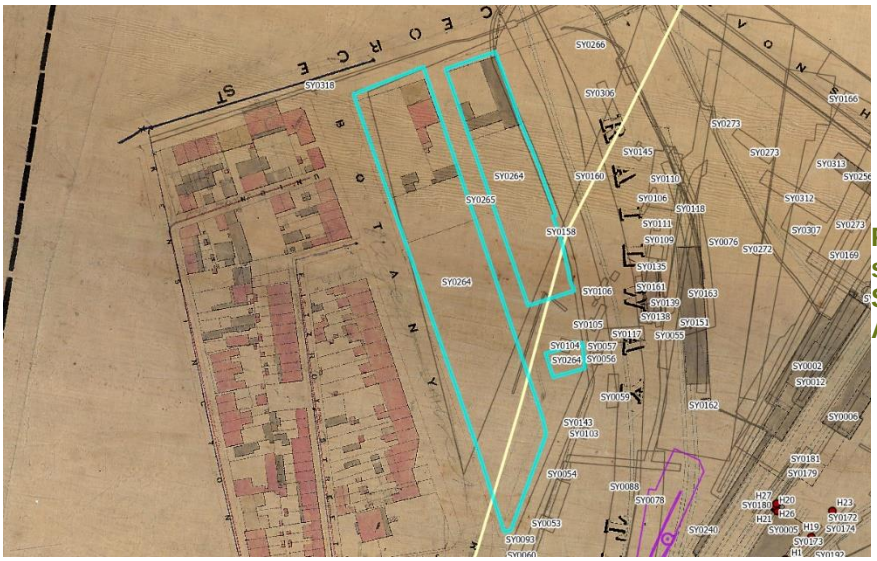


Figure 392. 1855-1865 Trigonometric survey, Block S2. Source: City of Sydney Archives & History Resources, A-00880408.

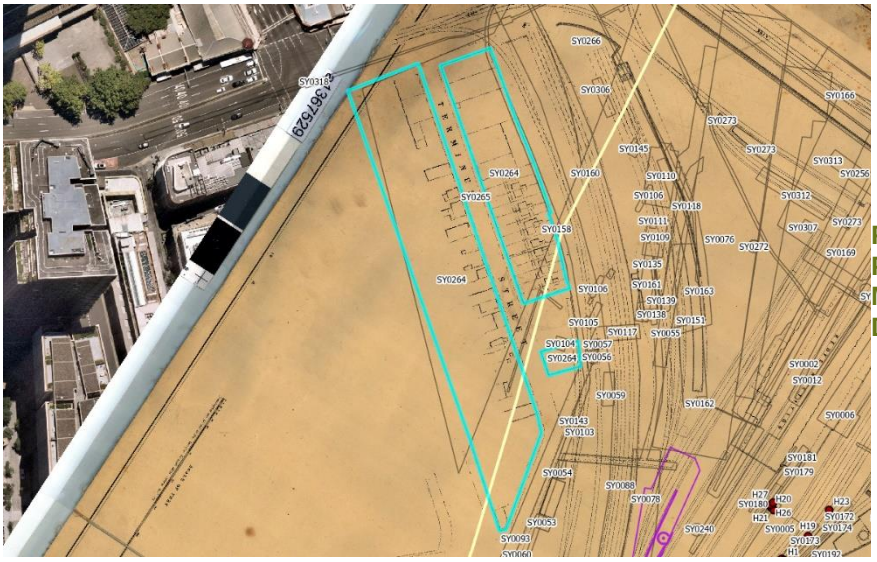


Figure 393. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

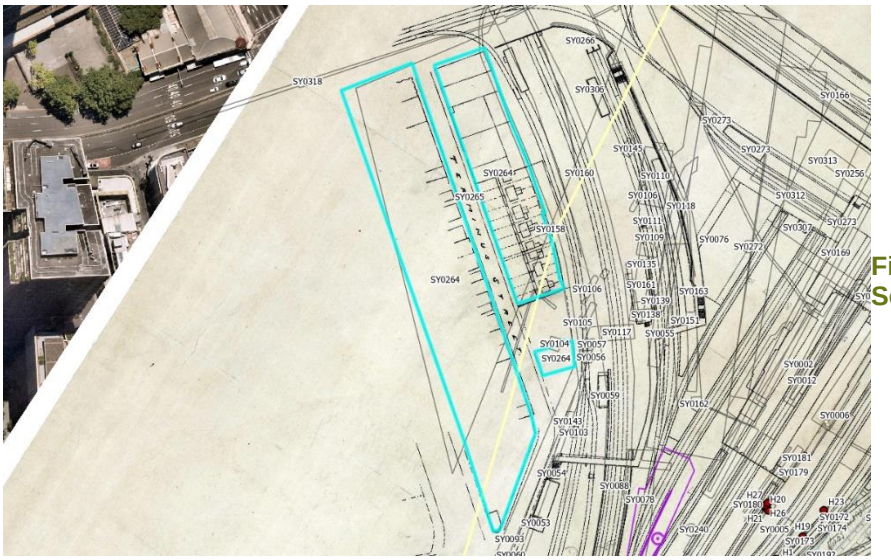


Figure 394. 1896 Redfern Station. Source: SLNSW, FL16812178.



Figure 395. 1900 Sydney Yard. Source: SLNSW.



Figure 396. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

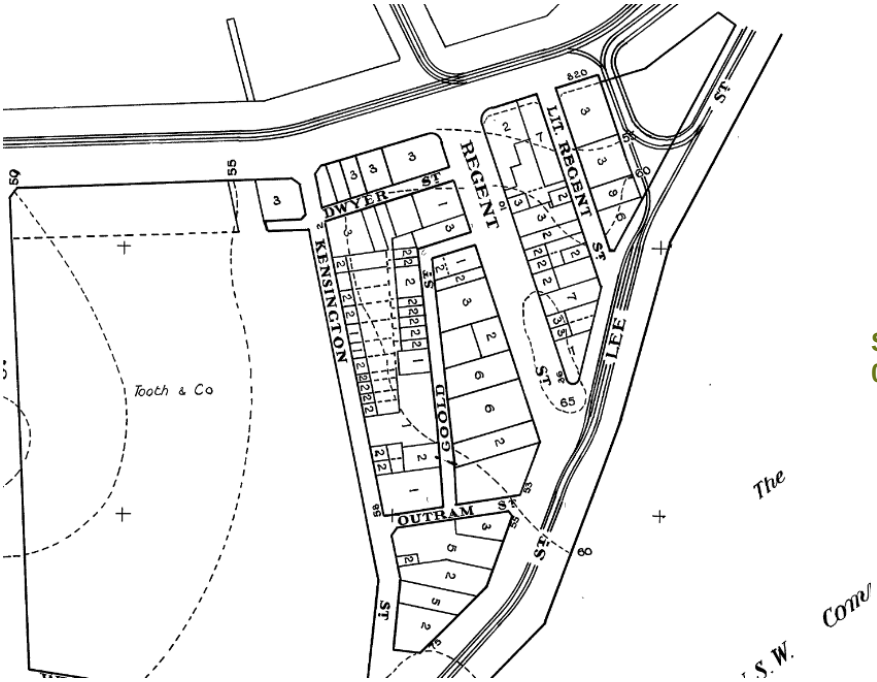


Figure 397. 1938-50 Civic Plan. Source: City of Sydney Archives, A-00880365.

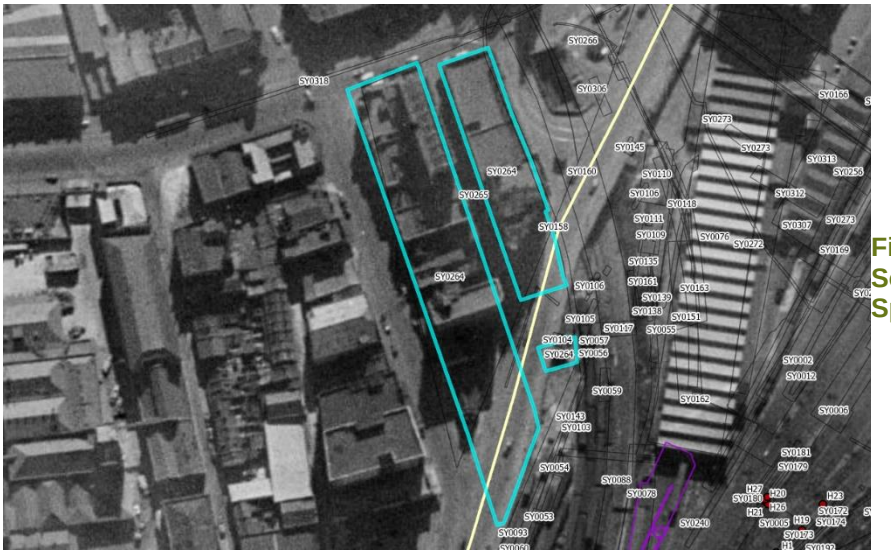


Figure 398. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.



Figure 399. 1951 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

Former Bank of NSW Including Interior
https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2424222

Sutherlands Hotel Including Interior
https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2424194

Former Warehouse 'Canada House' Including Interior
https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2424260

1.43 SY0265 (Benevolent Asylum Yard corner of Harris and George Street)

Item Details	
Year of construction:	c.1854
Alternative names:	
Modifications (with years):	c.1857, c.1865
Function:	Asylum building and yard
Construction materials:	Brick and stone
Demolished/removed (year):	c.1895

Historical Summary

A rectilinear structure on the corner of George and Botany Street first appears on the 1854 Woolcott & Clarke plan. Likely a residential building or corner store, the structure had a rear addition (possibly an outhouse or washroom). This building, and the associated yards, were identified by Woolcott & Clarke as part of the Benevolent Asylum, despite being a distance south-west from the main Benevolent Asylum site, which was located on the corner Pitt and Devonshire Streets. The land may have been provided to the Benevolent Asylum due to the overcrowding of the asylum, as documented in a *Sydney Morning Herald* newspaper article from 1850.[181] It is unclear as to how long this allotment of land was part of the Benevolent Asylum or what activities were undertaken on the site. The structure appearing on the 1854 plan appears to have been retained until the end of the 19th century, albeit with additions and demolitions over time.

Further lightweight (timber or metal) ancillary buildings constructed around the building between 1854 and 1857 as shown in an 1857 plan of Chippendale. These ancillary buildings were identified as being of timber construction in the 1855-1865 City of Sydney Trigonometric Survey, whilst the building fronting George Street was identified as stone along the street frontage, with a brick construction at the rear, including an outhouse/washroom. At this time, a new street was developed, later to be named Terminus Street, with three rectilinear timber buildings constructed fronting George Street. These timber buildings were part of The Bank of NSW building group and included a gold refinery and smelter.

By 1884, as detailed by the Metropolitan Detail Series, this area was substantially subdivided to provide new housing along the newly formed Terminus Street (later Regent Street) and provide accommodation for citizens close to the Station. The original pre-1854 stone and brick building was still extant by 1884 including its timber outbuildings. The rectilinear timber buildings which formed part of The Bank of NSW in the 1865 Trigonometric Survey were demolished and replaced with large rectilinear buildings near the turn of the century. One of these new buildings likely included the Federation Romanesque bank building which remains extant on the site today, however, although the State Heritage Inventory indicates the building was constructed in c.1894, mapping throughout the 1890s and early 1900s indicate the building footprint was unchanged. To the rear of this building was a large L-shaped building and open court, with a stone fence and formal entrance. The buildings remained part of The Bank of NSW complex, which remained continuously on the site from the c.1860s.

The 1884 plans highlight that on the north side of Terminus Street, the street was subdivided into equal lots comprising pairs of terrace or workers house groups, likely a mix of single and double storey. These houses comprised a deep front yard, with rear additions that would likely have contained outhouses or washrooms. By 1884, some of these houses appear to have additional mismatched rear extensions, indicating the houses may have been constructed for some time prior to 1884. On the south-western side of Terminus Street, the subdivision of the lots was larger, allowing for more substantial buildings to be constructed in comparison to the north-eastern side of the street. Generally, these buildings were constructed flush with the street, leaving no front yard space. The function of these buildings is unknown.

The early pre-1854 stone and brick building and its related outhouses were demolished by c.1895 after the site was purchased by Tooth and Company, who built a three-storey Federation style hotel, 'the Westminster' on the site

[181] 1850 'Advertising', *The Sydney Morning Herald* (NSW : 1842 - 1954), 18 May, p. 2. Accessed: http://nla.gov.au/nla.news-article12918029 (10/05/2022).

fronting George Street. An additional rectilinear building was constructed on The Bank of NSW site by this time. The terrace houses or workers cottages to the northern side of Terminus Street remained in similar configurations, with the primary residences sitting behind large front yards and with small, likely single storey, rear additions. By this time, blocks along the south-western side of Terminus Street were amalgamated, resulting in the construction of larger rectilinear buildings.

By 1903, the southern side of Terminus Street saw further block amalgamation, likely as a result of the development of warehouses and industrialisation of the area, including Tooth and Company operating at the George Street end of the block. The terraces houses and workers cottages at the northern side of Terminus Street were demolished by 1903 in what appears to have been a large land acquisition.

By the c.1930s, George Street was renamed Broadway and underwent road widening by the City of Sydney. As a result, the c.1895 'the Westminster' building was demolished and replaced with the Inter-War Functionalist 'Sutherland Hotel' c.1938. The 1938-50 Civic Survey plans indicate that the northern side of Terminus Street included new subdivisions, with a range of buildings from two to seven storeys. Some sites were subdivided to include an additional frontage on Little Regent Street. The 'Canada House' warehouse was constructed in c.1910 at the corner of Little Regent Street and Broadway, adjacent to The Bank of NSW.

The only buildings which remain extant in this area from the nineteenth century and the first half of the twentieth century are The Bank of NSW, 'Canada House' and the 'Sutherland Hotel'.

Archaeological notes

There is the potential for remains of the footings and potential basement structures for the c.1850s stone and brick Benevolent Asylum building, which would now be located beneath part of the 'Sutherland Hotel'. There is also potential for refuse deposits and yard areas associated with the Asylum and its operation on the site.

Archaeological Potential

Moderate

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for state significance as evidence of the Benevolent Asylum and later residential subdivision and industrialisation in response to the development of the railway station. Any remains have the potential to demonstrate the date, materials and use of the buildings.

Intact and legible remains from the Benevolent Asylum Yard would have the potential to reach the threshold for *state* significance as evidence of land associated with an early poor house in Sydney. Any features have research value for their potential to demonstrate their original use, construction techniques and functions, as well as theories and practices on care for the poor. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the inhabitants.

In response to Bickford and Sullivan's questions about research potential,[182] the remains of the Benevolent Asylum Yard have the potential to contribute knowledge that no other resource and site can about poor houses and charitable endeavours in early Sydney, as well as answer broader questions relating to the treatment of the poor in early NSW.

Level of significance

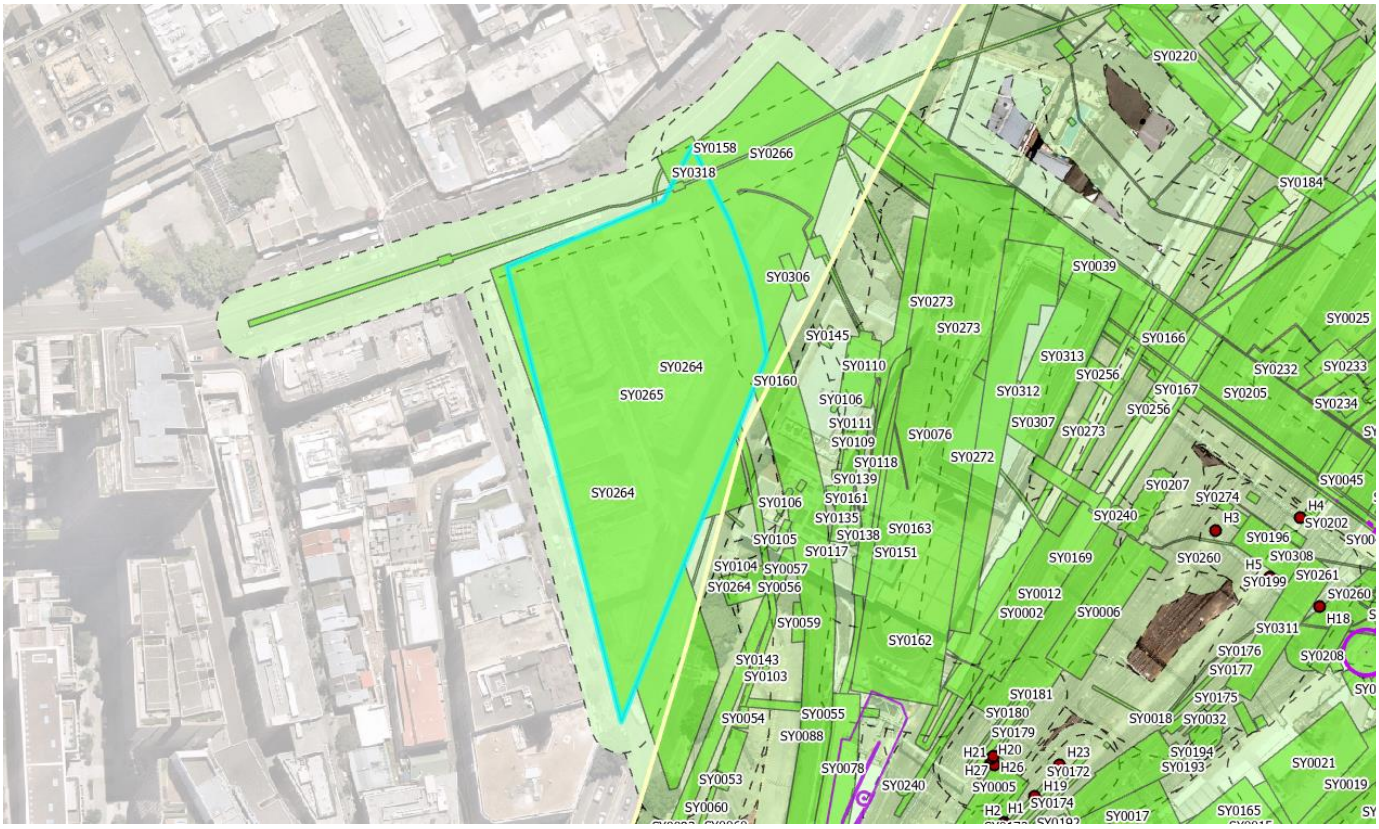
State

Management

[182] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images



Figure 400. 1845 Sheilds map. Source: City of Sydney Archives & History Resources, A-00880420.



Figure 401. 1854 City of Sydney map. Source: City of Sydney Archives & History Resources, A-00880471.



Figure 402. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

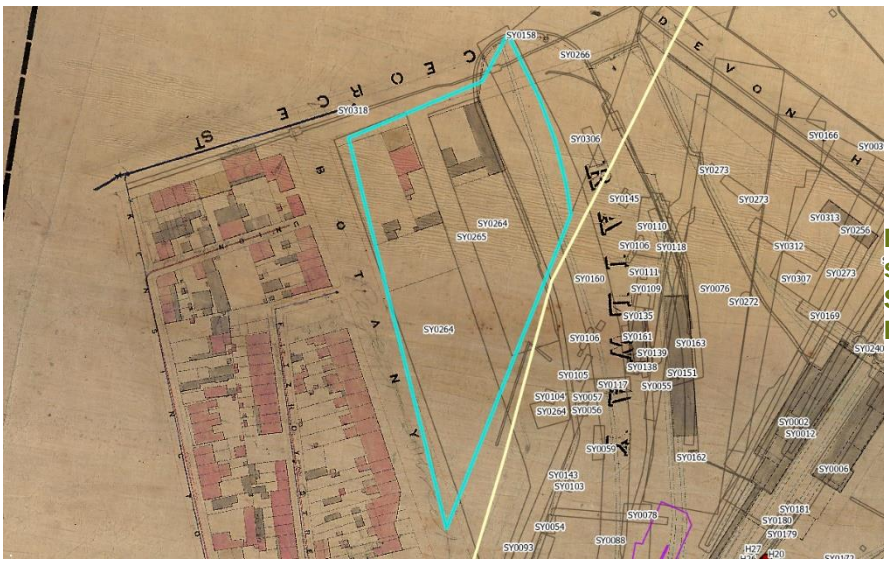


Figure 403. 1855-1865 Trigonometric survey, Block S2. Source: City of Sydney Archives & History Resources, A-00880408.

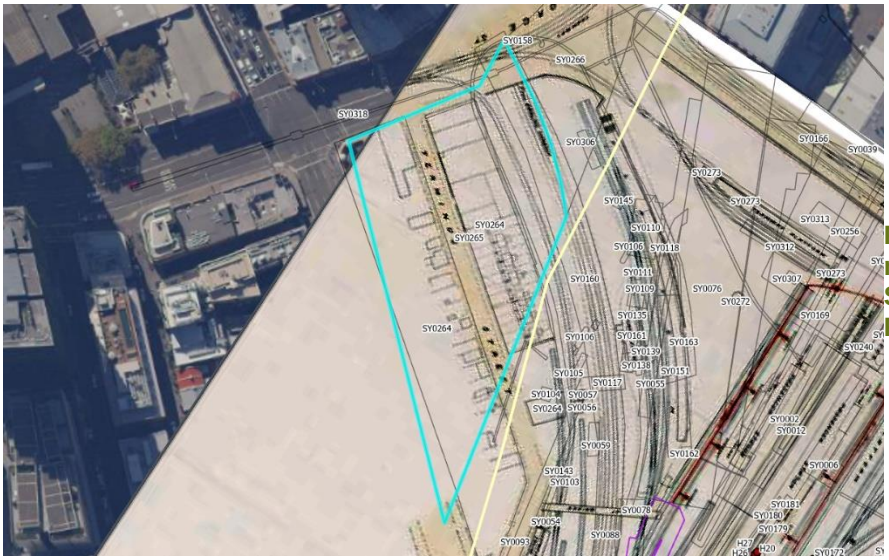


Figure 404. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.

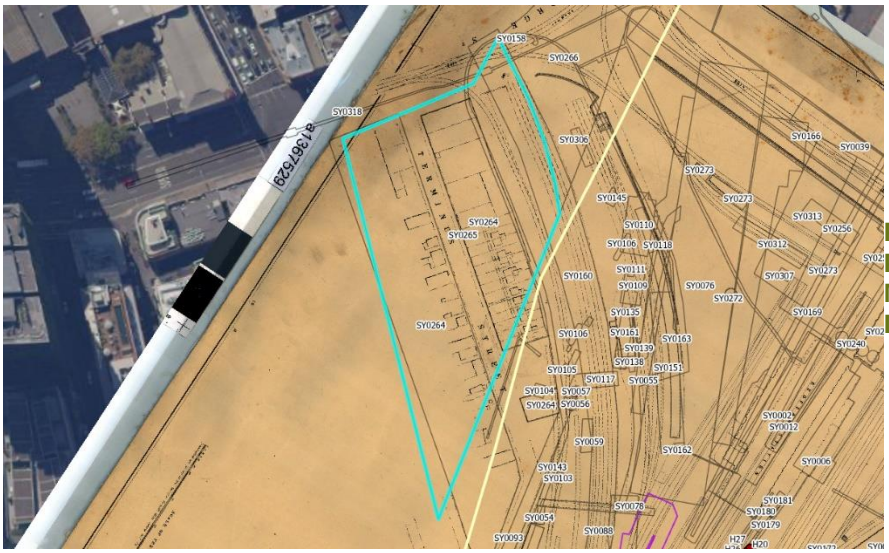


Figure 405. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.



Figure 406. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.



Figure 407. 1951 Aerial Photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

1850 'Advertising', *The Sydney Morning Herald* (NSW : 1842 - 1954), 18 May, p. 2. Accessed: http://nla.gov.au/nla.news-article12918029 (10/05/2022).

1.44 SY0266 (Watch House Yard corner Devonshire and George Street)

Item Details	
Year of construction:	c.1850
Alternative names:	Police lock up
Modifications (with years):	Unknown
Function:	Watch house
Construction materials:	Unknown, likely timber and iron, brick or stone
Demolished/removed (year):	By c.1865

Historical Summary

The watch house and the associated yard at the corner of Devonshire and George Street are likely to have been erected in c.1850, based on a *Sydney Morning Herald* article which advertises for a tender for the construction of a 'watch-house near the Benevolent Asylum, Sydney' for £400.[183] Cartographic evidence indicates that the structure was constructed by c.1854, but the date of its demolition is unknown. The structure is not shown on the 1857 or the 1865 Trigonometric Survey and demolished by c.1865. The short lifespan of the building may indicate that it was constructed from lightweight materials and potentially considered a temporary building, but it equally may have been intended to be extant for a longer period and constructed from brick or stone. Documentary evidence indicates that the watch house was relocated to the site of the later Marcus Clark & Co. in the second half of the nineteenth century, but was resumed by the government in 1901 as part of the 'City Railway Extension (Devonshire Street) Act 1900'.[184]

By c.1872, the area was used as part of the tramway along George Street and into Redfern Station. The use of the area for a tramway continued into the twentieth century, with the area altered to create a turning circle/interchange for trams between c.1903 and c.1911, as shown in historic photographs.[185] This more formalised interchange appears to have been established to provide access to trams boarded along Broadway (formerly George Street) and Lee Streets. The 1943 aerial indicates that the area of the former watch house and associated yard was not heavily built upon, as the area was partially within the road corridor and partially used as a service station with an associated carpark and three small rectilinear buildings. Photographs from 1940 and 1967 confirm the use of the area as a service station, showing the structures on the 1943 aerial to be buildings associated with the service station.[186] By 1951, an additional rectilinear structure appears to have been constructed, likely associated with the service station.

By 1975, the buildings on this island were removed, the Darling Harbour Line cut was covered over and planted with trees and two bus shelters for the bus terminus were constructed at the north-eastern corner of the area. By 1998, the bus terminus buildings were demolished and replaced with the current structures, which were completed for the 2000 Sydney Olympics. This area forms the current day Railway Square Bus Interchange.

Archaeological notes

[183] 1850 'COUNCIL PAPERS.', *The Sydney Morning Herald* (NSW : 1842 - 1954), 16 July, p. 2. Accessed: http://nla.gov.au/nla.news-article12919471 (05/05/2022).
[184] Sydney Living Museums, 1905. '[Marcus Clark & Co. Ltd.] Sydney's highest building, 1905 / artist unknown'. *Caroline Simpson Library & Research Collection.* Item no. 36378. Accessed: http://collection.hht.net.au/firsthhtpictures/picturerecord.jsp?recno=36378 (05/05/2022).
[185] Government Printing Office, 1911. 'Railway Square'. State Library of NSW. Government Printing Office 1 – 12181. Accessed: https://search.sl.nsw.gov.au/permalink/f/1cvjue2/ADLIB110107210 (14 May 2022).
[186] Anon., 1940. 'Railway Square'. City of Sydney Archives. A-00016008. Accessed: https://archives.cityofsydney.nsw.gov.au/nodes/view/579797 (05/05/2022); City Engineer, 1967. 'Elevated view of Railway Square, George Street Sydney, 1967'. A-00047291. Photograph taken on 10/10/1967. City Engineer's Photographic Negatives. *City of Sydney Archives.* Accessed: https://archives.cityofsydney.nsw.gov.au/nodes/view/667031 (14 May 2022).

Little is known of the archaeological potential for the original watch house, as it could have been constructed from timber and iron, the footings may have been constructed from brick or stone. It is unclear as to whether or not the building received services. The watch house yard was in an area which has been subject to substantial disturbance due to the creation of the service station and the later Railway Square Interchange. However, the location of the watch house is located within the current road corridor, so its potential is higher than that of the surrounding yard, as the installation of tramlines and road surfaces may not have resulted in deep excavation that would have removed the foundations.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for state significance as evidence of the development of the site in response to the development of the railway station. Any remains have the potential to demonstrate the date, materials and use of the buildings.

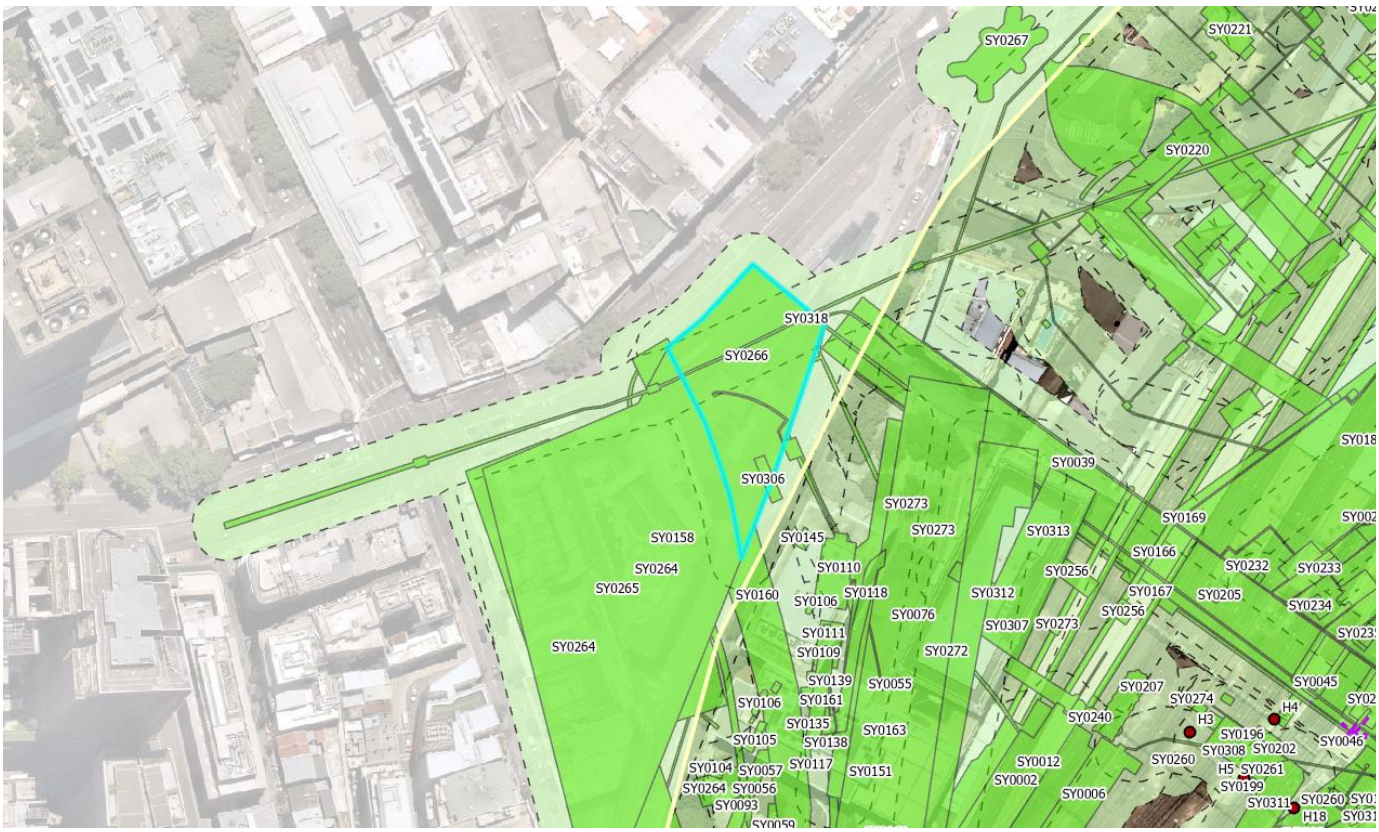
Level of significance

State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images



Figure 408. 1845 Sheilds map. City of Sydney Archives & History Resources, A-00880420.



Figure 409. 1854 City of Sydney map. Source: City of Sydney Archives & History Resources, A-00880471.



Figure 410. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

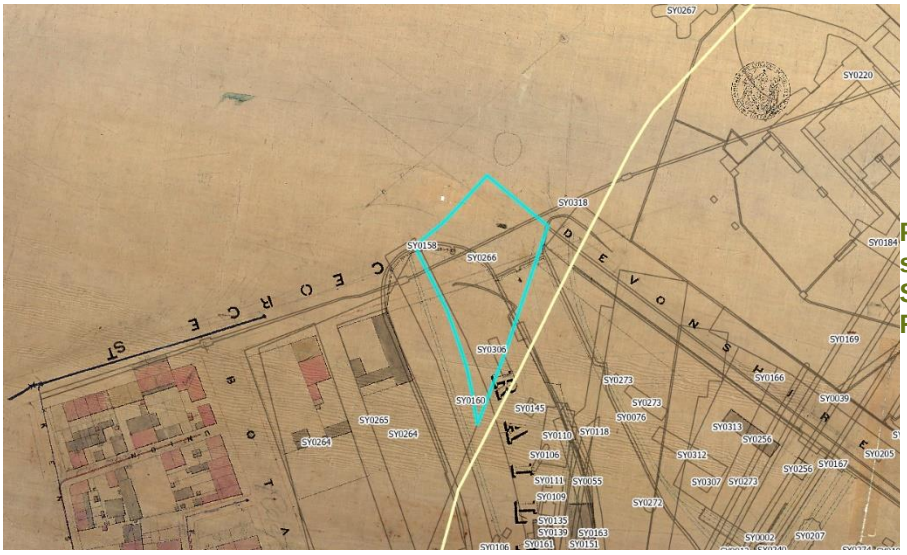


Figure 411. 1855-1865 Trigonometric survey, Block S2. Source: City of Sydney Archives & History Resources, A-00880408.

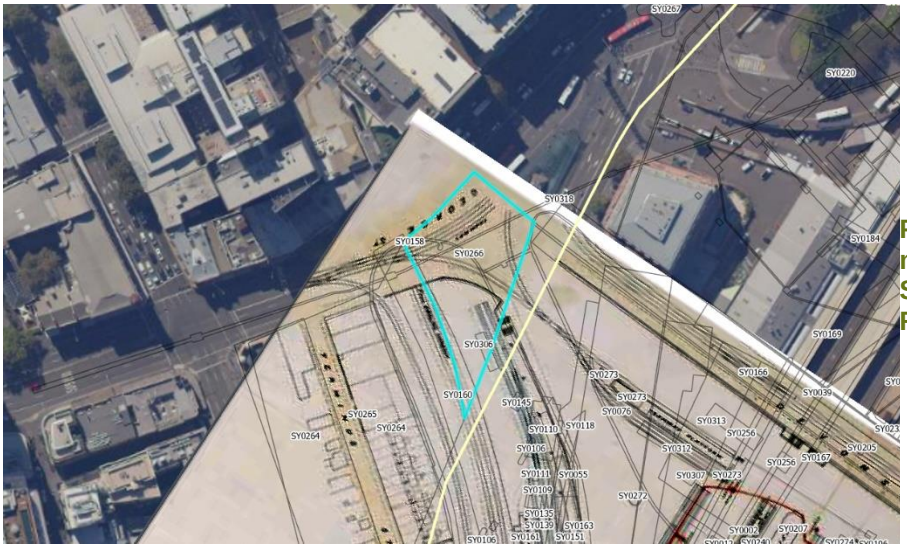


Figure 412. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.

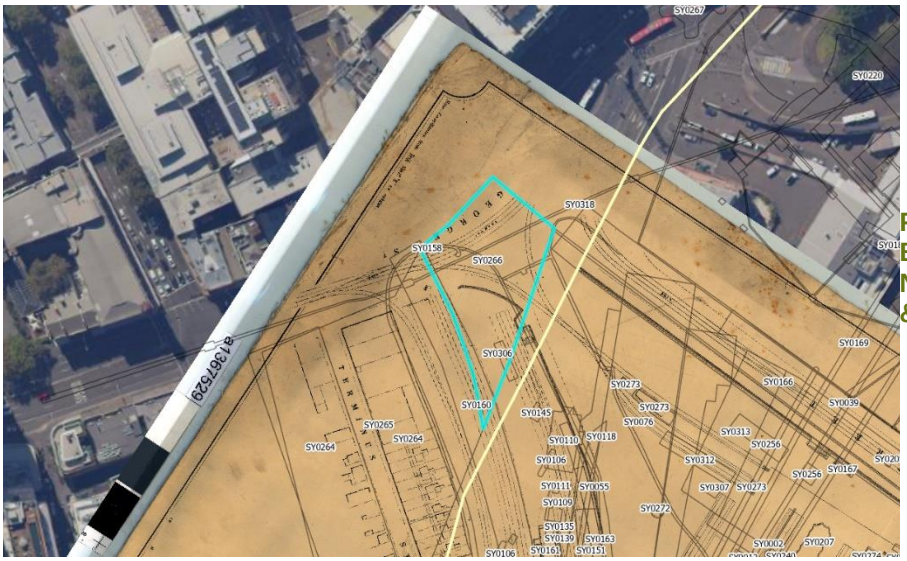


Figure 413. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

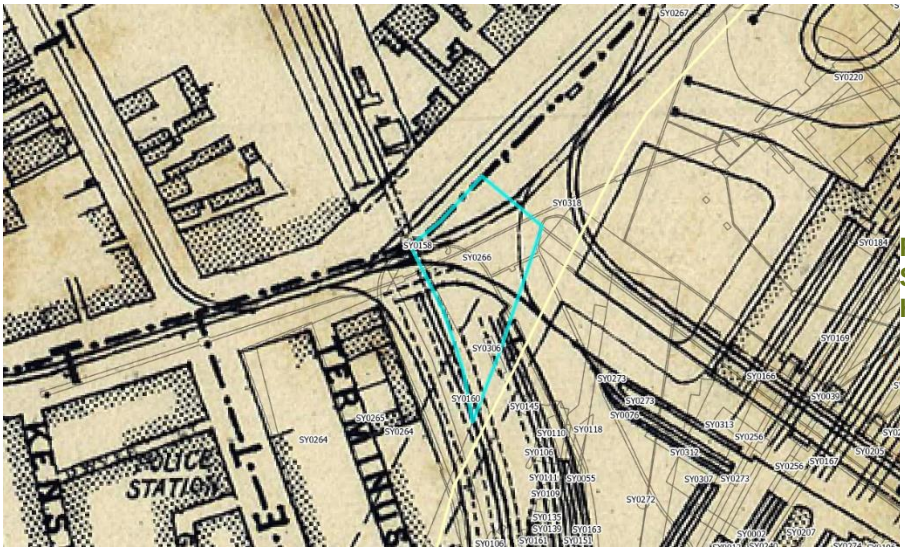


Figure 414. 1903 City of Sydney. Source: City of Sydney Archives & History, A-00880475.



Figure 415. 1911 photograph of Railway Square, with the tram interchange in the foreground. Source: SLNSW, Government Printing Office 1 – 12181.



Figure 416. 1939 City of Sydney Civic Survey. Source: City of Sydney Archives, A-00880360.



Figure 417. 1940 photograph of Railway Square, showing the service station. Source: City of Sydney Archives, A-00016008.

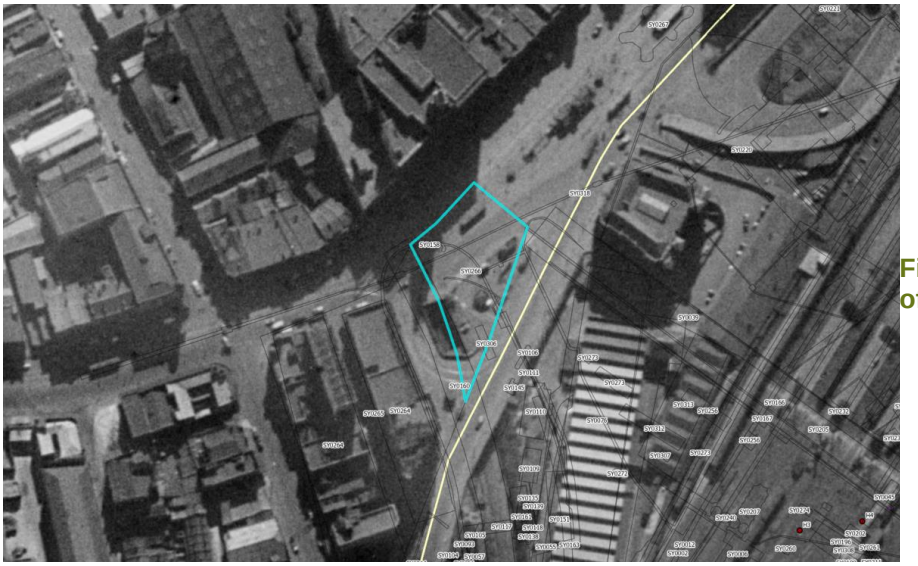


Figure 418. 1943 Aerial. Source: City of Sydney Archives, A-00879996.



Figure 419. 1951 Aerial. Source: NSW Government, NSW Spatial Services.



Figure 420. 1967 photograph of Railway Square, showing the area of the former Watch House as a service station and associated carpark. Source: City of Sydney Archives, A-00047291.



Figure 421. 1971 Aerial. Source: NSW Government, NSW Spatial Services.



Figure 422. 1975 Aerial. Source: NSW Government, NSW Spatial Services.



Figure 423. 1982 Aerial. Source: NSW Government, Historical Imagery Search and Discovery.



Figure 424. 1998 Aerial. Source: NSW Government, NSW Spatial Services.



Figure 425. 2005 Aerial. Source: NSW Government, NSW Spatial Services.

Key Sources

1850 'COUNCIL PAPERS.', *The Sydney Morning Herald* (NSW : 1842 - 1954), 16 July, p. 2. Accessed: http://nla.gov.au/nla.news-article12919471 (05/05/2022).

City Engineer, 1967. 'Elevated view of Railway Square, George Street Sydney, 1967'. A-00047291. Photograph taken on 10/10/1967. City Engineer's Photographic Negatives. *City of Sydney Archives.* Accessed: https://archives.cityofsydney.nsw.gov.au/nodes/view/667031 (14 May 2022).

Government Printing Office, 1911. 'Railway Square'. *State Library of NSW.* Government Printing Office 1 – 12181. Accessed: https://search.sl.nsw.gov.au/permalink/f/1cvjue2/ADLIB110107210 (14 May 2022).

Sydney Living Museums, 1905. '[Marcus Clark & Co. Ltd.] Sydney's highest building, 1905 / artist unknown'. *Caroline Simpson Library & Research Collection*. Item no. 36378. Accessed: http://collection.hht.net.au/firsthhtpictures/picturerecord.jsp?recno=36378 (05/05/2022).

Anon., 1940. 'Railway Square'. *City of Sydney Archives*. A-00016008. Accessed: https://archives.cityofsydney.nsw.gov.au/nodes/view/579797 (05/05/2022).

1.45 SY0267 (Toll House along George Street)

Item Details	
Year of construction:	c.1811
Alternative names:	Toll-Gate
Modifications (with years):	1832
Function:	Taxation
Construction materials:	Timber, possible sandstone and brick
Demolished/removed (year):	1856-1859

Historical Summary

In 1810, Governor Lachlan Macquarie assessed the generally poor standard of roads in the colony and determined that tolls on major thoroughfares would be collected to pay for their repair and maintenance. One such toll gate was placed at the lower end of George Street where it became Parramatta Road (currently Broadway) in c.1811. The insistence by Macquarie that all were subject to paying this toll raised the ire of Justice Bent who maintained that such measures were illegal. In later years, Bent expressed his ongoing enmity to Macquarie, to the latter's disadvantage. It is not certain how long this Toll gate remained in use, as on Wednesday 21 March 1832 (Government Gazette No.3 page 21), Governor Richard Bourke proclaimed:

> *There shall be a toll-gate: Near Sydney. At the western extremity of George-street, with a bar on the old Botany Bay road, beyond the Toll-gate; and another upon the continuation of Elizabeth-street, near Cleveland House*.[187]

The earliest cartographic and illustrative representations of a toll gate across the southern end of George Street date to 1821-1822, as shown in Figure 426 and Figure 433. A later representation of a toll gate in the same location dates to 1836, and likely illustrates the item referred to by Governor Bourke and shown in the 1854 map (Figure 435 and Figure 428). This indicates that the toll gate was rebuilt in 1836, likely in response to an increase in traffic.

The toll-gate in this location appears to have been shut down at some point between the end of 1856, when an advertisement ran for a new toll keeper,[188] and 1859 when tenders were called for the construction of a new toll house and gate at Camperdown on Parramatta Road.[189] In the late 1850s, the toll gate was relocated to the junction of Parramatta Road and Cooks River Road (now City Road).[190]

Archaeological notes

The location of the toll house appears to have remained within the road corridor of the intersection of Broadway and Parramatta Road. This may have acted to preferentially preserve remains of the toll houses recorded as having stood here. The first toll gate, likely dated c.1811, shown in Figure 433 and Figure 435, appears as a Gothic Revival toll gate and central gatehouse constructed from sandstone, or plastered brick, with a tiled gabled roof, crenelated decorative sandstone elements and a glazed bay window. The second toll gate, constructed in c.1836, also appears to have been constructed from sandstone or plastered/rendered brickwork. The gate posts are of simpler design that the earlier gate posts, potentially comprising cylindrical or rectilinear posts surmounted by iron lampposts. The gate house itself appears to have been relocated on a right-angle alignment to the gate itself, featuring what appears to be a Classical style of architecture. The site appears to only have been subject to demolition for the purposes of road construction, which may not have entailed the full removal of lower remains and footings of the toll gates or houses. In addition to potential intact remains, a demolition layer may remain intact

[187] Bourke, R.,1832. 'Proclamation'. *New South Wales Government Gazette* (Sydney, NSW : 1832 - 1900), 21 March, p. 22. Accessed: http://nla.gov.au/nla.news-article230388157 (14 May 2022).
[188] *Empire* 10 December 1856, P5
[189] *Empire,* 19 December 1859
[190] Wotherspoon, G., 2010. 'Roads'. *The Dictionary of Sydney.* Accessed: https://dictionaryofsydney.org/entry/roads (14 May 2022).

below the ground surface, likely spread out over a wide area. Expected remains may include bricks, mortar, sandstone, slate, tiles, glass, metal and timber.

In addition to the potential archaeological items noted above associated with the toll gate, it is possible that an assemblage of domestic archaeological remains may be present associated with the toll keeper's activities. These may include cesspit deposits, incorporating artefact discard events and personal waste such as faunal dietary evidence.

Archaeological Potential

Moderate

Assessment of significance

Remains associated with the toll houses may include 'primary' archaeological evidence–that may survive at the subject site. This would include walls, foundations, occupation layers and deep cut features such as privies, pits or wells. Remains associated with the demolition of these items –'secondary' archaeological evidence–that may survive at the subject site may include rubble and levelling layers. Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness ('survival') would meet the threshold of State significance. This is because primary archaeological evidence has considerable potential to contribute to our understanding of the mechanisms of taxation and regulation of transport in early Sydney, set into play by Governors Macquarie and Bourke.

Secondary archaeological evidence would meet the threshold of local significance for most criteria at the subject site, if intact. This is because secondary remains do not contribute to our understanding of the location while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture. Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex. The 'integrity' and 'intactness' of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

If primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of State significance include Association (criterion A) Historical Significance (criterion A), Rarity (criterion F) and Representativeness (criterion G).

Intact and legible remains of the Toll House would have the potential to reach the threshold for *state* significance as evidence of the collection of tolls along the road network in Sydney. The structure has research value for its potential to demonstrate their original uses, construction techniques and functions, as well as any changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the inhabitants.

In response to Bickford and Sullivan's questions about research potential,[191] the remains of the Toll House have some potential to contribute knowledge that no other resource and site can about the collection of tolls in early Sydney, as well as answer broader questions relating to the daily life and duties of the toll collectors in early NSW.

Level of significance

State

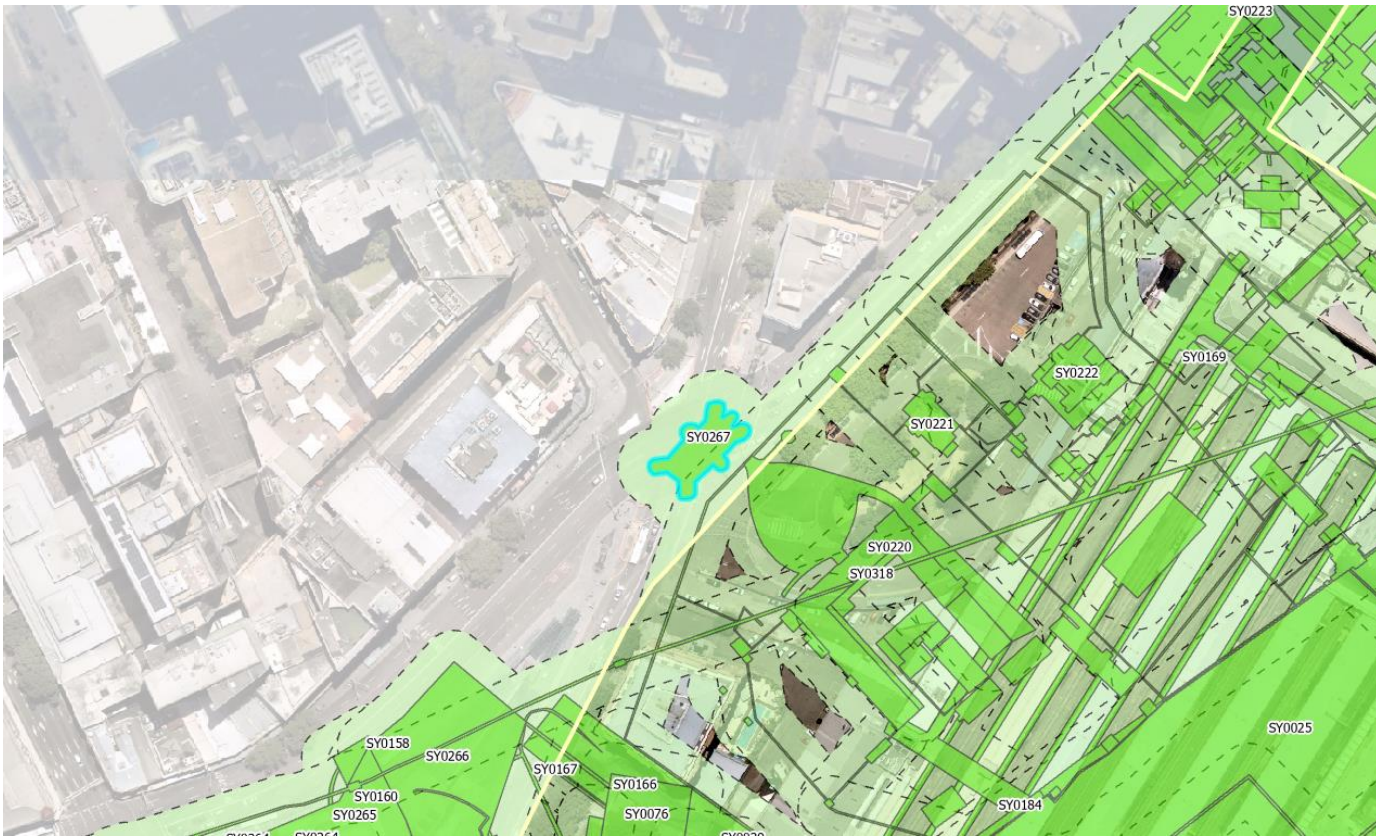
Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of

[191] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

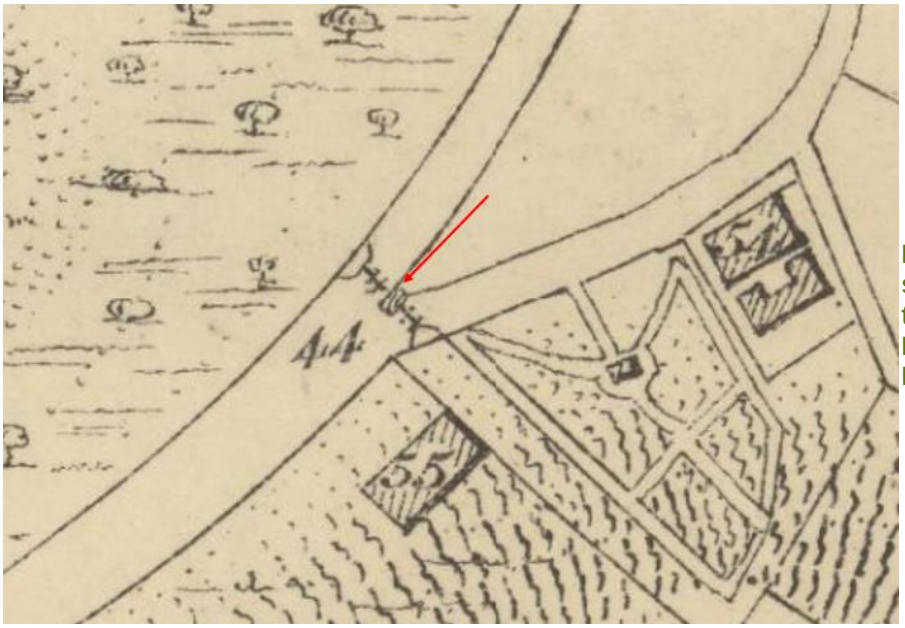


Figure 426. Plan of the town and suburbs of Sydney, 1822, showing the Toll Gate (44) near the Benevolent Society (55) and Carter's Barracks (54). Source: Trove, NLA.



Figure 427. 1845 Sheilds Map. Source: City of Sydney Archives & History, A-00880420.



Figure 428. 1854 City of Sydney map. Source: City of Sydney Archives & History Resources, A-00880471.



Figure 429. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

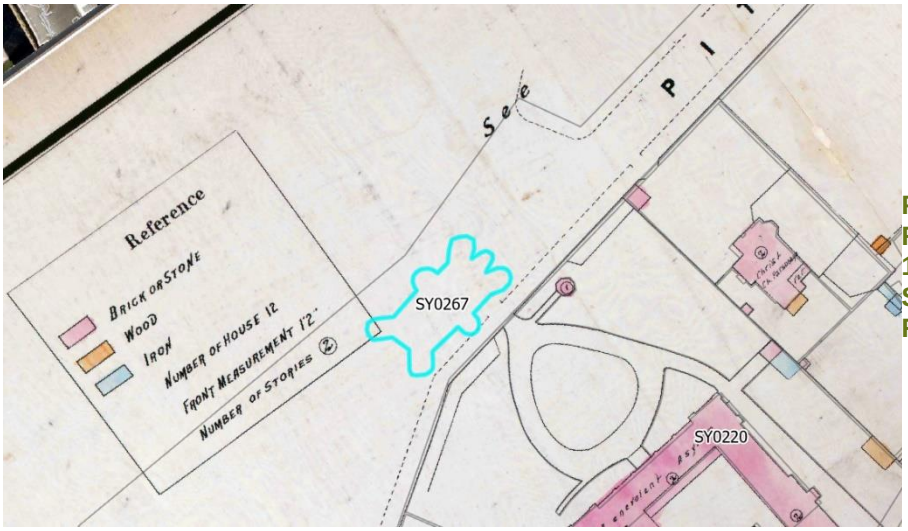


Figure 430. 1888 City of Sydney Rygate & West Plans of Sydney, 1888: Sheet 43. Source: City of Sydney Archives & History Resources, A-00880458.

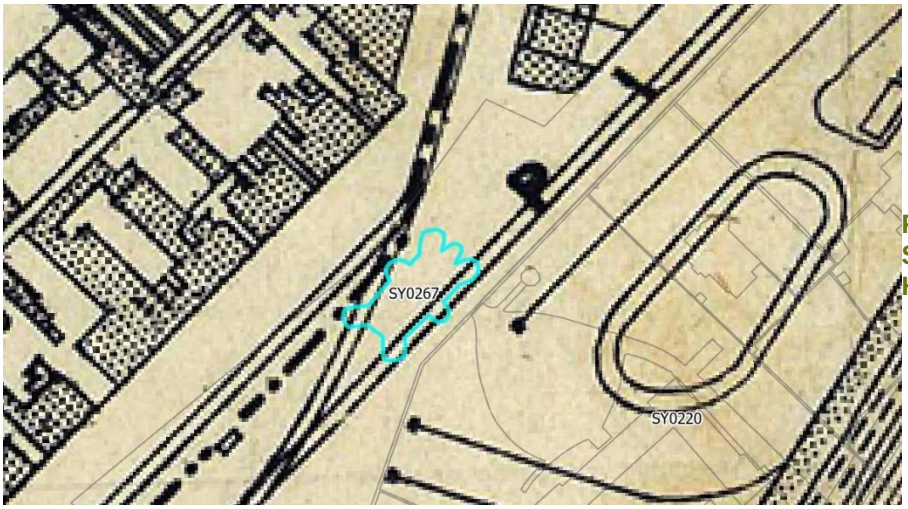


Figure 431. 1903 City of Sydney. Source: City of Sydney Archives & History, A-00880475.

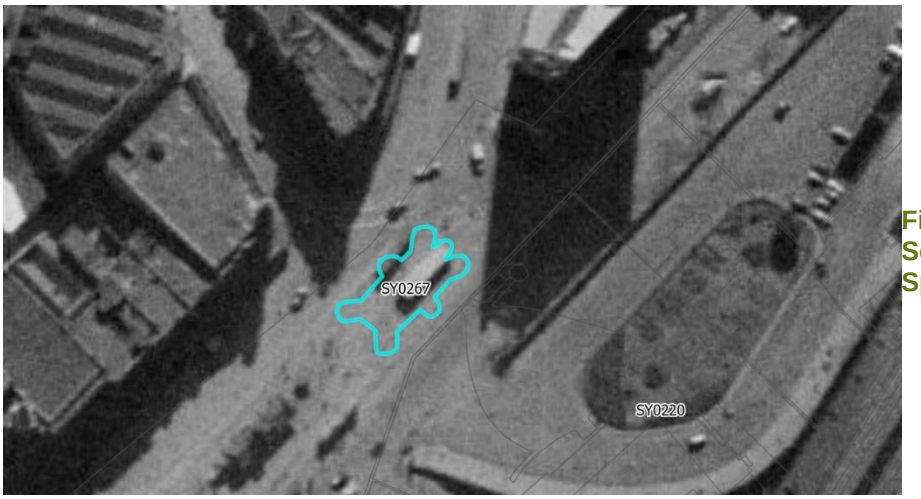


Figure 432. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.



Figure 433. Sketch by E. Mason of the Toll Gate and Benevolent Society c.1821-1823. Source: SLNSW, a1080017 / PXC 459/7 cited in the *Dictionary of Sydney.*



Figure 434. 1836 lithograph of the Toll Gate and Benevolent Asylum. Source: NLA, PIC Drawer 62 #U378 NK707/9.



Figure 435. Plate from Austin's 'A series of lithographic drawings of Sydney and its environs', published 1836, showing the "New Toll Gate, Parramatta Road", which is thought to have replaced the earlier Toll Gate. Source: Dixson Library, SLNSW, 1836 DL Pd 6.

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'New Toll Gate, Parramatta Road. [A view], 1836'. Dixson Library, *SLNSW*. 1836 DL Pd 6. Printed, published and sold by J. G. Austin, 13 Hunter Street, Sydney. Accessed: https://search.sl.nsw.gov.au/permalink/f/1cvjue2/ADLIB110349244 (14 May 2022).

Russell, Robert, 1836. 'Toll Gate and Benevolent Asylum, George Street South, Sydney, 1836 / Robert Russell'. *NLA.* PIC Drawer 62 #U378 NK707/9. Printed, published and sold by J.G. Austin, Sydney. Accessed: https://nla.gov.au/nla.obj-427926230 (14 May 2022).

1.46 SY0268 (Church of England – Residence and Morgue)

Item Details	
Year of construction:	Between 1845 and 1854 (potentially), prior to 1888
Alternative names:	Residence and Morgue
Modifications (with years):	If it existed, original building demolished prior to 1865. New structures between 1865 and 1888. Morgue added after 1880.
Function:	Residential and funerary
Construction materials:	Brick, Iron
Demolished/removed (year):	c.1901

Historical Summary

In 1820, the Church of England section of the Devonshire Street Cemetery was the first to be allotted and dedicated.[192] A Grave Digger's Lodge was 'prepared for him on the Spot' according to the Government Order for the new burial ground,[193] but no further contemporaneous evidence is available for the structure. A c.1821-1822 map shows the Church of England section of the cemetery labelled as the 'New Church Yard', but no structures are shown within the area (Figure 436). The cemetery was in use from 1819 through to its official closure to new burials in 1867, but burials in family graves or vaults were allowed to continue at the discretion of the Colonial Secretary.[194]

Historical maps of the Church of England section show this section as having the most substantial structures in the cemetery. However, the structures do not appear in detail on historical mapping until 1888 (Figure 440). Prior to this, only a single rectilinear structure is shown on the 1854 map, and as the accuracy of this map is questionable, it is unknown as to whether or not this structure existed, and, if so, if it was a chapel or a gravedigger's residence (Figure 437). Plans dating to 1888 illustrate two substantial single-storey brick structures aligned with Old Burial Ground Road which ran to the north-east, one with iron ancillary structures, and both with smaller brick ancillary structures to their south-west. The posts for the main gateway to Old Burial Ground Road are visible in the 1888 map to the immediate south-east of the larger of these structures. The structure closer to the cemetery gateposts was photographed in 1901 by Mrs A.G. Foster; as shown in Figure 443, it is clearly a residence, likely for the groundskeeper or grave digger. [195] The structure in the north-western corner of the Anglican allotment was the South Sydney Morgue, constructed after lobbying by the Coroner in 1880.[196] The Morgue is shown in Figure 444, also an image taken by Mrs A.G. Foster.[197]

Archaeological notes

The structures in the Church of England section were substantial brick structures, possibly with sandstone footings. The north-western of these, the Morgue, was situated largely beneath what is now an open plaza - the Sydney Central Station Mini Mart, with the remainder beneath the main building of Sydney Central Railway Station. The structure to south-east – the residence shown in the 1888 map, was situated partly beneath the current rail bridge over Eddy Avenue, and partially within the footprint of the Northern Concourse underground accessway.

[192] Murray, L., 2019. 'Devonshire Street Cemetery'. *The Dictionary of Sydney.* Supported by City of Sydney Council. Accessed: https://dictionaryofsydney.org/entry/devonshire_street_cemetery (14 May 2022).
[193] 1820 'GOVERNMENT AND GENERAL ORDERS.' *The Sydney Gazette and New South Wales Advertiser* (NSW : 1803 - 1842), 29 January, p. 1. Accessed: http://nla.gov.au/nla.news-article2179242 (14 May 2022).
[194] Murray, L., 2019. 'Devonshire Street Cemetery'. *The Dictionary of Sydney.* Supported by City of Sydney Council. Accessed: https://dictionaryofsydney.org/entry/devonshire_street_cemetery (14 May 2022).
[195] State Library of NSW: File 02: Church of England section, Devonshire Street (Sand Hills) Cemetery, Sydney, Book Two, 1901 / photographs by Mrs A. G. Foster.
[196] Gilchrist, Catie. "A Tale of Two Morgues: Sydney's Deadhouses." *History,* September 2019
[197] State Library of NSW: File 01: Church of England section, Devonshire Street (Sand Hills) Cemetery, Sydney, Book One, 1901 / photographs by Mrs A. G. Foster.

Recent archaeological excavations at Central Railway Station have identified the potential for footings and lower courses of structures to remain partially intact beneath current rail, ballast and platforms.

Demolition of the structures in the Church of England section is likely to have been constrained to reduction of standing structures to desired new ground levels. The site has only been partially visibly subject to intensive built redevelopment, while other areas such as the open plaza of the Sydney Central Station Mini Mart, and locations beneath and around the Eddy Avenue rail bridge may have been subject to far lower degree of impacts. The potential exists that intact archaeological remains survive in such locations. Additionally, a demolition layer may remain intact below the ground surface, likely spread out over a wide area. Expected remains may include bricks, mortar, sandstone, slate, glass, metal and timber, as well as intact masonry foundations.

In addition to the potential archaeological items noted above, it is possible that an assemblage of domestic archaeological remains may be present. These may include cesspit deposits, incorporating artefact discard events and personal waste such as faunal dietary evidence.

Archaeological Potential

Moderate

Assessment of significance

Remains associated with the structures in the Church of England section may incorporate 'primary' archaeological evidence that may survive at the subject site. This could include walls, foundations, occupation layers and deep cut features such as privies, pits or wells. Remains associated with the demolition of these items –'secondary' archaeological evidence – may survive at the subject site could include rubble and levelling layers. Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness ('survival') would meet the threshold of State significance. This is because primary archaeological evidence has considerable potential to contribute to our understanding of the early construction in Sydney of these buildings as specialised structures associated with defined purposes.

Secondary archaeological evidence would meet the threshold of local significance for most criteria at the subject site, if intact. This is because secondary remains do not contribute to our understanding of the location while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture. Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex. The 'integrity' and 'intactness' of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

If primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of State significance include Historical Significance (criterion A), Rarity (criterion F) and Representativeness (criterion G).

Intact and legible remains of the Church of England Residence and Morgue would have the potential to reach the threshold for *state* significance as evidence of Church of England funeral practices in nineteenth-century Sydney. The structures have research value for their potential to demonstrate their original use, construction techniques and functions, as well as their structural, aesthetic and functional changes over time. Associated deposits, particularly refuse deposits, may have research value for their ability to demonstrate lifeways, diet and daily life of the inhabitants and users of the site.

In response to Bickford and Sullivan's questions about research potential,[198] the remains of the Church of England Residence and Morgue have the potential to contribute knowledge that no other resource and site can about Church of England funerary practices in early nineteenth-century Sydney. The remains can answer broader questions relating to funerary practices in early NSW.

[198] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

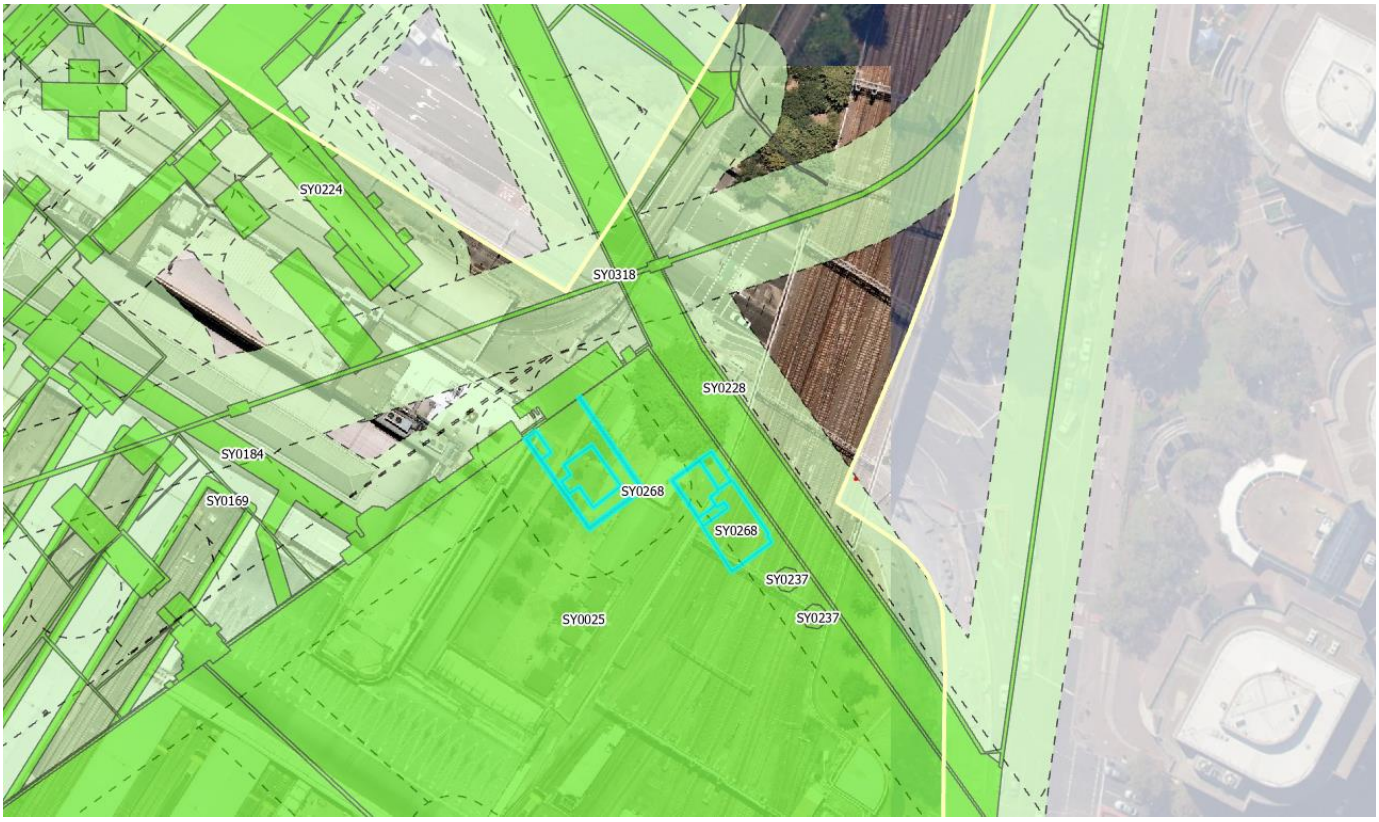
Level of significance

State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images



Figure 436. Plan of the town and suburbs of Sydney, 1822, showing the Church of England cemetery (56) to the east of Carter's Barracks (54). Source: Trove, NLA.



Figure 437: Excerpt from Woolcott & Clarke City of Sydney, 1854: Single sheet. Source: City of Sydney Archives & History Resources, A-00880471.

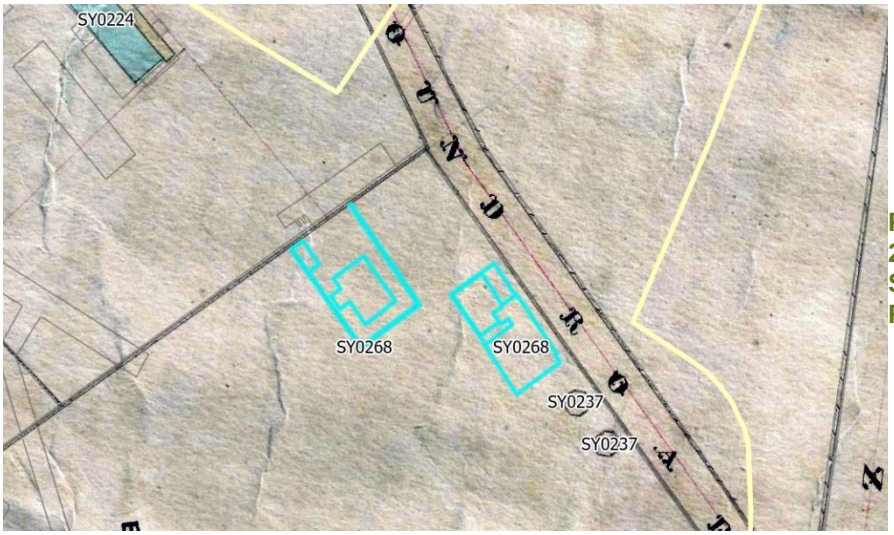


Figure 438. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

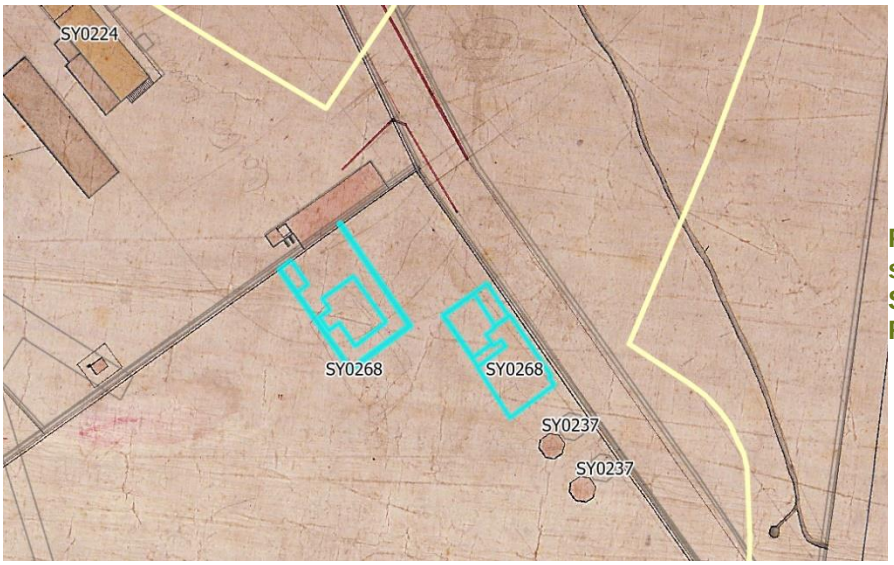


Figure 439. 1855-1865 Trigonometric survey, Block R1. Source: City of Sydney Archives & History Resources, A-00880406.

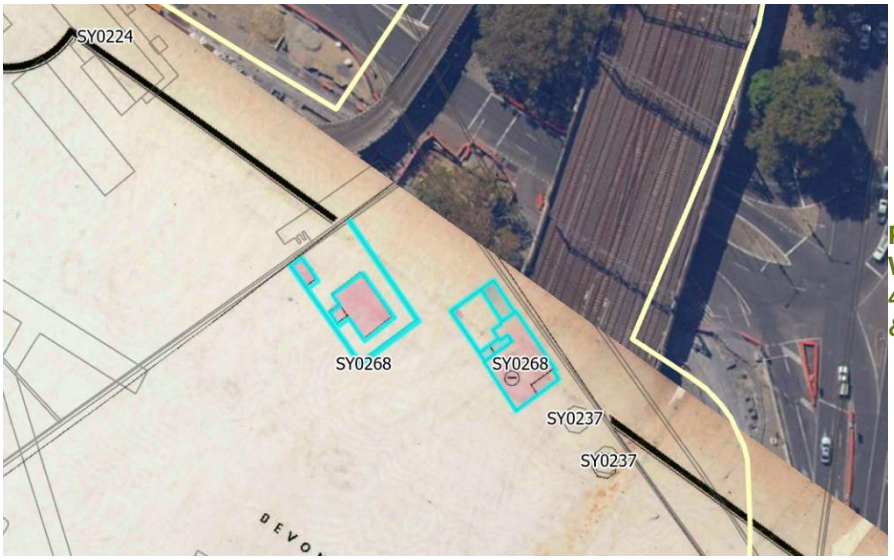


Figure 440. City of Sydney Rygate & West Plans of Sydney, 1888: Sheet 40. Source: City of Sydney Archives & History Resources, A-00880455.

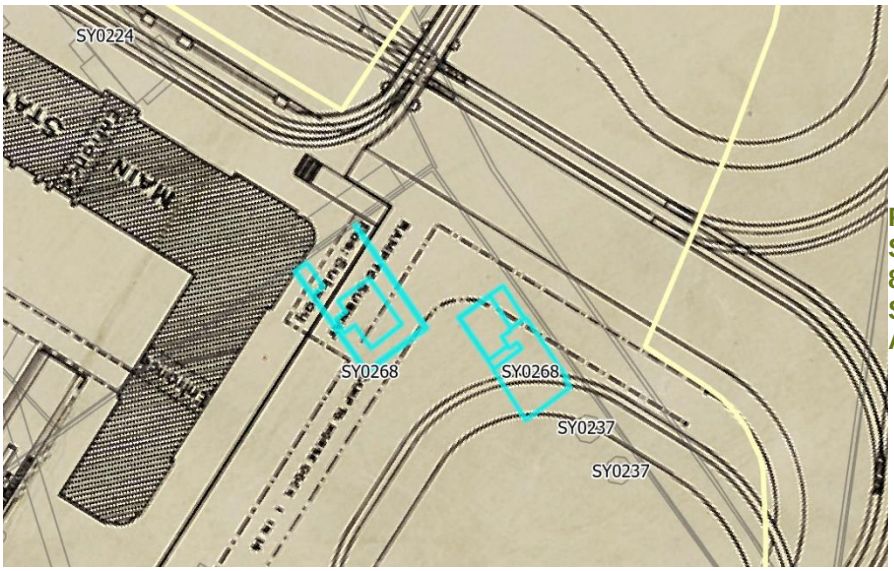


Figure 441. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

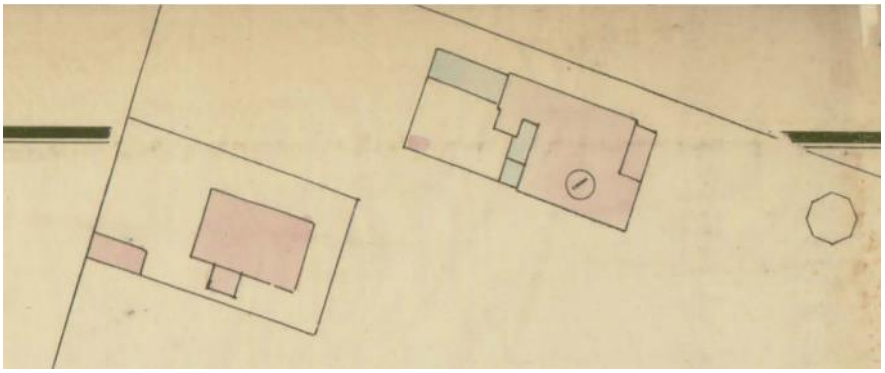


Figure 442. Excerpt from City of Sydney Rygate & West Plans of Sydney, 1888: Sheet 40. Source: City of Sydney Archives & History Resources, A-00880455.



Figure 443. Entry to the Church of England section in 1901. Source: State Library NSW, FL8952459.



Figure 444. South Sydney Morgue. Source: State Library of NSW.

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Edmonds, Elise, 2019. 'Dead Central'. *SLNSW.* Accessed: https://www.sl.nsw.gov.au/stories/dead-central (1 April 2022).

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Royal Australian Historical Society, 1900-1925. 'Box 14: Royal Australian Historical Society : photonegatives, ca. 1900-1925'. 387. Morgue, Devonshire Street. *SLNSW.* Accessed: https://collection.sl.nsw.gov.au/record/nV2qRkzn/aDXXrKeaVXa6 (1 April 2022).

1.47 SY0269 (Tram Car Shed)

Item Details	
Year of construction:	1879
Alternative names:	Belmore Park Tram Shed, Pitt Street Shed, Belmore Tramway Sheds, Tram Station Yard, Tram Depot
Modifications (with years):	Not determined
Function:	Transport
Construction materials:	Iron, timber, brick
Demolished/removed (year):	c.1901-1906

Historical Summary

The first steam tram line in Sydney was built in 1879, and steam propelled tram cars were largely replaced by electricity by 1898.[199] The first steam tram line originally travelled from Hunter Street via Elizabeth Street, then across Belmore Park to Pitt Street and up to Devonshire Street where it terminated at the Sydney Railway Station. The Belmore Tram Car Shed yard, otherwise known as the tram depot, was constructed in 1879 to provide sheds for the engines and cars, as well as a siding to connect the station yard and the main line of the tramway.[200] From 1880, the steam tram system rapidly expanded with the existing line serving the Western suburbs and Dulwich Hill. This tramway diagonally bisected Belmore Park and trams were housed in a Tramcar Shed in the south western corner of Belmore Park at the intersection of Pitt Street and Garden Road.[201]

The 1888 City of Sydney Rygate & West Plans of Sydney and historical photographs provide information on the fabric, construction and layout of the Tram Sheds structures, indicating that the majority of the multiple structures on site were constructed from iron, likely with timber or steel framing (Figure 447 and Figure 450). The 1888 map and historical photographs additionally demonstrate that one building in the yard, a two-storey rectilinear building along the western boundary of the Tram Sheds yard was constructed from brick (Figure 447 and Figure 450).

The Tram Car Sheds yard was demolished in c.1901-1906 as part of the resumption works for the Third Sydney Station. The resumptions for Central Railway Station included the Belmore Park Tram Shed and much of Belmore Park. Much of the soil excavated from Central Railway Station was dumped onto Belmore Park.[202]

Archaeological notes

The Belmore Park Tram Sheds were iron structures with timber and/or steel framing, aside from one two-storey brick building, although the foundations of the former are unknown. Other Tram sheds / depots constructed in the ensuing decades included those at Ultimo (1899), Newtown (1900) and Rozelle (1904). These are all substantial constructions of brick and steel. Although the Belmore Park Tram Sheds predated these considerably, it is not unreasonable to consider that their foundations may have been constructed from brick.

These buildings were situated within the current footprint of Belmore Park, Railway Colonnade Drive, and Eddy Avenue and were demolished in 1901-1906. Recent archaeological excavations at Central Railway Station have identified the potential for footings and lower courses of structures to remain partially intact beneath current rail, ballast and platforms. Parts of Belmore Park appear to have been subject to additive processes rather than reduction of soils, with spoil from Central Railway Station dumped in Belmore Park.

[199] Hoadley, D., 1995. 'Sydney's Tram History'. *Trams of Australia.* Accessed: http://www.railpage.org.au/tram/sydhist.html (14 May 2022).
[200] 1879. 'Sydney Tramway.', *The Sydney Mail and New South Wales Advertiser*, 6 September, p. 388. Accessed: http://nla.gov.au/nla.news-article161871316 (14 May 2022).
[201] Steam Train and Railway Preservation (Co-Op) Ltd, 2015. *Steam Scene*, Newsletter and journal of the Steam Train and Railway Preservation (Co-Op) Ltd. Volume 12, Issue 2.
[202] Steam Train and Railway Preservation (Co-Op) Ltd, 2015. *Steam Scene*, Newsletter and journal of the Steam Train and Railway Preservation (Co-Op) Ltd. Volume 12, Issue 2.

Demolition of the Belmore Park Tram Sheds may have been constrained to reduction of standing structures to desired new ground levels. The site has not been subject to intensive built redevelopment other than road infrastructure in part, and the potential exists that intact archaeological remains of the Belmore Park Tram Sheds survive. A demolition layer may remain intact below the ground surface, likely spread out over a wide area. Expected remains may include bricks, mortar, iron, slate/tiles, glass, metal and timber.

In addition to the potential archaeological items noted above associated with the tram sheds, it is possible that an assemblage of domestic archaeological remains may be present associated with the workers at the Belmore Park Tram Sheds. These may include cesspit deposits, incorporating artefact discard events and personal waste such as faunal dietary evidence.

Archaeological Potential

Moderate

Assessment of significance

Remains associated with the use of the Belmore Park Tram Sheds may include 'primary' archaeological evidence. This would include walls, foundations, occupation layers and deep cut features such as privies, pits or wells. Remains associated with the demolition of these items –'secondary' archaeological evidence–that may survive at the subject site may include rubble and levelling layers. Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness ('survival') would meet the threshold of State significance. This is because primary archaeological evidence has considerable potential to contribute to our understanding of facilities purpose built for steam tram transport - a mode of transport that was short lived but which triggered the success of Sydney's subsequent large electric tram system.

Secondary archaeological evidence would meet the threshold of local significance for most criteria at the subject site, if intact. This is because secondary remains do not contribute to our understanding of the location while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture. Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex. The 'integrity' and 'intactness' of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

If primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of State significance include Historical Significance (criterion A), Rarity (criterion F) and Representativeness (criterion G).

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of tram services to the Second Sydney Station. The structures have research value for their potential to demonstrate uses, construction techniques and functions, as well as any changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the workers at the Second Sydney Station.

