

EVELEIGH RAILWAY WORKSHOPS

INTERPRETATION PLAN & IMPLEMENTATION STRATEGY



Prepared for

Redfern-Waterloo Authority

3-D Projects

Artscape & Only Human

February 2012



CONTENTS	
1 Introduction	4
1.1 Executive Summary	5
1.2 Authorship	12
1.3 Acknowledgements	12
1.4 Study Area	13
1.5 Scope of Report	13
1.6 Constraints	15
2 Historical Overview	16
2.1 Eveleigh Railway Workshops: Brief History	17
2.1.1 ERW Precinct	17
2.1.2 Eveleigh Railway Workshops	18
2.2 Eveleigh Railway Workshops: Chronology of Events	21
3 Review	24
3.1 Site, Buildings & Moveable Collections	25
3.1.1 Heritage Buildings & Structures	25
3.1.2 Moveable & Machinery Collections	33
3.2 Current & Proposed Site Usage	36
3.2.1 Australian Technology Park Precinct	36
3.2.2 North Eveleigh Precinct	37
3.2.3 Large Erecting Shop	37
3.2.4 Gas Works	37
3.2.5 Redfern Station	37
3.3 Existing & Proposed Interpretation Works	38
3.3.1 Interpretive Signage	38
3.3.2 Object Displays	38
3.3.3 Carpet Graphic	40
3.4 Site Visitation	40
3.5 Related Railway Heritage Sites & Collections	41
3.5.1 Trainworks	41
3.5.2 Photographs & Archives	41
3.5.3 Heritage Railway Operations & Museums	41
4 Consultation	42
4.1 Eveleigh Field Day	43
4.1.1 Synopsis	43
4.1.2 Summary	43
4.1.3 Recommendations	44
5 Interpretation Strategy	45
5.1 Significance	46
5.2 Interpretation Aims & Objectives	48
5.3 Interpretation Approach	48
5.3.1 Site & Relics as Symbols	48
5.3.2 Key Themes, Stories & Issues	48
5.4 Eveleigh Railway Workshops Interpretive Elements	49
5.4.1 ERW Heritage Route	49
5.4.2 Interpretation Zones & Signage Clusters	49
5.4.3 Relics Showcase	51
5.4.4 Plan	55
5.4.5 Ghosts	55
5.4.6 Portraits	62
5.4.7 Bridge	63
5.4.8 Building Showcases	63
5.4.9 Laboratory	64
5.4.10 Traverser & Ghost Carriage	64

5.4.11 Workers Walls	66
5.4.12 Large Erecting Shop	68
5.4.13 Interpretive Signage	68
5.4.14 Audio Guides	69
5.4.15 Memory Wall	70
5.4.16 Flyer, Webpage & Guidebook	70
5.4.17 Archive & Research Centre	71
5.5 Integrating Interpretation with Ongoing Site Development	71
5.5.1 Building & Landscape Naming	71
5.5.2 In-situ Heritage & Adaptive Reuse	72
5.5.3 Recycling Site Materials & Artefacts	74
5.6 Maintenance of Collections & Interpretive Infrastructure	74
5.7 Updating Interpretive Content & Collections	75
5.8 Concept Drawings	75
6 Collection Management	84
6.1 Collection Register	85
6.2 Temporary Object Storage	85
6.3 Permanent Storage & Display	85
6.4 Collection Disposal Policy & Procedures	86
6.5 Valuation & Stocktaking Policy & Procedures	86
7 Implementation	87
7.1 Project Development Team	88
7.2 Project Implementation Schedule	89
8 References	90
8 References	91
9 Appendix	93
9.1 Eveleigh Field Day Report	94

1 INTRODUCTION

1.1 EXECUTIVE SUMMARY

Since the closure of the Eveleigh Railway Workshops (ERW) in 1989, numerous former employees, heritage consultants, rail and steam enthusiasts, historians, trades practitioners, government agencies and community interest groups have researched, documented and debated the site's significance in a two-decade campaign to save its heritage buildings and collections, and ensure their ongoing conservation.

Twenty years on, the ERW and its collections are listed on the State Heritage Register and much of the site's heritage fabric and cultural history has been preserved, interpreted and made accessible through various interpretive initiatives and adaptive reuse for commercial and cultural purposes as components of Australian Technology Park (ATP), the CarriageWorks Theatre and Eveleigh Markets. Adaptation of the remaining North Eveleigh site and its significant buildings for commercial, community and residential activities is planned, together with further development of the ATP site which will enable future conservation and provide important new opportunities for heritage interpretation.