In response to Bickford and Sullivan's questions about research potential,[203] the remains of the Tram Car Shed structures have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

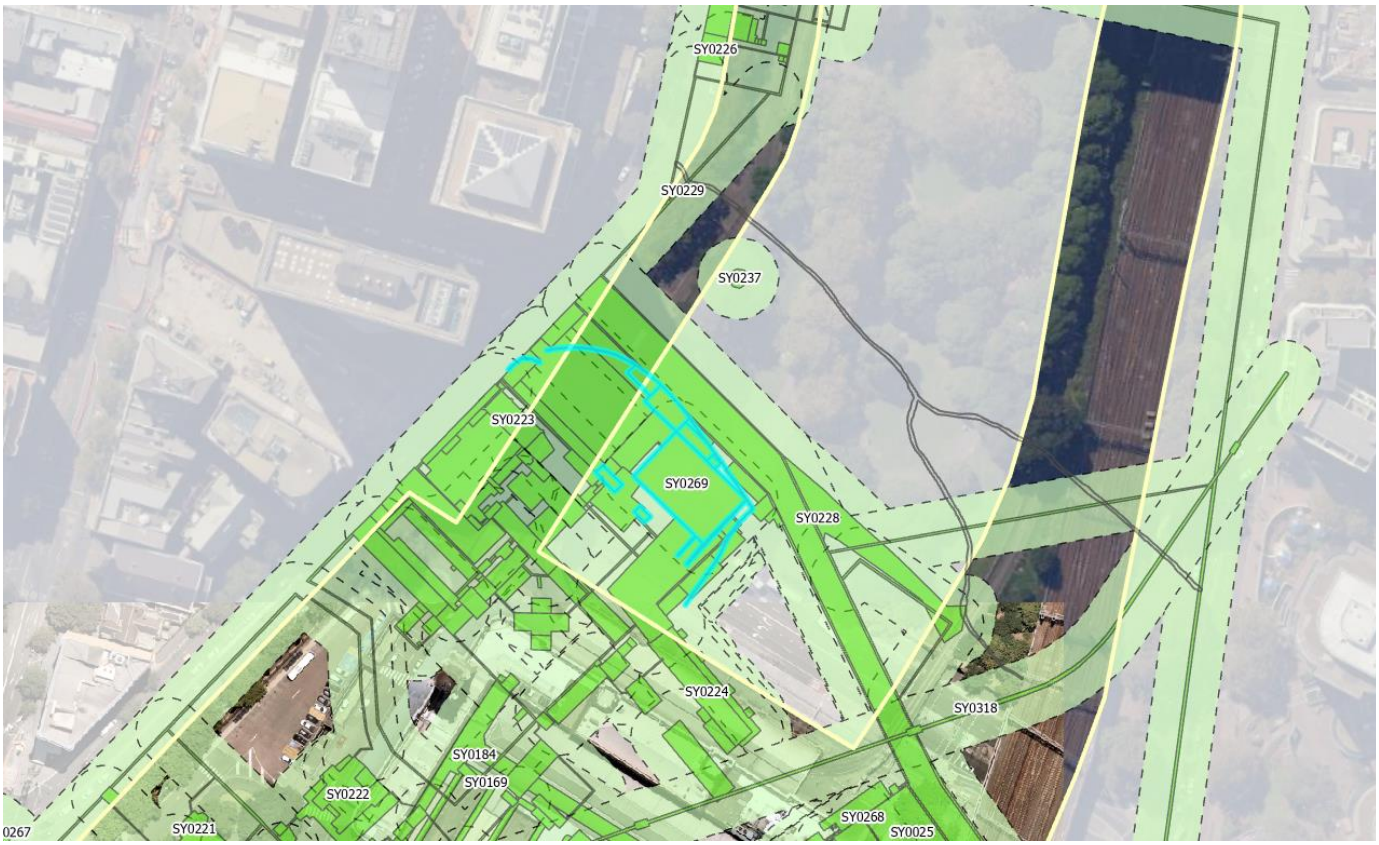
State

Management

[203] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

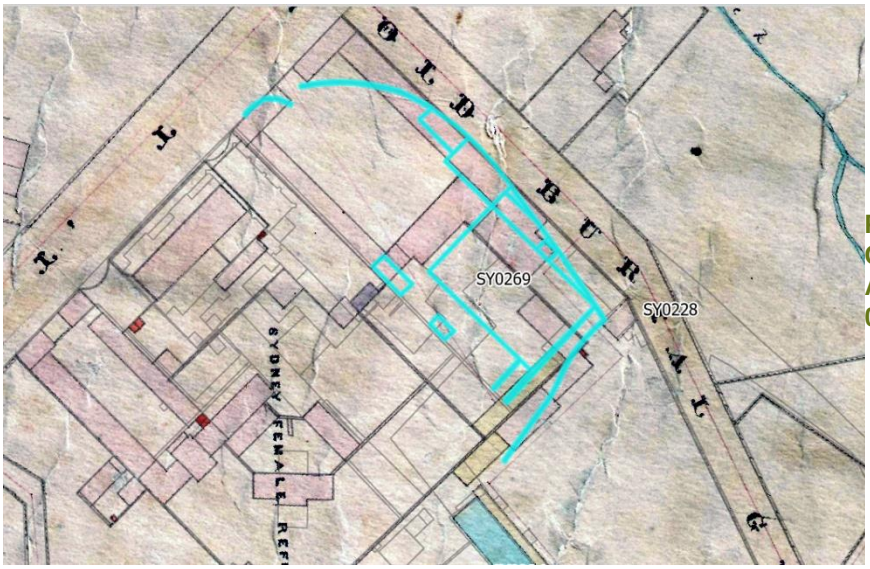


Figure 445. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

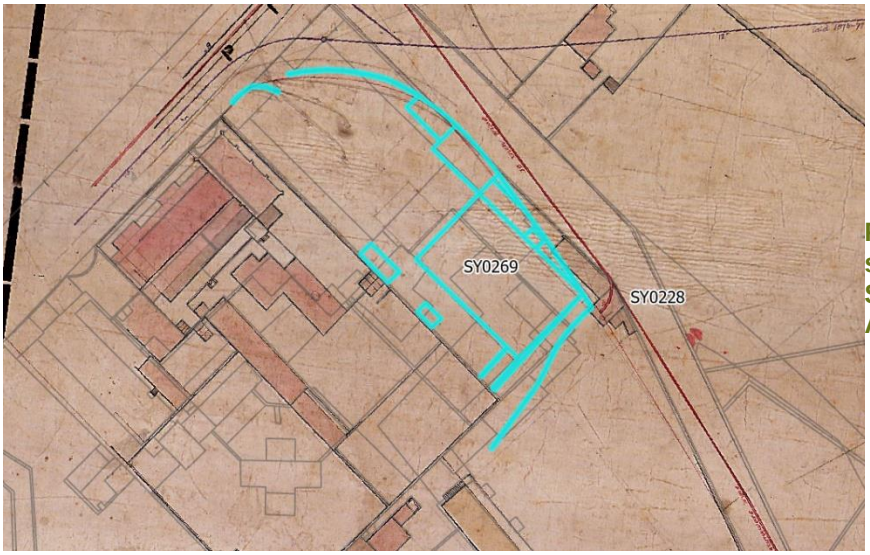


Figure 446. 1855-1865 Trigonometric survey, Block R1. Source: City of Sydney Archives & History Resources, A-00880406.



Figure 447. 1888 City of Sydney Rygate & West Plans of Sydney, 1888: Sheet 40. Source: City of Sydney Archives & History Resources, A-00880455.

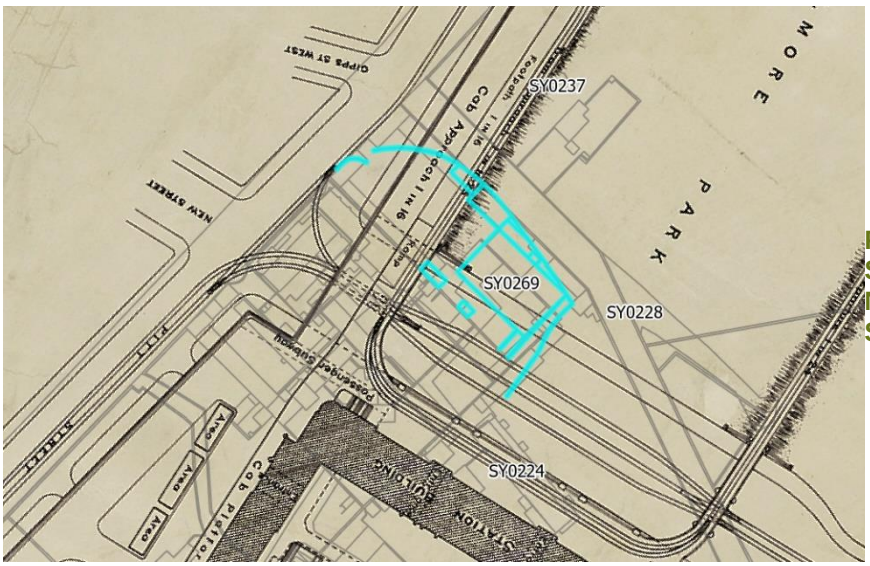


Figure 448. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

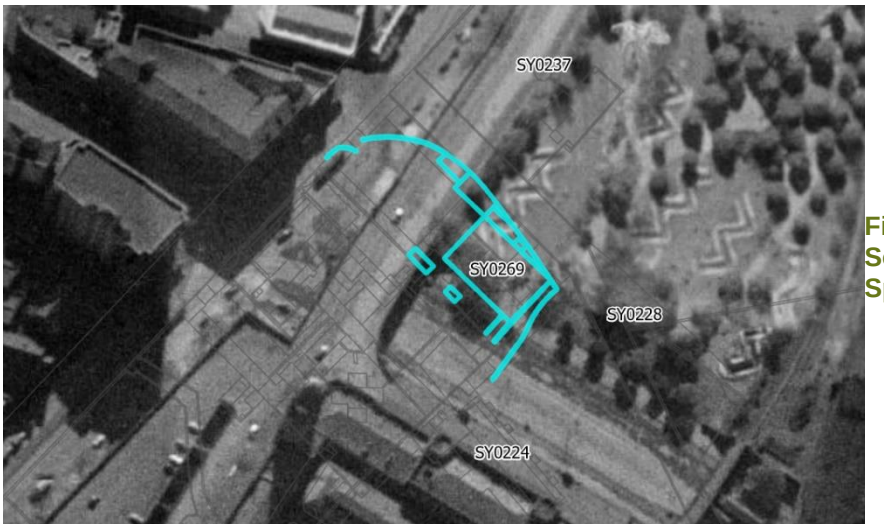


Figure 449. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.



Figure 450. The Belmore Tram Sheds in c.1890. Source: City of Sydney Archives, A-00018780.

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1.48 SY0270 (Tramlines)

Item Details	
Year of construction:	1861
Alternative names:	
Modifications (with years):	Horse drawn (1861-1866), Steam-powered / Cable-powered (1879-1898), Electrification (1898-1957)
Function:	Transportation
Construction materials:	Timber, Iron
Demolished/removed (year):	1957 (in part)

Historical Summary

Sydney used the four main forms of tramway traction over time, including electric, horse, steam and cable.[204] The operation of trams in Sydney lasted 81 years, with an initial five years of the utilisation of a horse-powered tramway between 1861 and 1866.[205] The rails of the 1861 horse-powered tramline from Sydney Railway Station to Circular Quay were removed following its closure in 1866, as the rails protruded above the road surface.[206] Following the introduction of the first steam-powered tramline from Hunter Street to Sydney Railway Station in 1879, trams became the main form of transport in Sydney and were partly responsible for the rapid development of the city, as well for its form of a central hub surrounded by residential suburbs.[207]

The first steam tramway line operated from 1879, running from adjacent to the Redfern Railway Terminal to Elizabeth Street at Hunter Street, with crossing loops at either end. A tram depot (SY0270) was located near the Redfern Terminal in Pitt Street, on the corner of what was then known as Garden Road, opposite Gipps Street West (now Barlow Street).[208] With the development of Central Railway Station, Railway Square and Railway Colonnade became major tram interchanges.

A mix of steam-powered and cable-powered trams were used between 1879 and 1898. However, from 1898 onwards, the lines were progressively electrified until the majority of the Sydney system was electric in 1910.[209] The tramlines were gradually closed from the 1930s onwards, with the final service running in 1957, after which, the electrical wires were pulled down and the rails paved over.[210] An electrical tram is shown drawing into Central Railway Station in Figure 455.

At its peak, the Sydney tram system was the largest in Australia incorporating 291 kilometres of tracks and approximately 1,600 cars.[211]

[204] Yarrow, S., n.d. 'Lost Sydney: Tramways'. *PocketOz Pocket Guide to Sydney*. Accessed: https://www.visitsydneyaustralia.com.au/lost-tramways.html (14 May 2022).
[205] Yarrow, S., n.d. 'Lost Sydney: Tramways'. *PocketOz Pocket Guide to Sydney*. Accessed: https://www.visitsydneyaustralia.com.au/lost-tramways.html (14 May 2022).
[206] Yarrow, S., n.d. 'Lost Sydney: Tramways'. *PocketOz Pocket Guide to Sydney*. Accessed: https://www.visitsydneyaustralia.com.au/lost-tramways.html (14 May 2022).
[207] Yarrow, S., n.d. 'Lost Sydney: Tramways'. *PocketOz Pocket Guide to Sydney*. Accessed: https://www.visitsydneyaustralia.com.au/lost-tramways.html (14 May 2022).
[208] Hoadley, D., 1995. 'Sydney's Tram History'. *Trams of Australia.* Accessed: http://www.railpage.org.au/tram/sydhist.html (14 May 2022).
[209] Hoadley, D., 1995. 'Sydney's Tram History'. *Trams of Australia.* Accessed: http://www.railpage.org.au/tram/sydhist.html (14 May 2022).
[210] Yarrow, S., n.d. 'Lost Sydney: Tramways'. *PocketOz Pocket Guide to Sydney*. Accessed: https://www.visitsydneyaustralia.com.au/lost-tramways.html (14 May 2022).
[211] Transport for NSW, 2018. 'Sydney's Transport History – The Development of the Tramways'. *TransportNSW Blog*. 16 September 2018. Accessed: https://transportnswblog.com/category/sydneys-transport-history/ (16 May 2022).

Archaeological notes

The tramlines of the Sydney tram system were extensive and ran in close proximity to Central Railway Station, including at Railway Square, Railway Colonnade and Belmore Park. Although the 1861 horse-powered tramline rails were removed in 1866,[212] tramlines were often left in situ after the decommissioning of the tramways system and have been frequently encountered during archaeological testing and monitoring such as associated with the CBD sections of the CBD and South East Light Rail Project. Relic tramline is visible in current road surface at Glebe Point Road in Glebe.

The potential exists for intact sections of tramline and sleepers to be present in the study area, in particular in locations that have not been subject to intensive redevelopment. Such lesser developed locations may include current platforms, rail alignments, roadway and reserves including Belmore Park. Different types of rail, suited to the different types of tram service developed over time may be present, and these may inform our understanding of construction, maintenance and development of the tramways system.

Archaeological Potential

Moderate

Assessment of significance

Remains associated with previous Sydney Tramlines may include 'primary' archaeological evidence such as in situ rails, sleepers, ballast, and associated drainage and other infrastructure. Remains associated with the demolition of these items –'secondary' archaeological evidence–that may survive at the subject site may include discarded rail and sleepers. Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness ('survival') would meet the threshold of State or local significance. This is because primary archaeological evidence has considerable potential to contribute to our understanding of the early construction and development of inner city tramways in Sydney.

Secondary archaeological evidence would meet the threshold of local significance for most criteria at the subject site, if intact. This is because secondary remains do not contribute to our understanding of the location while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture. Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex. The 'integrity' and 'intactness' of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

If primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of local significance include Historical Significance (criterion A), Rarity (criterion F) and Representativeness (criterion G).

Intact and legible subsurface remains have the potential to reach the threshold for local to *state* significance as evidence of tram services to the Second Sydney Station. The tramlines have research value for their potential to demonstrate uses, construction techniques and functions, as well as any changes over time.

In response to Bickford and Sullivan's questions about research potential,[213] the remains of the tramlines have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

[212] Yarrow, S., n.d. 'Lost Sydney: Tramways'. *PocketOz Pocket Guide to Sydney*. Accessed: https://www.visitsydneyaustralia.com.au/lost-tramways.html (14 May 2022).
[213] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Local - State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location

Across study area.

Key Images

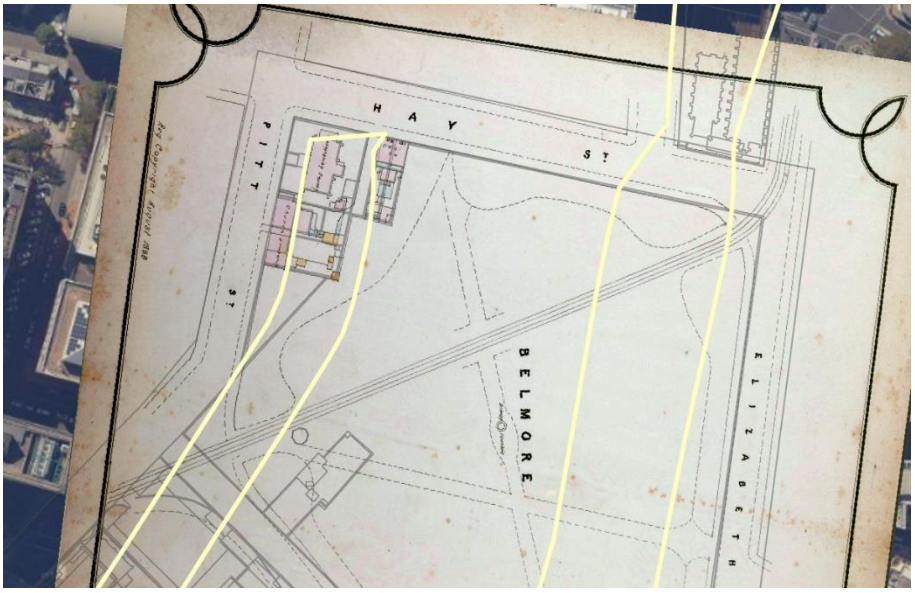

Figure 451. 1888 City of Sydney Rygate & West Plans of Sydney, 1888: Sheet 41. Source: City of Sydney Archives & History Resources, A-00880456.



Figure 452. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

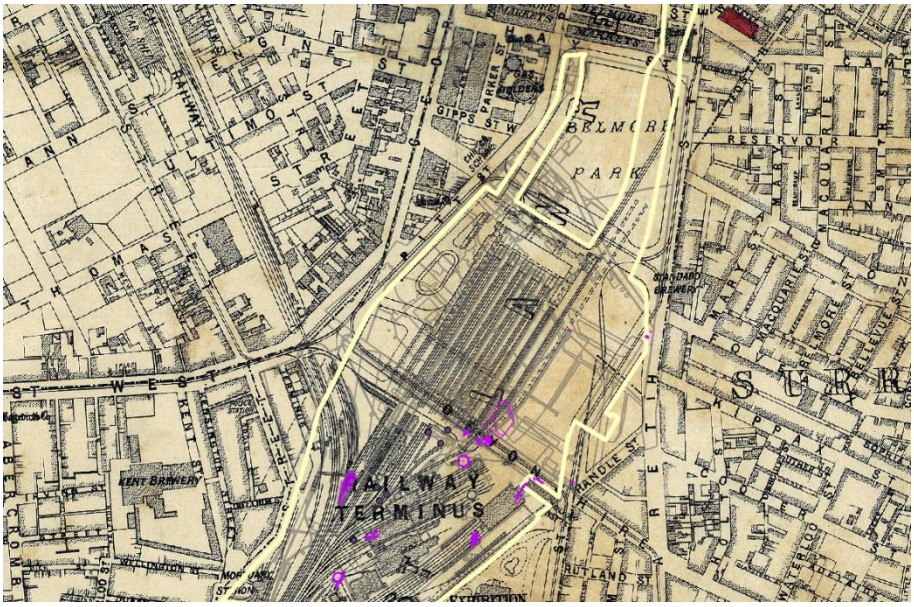

Figure 453. 1903 City of Sydney. Source: City of Sydney Archives & History, A-00880475.



Figure 454. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.



Figure 455. Electrical Tram at Railway Colonnade, Central Station. Source: MAAS Powerhouse Collection, 85/1286-202.

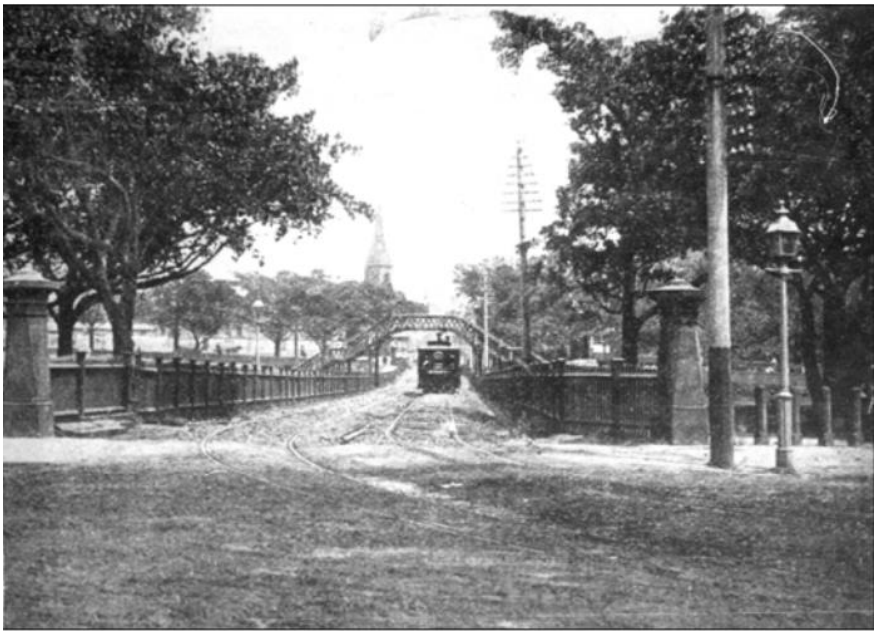

Figure 456. Steam tram proceeding south through Belmore Park c. 1890.

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Yarrow, S., n.d. 'Lost Sydney: Tramways'. *PocketOz Pocket Guide to Sydney*. Accessed: https://www.visitsydneyaustralia.com.au/lost-tramways.html (14 May 2022).

1.49 SY0271 (Belmore Park Pathways)

Item Details	
Year of construction:	1868
Alternative names:	Footpaths
Modifications (with years):	Plantings & landscaping (1868); Tramway & Tramsheds (1879); Resumed for Central Railway Station (c.1900-1906); Returned to council & rebuilt (1907)
Function:	Recreation, transport, construction depot
Construction materials:	Soil, gravel, asphalt, cement
Demolished/removed (year):	Multiple phases per modifications

Historical Summary

In the early 19th century, Belmore Park was referred to as the Police Paddock due to its proximity to the barracks.[214] Early maps demonstrate that the area of Belmore Park was subdivided, but not built upon or otherwise formally used, during the first half of the 19th century, confirming its likely use for informal grazing (Figure 457).[215] A newspaper article from 1901 notes that the Belmore Park area was a flat paddock used for turning out the horses associated with Carter's Barracks.[216]

In the 1860s Belmore Park was described as:

> '*a receptacle for all the rubbish and street sweepings of Sydney. Running from Gipps Street across the park towards Haymarket, an open gutter was supposed to carry off stormwater from Surry Hills, but didn't, as it lay in the gutter stagnant and noisome. In the summer the plague of flies was something terrible, yet the spot was the only "lung" in Surry Hills youngsters could use as a playground.*'[217]

Belmore Park was dedicated for public recreation on 19 May 1868, named for the newly instated Governor of NSW, the Rt Hon Somerset Richard Lowry-Corry, 4th Earl of Belmore in Ireland.[218] In the 1880s to 1890s, the park exhibited a diagonal path system, boundary paths lined with trees, a central fountain, a tram line running diagonally north-east to south-west and entrances flanked by stone pillars (Figure 460 and Figure 463).[219] The tram line was constructed through the park in 1879, but this resulted in a number of accidents with pedestrians, some of which were fatal, leading to the fencing off of the tram line and construction of a pedestrian overpass between walkways (Figure 464 and Figure 465).[220]

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[214] City of Sydney, 2018. 'History of Belmore Park'. *City of Sydney.* 4 January 2018. Accessed: https://www.cityofsydney.nsw.gov.au/histories-local-parks-playgrounds/history-belmore-park (14 May 2022); Green Global Connected, 2022. *Belmore Park Plan of Management.* March 2022, p. 19. Accessed: https://www.cityofsydney.nsw.gov.au/strategies-action-plans/park-plans-of-management (14 May 2022).
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[216] 1901 'THE BELMORE POLICE DEPOT.', Australian Town and Country Journal (Sydney, NSW : 1870 - 1919), 20 July, p. 33. Accessed: http://nla.gov.au/nla.news-article71469803 (14 May 2022).s
[217] City of Sydney, 2018. 'History of Belmore Park'. *City of Sydney.* 4 January 2018. Accessed: https://www.cityofsydney.nsw.gov.au/histories-local-parks-playgrounds/history-belmore-park (14 May 2022); Green Global Connected, 2022. *Belmore Park Plan of Management.* March 2022, p. 19. Accessed: https://www.cityofsydney.nsw.gov.au/strategies-action-plans/park-plans-of-management (14 May 2022).
[218] City of Sydney, 2018. 'History of Belmore Park'. *City of Sydney.* 4 January 2018. Accessed: https://www.cityofsydney.nsw.gov.au/histories-local-parks-playgrounds/history-belmore-park (14 May 2022); Green Global Connected, 2022. *Belmore Park Plan of Management.* March 2022, p. 19. Accessed: https://www.cityofsydney.nsw.gov.au/strategies-action-plans/park-plans-of-management (14 May 2022).
[219] City of Sydney, 2018. 'History of Belmore Park'. *City of Sydney.* 4 January 2018. Accessed: https://www.cityofsydney.nsw.gov.au/histories-local-parks-playgrounds/history-belmore-park (14 May 2022); Green Global Connected, 2022. *Belmore Park Plan of Management.* March 2022, p. 19. Accessed: https://www.cityofsydney.nsw.gov.au/strategies-action-plans/park-plans-of-management (14 May 2022).
[220] Steam Tram and Railway Preservation (Co-Op) Society Ltd, 2015. 'Memoirs of a Mangler - "Blood Alley"'. *Steam Scene: Newsletter and Journal of the Steam Tram and Railway Preservation (Co-Op) Society Ltd.* Vol. 12, Issue 2. April 2015. Accessed: https://infobluemountains.net/locodepot/steam_scene.shtml (1 June 2022).
1889. 'TRAM ACCIDENT IN BELMORE PARK.', *The Australian Star* (Sydney, NSW : 1887 - 1909), 31 October, p. 8. (SECOND EDITION). Accessed: http://nla.gov.au/nla.news-article227577493 (1 June 2022); 1887. 'Fatal Tram Accident.', *Goulburn Evening Penny Post* (NSW : 1881 -

During the 1901 resumption of the area for the Third Central Railway Station, the 80,000 cubic yards of earth fill was laid on Belmore Park, burying the earlier layout.[221] The extent of this fill can be observed in Figure 466.

Between 1900 and 1906, Belmore Park was utilised for circus performances and comprised only bare earth with several trees. Three Moreton Bay figs along Eddy Avenue are thought to have been retained from the mid-19th century phase of the park. In 1907, the Council took over management of the park, resulting in the planting of 'one of the city's most spectacular single row plantations' of London plane trees.[222] The bandstand was built in 1910.[223]

Archaeological notes

The pedestrian paths illustrated in Belmore Park in Figure 1 and Figure 2 were almost certainly earthen or gravelled, as indicated in Figure 463. It is likely that the resumption of Belmore Park for construction of Central Railway Station will have entailed the uprooting of vegetation and trees and levelling of ground surfaces. Little if any sealed pathways are evident in the 1943 aerial image, in which the chief distinguishing feature of Belmore Park is the large number of zig-zag air rad shelters it contains (Figure 462). These are, however, outside of the study area. The asphalt and cement paving within the park appears to be a relatively modern introduction.

There is little evidence for formally paved surfaces within Belmore Park prior to 1901, with pictorial evidence indicating that the park was a landscaped location interspersed with gravelled or unsealed paths. Belmore Park was subsequently subject to resumption and significant fill. This fill will likely have acted to preserve any surviving intact evidence of the parks original layout. There is therefore very little potential for the preserved existence of early paved surfaces, and limited potential for the preserved existence of unpaved surfaces and associated structures such as kerbs and drains.

Archaeological Potential

Low-Moderate

Assessment of significance

Remains associated with paved surfaces and pathways within Belmore Park may include 'primary' archaeological evidence such as in situ paving, paths, kerbing and associated drainage and other infrastructure. Remains associated with the demolition of these items –'secondary' archaeological evidence–that may survive at the subject site may include rubble and levelling layers. Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness ('survival') would meet the threshold of State significance. The nature in which the site was subject to a site-wide fill episode in 1901, could provide a 'snapshot' and valuable insight to the techniques and aesthetics of late-Victorian era park construction in Sydney.

If primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of local significance include Historical Significance (criterion A), Rarity (criterion F) and Representativeness (criterion G).

Secondary archaeological evidence would meet the threshold of local significance for most criteria at the subject site, if intact. This is because secondary remains do not contribute to our understanding of the location while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture. Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex. The 'integrity' and 'intactness' of archaeological remains can vary, and the degree of survival can impact the ability

1940), 22 September, p. 2. Accessed: http://nla.gov.au/nla.news-article98465011 (1 June 2022); 1888. 'THE TRAM FATALITY AT BELMORE PARK', The Daily Telegraph (Sydney, NSW : 1883 - 1930), 18 January, p. 3. Accessed: http://nla.gov.au/nla.news-article239329031 (1 June 2022).

[221] City of Sydney, 2018. 'History of Belmore Park'. *City of Sydney.* 4 January 2018. Accessed: https://www.cityofsydney.nsw.gov.au/histories-local-parks-playgrounds/history-belmore-park (14 May 2022); Green Global Connected, 2022. *Belmore Park Plan of Management.* March 2022, p. 19. Accessed: https://www.cityofsydney.nsw.gov.au/strategies-action-plans/park-plans-of-management (14 May 2022).

[222] City of Sydney, 2018. 'History of Belmore Park'. *City of Sydney.* 4 January 2018. Accessed: https://www.cityofsydney.nsw.gov.au/histories-local-parks-playgrounds/history-belmore-park (14 May 2022); Green Global Connected, 2022. *Belmore Park Plan of Management.* March 2022, p. 19. Accessed: https://www.cityofsydney.nsw.gov.au/strategies-action-plans/park-plans-of-management (14 May 2022); Steam Tram and Railway Preservation (Co-Op) Society Ltd, 2015. 'Memoirs of a Mangler - "Blood Alley"'. Steam Scene: Newsletter and Journal of the Steam Tram and Railway Preservation (Co-Op) Society Ltd. Vol. 12, Issue 2. April 2015. Accessed: https://infobluemountains.net/locodepot/steam_scene.shtml (1 June 2022).

[223] Green Global Connected, 2022. *Belmore Park Plan of Management.* March 2022, p. 19. Accessed: https://www.cityofsydney.nsw.gov.au/strategies-action-plans/park-plans-of-management (14 May 2022).

to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of the early pathways of Belmore Park. The paths have limited research value for their potential to demonstrate construction techniques, as well as any changes over time.

In response to Bickford and Sullivan's questions about research potential,[224] the remains of the paths have limited potential to contribute knowledge that no other resource and site can about Belmore Park and its relationship to Central Station, as well as answer broader questions relating to the development of public recreation facilities in NSW.

Level of significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location

Variable across Belmore Park

Key Images

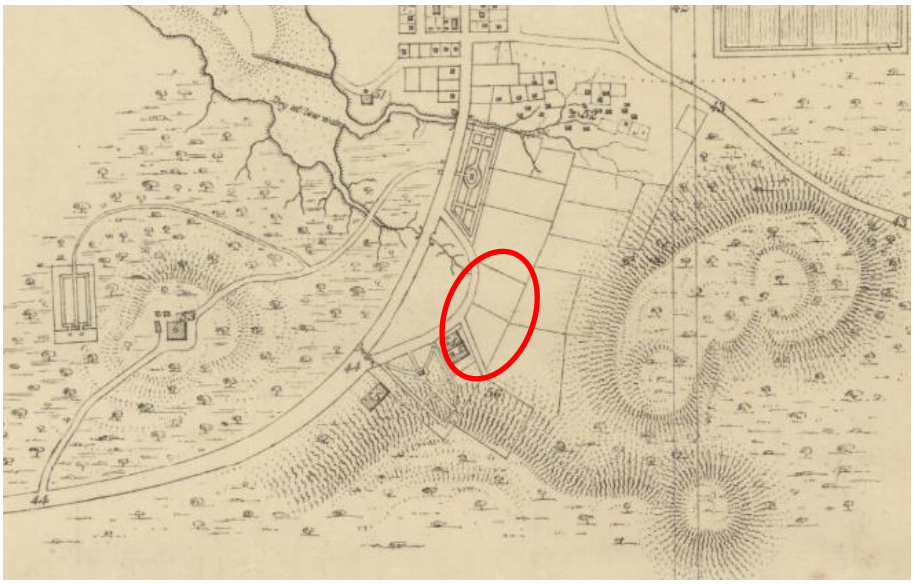


Figure 457. 1822 plan of Sydney, showing the location of Belmore Park circled. Source: Trove, NLA.

[224] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

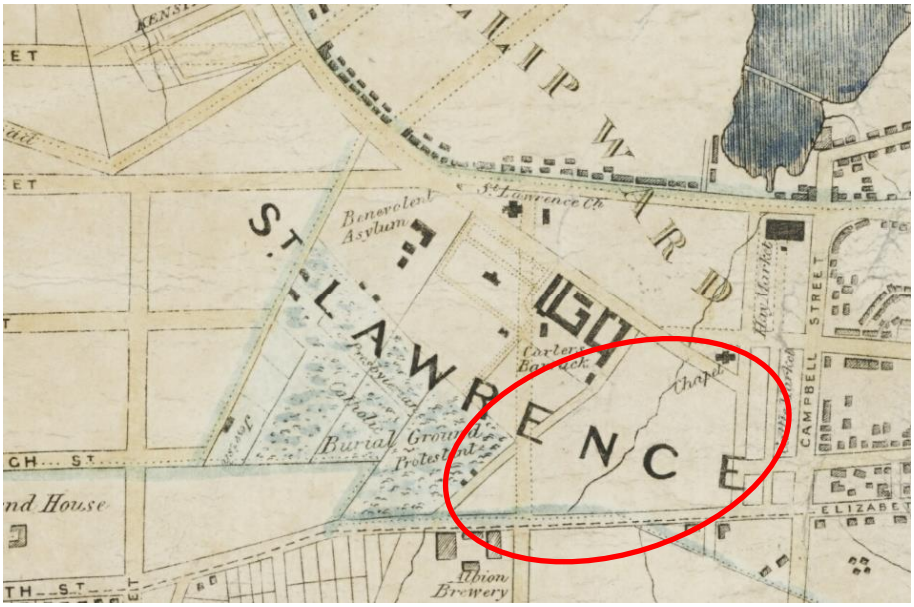


Figure 458. 1843 map of the City of Sydney, showing the location of Belmore Park circled. Source: SLNSW, M2 811.17/1843/2, 74VvyQr7VGvO.



Figure 459. 1855-1865 Trigonometric Survey. Source: Block R1. Source: City of Sydney Archives & History Resources, A-00880406.

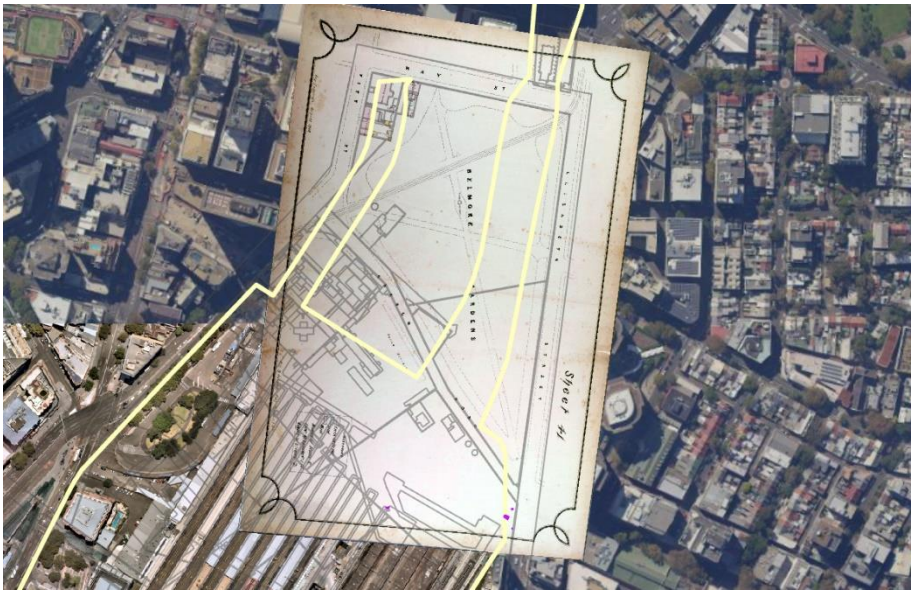


Figure 460. 1888 City of Sydney Rygate & West Plans of Sydney, 1888: Sheet 41. Source: City of Sydney Archives & History Resources, A-00880456.



Figure 461. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.



Figure 462. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.



Figure 463. Belmore Park c. 1879, workmen, horses and carts visible excavating the tram line through the park. Pedestrian surfaces appear to be unsealed / gravelled.



Figure 464. Belmore Park showing the tram and pedestrian overpass between paths. Source: Steam Tram and Railway Preservation (Co-Op) Society Ltd, 2015, p. 2.

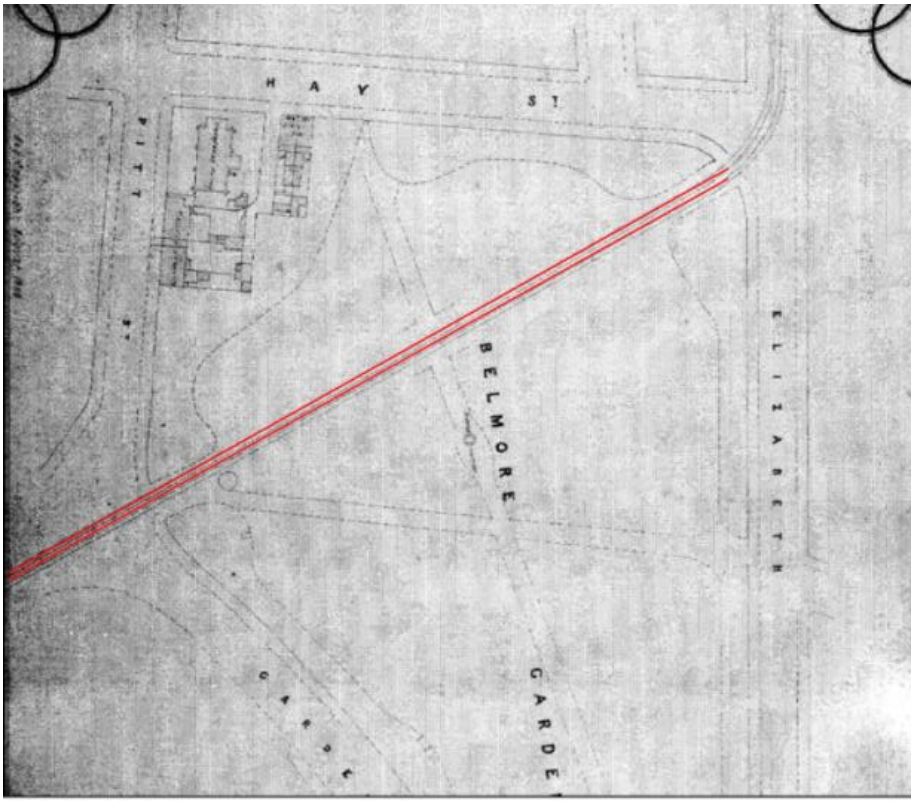


Figure 465. Belmore Park showing the relationship between the tram line (in red), and paved surfaces. Source: Steam Tram and Railway Preservation (Co-Op) Society Ltd, 2015, p. 3.



Figure 466. Belmore Park during construction of Central Railway Station. Source: Trove.



Figure 467. Belmore Park tramline in the 1920s. Source: City of Sydney Archives, A-00057922.

Key Sources

1920. ‘Belmore Park tram tracks, beside Elizabeth Street, Haymarket, 1920’, *City of Sydney Archives*. A-00057922. Accessed: https://archives.cityofsydney.nsw.gov.au/nodes/view/669846 (1 June 2022).

City of Sydney, 2018. ‘History of Belmore Park’. *City of Sydney*. 4 January 2018. Accessed: https://www.cityofsydney.nsw.gov.au/histories-local-parks-playgrounds/history-belmore-park (14 May 2022).

Green Global Connected, 2022. *Belmore Park Plan of Management*. March 2022, p. 19. Accessed: https://www.cityofsydney.nsw.gov.au/strategies-action-plans/park-plans-of-management (14 May 2022).

Steam Tram and Railway Preservation (Co-Op) Society Ltd, 2015. ‘Memoirs of a Mangler - “Blood Alley”’. *Steam Scene: Newsletter and Journal of the Steam Tram and Railway Preservation (Co-Op) Society Ltd*. Vol. 12, Issue 2. April 2015. Accessed: https://infobluemountains.net/locodepot/steam_scene.shtml (1 June 2022).

Wells, William Henry., 1843. *To the Right Worshipful the Mayor, Aldermen, Councillors & Citizens this Map of the City of Sydney is most respectfully dedicated by their obed.t humble serv.t Will.m Henry Wells, Land Surveyor*

[cartographic material] / Carmichael Sc. SLNSW. M2 811.17/1843/2, 74VvyQr7VGvO. Sydney: James Tegg, Bookseller & Stationer, George Street.

1.50 SY0272 (Lamp Post)

Item Details	
Year of construction:	Prior to c.1887
Alternative names:	Turning circle
Modifications (with years):	
Function:	Lamp post and turning circle
Construction materials:	Stone, cast iron lamp
Demolished/removed (year):	By c.1896

Historical Summary

The lamp post and its stone plinth were constructed as part of the entrance approach to the Second Station, and first appears in the 1884 Metropolitan Detail Sheet. The lamp post appears on a photograph dated to 1877. Its position and size indicate that it most likely had a second function as a turning circle for approaching and leaving horse-drawn carriages to the Station.

The structure was removed by c.1896, replaced by additional platform structures associated with the Second Station.

Archaeological notes

Archaeological remains of the structure are unlikely due to the development and disturbance of the area, particularly in the construction of the Henry Deane Plaza buildings which now occupy the site.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of the traffic management entering the station. Any remains have the potential to demonstrate the date, materials and use of the structure.

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of functional structures associated with the daily operations and traffic management of the Second Sydney Station. The structure has limited research value for its potential to demonstrate its use, construction techniques and functions, as well as any changes over time.

In response to Bickford and Sullivan's questions about research potential,[225] the remains of the structure have limited potential to contribute knowledge that no other resource and site can about the First Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

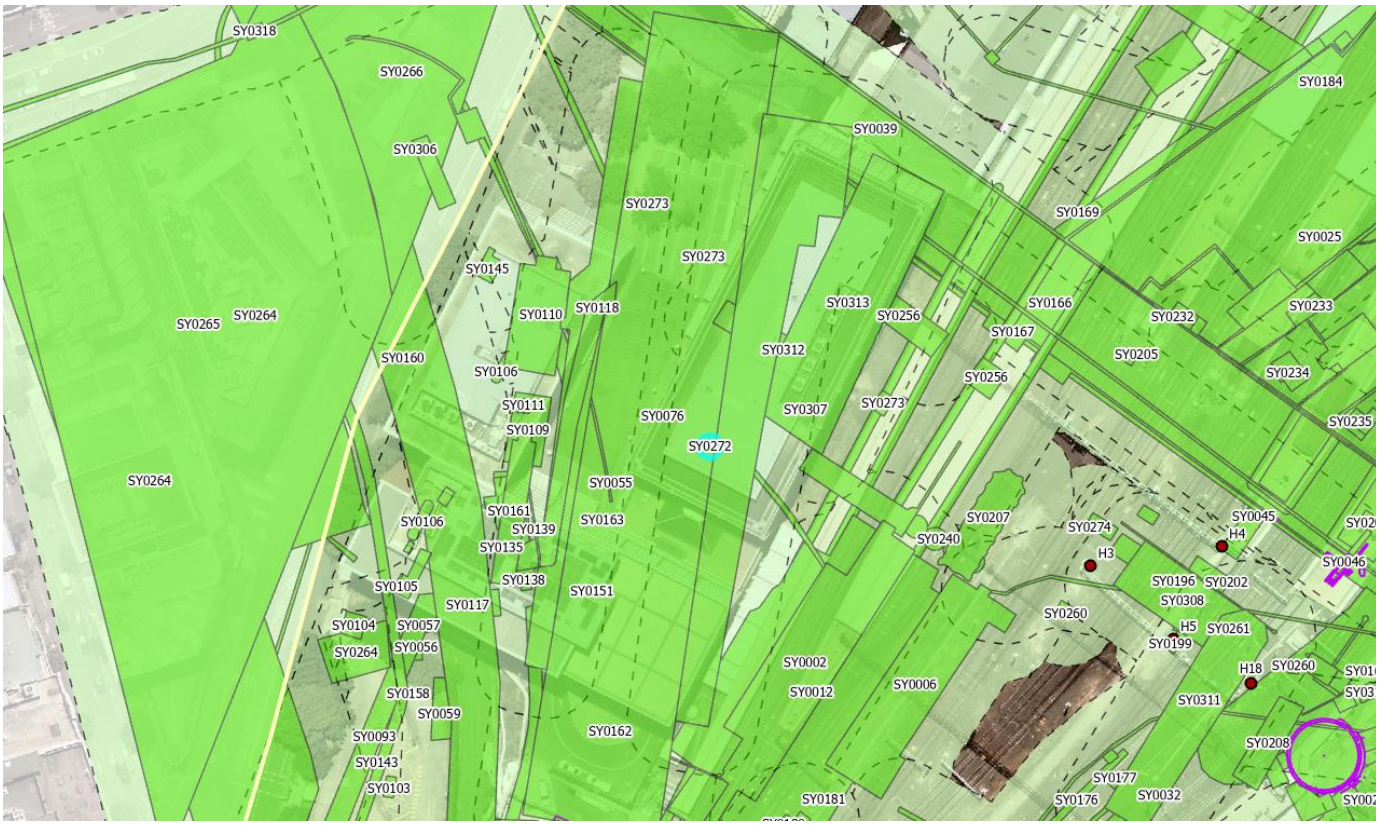
[225] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

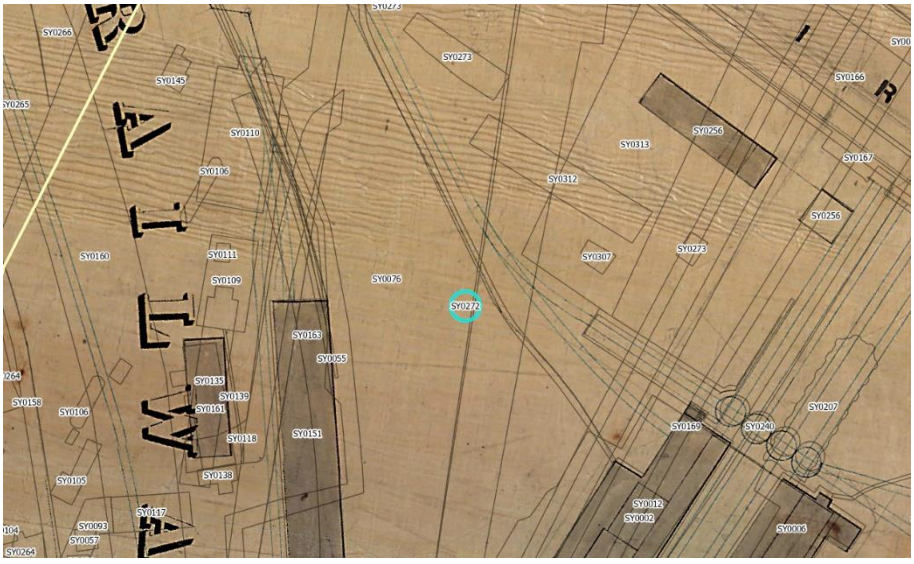


Figure 468. 1855-1865 Trigonometric survey, Block S2. Source: City of Sydney Archives & History Resources, A-00880408.

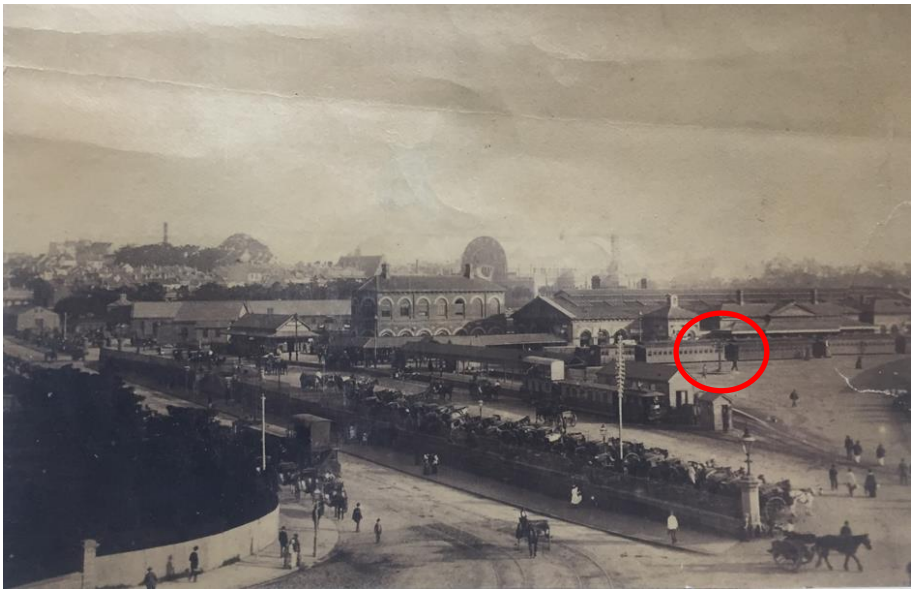


Figure 469. A photograph of Redfern Station dated as c.1867, but more likely c.1887, showing a lamp post structure located to the right of the photograph (circled). Source: SLNSW, PXA 2127/Box 11.

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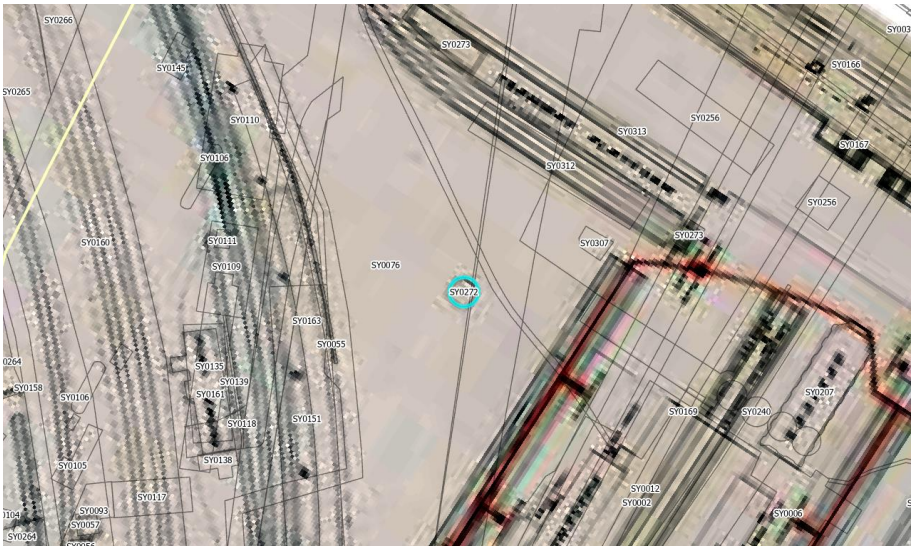


Figure 470. c.1872 Redfern Station. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.



Figure 471. c.1877 photograph of Second Station, looking west, with the lamp post and plinth structure clearly visible on the left hand side of the photograph. Source: SLNSW, PXD 1175, 3.

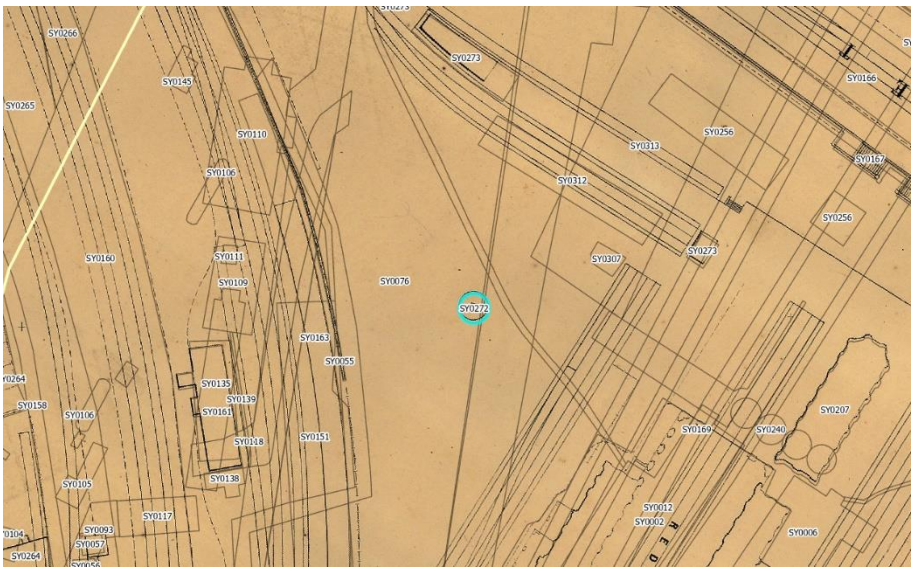


Figure 472. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.



Figure 473. 1916 Sydney Trains Plan. Source: Sydney Trains VPR, 204478 A0C.

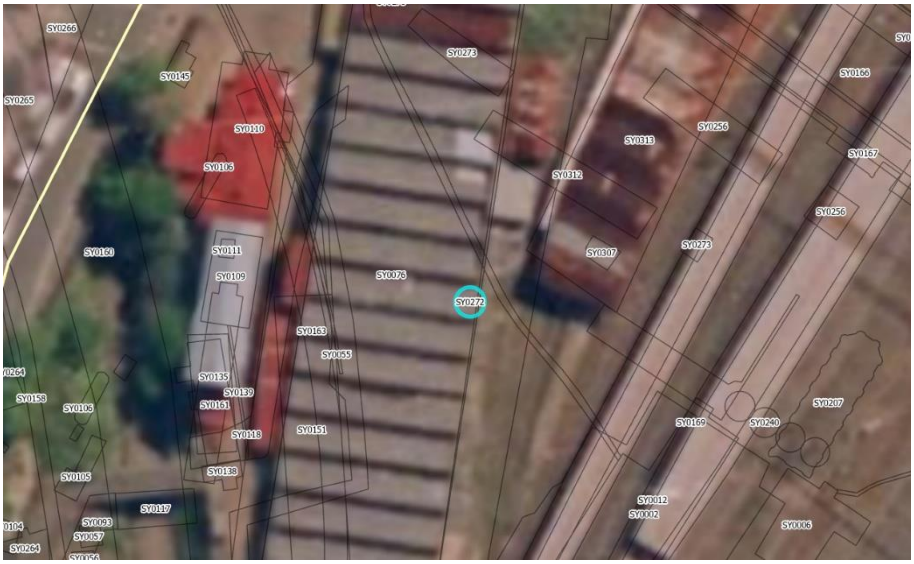


Figure 474. 1988 Aerial Photograph. Source: NSW Government, NSW Spatial Services.

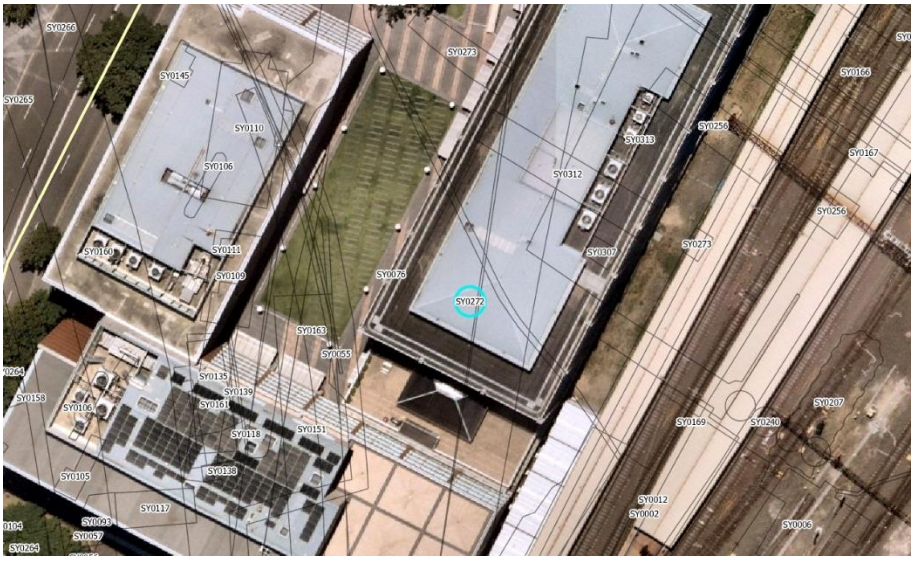


Figure 475. 2021 Aerial Photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

Bertie, Charles H. ca. 1823 to 1935. 'Box 11: 'Subject and Place File, Sydney, N.S.W. – Streets – Princes Street to Zig Zag Railway, N.S.W., ca. 1823 to 1935'. *State Library of NSW*. PXA 2127/Box 11. Accessed: https://collection.sl.nsw.gov.au/record/1kVdjaRn (1 June 2022).

Rae, John, 1877. 'Photographic views: The Railways of New South Wales / compiled from reports by Rae [John], commissioner, and Whitton [John], Engineer-in-Chief for Railways: 3. Sydney Station looking west'. *State Library of NSW.* Accessed: https://collection.sl.nsw.gov.au/record/npAdzr81 (1 June 2022).

1.51 SY0273 (Tramway Platform Buildings)

Item Details	
Year of construction:	By c.1872
Alternative names:	Ticket office, guard hut
Modifications (with years):	c.1890s
Function:	Ticket office, guard hut
Construction materials:	Timber, metal roofing
Demolished/removed (year):	By c.1900

Historical Summary

The structures first appear on the c.1872 map of Redfern Station as three small rectilinear buildings along the Tramway Platform. The structures appear in a number of photographs from the 1870s and 1880s. The small structure to the east of the platform is identified on the c.1872 map as a ticket office. The location of the small structure to the west of the platform, its size and its design indicate that it would have operated as a guard or signals hut. As demonstrated in the historic photographs from the 1870s and 1880s, the three buildings were lightweight in construction made from timber weatherboards and a metal sheet roof.

A c.1896 plan of the station indicates that the small ticket office building and guard hut were demolished by this time. The larger timber structure was modified to join a larger structure which extended from the Station building. By 1900 this structure was no longer extant.

Archaeological notes

Due to the lightweight nature of the structures and the subsurface disturbance in the area for track slewing, architectural remains of the buildings are unlikely.

Archaeological Potential

Low potential

Assessment of significance

Any remains relating to these structures have the potential to demonstrate the date, materials and structure's use within the Second Redfern Station complex and the related Tramways. Such in situ remains have the potential to demonstrate important information about the role of the buildings to the station and tramways.

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of tram services to the Second Sydney Station. The structures have research value for their potential to demonstrate uses, construction techniques and functions, as well as any changes over time.

In response to Bickford and Sullivan's questions about research potential,[226] the remains of the Tramway Platform Buildings have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

[226] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

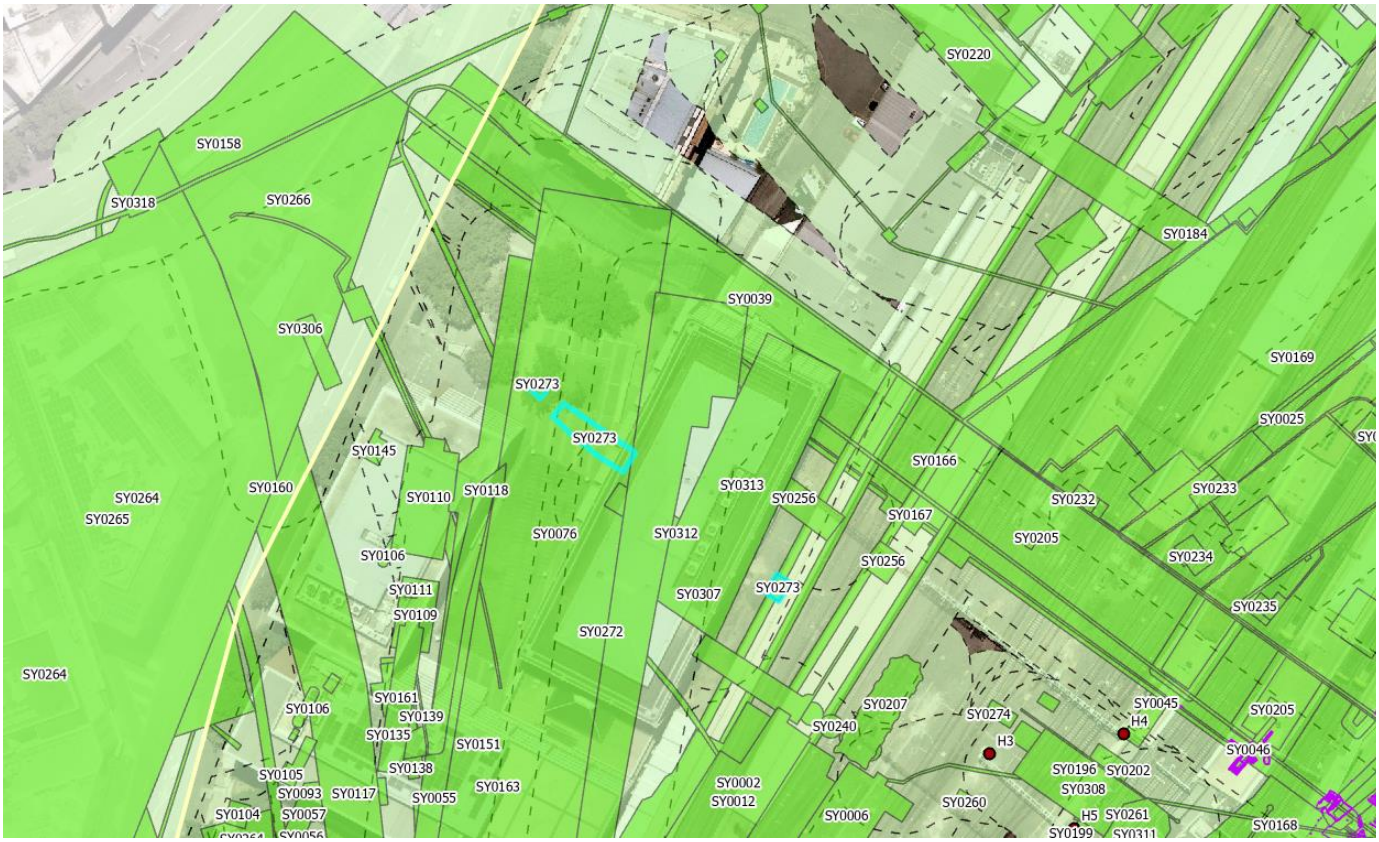
Level of significance

State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

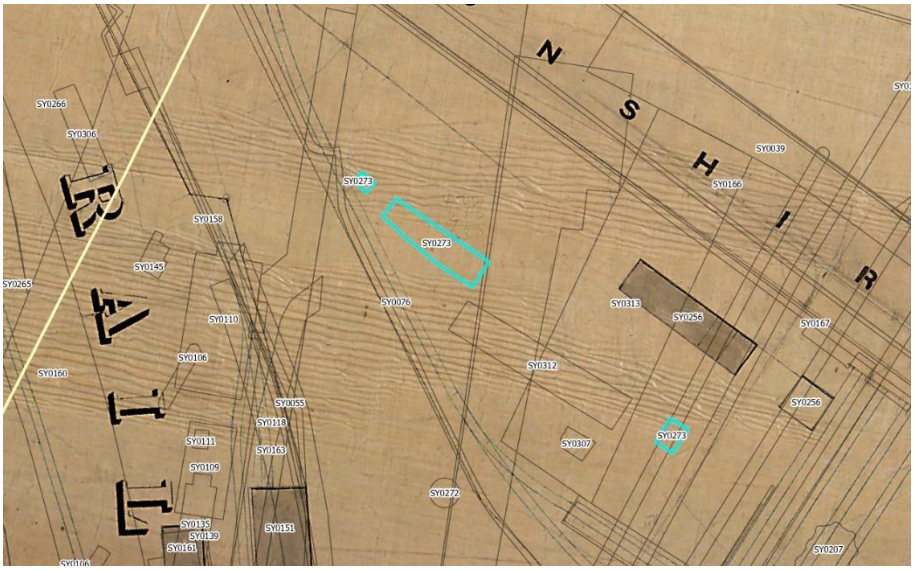


Figure 476. 1855-1865 Trigonometric survey, Block S2. Source: City of Sydney Archives & History Resources, A-00880408.

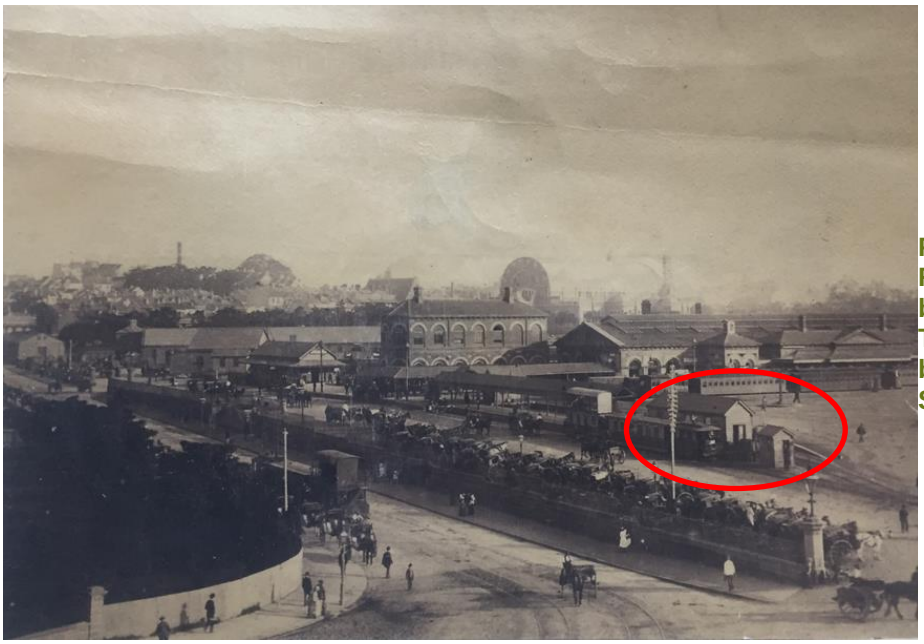


Figure 477. A photograph of Redfern Station dated as c.1867, but more likely c.1887, showing Tramway platform and timber buildings (circled). Source: SLNSW, PXA 2127/Box 11.

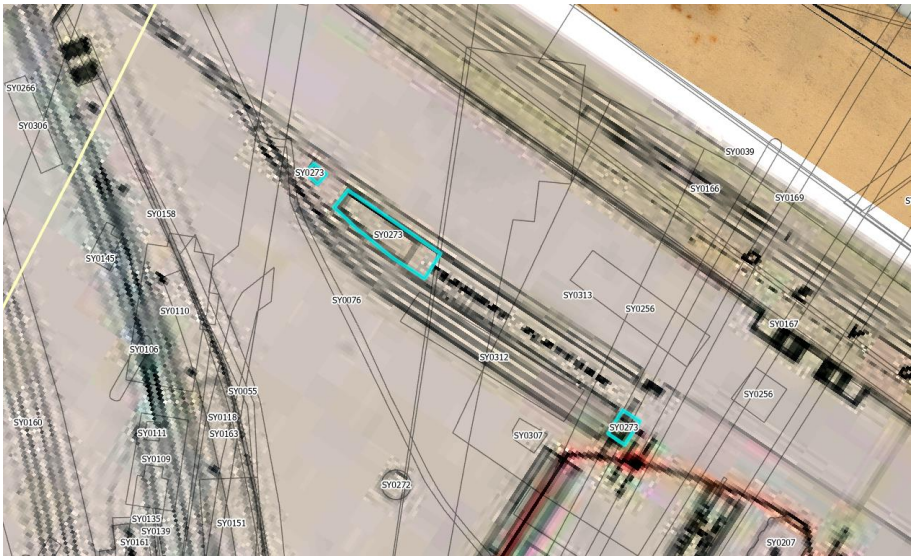


Figure 478. c.1872 Redfern Station. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.

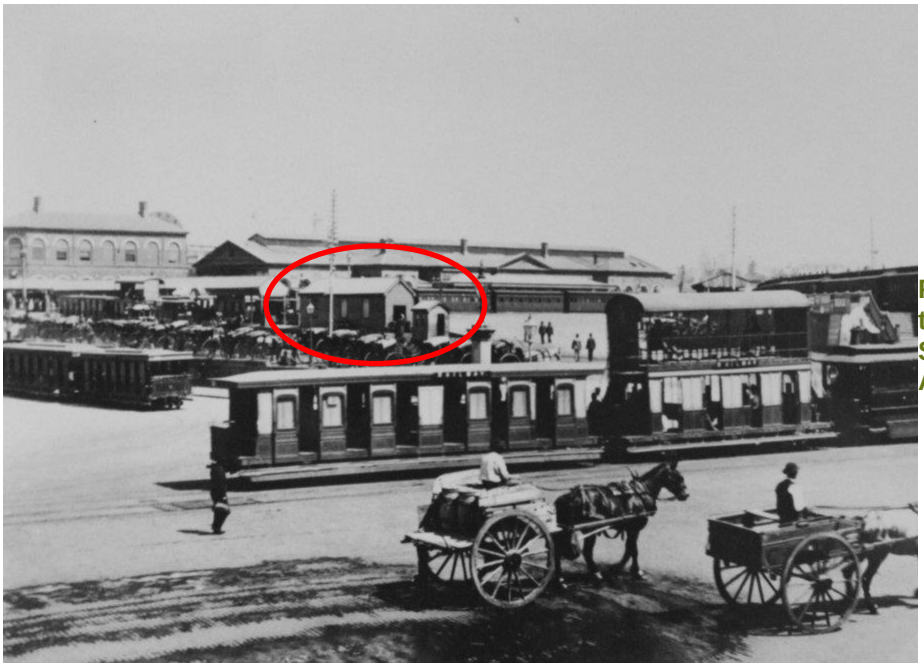


Figure 479. c.1879 photo with tramway buildings (circled). Source: City of Sydney Archives, A-00058195.

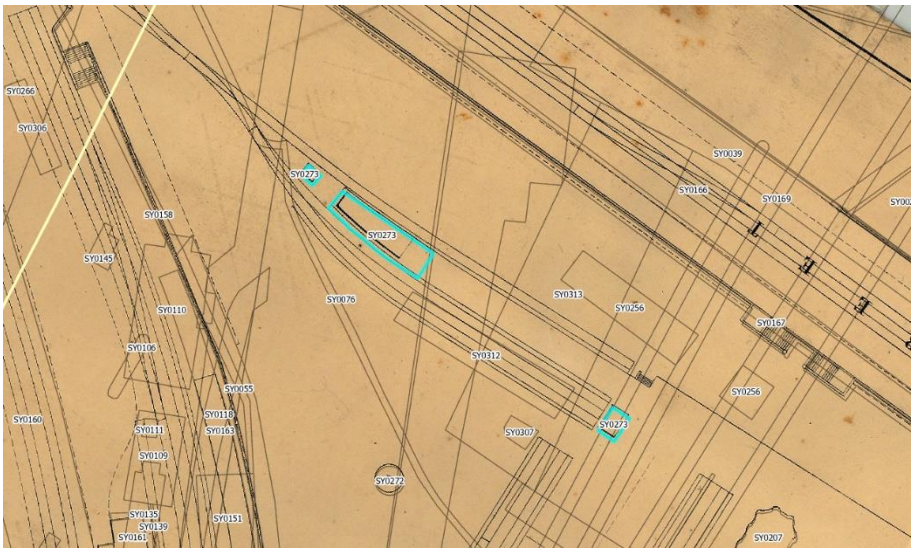


Figure 480. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

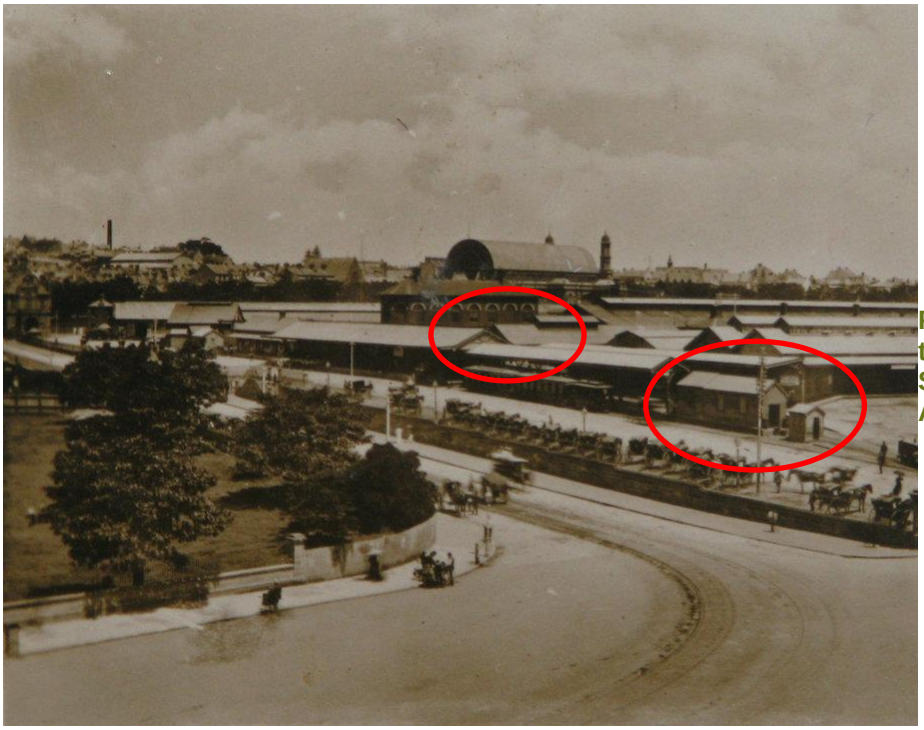


Figure 481. 1880s photo with tramway buildings (circled). Source: City of Sydney Archives, A-00023125.

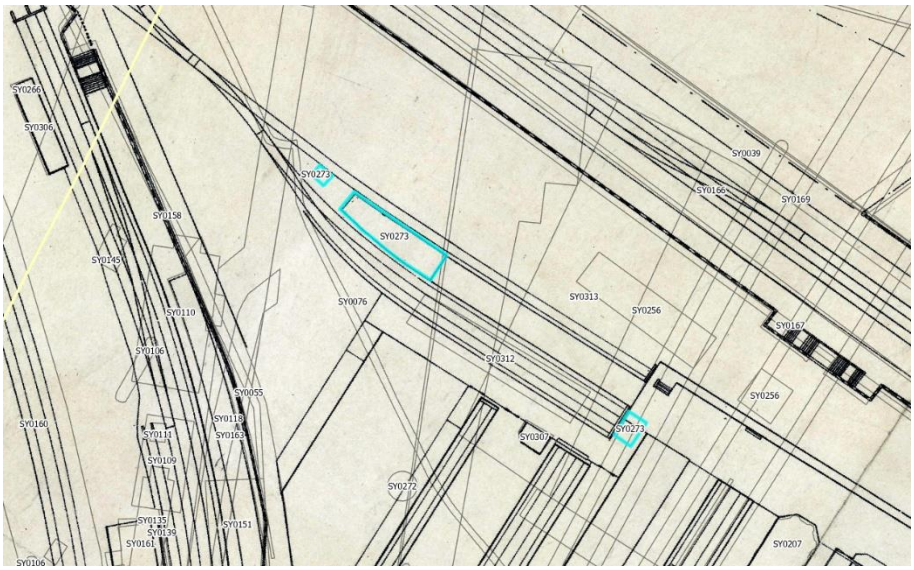


Figure 482. c.1896 plan showing larger structure has been modified to join new structures from the Station building. Source: SLNSW, FL16812178.

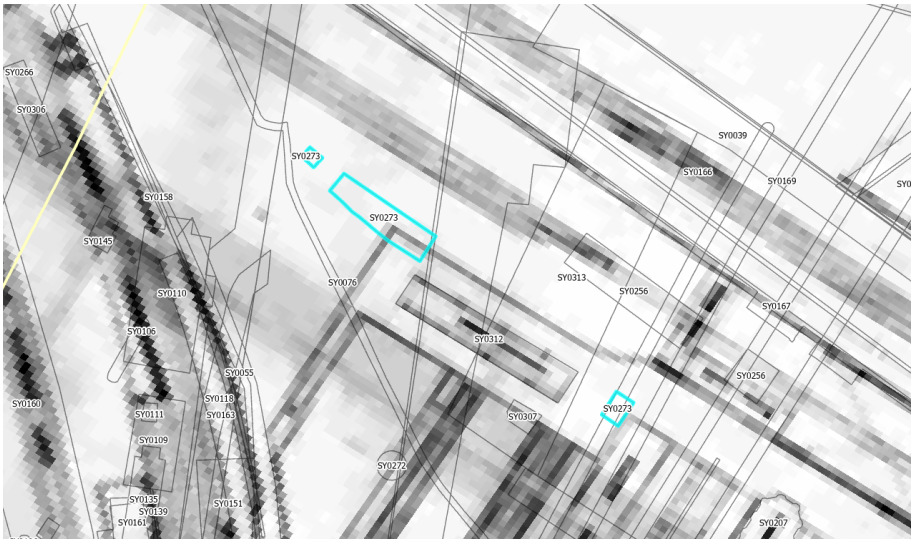


Figure 483. 1900 Sydney Yard. Source: SLNSW.



Figure 484. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

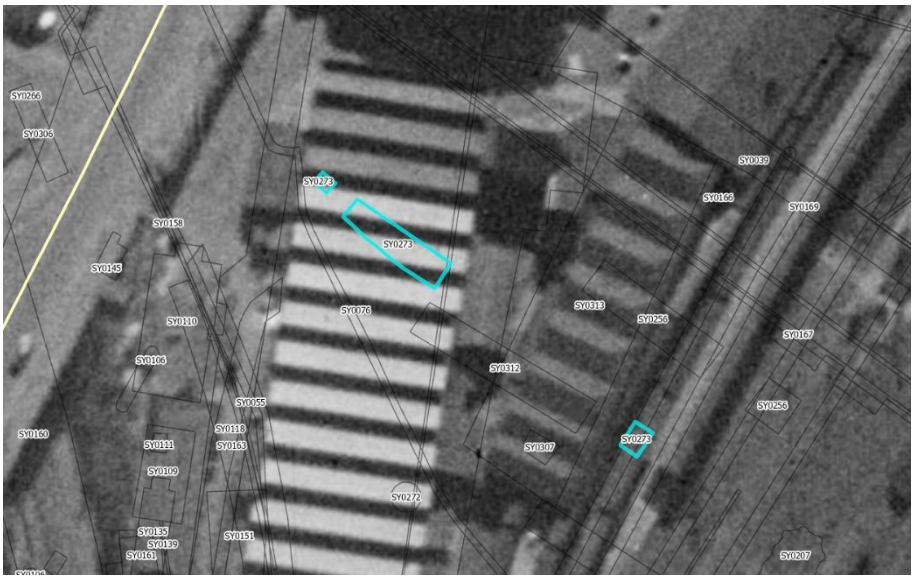


Figure 485. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

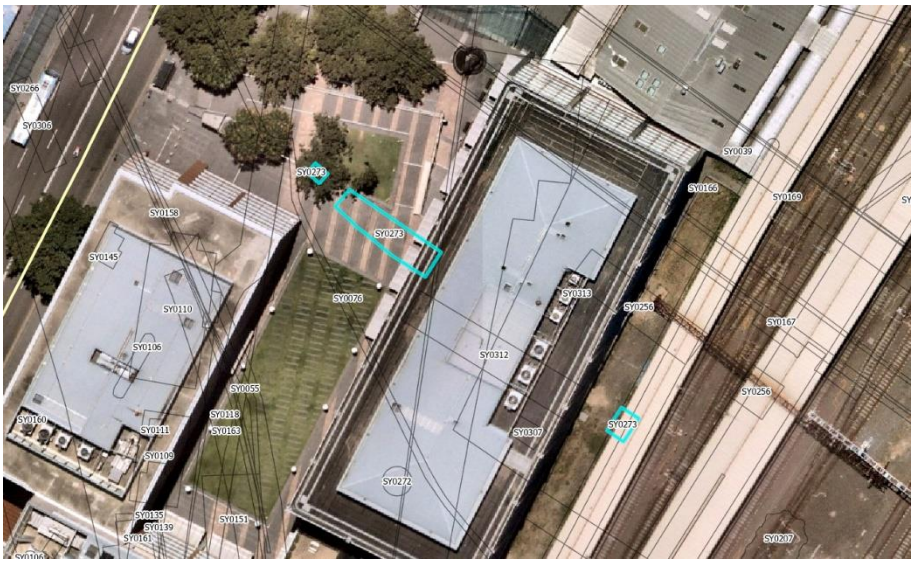


Figure 486. 2021 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

Bertie, Charles H. ca. 1823 to 1935. 'Box 11: 'Subject and Place File, Sydney, N.S.W. – Streets – Princes Street to Zig Zag Railway, N.S.W., ca. 1823 to 1935'. *State Library of NSW*. PXA 2127/Box 11. Accessed: https://collection.sl.nsw.gov.au/record/1kVdjaRn (1 June 2022).

Anonymous, 1879. 'Sydney Reference Collection (SRC) – Photographs: Old Central Railway Station'. *City of Sydney Archives.* A-00058195. Accessed: https://archives.cityofsydney.nsw.gov.au/nodes/view/672226 (1 June 2022).

Anonymous, 1880-1889. 'Sydney Reference Collection (SRC) – Photographs: Old Redfern Railway Station.' *City of Sydney Archives*. A-00023125. Accessed: https://archives.cityofsydney.nsw.gov.au/nodes/view/583770 (1 June 2022).

1.52 SY0274 (Platform Structure)

Item Details	
Year of construction:	By c.1872
Alternative names:	Platform building
Modifications (with years):	
Function:	Platform building
Construction materials:	Timber (possibly stone), metal roofing and awning
Demolished/removed (year):	By c.1903

Historical Summary

The building first appears on a c.1872 map of the Station. The building is discernible in an 1880s photograph of the Redfern Station complex. It is depicted as a rectilinear building constructed from timber (possibly stone), with a single chimney and a gabled roof which appears to be clad in metal sheeting. The 1880s photograph also demonstrates that the building had a metal wrap around veranda. Historic mapping indicates that the building was demolished by 1896.

Archaeological notes

Due to the extensive disturbance in the area for track slewing, architectural remains of the building are unlikely. If the building was constructed from stone, there is a low potential for possible remnants of its stone or brick footings.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of facilities associated with platforms of the Second Sydney Station. Such structures have research value for their potential to demonstrate uses, construction techniques and functions, as well as any changes over time.

In response to Bickford and Sullivan's questions about research potential,[227] the remains of the Platform Structure have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

State

Management

[227] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

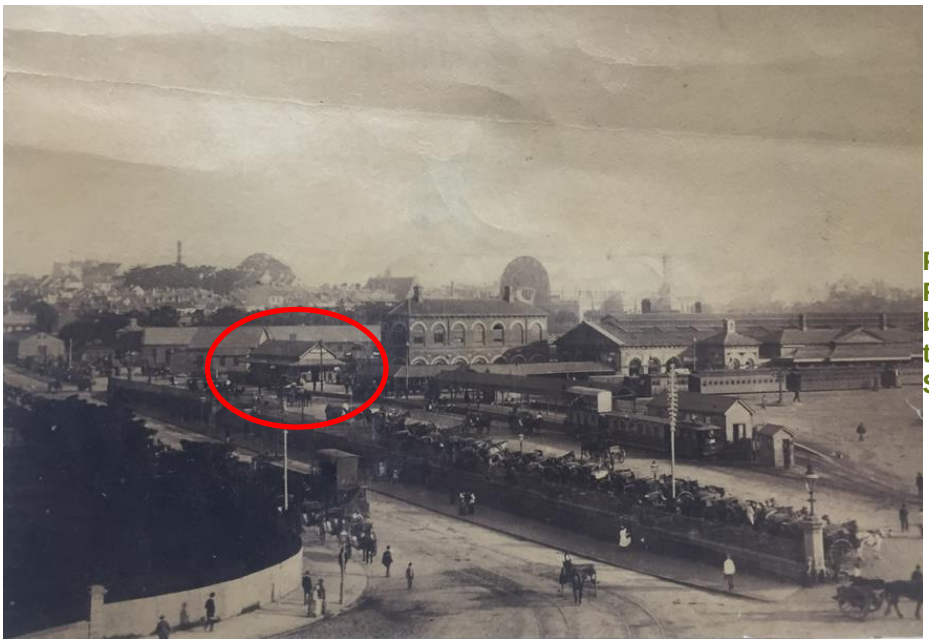


Figure 487. A photograph of Redfern Station dated as c.1867, but more likely c.1887, showing the building (circled). Source: SLNSW, PXA 2127/Box 11.

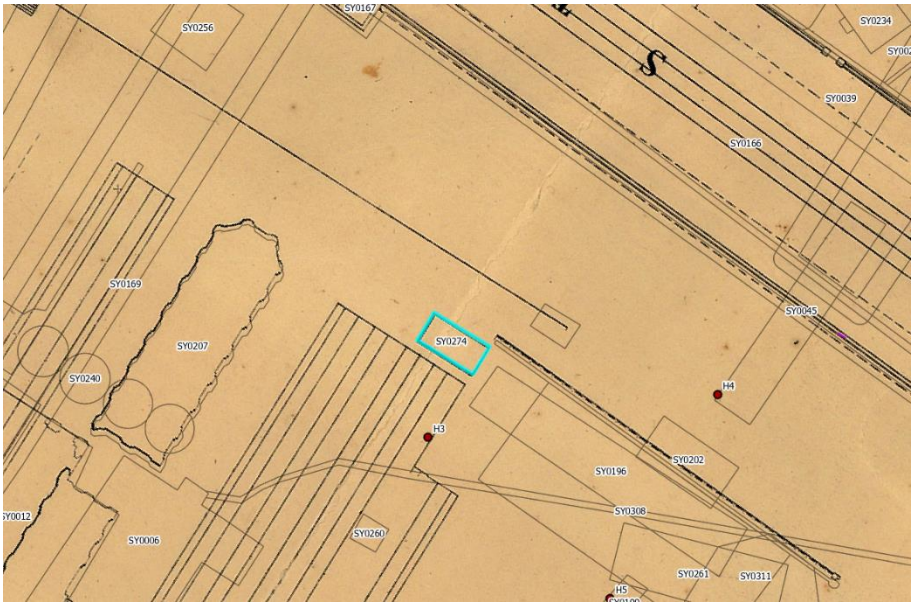


Figure 488. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

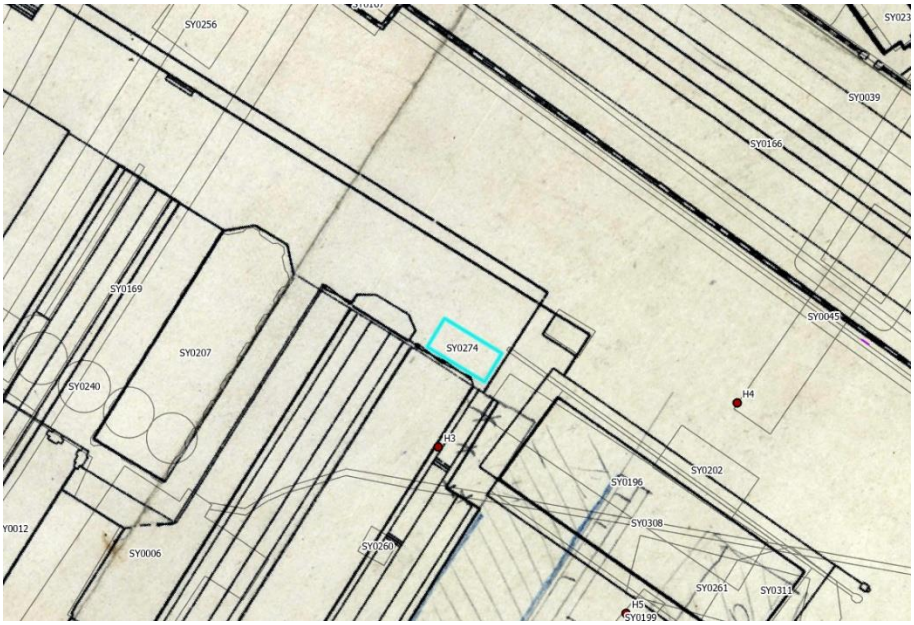


Figure 489. 1896 Redfern Station. Source: SLNSW, FL16812178.

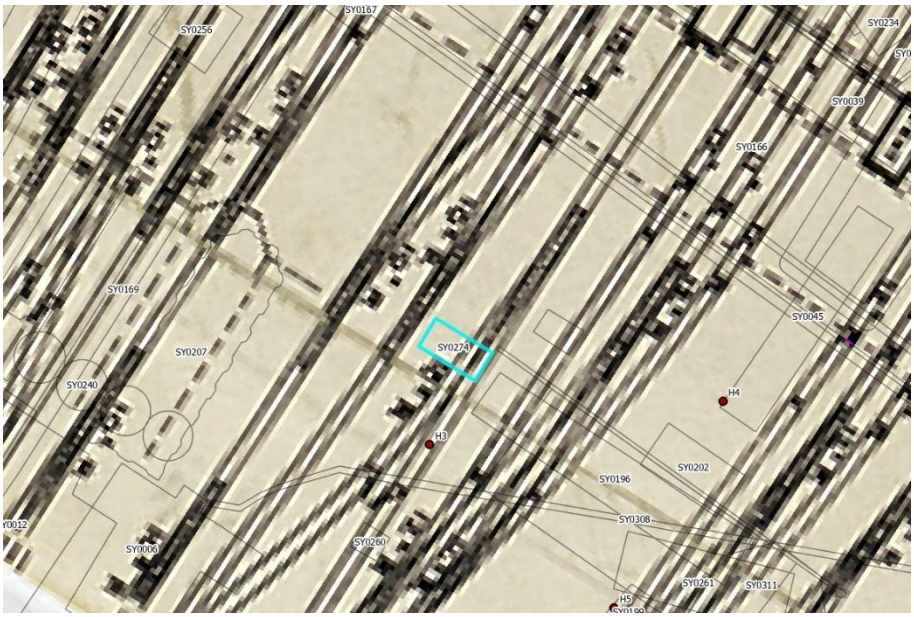


Figure 490. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

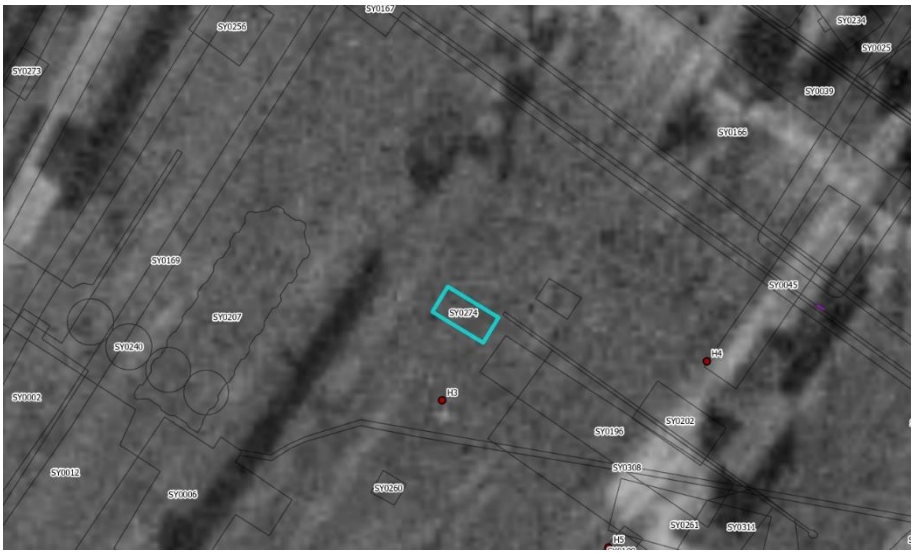


Figure 491. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

Bertie, Charles H. ca. 1823 to 1935. 'Box 11: 'Subject and Place File, Sydney, N.S.W. – Streets – Princes Street to Zig Zag Railway, N.S.W., ca. 1823 to 1935'. *State Library of NSW*. PXA 2127/Box 11. Accessed: https://collection.sl.nsw.gov.au/record/1kVdjaRn (1 June 2022).

1.53 SY0280 (Permanent Way Buildings)

Item Details	
Year of construction:	1872-79
Alternative names:	Ways and Works Plans and Drawings, Ways & Works Branch
Modifications (with years):	Demolition of Permanent Way office (1896-1901), construction of ancillary buildings (1901-1903)
Function:	Construction offices and material storage facilities for the permanent railway
Construction materials:	Timber, iron and brick
Demolished/removed (year):	1920s

Historical Summary

Although the Ways and Works Branch buildings were included in the 1872 plan, it appears that they may not have been built until 1877 to 1879, however, there is speculation that some of these buildings were never completed and remained in plan form only.[228] As indicated on the c.1872 map of Central Station, these buildings were used as offices for the railway planners and engineers, storage for railway materials and testing rooms (Figure 493). The structures were used during the construction of the permanent way during the second phase of Sydney Station. Little information is available regarding the composition and purpose of the structures other than the labelling from the c.1872 plan. Based on cartographic evidence, the Permanent Way office structure to the south-west of the main Permanent Building appears to have been demolished between 1896 and 1901 and was replaced with smaller rectilinear buildings on irregular orientations between 1901 and 1903.

The structures were later removed in the 1920s to make way for the widening of the railway corridor and the construction of Bradfield's Flyovers.

Archaeological notes

Structural evidence of the Permanent Way Buildings is likely to have been largely removed in the widening of the railway corridor and the construction of Bradfield's Flyovers in the 1920s.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second Sydney Station. The structures have research value for their potential to demonstrate their uses, construction techniques and functions, as well as any changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the workers at the Second Sydney Station.

[228] Clive Lucas, Stapleton & Partners Pty Ltd, 1995. *New Southern Railway documentation and archival recording of heritage buildings at Prince Alfred Sidings : application for excavation permit for dismantling of the former carpenters workshop and former blacksmiths workshop / Clive Lucas, Stapleton & Partners Pty Ltd.* Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/5923 (23/03/2022).

In response to Bickford and Sullivan's questions about research potential,[229] the remains of the Permanent Way Buildings have the potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[229] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

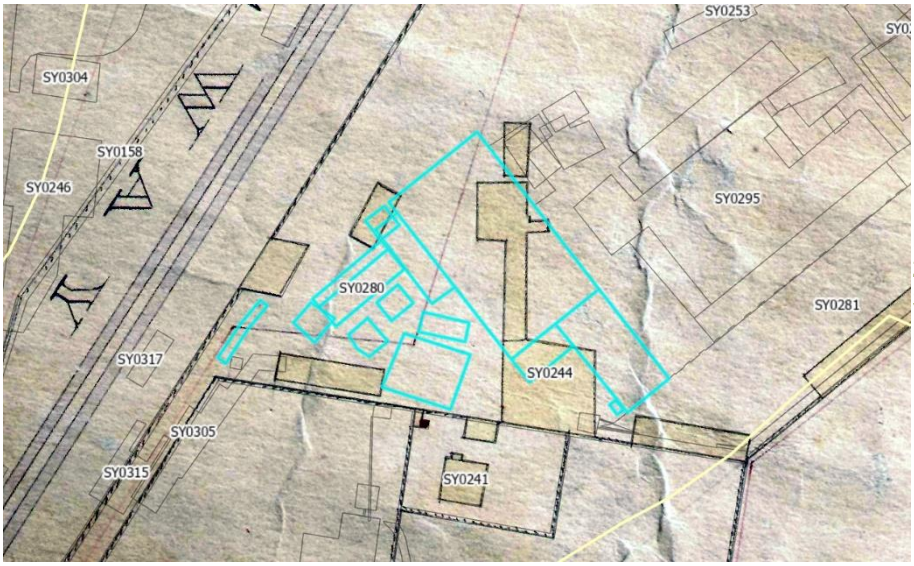


Figure 492. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

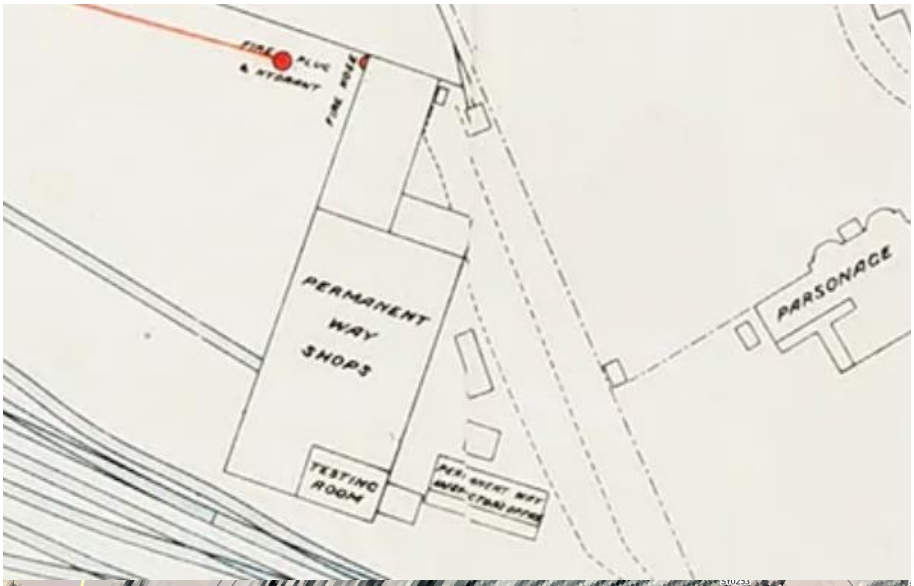


Figure 493. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.



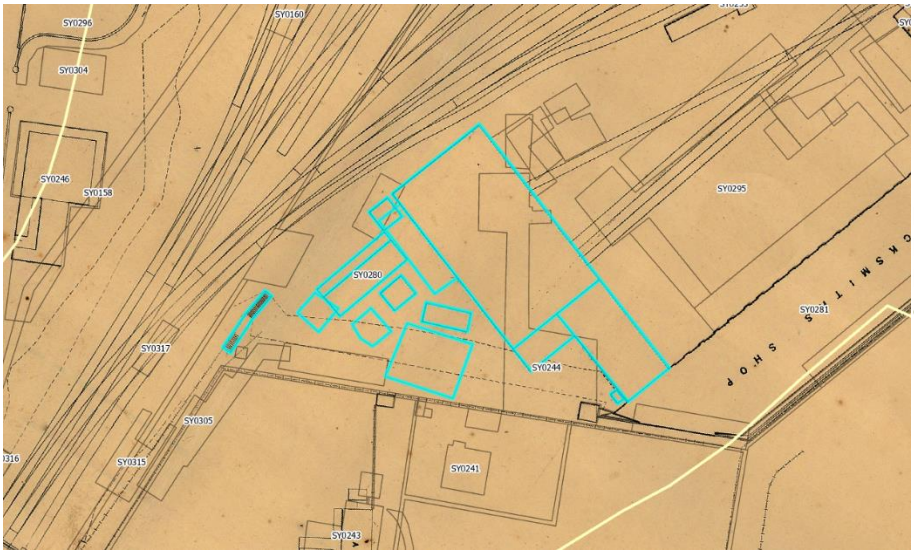


Figure 494. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

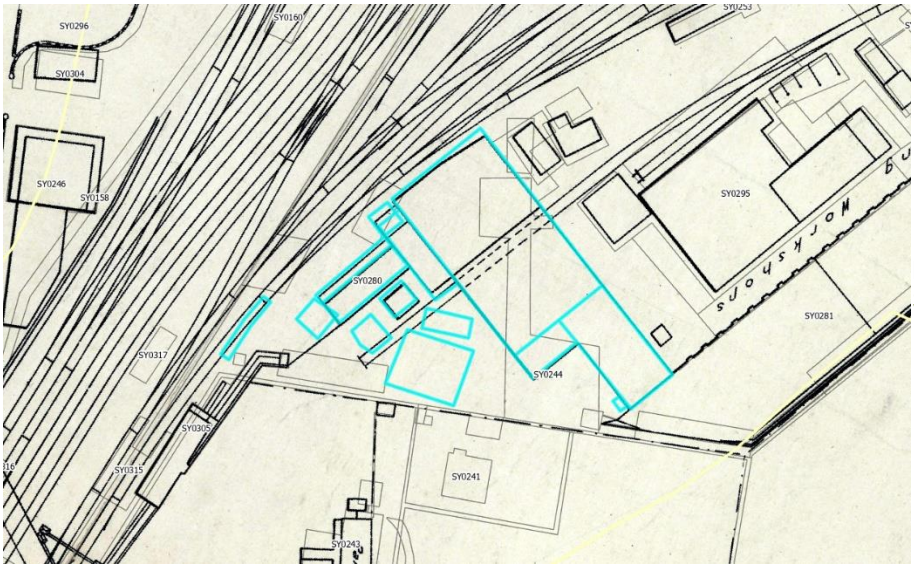


Figure 495. 1896 Redfern Station. Source: SLNSW, FL16812178.

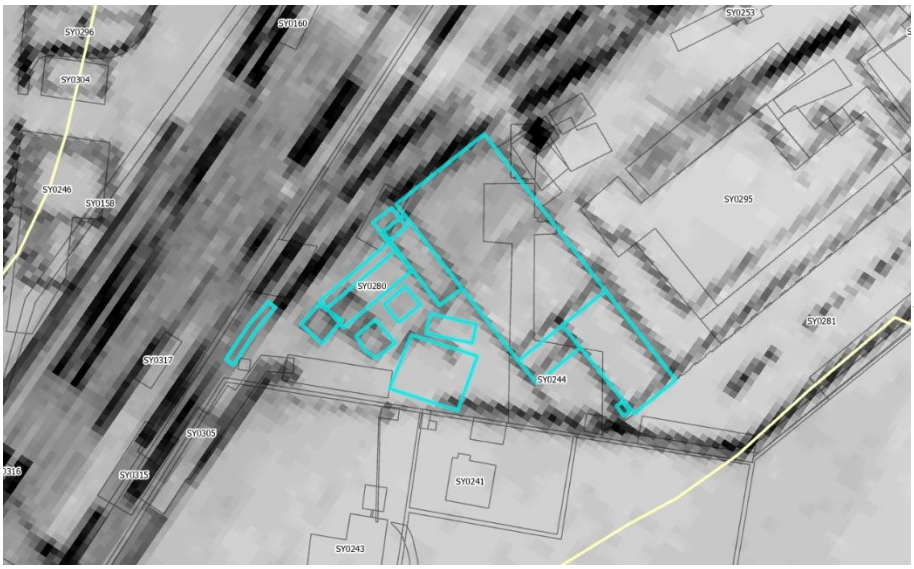


Figure 496. 1900 Sydney Yard. Source: SLNSW.



Figure 497. 1903 Central. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.



Figure 498. 1943 Aerial. Source: NSW Government, NSW Spatial Services.

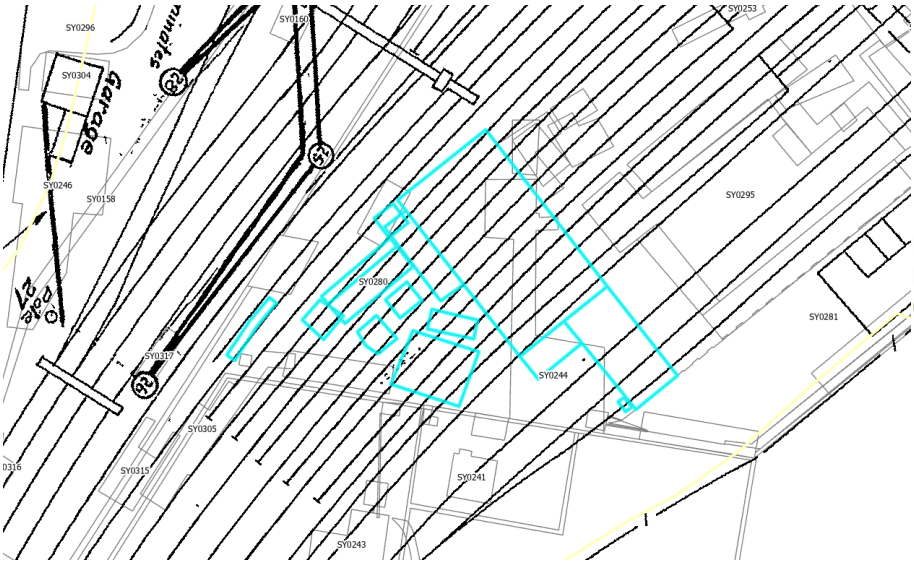


Figure 499. 1953 Sydney Yard Lighting Plan. Source: Sydney VPR, 0038146_KOC.

Key Sources

Clive Lucas, Stapleton & Partners Pty Ltd, 1995. *New Southern Railway documentation and archival recording of heritage buildings at Prince Alfred Sidings : application for excavation permit for dismantling of the former carpenters workshop and former blacksmiths workshop / Clive Lucas, Stapleton & Partners Pty Ltd.* Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/5923 (23/03/2022).

AMAC Archaeological for Abergeldie on behalf of Transport for New South Wales, 2019. *Chalmers Street Substation Central Station, Sydney: Archaeological Report.* Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/9946 (23/03/2022)

1.54 SY0281 (Blacksmith's Shop)

Item Details	
Year of construction:	1879
Alternative names:	Interlocking Workshop, Cable and Cleaner's Store, Survey Garage and Storage.
Modifications (with years):	1881 extension, 1882 interlocking workshop, 1946 southern end of structure demolished, 1976 converted into an office space, 1990 Cable and Cleaner's Store, as well as a Survey Garage and Storage. 1995 removed to make way for the Airport Rail Link
Function:	Blacksmiths, signal repairs, offices, cleaning space, storage
Construction materials:	Brick
Demolished/removed (year):	1995

Historical Summary

The Blacksmith's Shop was in the area now known as Prince Alfred Sidings. The structure was built in 1879 as an infill building, abutting the Carpenter's Shop (SY0249), adjacent park's retaining wall and the St Paul's church yard retaining wall (SY0241).[230] It is thought that the proximity of the Blacksmith's and Carpenter's Shops was not intended when the Carpenter's Shop was built, as the shared wall contained a window.[231] This cramped development is indicative of the era in which the structure was built, and the following development of Sydney Yard during the late 1880s.

The structure was extended in 1881 and was known as the Blacksmith's Shop at least until 1888. From 1911, the structure was grouped with the Interlocking Workshops (SY0295), along with the Carpenter's Shop, and used for repairing signals. By 1943, the southern part of the building was demolished. By 1976, plans indicated that the structure was being used for offices. In 1990s, the building was used as the Cable and Cleaner's Store and, by 1995, was used as a Survey Garage and Storage building.[232]

An archival recording of the building in 1995 described the structure as a single storey sandstock brick building comprising 8 bays by 3 bays with a modern brick infill section.[233] The structure featured a roller steel shutter door in the modern infill section. The bays of the building were noted to have been recessed, with dentilated brickwork under the eaves. The structure featured a single arched Georgian style wrought framed window in each bay. The gabled roof was clad in pressed metal tiles over corrugated iron sheeting supported by four timber post trusses.

[230] Clive Lucas, Stapleton & Partners Pty Ltd, 1995. *New Southern Railway documentation and archival recording of heritage buildings at Prince Alfred Sidings : application for excavation permit for dismantling of the former carpenters workshop and former blacksmiths workshop / Clive Lucas, Stapleton & Partners Pty Ltd*. Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/5923 (23/03/2022).
[231] Clive Lucas, Stapleton & Partners Pty Ltd, 1995. *New Southern Railway documentation and archival recording of heritage buildings at Prince Alfred Sidings : application for excavation permit for dismantling of the former carpenters workshop and former blacksmiths workshop / Clive Lucas, Stapleton & Partners Pty Ltd*. Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/5923 (23/03/2022).
[232] Clive Lucas, Stapleton & Partners Pty Ltd, 1995. *New Southern Railway documentation and archival recording of heritage buildings at Prince Alfred Sidings : application for excavation permit for dismantling of the former carpenters workshop and former blacksmiths workshop / Clive Lucas, Stapleton & Partners Pty Ltd*. Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/5923 (23/03/2022).
[233] Clive Lucas, Stapleton & Partners Pty Ltd, 1995. *New Southern Railway documentation and archival recording of heritage buildings at Prince Alfred Sidings : application for excavation permit for dismantling of the former carpenters workshop and former blacksmiths workshop / Clive Lucas, Stapleton & Partners Pty Ltd*. Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/5923 (23/03/2022).

The internal space was partitioned in brick for cleaning and toilet amenities. The garage featured a corrugated stud wall. The flooring was reinforced concrete.[234]

The building was demolished to make way for the Airport Line. At the time of demolition, the only remaining artefact found pertaining to the original Blacksmith's Shop was a heavy bracket made from bullnosed rail on the Northern end of the Eastern wall. The purpose of the item was unknown at the time, and it is presumed that this item was removed and salvaged.[235]

Archaeological notes

Structural evidence of the Blacksmith's Shops is likely to have been largely removed in the construction for the Airport Rail Link. Evidence of the southern section demolished prior to 1943 has higher potential than the northern section demolished for the Airport Rail Link as the earlier demolition works are more likely to have retained subsurface remains.

Archaeological Potential

Moderate

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second Sydney Station. The structures have research value for their potential to demonstrate their uses, construction techniques and functions, as well as any changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the workers at the Second Sydney Station.

In response to Bickford and Sullivan's questions about research potential,[236] the remains of the Blacksmith's Shop have the potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

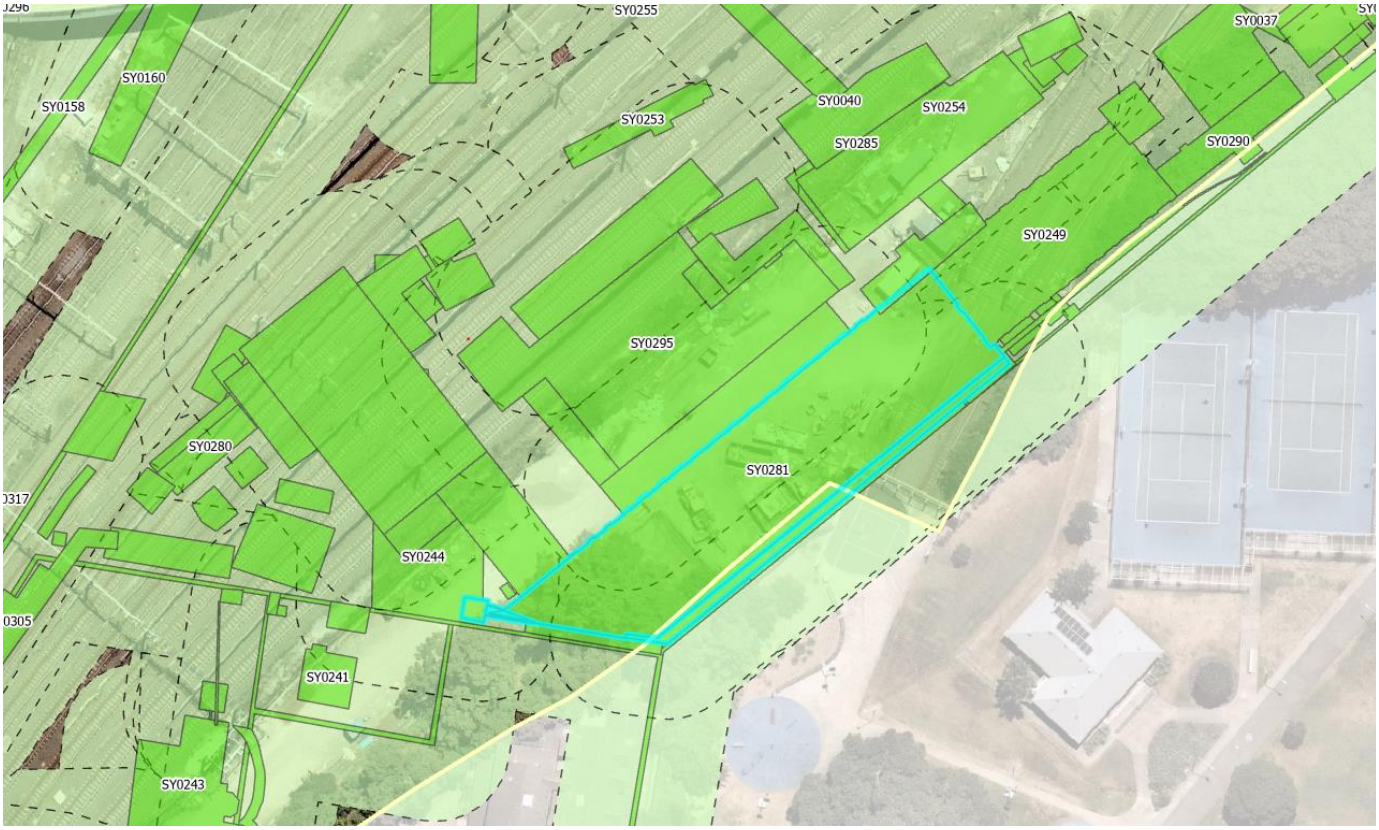
State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

[234] Clive Lucas, Stapleton & Partners Pty Ltd, 1995. *New Southern Railway documentation and archival recording of heritage buildings at Prince Alfred Sidings : application for excavation permit for dismantling of the former carpenters workshop and former blacksmiths workshop / Clive Lucas, Stapleton & Partners Pty Ltd*. Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/5923 (23/03/2022).
[235] Clive Lucas, Stapleton & Partners Pty Ltd, 1995. *New Southern Railway documentation and archival recording of heritage buildings at Prince Alfred Sidings : application for excavation permit for dismantling of the former carpenters workshop and former blacksmiths workshop / Clive Lucas, Stapleton & Partners Pty Ltd*. Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/5923 (23/03/2022).
[236] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Item Location



Key Images

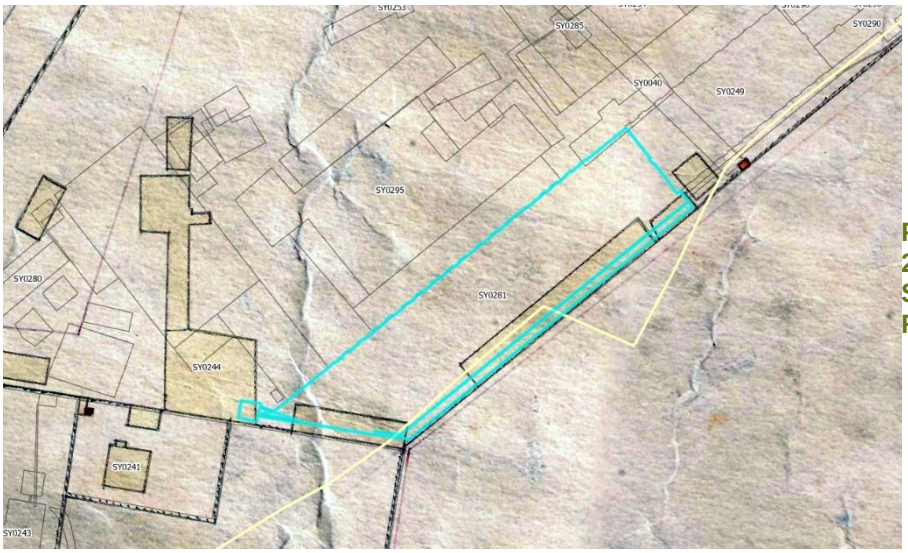


Figure 500. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

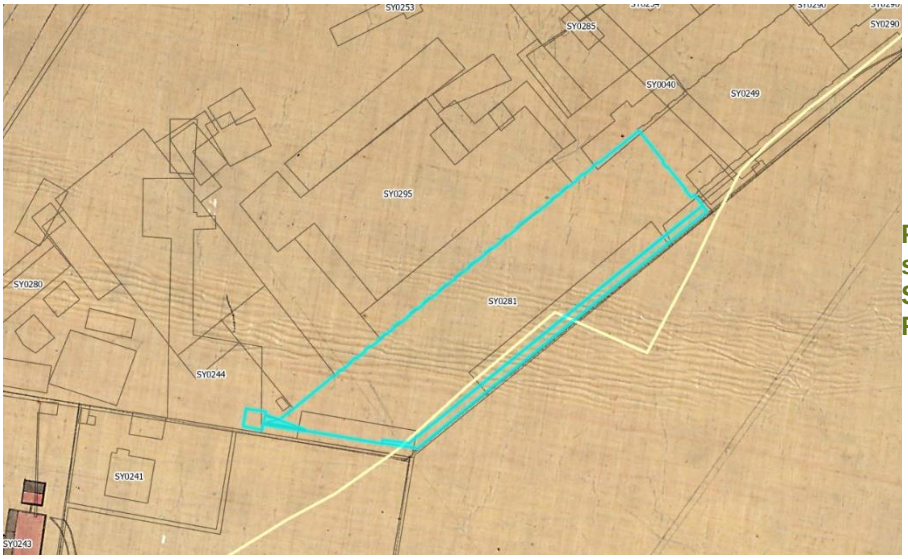


Figure 501. 1855-1865 Trigonometric survey, Block S2. Source: City of Sydney Archives & History Resources, A-00880408.



Figure 502. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.

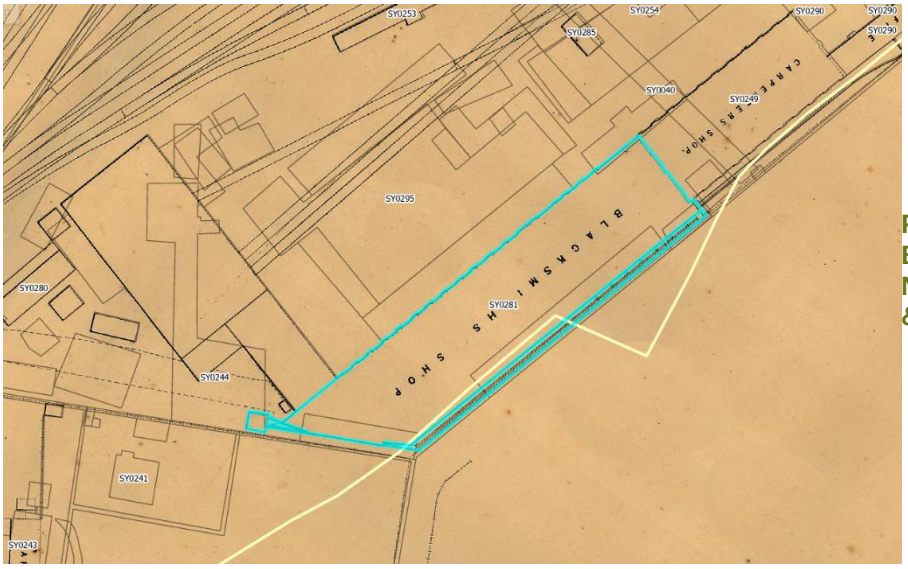


Figure 503. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.



Figure 504. 1896 Central Station. Source: SLNSW, FL16812178.

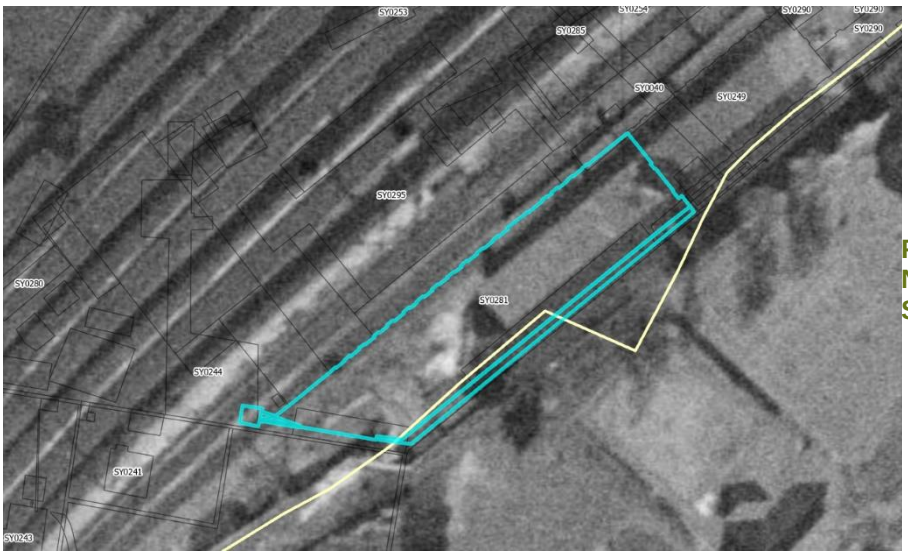


Figure 505. 1943 Aerial. Source: NSW Government, NSW Spatial Services.

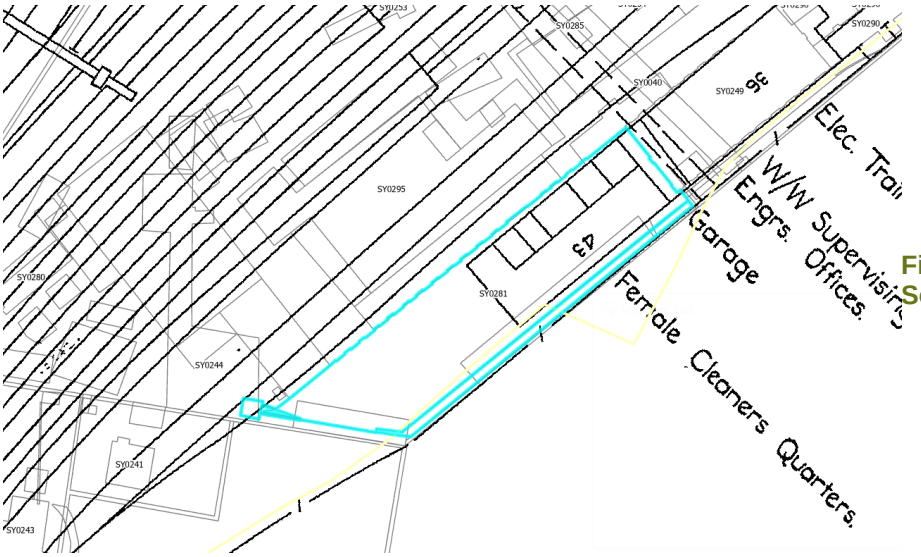


Figure 506. 1953 Lighting Plan. Source: Sydney VPR, 0038146_KOC.

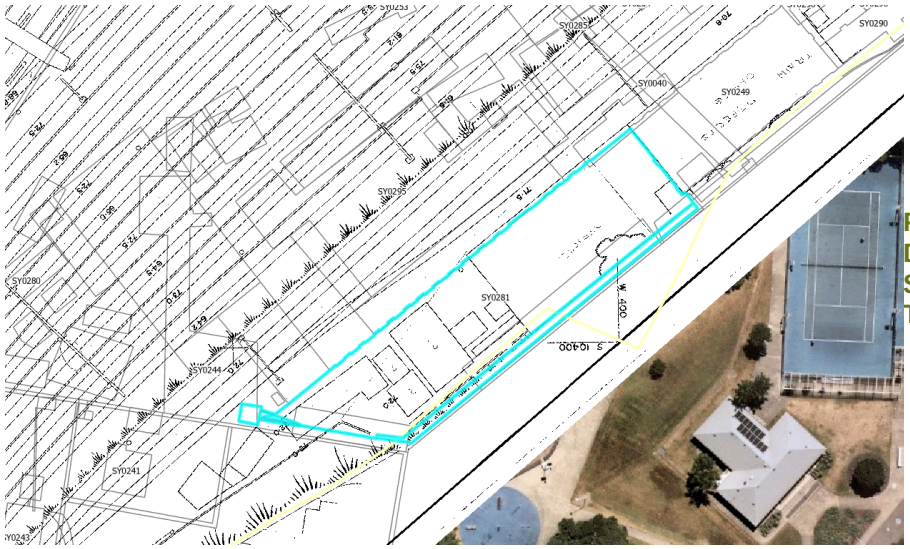


Figure 507. 1967 Sydney-Tempe Detail Survey Sydney Yard South Spot level plan. Source: Sydney Trains VPR.

Key Sources

Clive Lucas, Stapleton & Partners Pty Ltd,1995 .*New Southern Railway documentation and archival recording of heritage buildings at Prince Alfred Sidings : application for excavation permit for dismantling of the former carpenters workshop and former blacksmiths workshop / Clive Lucas, Stapleton & Partners Pty Ltd*. Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/5923(23/03/2022).

AMAC Archaeological for Abergeldie on behalf of Transport for New South Wales, 2019. *Chalmers Street Substation Central Station, Sydney: Archaeological Report.* Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/9946(23/03/2022)

1.55 SY0282 (Goods Platforms)

Item Details	
Year of construction:	By c.1872
Alternative names:	
Modifications (with years):	c.1896
Function:	Platform for goods trains
Construction materials:	Likely brick or timber
Demolished/removed (year):	c.1896

Historical Summary

Based on cartographic evidence, the three goods platforms were constructed by c.1872 as platforms associated with the Goods Shed. Whilst there are no historical photographs or architectural drawings of these platforms, it is assumed that, like most other platforms at the Second Station, these platforms were constructed in brick and backfilled with soil and debris. Alternatively, such platforms may have been constructed in timber like those shown in early photographs of the Second Station.

These platforms remained in their configuration until c.1896. Although the two south-eastern platforms appear to have been demolished by 1896 to allow space for the Produce Shed (SY0294), the north-western platform may have been reused and extended as part of the c.1896 Platform (SY0301). Alternatively, the north-western platform may have been demolished and replaced with the c.1896 platform.

Archaeological notes

There is the potential for subsurface elements to remain from these platforms, including brick or stone footings or timber postholes for each of the platforms. The platforms are located in areas of disturbance in the railway corridor and Prince Alfred Sidings, so it is unlikely that the foundations would be complete, but truncated sections may remain in the archaeological record .

Archaeological Potential

Moderate

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second Sydney Station. The structures have research value for their potential to demonstrate their uses, construction techniques and functions, as well as any changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the workers at the Second Sydney Station.

In response to Bickford and Sullivan's questions about research potential,[237] the remains of the Goods Platforms have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

[237] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

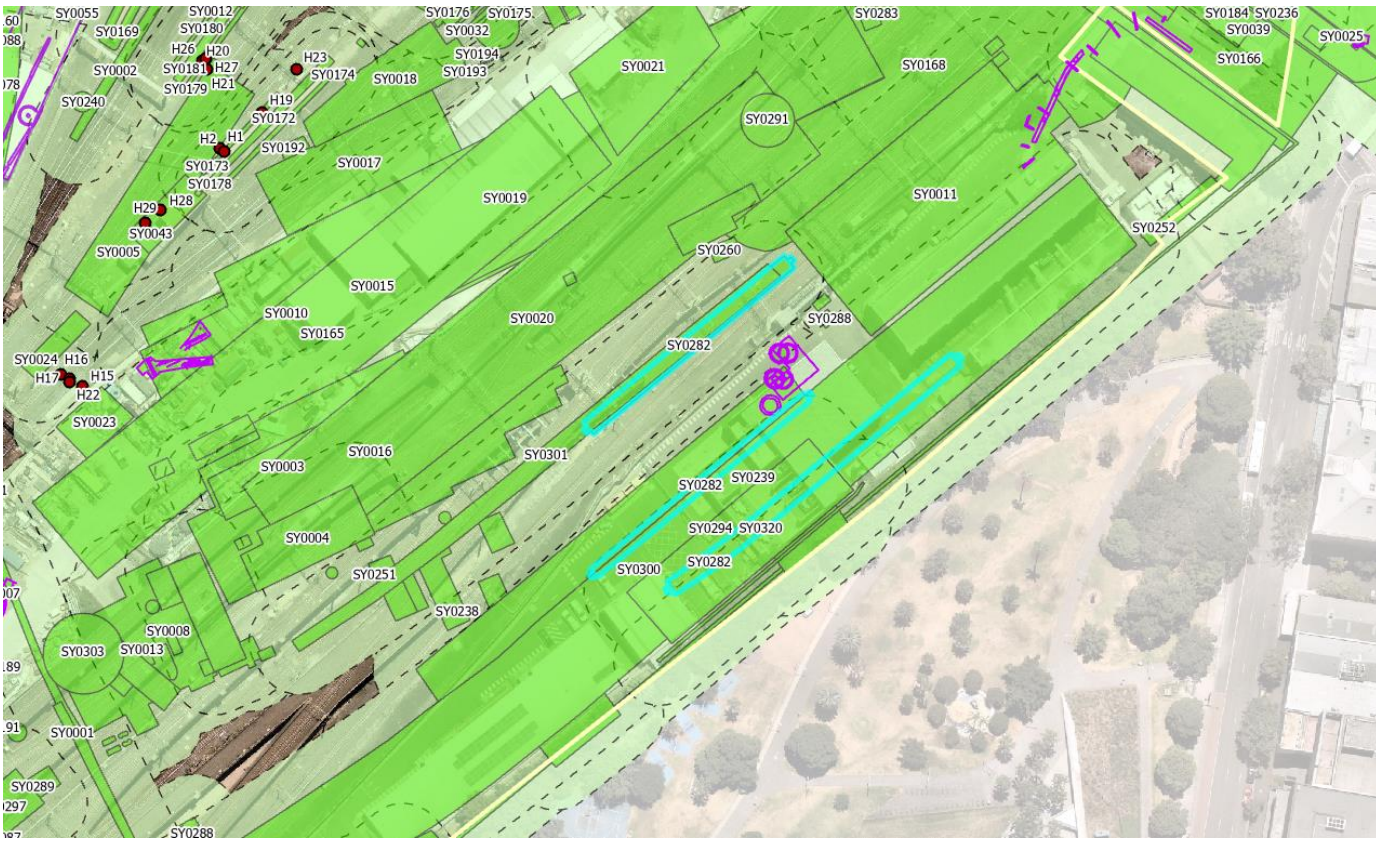
Level of significance

State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

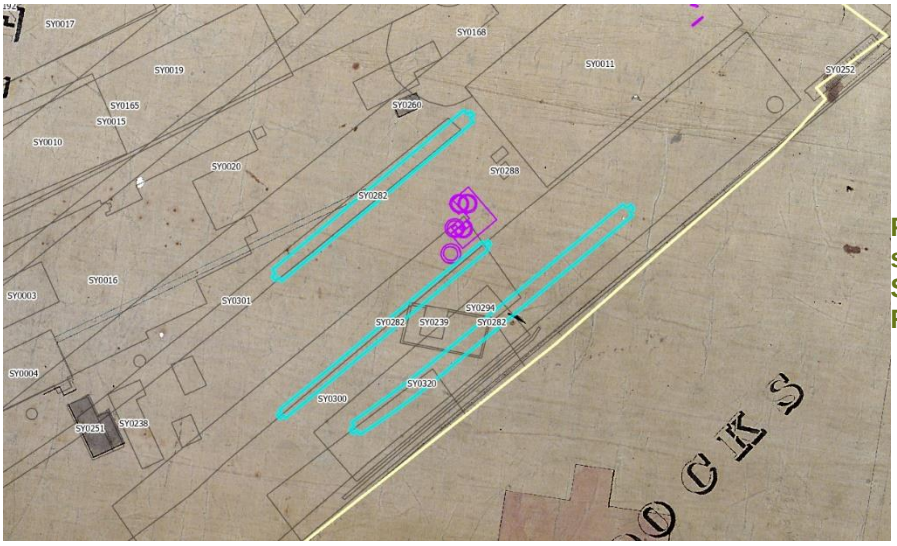


Figure 508. 1855-1865 Trigonometric survey, Block S1. Source: City of Sydney Archives & History Resources, A-00880407.

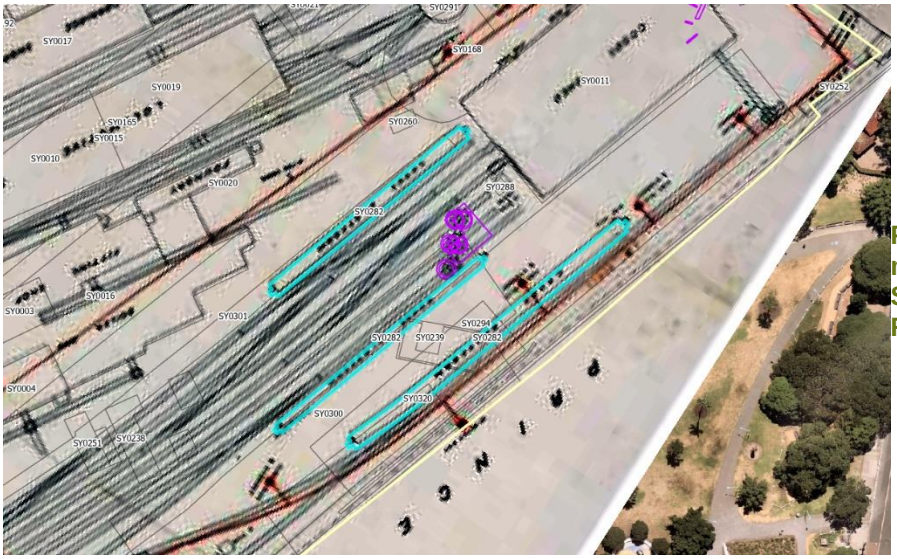


Figure 509. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.

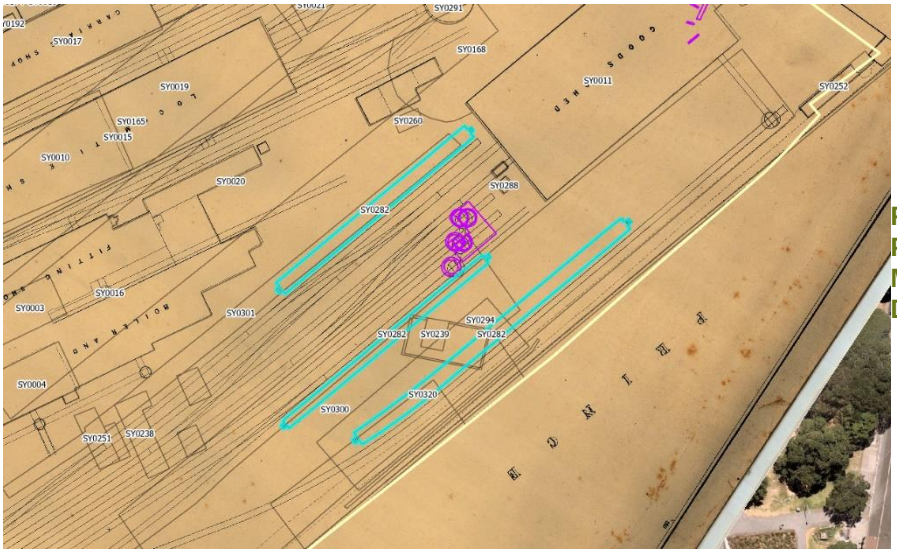


Figure 510. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

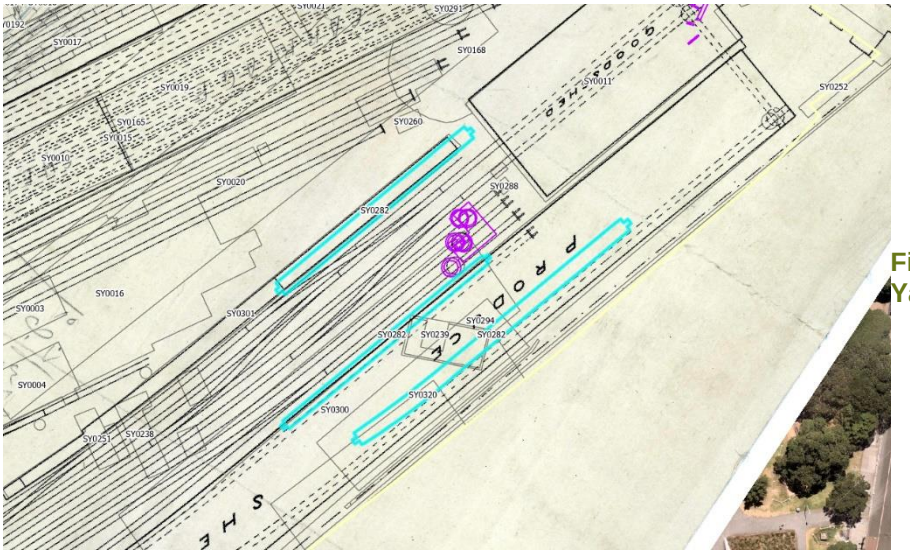


Figure 511. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

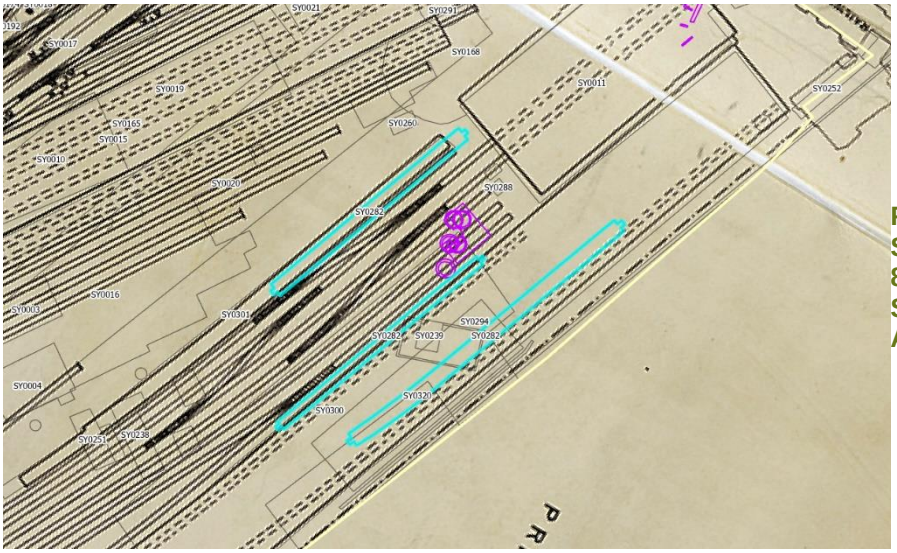


Figure 512. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

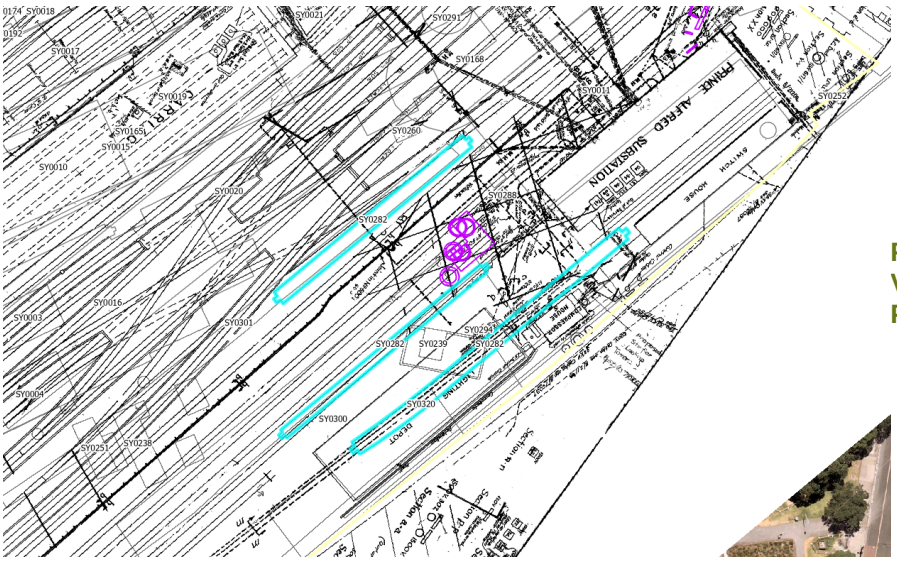


Figure 513. 1925 Electrical High Voltage plan. Source: Sydney Trains Plans Room, 0045989 T0C.

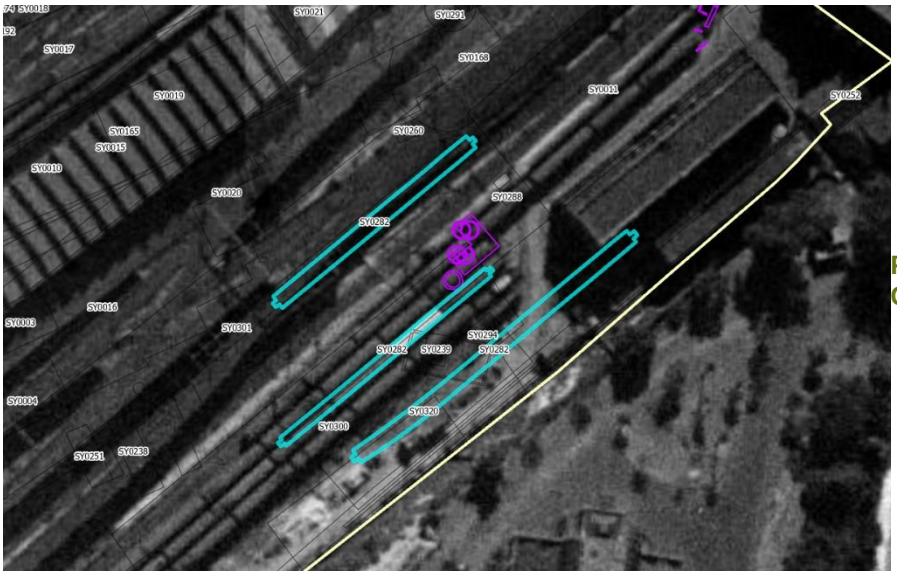


Figure 514. 1943 Aerial. Source: NSW Government, NSW Spatial Services.

Key Sources

Government Printing Office. c.1872 (1896). *G.S.R. Redfern Station*. Antique Print and Map Room. NSW-GSR–234118. Accessed: https://antiqueprintmaproom.com/product/gsr-redfern-station-government-printing-office/ (12 April 2022).

1.56 SY0283 (Ancillary Building)

Item Details	
Year of construction:	By c.1896
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Unknown
Construction materials:	Unknown
Demolished/removed (year):	By c.1903

Historical Summary

Little is known about this structure, but cartographic evidence indicates it was constructed by c.1896 and demolished by c.1903. It was most likely associated with an ancillary function of the nearby Carriage Shed (SY0019).

Archaeological notes

Little is known of the archaeological potential for this building, as it could have been constructed from timber, steel footings on concrete, brick or stone. It is unclear as to whether or not the building received services. The area which housed the building has been subject to substantial disturbance with the construction of the Bradfield Flyovers, therefore, the potential for archaeological remains is low.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second Sydney Station. Such structures have research value for their potential to demonstrate their uses, construction techniques and functions, as well as any changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the workers at the Second Sydney Station.

In response to Bickford and Sullivan's questions about research potential,[238] the remains of the Ancillary Building have the potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

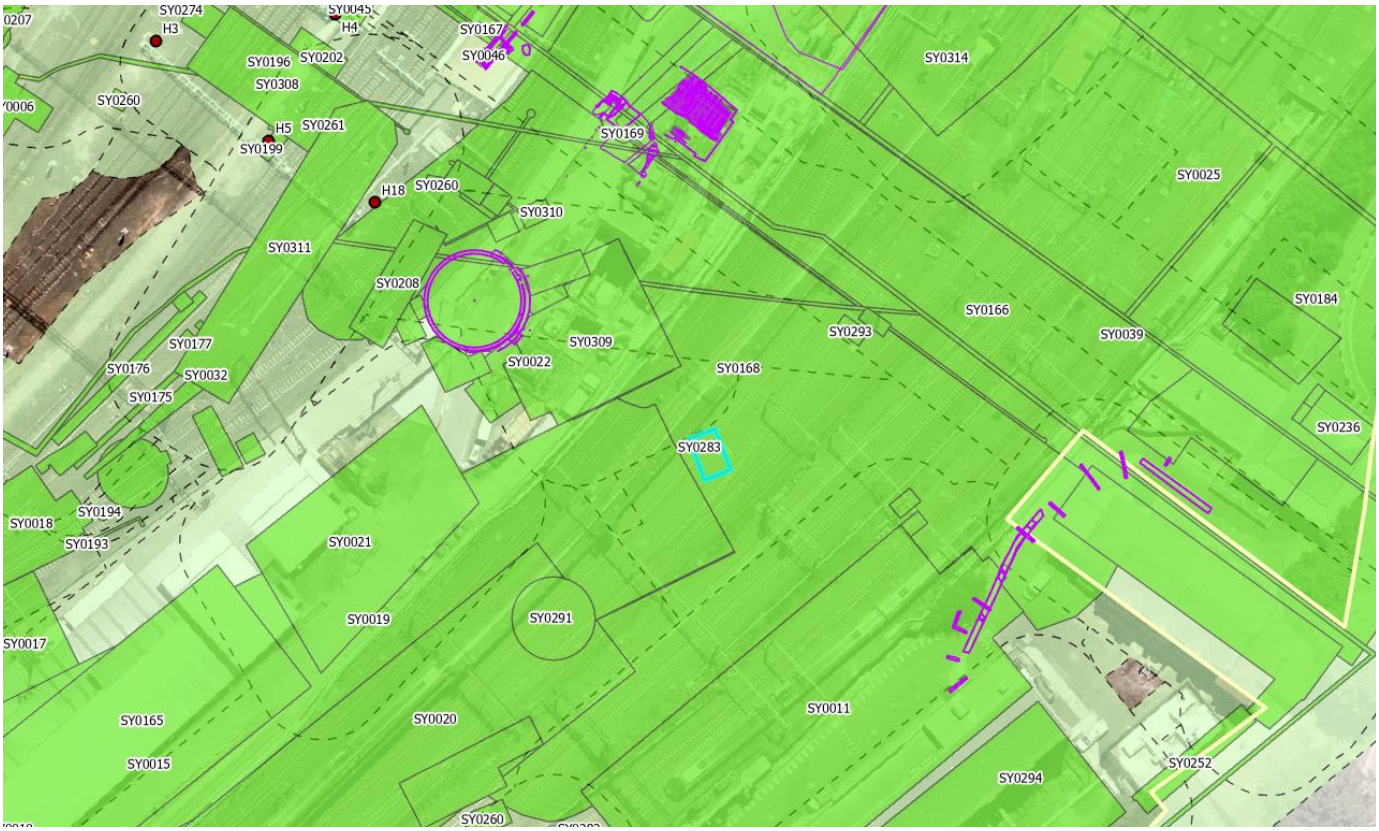
State

Management

[238] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

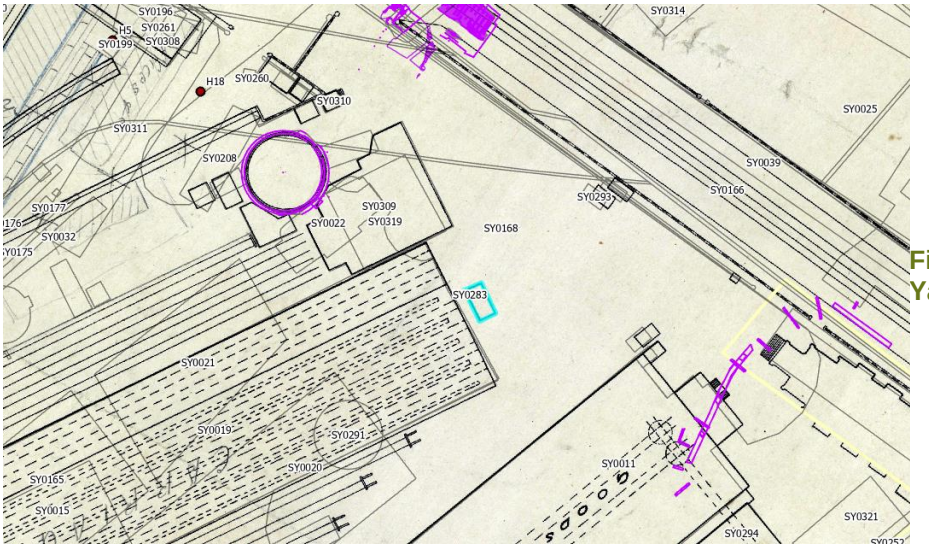


Figure 515. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

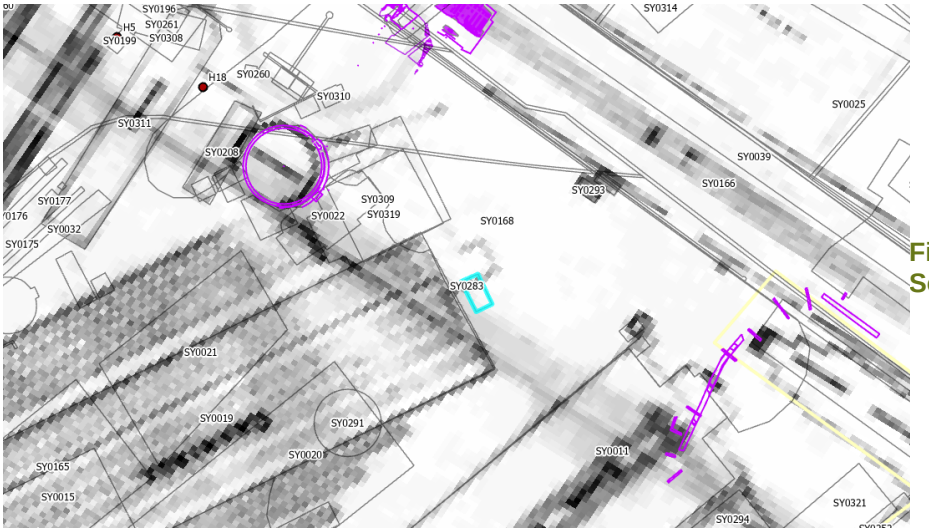


Figure 516. 1900 Sydney Yard. Source: SLNSW.

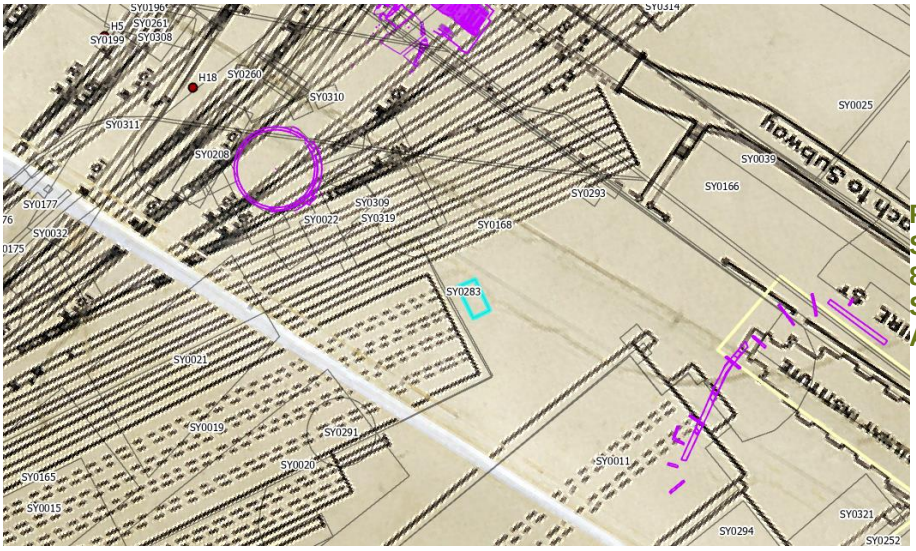


Figure 517. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.



Figure 518. 1925 Electrical plan. Source: Sydney Trains Plans Room, 0045989 T0C.

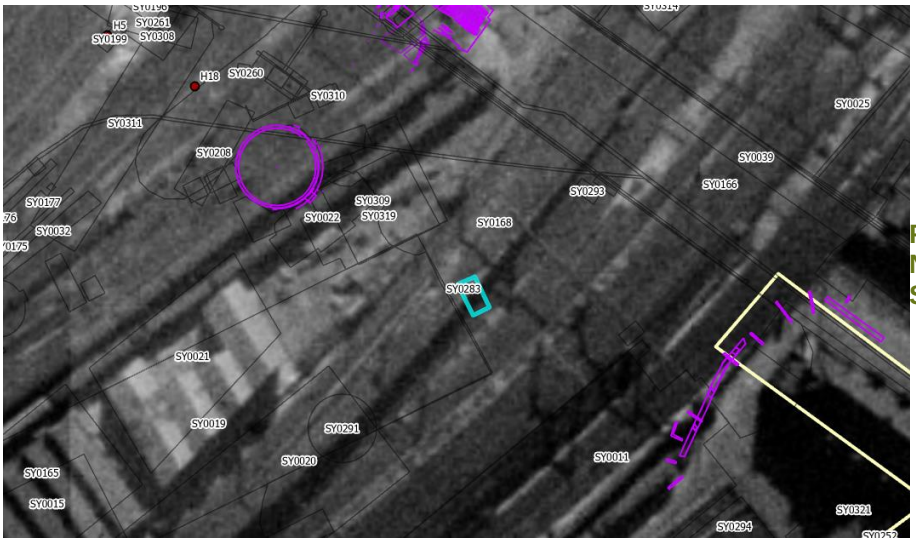


Figure 519. 1943 Aerial. Source: NSW Government, NSW Spatial Services.

Key Sources

Government Printing Office, 1896. 'Redfern station yard [cartographic material] / photographed at Govt. Printing Office. State Library of NSW'. FL16812178. Z/M4 811.1746/1896/1. Accessed: https://collection.sl.nsw.gov.au/record/74VKOBk6m0KZ (01 June 2022).

1.57 SY0284 (District Engineer's Office Extension)

Item Details	
Year of construction:	By c.1896
Alternative names:	Unknown
Modifications (with years):	c.1920s
Function:	Unknown
Construction materials:	Timber, brick, asbestos cladding
Demolished/removed (year):	By c.2002 (extension)

Historical Summary

By c.1872, as identified in the Redfern Station Plan, the timber 1855-1865 Workshops (SY0250) had been demolished and the c.1872 the District Engineer's Office building had been constructed. By c.1884, as detailed in the City of Sydney Metropolitan Detail Sheet, the smaller timber structure had also been demolished.

According to Annual Reports, the District Engineer's Office was constructed by c.1877.[239] A north wing was constructed c.1882 and is documented in a c.1896 plan of Redfern Station. The building was constructed from brick and timber with asbestos cladding to the upper storey, as shown in a c.1925 photograph (**Figure 525**). The 1925 photograph also indicates that the extension was three storeys, with a setback to the third storey. The lightweight nature of the third storey and setback behind a brick parapet could indicate that the upper storey was a later modification. A 1943 aerial identifies that the extension had a tiled roof, likely using asbestos tiles.

The c.1903 City of Sydney plan identifies that the small timber ancillary structure had been demolished by this time.

A series of aerial photographs of Sydney indicate that the north extension building was demolished in c.2002.

Archaeological notes

There is the potential for remains of brick or stone footings and any basement structures related to the northern extension. The area has experienced some disturbance and has been concreted over.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second and Third Sydney Station. The structures have research value for their potential to demonstrate their uses, construction techniques and functions, as well as any changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the workers at the Second and Third Sydney Station.

In response to Bickford and Sullivan's questions about research potential,[240] the remains of the District Engineer's Office Extension have the potential to contribute knowledge that no other resource and site can about the Second

[239] Clive Lucas, Stapleton & Partners Pty Ltd, 1995. *New Southern Railway documentation and archival recording of heritage buildings at Prince Alfred Sidings : application for excavation permit for dismantling of the former carpenters workshop and former blacksmiths workshop / Clive Lucas, Stapleton & Partners Pty Ltd*. Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/5923 (23/03/2022).
[240] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on

Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

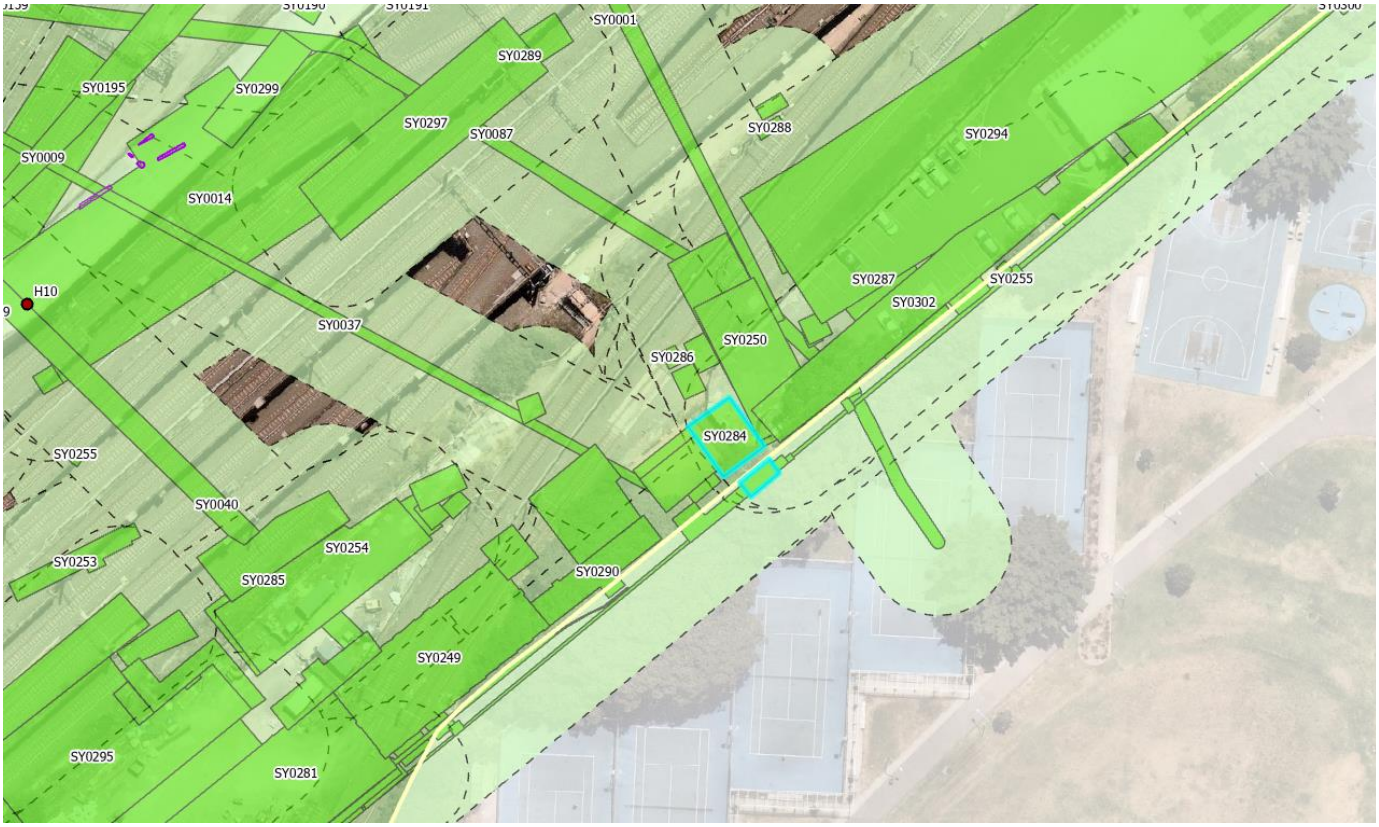
Level of significance

State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Figure 520. 1855-1865 Trigonometric survey, Block S2. Source: City of Sydney Archives & History Resources, A-00880408.

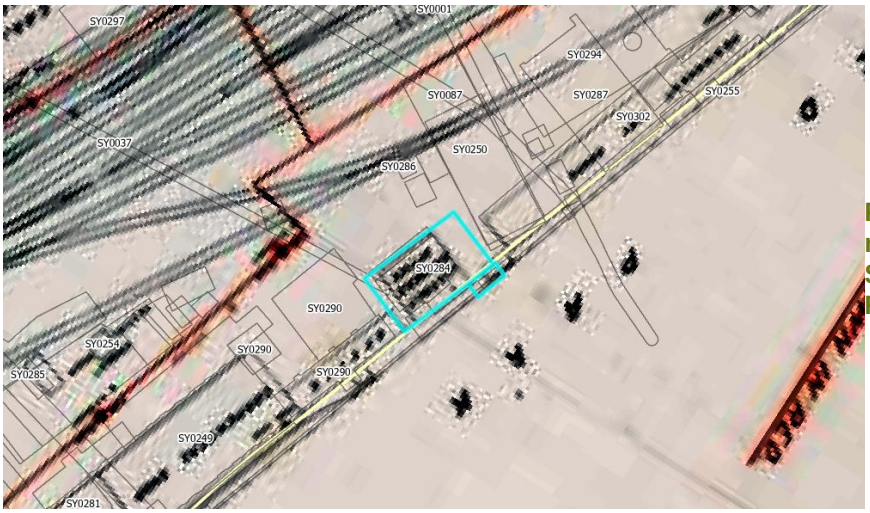


Figure 521. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.



Figure 522. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.



Figure 523. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

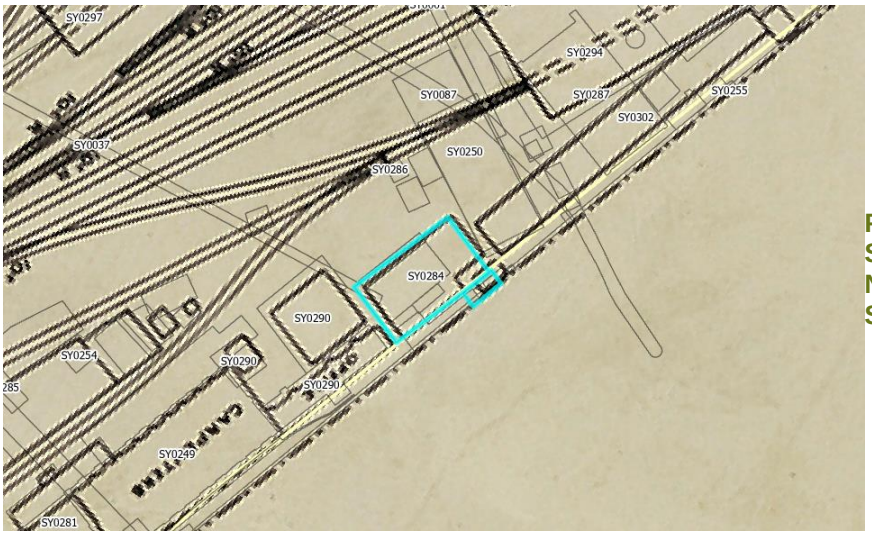


Figure 524. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

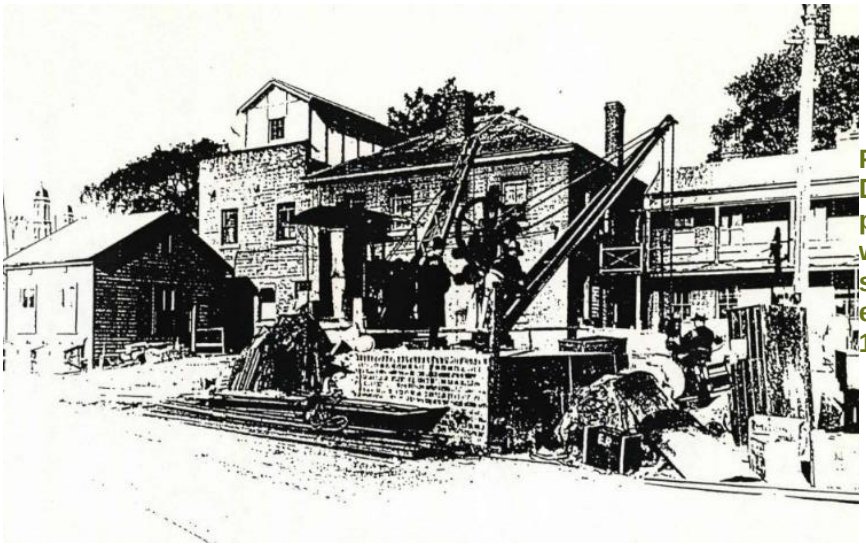


Figure 525. 1925 photo of the offices, Draughtman's office at right of photograph, remaining out of the western ancillary structures is a brick structure with a crane machinery equipment (Clive Lucas Stapleton, 1995)

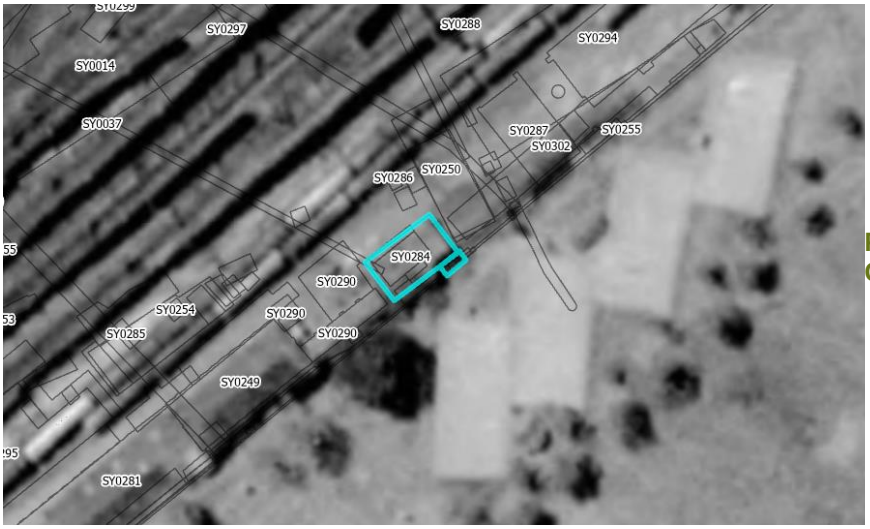


Figure 526. 1943 aerial. Source: NSW Government, NSW Spatial Services.

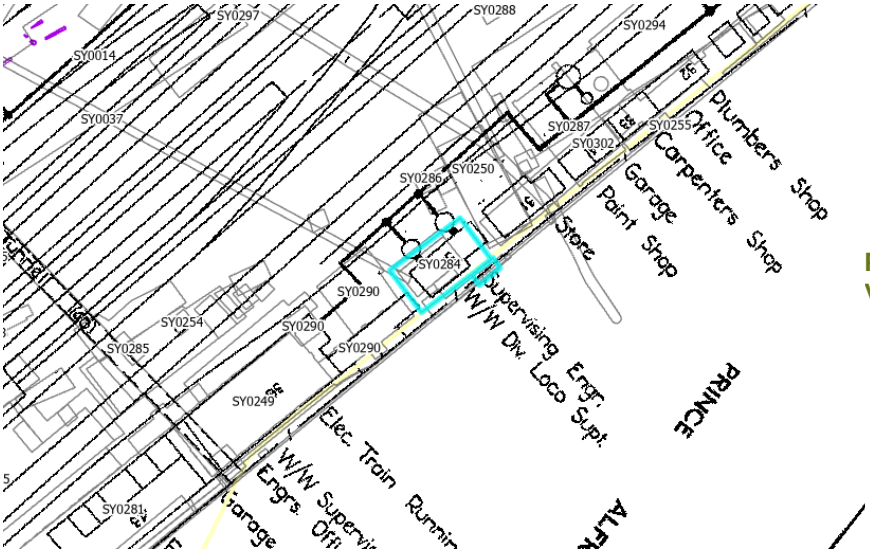


Figure 527. 1953 Plan. Source: Sydney VPR, 0038146_KOC.

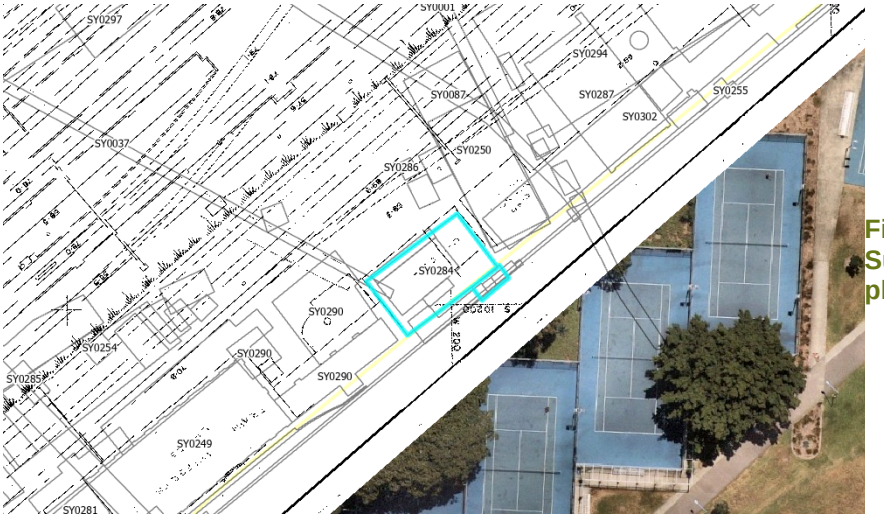


Figure 528. 1967 Sydney-Tempe Detail Survey Sydney Yard South Spot level plan. Source: Sydney Trains VPR.