Against this background the purpose of this Interpretation Plan is to move beyond the debate concerning heritage retention and conservation in order to explore ways in which the significance and history of ERW's heritage structures, collections and landscape can be communicated to future visitors, tenants and residents alike, whilst retaining the authenticity of the industrial site.

It is noted that all manner of valid interpretation strategies have been proposed for the ERW site over the years, some of which are possibly rearticulated in this study. However, the intention of this Interpretation Plan is to recommend interpretive works that are suitable specifically for the ERW site in relation to its heritage, physical character, its current usage and intended commercial and residential development. In this respect, the most suitable level of site interpretation is not necessarily the grandest scheme or most ambitious array of site works.

It must be emphasised that the interpretive proposals herein are concepts only, not a definitive blueprint. It is not essential that all the works need be installed as proposed to enable adequate interpretation of the place. They are conceived as independent elements that can be developed either in isolation or in their entirety. They will require further research, consideration and design development before their final form, scale, content, locations and construction costs can be determined, and the works implemented. Funding sources may include developer contributions, in-kind works by developers or other grant funding to be identified.

While this plan proposes a comprehensive program of interpretation, it recommends against developing a major public museum or railway-themed heritage attraction to compete with Trainworks, the former Thirlmere Rail Heritage Centre, or the various rail and steam technology museums dotted throughout NSW and Australia that are better resourced and possess better collections for that task.

Rather, this study proposes a range of strategies to help visitors and site users better comprehend and navigate the specific place, to understand what it was like to work here during its active life, to appreciate its significance, to engage with its complex strands of history. It addresses the requirements for ongoing collection management, visitor access and interpretation in ways that will complement, enhance and enliven the proposed mixed residential, cultural and commercial development of the site.

Interpretation Plan Objectives

This Interpretation Plan has not been developed in order to comply with a statutory requirement, but rather is intended to form part of the non-statutory policy framework that will guide both adaptive reuse and new development across the site. In this regard this Interpretation Plan also forms the basis for the amendment of the Redfern Waterloo Authority Developer Contributions Plan to facilitate collection and allocation of developer contributions towards the design and development of the interpretive concepts described herein.

The following outcomes are sought through the implementation of the Interpretation Plan:

- 1 To achieve conservation, maintenance and interpretation of the heritage significance of the former Eveleigh Railway Workshops and associated machinery collection in a commercial and community use setting.
- 2 To facilitate and enable high quality development, adaptive reuse and interpretation that responds to the heritage significance of the site and contributes to the creation of a vibrant and diverse site with a strong sense of place and distinct identity.
- 3 To achieve enhanced public understanding and engagement in the role of the workshops in the NSW rail system, the history of the area and its significance to residents, workers and visitors by fostering active links with the community, as well as with tourism, education and recreation activities and consideration of the attraction of new visitors to the site as well as repeat visitation.
- 4 To create and strengthen existing linkages with the heritage significance of the broader Redfern Waterloo area as well as the wider railway network.
- 5 To help ensure that future interpretive devices and their content have the potential to engage and provoke public interest, are accessible, sustainable (in relation to maintenance, evaluation and review) reversible (in relation to heritage fabric) and appropriate to the sites for which they are chosen.

Integrating Interpretive Works with Site Redevelopment

Some of the proposed interpretive works are located within the buildings and grounds of the active Australian Technology Park campus and the CarriageWorks Theatre. Other items are positioned within undeveloped heritage buildings and across the wider ERW landscape. While further elements are intended to be incorporated into the very design and fabric of new buildings and landscaping works as the site is developed.

Such scenarios present both constraints and opportunities for implementation of interpretive works, and require some creative thinking about how they can be best packaged, and progressively developed and financed to achieve a consistently high standard with continuity of message, design language and material.

Ideally, the preferred interpretive works would be further researched, designed and developed to the stage where the works can be tendered for full construction and implementation. This is currently possible for the interpretive elements proposed within and around ATP and adjacent the CarriageWorks Theatre.

Additionally, where proposed interpretive works are to be incorporated into new buildings and landscaping works, the nominated interpretation and design consultant could undertake sufficient research and design development and prepare detailed design briefs to be developed by others at future stages.

The proposed interpretive works detailed in this plan are located on land owned by a range of stakeholders and occupied by a range of uses. The interpretive works detailed in the plan may be implemented and funded at the discretion of land owners and funding bodies, and are to be designed to accord with the operational requirements of land owners and occupiers.