Figure 529. 1986 Plan. Source: NSW Government, NSW Spatial Services.



Figure 530. 2021 Aerial. Source: NSW Government, NSW Spatial Services.

Key Sources

Clive Lucas, Stapleton & Partners Pty Ltd, 1995. *New Southern Railway documentation and archival recording of heritage buildings at Prince Alfred Sidings : application for excavation permit for dismantling of the former carpenters workshop and former blacksmiths workshop / Clive Lucas, Stapleton & Partners Pty Ltd.* Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/5923 (23/03/2022).

AMAC Archaeological for Abergeldie on behalf of Transport for New South Wales, 2019. *Chalmers Street Substation Central Station, Sydney: Archaeological Report.* Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/9946 (23/03/2022)

1.58 SY0285 (Ancillary Building)

Item Details	
Year of construction:	By c.1872
Alternative names:	Unknown
Modifications (with years):	c.1896
Function:	Unknown
Construction materials:	Unknown
Demolished/removed (year):	1903

Historical Summary

Little is known about this ancillary structure. According to cartographic evidence, the structure was rectilinear in plan, and was completed and recorded in the yards by c.1872. By c.1896, a plan of Redfern Station indicates that the structure may have been extended (or an additional rectilinear structure built abutting it to the east).

A c.1903 map of the City of Sydney completed on 12 January 1903 indicates the building was still in situ, however a later c.1903 map of the Station dated 2 October 1903 indicates that the structure had been demolished.

Archaeological notes

Little is known of the archaeological potential for this building, as it could have been constructed from timber, steel footings on concrete, brick or stone. It is unclear as to whether or not the building received services. The area which housed the building has been subject to substantial disturbance with the construction of an underground cable.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second Sydney Station. The structure has research value for its potential to demonstrate its uses, construction techniques and functions, as well as any changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the workers at the Second Sydney Station.

In response to Bickford and Sullivan's questions about research potential,[241] the remains of the Ancillary Building have the potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

State

Management

[241] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

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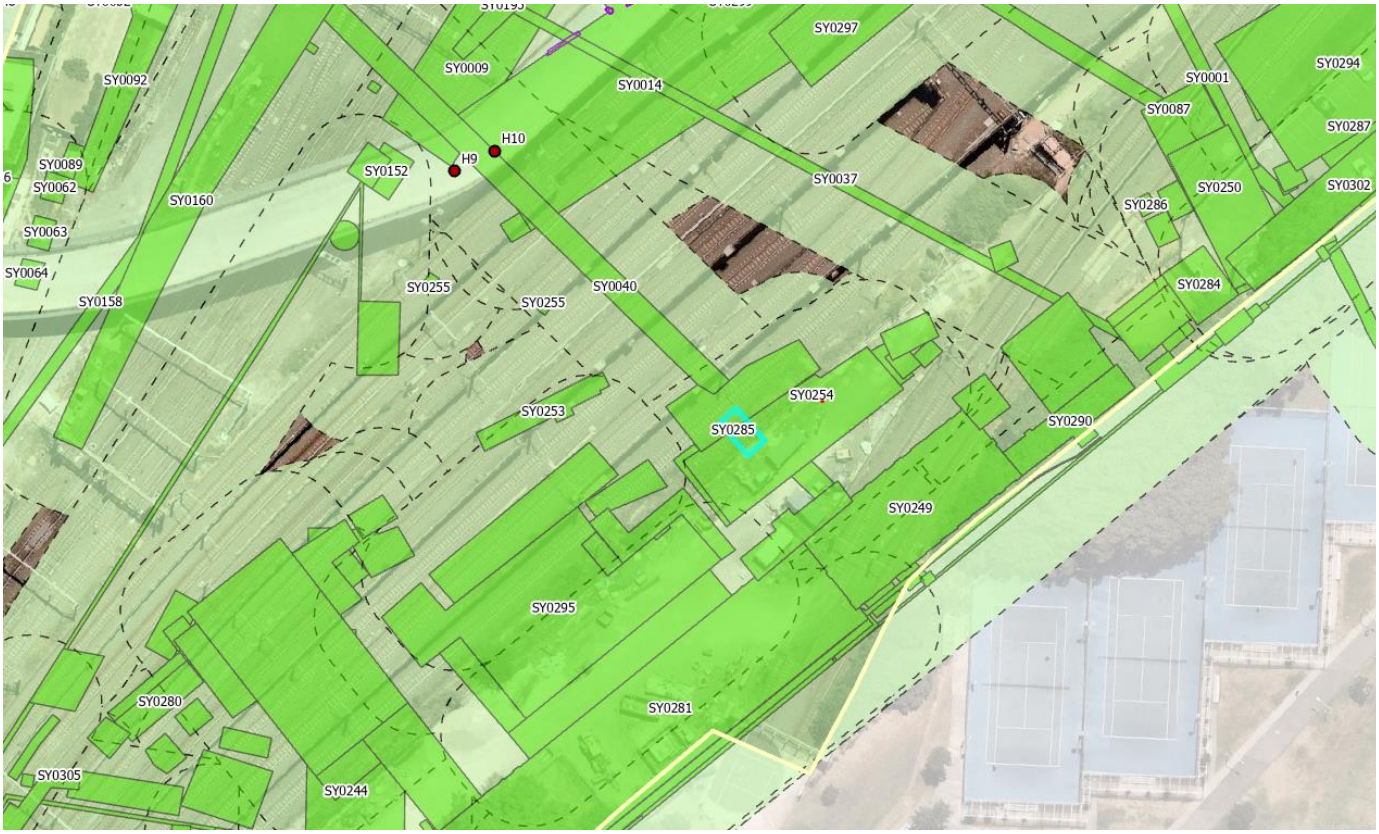
Item Location



Key Images

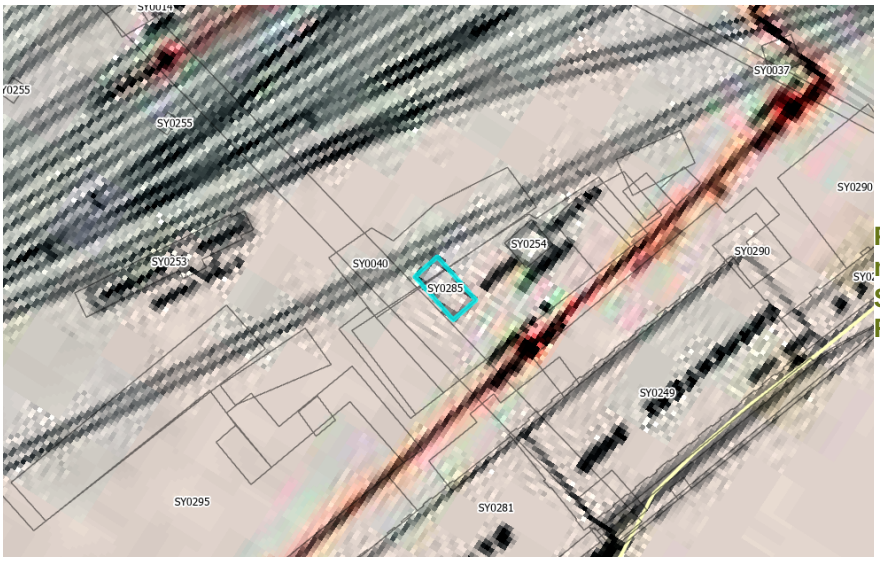


Figure 531. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.

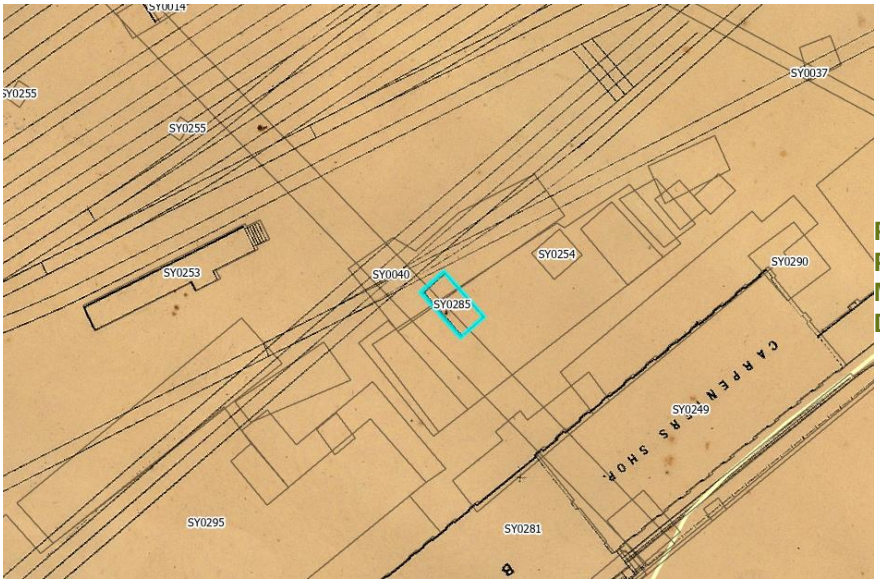


Figure 532. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

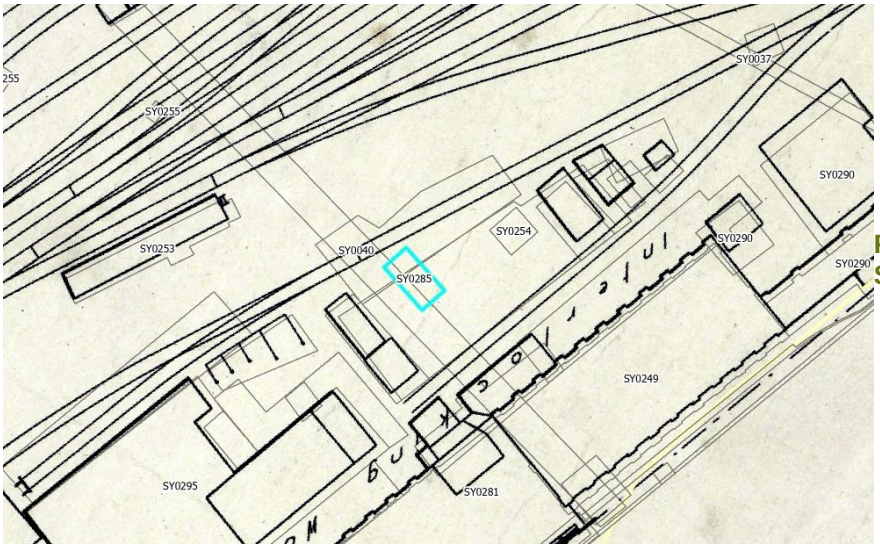


Figure 533. 1896 Redfern Station map. Source: SLNSW, FL16812178.



Figure 534. 1903 City of Sydney map. Source: City of Sydney Archives & History, A-00880475.



Figure 535. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

Key Sources

1.59 SY0286 (1880s Carpenter's Shop)

Item Details	
Year of construction:	By c.1884
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Carpenter's workshop
Construction materials:	Timber, iron
Demolished/removed (year):	1903

Historical Summary

The Carpenter's Shop and associated ancillary structures was constructed in the late 1800s, appearing for the first time on the c.1884 City of Sydney plan. The Carpenter's Shop was one of two Carpenter's workshops in the Prince Alfred Sidings area, the second located a little further south with its longer edge against the shared perimeter with Prince Alfred Park (SY0249).

Whilst the Carpenter's Shop has been noted as being constructed from timber (unlike the brick Carpenter's workshop SY0249), it is unknown what the ancillary structures were constructed from, however, it is likely that they were also constructed from a lightweight material such as timber or iron, or a mixture of the two materials. The Carpenter's Shop was a large rectilinear building located in an east-west orientation. The surrounding ancillary structures were also rectilinear, small in scale and orientate in an east-west orientation.

The buildings were noted in the c.1903 City of Sydney map dated 12 January 1903, however by 2 October 1903, at the completion of the c.1903 Central Railway map, these buildings had been demolished.

Archaeological notes

There is the potential for remains of the brick or stone footings related to the Carpenter's Shop and ancillary structures. There is also the potential for refuse deposits, tools and building materials associated with the daily operation of the Carpenter's Shop. The area has been subject to some ground disturbance.

Archaeological Potential

Moderate

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second Sydney Station. The structures have research value for their potential to demonstrate their uses, construction techniques and functions, as well as any changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the workers at the Second Sydney Station.

In response to Bickford and Sullivan's questions about research potential,[242] the remains of the 1880s Carpenter's Shop have the potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

[242] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra

Level of significance

State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Figure 536. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.

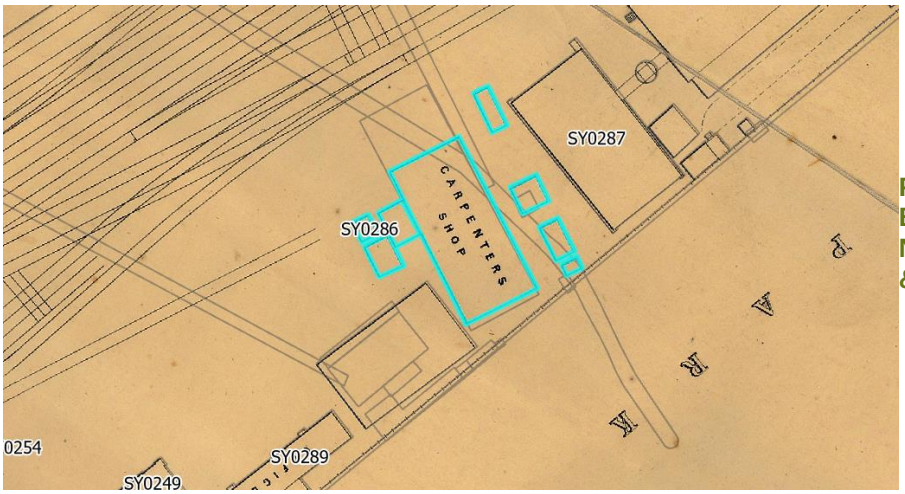


Figure 537. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

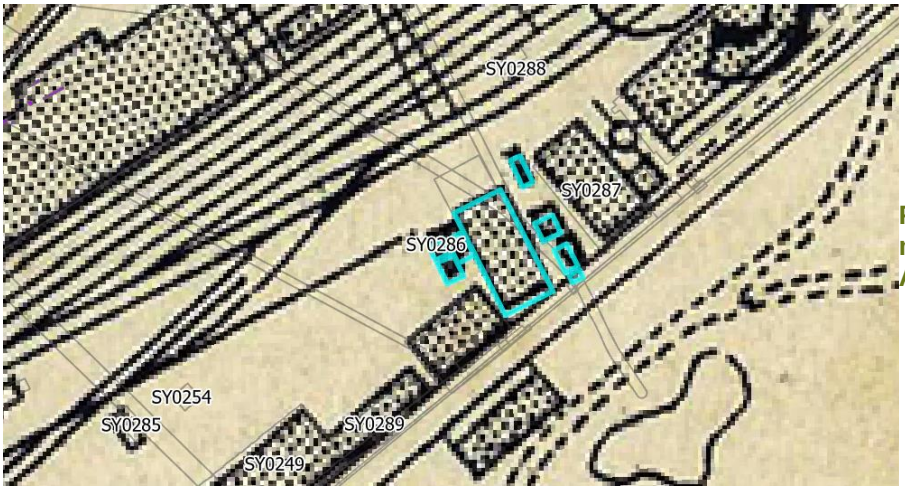


Figure 538. 1903 City of Sydney map. Source: City of Sydney Archives & History, A-00880475.

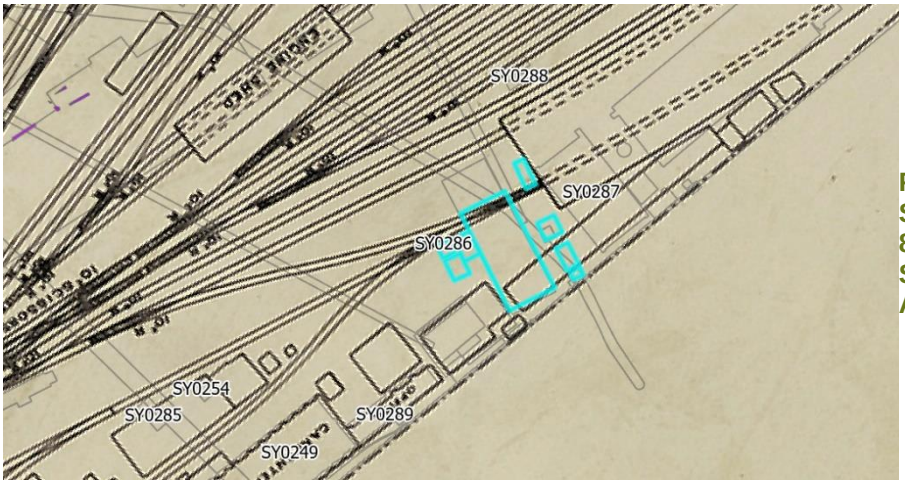


Figure 539. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

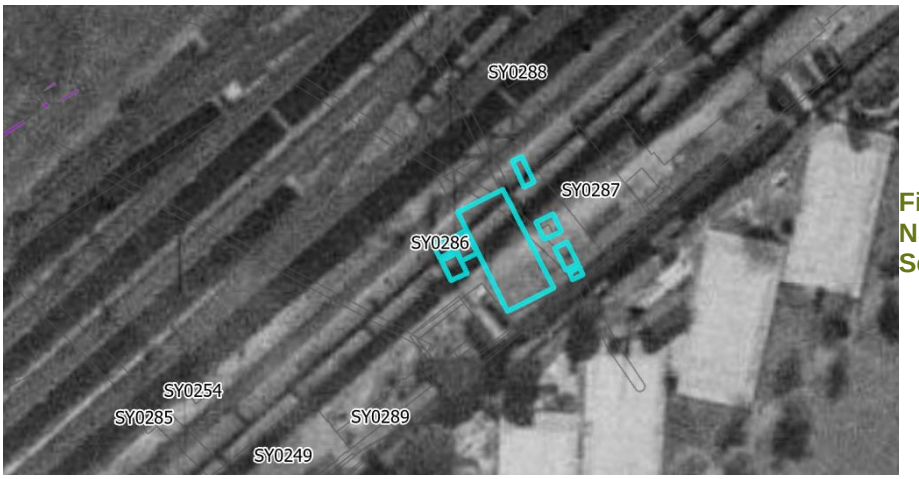


Figure 540. 1943 Aerial. Source: NSW Government, NSW Spatial Services.

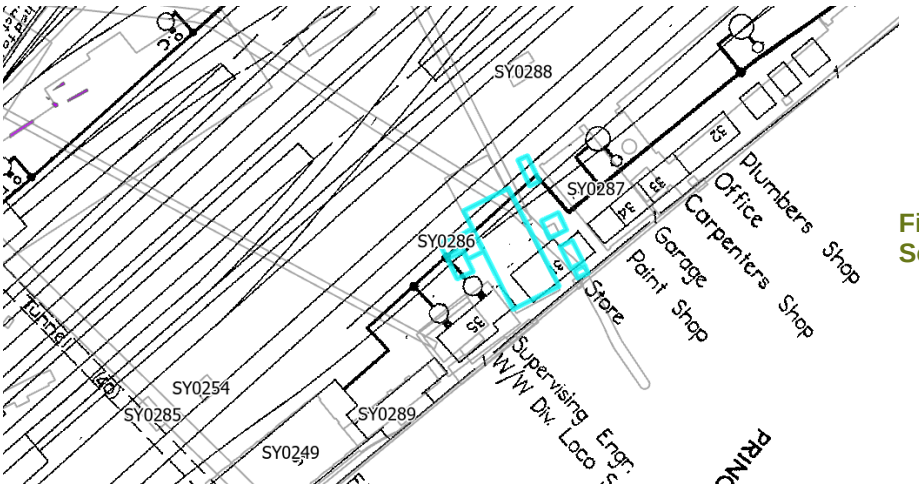


Figure 541. 1953 Lighting Plan. Source: Sydney VPR, 0038146_KOC.

Key Sources

David Sheedy Pty Ltd, 'A Conservation Plan for Sydney Central Railway Yard' (Report for the State Rail Authority), 1988

Rappoport Pty Ltd, 'Draft Central Station Conservation Management Plan', 2013

Artefact Heritage, 'Central Station Conservation Management Plan: Precinct 2', 2022

1.60 SY0287 (1870s Carriage Workshops)

Item Details	
Year of construction:	c.1870s
Alternative names:	Shed
Modifications (with years):	Unknown
Function:	Carriage workshops/shed
Construction materials:	Iron
Demolished/removed (year):	c.1903

Historical Summary

The Carriage Workshops have been noted by the *Chalmers Street Substation Central Station, Sydney: Archaeological Report*, 2019 as being constructed in the 1870s.[243] The first cartographic evidence of these buildings is on the c.1884 City of Sydney Metropolitan Detail Sheet. The sheet identifies the structures as rectilinear in form, with a large shed sited in the north-south orientation, and another smaller shed oriented in the east-west orientation. A carriage turntable and rails run between the two main workshop buildings. Smaller ancillary structures in the yard abutted the carriage workshops at this time.

An undated photograph (mostly likely from the 1880s) shows the carriage workshops and shed amongst the other buildings in the yard. The buildings appear to be constructed from lightweight materials – most likely iron and timber, with an iron sheet roofing.

By c.1903 the buildings were demolished and replaced by the Produce Shed (SY0294).

Archaeological notes

There is the potential for remains of brick or stone footings related to the buildings. There is also the potential for refuse deposits around the buildings as a result of the function and usage of the yards. The area has had significant disturbance with track slewing for the Produce Shed and has been concreted over in recent years.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second Sydney Station. The structures have research value for their potential to demonstrate their uses, construction techniques and functions, as well as any changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the workers at the Second Sydney Station.

In response to Bickford and Sullivan's questions about research potential,[244] the remains of the 1870s Carriage Workshops have the potential to contribute knowledge that no other resource and site can about the Second

[243] AMAC Archaeological, 2019. *Chalmers Street Substation Central Station, Sydney: Archaeological Report*. For Abergeldie on behalf of Transport for New South Wales. Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/9946 (23/03/2022)
[244] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra

Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

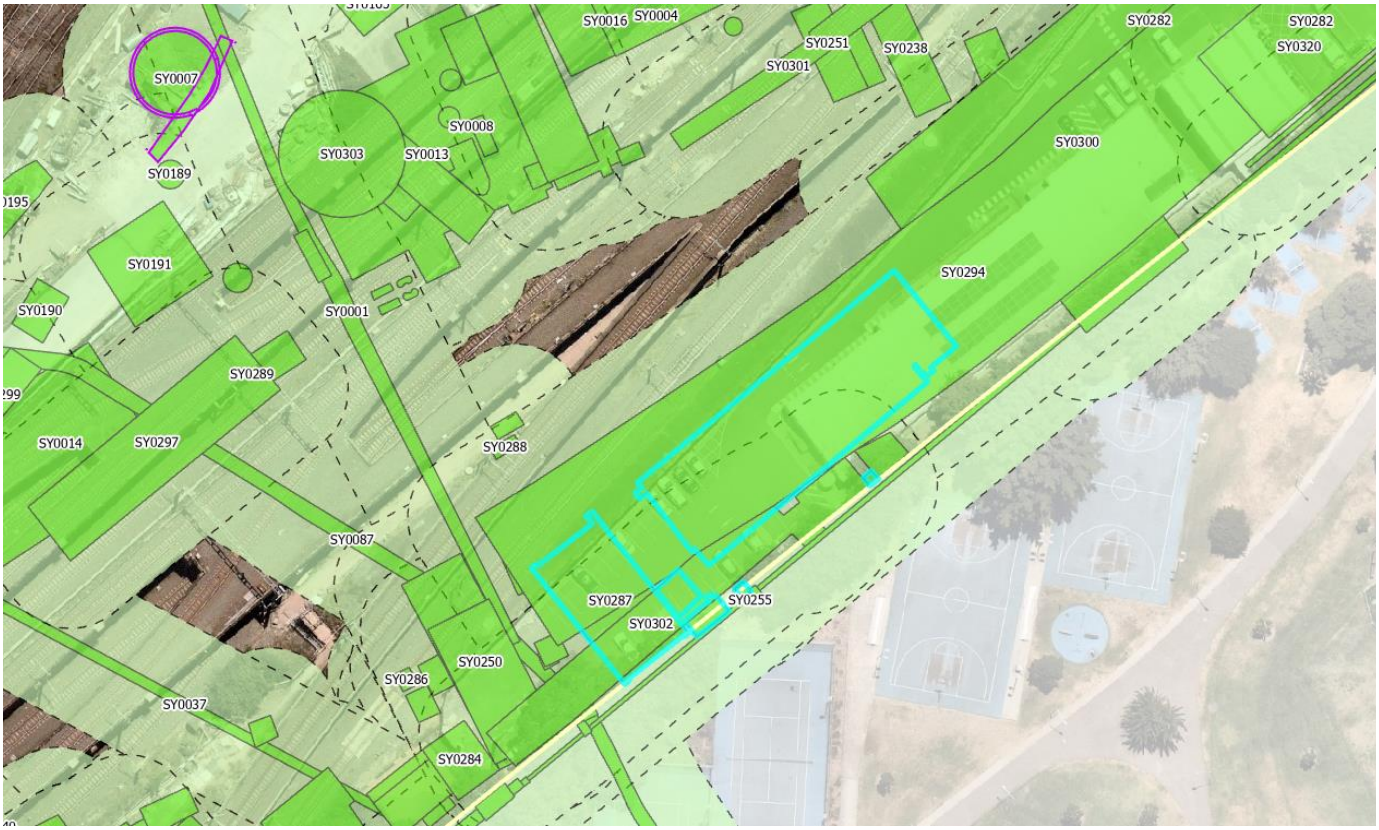
Level of significance

State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

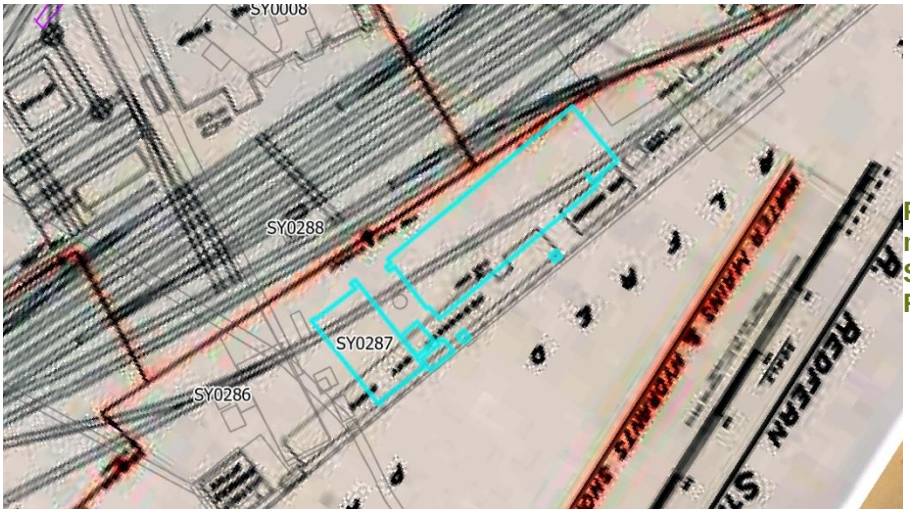


Figure 542. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.

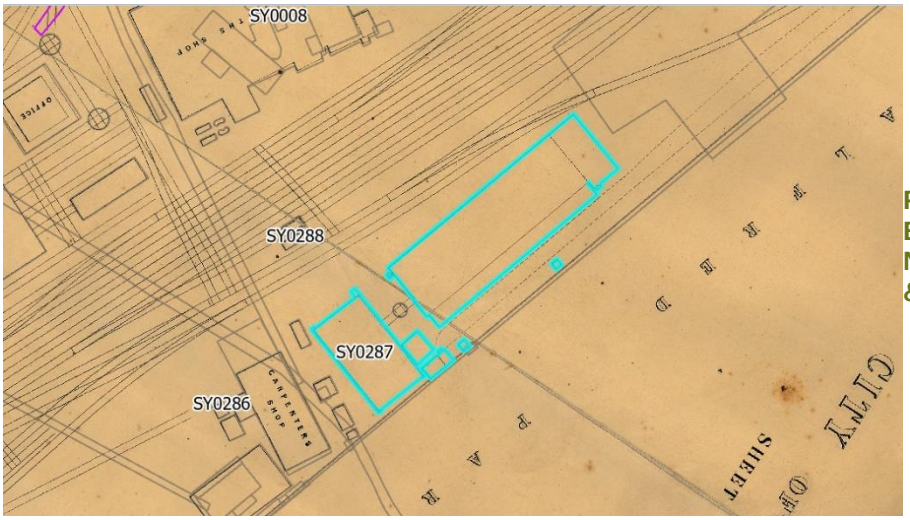


Figure 543. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

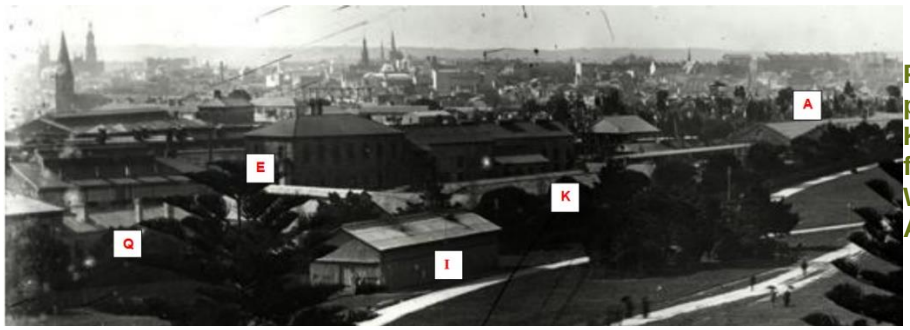


Figure 544. Undated, likely c.1880s photograph over Sydney yards. Item K indicates the buildings which form part of the Carriage Workshops. Source: AMAC Archaeological, 2019.

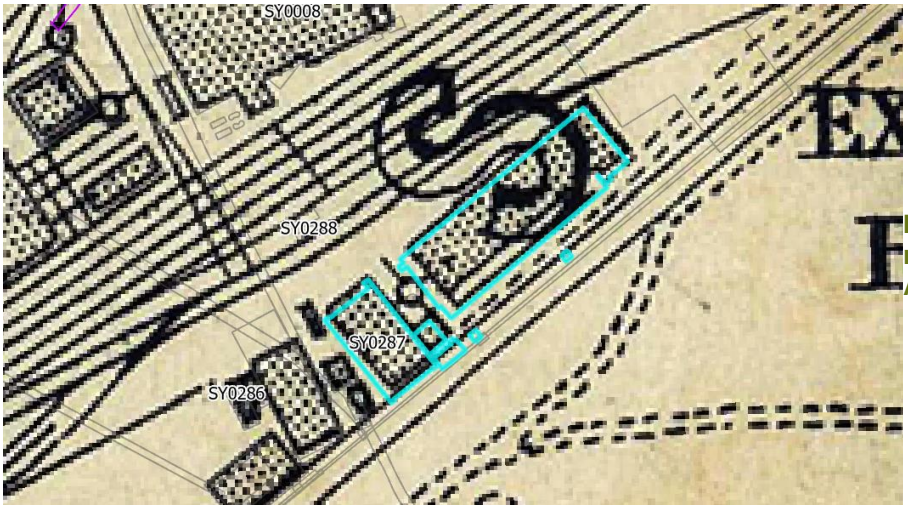


Figure 545. 1903 City of Sydney map. Source: City of Sydney Archives & History, A-00880475.

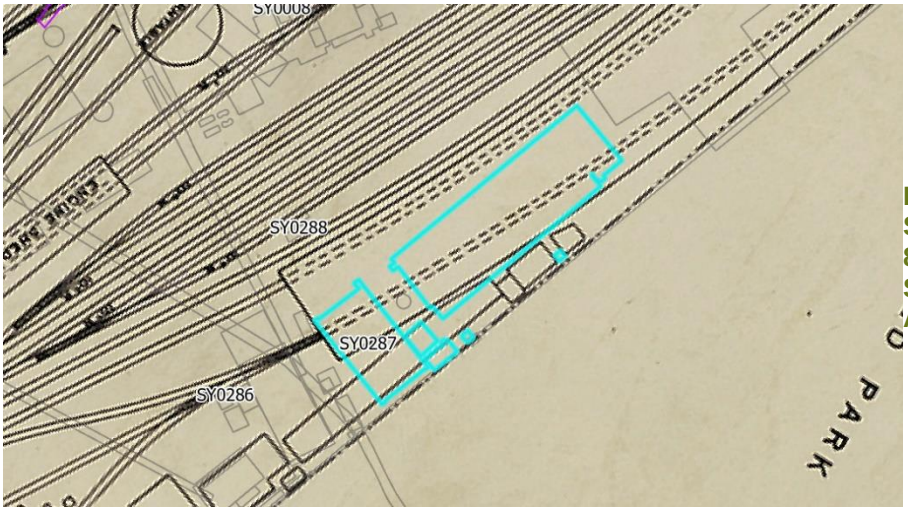


Figure 546. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

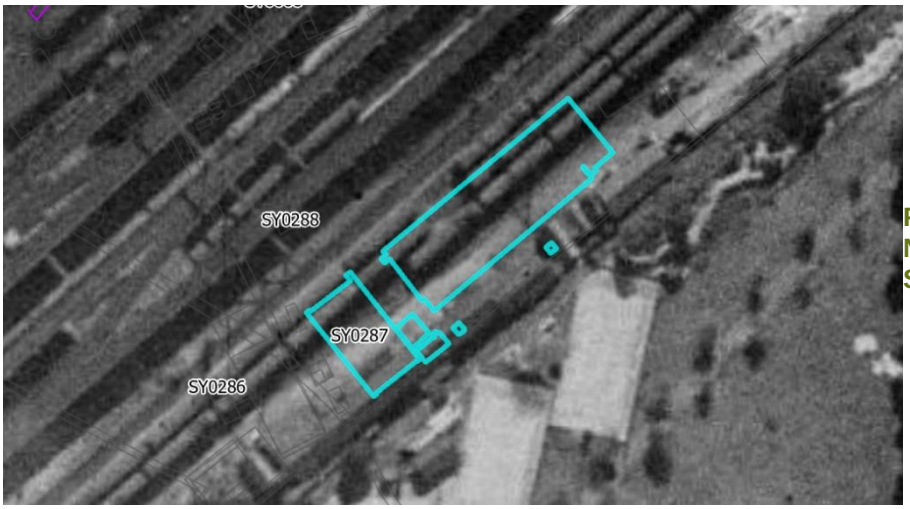


Figure 547. 1943 Aerial. Source: NSW Government, NSW Spatial Services.

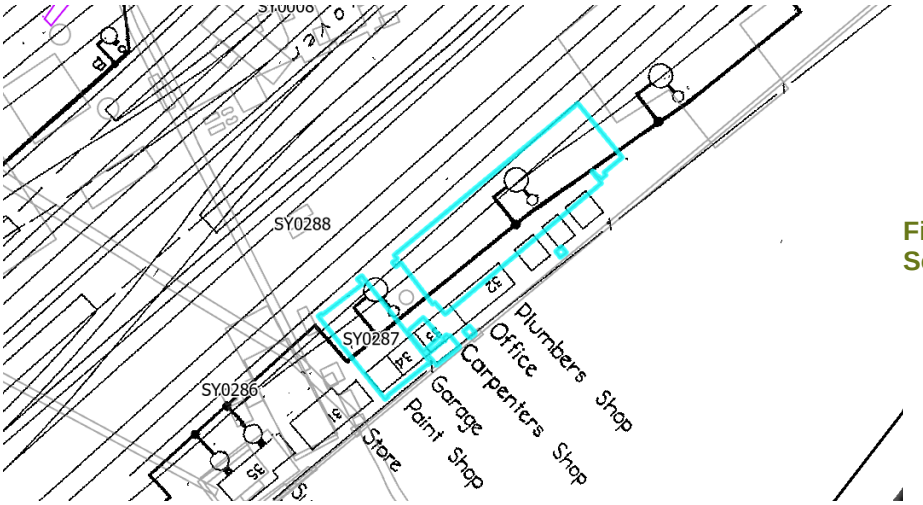


Figure 548. 1953 Lighting Plan. Source: Sydney VPR, 0038146_KOC.

Key Sources

AMAC Archaeological, 2019. *Chalmers Street Substation Central Station, Sydney: Archaeological Report.* For Abergeldie on behalf of Transport for New South Wales. Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/9946 (23/03/2022)

1.61 SY0288 (1870s Ash/Access Pit and Crane)

Item Details	
Year of construction:	By c.1872
Alternative names:	Coal stage
Modifications (with years):	Unknown
Function:	Depositing ash or coal
Construction materials:	Brick
Demolished/removed (year):	By c.1896

Historical Summary

The exact date of construction for the northern and southern groups of ash pits is unknown, but the first cartographic evidence of their construction and use in the railway network is indicated by the c.1872 GSR Redfern Station map.

Whilst the construction materials are unknown, other ash pits which have been excavated within the Sydney Yards were constructed from brick. There may have been a cambered floor, brick drains and metal plates associated with the structures.

Cartographic evidence indicates that the pits were demolished by c.1896.

Archaeological notes

Remains of the ash pit would consist of brickwork and associated ash deposits. The pits and crane are in areas which have been substantially disturbed by track slewing, and, as such, the potential for archaeological remains would be low.

Archaeological Potential

Moderate

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second Sydney Station. The structures have research value for their potential to demonstrate their uses, construction techniques and functions, as well as any changes over time. In this case, the ash pit, if complete, would have demonstrated the means of rapidly replenishing the coal supplied for locomotives.

In response to Bickford and Sullivan's questions about research potential,[245] the remains of the structures have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

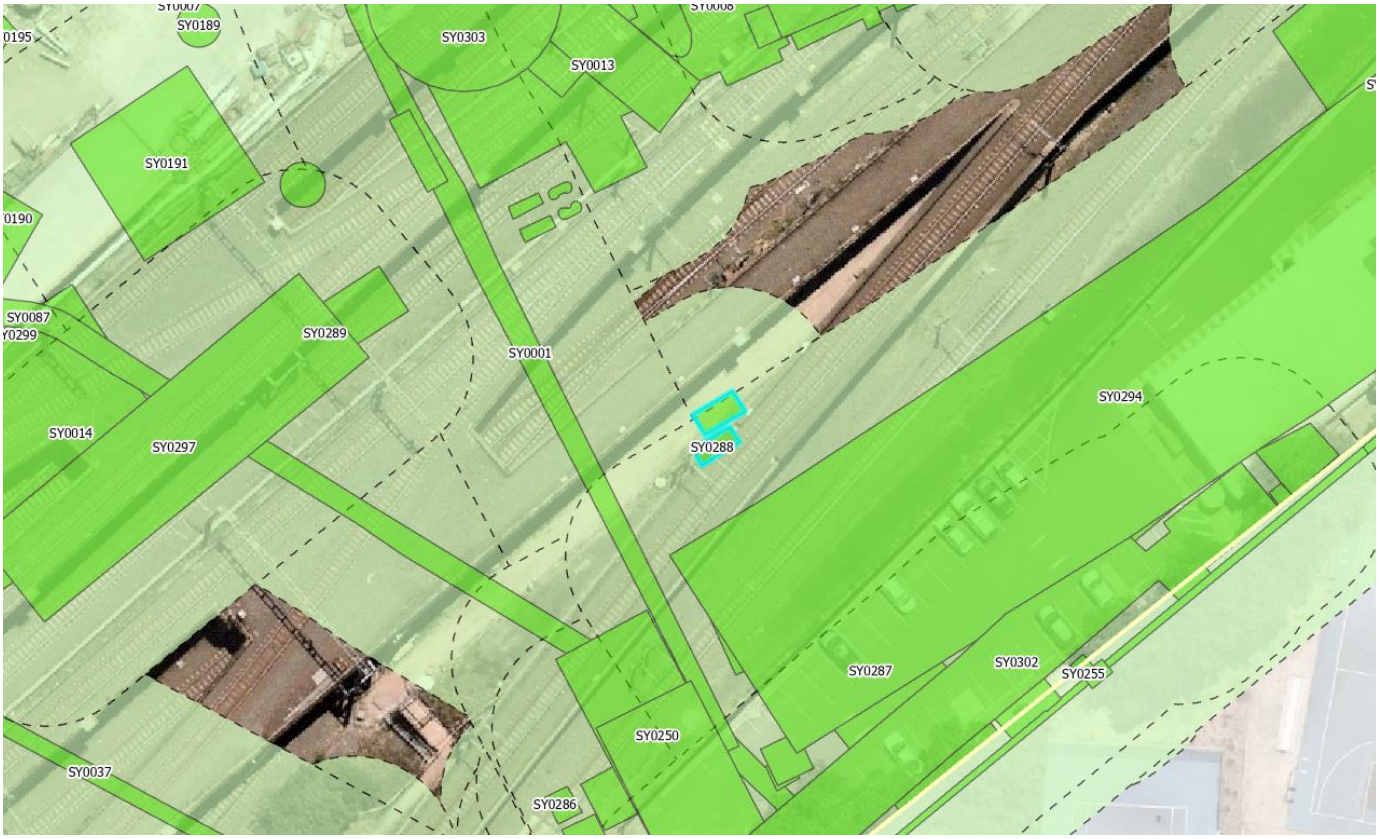
[245] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

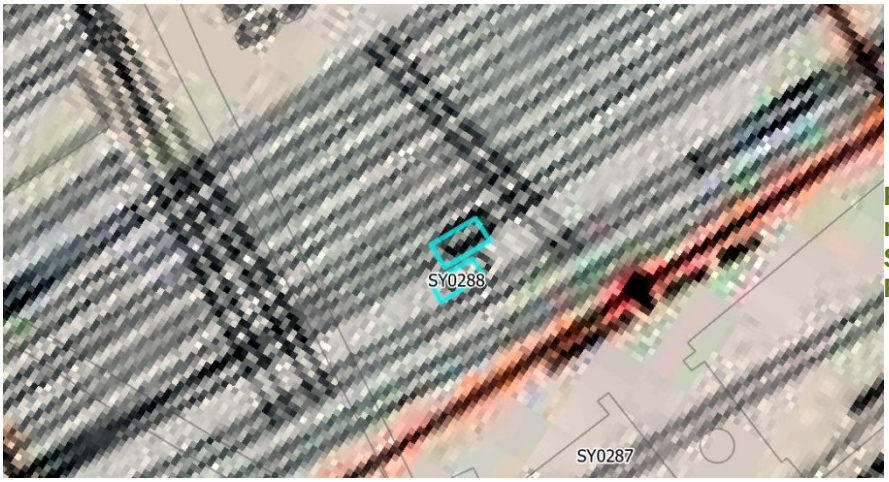


Figure 549. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.



Figure 550. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.

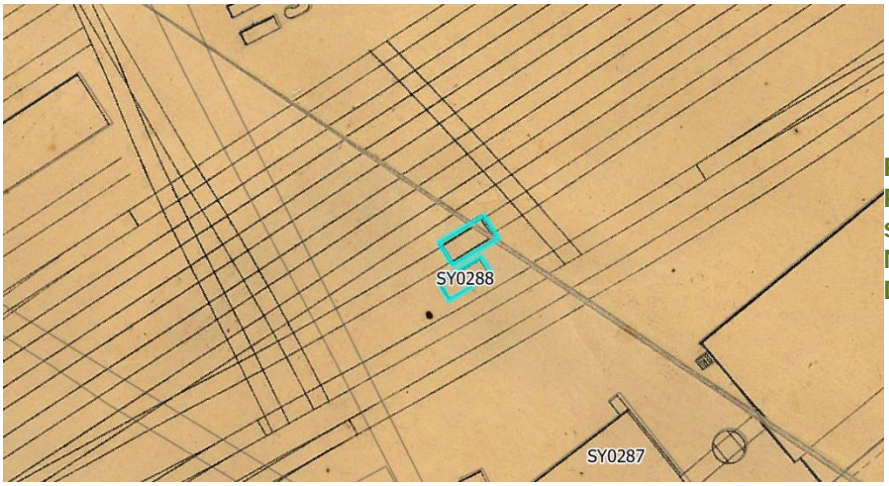


Figure 551. 1884 Sydney Water Board Plan showing the southern group of structures. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

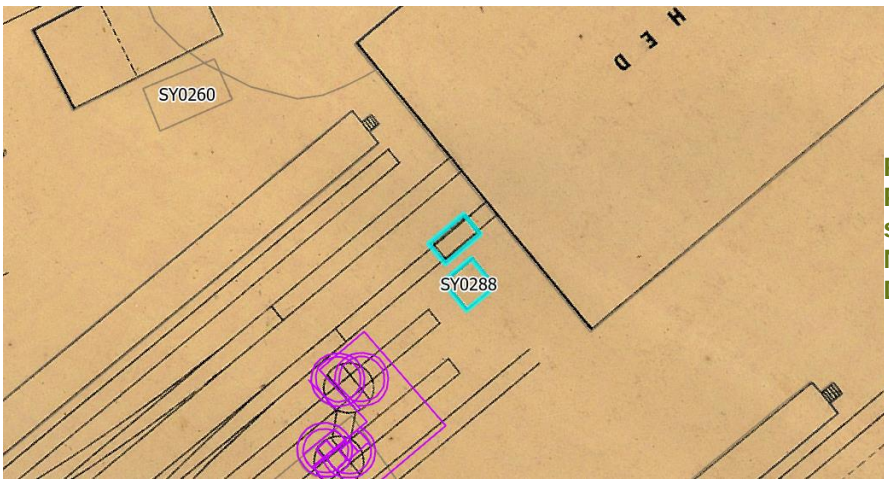


Figure 552. 1884 Sydney Water Board Plan showing the northern group of structures. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

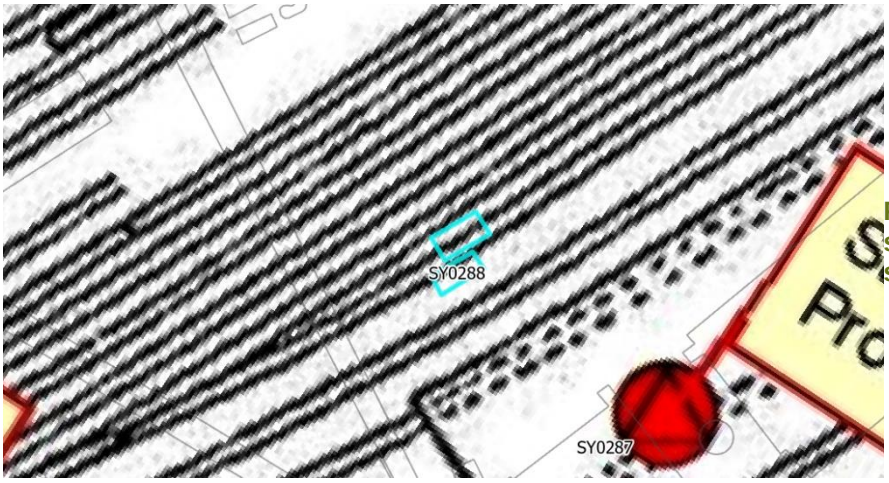


Figure 553. 1896 Redfern map, showing the southern group of structures.

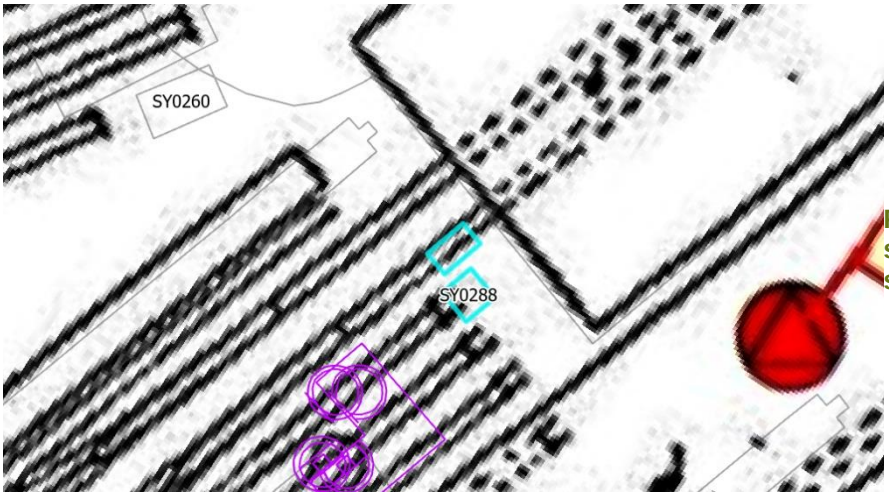


Figure 554. 1896 Redfern map, showing the northern group of structures.



Figure 555. 1903 City of Sydney map, showing the southern group of structures. Source: City of Sydney Archives & History, A-00880475.



Figure 556. 1903 Central Station map, showing the northern group of structures. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

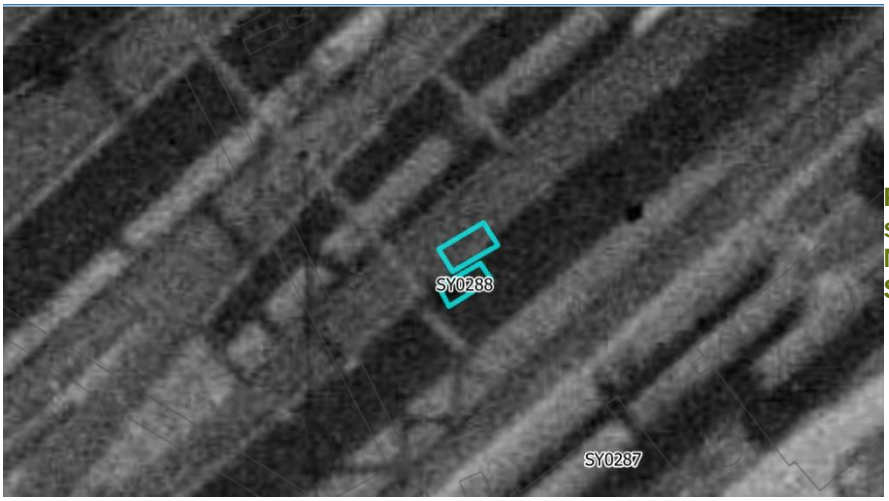


Figure 557. 1943 Aerial, showing the southern group of structures. Source: NSW Government, NSW Spatial Services.

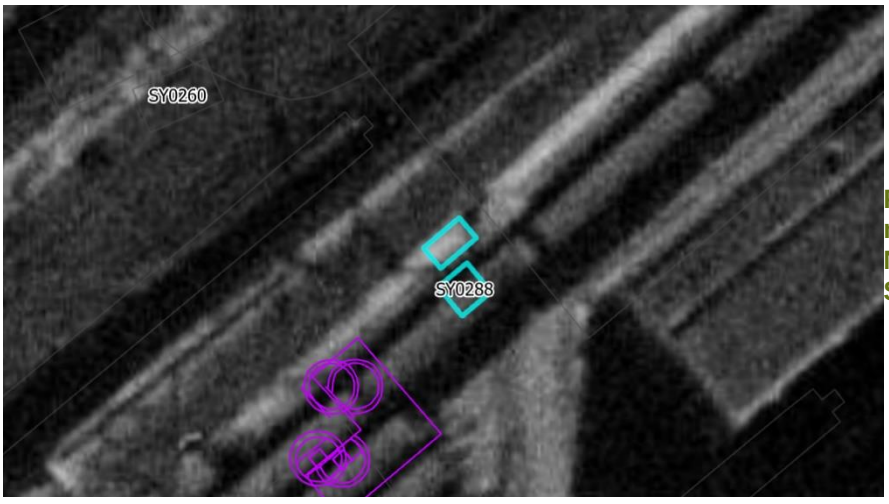


Figure 558. 1943 Aerial, showing the northern group of structures. Source: NSW Government, NSW Spatial Services.

Key Sources

1.62 SY0289 (c.1870s Carriage Shed)

Item Details	
Year of construction:	c.1872
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Carriage shed, storage
Construction materials:	Unknown
Demolished/removed (year):	c.1903

Historical Summary

The Repairing Shop (SY0014) and the associated carriage or storage shed form part of the redevelopment of the Second Sydney Station. Tenders for the Repairing Shop were called in September 1872, and it is presumed that the associated Carriage Shed was part of this tender. The first cartographic evidence of the Repairing Shop and Carriage Shed is a c.1872 GSR Redfern Station plan, which indicates that the Shed was a small rectilinear structure to the north of the Repairing Shop, connected by the eastern most rail line which serviced the Shop.

Whilst the Repairing Shop was built from masonry, it is unknown what construction materials were used for the Carriage Shed.

The Repairing Shop and Carriage Shed appear on a City of Sydney plan dated 12 January 1903, however by 2 October 1903 on a plan of Central Station, the Repairing Shop and Carriage Shed appear to have been demolished and replaced by the Engine Shed (SY0297), albeit on a different alignment. The removal of the Repairing Shop and Carriage Shed at the turn of the century is consistent with the general shift of railway workshop facilities from Central to Eveleigh from the 1880s onwards.

Archaeological notes

Little is known about the construction of the Carriage Shed, it may have been of masonry construction or lightweight material. There is a low potential for remains of brick or stone footings, as the area has been substantially disturbed with the excavation and works required to construct the Bradfield flying junctions.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second Sydney Station. Such structures have research value for their potential to demonstrate their uses, construction techniques and functions, as well as any changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the workers at the Second Sydney Station.

In response to Bickford and Sullivan's questions about research potential,[246] the remains of the c.1870s Carriage Shed have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

[246] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra

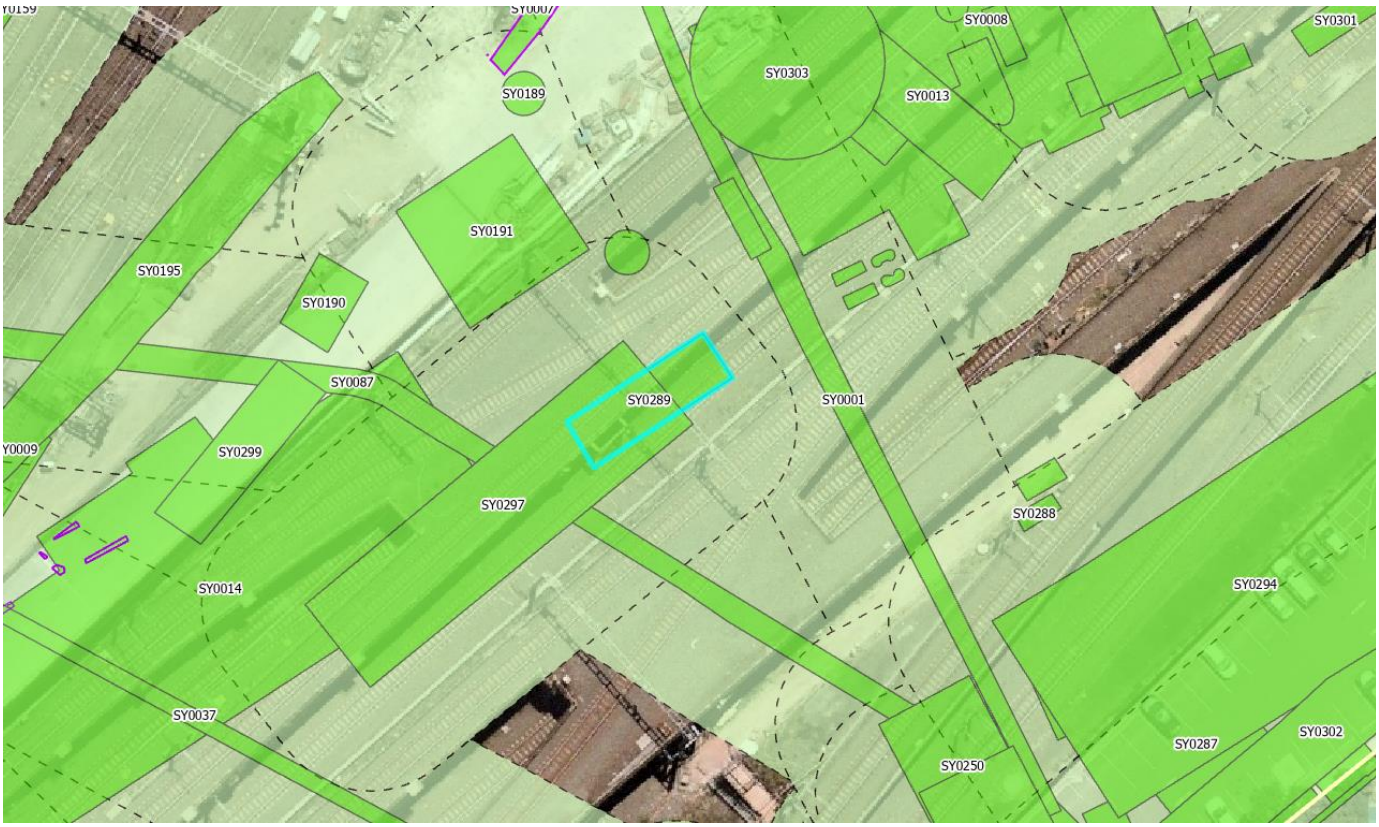
Level of significance

State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

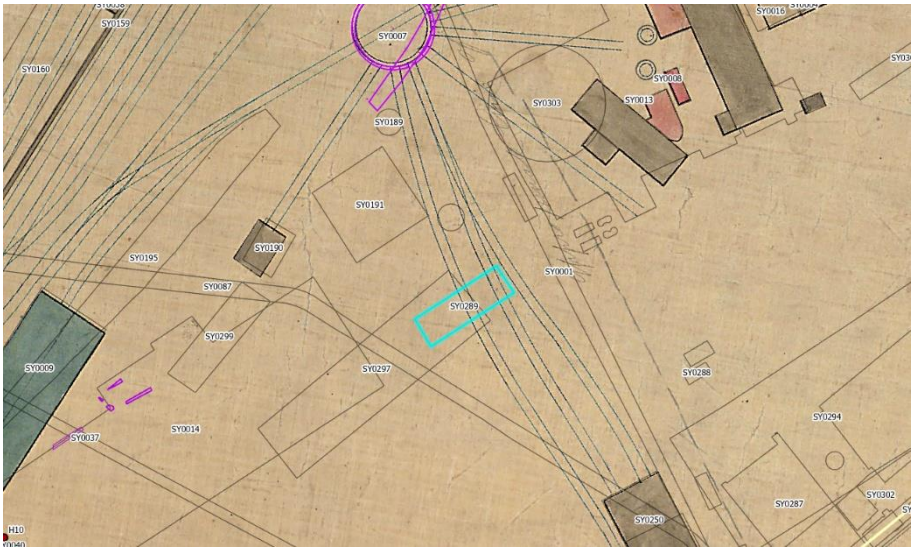


Figure 559. 1855-1865 Trigonometric survey, Block S2. Source: City of Sydney Archives & History Resources, A-00880408.

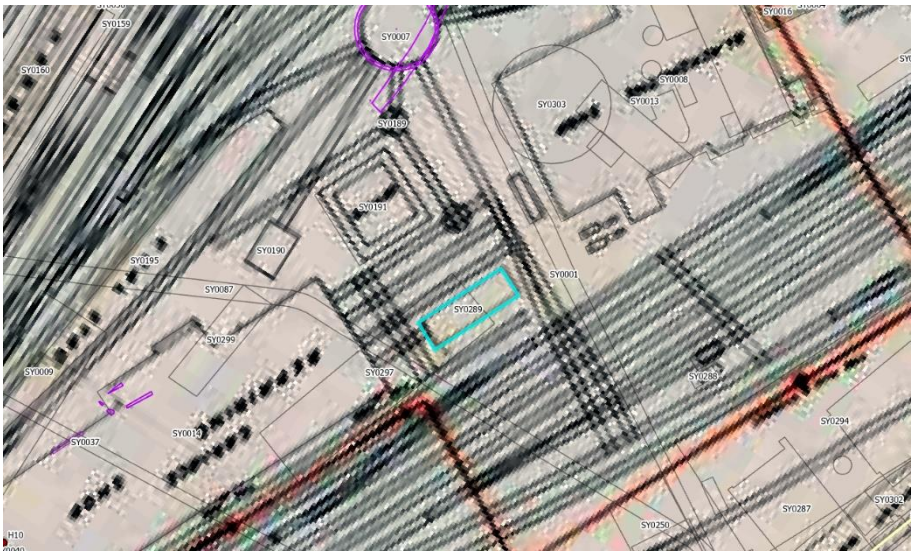


Figure 560. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.

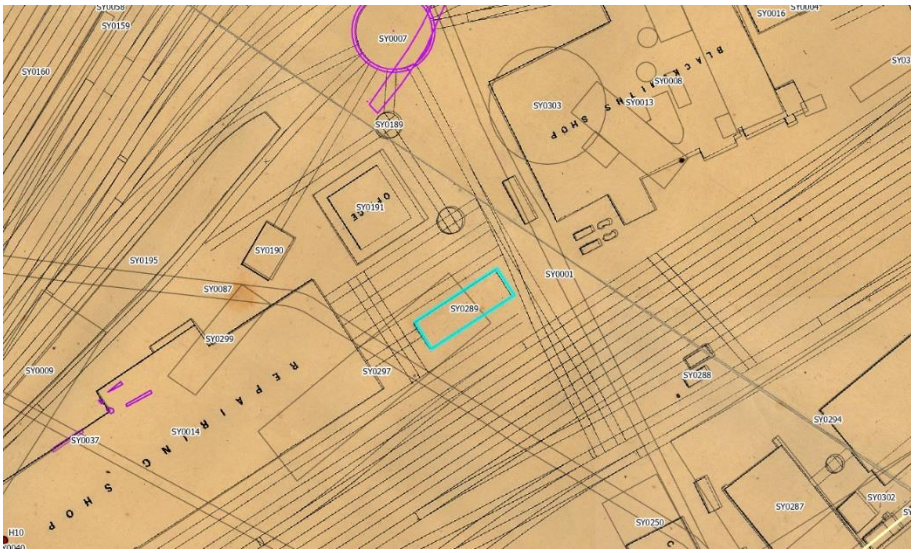


Figure 561. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.



Figure 562. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

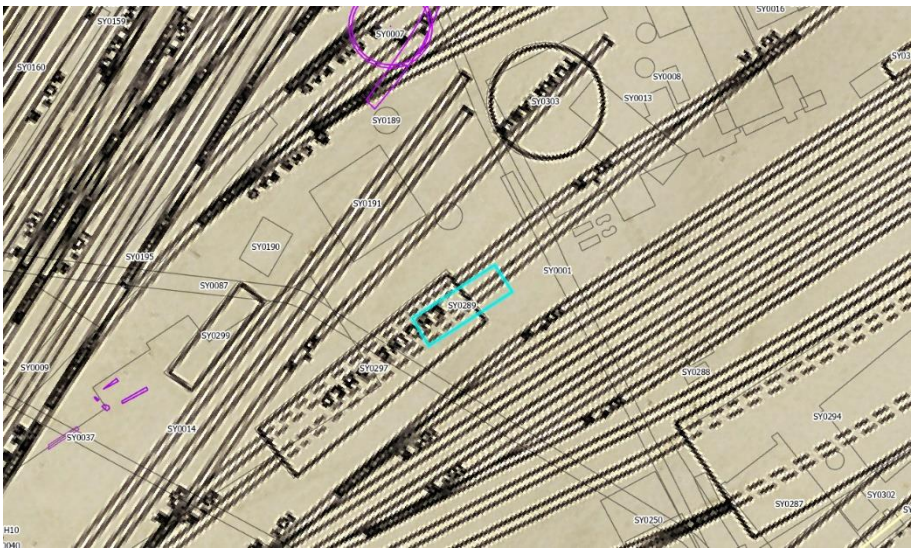


Figure 563. 1903 Sydney Central Station

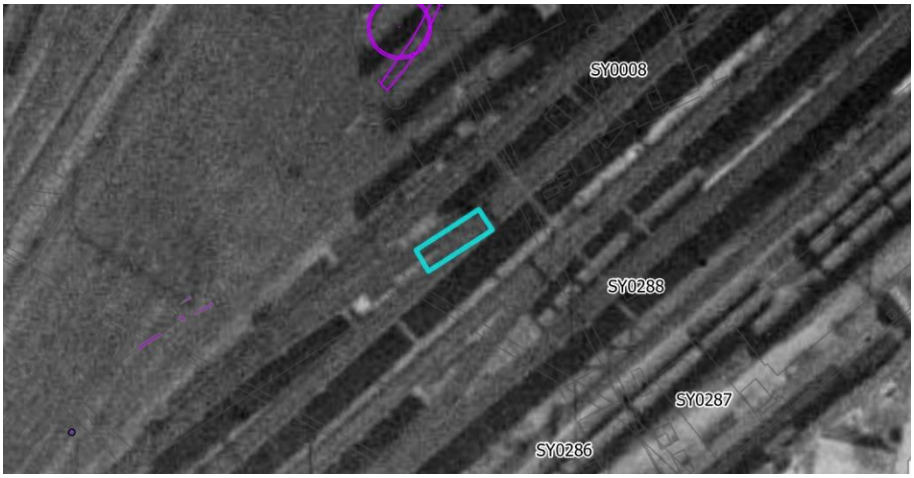


Figure 564. 1943 Aerial. Source: NSW Government, NSW Spatial Services.

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

The Redfern Railway Terminus. (1875, June 26*). Illustrated Sydney News and New South Wales Agriculturalist and Grazier (NSW : 1872 - 1881)*, p. 5. Retrieved April 27, 2021, from http://nla.gov.au/nla.news-article63106639

1.63 SY0290 (Draughtsman's Office Ancillary Structures)

Item Details	
Year of construction:	c.1872
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Unknown
Construction materials:	Brick
Demolished/removed (year):	c.1920s

Historical Summary

The date of the construction of the Draughtman's Office is documented in a c.1872 plan of the Redfern Station. It is, however, noted in Annual Reports that the building was constructed in c.1878. This gives an indication that although the building was planned in the early 1870s, it was not constructed until c.1878.

The building constructed in c.1878 was a two storey sandstock English bond brick building with a long rectangular plan. A central bay projected along the south-eastern side at first floor level, clad in traditional timber weatherboarding. The building had a hipped roof form and was sheeted in press metal. The building included brick chimneys. The building's windows and doors appear to have been Victorian designed timber windows.

By c.1896 there was a timber balcony to the west which connected the building to the ancillary structures to its west. These buildings were rectilinear in plan, and their functions were unknown, but likely related to the operation of the office and yard. One of these structures was still extant in the mid-1920s as documented in a c.1925 photo, which depicted the structure as constructed from brick, rectilinear in plan and mounted by a crane-like machinery. This structure was demolished by c.1950s as noted in a c.1953 plan. Additional structures of unknown materiality and function were constructed to the west of the Draughtman's Office by c.1967, however, they appear to have been demolished by the late 1980s.

A 1995 report by Clive Lucas Stapleton & Partners identified the Draughtman's Office building was one of the oldest surviving brick office buildings built in the old Central yard, remarkably intact, albeit in poor condition.

Archaeological notes

There is the potential for remains of brick or stone footings related to the ancillary structures. There is also the potential for refuse deposits around the Draughtman's Office as a result of the function and usage of the yards. These are the only elements to likely remain in the archaeological record, as the area where the ancillary buildings has been largely disturbed due to track slewing; much of the archaeological evidence will most likely have been destroyed.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second and Third Sydney Station. The structures have research value for their potential to demonstrate their uses, construction techniques and functions, as well as any changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the workers at the Second and Third Sydney Station.

In response to Bickford and Sullivan's questions about research potential,[247] the remains of the Draughtsman's Office Ancillary Structures have some potential to contribute knowledge that no other resource and site can about the Second and Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[247] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

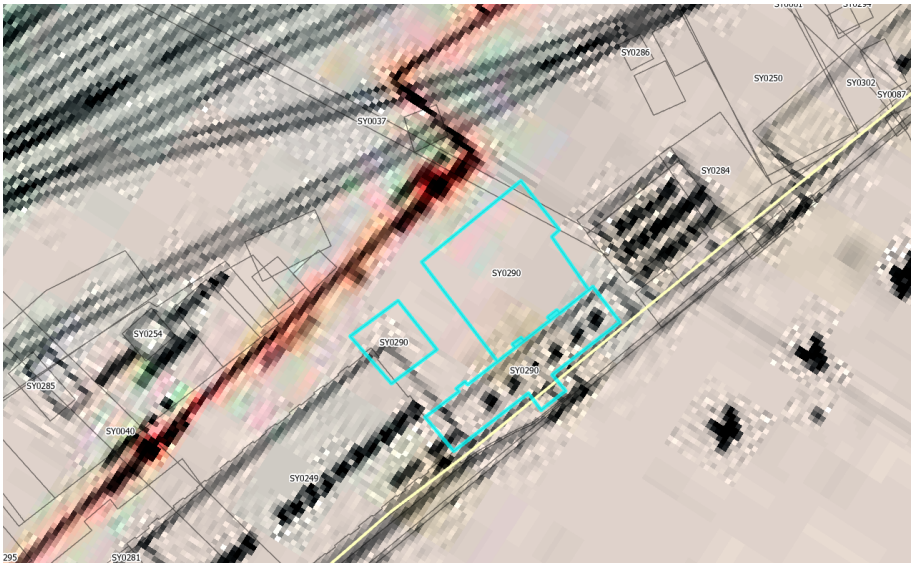


Figure 565. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.



Figure 566. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

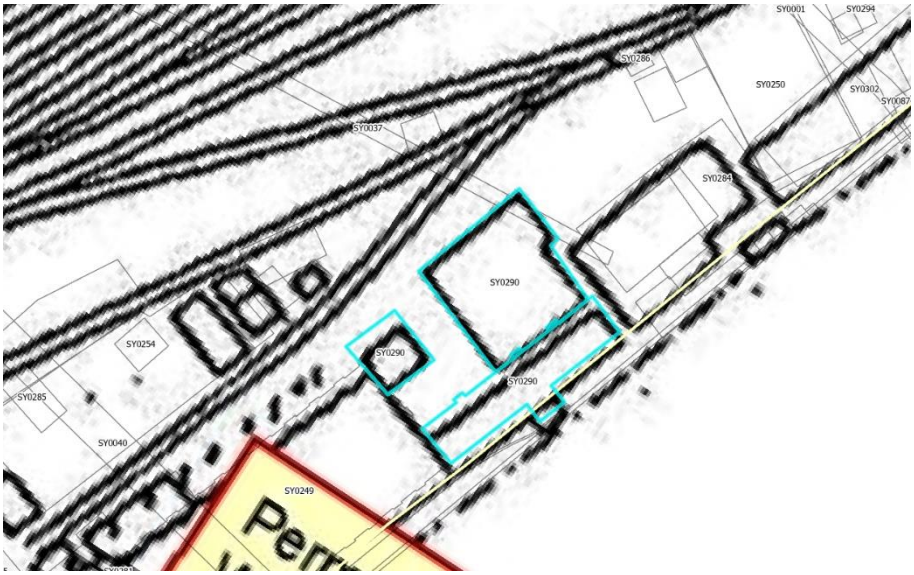


Figure 567. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

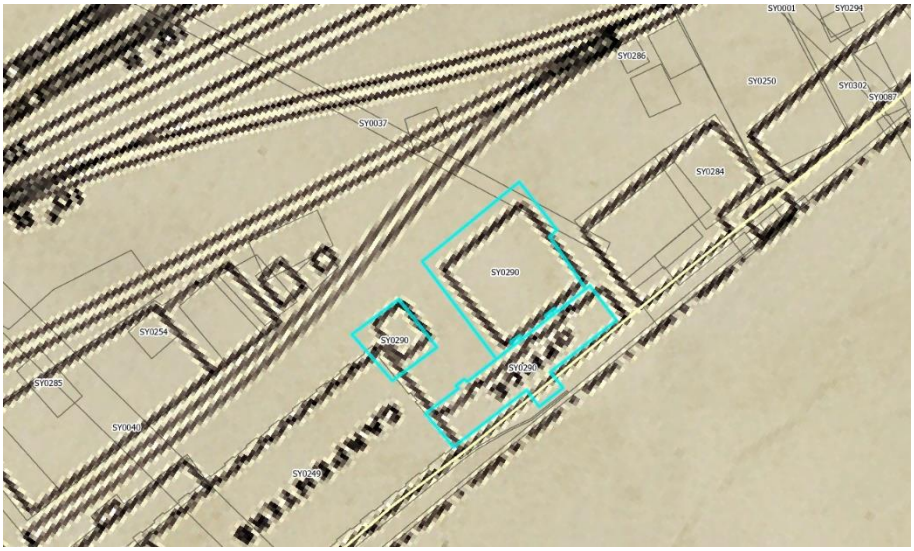


Figure 568. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

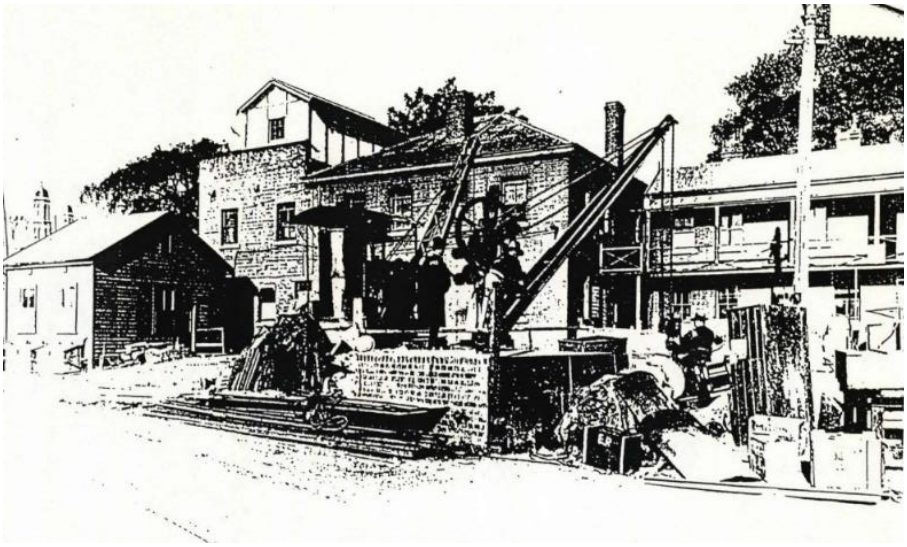


Figure 569. 1925 photo of the offices, Draughtman's office at right of photograph, remaining out of the western ancillary structures is a brick structure with a crane machinery equipment. Source: SRA Archives, No. 851 in Clive Lucas, Stapleton & Partners Pty Ltd, 1995, Figure 2.1.

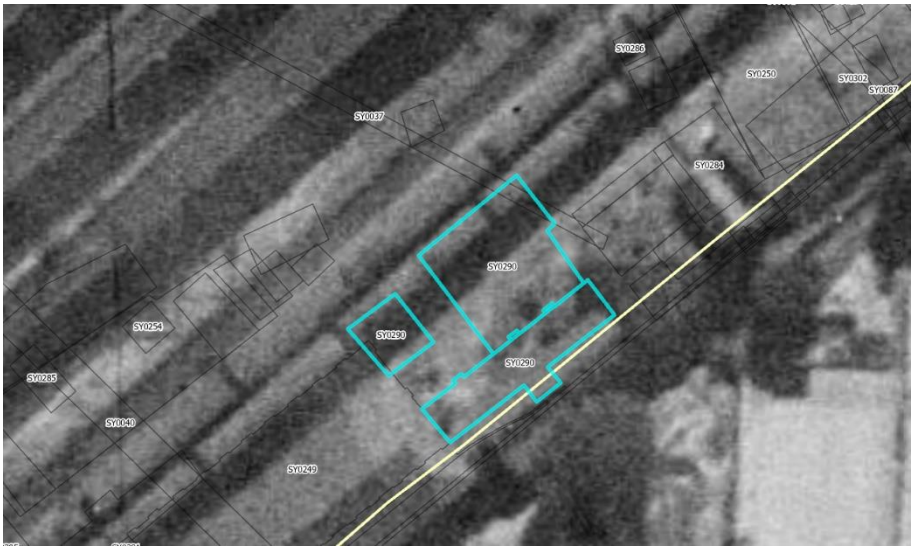


Figure 570. 1943 aerial. Source: NSW Government, NSW Spatial Services.



Figure 571. 1951 aerial. Source: NSW Government, NSW Spatial Services.

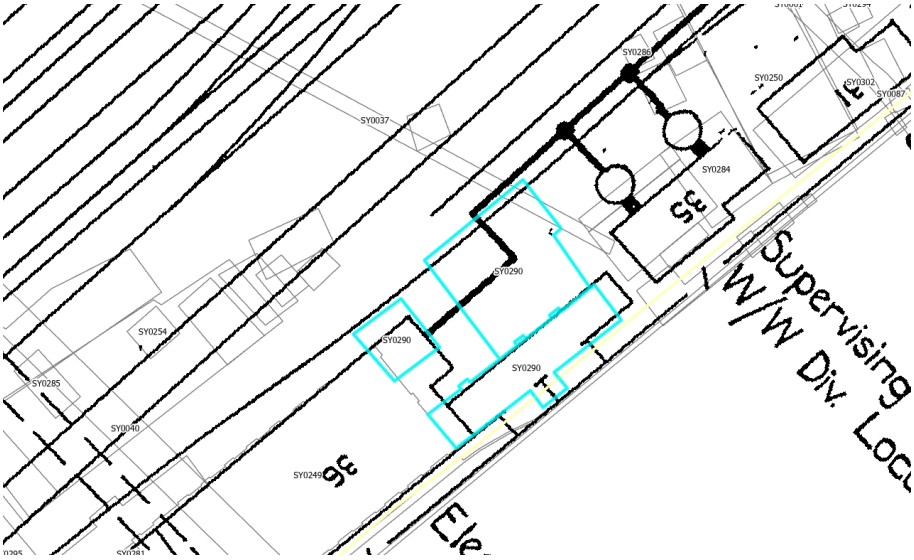


Figure 572. 1953 Plan. Source: Sydney VPR, 0038146_KOC.

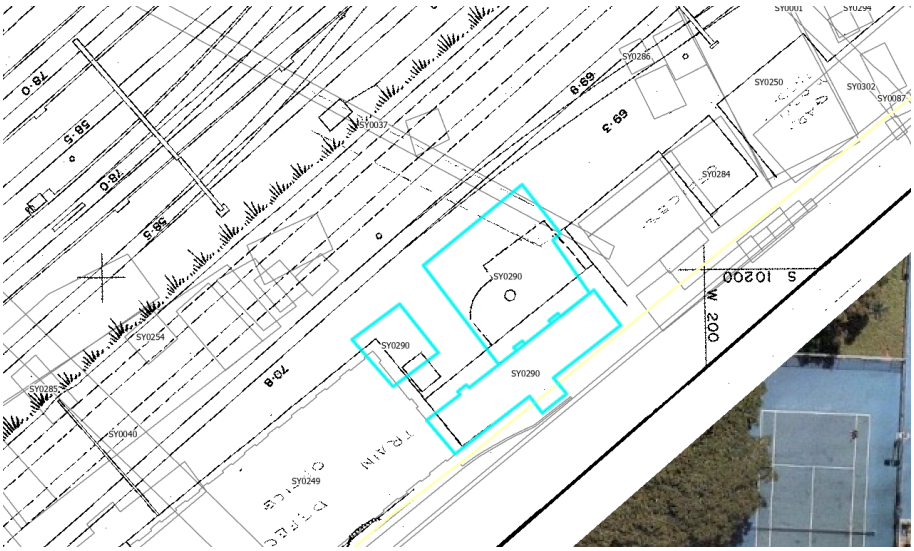


Figure 573. 1967 Sydney-Tempe Detail Survey Sydney Yard South Spot level plan. Source: Sydney Trains VPR.



Figure 574. 1998 Aerial. Source: NSW Government, NSW Spatial Services.

Key Sources

Clive Lucas, Stapleton & Partners Pty Ltd, 1995. *New Southern Railway documentation and archival recording of heritage buildings at Prince Alfred Sidings : application for excavation permit for dismantling of the former carpenters workshop and former blacksmiths workshop / Clive Lucas, Stapleton & Partners Pty Ltd.* Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/5923 (23/03/2022).

AMAC Archaeological for Abergeldie on behalf of Transport for New South Wales, 2019. *Chalmers Street Substation Central Station, Sydney: Archaeological Report.* Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/9946 (23/03/2022)

1.64 SY0291 (Turntable)

Item Details	
Year of construction:	c.1865-c.1872
Alternative names:	
Modifications (with years):	Not determined
Function:	Transport
Construction materials:	Sandstone, Brick, Timber
Demolished/removed (year):	1880-

Historical Summary

The turntable first appears on a c.1872 map of the station, indicating that the turntable was constructed as part of the reconfiguration of the yard for the Second Sydney Station. The proximity of the turntable to the Locomotive Shops (SY0015), as well as the railway lines that run between the turntable and the shops, indicates that the turntable was used for turning around locomotives and relocating them to and from the shops for repairs and servicing. The turntable is last shown on mapping dating to 1884, indicating that it was put out of service prior to the construction of the First Eastern Carriage Sheds (SY0020).

Archaeological notes

The dimensions of the turntable are approximated as 40 feet in diameter, or approximately 12 metres. This closely matches the dimensions of the turntable constructed at the Parramatta end of the rail line in 1855. In 1995, E. Higginbotham excavated the 1855 Parramatta Railway site at Mort Street Granville. A turntable was located, only half of which could be excavated, with a projected diameter of close to 40 feet (12 meters). The preserved elements of the turntable comprised large wooden blocks / sleepers radiating from a central point and were retained within a pit lined with rough sandstone elements.[248] That part of the turntable which could not be excavated was beneath rail track and ballast at the time. It is highly likely that the two turntables, constructed at similar times and for the same line, were constructed to the same specifications, using similar materials.

As evidenced by Higginbotham's successful identification of well-preserved elements of the 1855 Parramatta turntable, it is feasible that elements of the c.1865-c.1872 Sydney turntable are also preserved intact, in situ. This is particularly likely in locations that have been subject to lower levels of ground disturbance such as within the footprint of rail, yards, roads or open areas. Although the Sydney turntable is largely within the footprint of current rail and ballast, it is partly in the location of the Flying Junctions, which required deep excavation. Therefore, it is likely that the eastern side of the turntable has been subjected to disturbance.

Archaeological Potential

Moderate

Assessment of significance

Remains associated with the turntable may include 'primary' archaeological evidence such as in situ timbers, sandstone retaining wall, cut, fill and other infrastructure. Remains associated with the demolition of these items – 'secondary' archaeological evidence–that may survive at the subject site may include rubble and levelling layers. Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness

[248] E. Higginbotham (1995). Report on the Stage 2 Archaeological Excavation of the Site of the 1855 Parramatta Railway Terminus, Morth Street, Granville, NSW. Report to the State Rail Authority of NSW.

('survival') would meet the threshold of State significance. Primary archaeological evidence relating to the 1855 turntable has considerable potential to contribute to our understanding of the earliest construction and development of rail infrastructure in Sydney.

If primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of State significance include Historical Significance (criterion A), Rarity (criterion F) and Representativeness (criterion G).

Secondary archaeological evidence would meet the threshold of local significance for most criteria at the subject site, if intact. This is because secondary remains do not contribute to our understanding of the location while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture. Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex. The 'integrity' and 'intactness' of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second Sydney Station. The structure has research value for its potential to demonstrate its use, construction techniques and functions, as well as any changes over time.

In response to Bickford and Sullivan's questions about research potential,[249] the remains of the Turntable have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

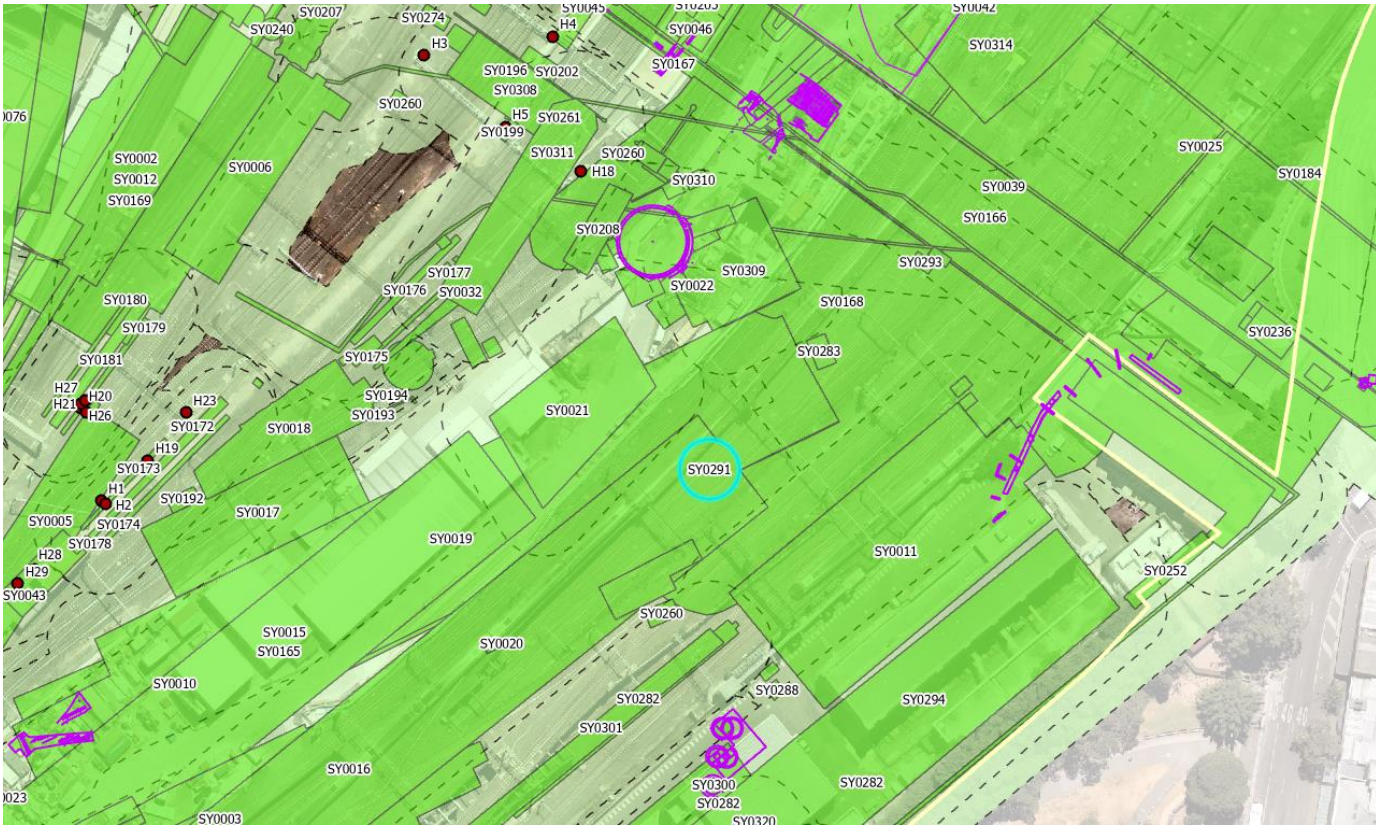
State

Management

A - Preserve in situ: Owing to the network-critical nature of Sydney Yard, this option will rarely be feasible. However, this is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be noted and reported, then covered in geofabric prior to reburial. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location

[249] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Key Images

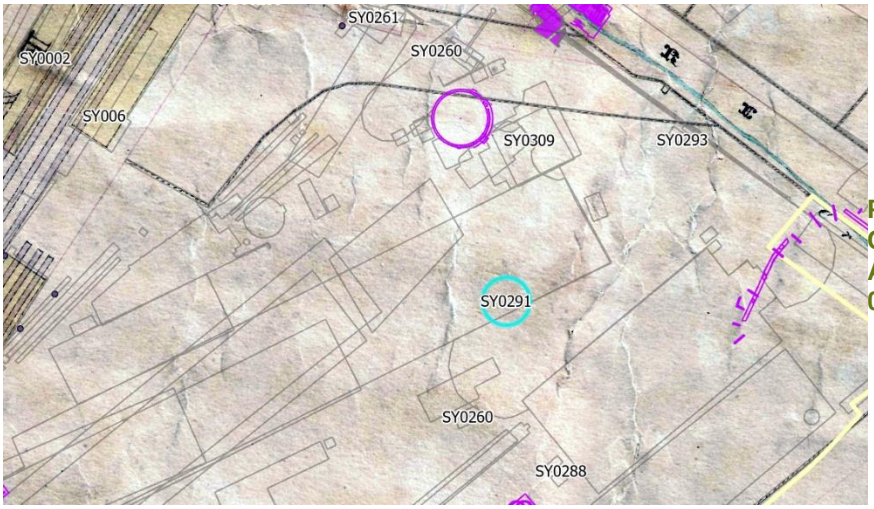


Figure 575. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.



Figure 576. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.

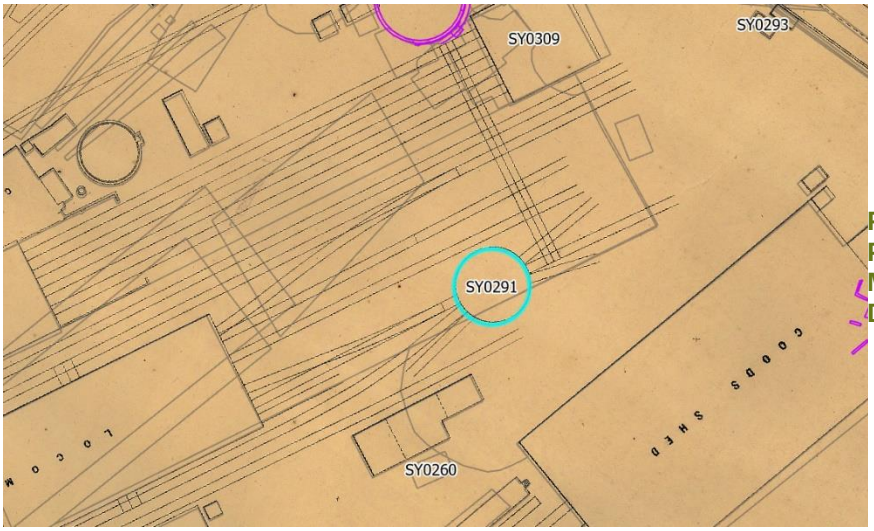


Figure 577. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

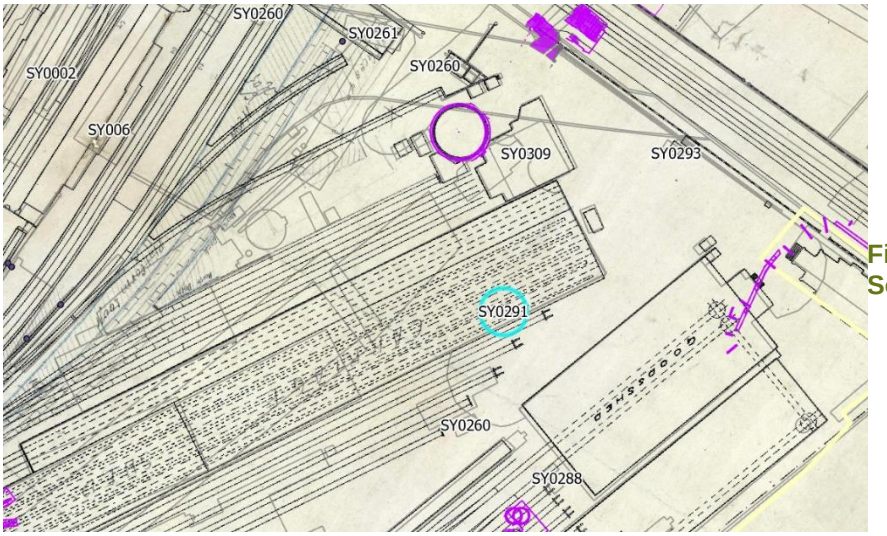


Figure 578. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

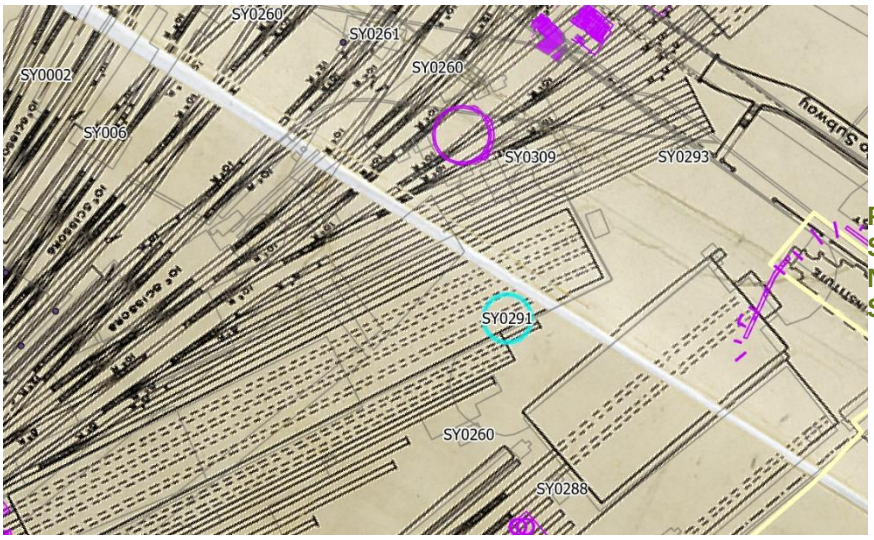


Figure 579. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

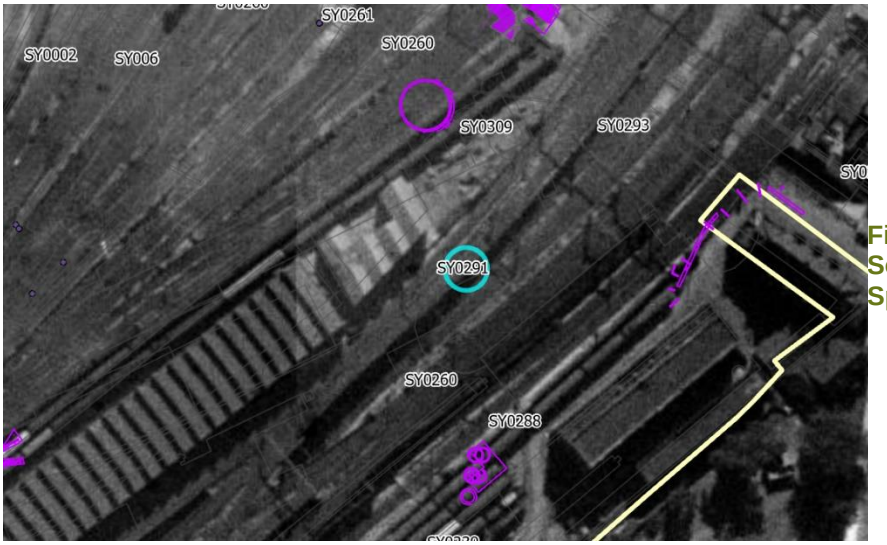


Figure 580. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

Metropolitan Water Sewerage & Drainage Board, 1884. 1884 Sydney Water Board Plan. *State Archives NSW.* Sheet I2.

1.65 SY0293 (Structures)

Item Details	
Year of construction:	By c.1872
Alternative names:	
Modifications (with years):	
Function:	Not determined
Construction materials:	Likely timber / iron
Demolished/removed (year):	1896-1903

Historical Summary

Two small rectangular structures are first shown on mapping dating to c.1872, adjacent to Devonshire Street and staggered relative to each other. Given their proximity to Devonshire Street it is also likely that they fulfilled a function more specific to the street than to the railway station, possibly such as passenger waiting shelters, as seen in the right hand side of Figure 587. These items are last represented on plans dated to 1896 and were most likely removed during demolition of the area in c.1901 for construction of the new Central Railway Station.

Archaeological notes

The approximate size of these items is 6 metres x 3 metres and it is likely they would have been of timber or iron construction. Given their small size, it is likely that these structures were relatively ephemeral. Their archaeological remains might include footings, posts, postholes and structural elements. There is low potential for the preservation of intact elements of these structures.

Archaeological Potential

Low

Assessment of significance

Remains associated with these structures may include ‘primary’ archaeological evidence–that may survive at the subject site. This may include footings, postholes and structural remains. Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness (‘survival’) would meet the threshold of State significance. If primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of Local significance include Historical Significance (criterion A), Rarity (criterion F) and Representativeness (criterion G).

Secondary archaeological evidence would meet the threshold of local significance for most criteria at the subject site, if intact. This is because secondary remains do not contribute to our understanding of the location while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture. Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex. The ‘integrity’ and ‘intactness’ of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second Sydney Station. The structures have research value for their potential to demonstrate their original uses, construction techniques and functions, as well as any changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the workers at the Second Sydney Station.

In response to Bickford and Sullivan's questions about research potential,[250] the remains of the Structures have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

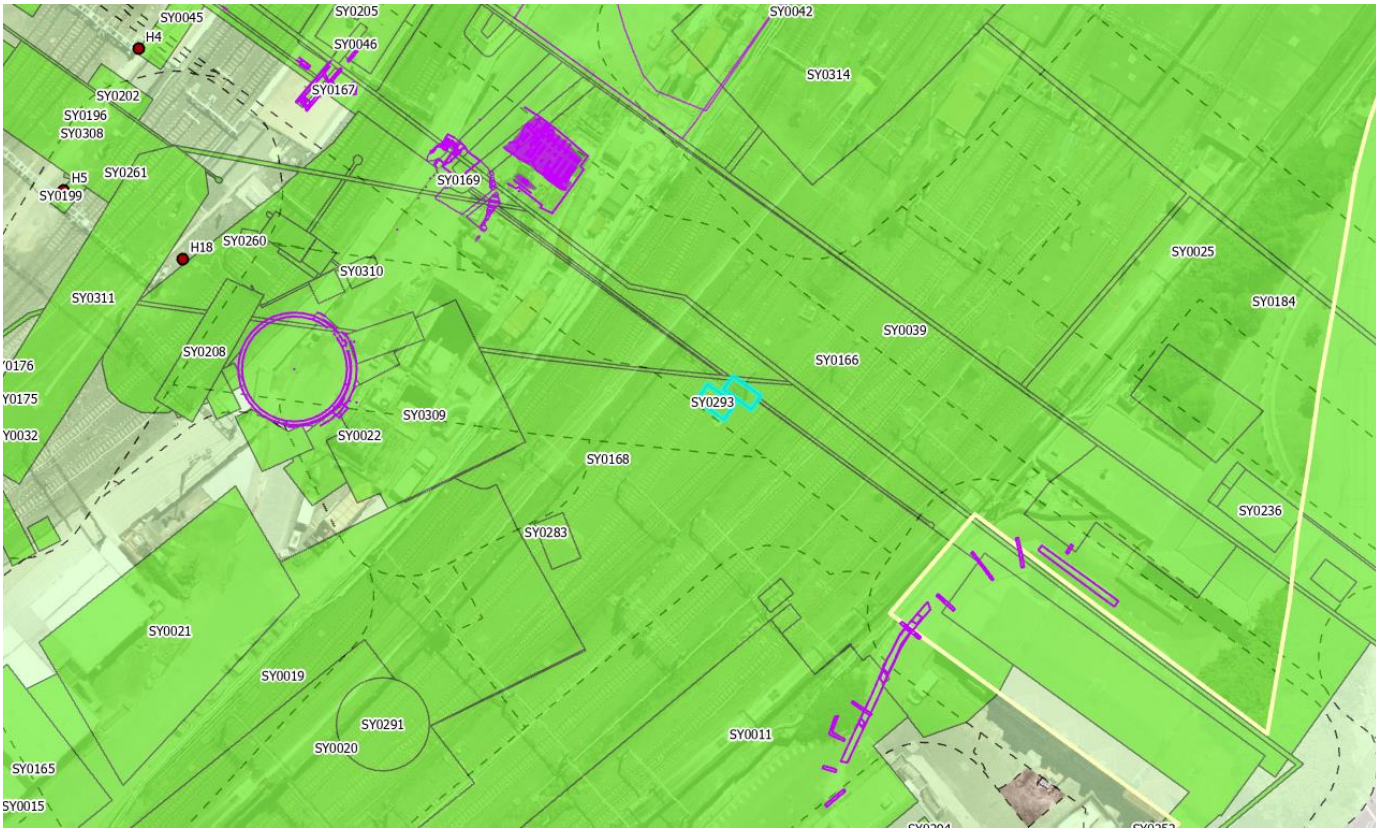
Level of significance

State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[250] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

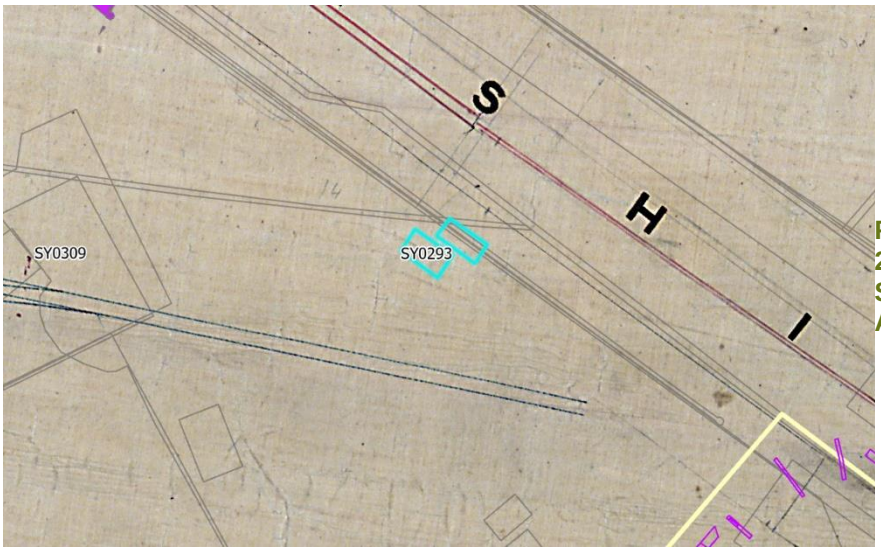


Figure 581. 1857 Chippendale Sheet 23, City of Sydney. Source: City of Sydney Archives & History Resources, A-00880168.

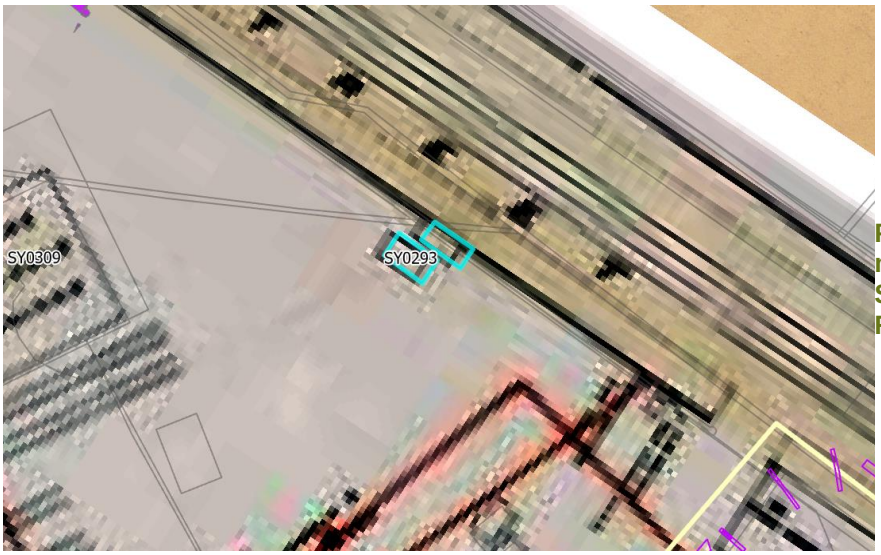


Figure 582. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.

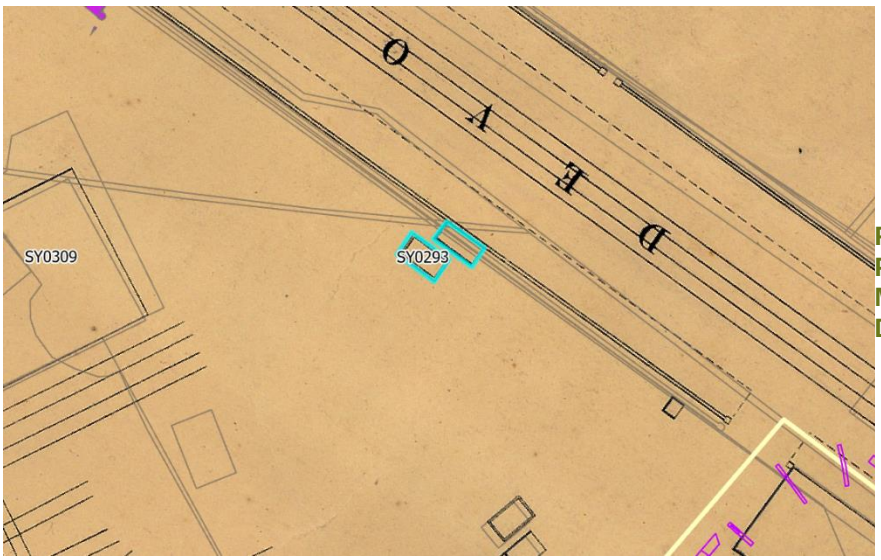


Figure 583. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.: Sheet I2

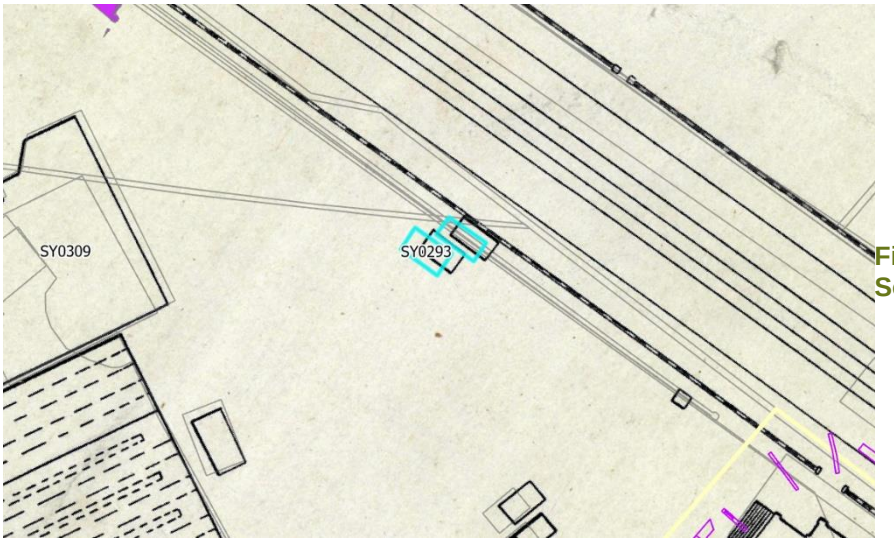


Figure 584. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

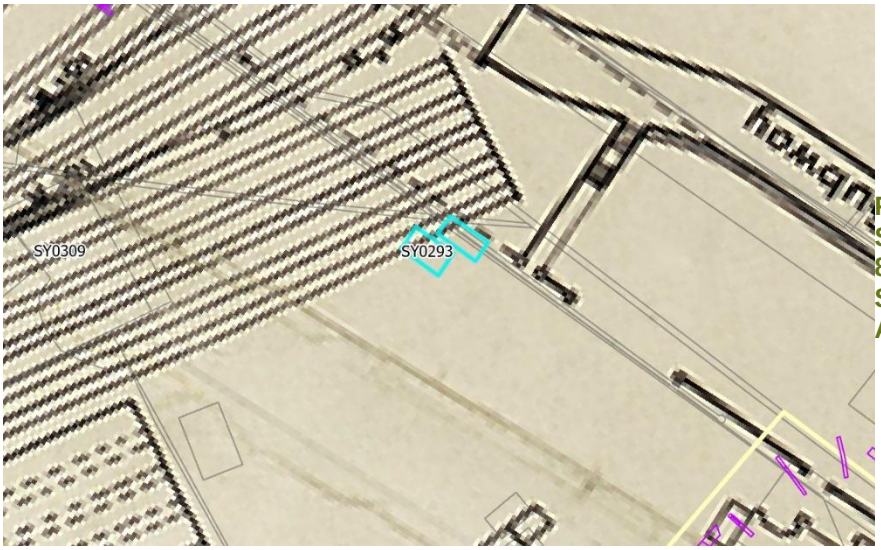


Figure 585. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

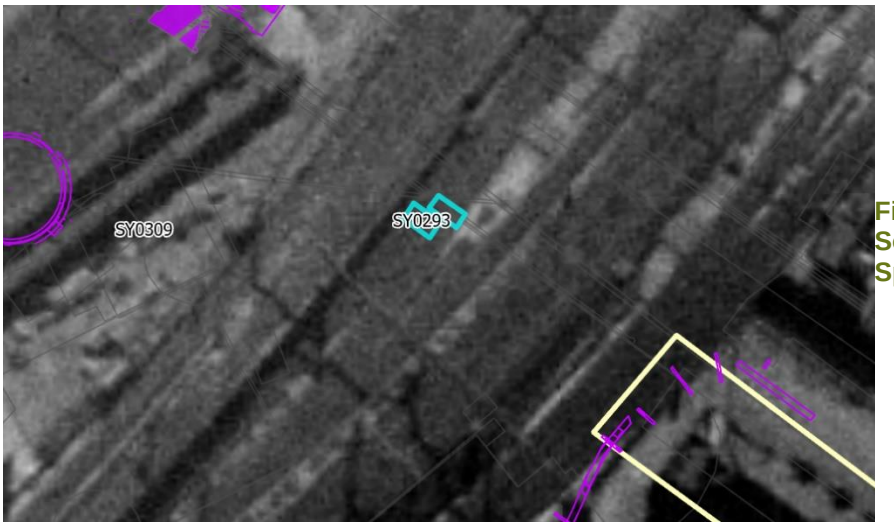


Figure 586. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.



Figure 587. Redfern / Central Station c. 1890. Source: Unknown.

Key Sources

Government Printing Office, 1896. ‘Redfern station yard [cartographic material] / photographed at Govt. Printing Office. State Library of NSW’. FL16812178. Z/M4 811.1746/1896/1. Accessed: https://collection.sl.nsw.gov.au/record/74VKOBk6m0KZ (01 June 2022).

1.66 SY0294 (Produce Shed)

Item Details	
Year of construction:	1899
Alternative names:	Hay Shed
Modifications (with years):	Unknown
Function:	Hold and store railway goods
Construction materials:	Iron, brick/stone footings, timber
Demolished/removed (year):	1925

Historical Summary

In 1889 the Department of Railways sought to construct the Produce Shed, in order to alleviate the pressure from the main goods yard in Sydney and Chalmers Street. The Produce Shed was a building designed to be four times larger than its current neighbouring Goods Shed (dating from the 1870s). The Produce Shed was finally finished in 1899. The opening of this structure allowed for larger indoor workspace for the goods siding, which in return allowed for a higher amount of goods to come in. This created a boom in the Sydney goods siding. From what can be seen of the produce shed from historic photographs, the building appears to be of lightweight construction with a gabled corrugated iron roof and corrugated iron sides attached to a simple open frame structure. Two tracks are shown leading into the building.

The Produce Shed, along with the Goods Shed, were demolished in 1925 as part of the paradigm shift to electrify the railways. The electrification of the Third Sydney Station was heralded in by the erection of the Prince Alfred Substation which was built in the area where the former Produce and Goods Shed previously stood. With the demolition of these structures, the siding became used for Electric rail cars. Here, the cars either received maintenance work or were set aside until they were required for use. To facilitate the maintenance of electrical and mechanical equipment that was used by Central Station, a series of prefabricated buildings and demountable were erected in the post Second World War (WW2) period. These structures were constructed on some of the former rail tracks of the siding, which had already reduced the size of the area.

By the 1990s, with the advancement of railway technologies, the sidings were no longer functioning and the use of the siding as an area for carriage storage and maintenance had become redundant, and the area began to be redeveloped. The tracks were removed and replaced with an asphalt area. This asphalt area is located adjacent to the Workshops and is currently used as a staff carpark.[251]

Archaeological notes

There is low potential for remnant artefacts or sandstone/brick footings to be found of the former Produce Shed after the structure's removal and demolition in the 1920s to make way for the Prince Alfred Substation (PAS). The excavation to construct the PAS, with its subsurface basement, would decrease the likelihood for intact subsurface remains.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second and Third Sydney Station. The structure

[251] Rappoport Pty Ltd & NSW Government Architects Office 2013. pp. 59 – 60.

has research value for its potential to demonstrate its original uses, construction techniques and functions, as well as any changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the workers at the Second and Third Sydney Station.

In response to Bickford and Sullivan's questions about research potential,[252] the remains of the Produce Shed have some potential to contribute knowledge that no other resource and site can about the Second and Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

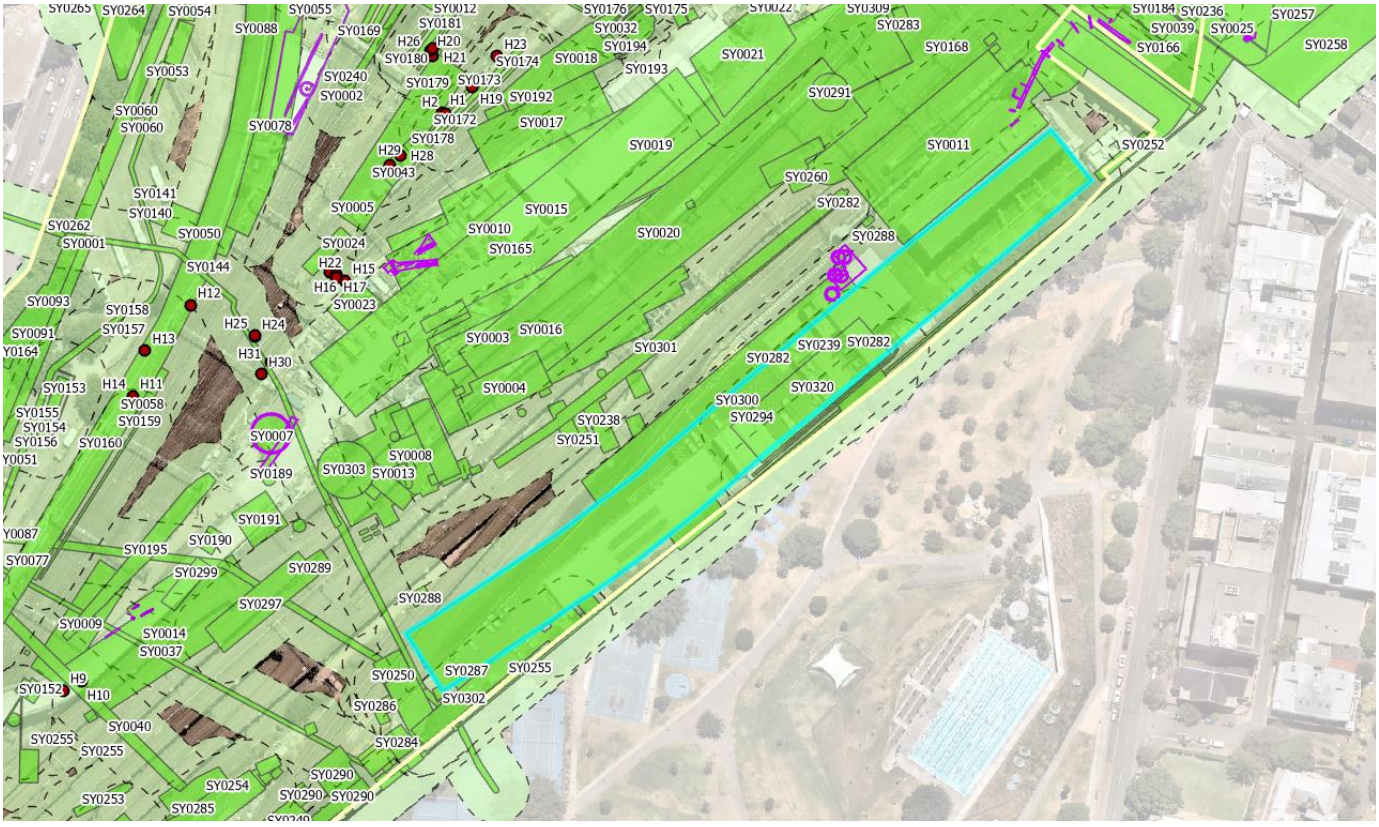
Level of significance

State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[252] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Figure 588: 1920 View of Central Station from the Clocktower. Showing the Railway Institute Building (1), the Goods Shed (2), the Produce Shed (3) and the first Eastern Carriage Shed (4). (Source: SLNSW, DL PXX 72).



Figure 5: Image of the early Prince Alfred siding buildings (possibly the produce shed and goods shed), c.1870s. (Source: SLNSW)

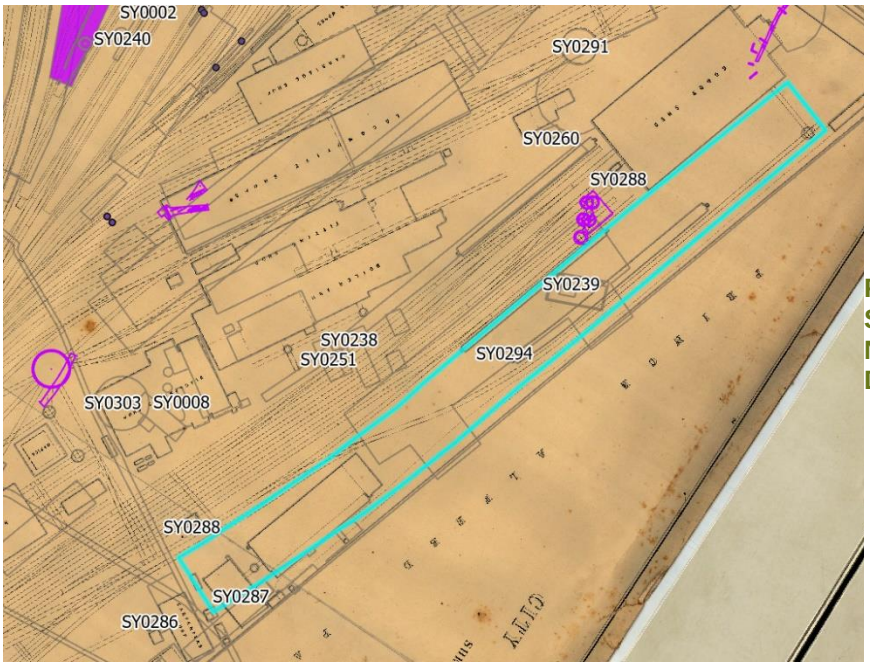


Figure 589. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

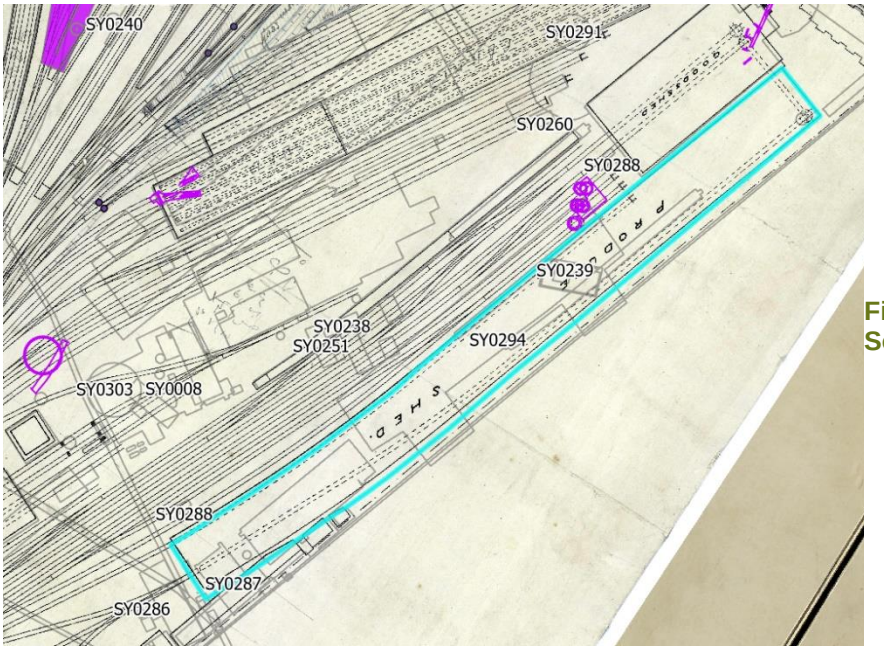


Figure 590. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

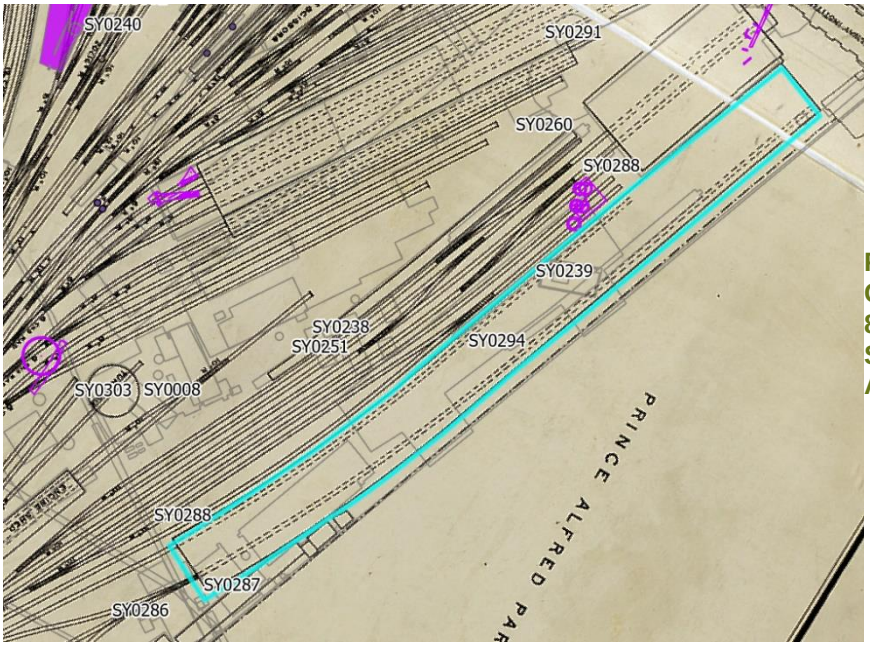


Figure 591. 1903 NS.W.R. Sydney Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

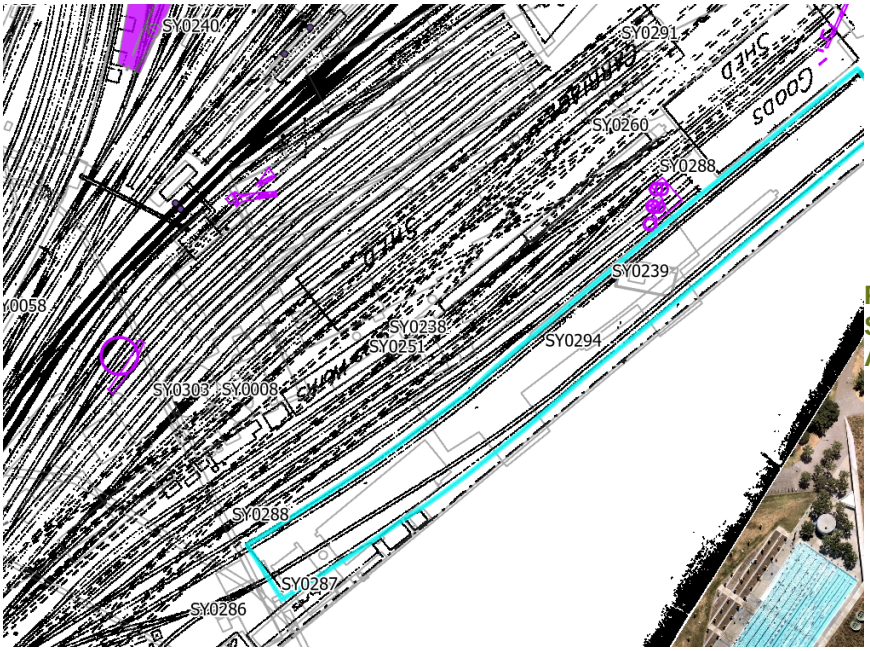


Figure 592. 1916 N.S.W.R. Sydney Yard, Sydney Trains Plan Room, 0204478 A0C

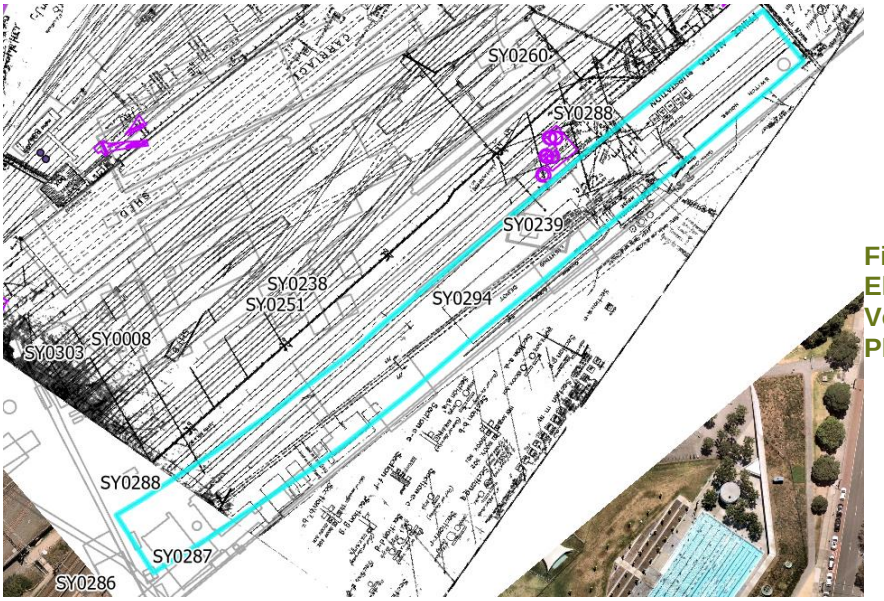


Figure 593. 1925 N.S.W.R. Chief Electrical Engineers Office High Voltage Cables. Source: Sydney Trains Plans Room, 0045989 T0C.

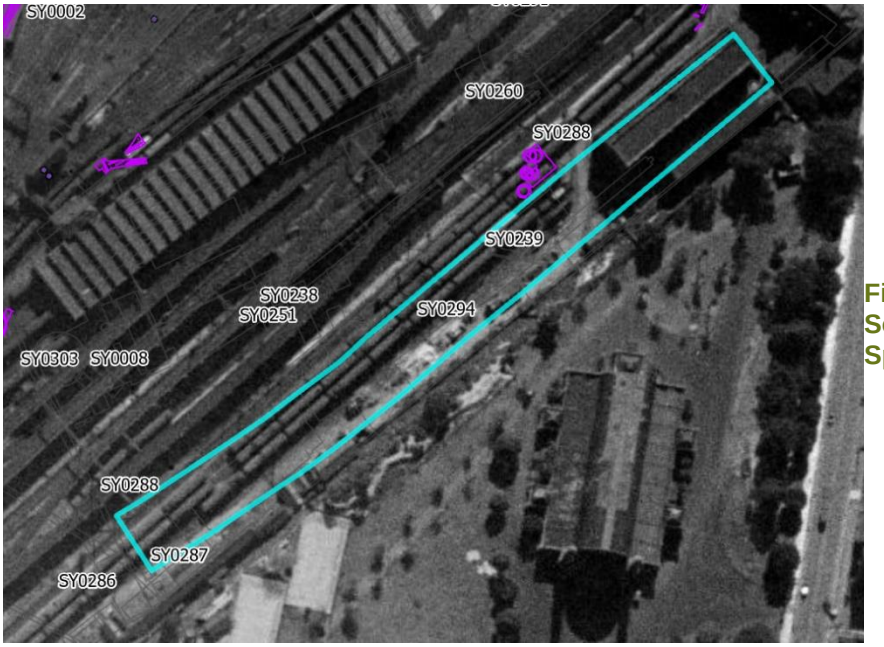


Figure 594. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

AMAC Archaeological, 2019. *Final Archaeological Report – Chalmers Street Substation Central Station Sydney*.

Redfern Railway Station and Central Railway Station, Sydney, 1871-1920: 16-23. 'Views from tower of Central Railway Station, July 1920'. 1920. Photograph. *State Library of NSW.* Reference: 402796, DL PXX 72. Accessed online: https://search.sl.nsw.gov.au/permalink/f/1ocrdrt/ADLIB110312982 (23/05/2022).

1.67 SY0295 (Interlocking Workshops)

Item Details	
Year of construction:	By 1896
Alternative names:	Workshops
Modifications (with years):	Erecting shop built (c.1903), Crane and extension to the erecting shop built (1916)
Function:	Repairing signals
Construction materials:	Brick, timber, iron
Demolished/removed (year):	1920s

Historical Summary

The 1896, 1903, 1916 and 1920 site plans show a group of buildings known as the Interlocking Offices. The historical plans indicate a few phases, with an erecting shop built in c.1903 and a crane and extension to the erecting shop built by 1916. The buildings were removed during the 1920s electrification.

Archaeological notes

There is low potential for remnant artefacts or brick footings to be found of the former workshops after the structures' removal and demolition in the 1920s for the widening of the railway corridor in connection .

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second and Third Sydney Station. The structures have research value for their potential to demonstrate their original uses, construction techniques and functions, as well as any changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the workers at the Second and Third Sydney Station.

In response to Bickford and Sullivan's questions about research potential,[253] the remains of the Interlocking Workshops have some potential to contribute knowledge that no other resource and site can about the Second and Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

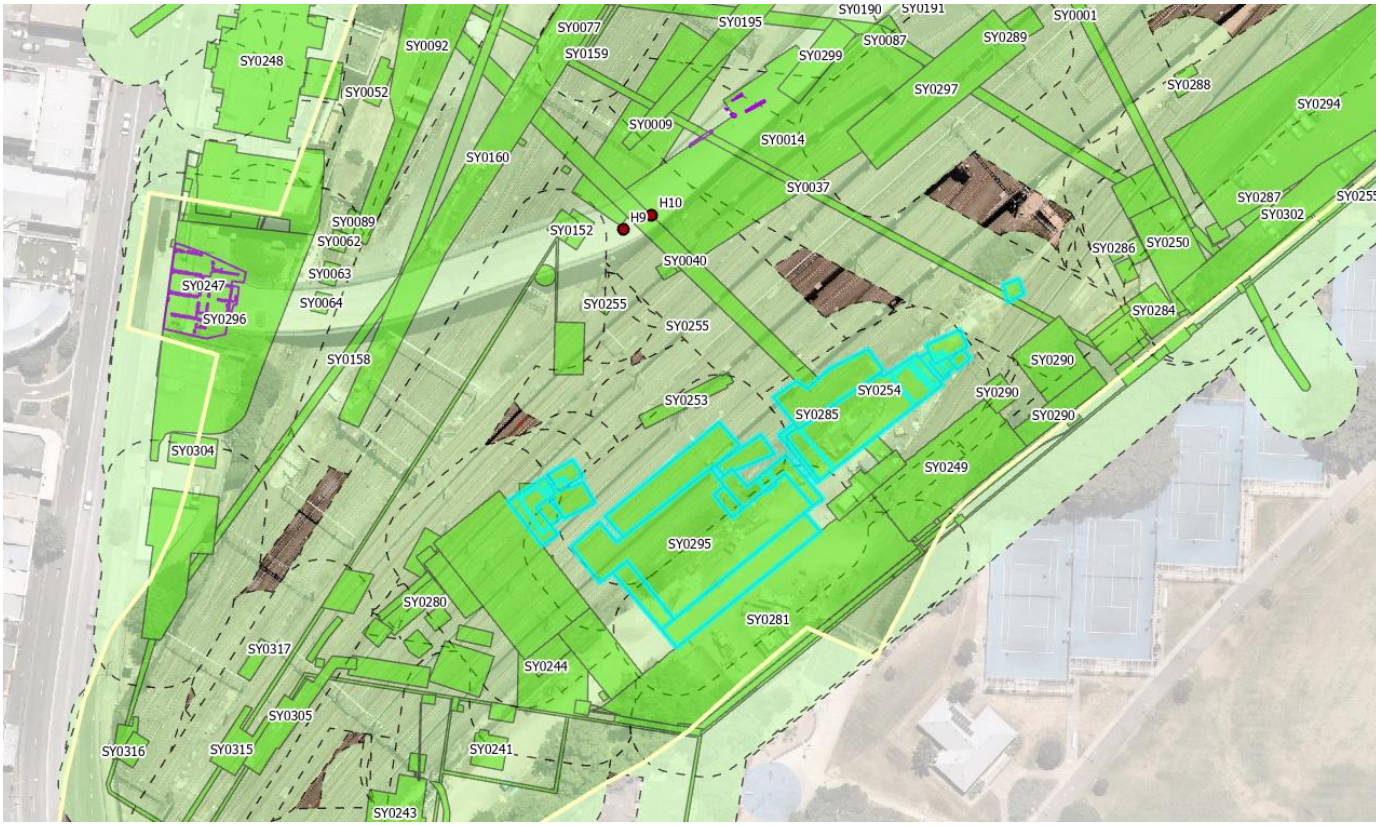
State

[253] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

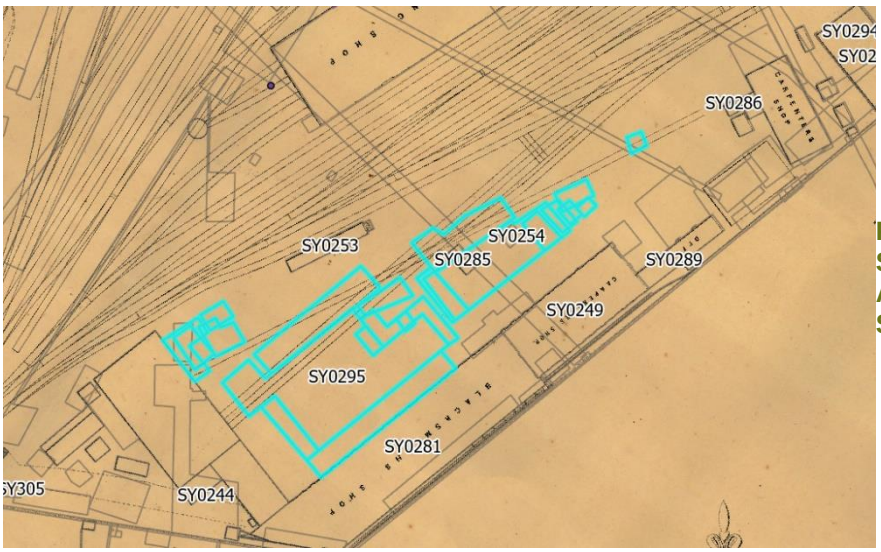


Figure 595. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

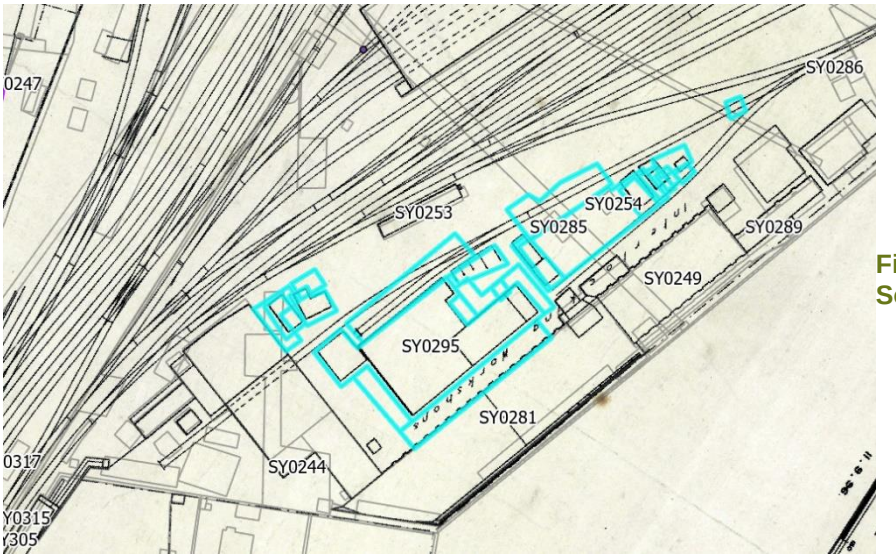


Figure 596. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

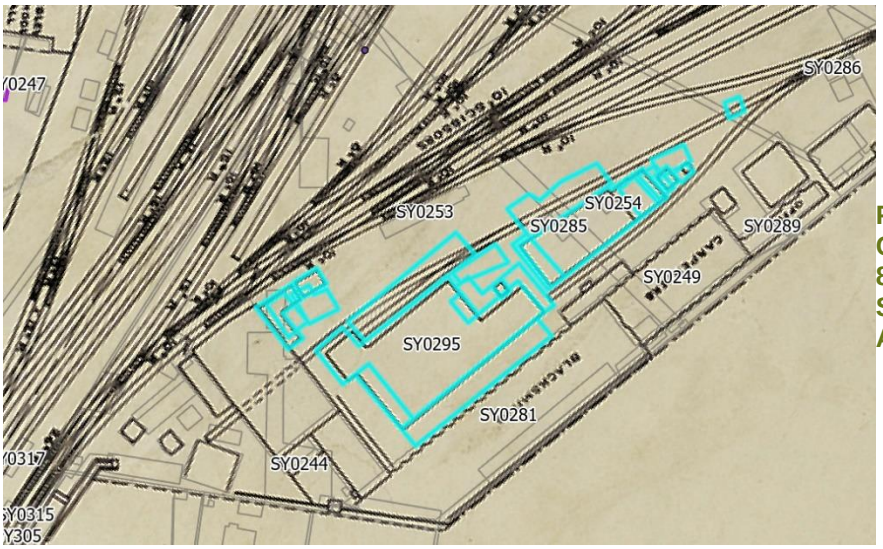


Figure 597. 1903 NS.W.R. Sydney Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

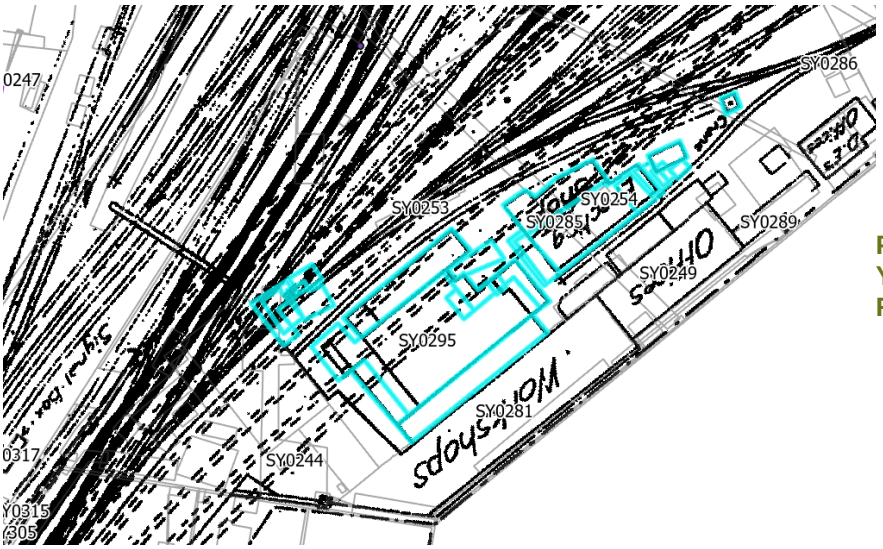


Figure 598. 1916 N.S.W.R. Sydney Yard. Source: Sydney Trains Plan Room, 0204478 A0C.

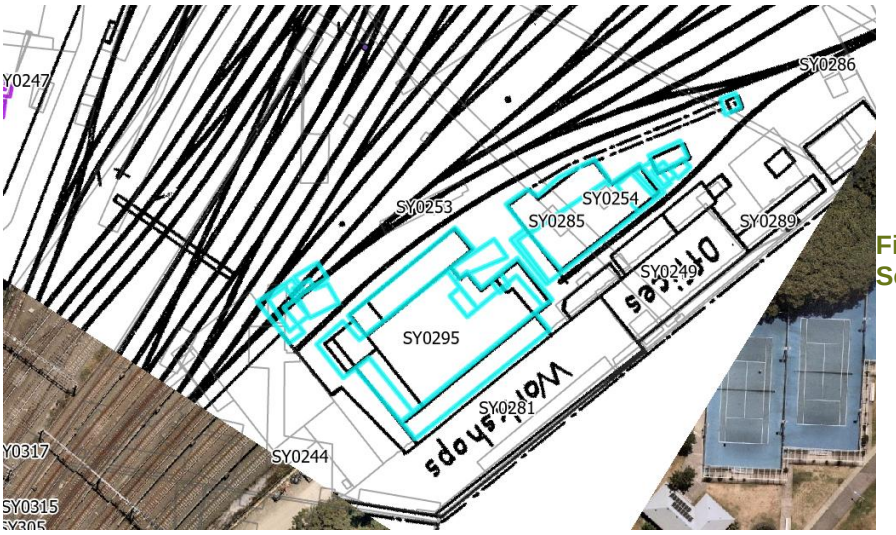


Figure 599. 1920 Central Station. Source: Sydney Trains Plan Room.

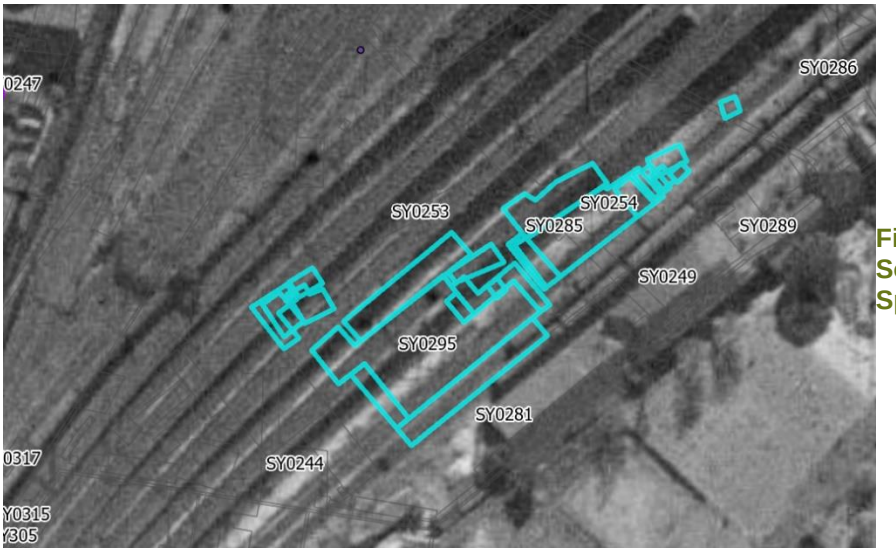


Figure 600. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

Clive Lucas, Stapleton & Partners Pty Ltd, 1995. New Southern Railway documentation and archival recording of heritage buildings at Prince Alfred Sidings : application for excavation permit for dismantling of the former carpenters workshop and former blacksmiths workshop / Clive Lucas, Stapleton & Partners Pty Ltd. Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/5923 (23/03/2022).

AMAC Archaeological for Abergeldie on behalf of Transport for New South Wales, 2019. Chalmers Street Substation Central Station, Sydney: Archaeological Report. Accessed: https://heritagensw.intersearch.com.au/heritagenswjspui/handle/1/9946 (23/03/2022)

1.68 SY0296 (Terraces)

Item Details	
Year of construction:	c.1902
Alternative names:	Regent Street Terraces
Modifications (with years):	Unknown
Function:	Residential living
Construction materials:	Brick
Demolished/removed (year):	2017

Historical Summary

The Regent Street site was first used for an 1847 Wesleyan chapel and school hall. This building was the first Wesleyan church in the Redfern / Chippendale area until a new and larger church was constructed in 1867 immediately to the north. With the opening of the second Wesleyan Church, the first church was used as a school hall. The building was demolished in 1898 when the Wesleyans subdivided the property, using the brick material from the original church to build a new school house directly to the north of the study area. The southern portion of the allotment was sold for residential construction, with five terrace houses constructed on the site.

It is believed that the Regent Street terraces (56-64 Regent Street, Chippendale) were constructed in c.1902 because they are first mentioned in the *Sands Directories* in that year, although no information can be found about their construction. The owner was not James Shannon, as listed in the City of Sydney Rate Books. It appears that the Wesleyan Church leased the shops to a James Channon, an established manufacturer who resided in Hornsby. He ran a general grocery business at Henderson Road, Alexandria, and the businesses of 'Dr. Waugh's Baking Powder', 'John Brush Proprietary', and 'The United Furniture Company".[254] John Brush Proprietary later occupied some of the properties. The title for the properties remained with the Wesleyan Church (or Methodist Church).

The Regent Street terraces remained in the church's possession (but as two titles) until they were sold to James Channon, identified as a manufacturer from Sydney on 9 July 1919. James Channon died on 14 August 1920 leaving a large estate valued at £99,172, comprising various businesses and properties. The contents of the will were reported in The Sun where it was noted that all Channon's real estate property, which included the Regent Street site, was left to his sons and his daughter's husband.

The land in two parcels was transferred by Channon's will to his sons Sydney James Channon and Earnest John Channon, and his son-in-law, Henry Shiers Rishworth, on 20 July 1922. The land was then sold to Emily Jane Cary on 29 August 1922. She held the land in her own right until her death on 13 November 1933 (aged 75) when the land passed to the Perpetual Trustee Company Limited, which administered the land on behalf of Lillian Emily Croll and Eugenia May Croll.

The land was held by these parties until 29 June 1949 when it was sold to Thomas Earnest James Goddard, described as a builder. The information from the City of Sydney Rate Books for 1948 shows that these buildings and their uses have not changed since their original rating. The Sands Directories, which ceased publication in the mid-1930s, list a range of small business tenants.

The structures were demolished in 2017 as part of urban development and metro access bridge.

Archaeological notes

[254] "LEFT £99,172" The Sun 10 December 1920, p. 8

Results from a previous archaeological monitoring report produced by Artefact in 2020, discovered three remains associated with the terrace phase of the site and are associated with floor surfaces, terrace footings, and services. These archaeological remains have been identified in the ARD and AWMS for the project. The features associated with the terraces would not reach the threshold for local significance and were recorded to investigate potential reuse of sandstone, and potential reuse of former alignments of the Wesleyan Church building. These items were removed during the excavation.

A number of extant terraces on the site were demolished prior to archaeological works commencing. Any base slab to the terraces present would be broken up using hydraulic hammers and removed with a machine excavator. The potential archaeological resources at the Regent Street Site were identified in the AARD and AMS as likely to be related to deposits associated with a former 1847 Wesleyan chapel and school hall. These potential remains were assessed as being of local heritage significance

Archaeological Potential

Low

Assessment of significance

Intact and legible remains would have the potential to reach the threshold for local significance as evidence of early twentieth-century residential development in Sydney. The structures have limited research value for their potential to demonstrate their original use, construction techniques and functions, as well as their structural, aesthetic and functional changes over time and their association with the local church. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the inhabitants.

In response to Bickford and Sullivan's questions about research potential,[255] the remains of the Terraces have limited potential to contribute knowledge that no other resource and site can about the working classes in early twentieth-century Sydney. The remains can answer broader questions relating to the daily life, duties and aspirations of residents and workers in early twentieth-century NSW.

Level of significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location

[255] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.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SY0244
SY0305

Key Images



Figure 601. Regent St Terraces 1974 (City and Sydney Archives)

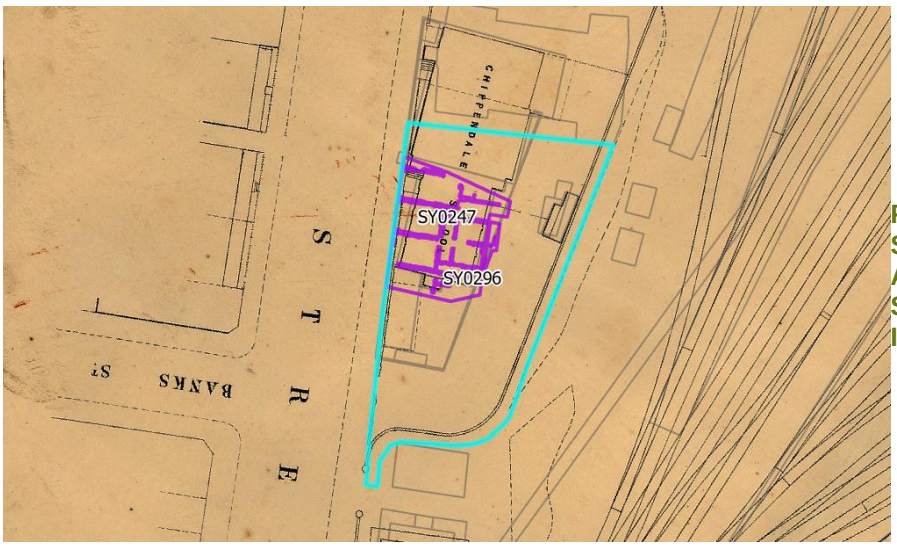

Figure 602. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.



Figure 603. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.



Figure 604. 1903 NS.W.R. Sydney Central Station



Figure 605. 1951 Aerial photograph, NSW Government



Figure 606. 1992 Central Station

Key Sources

Artefact, 2017, Memo – Archaeological monitoring summary report, Project: Sydney Metro – Chatswood to Sydenham

1.69 SY0297 (Engine Shed)

Item Details	
Year of construction:	c.1900-1903
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Engine repair and maintenance
Construction materials:	Assumed semi-permanent iron building; possible use of stone foundations and timber structure.
Demolished/removed (year):	By 1916

Historical Summary

The engine shed appears to have been short-lived, constructed as part of the redevelopment of the site for the Third Central Station in c.1903. The building appears to have been demolished by 1916, based on cartographic evidence.

Archaeological notes

Given the temporary nature of the building, foundations are unlikely to have been substantial although there may well have been an ashpit which would have been brick. The remains of the building are likely to have been impacted by excavation for the construction of the City Railway flyovers.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of functional structures associated with the daily operations of the transition between the Second and Third Sydney Station. The structure has some research value for its potential to demonstrate its original use, construction techniques and functions, as well as any changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the workers at the Second and Third Sydney Station.

In response to Bickford and Sullivan's questions about research potential,[256] the remains of the Engine Shed have some potential to contribute knowledge that no other resource and site can about the Second and Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

Local

Management

[256] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

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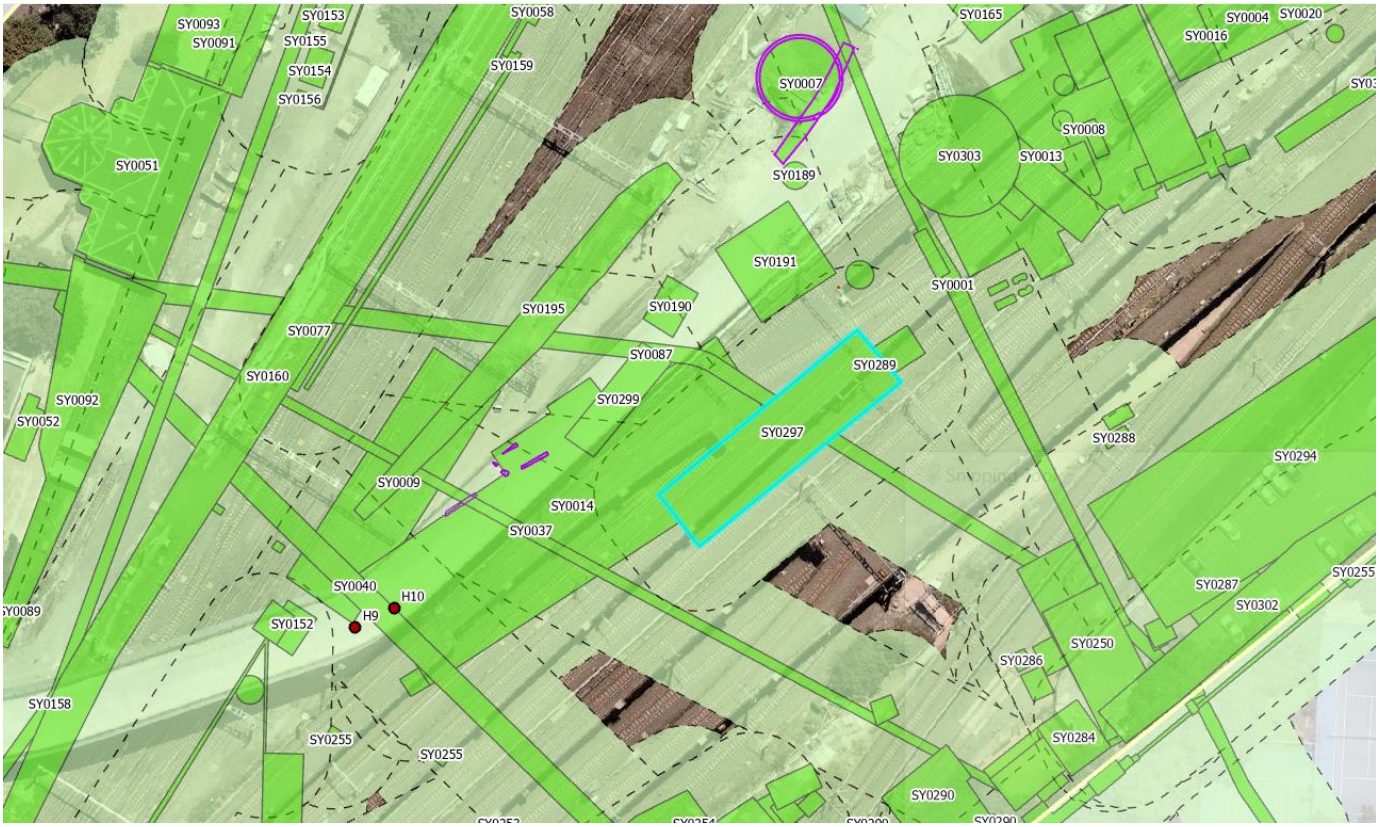
Item Location



Key Images

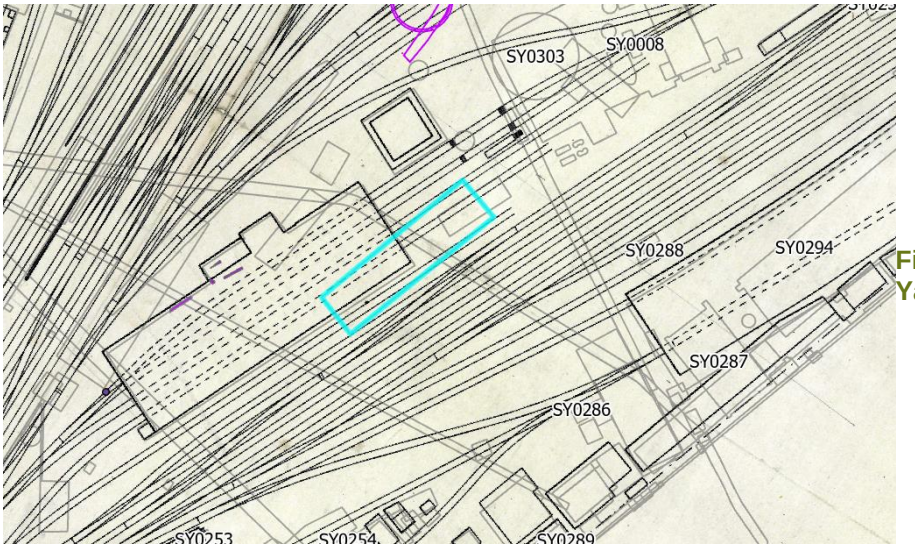


Figure 607. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

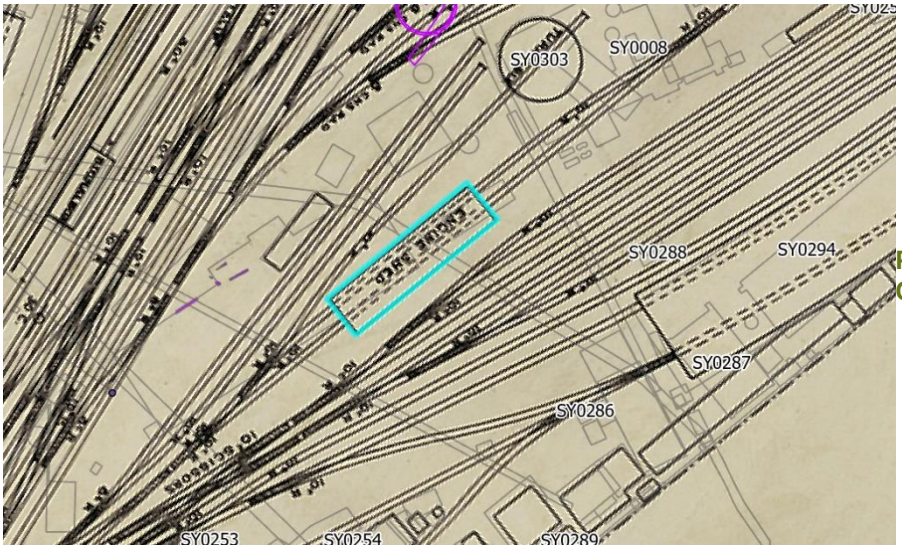


Figure 608. 1903 NS.W.R. Sydney Central Station

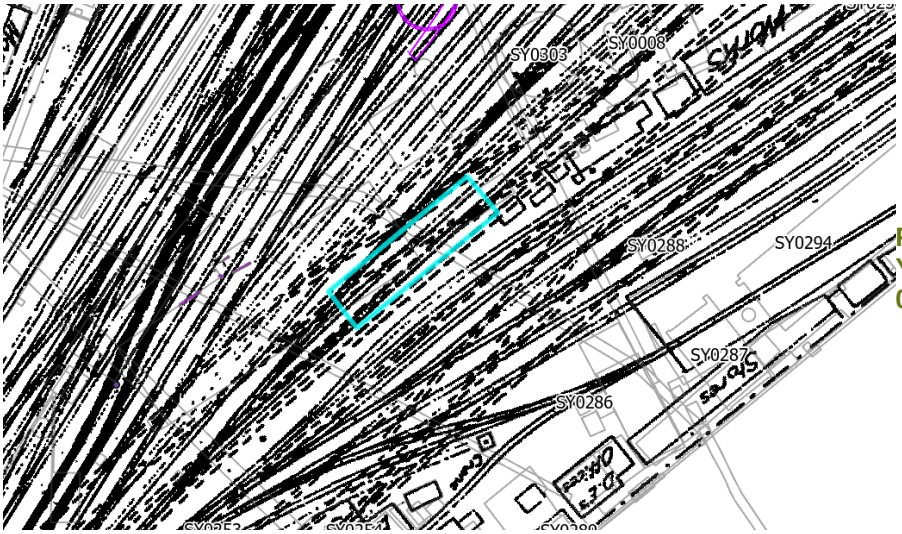


Figure 609. 1916 N.S.W.R. Sydney Yard, Sydney Trains Plan Room, 0204478 A0C

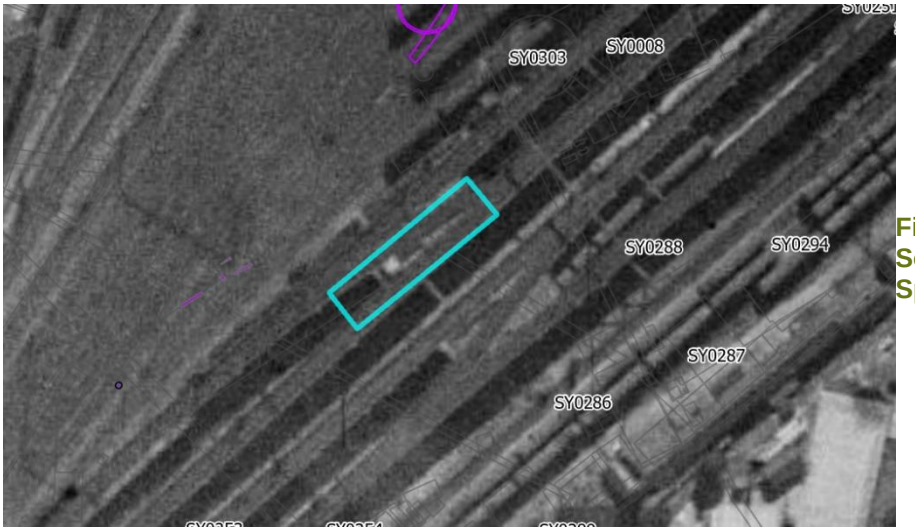


Figure 610. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

1.70 SY0299 (c.1903 Structure)

Item Details	
Year of construction:	c.1903
Alternative names:	Engine Servicing Facility
Modifications (with years):	Unknown
Function:	Service and Maintenance equipment and facilities for engines
Construction materials:	Unknown
Demolished/removed (year):	1916

Historical Summary

Built in the place of the former repairing shops after they were demolished in the 1880s/1890s after a general paradigm shift occurred, which lead the move away from railway workshop facilities in Central to Eveleigh. The new engine servicing facilities appear to take a similar location to the former repairing shops however on a different alignment. It is understood that this smaller structure built in 1903 was a new engine servicing a facility. It is unknown what materials it was made from. From the maps this structure was removed soon after in 1916 to make way for the widening of the railway corridor.

Archaeological notes

There is low potential for remnant artefacts or footings to be found of this former structure dating from 1903, which is presumed to be the engine servicing facility, since it was demolished and removed to make way for a railway corridor. The materials used for this structure are unknown and the potentiality of remnants being present on the site is low. There is possibility that the building was transported to Eveleigh, along with the items in it. Nonetheless, the potential remains low for artifacts from this structure remaining under the current railway line.

Archaeological Potential

Low

Assessment of significance

Intact and legible remains have the potential to reach the threshold for local significance as part of the development of central station and the shift towards railway workshops to Eveleigh.

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of functional structures associated with the daily operations of the Third Sydney Station. The structure has research value for its potential to demonstrate its original uses, construction techniques and functions, as well as any changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the workers at the Second and Third Sydney Station.

In response to Bickford and Sullivan's questions about research potential,[257] the remains of the c.1903 Structure have some potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

[257] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on

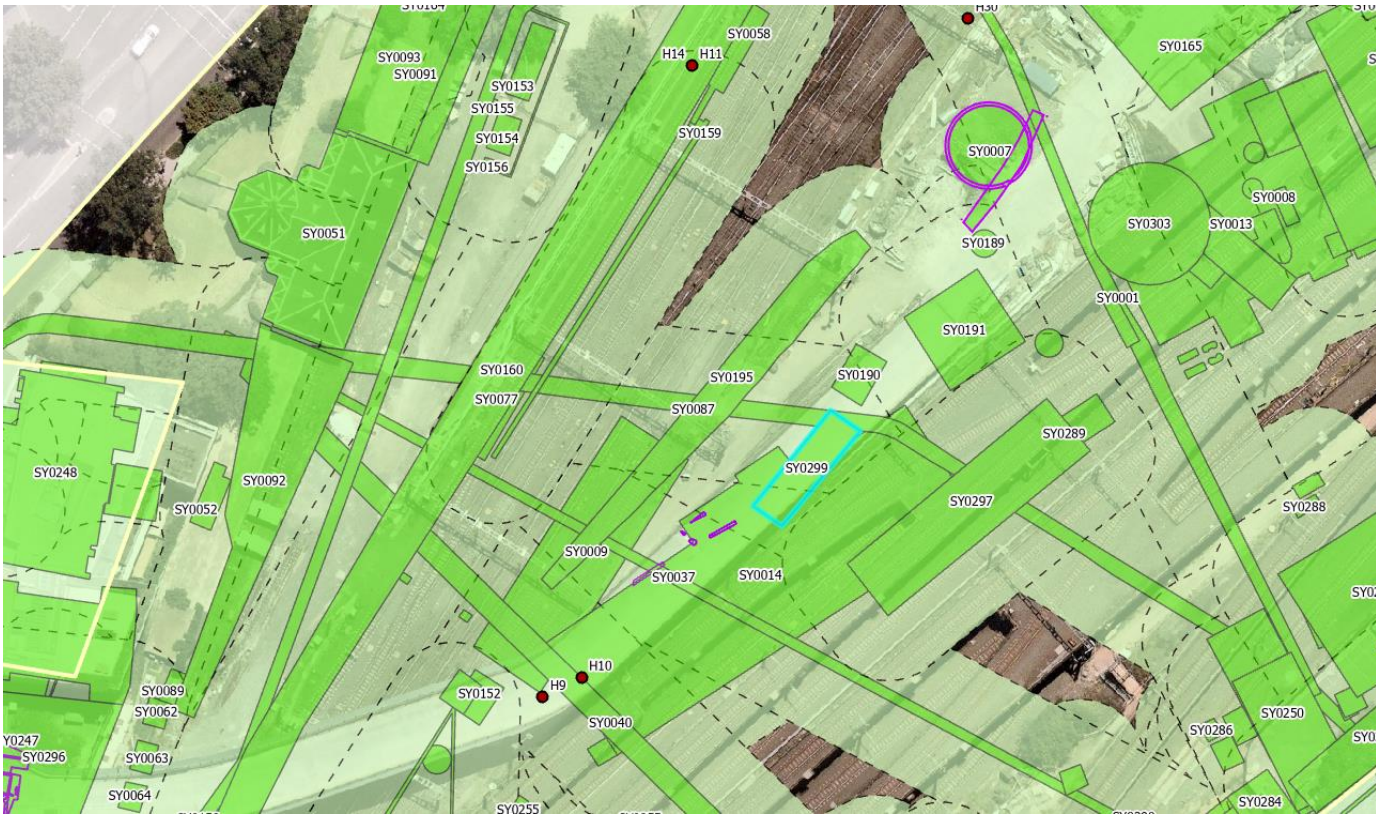
Level of significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

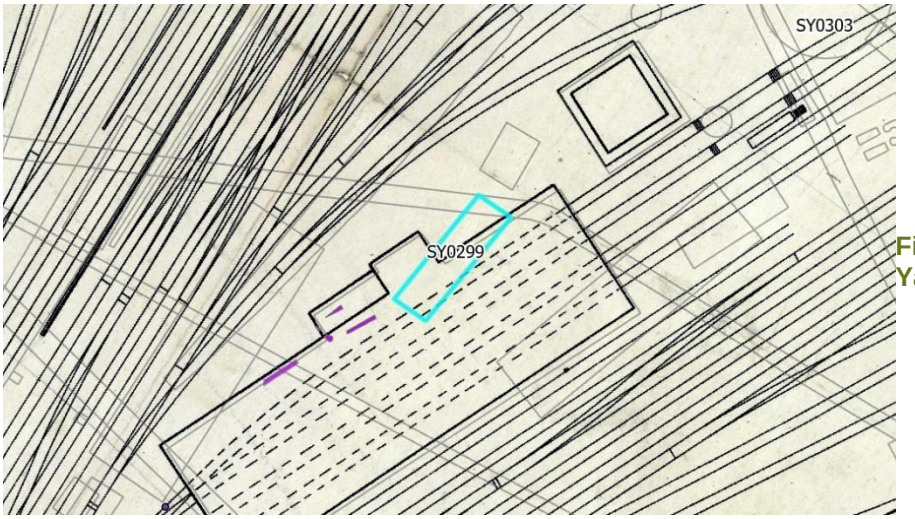


Figure 611. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

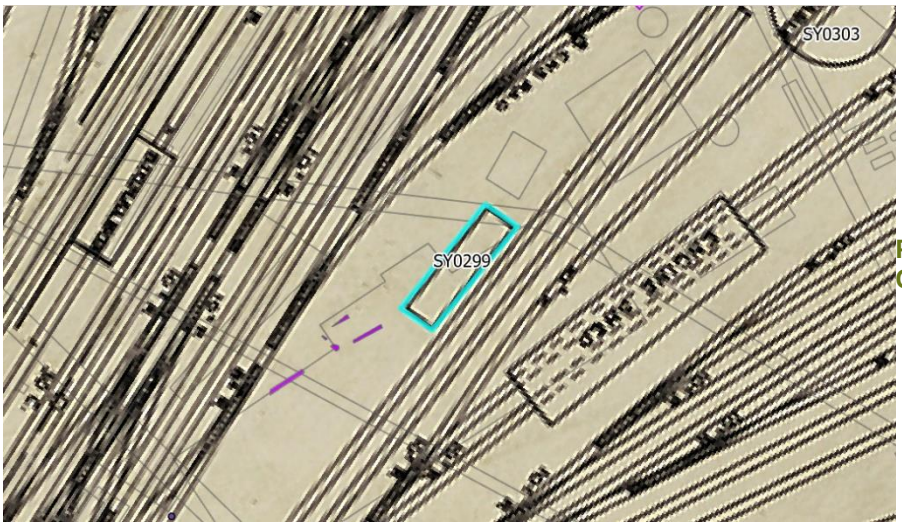


Figure 612. 1903 NS.W.R. Sydney Central Station

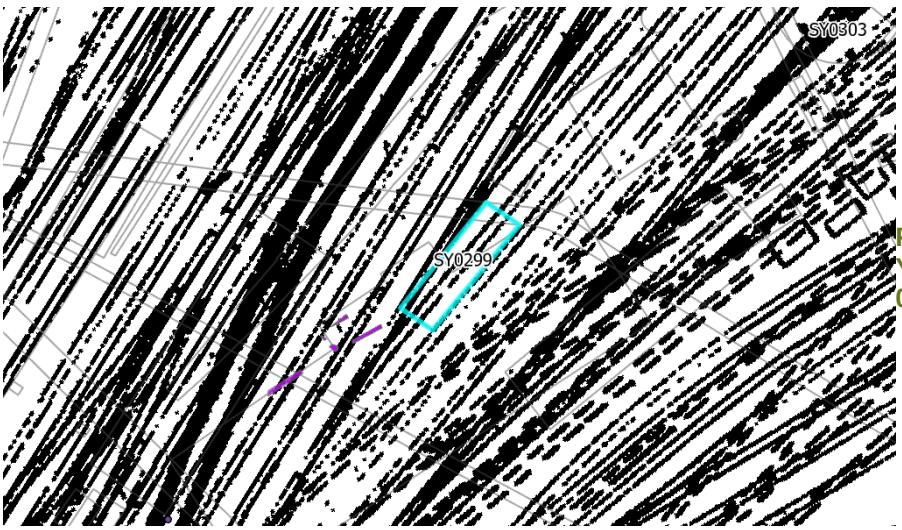


Figure 613. 1916 N.S.W.R. Sydney Yard, Sydney Trains Plan Room, 0204478 A0C

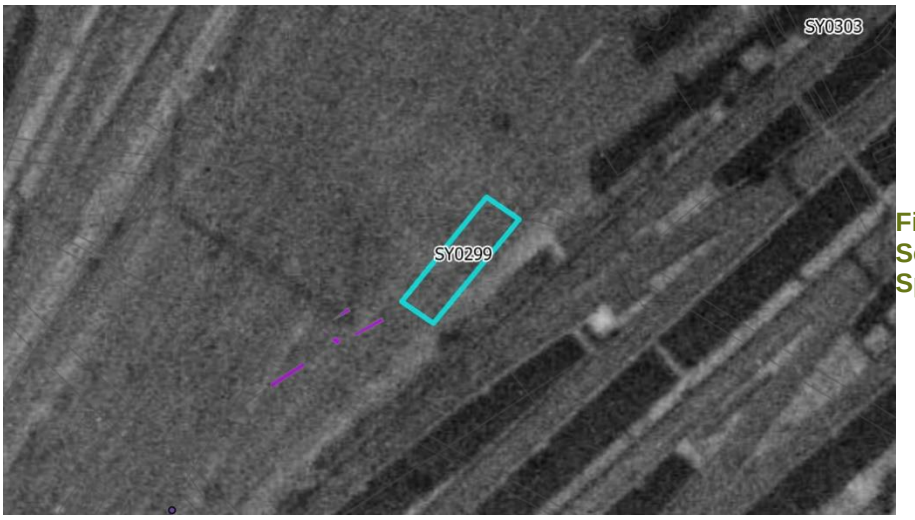


Figure 614. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

The Redfern Railway Terminus. (1875, June 26*). Illustrated Sydney News and New South Wales Agriculturalist and Grazier (NSW : 1872 - 1881)*, p. 5. Retrieved April 27, 2021, from http://nla.gov.au/nla.news-article63106639

1.71 SY0301 (c.1896 Platform)

Item Details	
Year of construction:	1896
Alternative names:	Produce platform
Modifications (with years):	Unknown
Function:	Unknown
Construction materials:	Brick
Demolished/removed (year):	c.1925

Historical Summary

Based on the year of this platform was constructed, it can be assumed that this was a goods platform used in conjunction with the produce shed. Two tracks are known to have led into the produce shed, and this platform may have been part of these tracks. The material used is unknown. The platform was in situ from its erection in c.1896 and was removed in c.1925 to make way for the widening of the railway corridor.