Interpretive Framework

Most of the locomotives and carriages are long gone, but the place retains its principal workshop buildings and a significant assemblage of its machinery and tools that reflect something of the nature and scale of the work conducted here. As the former major railway workshop in NSW with many tangible remains, the primary theme of the ERW site is the place itself - a nineteenth century industrial workshop for the construction and maintenance of NSW's locomotives and rolling stock. It is the pre-eminent site in NSW in which to explore the various aspects of heavy industrial work - the trades, the skills, the conditions, the products, the cultural life, workplace relations, the events of ERW, as well as the technology, the site organisation and its wider role in the maintenance and development of NSW railway system.

The place is significant for its relics, its role and its social history - it's significant to different people for different reasons. As such this study recognises the need to explore all the layers of ERW's significance without emphasising any particular strand over another.

A fundamental issue that will shape the interpretation of the ERW site is its perceived audience. Today that audience includes former employees, historians and heritage practitioners with a special connection and appreciation of the place. It also includes many commercial tenants, theatre-goers, Eveleigh Market users and other general visitors that come to the site without a particular knowledge or interest in the place. In the future we can anticipate a larger and broader audience that includes Australian and international tourists, school students, residents, railway enthusiasts, specialist and social groups, among others.

Such a general audience demands that the interpretive program be multi-layered to accommodate different levels of interest, education and understanding. In response, this strategy recommends interpretation through a range of media - artefact displays, static images and text panels,

interpretive artworks, dynamic multi-media displays, soundscapes, audio-guides and printed material - to explore the place's history and stimulate interest amongst all types of visitors.

Interpretive Works & Infrastructure

The proposed interpretive works offer an array of different experiences that are intended to assist site visitors to navigate and explore the place and its collections in a self-guided manner. There is no prescribed sequence to the works so visitors can enter the site at any point and explore in any direction and in any order at their own pace. The interpretive program is self-guided, but this does not preclude organised guided tours, utilisation of audio-guides, guide books, brochures and other media which can provide further layers of information that cater for specific needs and interests. The major interpretive and infrastructure works are summarised below.

1 Interpretation Zones & Signage Clusters

In order to simplify navigation of the ERW it is proposed the site is organised into five major interpretive zones. These are based largely on the original operational divisions of the ERW, each of which contains a prominent interpretive signage cluster which defines the Heritage Route while providing historical information as well as visitor gathering and resting points. The Heritage Route and signage clusters need to effectively integrate with the operational wayfinding arrangements at each distinct location within the ERW precinct.

2 Relics Showcase

The proposed Relics display is a dynamic installation that will act as one of the interpretive hubs of the ERW precinct. It combines original site artefacts and multimedia within an 8 metre high showcase to provide general visitor orientation and an historical overview of the greater ERW site.

3 Plan

A large format digital reproduction of an historic ERW plan is proposed for one of the prominent glazed apertures of the Eveleigh Locomotive Workshops building such as the former traverser aperture in Bay 8 for example. Alternatively, the ERW plan could be installed as a dramatic backlit graphic on the blank eastern face of the Bay 3 acoustic wall.

4 Ghosts

The centrepiece of this interpretation strategy is a large-scale 'floating' artefact and audio-visual installation in Bay 2 of the ATP Locomotive Workshops which explores the site through an array of personal stories and experiences of the place's past inhabitants.

5 Portraits

An installation of portraits of former ERW workers are proposed for the 25 panel glazed screen in the eastern wall of Eveleigh Locomotive Workshops Bay 1 at ATP. Drawn from historic and contemporary photographs, these portraits should reflect something of the diversity of the trades, ethnicity and gender of former employees.

6 Bridge

Two pedestrian/cycle bridges connecting the North Eveleigh and South Eveleigh precincts have been proposed in previous site studies and masterplans. Implementation of either or both bridge options will obviously improve visitor movement across the entire site and in doing so

will encourage greater exploration of its heritage structures, collection and the various interpretive works installed across the ERW. It is proposed that, if erected, these bridges display one of the Signage Clusters that interpret the history, buildings and structures in the Railway Corridor Zone.

7 Building Showcases

It is proposed that a limited selection of the artefact collections housed in-situ in the Scientific Services Laboratory and Communications Equipment Workshop are displayed in a small number of glass showcases set into original apertures of these buildings such as windows and doorways and so create outdoor relic displays visible to passing pedestrians. The selected items should reflect the type of work carried out in the particular building and are intended to attract visitor attention for a closer inspection of the relics.