Archaeological notes

There is little information about this platform and its materiality, although it can be assumed it was brick. A railway track currently goes over the area where this platform stood. There is low potential for brick footings to be found.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second Sydney Station. The structure has research value for its potential to demonstrate its original uses, construction techniques and functions, as well as any changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the workers at the Second and Third Sydney Station.

In response to Bickford and Sullivan's questions about research potential,[258] the remains of the c.1896 Platform have some potential to contribute knowledge that no other resource and site can about the Second and Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

State

Management

[258] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

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Item Location



Key Images

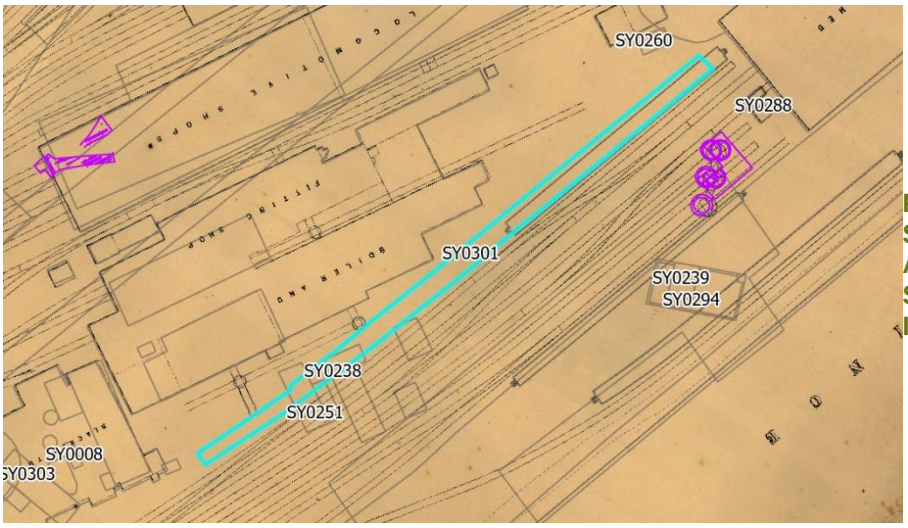


Figure 615. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

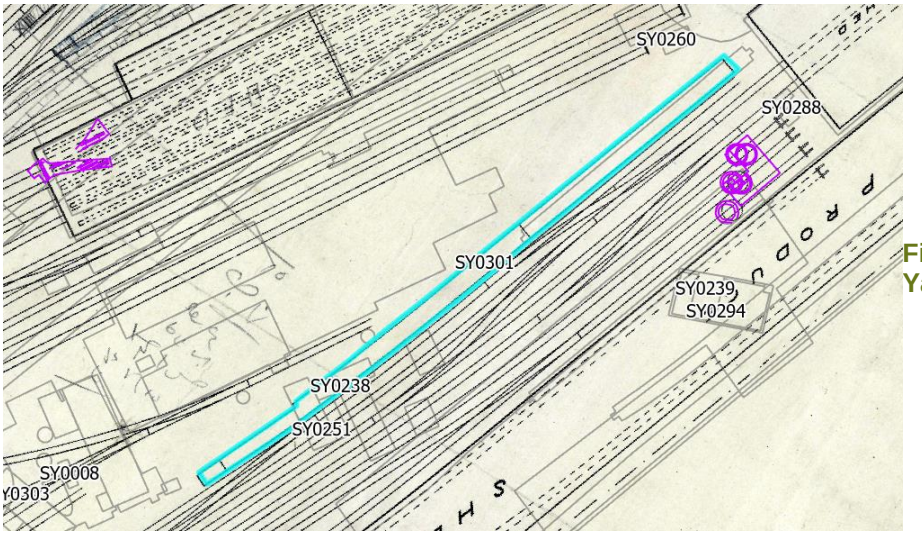


Figure 616. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

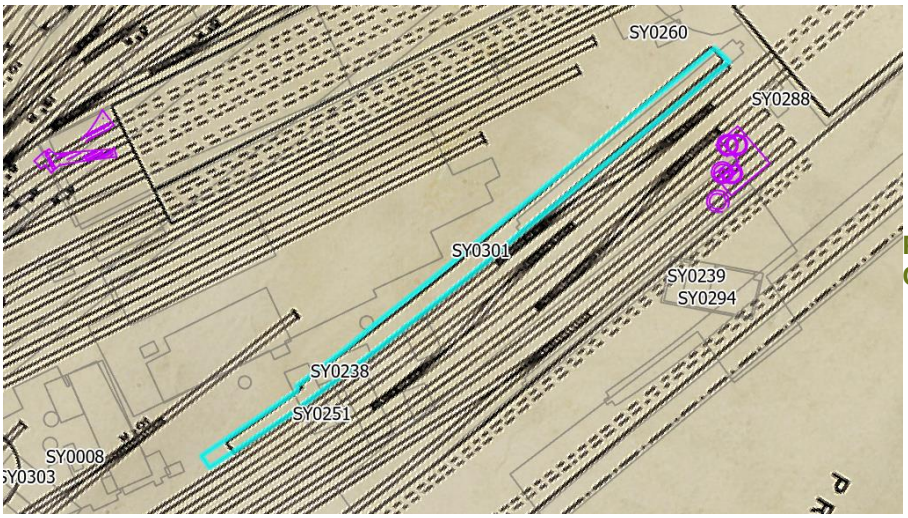


Figure 617. 1903 NS.W.R. Sydney Central Station

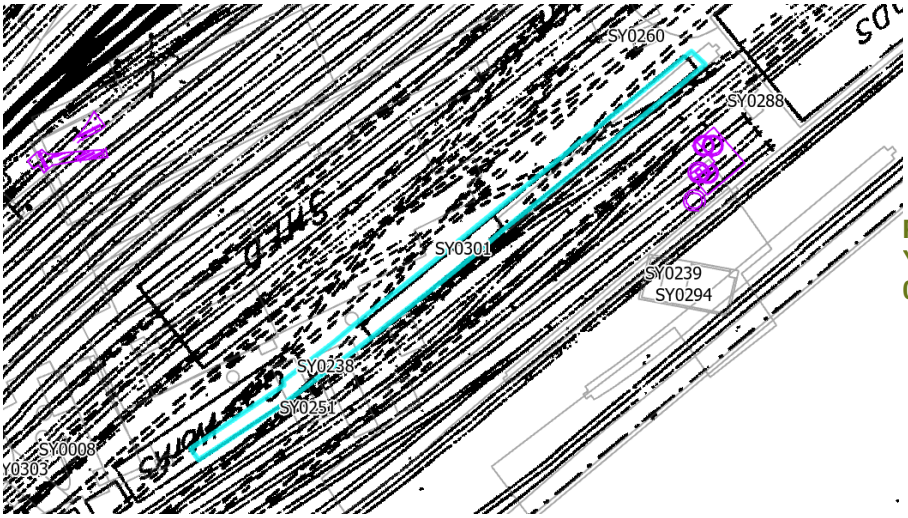


Figure 618. 1916 N.S.W.R. Sydney Yard, Sydney Trains Plan Room, 0204478 A0C

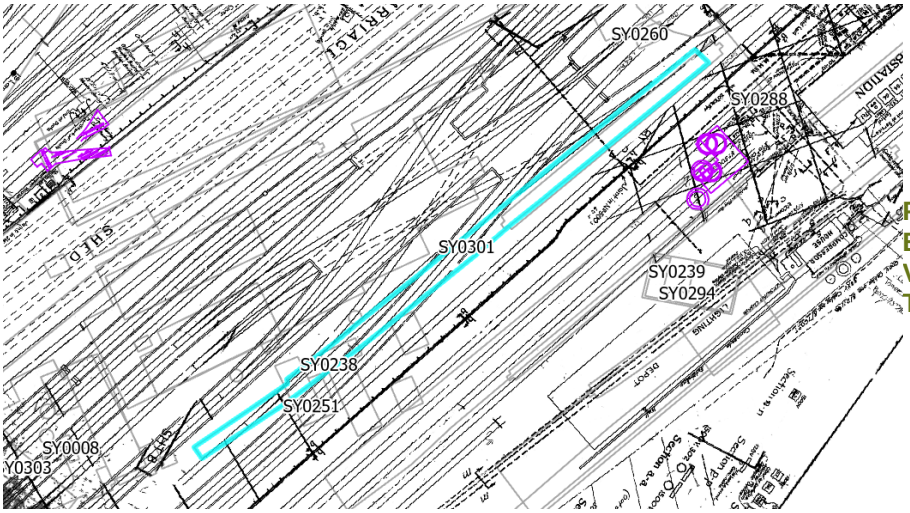


Figure 619. 1925 N.S.W.R. Chief Electrical Engineers Office High Voltage Cables. Source: Sydney Trains Plans Room, 0045989 T0C.

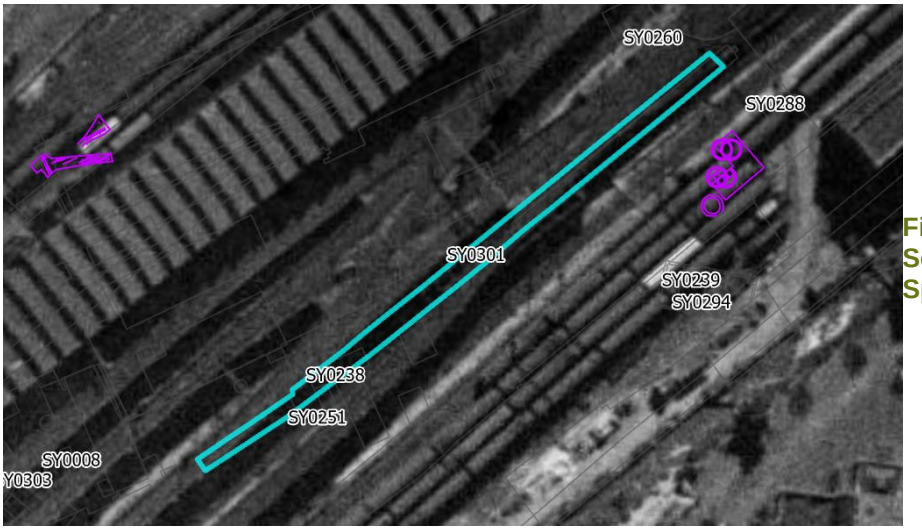


Figure 620. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

1.72 SY0302 (Workshop Structures)

Item Details	
Year of construction:	1896
Alternative names:	Sydney Yard stores
Modifications (with years):	Unknown
Function:	Workshops, storerooms, offices
Construction materials:	Unknown
Demolished/removed (year):	1920s

Historical Summary

The second half of the 1880s was characterised by reorganisation of the Station and Yard. At the Cleveland Street end. In 1886 construction was started on the quadruplication of the railway lines between the second station and Wells Street Junction the aim being to provide independent tracks for Illawarra trains to and from the new Pitt Street Platforms. This section was in use by 1888 and among other things required the Redfern Tunnel signal box to be moved. The removal of the workshop's buildings (at least to foundation level) allowed the yard to be reorganised. The layout of the yard is shown in the 1896 plan of Sydney Yard.

The 1869 Goods Shed continued to be used in this period. Images from c.1891 show that the office had been extended by an extra storey. Between the goods shed and the site boundary at Prince Alfred Park a long single storeyed building identified as the produce shed was constructed by 1891.

These workshops, built in 1896 were part of this second development and reorganising of the Sydney Yard from the ground up, pertaining to the Second Railway Station. It is unknown what exactly each building was used for but many of them were storerooms with equipment, machinery, garages for trades like blacksmithing and carpentry. They were also used for railway track, train, and signal repairs. These structures would have also been used as offices.

Archaeological notes

There is low potential for remnant artifacts or brick footings to be found in the area where these former workshops were, after the structure's removal and demolition in the 1920s during the widening of the railway corridor and the construction of the Prince Alfred Sidings.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second and Third Sydney Station. The structure has research value for its potential to demonstrate its original uses, construction techniques and functions, as well as any changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the workers at the Second and Third Sydney Station.

In response to Bickford and Sullivan's questions about research potential,[259] the remains of the Workshop Structures have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

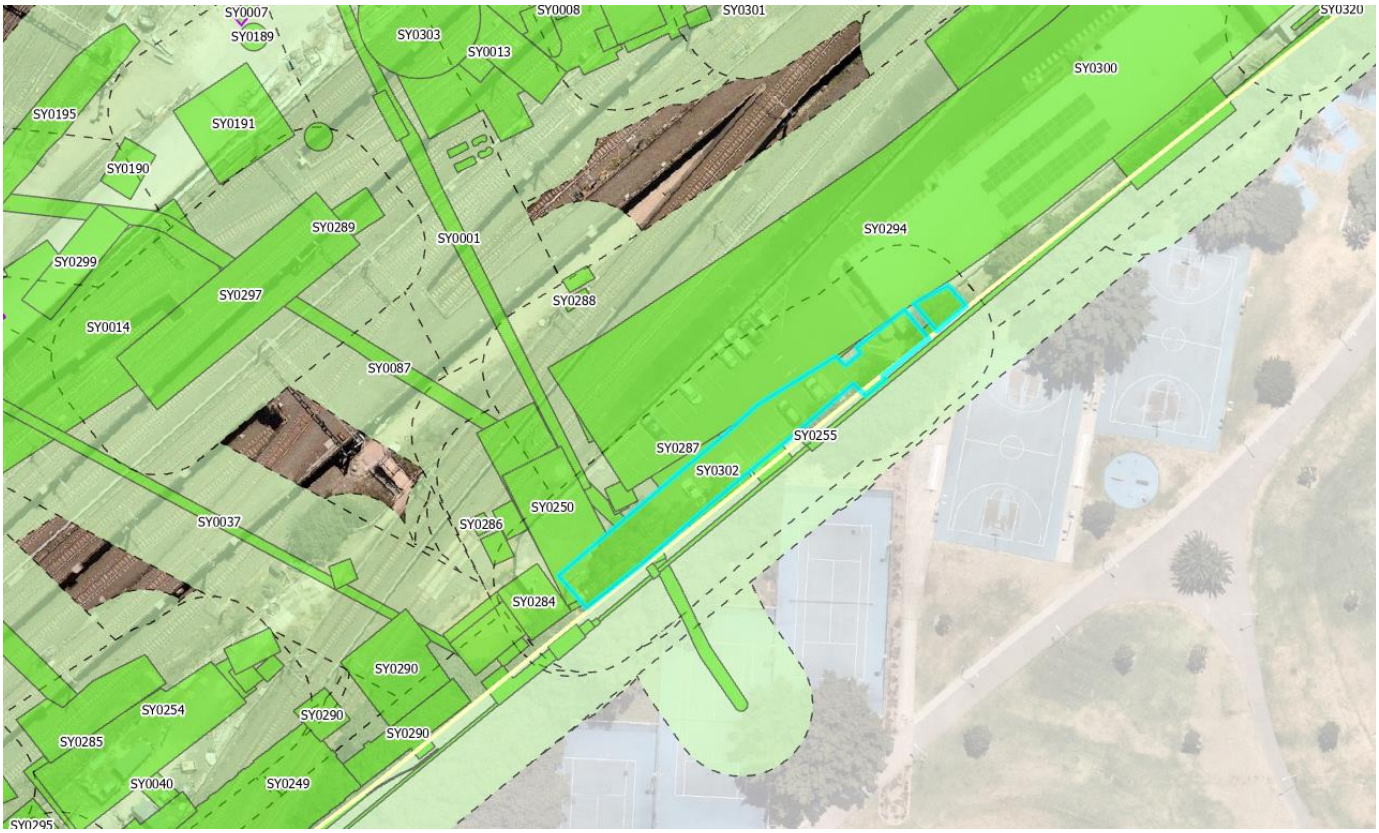
Level of significance

State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[259] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

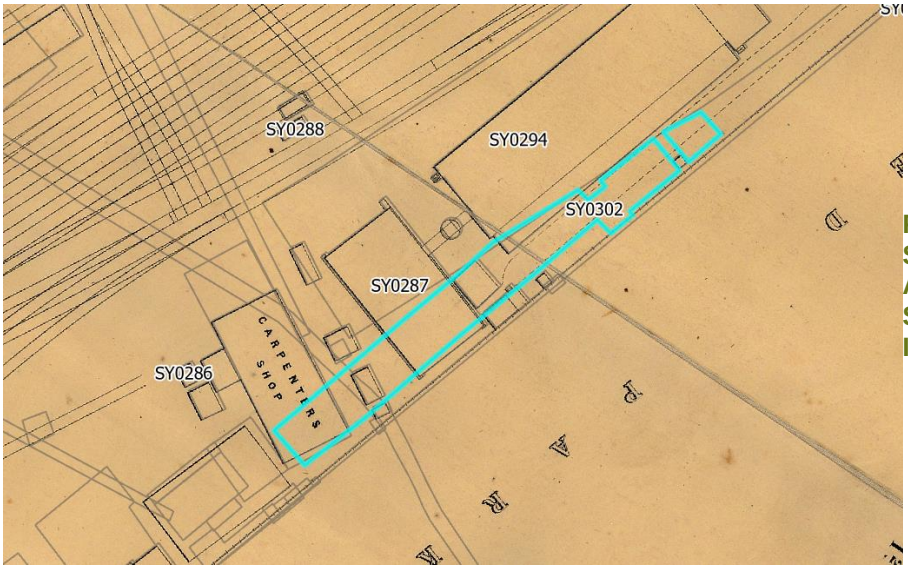


Figure 621. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

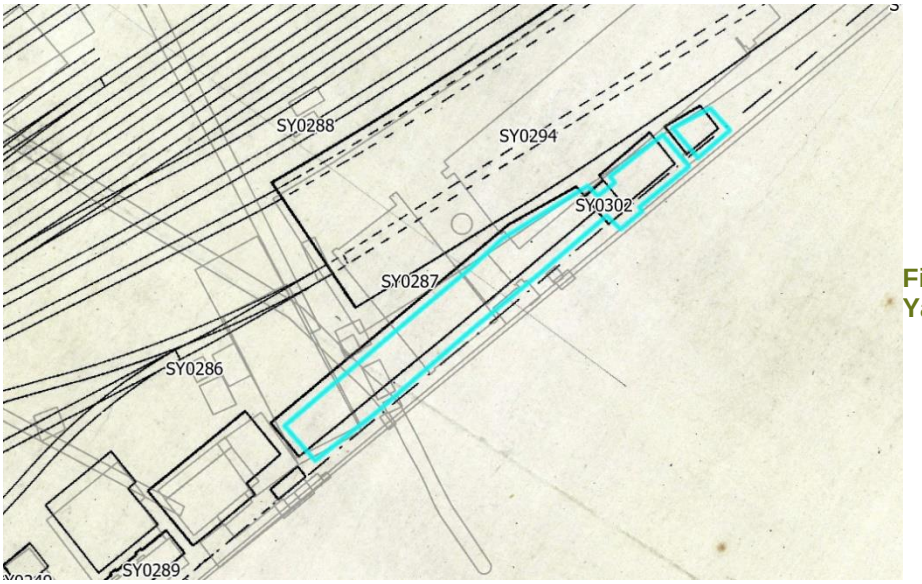


Figure 622. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

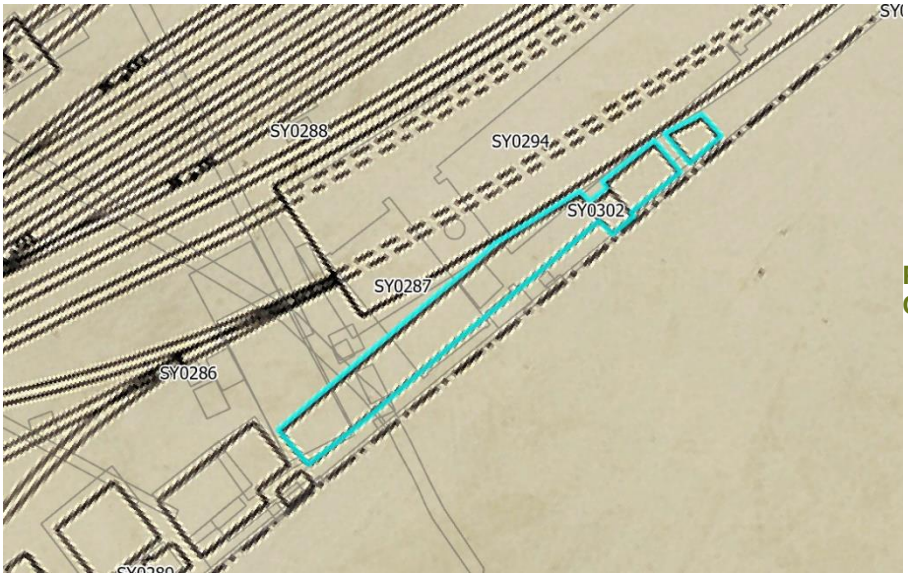


Figure 623. 1903 NS.W.R. Sydney Central Station

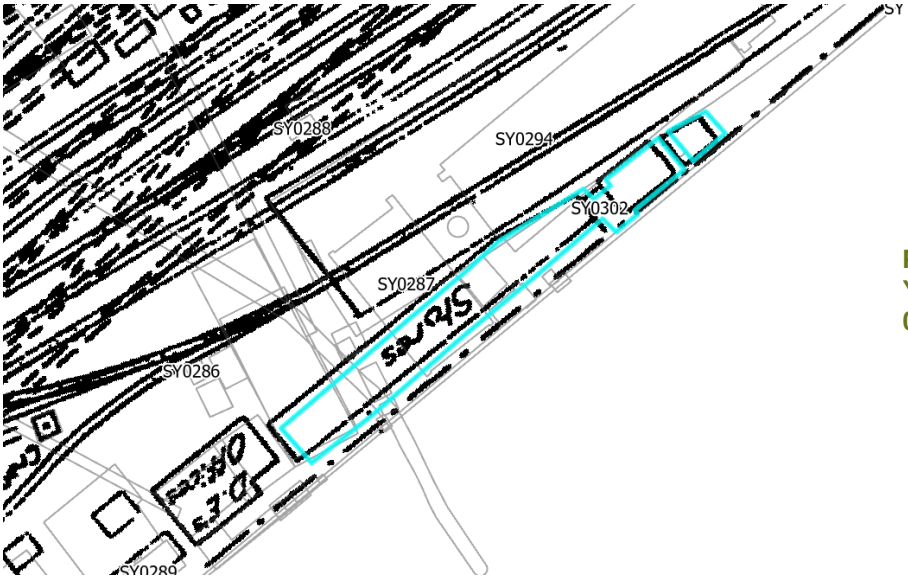


Figure 624. 1916 N.S.W.R. Sydney Yard, Sydney Trains Plan Room, 0204478 A0C

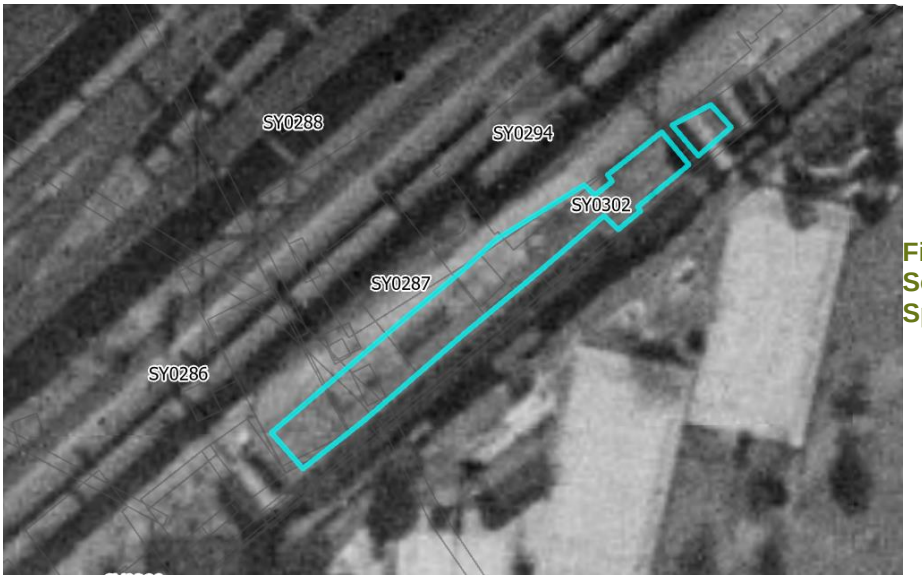


Figure 625. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

Artefact, 2020, Prince Alfred Sidings SoHI

1.73 SY0303 (Relocated Turntable)

Item Details	
Year of construction:	c.1896
Alternative names:	
Modifications (with years):	Unknown
Function:	Transport
Construction materials:	Likely brick or stone
Demolished/removed (year):	c.1903-1916

Historical Summary

A turntable formed part of the first Railway Station, opened in 1855. This functioned to turn engines and wagons on the Sydney-Parramatta rail line, with a second turntable located at Parramatta. This turntable is visible on plans of the second Railway Station (Redfern) dating up to 1890 (Figure 626, Figure 627). The turntable is no longer visible on plans of the railway station and yard dating to 1900 (Figure 628). No evidence is to hand for relocation of this turntable within the second Railway Station (Redfern), or on subsequent plans (Figure 630,Figure 631,Figure 632,Figure 633). No turntable is visible in plans of Central Railway Station dating to 1903 (Figure 631).

Given the timing of development at South Eveleigh Station where a turntable was constructed potentially at earliest in 1891, it is plausible that trains were not turned at Redfern Station or later at Central Station, but were reversed to Eveleigh Station for turning. Shunting from Central to Eveleigh may have represented a more efficient use of time and space than the construction of a turntable and associated leeway among the crowded rail lines and infrastructure of Central Station.

It appears that the location of the turntable was relocated in c.1896 in order to allow for changes in the layout of Sydney Yard. The turntable appears to have been removed between 1903 and 1916.

Archaeological notes

There does not appear to be firm evidence for the presence of a relocated turntable within Central Railway Station. Were such an item to be present, archaeological remains may include a substantial pit lined with brick or sandstone, brick and / sandstone footings and turning mechanisms including embedded rail and rail approaches. The potentially robust nature of a turntable may be anticipated to result in archaeological remains that could survive subsequent development. However, it appears unlikely from the historical record that such a turntable actually existed and the archaeological potential of the item must be rated as low.

Archaeological Potential

Low

Assessment of significance

Remains associated with the use of the relocated turntable may include ‘primary’ archaeological evidence that may survive at the subject site. This could include a substantial pit lined with brick or sandstone, brick and / sandstone footings and turning mechanisms including embedded rail and rail approaches. Remains associated with the demolition of these items would constitute ‘secondary’ archaeological evidence. Examples of this that may survive at the subject site may include rubble and levelling layers. Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness (‘survival’) would meet the threshold of State

significance. This is because primary archaeological evidence has considerable potential to contribute to our understanding of the early design, construction and function of transport infrastructure in Sydney.

If primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of State significance include Historical Significance (criterion A), Rarity (criterion F) and Representativeness (criterion G).

Secondary archaeological evidence would meet the threshold of local significance for most criteria at the subject site, if intact. This is because secondary remains do not contribute to our understanding of the location while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture. Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex. The 'integrity' and 'intactness' of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second Sydney Station. The structure has research value for its potential to demonstrate its use, construction techniques and functions, as well as any changes over time.

In response to Bickford and Sullivan's questions about research potential,[260] the remains of the Relocated Turntable have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

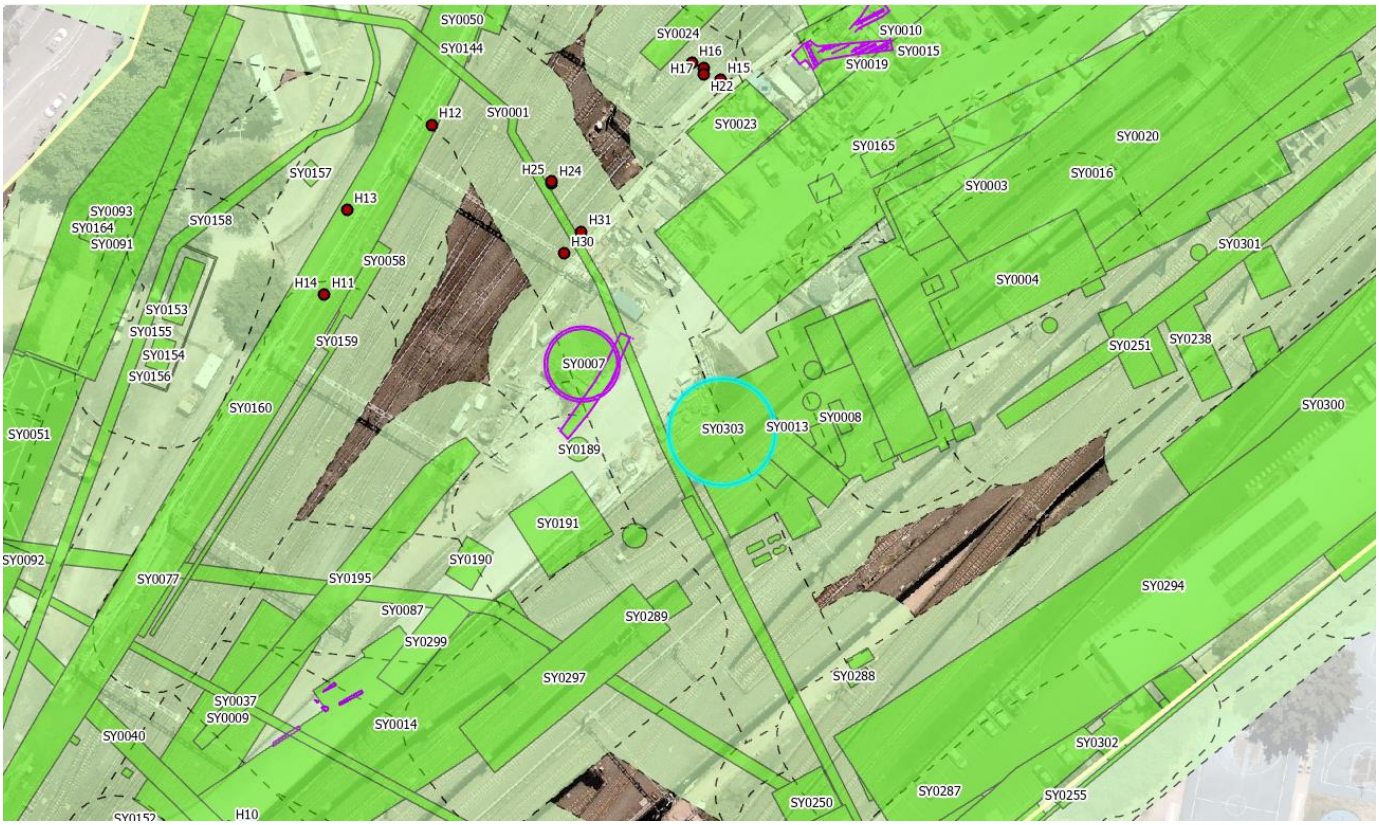
State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location

[260] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Key Images

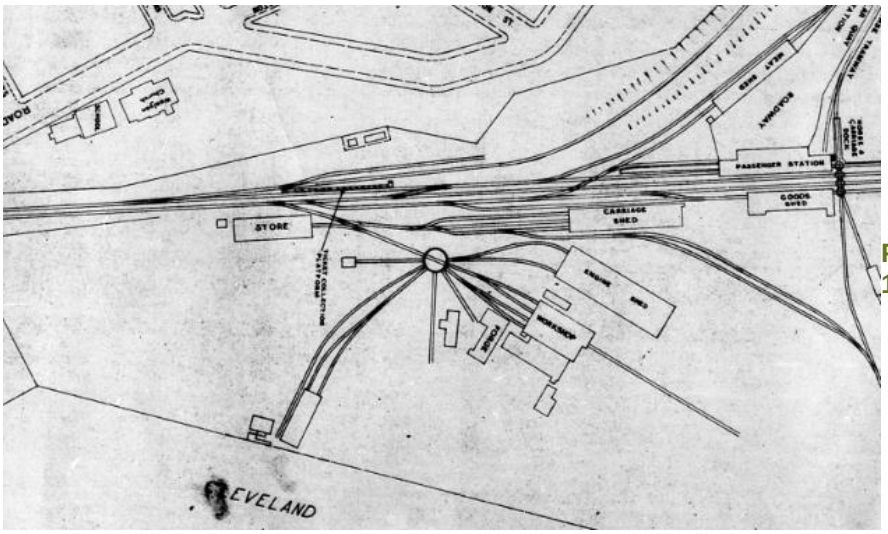


Figure 626.Redfern Station Yard, c. 1874

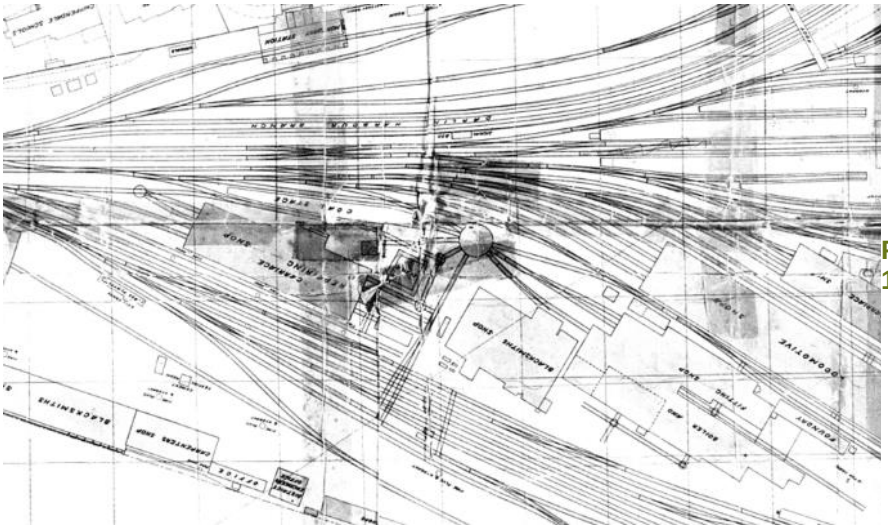


Figure 627. Redfern Station Yard,c. 1890

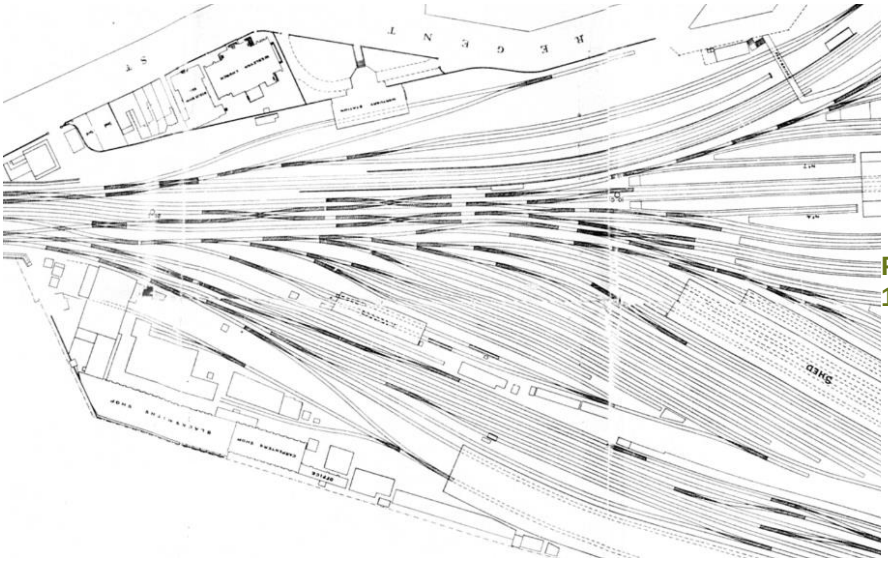


Figure 628. Redfern Station Yard, c. 1900.

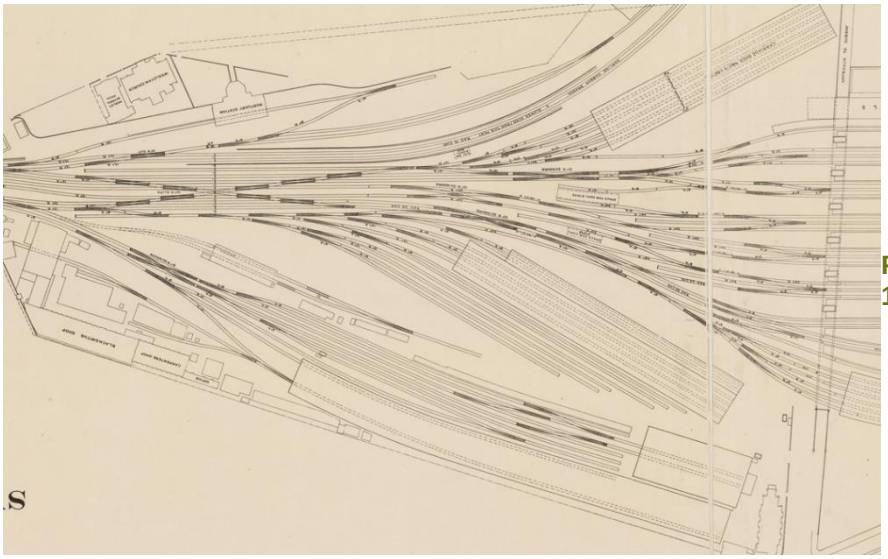


Figure 629.Redfern Station Yard,c. 1903

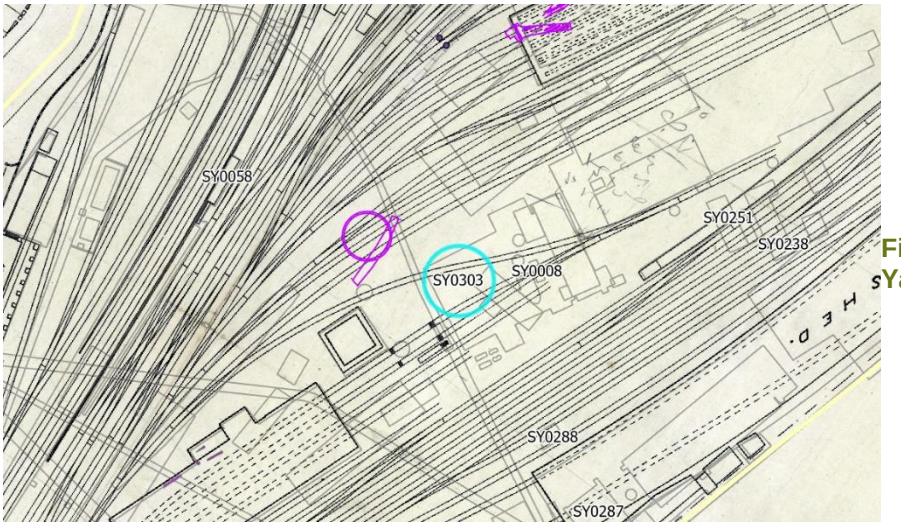


Figure 630. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

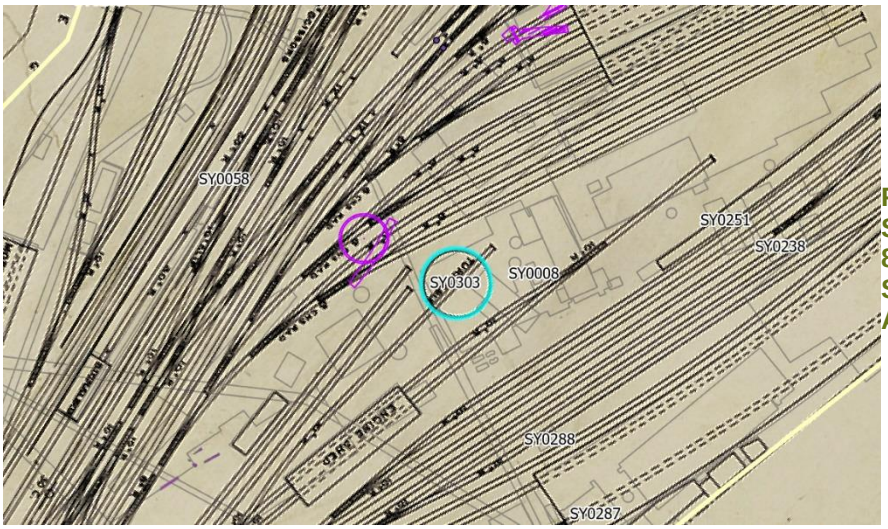


Figure 631. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

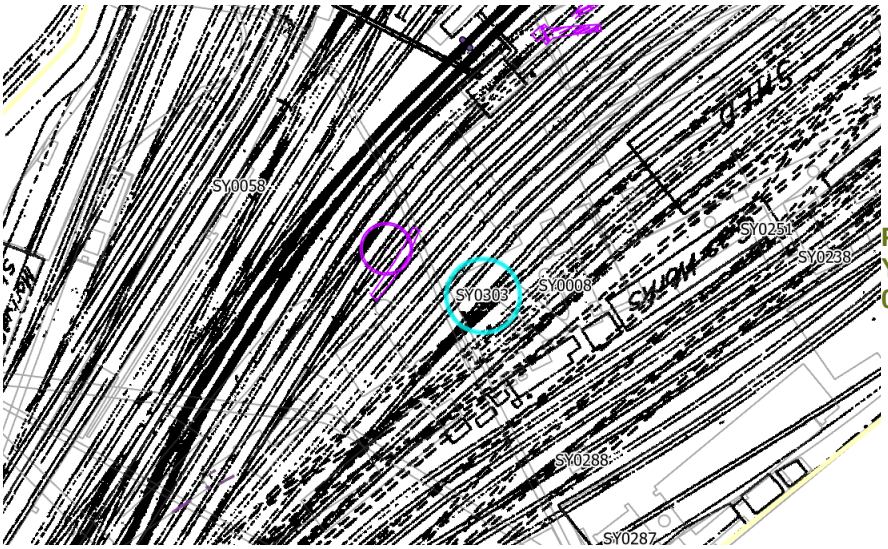


Figure 632. 1916 N.S.W.R. Sydney Yard, Sydney Trains Plan Room, 0204478 A0C.



Figure 633. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

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1.74 SY0304 (Entrance Building)

Item Details	
Year of construction:	1896
Alternative names:	Unknown
Modifications (with years):	Unknown
Function:	Presumed to be the entrance to the goods line
Construction materials:	Unknown
Demolished/removed (year):	Pre 1946

Historical Summary

It is presumed this structure was the entrance building to a partly underground goods line.

A section of goods line was constructed partly underground linking Central station to Darling Harbour and connecting to the suburban railway line in 1855. It was in this context that the subject siding was constructed, as a means to transport goods to Darling Harbour without interfering with passenger services. No extensive documented change to the siding is recorded in the historical data, though it is assumed it was upgraded progressively as surrounding tracks were, and in line with its frequent usage by freight trains. It is evident in the historical imagery below (see Figure 6) with no substantial change to present to its alignment. In the 1980s, the goods line to which the siding was connected fell into disuse. The land was later redeveloped, and the present siding no longer connects to the track which once ran past the present site of the Powerhouse Museum and to Darling Harbour.

The materials and nature of this building are unknown.

Archaeological notes

A previous archaeological assessment produced by Artefact concluded that:

> *The subject portion of the former goods line tracks, now referred to as the Powerhouse Museum siding, is not an [sic] identified as an individual element of significance in the Sydney Terminal and Central Railway Stations Group Conservation Management Plan (CMP). The siding would not be classified as an archaeological 'relic' under the Heritage Act. Although unlikely to retain much of its original 1855 fabric due to its use by freight trains into the late 20th century, the siding does represent the ongoing use of an historical rail alignment within the state significant context of Central Station. For this historical connection, the siding is considered to be an element of moderate significance.*[261]

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of functional structures associated with the daily operations of the Second and Third Sydney Station. The structure has some research value for its potential to demonstrate its original uses, construction techniques and functions, as well as any changes over time. Associated deposits, particularly refuse deposits, have research value for their ability to demonstrate lifeways, diet, health and daily life of the workers at the Second and Third Sydney Station.

[261] Artefact, 2021. *MTMS Powerhouse Museum Siding SoHI*. Report for More Trains More Services (MTMS), p. 16.

In response to Bickford and Sullivan's questions about research potential,[262] the remains of the Entrance Building have some potential to contribute knowledge that no other resource and site can about the Second and Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

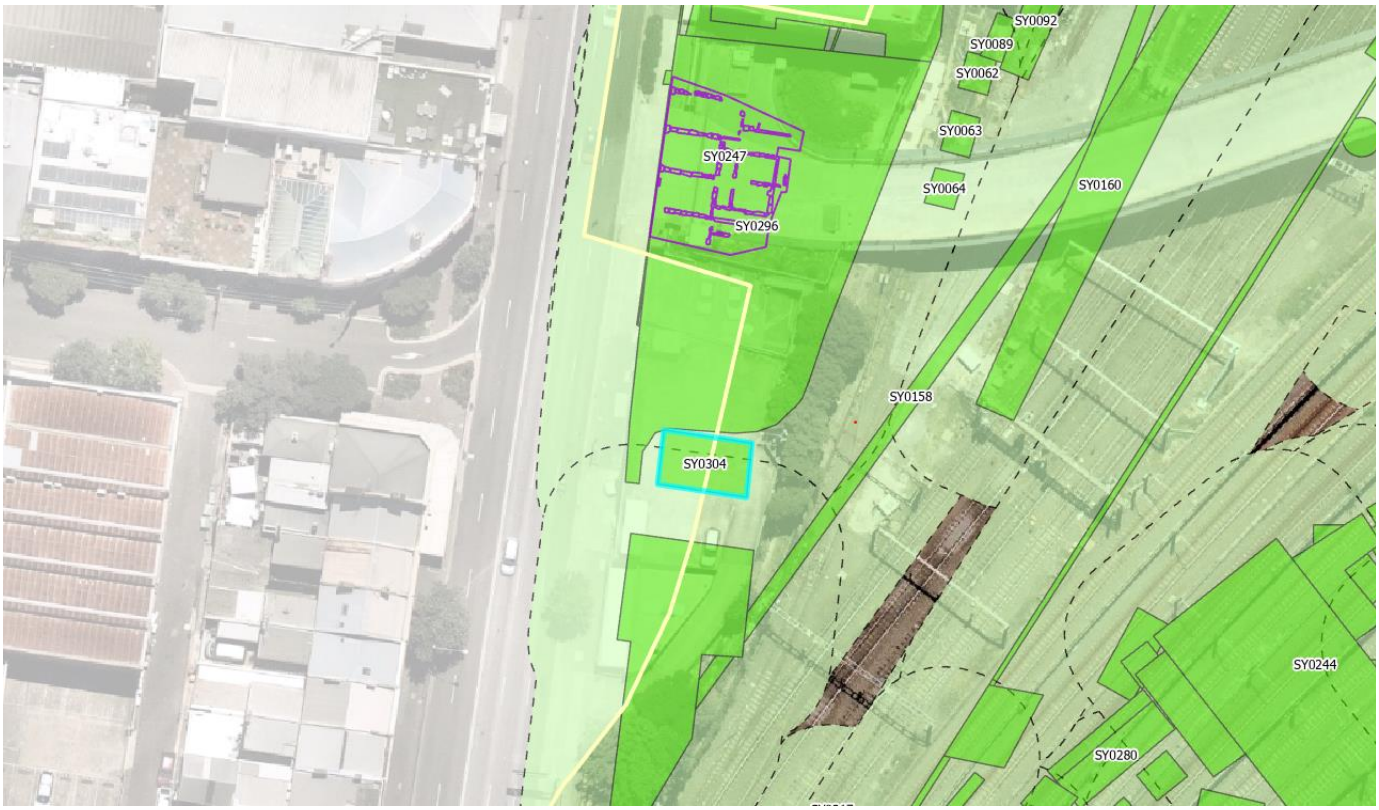
Level of significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[262] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

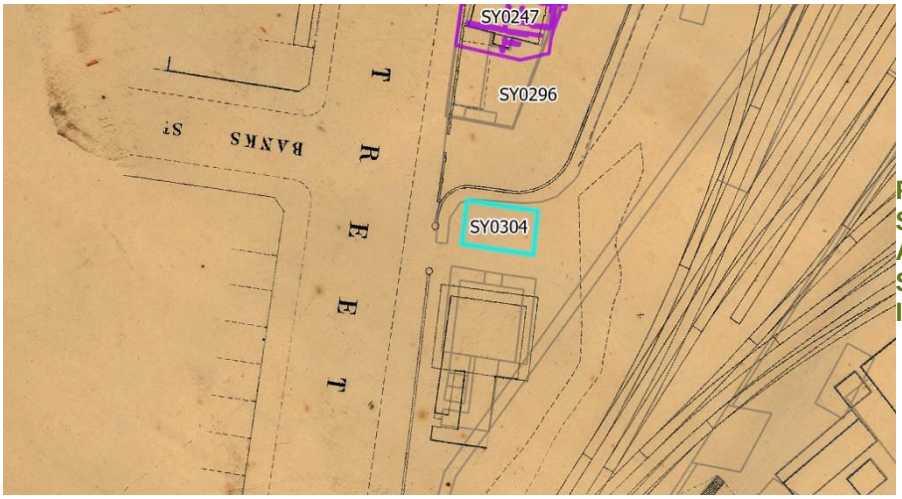


Figure 634. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

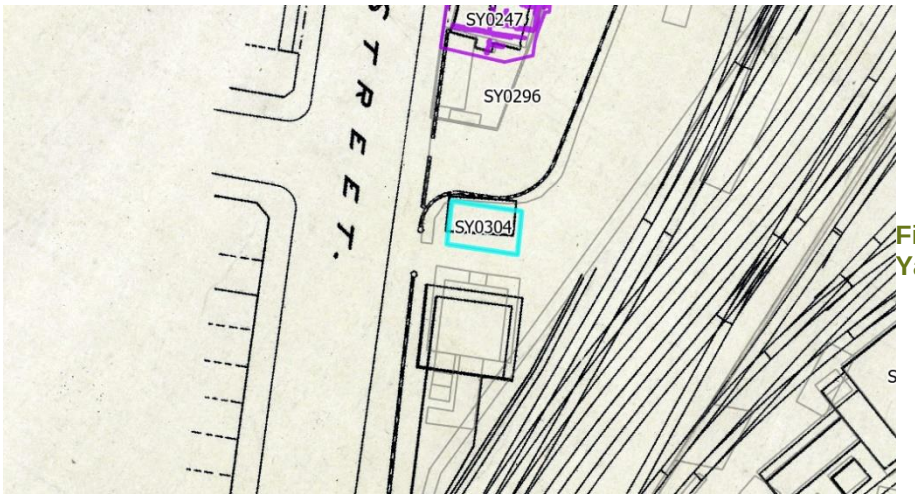


Figure 635. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.



Figure 636. 1903 NS.W.R. Sydney Central Station

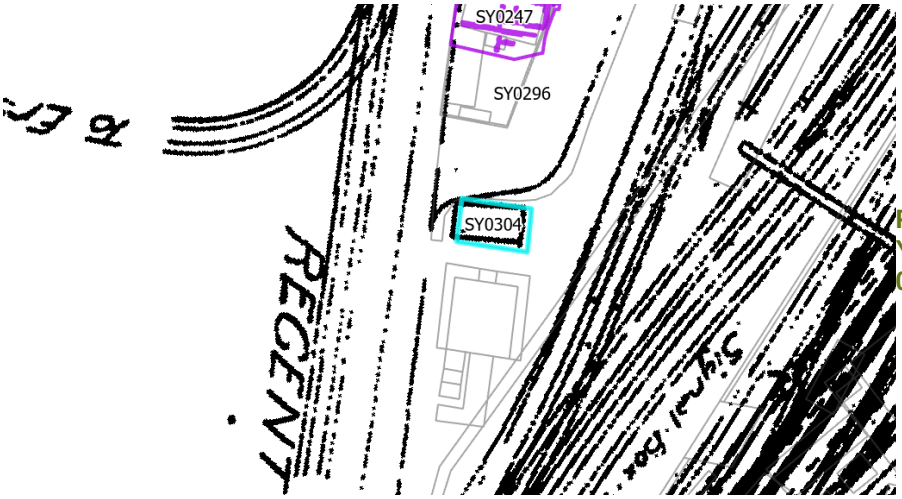


Figure 637. 1916 N.S.W.R. Sydney Yard, Sydney Trains Plan Room, 0204478 A0C



Figure 638. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

Artefact, 2021, MTMS Powerhouse Museum Siding SoHI

1.75 SY0305 (1891 Redfern Tunnel Signal Box)

Item Details	
Year of construction:	1891
Alternative names:	Redfern Tunnel
Modifications (with years):	Unknown
Function:	Provides signals indicating when it is safe for drivers to proceed
Construction materials:	Brick
Demolished/removed (year):	1910

Historical Summary

This signal box was opened on the 19th of April 1891 on the downside of the Sydney end of the Cleveland Street bridge. The signal box was designed in the Type E2 design, with an Interlocking system featuring 104 levers.

The signal box accommodated for the widening of the Tunnel and was situated against the brick cutting retaining wall. This box was soon replaced in 1910 by a power signal box, which is also known as Redfern Tunnel signal box D or Sydney signal box D.

Archaeological notes

The structure was removed in 1910 and replaced with newer signal box with a basement level. This later signal box was later removed in 1924. A railway track now runs over the location where the signal box was. Since several signal boxes replaced this one prior to the track being made over the site, there is low potential for any remnant brick footings to be found underneath the railway track.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of early signalling equipment and buildings associated with the daily operations of the Second and Third Sydney Station. The structure has some research value for its potential to demonstrate its original uses, construction techniques and functions, as well as any changes over time.

In response to Bickford and Sullivan's questions about research potential,[263] the remains of the 1891 Redfern Tunnel Signal Box have some potential to contribute knowledge that no other resource and site can about the Second and Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure and signalling in NSW.

Level of significance

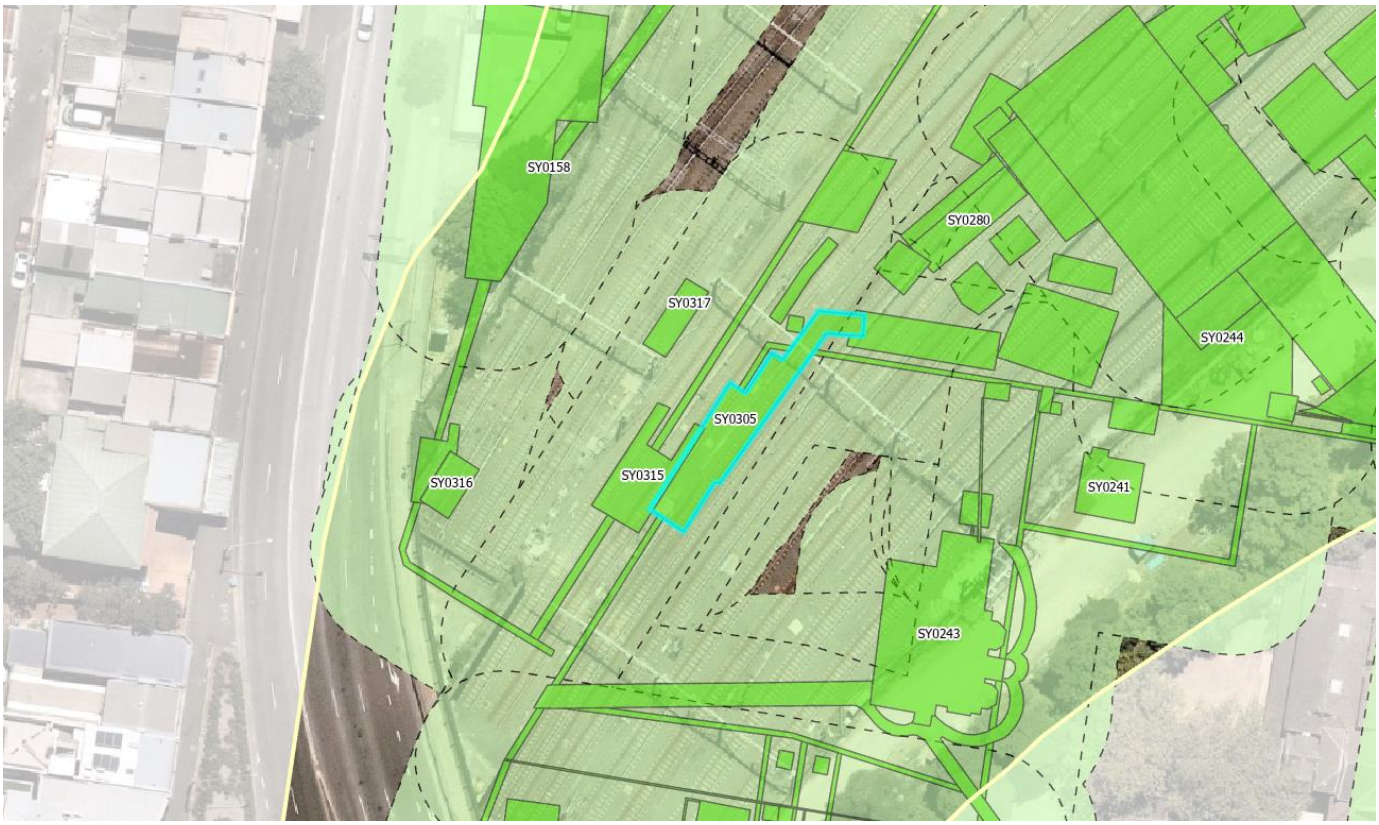
[263] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

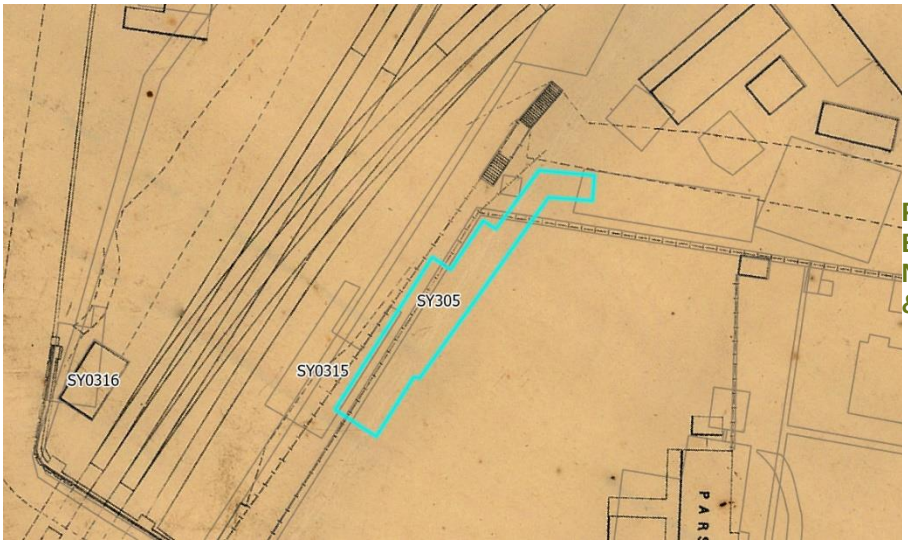


Figure 639. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

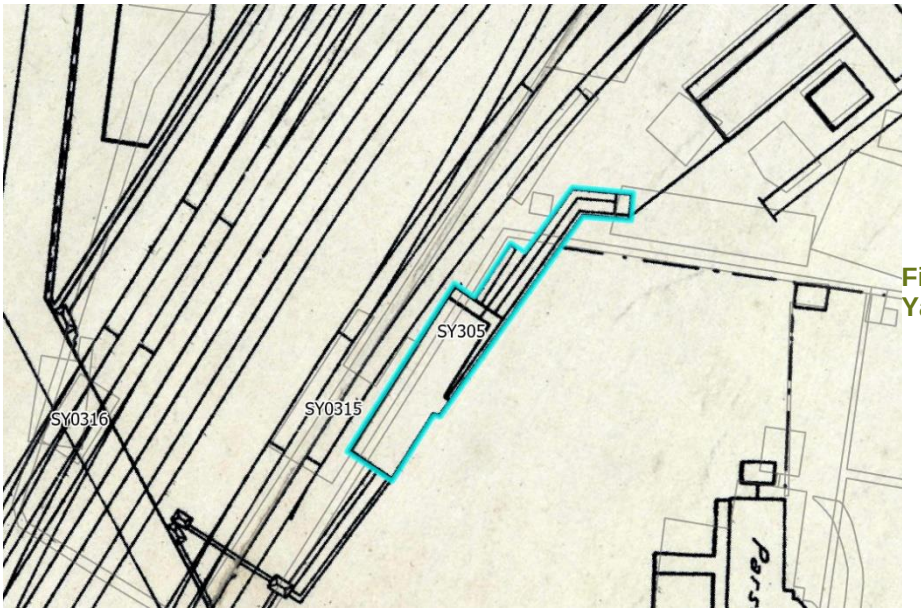


Figure 640. 1896 Redfern Station Yard, SLNSW_FL16812178

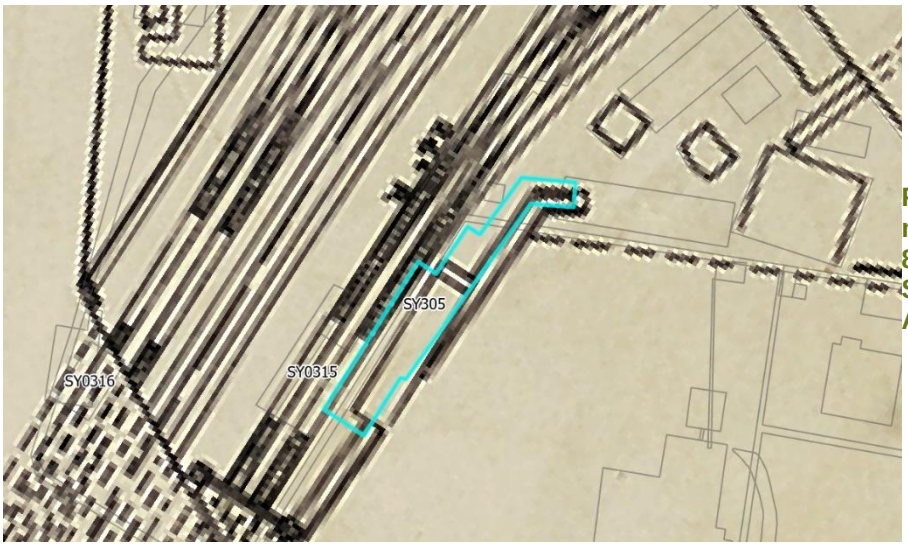


Figure 641. 1903 Central Station map. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

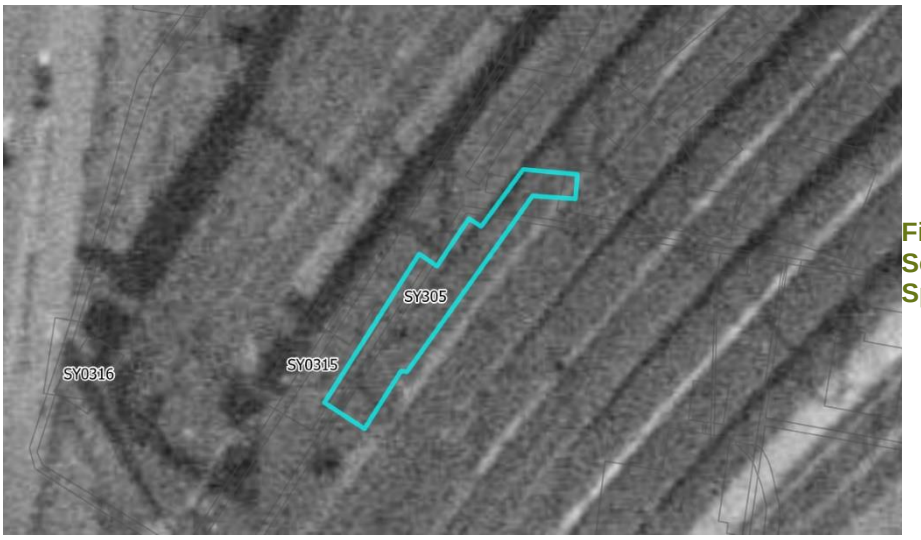


Figure 642. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

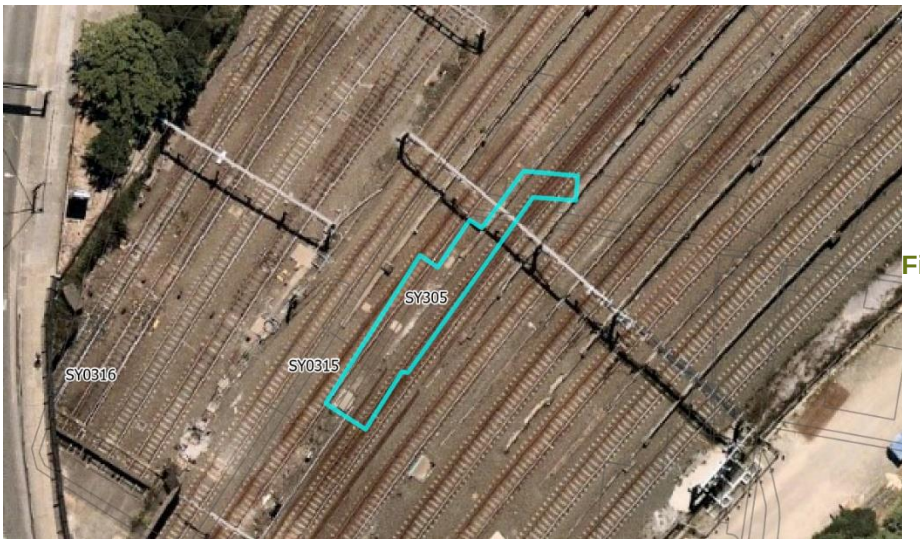


Figure 643. 2020 Aerial photograph.

Key Sources

Robert T Taaffe 2019. Signal boxes of New South Wales railways and tramways, Vol 2. Hobart, Tasmania : Taaffe Press,

1.76 SY0306 (Structure)

Item Details	
Year of construction:	c.1896
Alternative names:	
Modifications (with years):	Unknown
Function:	Possibly rail car storage or maintenance
Construction materials:	Unknown
Demolished/removed (year):	Prior to 1903

Historical Summary

The structure first appeared on the 1896 Redfern Station Yard Plan and is also featured in the 1900 Plan Showing Redfern Station and Precinct. However, the structure is no longer extant in 1903 plans of the site, meaning that it had been demolished prior to this.

Archaeological notes

The 1884 City of Sydney Plan indicates that rails appear to have been placed in the area that the structure was located prior to its construction. The 1896 and 1900 plans indicate that the rails were still present and that the structure was built over them. As such, it is possible that the structure served as a storage or maintenance location for rail cars. The location of the structure appears to have undergone several phases of development prior to its removal, which would have significantly disturbed the soils within the area.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second Sydney Station. The structure has research value for its potential to demonstrate its original uses, construction techniques and functions, as well as any changes over time.

In response to Bickford and Sullivan's questions about research potential,[264] the remains of the Structure have some potential to contribute knowledge that no other resource and site can about the Second and Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

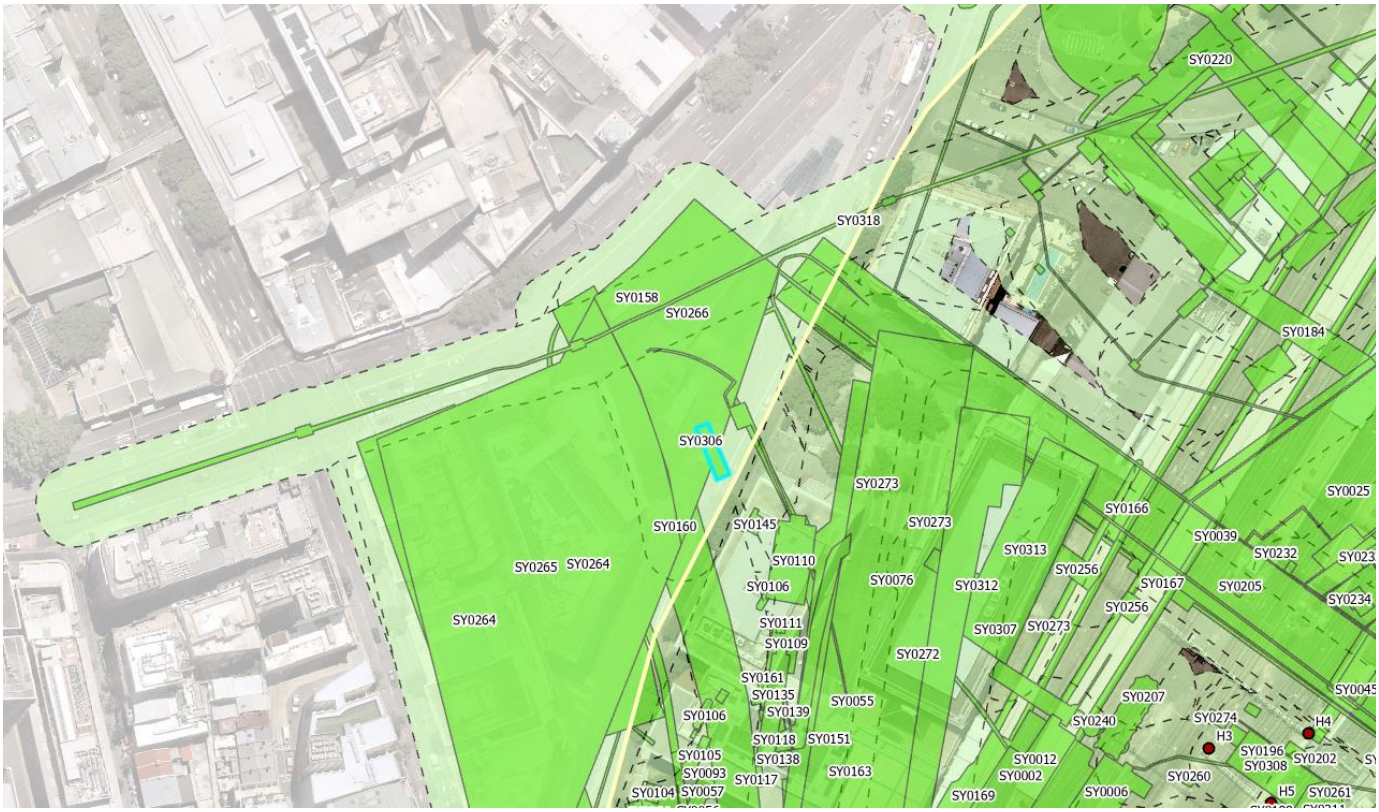
State

Management

[264] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

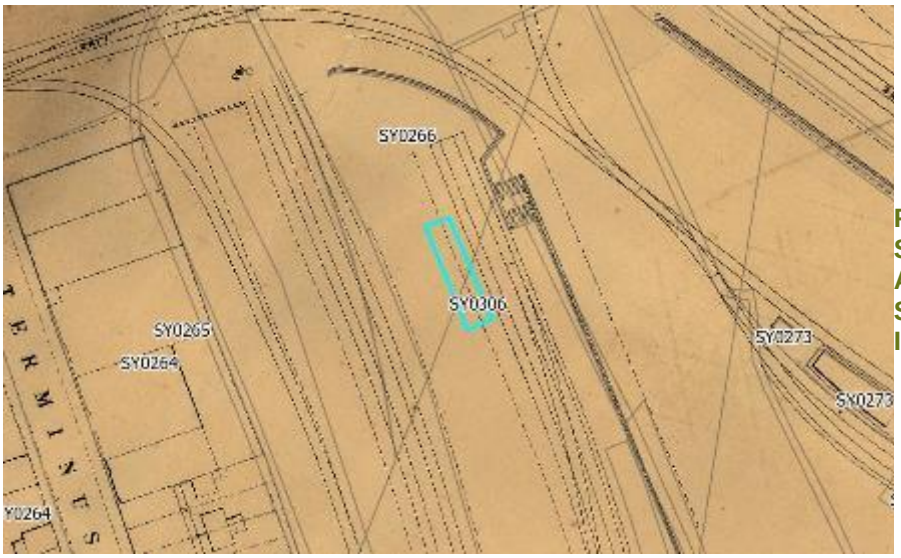


Figure 644. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

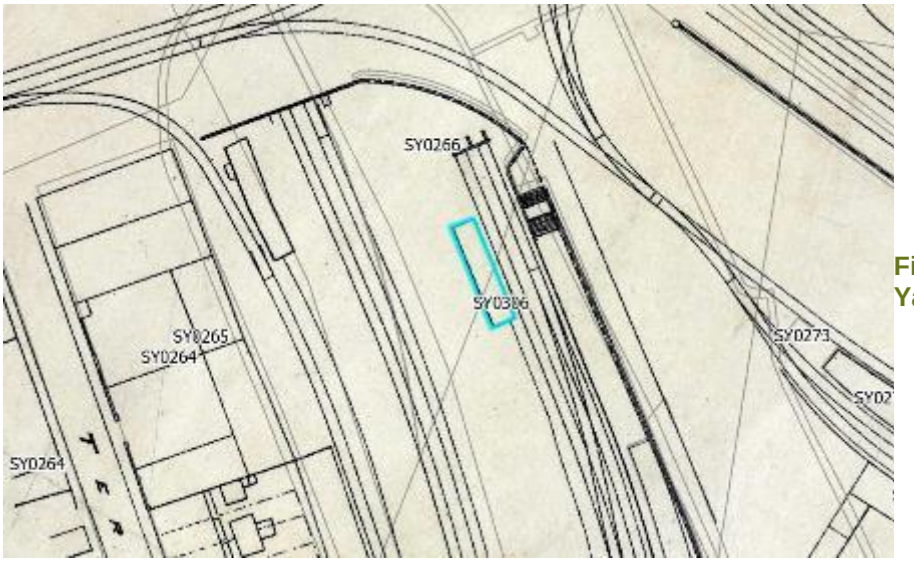


Figure 645. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

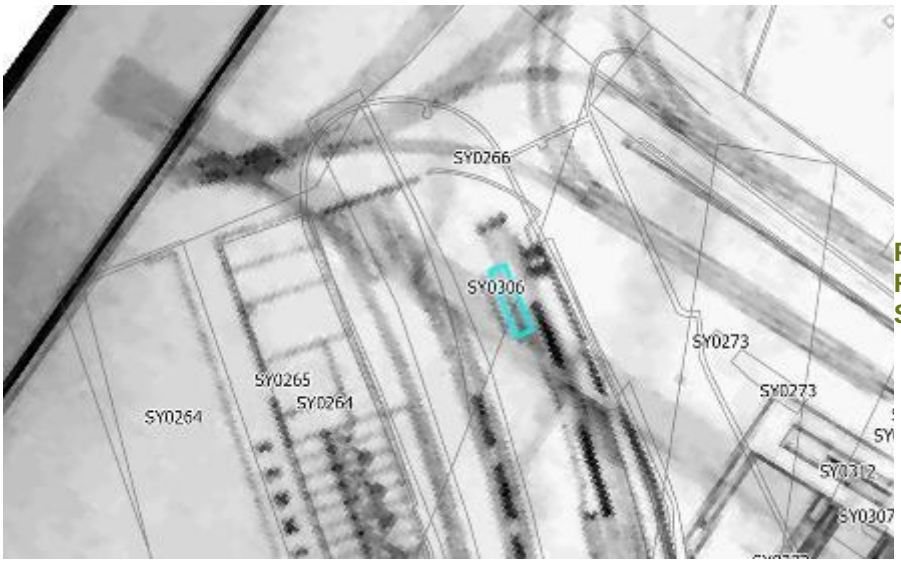


Figure 646. 1900 Plan Showing Redfern Station and Precinct, SLNSW

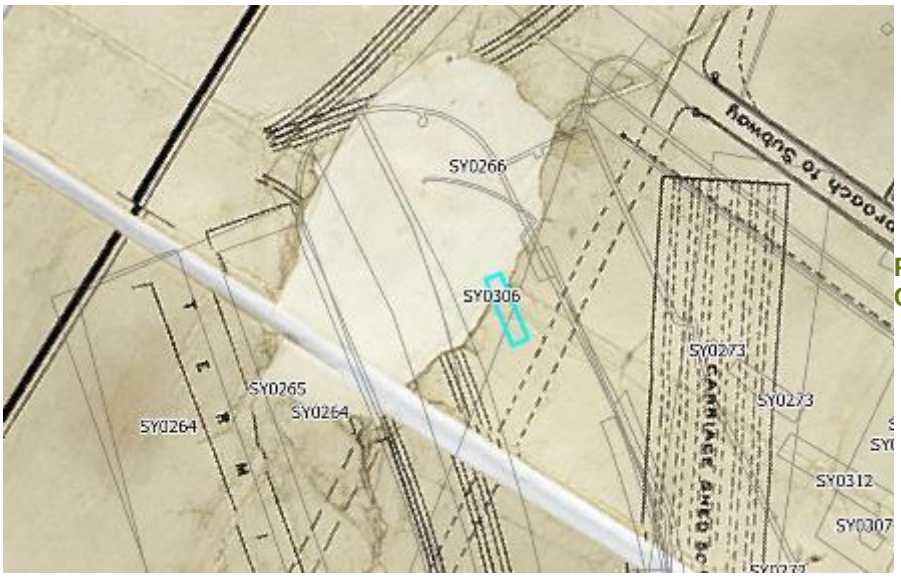


Figure 647. 1903 NS.W.R. Sydney Central Station

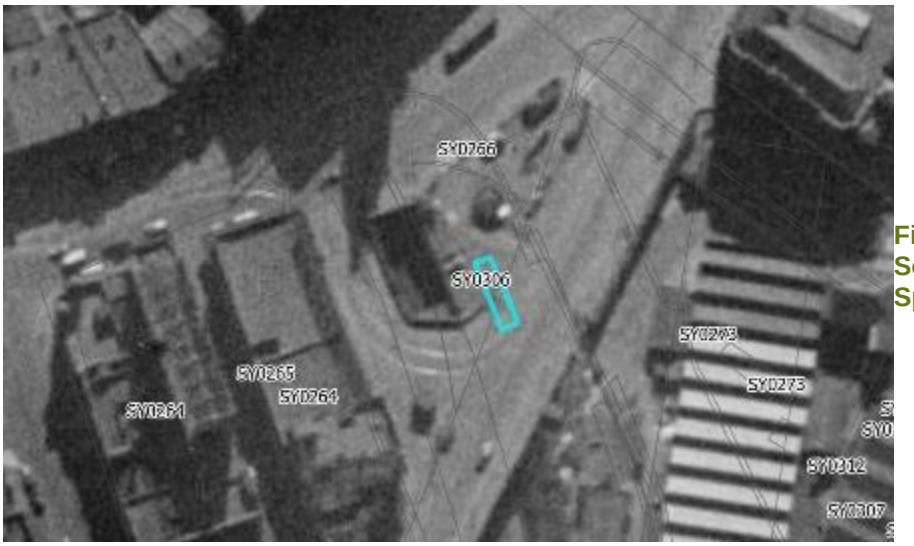


Figure 648. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.



Figure 649. 2020 Aerial photograph, NSW Government

Key Sources

1.77 SY0307 (Structure)

Item Details	
Year of construction:	c.1896
Alternative names:	
Modifications (with years):	Unknown
Function:	Unknown
Construction materials:	Unknown, although likely timber
Demolished/removed (year):	Prior to 1900

Historical Summary

The structure is recorded on the 1896 Plan but is not present on the 1900 Plan. This suggests that it has already been demolished by this point.

Archaeological notes

The extremely short duration of the structure would suggest that it was temporary. As such, it was likely constructed of timber rather than from more permanent materials. This, combined with the heavy ground disturbance in the area due to the construction of numerous structures in the following decades suggest that the are unlikely to be archaeological remnants present in a good state of preservation.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second Sydney Station. The structure has research value for its potential to demonstrate its original uses, construction techniques and functions, as well as any changes over time.

In response to Bickford and Sullivan's questions about research potential,[265] the remains of the Structure have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

State

Management

[265] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

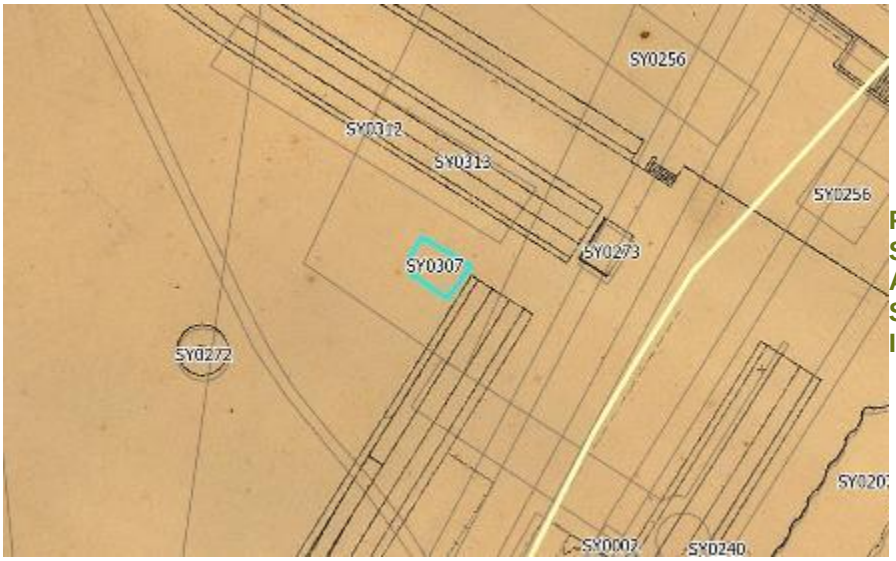


Figure 650. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

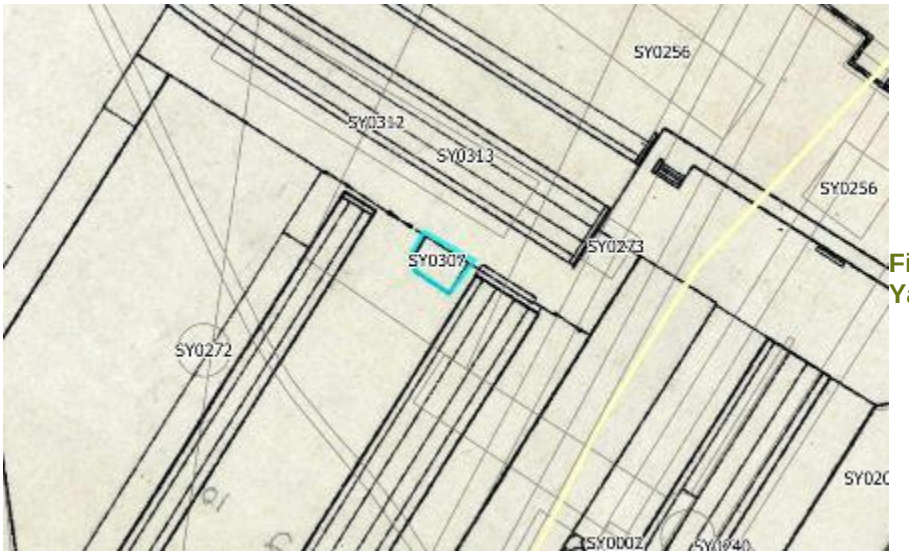


Figure 651. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

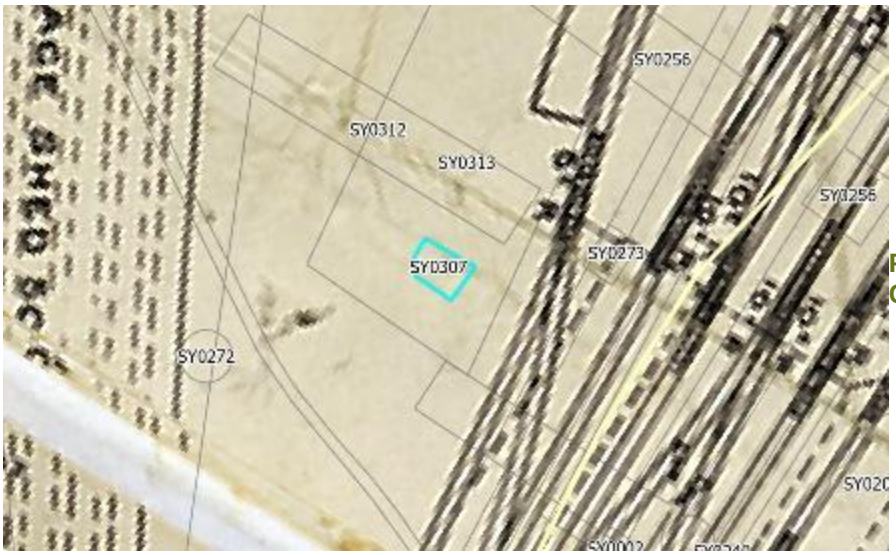


Figure 652. 1903 NS.W.R. Sydney Central Station

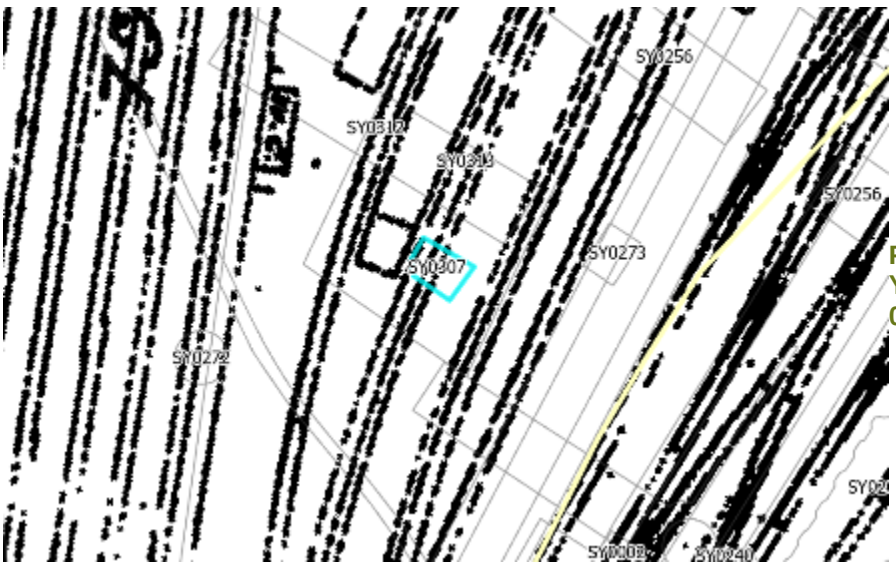


Figure 653. 1916 N.S.W.R. Sydney Yard, Sydney Trains Plan Room, 0204478 A0C

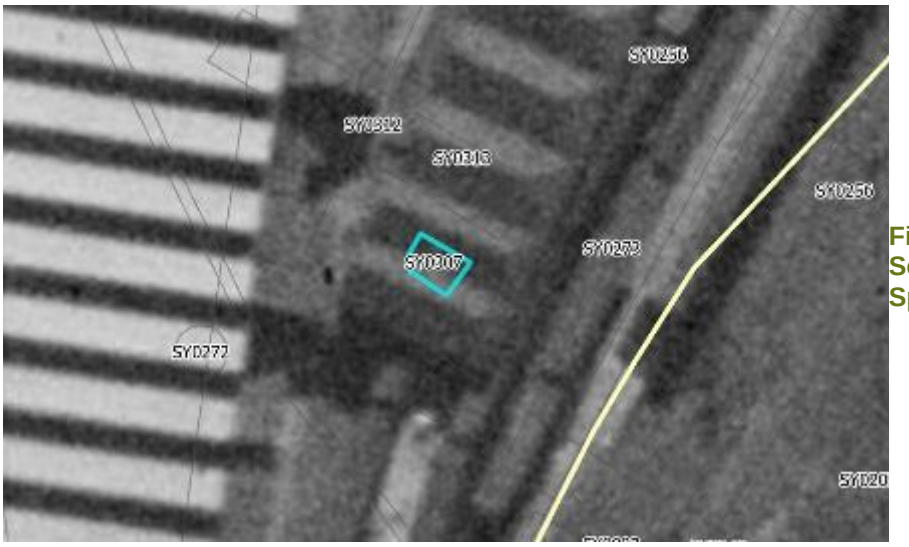


Figure 654. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

1.78 SY0308 (c.1896 Structures)

Item Details	
Year of construction:	c.1896
Alternative names:	
Modifications (with years):	Unknown
Function:	Unknown
Construction materials:	Unknown
Demolished/removed (year):	Prior to 1903

Historical Summary

Two rectilinear structures, the northernmost of which is far smaller than the other, first appear on the 1896 Redfern Station Yard plan. Yet, by 1903 the structures were demolished, having been replaced with rail lines.

Archaeological notes

Appear first on 1896 plan, but by 1903 appear to have been demolished, with rail lines running through the structures' former locations. Both of these structures are within the yards of the current Central Railway Station. As this location has largely only been developed through the construction of rail and ballast, it has need been subject to the same degree of ground disturbance as other areas of the site where more significant infrastructure has been installed. If the items were constructed from brick, it is possible that subsurface remnants of these structures might still be present, given that this area has been far less impacted than other regions of Central Station. Conversely, if the structures were constructed from timber, then it is unlikely that remnants will have survived due to the poor survivability of such materials.

Archaeological Potential

Low Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second Sydney Station. The area they were located in was in proximity to the gas works and carpenter's shop, which could indicate that the structures had a similar utilitarian function connected to the operation of the station. The structures have research value for their potential to demonstrate their original uses, construction techniques and functions, as well as any changes over time.

In response to Bickford and Sullivan's questions about research potential,[266] the remains of the c.1896 Structures have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

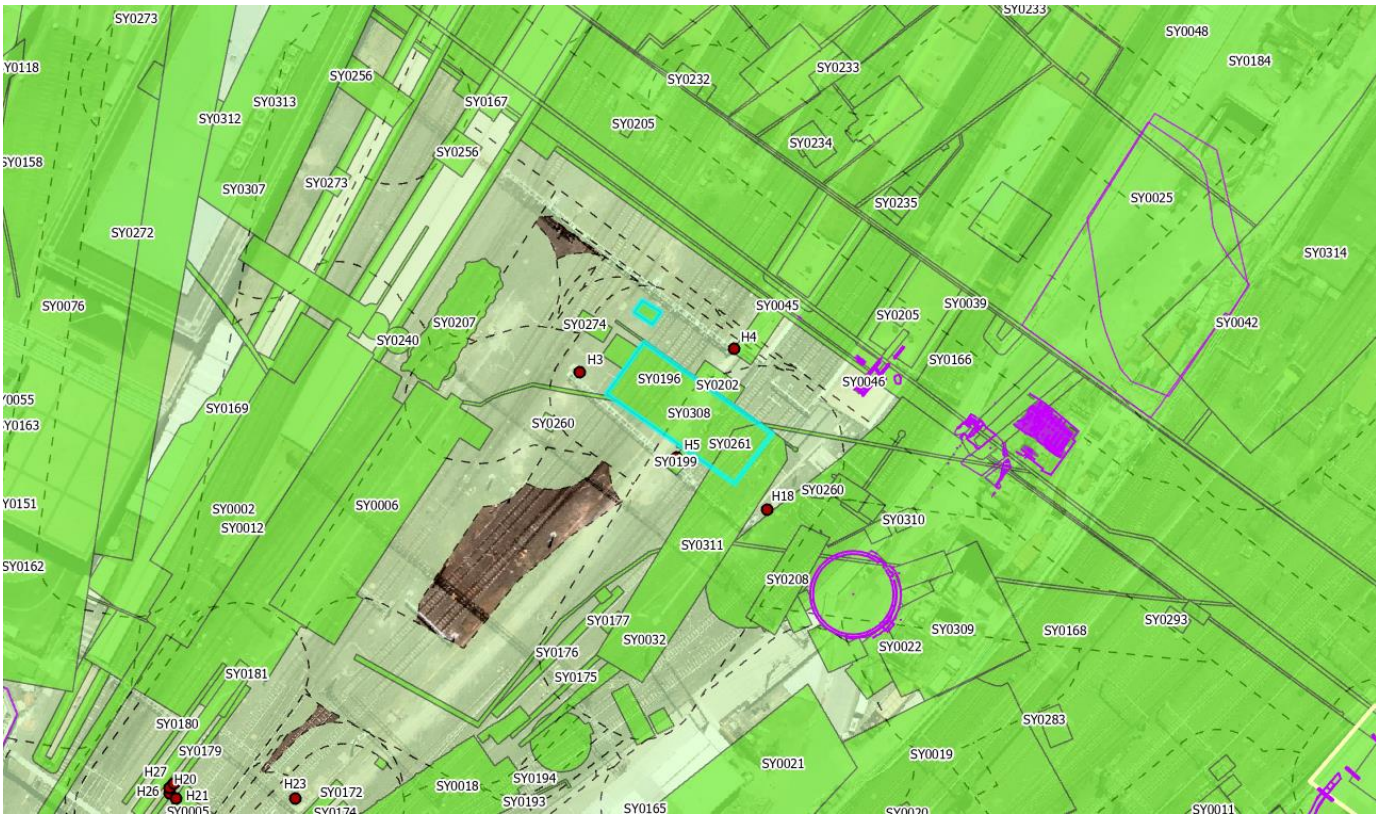
[266] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

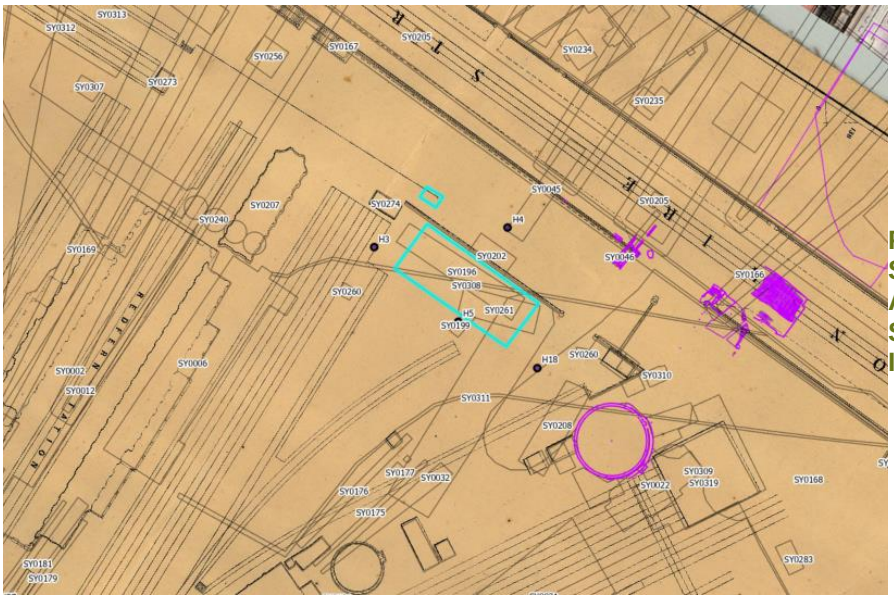


Figure 655. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.



Figure 656. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

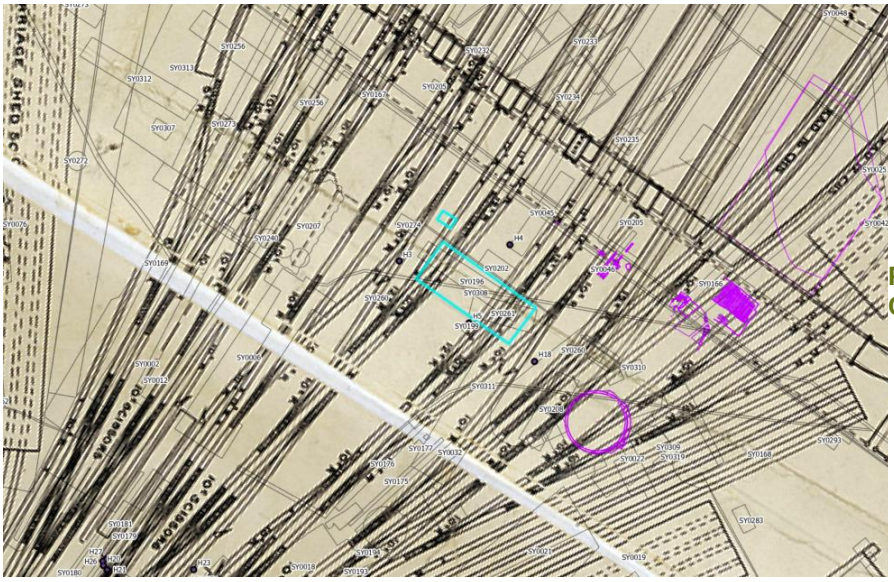


Figure 657. 1903 NS.W.R. Sydney Central Station

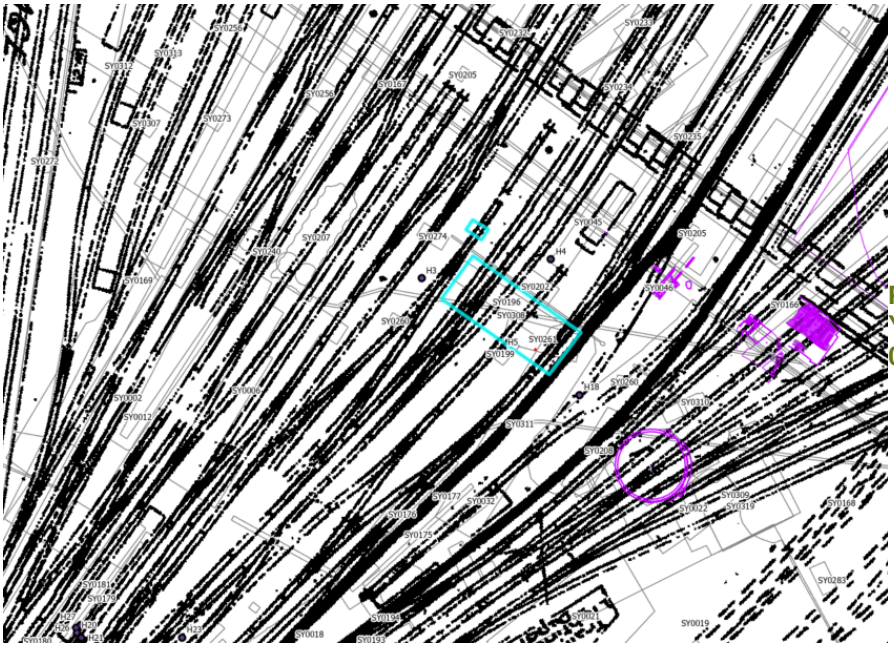


Figure 658. 1916 N.S.W.R. Sydney Yard, Sydney Trains Plan Room, 0204478 A0C

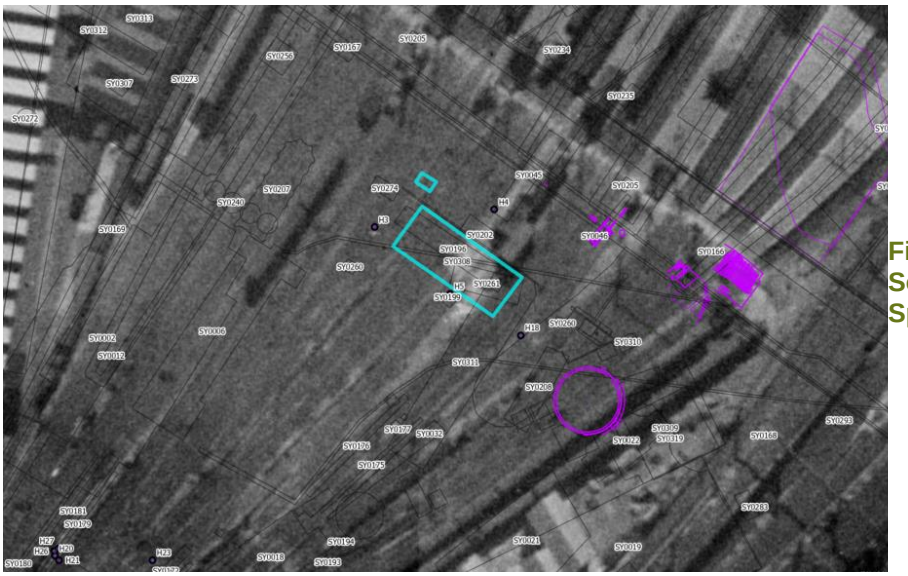


Figure 659. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

1.79 SY0309 (c.1896 Gas Works)

Item Details	
Year of construction:	c.1896
Alternative names:	N/A
Modifications (with years):	Associated structures altered (c.1900)
Function:	Provision of gas for carriages and station premises and workshops
Construction materials:	Brick masonry
Demolished/removed (year):	c.1900-c.1903

Historical Summary

Following the construction of the first gas works at Central Station in 1877-8, the gas works was relocated or a new gas works was constructed to the north-east by c.1896 (potentially as early as 1890), based on the available historical maps of Central Station. Minor alterations appear to have been made in c.1900, when the associated structures were demolished and new structures constructed. The gas works and associated structures were removed in c.1903 during the redevelopment of the station.

Archaeological notes

Archaeological evidence of gas works is likely to include the Gas Holder (also known as a Gasometer), remains of the Retort House, other associated buildings and associated piping. However, it should be noted that Gas Works sites are likely to be highly contaminated and this will limit the nature of the archaeological work able to be undertaken.

As part of the Central Station Main Works (CSMW) project, the eastern section of the Gas Holder was discovered in February 2019.[267] The Gas Holder was found to comprise a truncated curved machine-made brick wall measuring approximately length of 21.15m and a maximum height of 2.8 meters, consisting of 34 vertical brick courses, supported by three buttresses. The Gas Holder was found to have been partially demolished and impacted in a number of places by the installation of services. The eastern half of the Gas Holder was removed following completion of recording. The western half of the Gas Holder remains *in situ.* The eastern buildings of the gas works was within the CSMW footprint, but was not identified during excavation works. However, the western building may be intact as it is not located within this footprint.

Archaeological Potential

High Potential

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of early utilities associated with the daily operations of the Second Sydney Station, and of private enterprise within the government railways. The structures have limited research value for their potential to demonstrate their original uses, construction techniques and functions, as well as any changes over time.

[267] Artefact Heritage. *Preliminary Excavation Directors Report Central Station Main Works* (March 2020), pp. 17-18.

In response to Bickford and Sullivan's questions about research potential,[268] the remains of the c.1896 Gas Works have limited potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

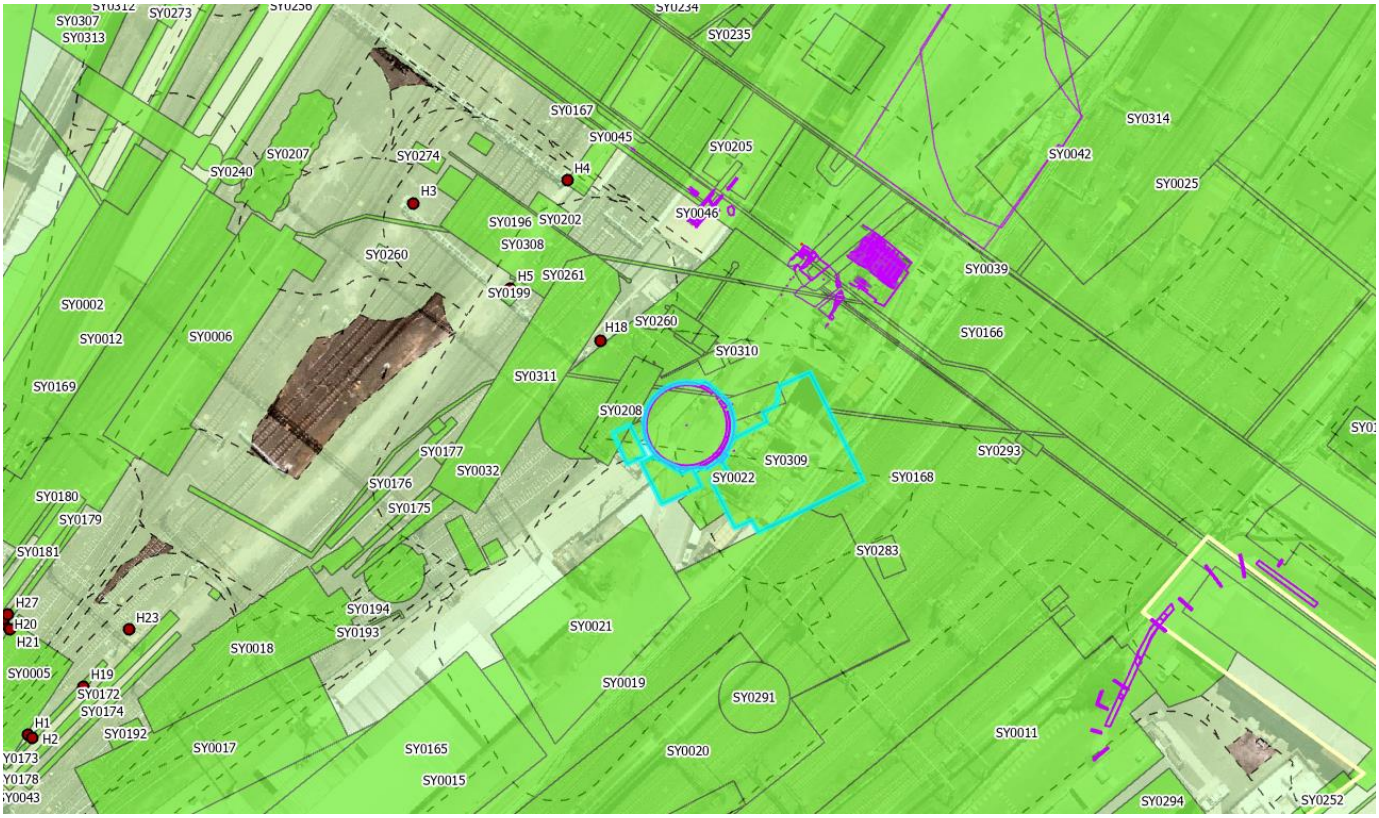
Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

No archaeological work to occur in this area without an assessment by a competent Occupation Hygienist with due regard to a contamination report and discussions with the archaeologist as to the nature of work proposed.

Item Location



Key Images

[268] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Figure 660. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.

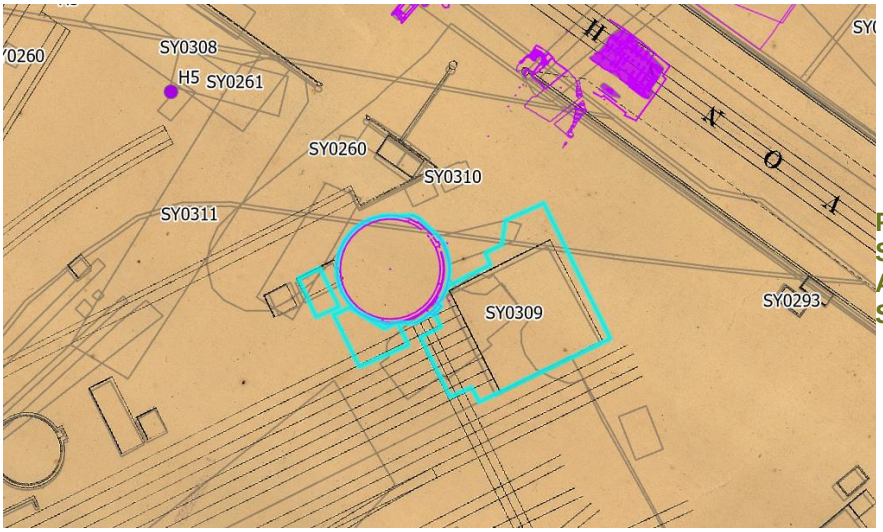


Figure 661. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

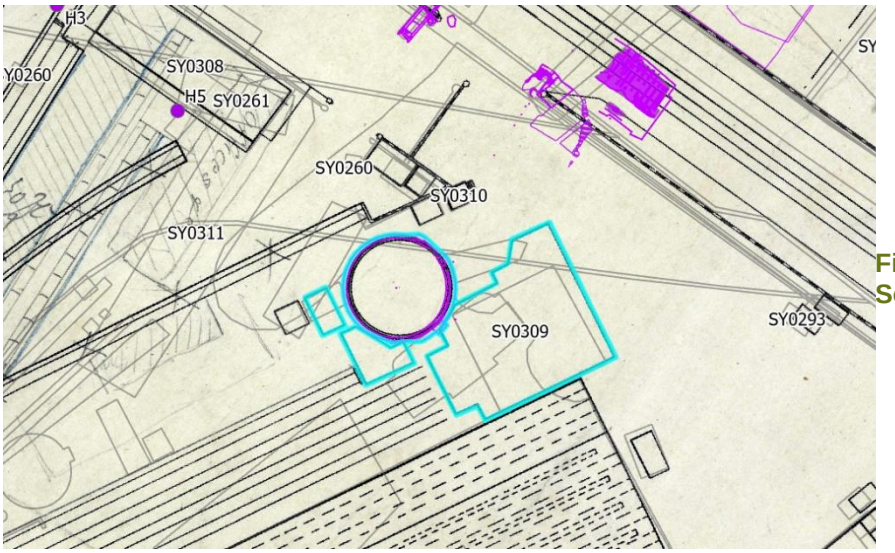


Figure 662. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

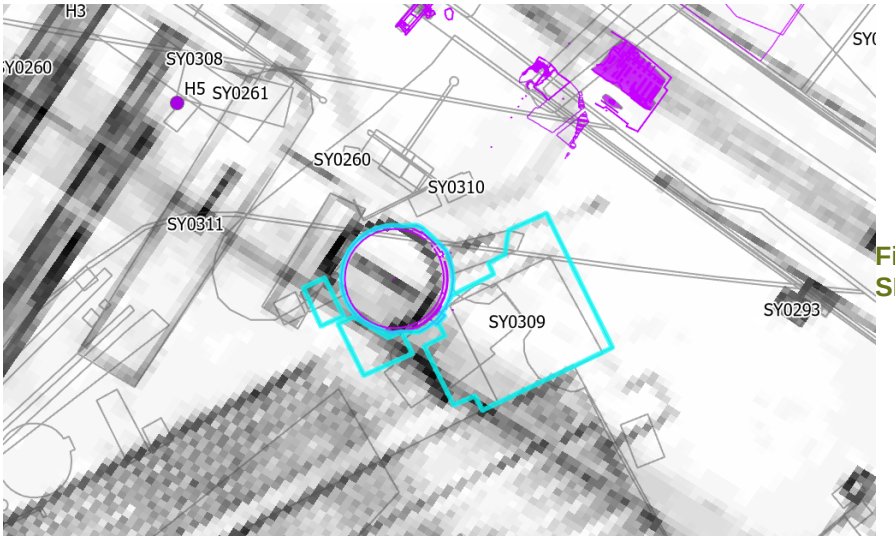


Figure 663. 1900 Sydney Yard. Source: SLNSW.

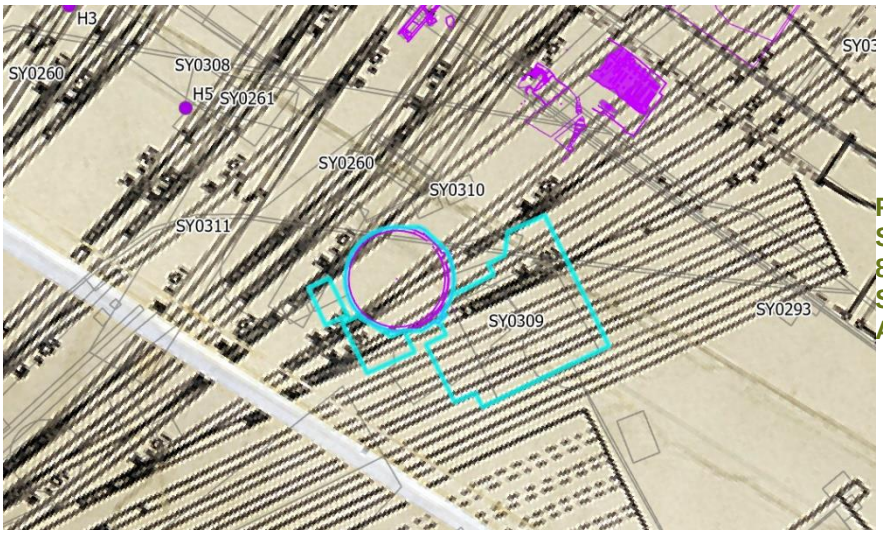


Figure 664. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

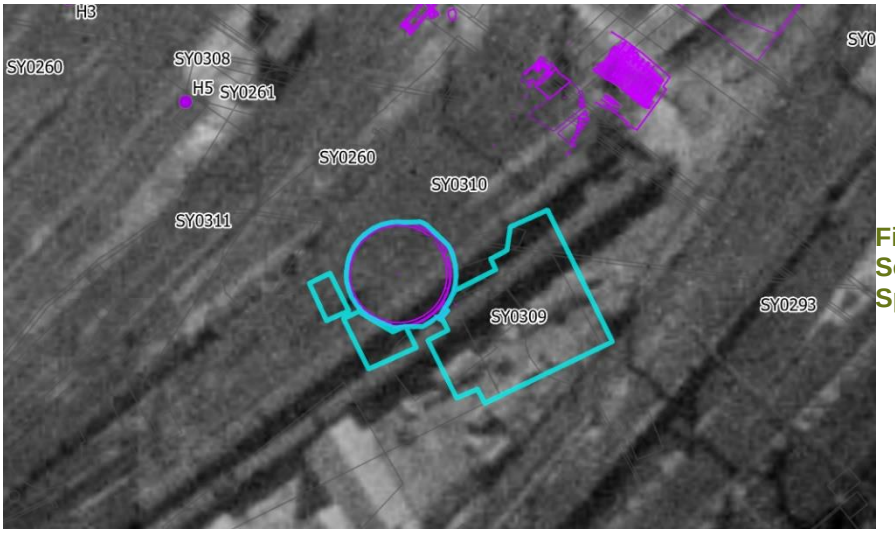


Figure 665. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

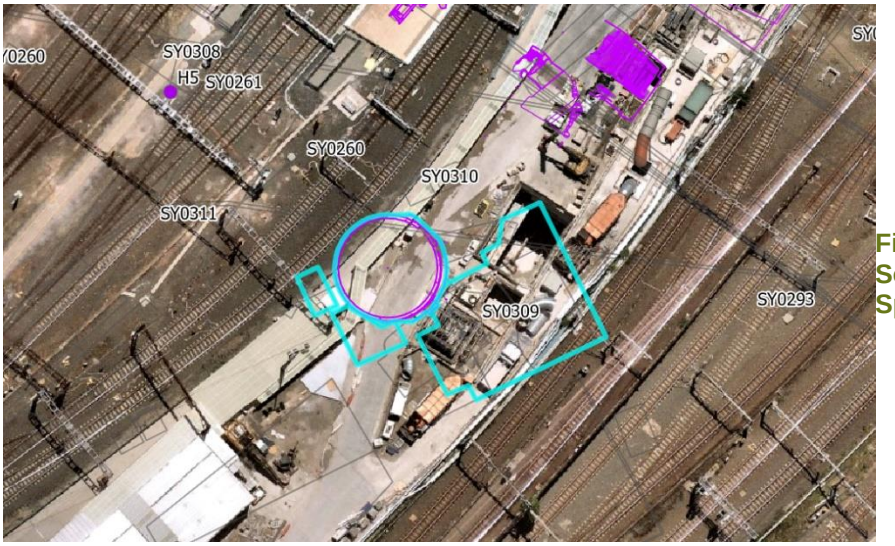


Figure 666. 2020 Aerial photograph. Source: NSW Government, NSW Spatial Services.



Figure 667. The Gas Holder following excavation in February 2019 during the CMS works. Source: Artefact 2020



Figure 668. The Gas Holder following excavation in February 2019 during the CMS works. Source: Artefact 2020.

Key Sources

Artefact Heritage. *CSM Excavation Directors Report* (2020). Chapter 3.

Artefact Heritage. *Preliminary Excavation Directors Report Central Station Main Works* (March 2020).

Longworth, Jim. " *A Brief History of NSW Railway Gasworks*." ARHS Bulletin 54, no. 788 (2003): 203-13.

1.80 SY0310 (c.1896 Entrance Structures)

Item Details	
Year of construction:	1874-
Alternative names:	
Modifications (with years):	
Function:	Unknown
Construction materials:	Not determined, Likely stone / brick
Demolished/removed (year):	1901

Historical Summary

Mapping dated to 1884 (Figure 669) shows two structures within the boundary fence of the second Central Railway Station (Redfern Station), fronting Devonshire Street. These structures are not visible in retrieved photographs taken from Devonshire Street. The specific function of these structures is unclear. The structures do not appear to relate to passenger platforms, but may more closely relate to the carpenter's shop, gas works, and nearby terminating rail lines. The larger of the two structures measures approximately 6 metres (m) x 4m, while the smaller measures 4m x 4m. Given this small size they may have functioned as supervisors offices or small storage areas.

Archaeological notes

Both of these structures are within the yards of the current Central Railway Station. This location has not been subject to the same degree of soil disturbance as has been the case for locations where significant built infrastructure has been constructed. The fabric of these structures has not been determined. Given their small size it is foreseeable that they may have been constructed in timber. Were this the case, their demolition for the construction of the current Central Railway Station would likely have removed most if not all evidence of their existence. Remaining archaeological evidence may include in-situ footings and post holes, and disarticulated construction elements. Were these structures to have been constructed in brick, the possibility exists for the in-situ survival of footings, lower courses and flooring, in addition to disarticulated construction remains. This is particularly the case in locations such as the subject site that has apparently only been developed through the construction of rail and ballast, with no more intensive impacts to the archaeological record.

Archaeological Potential

Moderate

Assessment of significance

The structures are within the historical second Central Railway Station (Redfern Station). Nevertheless, their size is particularly small and they do not appear to have been positioned central to areas of public prominence or access. Their function is likely to have been utilitarian, and while this does not diminish their significance in itself, it would indicate that their construction is likely to have been generic and unexceptional.

Remains associated with the structures within Central Railway Station may include 'primary' archaeological evidence such as in situ footings, lower courses and flooring. Remains associated with the demolition of these items –'secondary' archaeological evidence–that may survive at the subject site may include rubble and levelling layers. Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness ('survival') would meet the threshold of State significance as evidence of early rail and transport infrastructure in Sydney.

If primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of State significance include Historical Significance (criterion A), Rarity (criterion F) and Representativeness (criterion G).

Secondary archaeological evidence would meet the threshold of local significance for most criteria at the subject site, if intact. This is because secondary remains do not contribute to our understanding of the location while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture. Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex. The 'integrity' and 'intactness' of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second Sydney Station. The structures have research value for their potential to demonstrate their original uses, construction techniques and functions, as well as any changes over time.

In response to Bickford and Sullivan's questions about research potential,[269] the remains of the c.1896 Entrance Structures have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

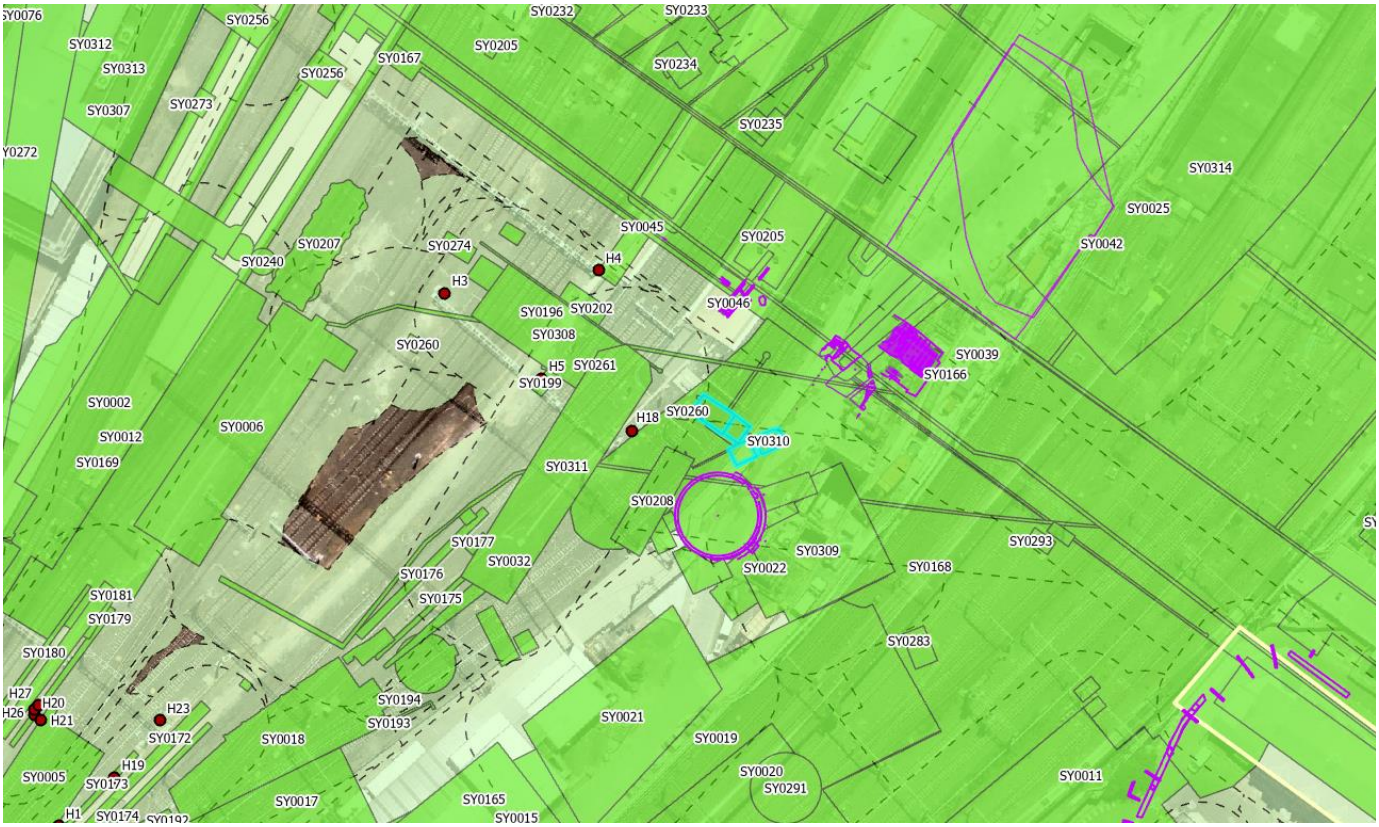
State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location

[269] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Key Images



Figure 669. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

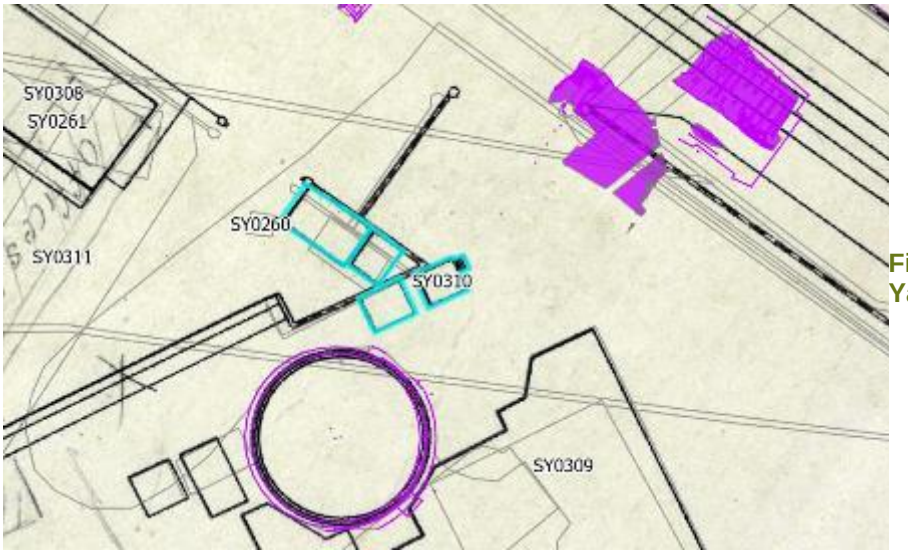


Figure 670. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

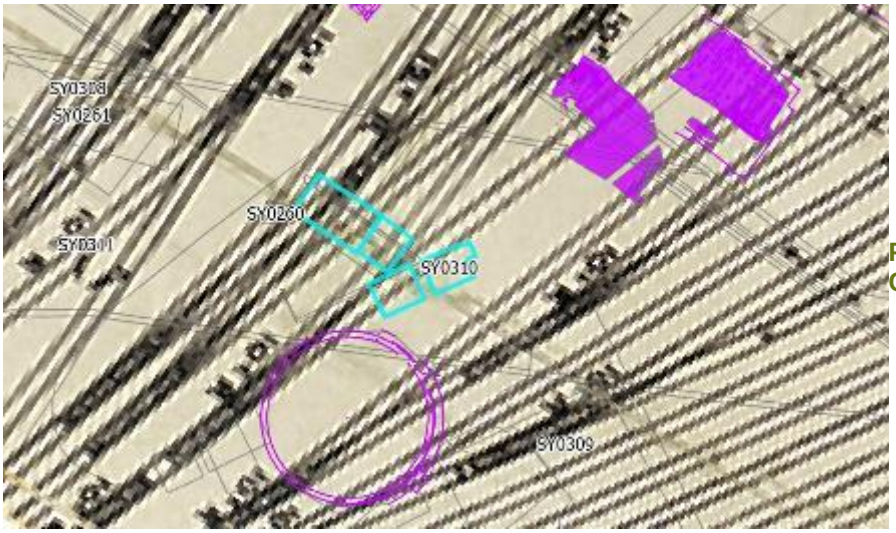


Figure 671. 1903 NS.W.R. Sydney Central Station

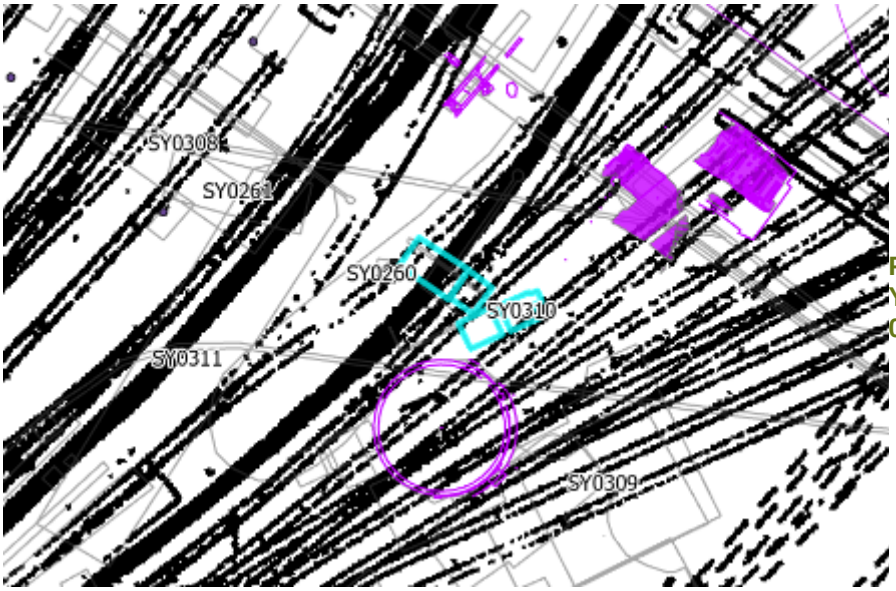


Figure 672. 1916 N.S.W.R. Sydney Yard, Sydney Trains Plan Room, 0204478 A0C

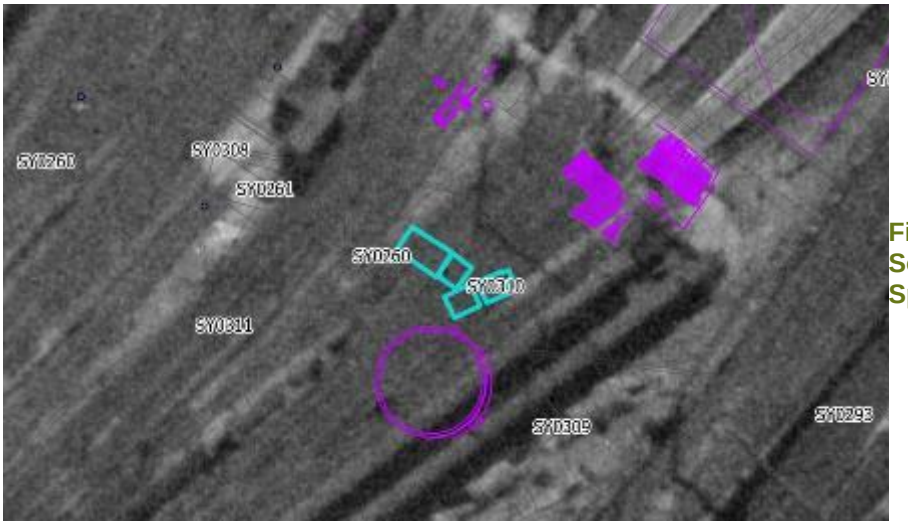


Figure 673. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

1.81 SY0311 (c.1896 Offices)

Item Details	
Year of construction:	c.1896-1900
Alternative names:	Offices
Modifications (with years):	Unknown
Function:	Potentially administrative
Construction materials:	Unknown
Demolished/removed (year):	Prior to 1903

Historical Summary

A rectilinear structure labelled “Offices” appeared on the 1900 Redfern Station and Vicinity Plan. Yet, the 1903 Central Station Arrangements plan demonstrates that the structure had been removed by this time, with rail lines being installed in its former location. The specific usage of this structure is unknown, but its labelling as “Offices” could suggest it played a role in the administrative function of the station.

Archaeological notes

Little information about this structure could be found, which, combined with its short existence, might indicate that it was intended as a temporary feature. If so, it is likely that the building may have been constructed from timber rather than from more permanent materials. However, the site of the former structure has only been utilised for rail lines since 1903, meaning that it has been subject to less ground disturbance than other areas of Central Station. This comparative lack of disturbance could mean that remnants of the structure are present, although this is not considered likely.

Archaeological Potential

Moderate

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second Sydney Station. The structures have research value for their potential to demonstrate their original uses, construction techniques and functions, as well as any changes over time.

In response to Bickford and Sullivan’s questions about research potential,[270] the remains of the c.1896 Offices have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

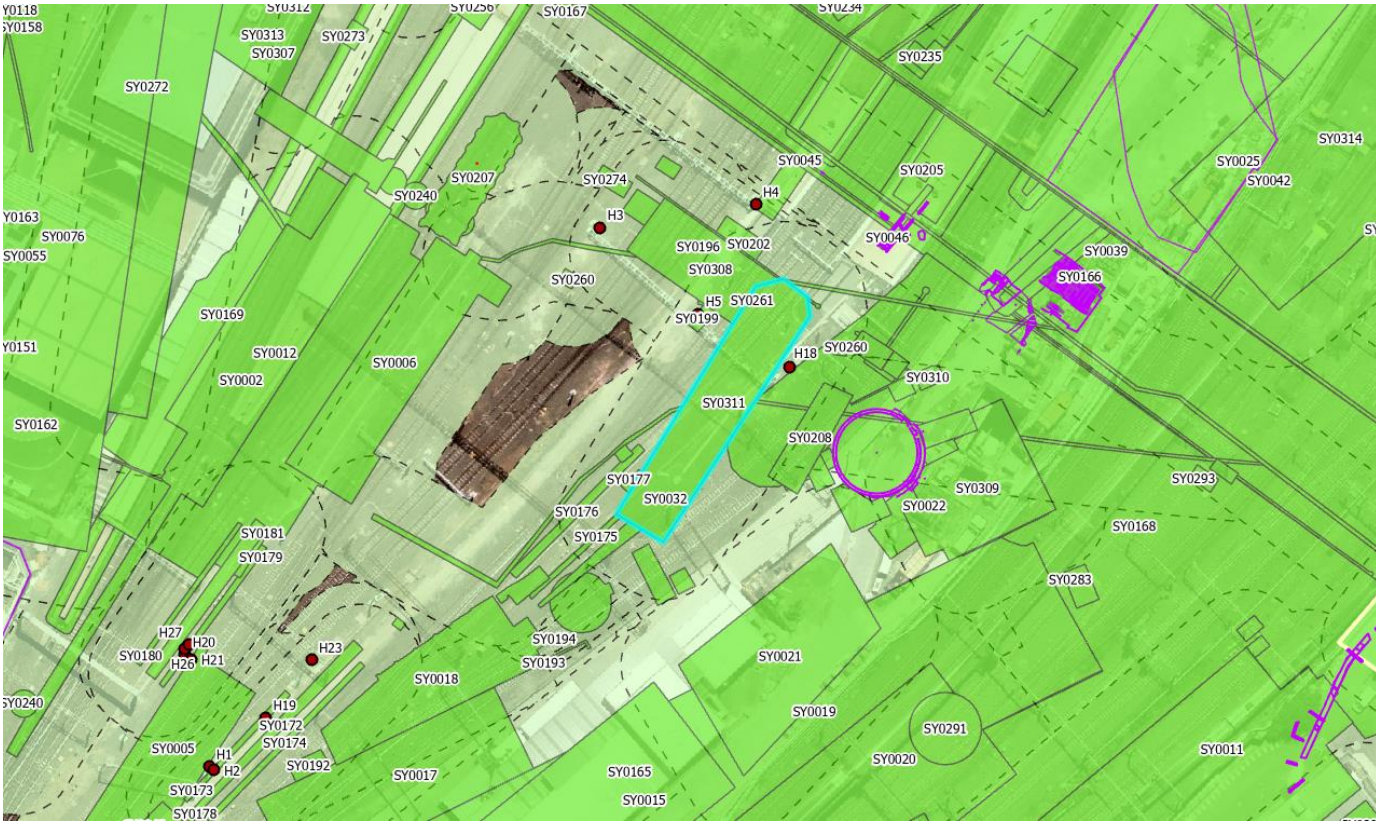
State

[270] Bickford, A and S Sullivan, 1984. ‘Assessing the Research Significance of Historic Sites’, in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and ‘Relics’.* Report endorsed by the Heritage Council of NSW, December 2009.

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

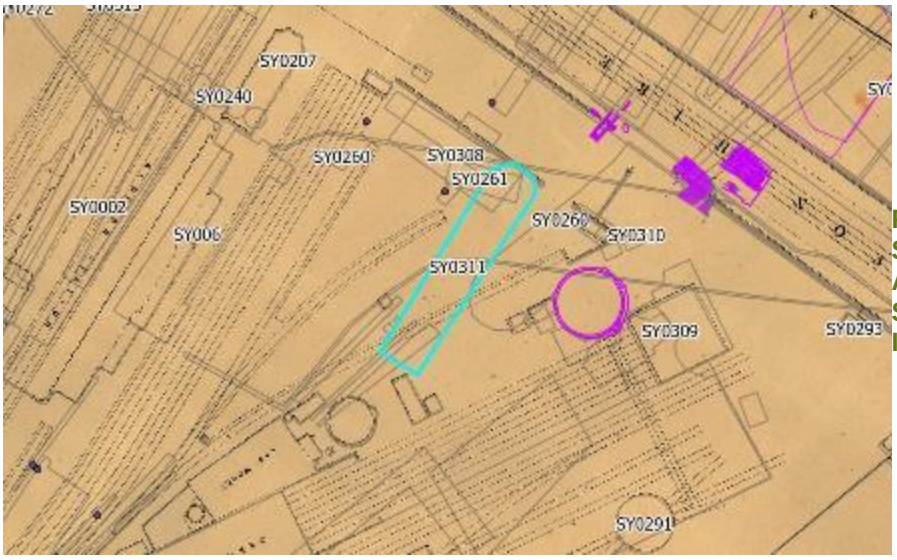


Figure 674. 1884 plan of the Second Sydney Station. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

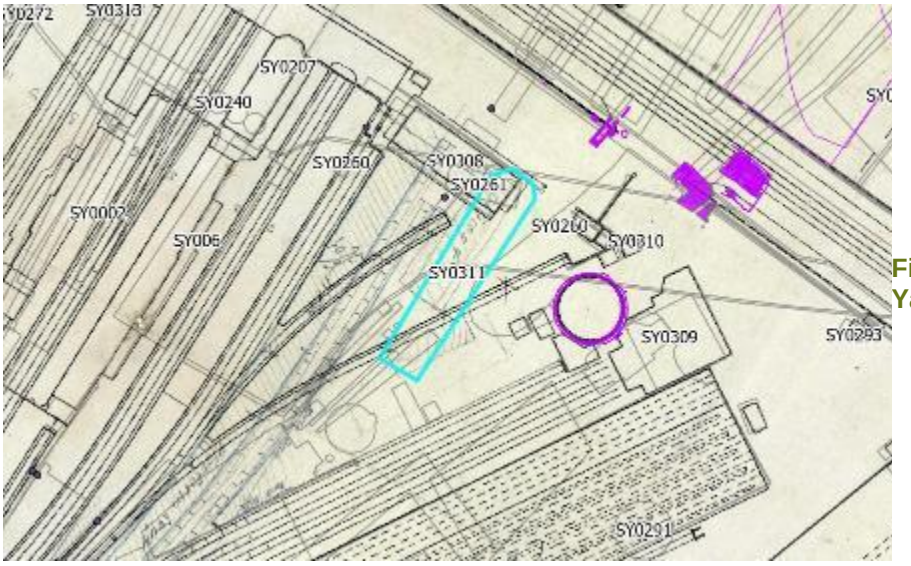


Figure 675. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

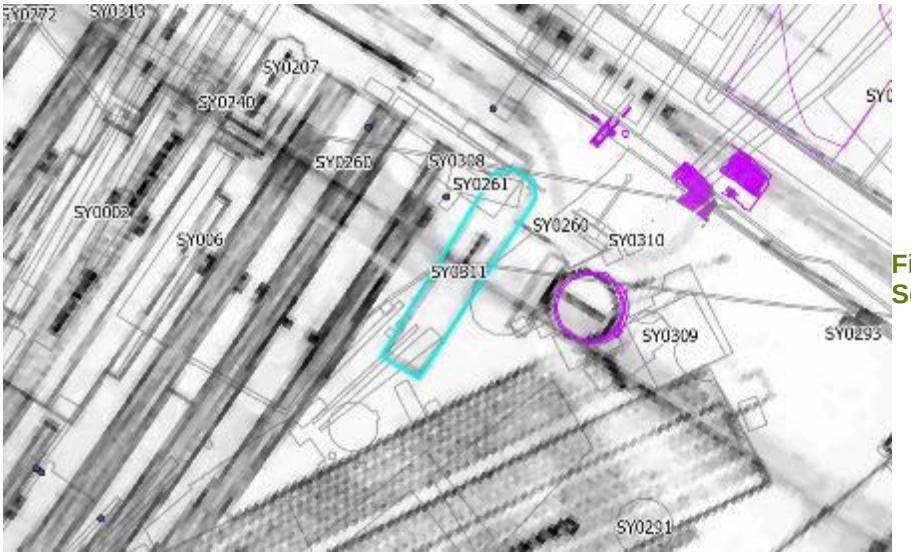


Figure 676. 1900 map of Central. Source: SLNSW.

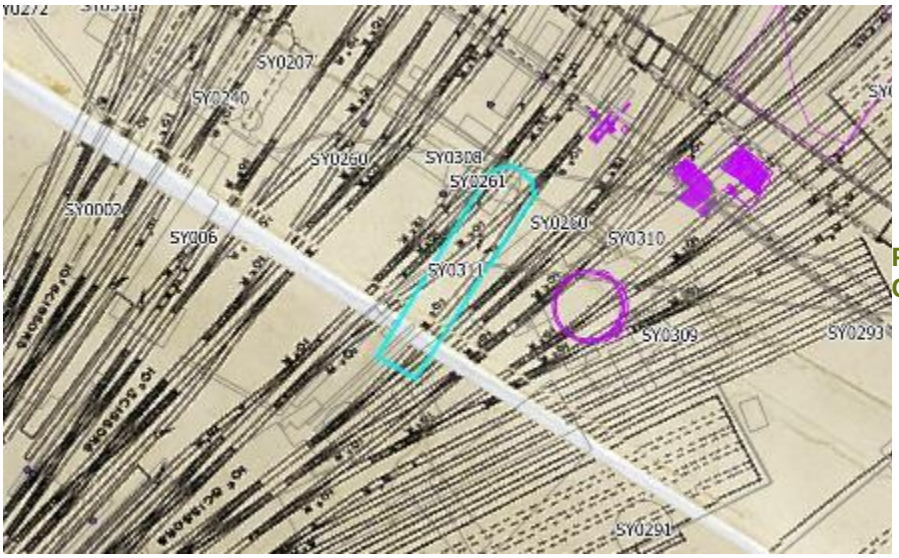


Figure 677. 1903 NS.W.R. Sydney Central Station

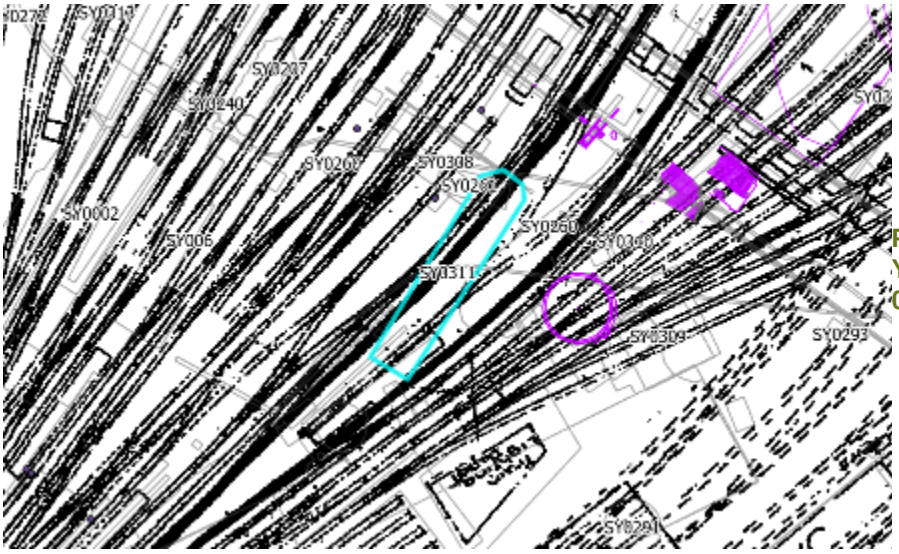


Figure 678. 1916 N.S.W.R. Sydney Yard, Sydney Trains Plan Room, 0204478 A0C

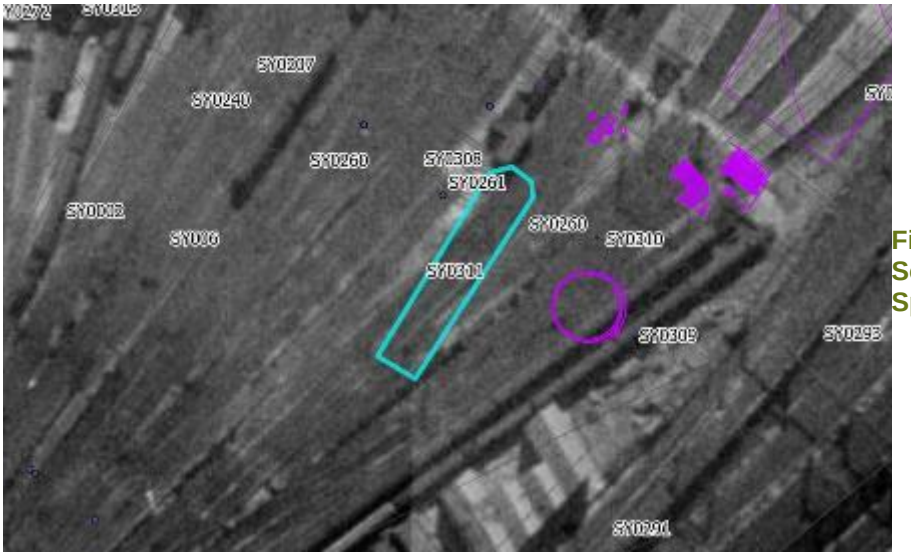


Figure 679. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

1.82 SY0312 (c.1900 Luggage Room)

Item Details	
Year of construction:	1896-1900
Alternative names:	Luggage Room
Modifications (with years):	
Function: Passenger amenities	Passenger amenities
Construction materials: Possibly timber	Possibly timber
Demolished/removed (year): by 1906	By 1906

Historical Summary

Situated near the Devonshire Street entry to the second Central Station (1874-1906), the Luggage Room was placed near a cloak room, and between the station entry and passenger platforms. The Luggage Room is drawn (Figure 682) with what appear to be regularly spaced, but small uprights which may provide evidence that it was of timber construction. The luggage room was relatively large, measuring approximately 30 metres (m) x 6m. It is no longer visible on plans dating to 1903 (**Figure 683**), and was almost certainly demolished by the time the new Central Railway Station had been constructed in 1906. The site of the Luggage Room is currently within the footprint of a multi storey building at 14-18 Lee Street, Haymarket.

Archaeological notes

It is likely that the Luggage Room was only a short-lived structure of relatively light construction. It appears to have been added to the existing Second Central Railway Station in the last years of the stations life – possibly reflecting the extent to which the second station had fallen behind the requirements expected of it. The Luggage Room is in a location that has since been subject to significant ground disturbance as a result of major redevelopment of the area. Were the Luggage Room constructed of timber, it would not be anticipated that significant intact remains of it would survive other than potentially brick pad footings. Were the Luggage Room constructed of brick / stone, then there is limited potential that intact elements of it may remain, including footings, lower brick courses, and paving or flooring.

Archaeological Potential

Nil

Assessment of significance

Remains associated with the Luggage Room may include ‘primary’ archaeological evidence that may survive at the subject site. This may include footings, postholes, lower courses of walls, paved surfaces and floors and structural remains. Remains associated with the demolition of these items (‘secondary’ archaeological evidence) that may survive at the subject site may include rubble and levelling layers.

Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness (‘survival’) would meet the threshold of State significance. Such archaeological evidence would provide insight to the changing nature Central Station over time.

Secondary archaeological evidence would meet the threshold of local significance for most criteria at the subject site, if intact. This is because secondary remains do not contribute to our understanding of the location while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture. Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex.

The 'integrity' and 'intactness' of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second and Third Sydney Station. The Luggage Room has research value for its potential to demonstrate its original uses, construction techniques and functions, as well as any changes over time.

In response to Bickford and Sullivan's questions about research potential,[271] the remains of the c.1900 Luggage Room have some potential to contribute knowledge that no other resource and site can about the transition between the Second and Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

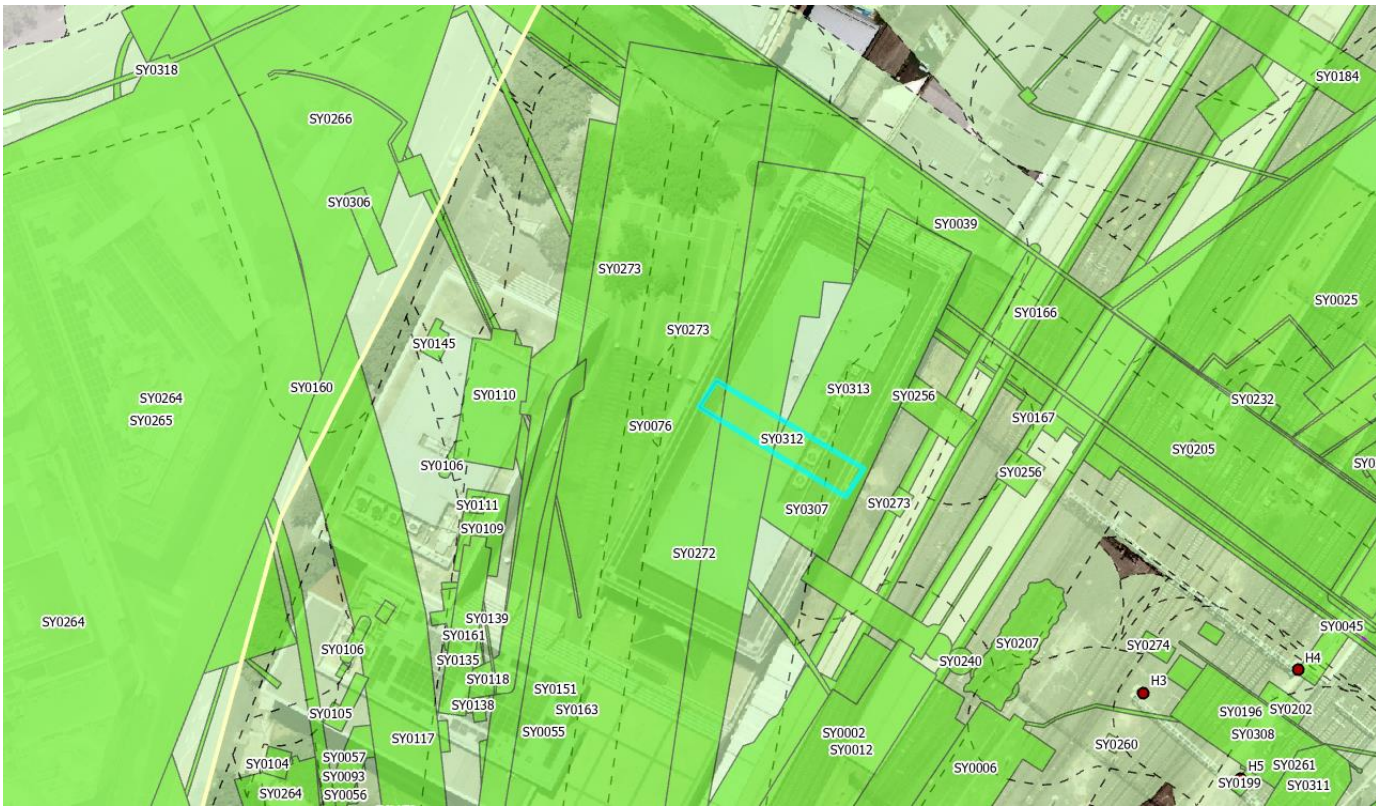
Level of significance

State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



[271] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Key Images

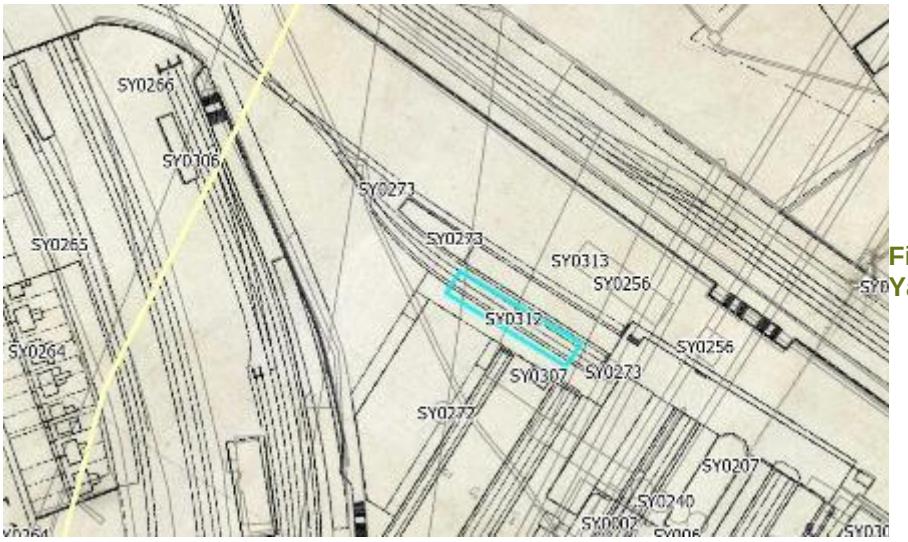


Figure 680. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.



Figure 681. 1900 Plan Showing Redfern Station and Precinct. Source: SLNSW.

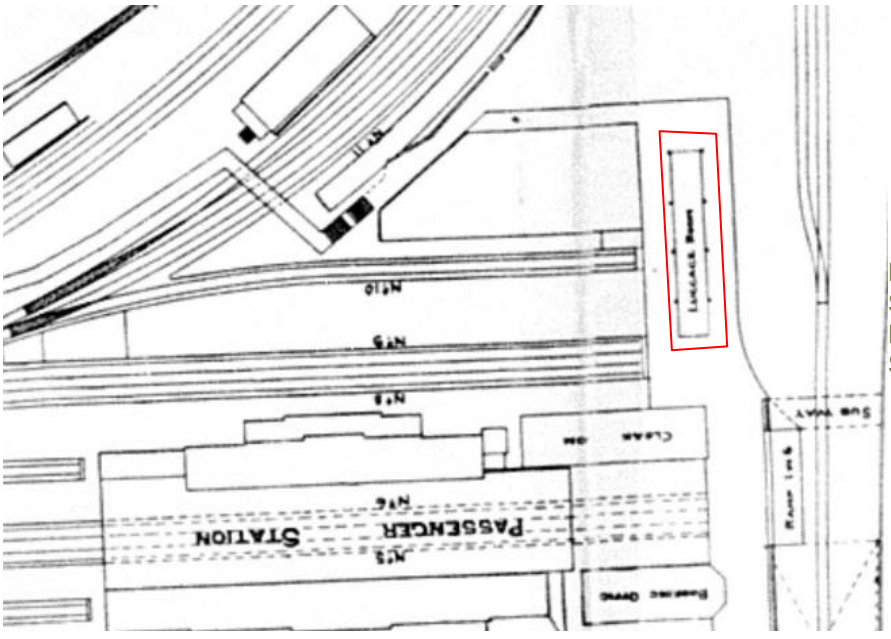


Figure 682. Detail of 1900 Plan Showing Redfern Station and Precinct, Subject item outlined in red. Source: SLNSW.

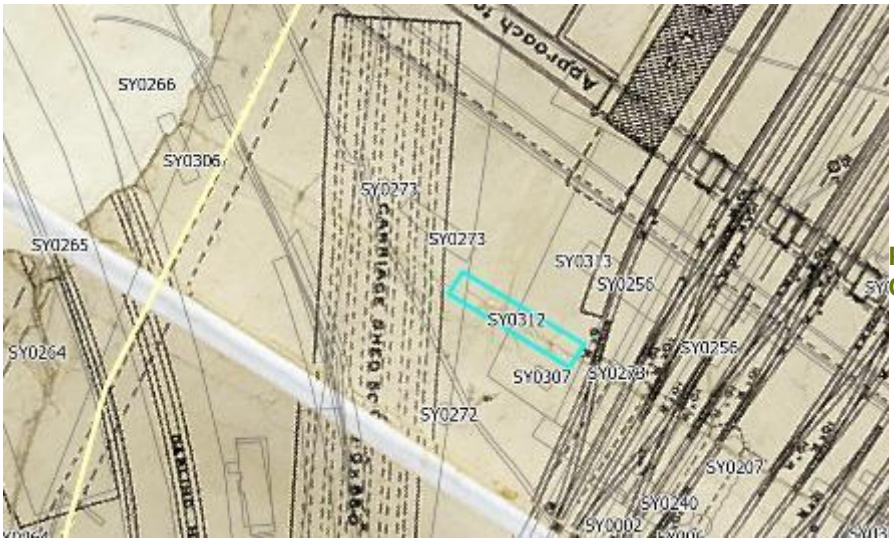


Figure 683. 1903 NS.W.R. Sydney Central Station

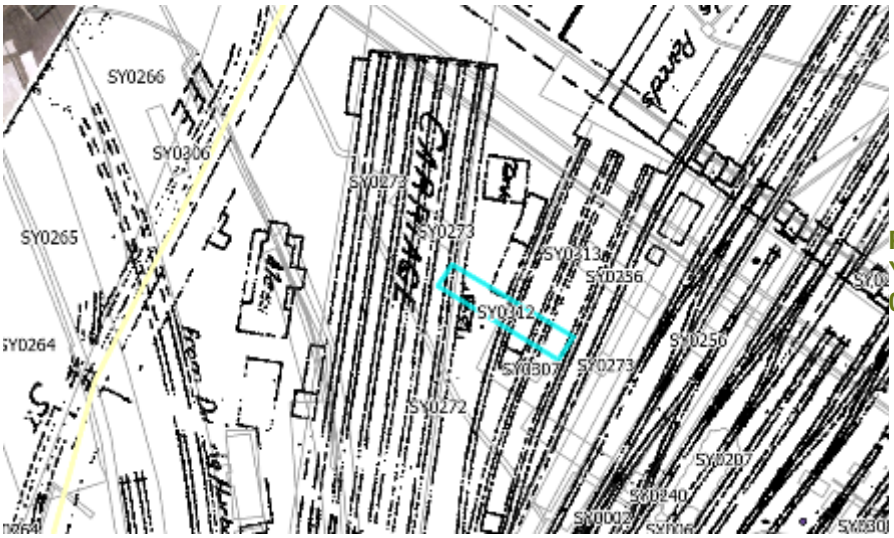


Figure 684. 1916 N.S.W.R. Sydney Yard, Sydney Trains Plan Room, 0204478 A0C

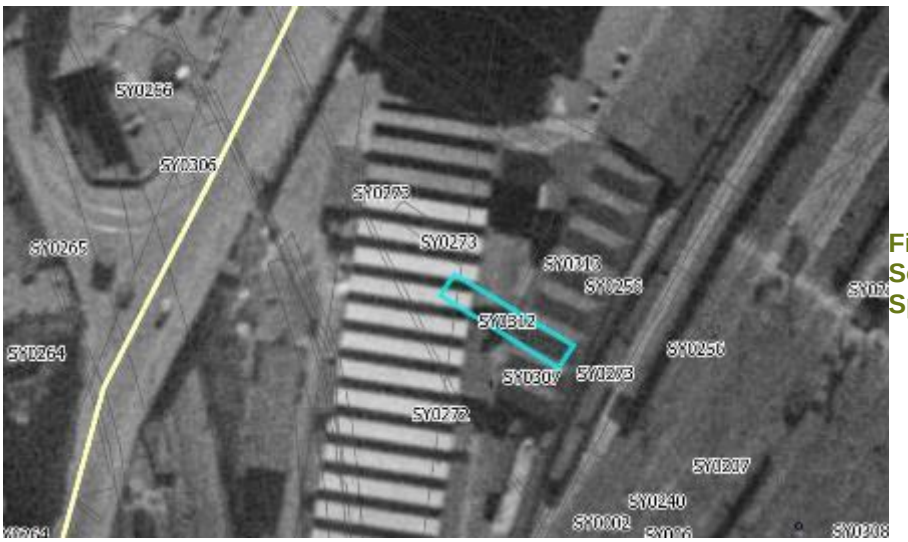


Figure 685. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

1.83 SY0313 (Parcels Structure)

Item Details	
Year of construction:	1906
Alternative names:	Inwards Parcels Shed
Modifications (with years):	2004 as Railway Square YHA
Function:	Postal
Construction materials:	Brick, timber, steel, possible sandstone footings
Demolished/removed (year):	1999-2000

Historical Summary

The Inwards Parcels Shed was built in 1906 alongside Platform 1 and was designed by the Government Architect Gorrie Blair, who was also responsible for the design of the Mitchell Library building of the NSW State Library. The purpose of the building was to be a clearing house for parcels arriving from the countryside, forming a complex with the Outwards Parcel Shed which was once on the corner of Pitt Street and Eddy Avenue. The Parcels Post Office (now the Adina Hotel) was constructed in 1910 adjacent to the Inwards Parcels Shed. The Parcels Post Office received parcels from department stores and suppliers and dispatched them to countryside regions on the overnight mail trains which left from Central Station. The building was constructed as a timber structure lined as a corrugated iron shed with a loading dock and yard on the western side. Inside the building, it was configured into three sections, including the Inwards Parcels Office and a Cashier's Office. Fibreglass skylights provided a natural lighting source and rafters support the roof internally and externally. Four rows of columns ran along the building; the two internal rows formed a nave and another row ran along each of the side walls of the building (Figure 693). There are also several internal brick bays with fireplaces which serve to brace the structure of the building. The building included a lift (Figure 694).

Original brick arches to the east of the sandstone archway led to the basement area of the Railway Square YHA/Former Inwards Parcels Shed, which is currently used by CountryLink for catering purposes. The basement area consists of small concrete vaults, some with corrugated metal ceilings, which support the structure of the YHA above. A pedestrian passage from the basement connects with the subway passage system of the Central Terminus Building. It is unknown exactly when the Former Inwards Parcels Building ceased to be used for its original purpose, but it was converted into the Railway Square YHA in 2004. From 1999-2000, the Inwards Parcel Dock, West Carriage Shed and Parcels Dock Awning were demolished for the development of Henry Deane Plaza.

Archaeological notes

The Inwards Parcels Shed was a substantial structure that was largely demolished in 1999-2000. Chiefly constructed in timber, but with brick fireplaces / structural reinforcement, it is possible that elements of the Inwards Parcels Shed may have been incorporated into lower elements of the YHA and Henry Deane Plaza. Intact archaeological elements of the Inwards Parcels Shed may be present beneath the YHA and Henry Deane Plaza. These intact archaeological elements may include brick and timber footings, remnants of timber uprights, lower brick courses, flooring remnant lift pit and machinery and also infrastructure including drainage and privies.

Archaeological Potential

Nil

Assessment of significance

Remains associated with these structures may include 'primary' archaeological evidence–that may survive at the subject site. This may include footings, postholes and structural remains including flooring, lower brick courses and mechanical items including lift shaft and remains. Remains associated with the demolition of these items – 'secondary' archaeological evidence–that may survive at the subject site may include rubble and levelling layers.

Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness ('survival') would meet the threshold of State significance.

Secondary archaeological evidence would meet the threshold of local significance for most criteria at the subject site, if intact. This is because secondary remains do not contribute to our understanding of the location while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture. Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex. The 'integrity' and 'intactness' of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

If primary archaeological evidence of good integrity is identified at the subject site, criteria which would meet the threshold of State significance include Historical Significance (criterion A), Rarity (criterion F) and Representativeness (criterion G).

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Third Sydney Station. The Parcels Structure has research value for its potential to demonstrate its original uses, construction techniques and functions, as well as any changes over time.

In response to Bickford and Sullivan's questions about research potential,[272] the remains of the Parcels Structure have some potential to contribute knowledge that no other resource and site can about the transition between the Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

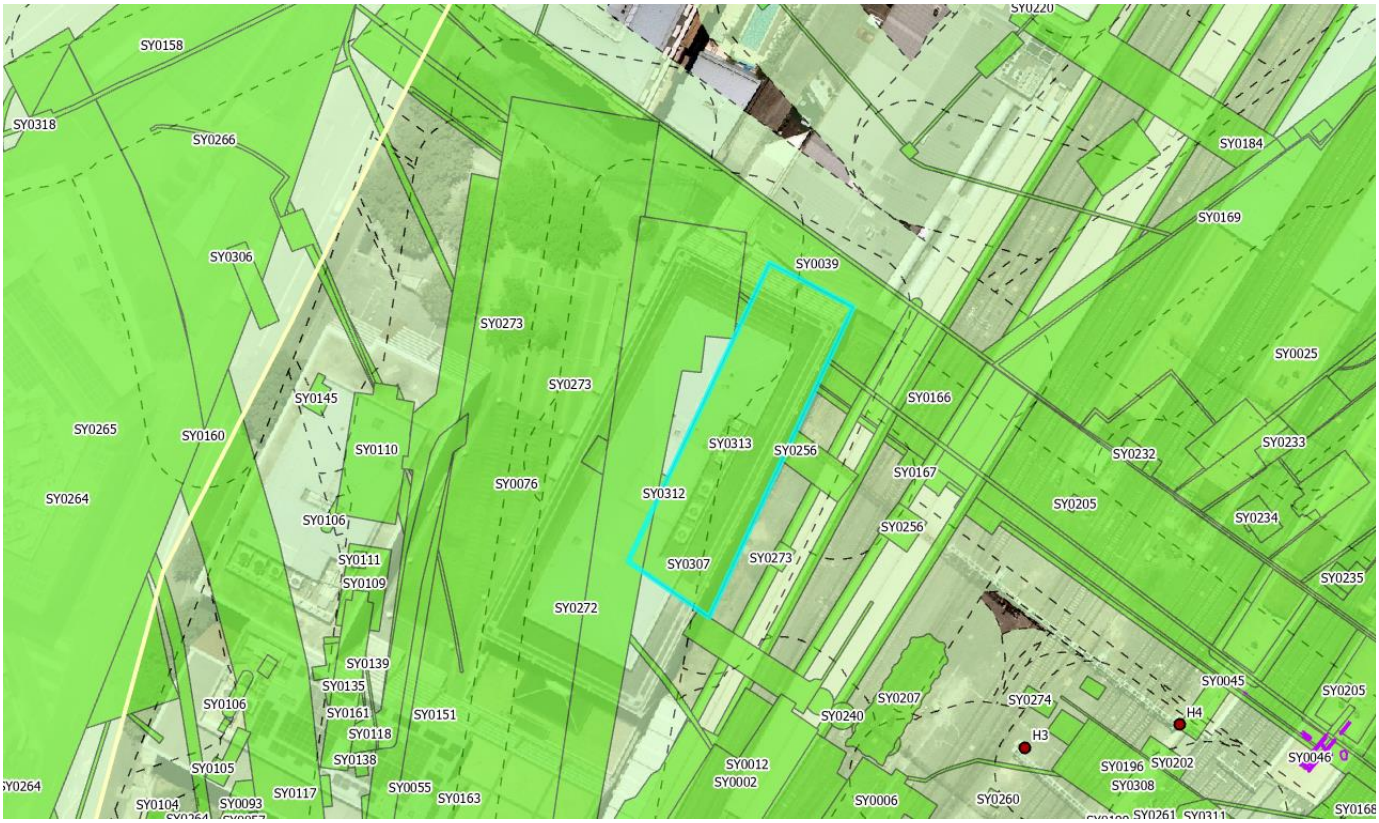
State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location

[272] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.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Key Images



Figure 686. 1916 N.S.W.R. Sydney Yard, Sydney Trains Plan Room, 0204478 A0C

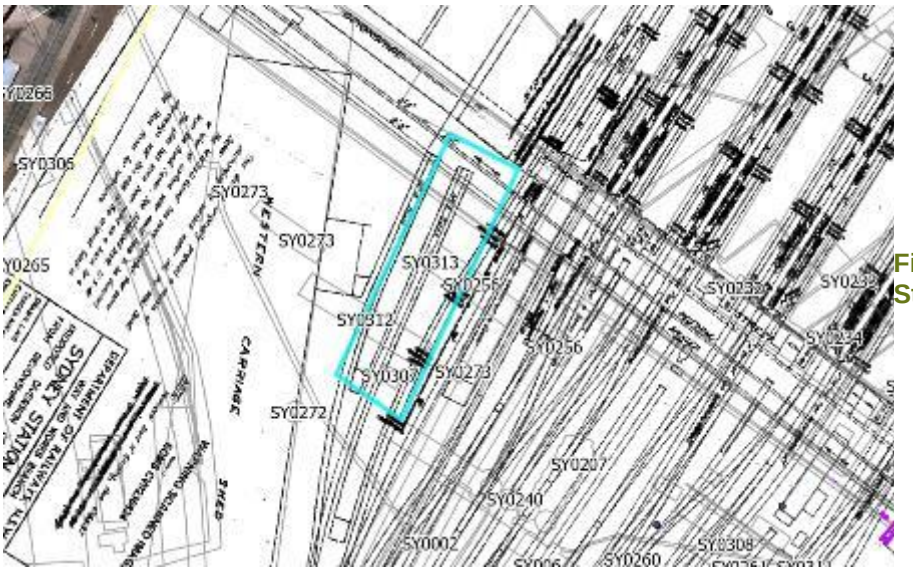


Figure 687. 1939 Sydney Yard Station, Sydney Trains Plan Room

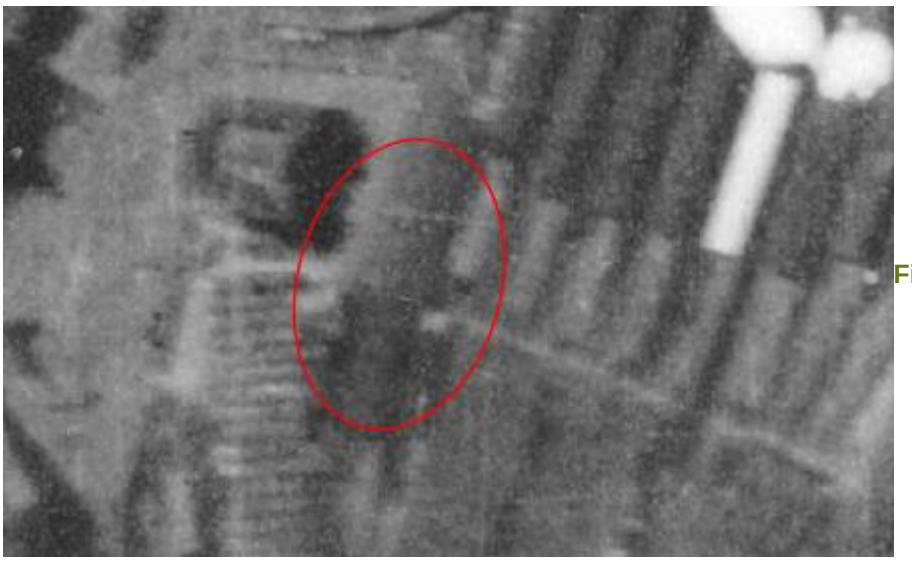


Figure 688. Aerial Image 1/1/1930



Figure 689. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

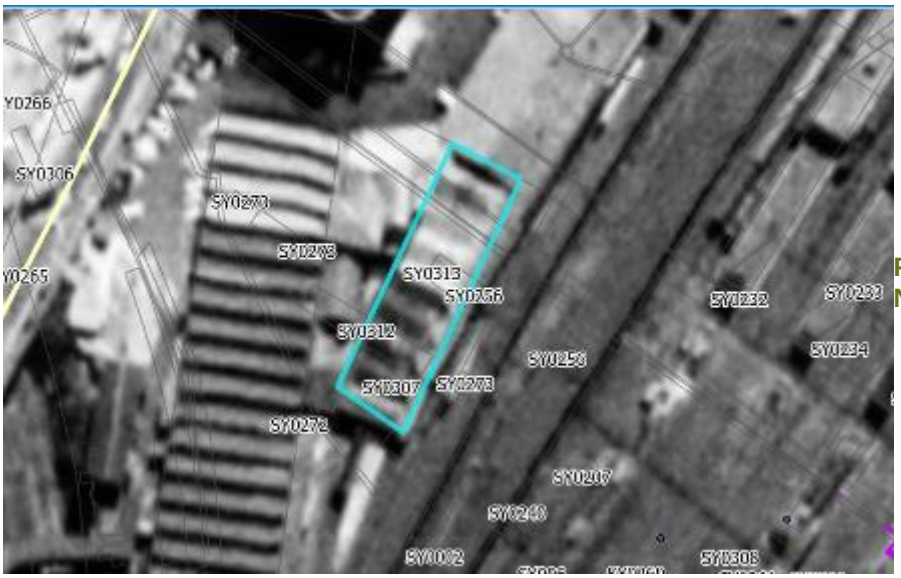


Figure 690. 1975 Aerial photograph, NSW Government



Figure 691. 1999 Aerial photograph



Figure 692. 2004 Aerial photograph



Figure 693. Figure 16: Interior of the Inwards Parcels Shed, circa 1973. Source: McKillop, Ellsmore and Oakes, *A Century of Central: Sydney's Central Railway Station 1906 to 2006*. Australian Railway Historical Society/NSW Division, NSW

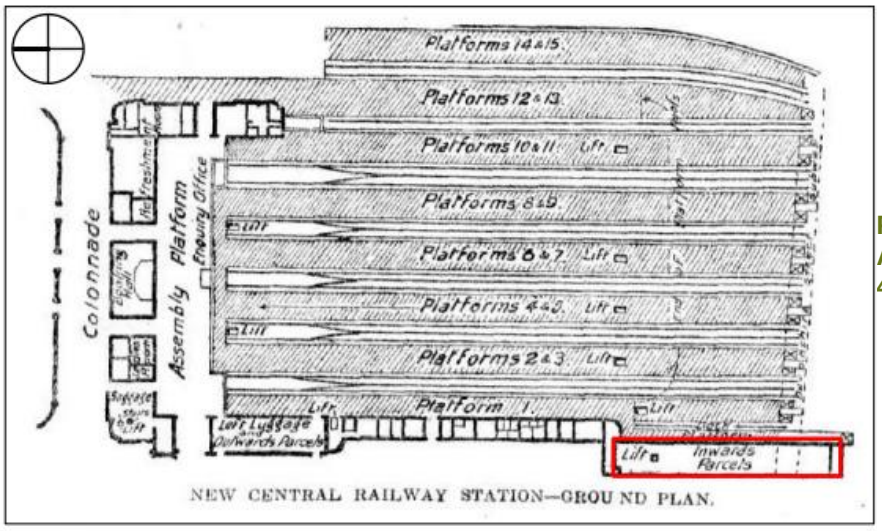


Figure 694. *The Daily Telegraph* (2 August 1906) New Railway Station, p. 4,

Key Sources

1.84 SY0314 (c.1903 Carriage Shed)

Item Details	
Year of construction:	c.1903
Alternative names:	Not determined
Modifications (with years):	
Function:	Transport
Construction materials:	Not determined
Demolished/removed (year):	1916-1930

Historical Summary

This carriage shed appears to have been constructed along with the remainder of the new Central Railway Station which opened in 1903 (Figure 696). It remains visible on mapping dated to 1916 (Figure 697). No indication is given to the structural character of the carriage shed, however other station infrastructure from the period is built in brick with timber and iron supporting elements. The carriage shed is no longer visible by 1930, when Figure 698 was taken. The former location of this carriage shed is now occupied by platforms 16-17 and adjacent rail.

Archaeological notes

The carriage shed is likely to have comprised a substantial structure, potentially of brick, and may have incorporated inspection pits and access ways. It was located beneath the current footprint of platforms 16-17 and adjacent rail. Recent archaeological excavations in Central Railway Station have indicated the potential for intact archaeological remains to survive, particularly in locations such as below rail or platforms, which have not been subject to significant levels of ground disturbance associated with major construction.

Archaeological Potential

Moderate

Assessment of significance

Remains associated with the carriage shed may include ‘primary’ archaeological evidence that may survive at the subject site. This may include footings, postholes, lower courses of walls, paved surfaces and floors and structural remains. Remains associated with the demolition of these items (‘secondary’ archaeological evidence) that may survive at the subject site may include rubble and levelling layers.

Based on the NSW Heritage Assessment Criteria, primary archaeological evidence of good integrity/intactness (‘survival’) would meet the threshold of State significance. Such archaeological evidence would provide insight to the initial and changing nature of the current Central Railway Station.

Secondary archaeological evidence would meet the threshold of local significance for most criteria at the subject site, if intact. This is because secondary remains do not contribute to our understanding of the location while it was in operation, but may produce associated evidence such as wall alignments, building fabric or material culture. Secondary evidence also has the potential to illuminate activities associated with the dismantling of the complex. The ‘integrity’ and ‘intactness’ of archaeological remains can vary, and the degree of survival can impact the ability to interpret the archaeological record. This has a bearing on the significance of the archaeological remains to yield valuable and new information for interpretation.

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Third Sydney Station. The c.1903 Carriage Shed has research value for its potential to demonstrate its original uses, construction techniques and functions, as well as any changes over time.

In response to Bickford and Sullivan's questions about research potential,[273] the remains of the c.1903 Carriage Shed have some potential to contribute knowledge that no other resource and site can about the transition between the Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

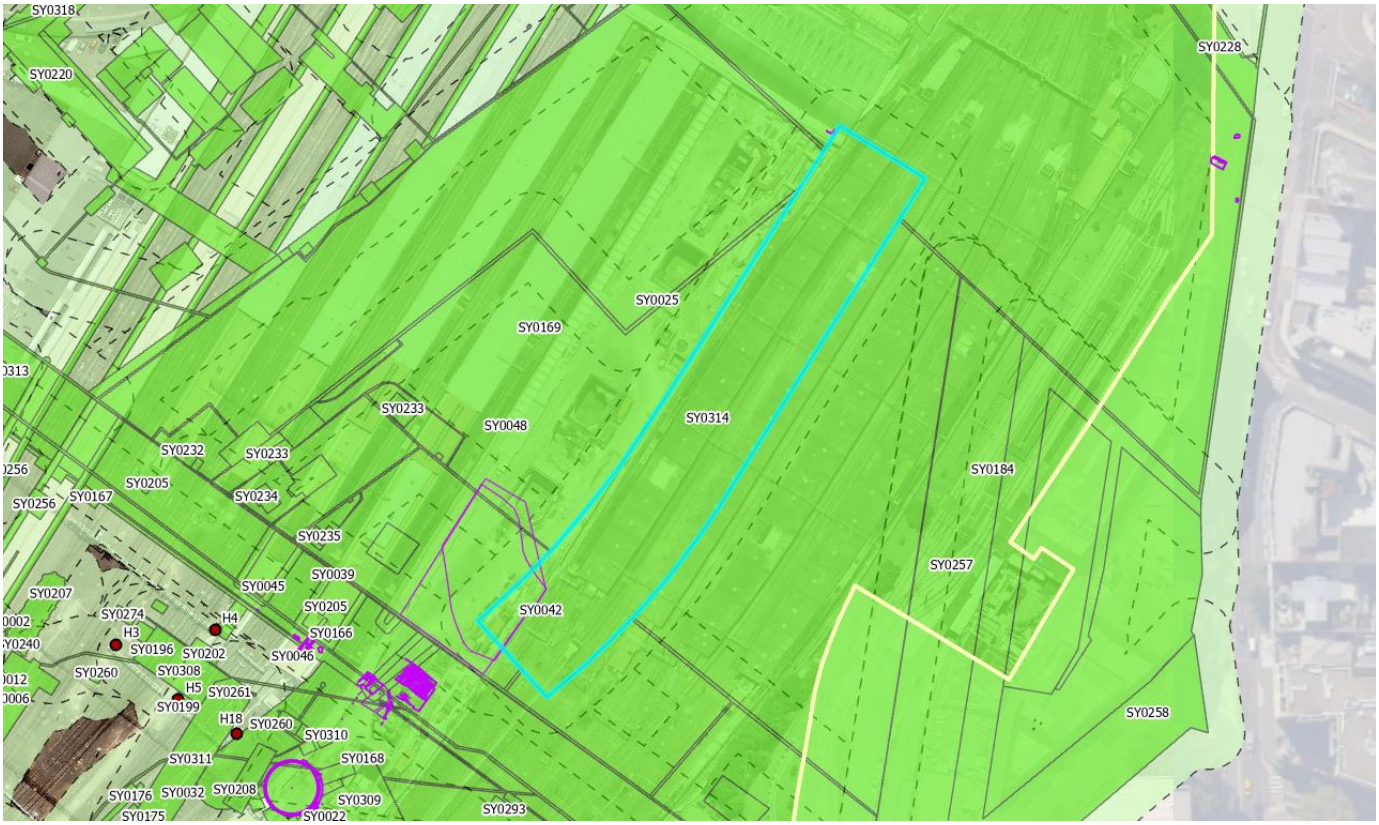
Level of significance

State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[273] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

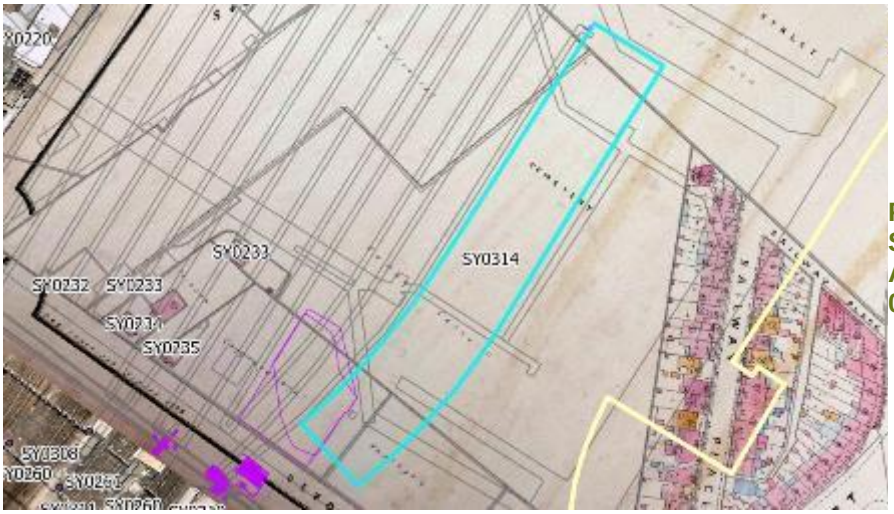


Figure 695. 1888 Rygate and West Sheet 40. Source: City of Sydney Archives & History Resources, A-00880455.



Figure 696. 1903 NS.W.R. Sydney Central Station.

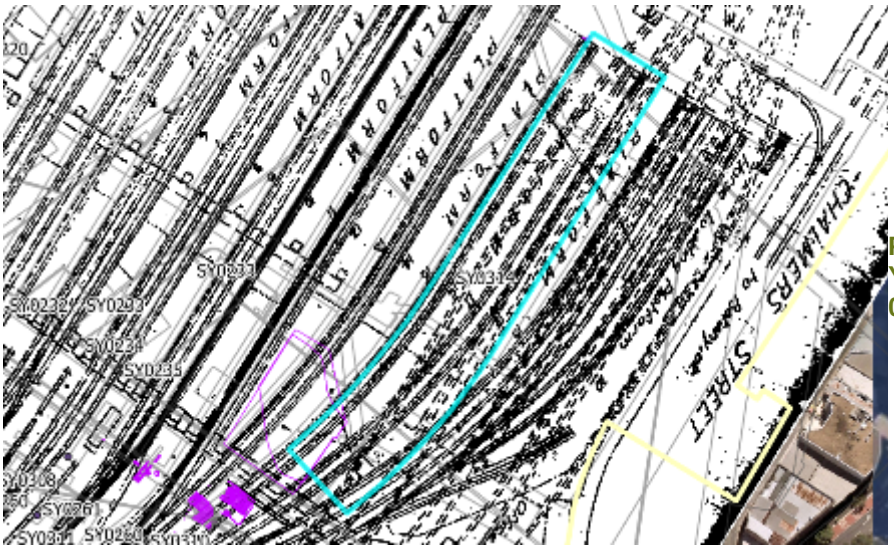


Figure 697. 1916 N.S.W.R. Sydney Yard, Sydney Trains Plan Room, 0204478 A0C

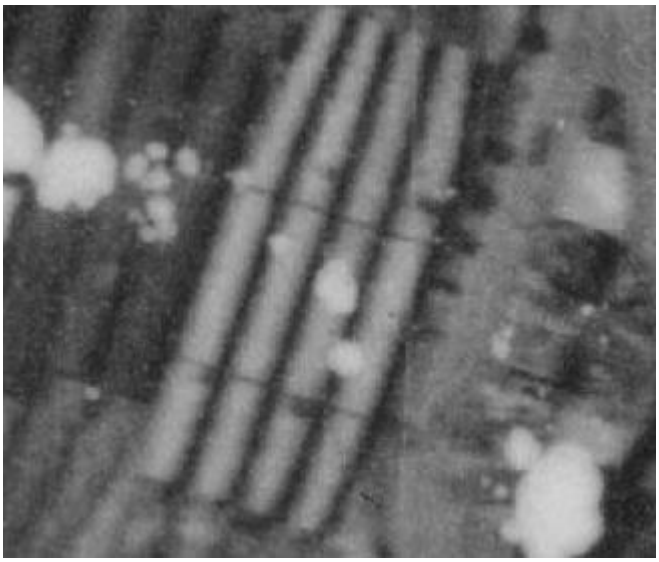


Figure 698. Aerial image dated 1/01/1930. NSW Historical Image Viewer

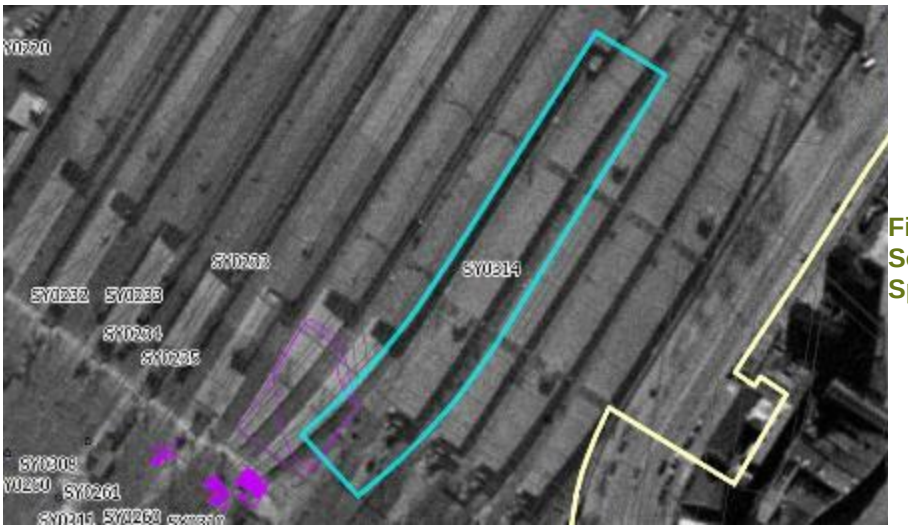


Figure 699. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

1.85 SY0315 (c.1870 Redfern Tunnel Signal Box)

Item Details	
Year of construction:	1870
Alternative names:	Redfern Tunnel
Modifications (with years):	Unknown
Function:	Provides signals indicating when it is safe for drivers to proceed
Construction materials:	Timber and potentially brick
Demolished/removed (year):	1883

Historical Summary

The opening of this signal box is presumed to be prior to the 1870s. The evidence of this is based off a photo of the structure dated 1870. The signal box was located on the Sydney side of the Cleveland St bridge, on the downside of the line. It was a Type B0 design. The signal box provided controlling to the entrance to Redfern (Sydney) Yard. The building in a “choke point” in between two tracks.

The signal box building was situated on a platform that was supported by stilts. The signal box building had a hipped roof and is described as a weatherboard building. The structure was described as decorative, good quality and embellished. A veranda was located on the track side, and a wide landing to provide the signal man with optimal view of the proceedings. The platform itself was also built very high to assist in this same purpose, particularly for viewing over the Cleveland St bridge.

The signals used in this signal box were known as “Station Semaphore” and worked by levers attached to the signal posts. There were two tall signal posts with double arm semaphores on the city side. It is presumed that a clock was present on the outside of the structure. Historical photos show evidence of shutters on the windows, which alludes to the possibility of accommodation inside the building. Historical photographic evidence also shows remnants of an old paling surrounding the building.

This building, the cutting and all surrounding fencing was removed with the widening of the Cleveland St bridge. A new signal box with interlocking was built on the opposite side of the corridor around 1883.

Archaeological notes

Due to the main structural materials of this structure being timber and the development of the Cleveland St bridge over the site in 1883, there is low potential for remnants of this structure to be found. It is likely most of the structure would’ve been removed to make way for the extension of the bridge. There may be footings present.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of early signalling equipment and buildings associated with the daily operations of the Second Sydney Station. The structure has some research value for its potential to demonstrate its original uses, construction techniques and functions, as well as any changes over time.

In response to Bickford and Sullivan's questions about research potential,[274] the remains of the c.1870 Redfern Tunnel Signal Box have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure and signalling in NSW.

Level of significance

State

Management

B - Archivally record then salvage. If impact is unavoidable, the removal of material for storage, reconstruction, display or re-use in heritage interpretation should be preceded by archival recording and documentation of individual elements such that physical reconstruction of the elements is feasible. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

[274] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.



Figure 700. 1855-1865 Trigonometric survey, Block S2. Source: City of Sydney Archives & History Resources, A-00880408.

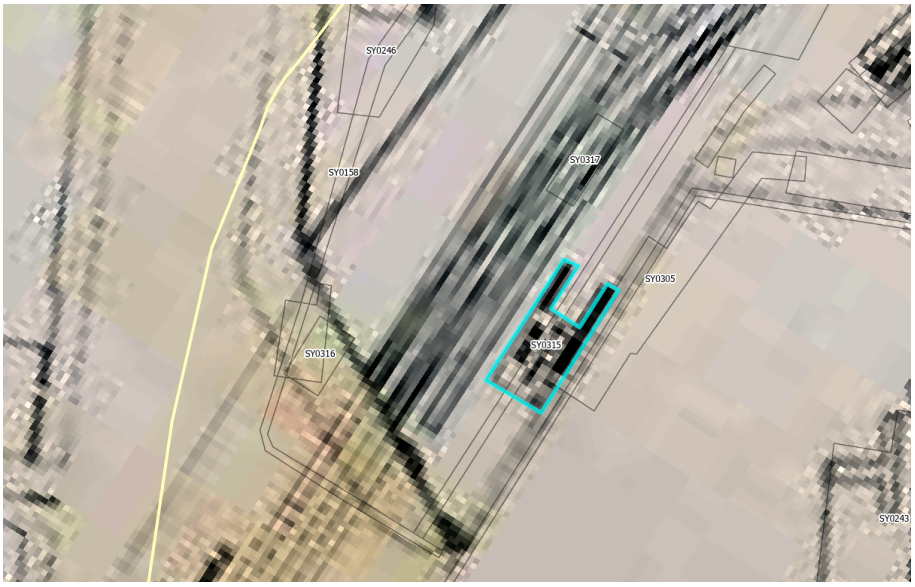


Figure 701. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.

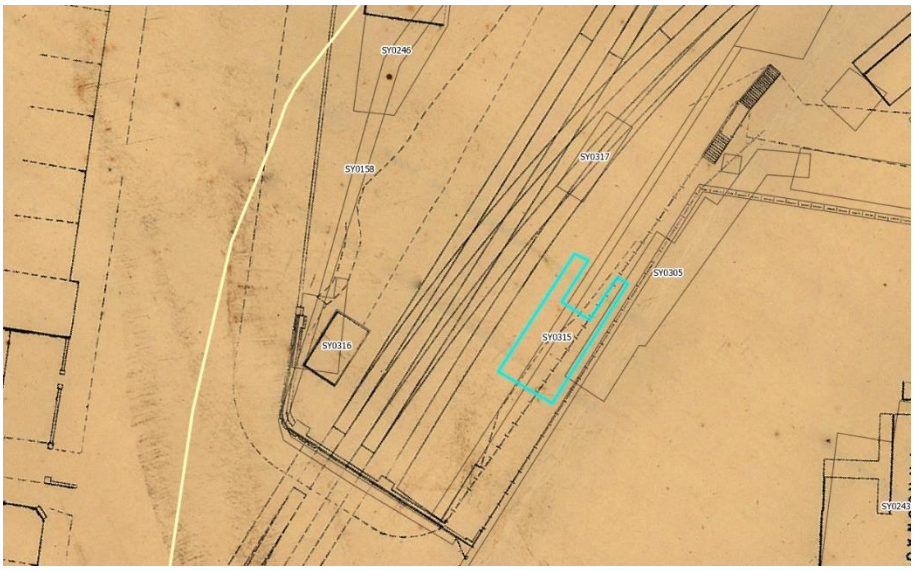


Figure 702. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

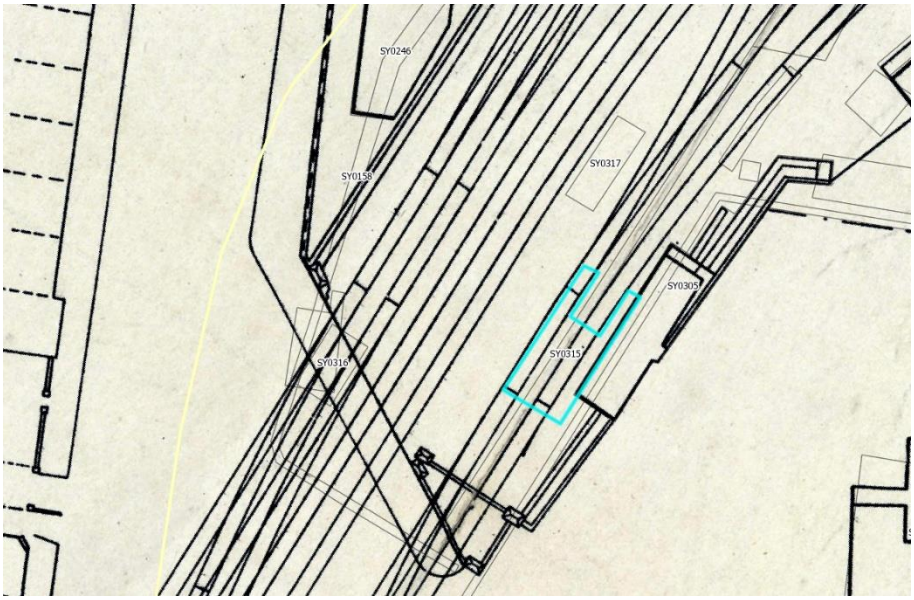


Figure 703. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

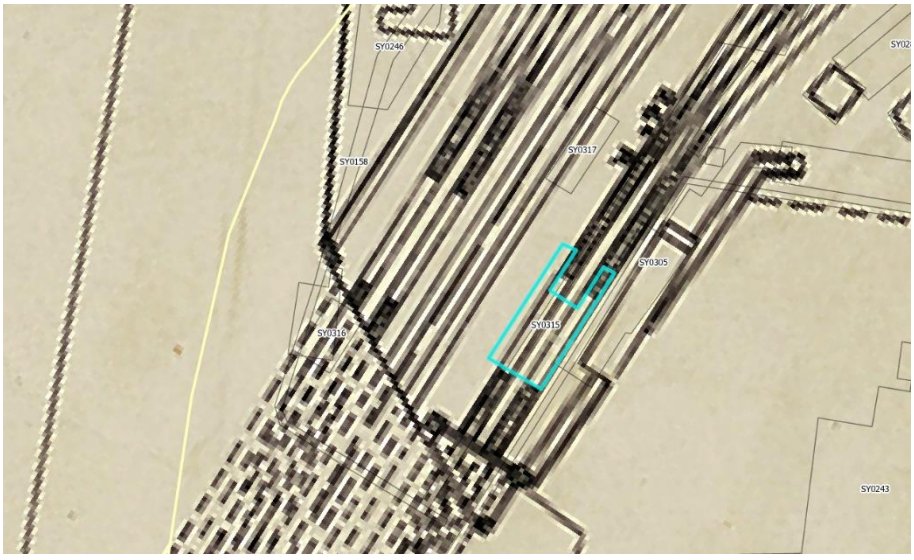


Figure 704. 1903 Central Station map. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.

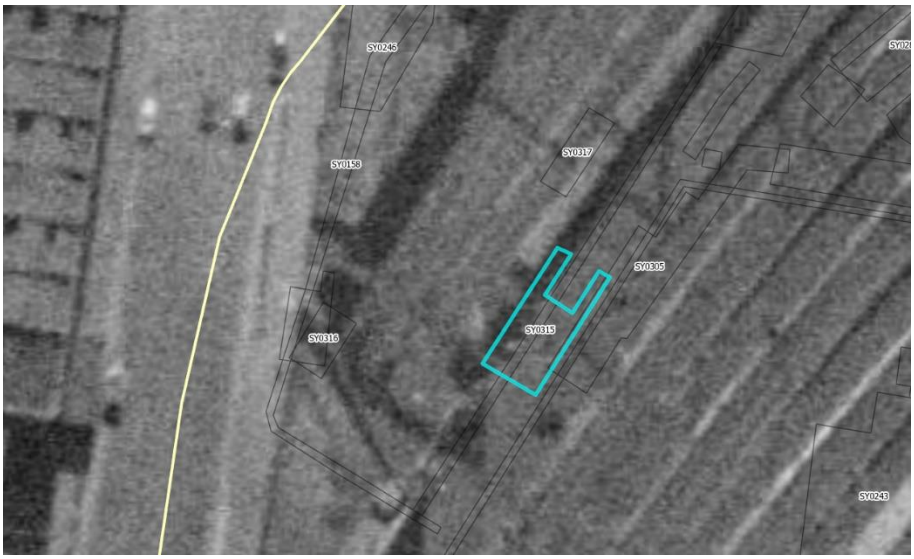


Figure 705. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

Robert T Taaffe 2019. Signal boxes of New South Wales railways and tramways, Vol 2. Hobart, Tasmania : Taaffe Press.

1.86 SY0316 (1883 Redfern Tunnel Signal Box)

Item Details	
Year of construction:	1883
Alternative names:	Redfern Tunnel
Modifications (with years):	Unknown
Function:	Provides signals indicating when it is safe for drivers to proceed
Construction materials:	Unknown – potentially brick
Demolished/removed (year):	1885

Historical Summary

Located at the upside of the cutting at the Sydney end of the Cleveland St bridge, this signal box's dimensions were 21ft by 12ft. It had a McK&H Rocker type interlocking system with 32 levers. It was considered a type D9 design. It is presumed that this signal was built ready to use in 1880 with instructions and issued in 1881. However, it was not until 1883 that it was brought to Sydney Station for use. It is understood that the structure was constructed by day labour. This signal box was only in short use until 1885, when it was replaced, however it was relocated to Redmyre station (now known as Strathfield station). Interestingly, this replacement of the signal box in 1885 was not noted in the Interlocking Register of the time but, it is evident from photographs and plans that this signal box was relocated and replaced.

Archaeological notes

Since the signal box was relocated and replaced the same year, there would be little evidence of the existing structure in the exact location. There may be low potential for remnant brick footings, however this is unlikely as a new signal box was constructed in its place.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of early signalling equipment and buildings associated with the daily operations of the Second Sydney Station. The structure has some research value for its potential to demonstrate its original uses, construction techniques and functions, as well as any changes over time.

In response to Bickford and Sullivan's questions about research potential,[275] the remains of the 1883 Redfern Tunnel Signal Box have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure and signalling in NSW.

Level of significance

[275] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

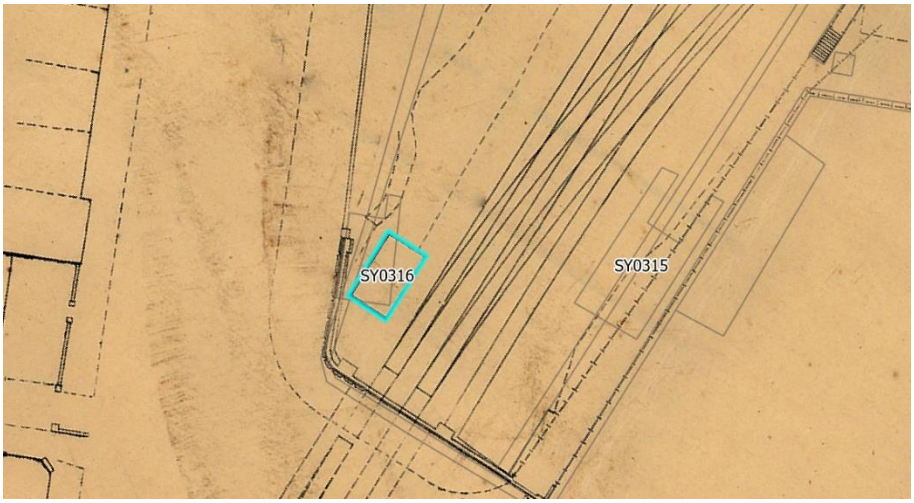


Figure 706. 1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2.

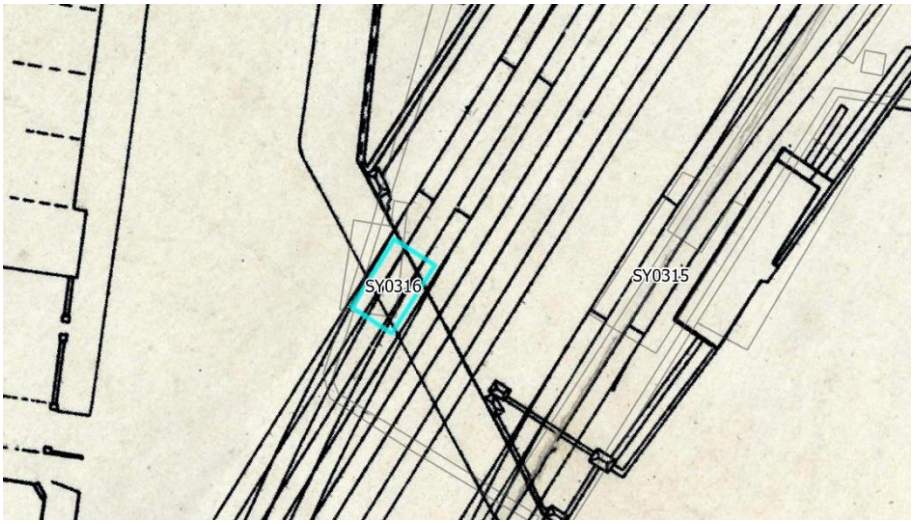


Figure 707. 1896 Redfern Station Yard. Source: SLNSW, FL16812178
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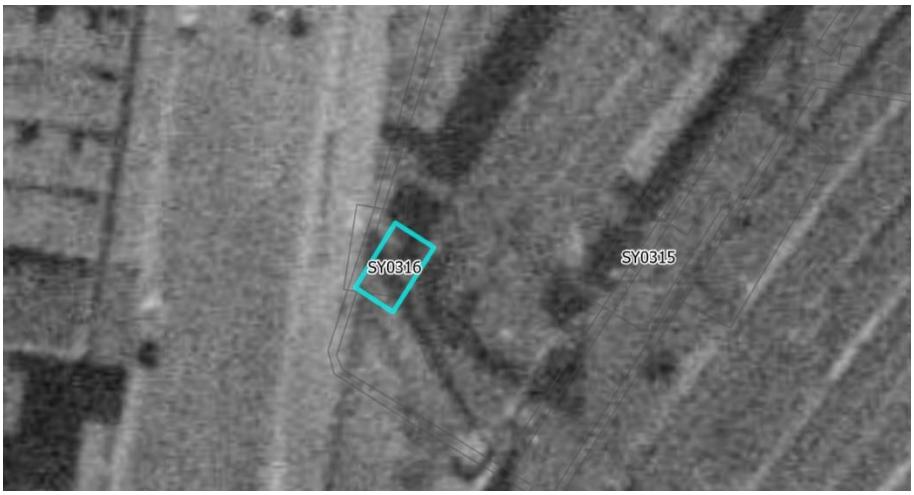


Figure 708. 1943 Aerial photograph. . Source: NSW Government, NSW Spatial Services.

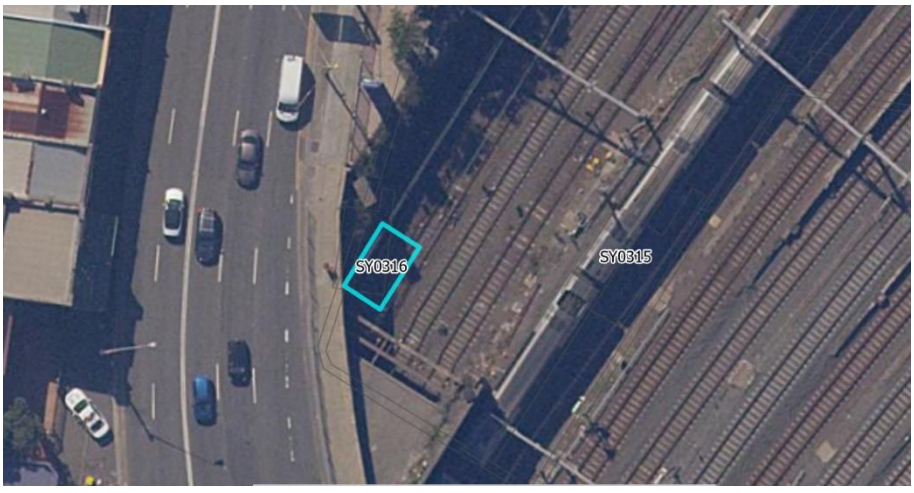


Figure 709. 2020 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

Robert T Taaffe 2019. Signal boxes of New South Wales railways and tramways, Vol 2. Hobart, Tasmania : Taaffe Press,

1.87 SY0317 (1910 Redfern Tunnel Signal Box)

Item Details	
Year of construction:	1910
Alternative names:	Redfern Tunnel D
Modifications (with years):	Unknown
Function:	Provides signals indicating when it is safe for drivers to proceed
Construction materials:	Brick
Demolished/removed (year):	1924

Historical Summary

Constructed on the 27th of February 1910, this signal box was located in between the fast and slow lines at the Sydney end of the Cleveland Street bridge. The signal box measured at 26ft by 10ft with a 20ft wide basement. It was a Type E2 design, with a Westinghouse Style B interlocking system, featuring 59 levers. From the historical images sourced, it is evident that the main masonry unit of this structure was brick.

The signal provided for the widening of Redfern Tunnel and power operation for Sydney Yard. This signal box was constructed for the use of the new station in 1906, however the reasons unbeknownst the opening of the signal box was delayed until 1910. Plans were found for a temporary base for the signal until a permanent position was found, however, it is unknown whether this permanent relocation occurred. In 1924, the signal box was closed, removed, and replaced by the Sydney Station West and Wells Street signal boxes. There is reason to believe hat the interlocking machine from the 1910 Redfern signal box, was reused at Sydenham Station.

Archaeological notes

The brick structure was removed in 1924. A railway track now runs over the location where the signal box was. It is presumed that many of the signal boxes' parts, like its interlocking machine, were reused in surrounding stations. There may be low potential for remnant brick footings underneath the railway track.

Archaeological Potential

Moderate

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of early signalling equipment and buildings associated with the daily operations of the Third Sydney Station. The structure has some research value for its potential to demonstrate its original uses, construction techniques and functions, as well as any changes over time.

In response to Bickford and Sullivan's questions about research potential,[276] the remains of the 1910 Redfern Tunnel Signal Box have limited potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure and signalling in NSW.

[276] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

Level of significance

Local

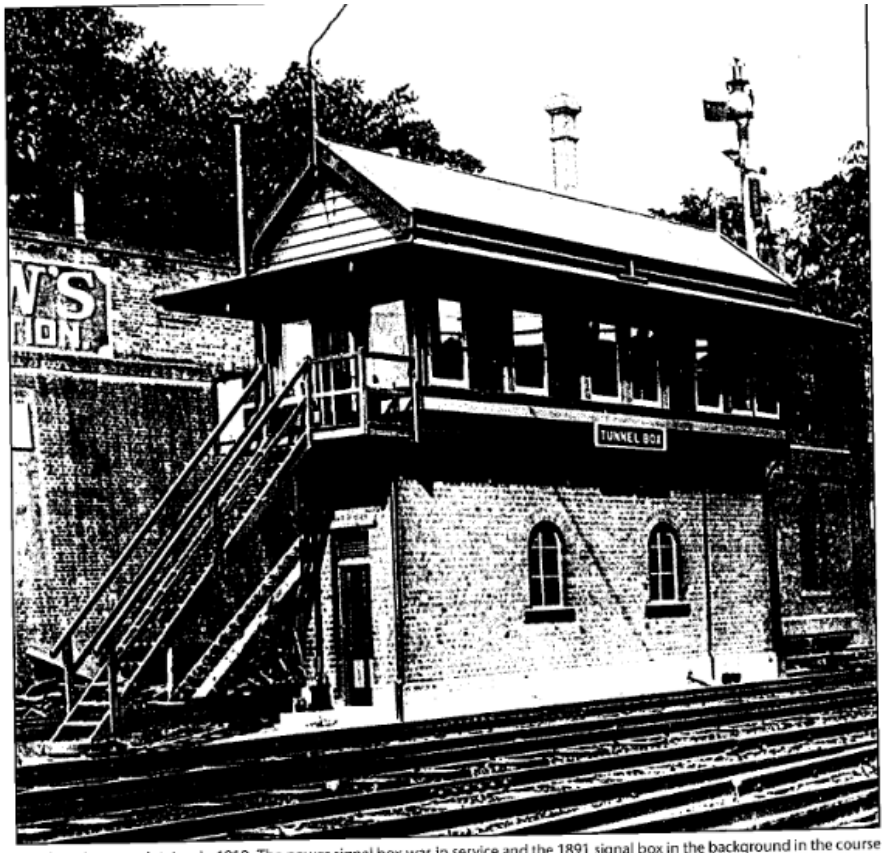
Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images



Another photograph taken in 1910. The power signal box was in service and the 1891 signal box in the background in the course of demolition. The narrow basement of the new signal box can be clearly seen. The window panes are unusual in that there are no glazing bars in the sashes.
RT Taaffe Collection

Figure 710. Image of the Signal Box 1910 (Source: RT Taaffe Collection)



Taken in 1910 as evidenced by the new Tunnel power signal box in the foreground looking nice and clean. The 1891 signal box in the background was still in service.
RT Taaffe Collection

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Figure 711. Image of the Signal Box 1910 (Source: RT Taafee Collection)



Figure 712. 1903 Central Station. Source: SLNSW, Z/M3 811.1746/1903/1. N.S.W. Railways, Sydney Central Station: Station Arrangements. 1903.



Figure 713. 1916 N.S.W.R. Sydney Yard, Sydney Trains Plan Room, 0204478 A0C



Figure 714. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

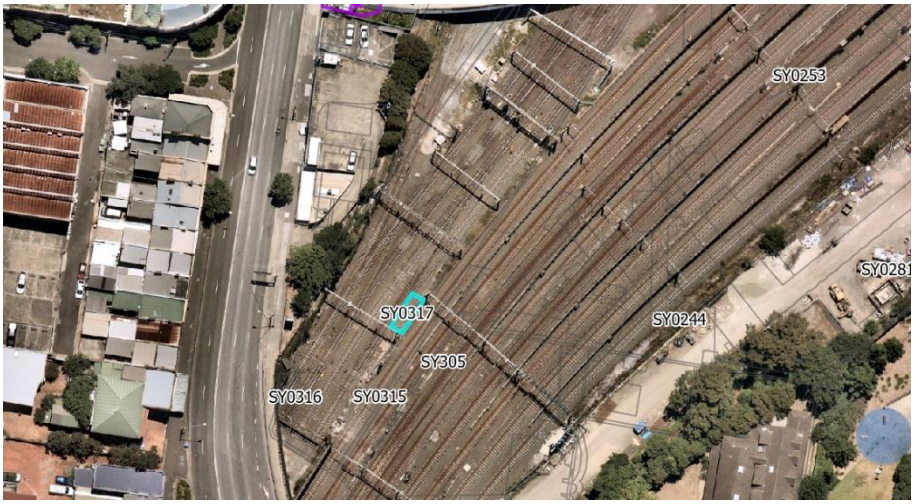


Figure 715. 2020 Aerial photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

Robert T Taaffe 2019. Signal boxes of New South Wales railways and tramways, Vol 2. Hobart, Tasmania : Taaffe Press.

1.88 SY0318 (Bondi Ocean Outfall Sewer [BOOS])

Item Details	
Year of construction:	1880 - 1889
Alternative names:	BOOS
Modifications (with years):	Unknown
Function:	Sewer
Construction materials:	Brick
Demolished/removed (year):	Still in use

Historical Summary

Sydney's early sewerage system was developed throughout what is the current Sydney CBD by the late 1850s. However, this sewerage system discharged effluent into Sydney Harbour and by the 1870s the harbour was seriously polluted. Schemes to develop a new sewer with an ocean outfall were investigated throughout the 1870s.

The Bondi Ocean Outfall Sewer (BOOS) was constructed from 1880 to 1889 and was built as a horizontal brick lined oviform tunnel through sandstone bedrock. The sewer connected the new ocean outfall in North Bondi roughly due west to the centre of Sydney. One branch of the sewer was constructed north-east to south-west through sandstone bedrock through what was then the Devonshire Street Cemetery and the grounds of the former Benevolent Asylum.

The survey for its construction was considered highly accurate for its time. Historical Sydney Water plans show the regularity of ventilation shafts and levelness of the sewer outflow for the length of the sewer.

Archaeological notes

The brick lined oviform sewer was constructed partly as a horizontally bored tunnel through sandstone bedrock and partly as cut-and-cover excavation where the tunnel was laid through looser subgrades and materials.

Archaeological Potential

The sewer is still in use. Depth is unknown.

Assessment of significance

The statement of significance for BOOS from the Sydney Water s170 listing:[277]

Bondi Ocean Outfall Sewer (BOOS) was the first ocean outfall sewer of its type to be designed and built in the country. It is one of the most significant engineering structures in Australia. It was a marvel of surveying accuracy for its time. The surveying allowed for the lining of the sewer before the tunnelling was completed. The BOOS reduced the volume of polluted waters entering the Harbour and improved the health of the city's residents by moving polluted waters off shore. The construction of the BOOS saw other advances in technology related to the removal of sewerage from the sewers, houses and watercourses within the city. These included the improving design and construction of pumping stations to move the sewerage from low lying areas, construction and research into the safe removal of noxious gases from the sewers, better ways of treating raw effluent, advances in engineering methods and construction for tunnelling across waterways and many more. The significance of the Sydney's sewerage systems primarily relates to its role in the growth of Sydney and the expansion of municipal services from the turn of the century to the present. The construction in these systems is evidenced in the sewage pumping stations, vents, pipes, tunnels and other associated works which display in their character, a gradual change in architectural style spanning the Federation, inter-war and post-war periods. Many of these systems are still in use today with little change to their original fabric. In addition, the development of the major sewerage systems also represented a major advance in the protection of public health of Sydney by reducing the discharge of sewage from inner city areas into Port Jackson. The system includes the sewers, ventshafts, pumping stations and other associated structures. Many of these features are of aesthetic and cultural significance and have landmark values. Some of these items include nineteen of the first twenty pumping stations, large brick sewer vents at Bondi, Glebe, Hyde Park and Bellevue Hill. It also includes the construction of the cavern which later housed the treatment plant which began partial operation in 1953.

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of early engineering structures associated with the sewerage system. The structure has research value for its potential to demonstrate its original uses, construction techniques and functions, as well as any changes over time.

[277] Heritage search (sydneywater.com.au)

In response to Bickford and Sullivan's questions about research potential,[278] the remains of the BOOS have some potential to contribute knowledge that no other resource and site can about early sewerage infrastructure, as well as answer broader questions relating to the development of sewerage infrastructure in NSW.

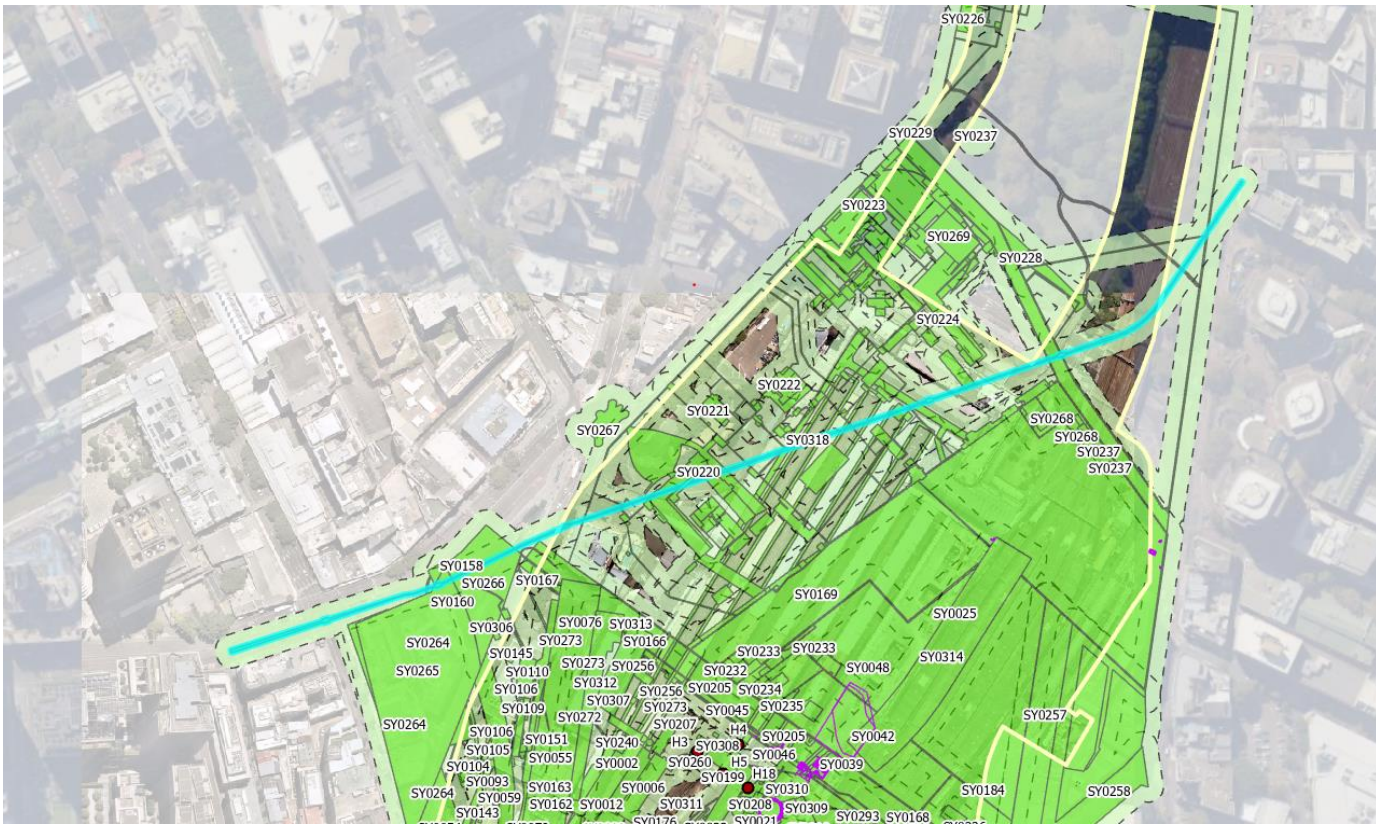
Level of significance

State

Management

A - Preserve in situ: Owing to the network-critical nature of Sydney Yard, this option will rarely be feasible. However, this is the preferred option where works can avoid known or potential archaeological features, or where subsurface excavation is shallow. Items to be preserved in situ should be noted and reported, then covered in geofabric prior to reburial. This process should occur under the supervision of a State significant qualified Excavation Director.

Item Location



Key Images

[278] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

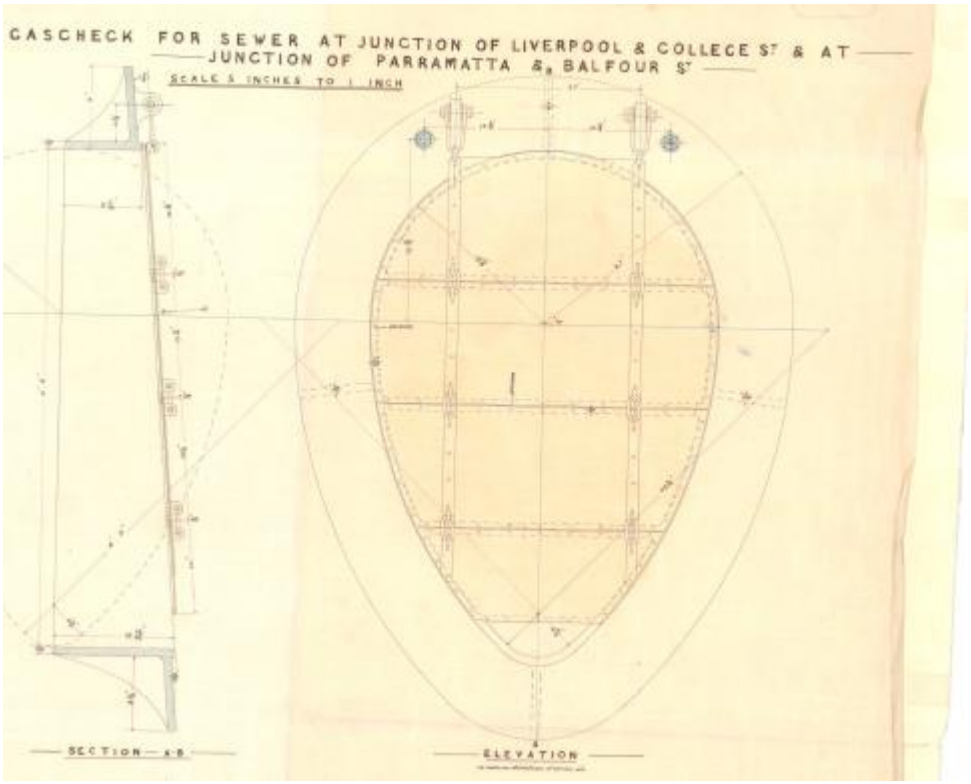


Figure 716. Example cross-section of BOOS at junction of Liverpool Street and College Street and at intersection of Parramatta Road and Balfour Street (from Sydney Water archival plan 0157224)

Key Sources

Sydney Water BOOS S170 Heritage Item 4570662 Heritage search (sydneywater.com.au)

Sydney Water archival plan 0157224

1.89 SY0319 (Engine Erecting Shop)

Item Details	
Year of construction:	c.1872
Alternative names:	Engine Shed
Modifications (with years):	Unknown
Function:	Engine erecting shop
Construction materials:	Iron with timber framing, potentially a brick foundation
Demolished/removed (year):	c.1896

Historical Summary

The Engine Erecting Shop was constructed as part of the rail yard of the Second Station, first appearing on the c.1872 map as rectilinear building oriented on a roughly SW to NE orientation, with four rail tracks leading into the south-western side of the building. An 1877 photograph of the Goods Building shows the Engine Erecting Shop nearby (Figure 718).[279] The photograph shows the Engine Erecting Shop to be a timber-framed gable roofed rectilinear building clad in corrugated iron, with an opening along the north-western elevation for the construction and movement of four steam engines at a time. Although the building also appears on an 1884 map, it appears to have been remodelled or replaced by a gas works building by c.1896 (SY0309).

Archaeological notes

Although the building is shown as an iron clad timber-framed building in the 1877 photograph, it is unknown as to whether or not the foundation of the structure comprised timber postholes or brick footings. Following the c.1896 remodelling of the building associated with the gasworks, the gasworks were removed and the area laid with railway tracks. During the first half of the twentieth century, the area was redeveloped as part of the Sydney Yards, and a Mechanical Plumbers built partly over the location of the Engine Erecting Shop in c.1930. The Mechanical Plumbers building was rebuilt in 1944-46 and demolished in 2018 as part of CMSW (see SY0022). The majority of the footprint of the Engine Erecting Shop is within the CMSW construction area, which is likely to have removed the majority of the remains of the structure. However the eastern section of the footings, if brick, may remain intact.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of functional structures associated with the daily operations of the Second Sydney Station. The structure has research value for its potential to demonstrate its original uses, construction techniques and functions, as well as any changes over time.

[279] Whitton, John, and Rae, John. 1877. 7. Goods shed, &c. (forming portion of No. 6), looking west - Photographic views: The Railways of New South Wales / compiled from reports by Rae [John], commissioner, and Whitton [John], Engineer-in-Chief for Railways. *Mitchell Library, SLNSW.* PXD 1175.

In response to Bickford and Sullivan's questions about research potential,[280] the remains of the Engine Erecting Shop have some potential to contribute knowledge that no other resource and site can about the Second Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

State

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[280] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

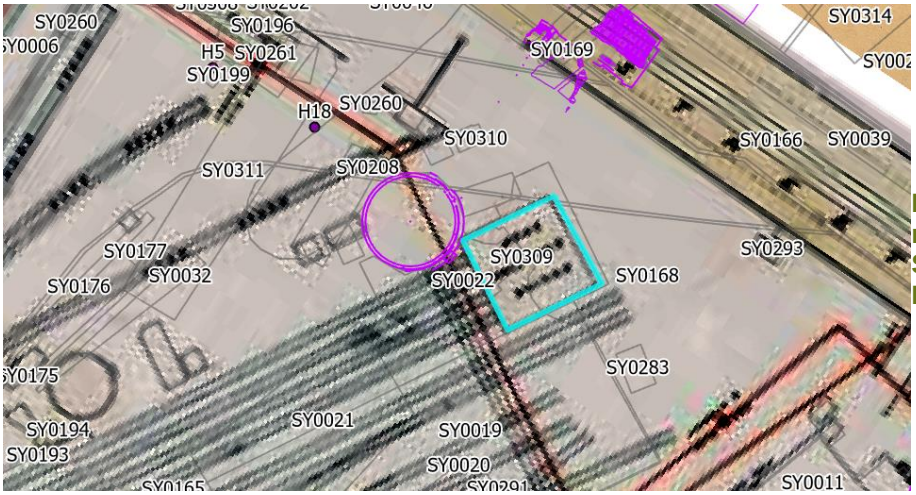


Figure 717. c.1872 Redfern Station map. Source: c.1872 G.S.R. Redfern Station map. Antique Print & Map Room, NSW-GSR–234118.



Figure 718. Cropped version of the 1877 photograph of the goods shed of Second Redfern Station looking west, showing the Engine Erecting Shop (left side of frame). Source: SLNSW, PXD 1175.

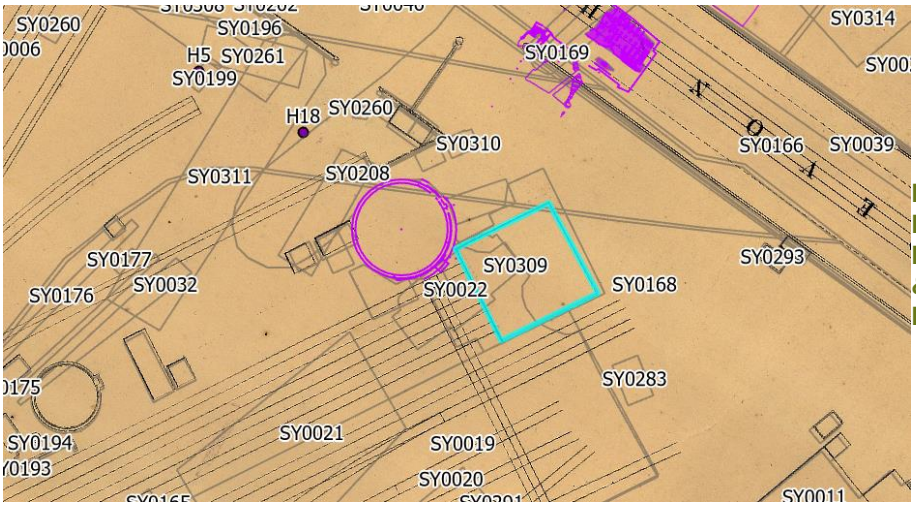


Figure 719. c.1884 Sydney Water Board Plan. Source: State Archives NSW. Metropolitan Water Sewerage & Drainage Board. Sheet I2., Sheet I2.

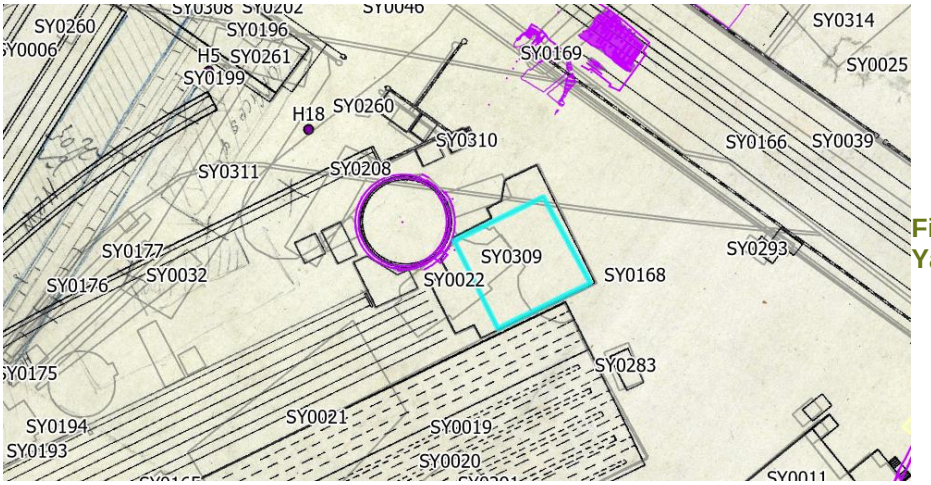


Figure 720. 1896 Redfern Station Yard. Source: SLNSW, FL16812178.

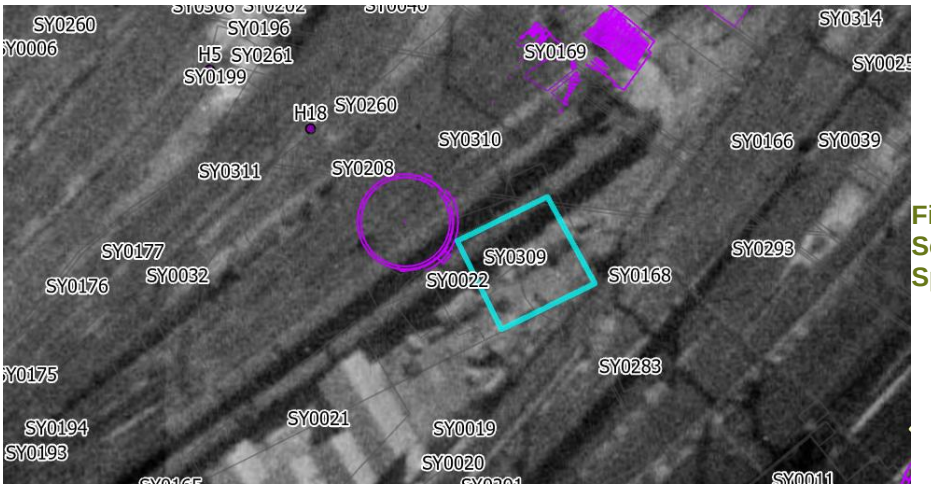


Figure 721. 1943 Aerial Photograph. Source: NSW Government, NSW Spatial Services.

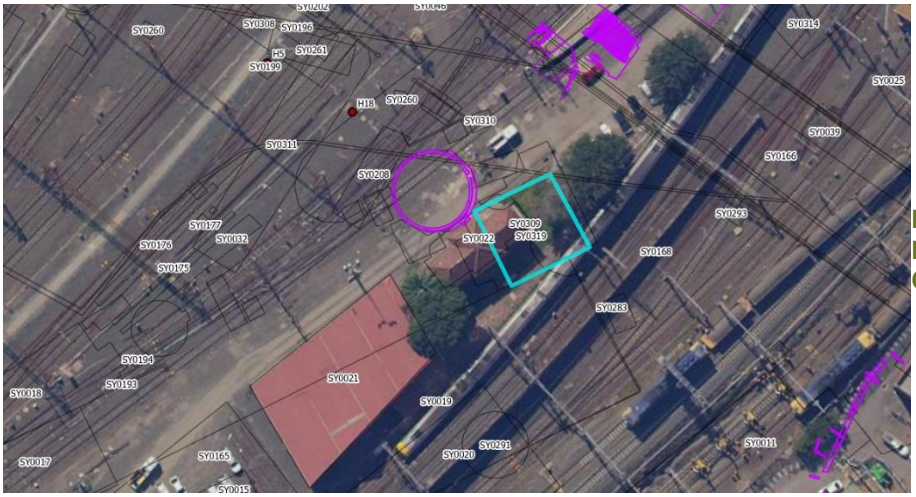


Figure 722. c.2018 Aerial Photograph. Source: NSW Government, NSW Spatial Services.

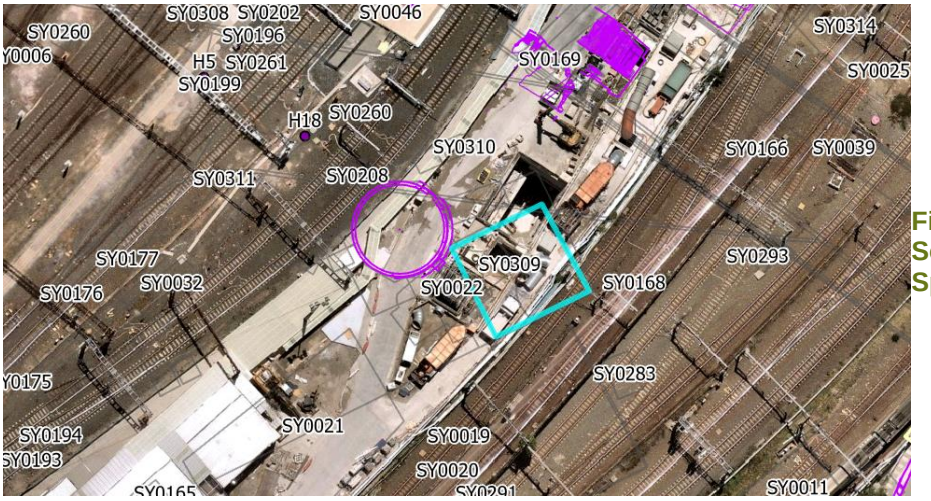


Figure 723. 2021 Aerial Photograph. Source: NSW Government, NSW Spatial Services.

Key Sources

Whitton, John, and Rae, John. 1877. 7. Goods shed, &c. (forming portion of No. 6), looking west - Photographic views: The Railways of New South Wales / compiled from reports by Rae [John], commissioner, and Whitton [John], Engineer-in-Chief for Railways. *Mitchell Library, SLNSW.* PXD 1175.

1.90 SY0320 (Lighting Depot)

Item Details	
Year of construction:	Compressor House:c.1946 Lighting Depot: prior to 1971
Alternative names:	Former Light Depot
Modifications (with years):	Unknown
Function:	Aided in the operation of the electric train network and Central Station
Construction materials:	Brick, concrete footings, concrete slab flooring
Demolished/removed (year):	Lighting Depot was demolished c.2014

Historical Summary

The Prince Alfred Substation complex was constructed by 1926 to supply electricity to the newly constructed electric suburban system. The structures within the vicinity of the substation were all employed to support the continually growing electric train network.

The construction date of the Lighting Depot is rather unclear, with no precise date provided; however, aerial photography of the site does indicate that it was present by 1971, indicating that it was built before then. By the 1990s, the Prince Alfred Sidings Precinct had reduced in size due to the expansion of the electric rail network, and the site was largely used for rail car storage and maintenance. Elements of the precinct were gradually removed and replaced with asphalt for use ass staff parking. The Lighting Depot was demolished c.2014 and its remnants were largely removed during construction works for the Chalmers Street Substation.

Archaeological notes

Although the Lighting Depot appears on the 1925 plan, it was added to the drawing at a later date. No date is given for the Lighting Depot. The inclusion of the Lighting Depot on the plan may have been to indicate the space reserved for the structure, which does not appear to have been constructed until c.1971.

The Lighting Depot structure was demolished in c.2014 and sections of the structure's concrete footings and slab flooring were removed between then and 2017 when AMAC conducted archaeological investigations in the area. During these investigations, portions of the Lighting Depot's footings and slab flooring were observed by AMAC, although these were subsequently removed too. However, it is unclear whether all subsurface elements of the Lighting Depot were removed and, as such, elements of the items slab floor and concrete footings may be present.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains would be unlikely to reach the threshold for local significance as evidence of a functional and utilitarian infrastructure associated with the twentieth-century use of Central Station. Any materials present have the potential to demonstrate the date of the structures and can contribute to our understanding of the operational evolution of Central Station over time. The structures have limited research value for their potential to demonstrate their original uses, construction techniques and functions, as well as any changes over time.

In response to Bickford and Sullivan's questions about research potential,[281] the remains do not possess the potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

Nil

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[281] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

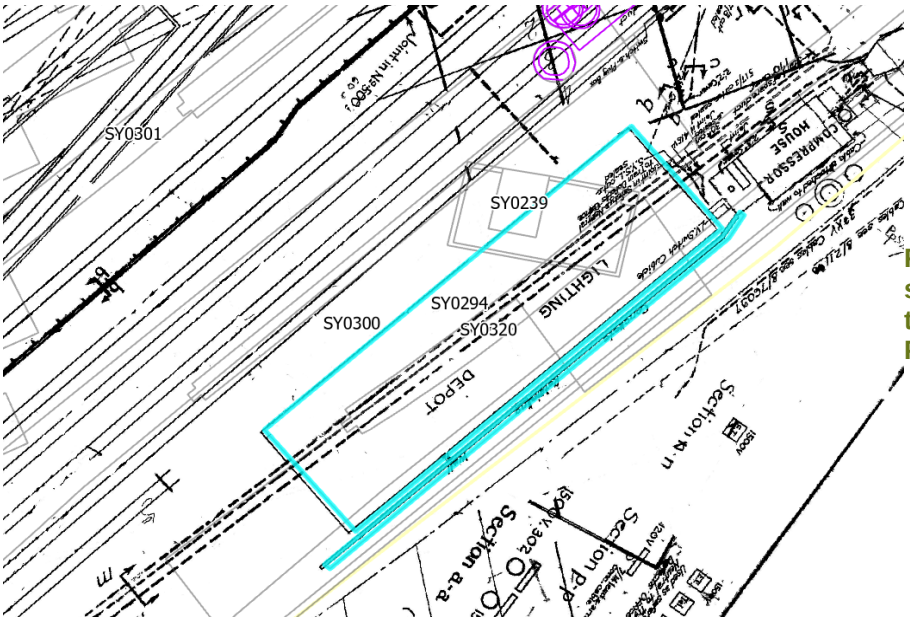


Figure 724. 1925 Plan, High Voltage, showing the updates to the plan up to 1989. Source: Sydney Trains Plans Room, 0045989 T0C.

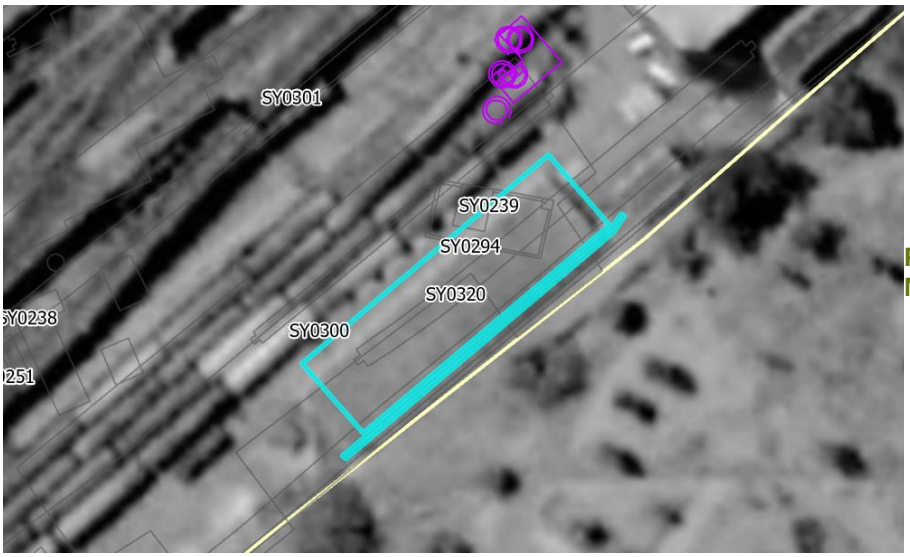


Figure 725. 1971 Aerial photograph, NSW Government

Key Sources

AMAC, 2019. Final Archaeological Report: Chalmers Street Substation, Central Station, Sydney.

Rappoport Pty Ltd & NSW Government Architect's Office, 2013. Central Station Conservation Management Plane.

1.91 SY0321 (Radio Workshop)

Item Details	
Year of construction:	1930-1935
Alternative names:	Former Radio Workshop
Modifications (with years):	Various 20th century alterations
Function:	Telecommunications
Construction materials:	Brick, concrete, trachyte cobblestones
Demolished/removed (year):	2018

Historical Summary

The history of the Radio Workshop is unclear, but the building is thought to have originally been constructed in the early 1930s.[282] The building was used as a Radio Workshop, but was disused for a number of years before its demolition in 2018 as part of the CBD and Southeast Light Rail (CSELR) project to allow for a new substation.

Archaeological notes

The remains of the Radio Workshop were excavated during monitoring in 2017 and a salvage excavation in 2018 following demolition of the building as part of the CSELR project. A trachyte cobblestone surface within a large portion of the southern side of the building's footprint was interpreted as the original flooring surface of the Radio Workshop.[283] The cobblestones were located approximately 250mm below the ground level of the Radio Workshop, with the ground level located at RL 20.75. The cobblestones covered an area of 8.1 x 7.35m, with the individual cobblestones ranging in size from 220 x 120 x 120mm to 300 x 130 x 120mm. The cobblestones were orientated northeast by southwest, running parallel to the back wall of the former building. No mortar was present to bind the cobblestones together, however, small sections of the cobblestones were covered by a thin layer of cementitious screed. The cobblestones were laid on a 30mm thick layer of course-grained grey sand overlying a roughly laid concrete surface. The concrete surface measured 200mm thick with 11 post holes cut into the surface.[284]

The CSELR salvage excavation is likely to have removed the majority of the archaeological remains, but there may be some evidence of the workshop outside of the areas of the excavation for the substation. These would likely include the brick foundations of the building.

Archaeological Potential

Low

Assessment of significance

Intact and legible subsurface remains have the potential to reach the threshold for *state* significance as evidence of the radio workshops used at Central Station.

Intact and legible subsurface remains have the potential to reach the threshold for local significance as evidence of functional structures associated with the daily operations of the Third Sydney Station. However, the remains of the

[282] Artefact Heritage, 2018. DRAFT Memo Archaeological Excavation Results Central Station Substation 23082018. 180712_JVB. Prepared for Acciona; GML Heritage, 2015. CBD and South East Light Rail Central Station Substation (Chalmers Street, Surry Hills) Heritage Report. Report prepared for Acciona, p. 2.
[283] Artefact Heritage, 2018. DRAFT Memo Archaeological Excavation Results Central Station Substation 23082018. 180712_JVB. Prepared for Acciona; GML Heritage, 2015.
[284] Artefact Heritage, 2018. DRAFT Memo Archaeological Excavation Results Central Station Substation 23082018. 180712_JVB. Prepared for Acciona; GML Heritage, 2015.

Radio Workshop were assessed as being of local significance during the salvage excavation as part of CSELR.[285] The structure has little research value for its potential to demonstrate its original uses, construction techniques and functions, as well as any changes over time.

In response to Bickford and Sullivan's questions about research potential,[286] the remains of the Radio Workshop have some potential to contribute knowledge that no other resource and site can about the Third Sydney Station, as well as answer broader questions relating to the development of transport infrastructure in NSW.

Level of significance

Local

Management

C - Archivally record then remove: If impact is unavoidable and the material does not warrant storage or re-use, removal should be preceded by archival recording. This process should occur under the supervision of a qualified archaeologist.

Item Location



Key Images

[285] Artefact Heritage, 2018. DRAFT Memo Archaeological Excavation Results Central Station Substation 23082018. 180712_JVB. Prepared for Acciona; GML Heritage, 2015.
[286] Bickford, A and S Sullivan, 1984. 'Assessing the Research Significance of Historic Sites', in Sullivan S and S Bowdler (eds), Site Surveys and Significance Assessment in Australian Archaeology (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra pp 23–24; Heritage Branch Department of Planning NSW, 2009. *Assessing Significance For Historical Archaeological Sites and 'Relics'.* Report endorsed by the Heritage Council of NSW, December 2009.

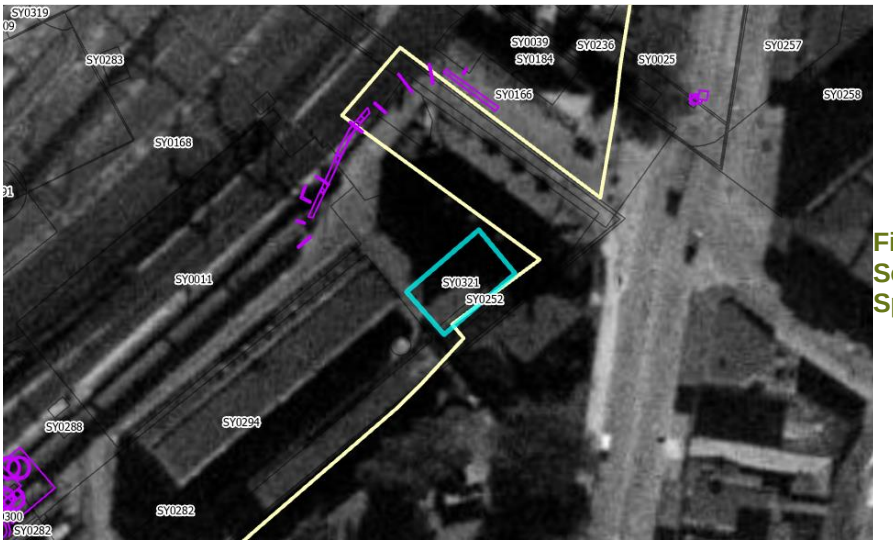


Figure 726. 1943 Aerial photograph. Source: NSW Government, NSW Spatial Services.

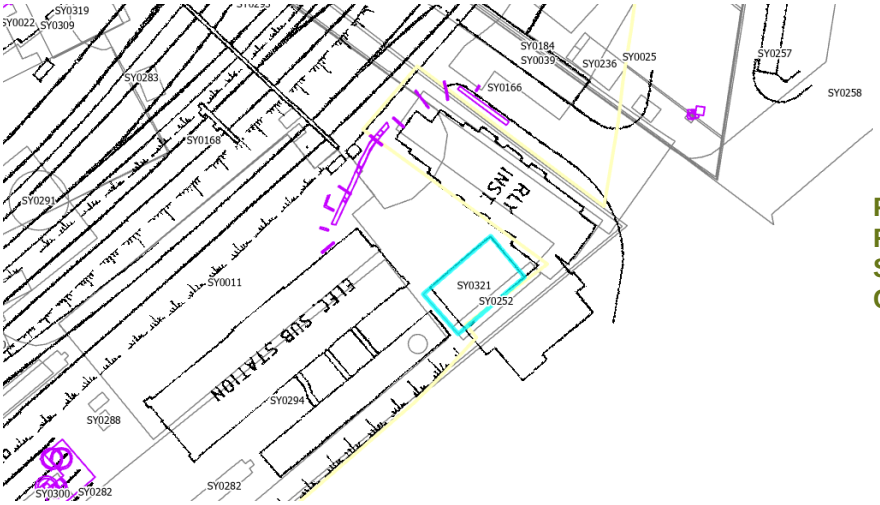


Figure 727. 1986 Central Sydney Yard Redevelopment Plan -Basement. Source: Sydney Trains VPR, EDMS CV0478497.



Figure 728. 1998 Aerial photograph. Source: NSW Government Spatial Services



Figure 729. The Radio Workshop prior to its demolition in 2018. Source: Artefact, 2018.



Figure 730. Photograph of the cobblestone flooring surface of the Radio Workshop as recorded during the salvage excavation in 2018 as part of the CSELR project. Source: Artefact Heritage, 2018.



Figure 731. Survey plan (with orthophoto imagery) Photograph of the cobblestone flooring surface of the Radio Workshop as recorded during the salvage excavation in 2018 as part of the CSELR project. Source: Guy Hazell in Artefact Heritage, 2018.

Key Sources

Artefact Heritage, 2017. *Conversion of the Former Radio Workshop at Central Station into an Electrical Substation for the CSELR project—Heritage Advice Memo*. Prepared for Acciona.

Artefact Heritage, 2018. *DRAFT Memo Archaeological Excavation Results Central Station Substation 23082018.* 180712_JVB. Prepared for Acciona.

GML Heritage, 2015. *CBD and South East Light Rail Central Station Substation (Chalmers Street, Surry Hills) Heritage Report.* Report prepared for Acciona, p. 2.



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