8 Laboratory

It is proposed that one of the more intact laboratories with remnant equipment and original furniture be retained in its existing state, which is little unchanged since the building was vacated approximately 1988, and displayed for visitor access with interpretive signage explaining its function and significance.

9 Traverser 1, Ghost Carriage & Soundscape

It is proposed one of the available historic passenger carriages is located on the trolley of Traverser 1 between the Paint Shop and CarriageWorks to demonstrate the original function of this historic machinery item, albeit in a static form.

It is further proposed the carriage is equipped with audio hardware to enable visitors to sit and listen to Nigel Helyer's 2009 soundscape *GhosTrain*, a five-part sound-sculpture that combines recorded oral histories with railway and industrial acoustics to convey an evocative sonic memory of the ERW.

10 Workers 'Walls'

A large-scale interpretive artwork is proposed that combines the names of workers who were severely injured or killed in industrial accidents at ERW 1887-1989 with the names of the 65-plus trades performed at ERW. Additionally, this artwork could potentially be extended to include all those employed at the ERW depending upon surviving staff records and research resources. To create the desired effect and legibility for on-site visitors and perhaps even passing train passengers this artwork would need to be at a very large scale and might be incorporated into the site landscaping works or could have potential application to the skins of the proposed new residential and commercial buildings progressively developed across the site at both north and south Eveleigh.

11 Large Erecting Shop

This study supports the ongoing use of the LES as an active railway workshop and recommends further investigation into suitable ways for provision of public access to the building including the proposal herein that one of the large doorways at the eastern end of the LES is glazed in order to showcase the building's contents and enable passing visitors to view the maintenance work, machinery and rolling stock at any time.

12 Traverser 2

It is proposed that Traverser 2 is conserved as an in-situ relic, but adapted to accommodate elevated gardens and visitor seating on its trolley platform. Alternatively it could be repositioned along the traverser bay or elsewhere on site if required.

Public Domain Works

Besides the above-mentioned Workers Walls, Signage Clusters and Traverser installations there will be other opportunities for additional interpretive elements and artworks that can be integrated into the ERW public domain. Briefs articulating the scope, themes and intent of potential domain interpretive works should be further considered when the landscape and site infrastructure design is further developed.

New buildings and public spaces should, where appropriate, adopt ERW-related names. It would be advisable to utilise general names associated with ERW operations and events - the names of influential people, places, worker factions, technologies, even construction materials used - that allow recollection of the place's history without insisting on precise naming locations across the site.

The proposed works range from simple elements that could to be implemented in the short term, through to ambitious and complex works that will need to be incorporated into the proposed development of the site over the longer term. Critically, all the individual interpretive works are intended to function as stand-alone but complimentary elements that can be developed separately to meet available budget allocations and development schedules.

Heritage Demonstrations & Events

While not specifically examined in this interpretation strategy, the operation of historic blacksmithing tools and machinery in Bays 1 and 2 south of the Locomotive Workshops at ATP can enable visitors to obtain a better understanding of the skills, tools, teamwork and techniques involved in traditional blacksmithing, as well as the prevailing difficult and dirty operating conditions. It is recommended that ongoing provision of scheduled traditional blacksmithing demonstrations are negotiated between ATP and the lease holder of Bays 1 and 2 south.

Heritage events such as railway-themed or ERW-themed film festivals, dramatic performances, art exhibitions/installations, conferences, former employee reunions, historic re-enactments of significant ERW events, guided tours of closed or operational areas of the ERW and other site related events have the potential to provide further layers of ERW interpretation and draw a broader audience. Further consideration should be given by ERW stakeholders and the relevant ERW management authorities to the development of a suitable mix of events that could be staged at annual ERW heritage festivals.

Collection Management

As the ERW site, its machinery and moveable collections are listed on the NSW State Heritage Register there is an obligation to prepare and maintain a Heritage and Conservation Register documenting all assets in accordance with Section 170 of the NSW Heritage Act (1977). To date this task has been completed for the heritage items under the ownership and management of ATP Sydney Limited and RailCorp.

RailCorp is currently updating the s170 register for buildings, structures and collections that remain in its ownership, including the Chief Mechanical Engineers building, Scientific Services Laboratory, the Communications Equipment Workshop and the machinery and moveable artefacts therein.

The ERW site comprises an existing collection of historic buildings and artefacts, but it is not a dedicated collecting institution, nor need it become one. This study recommends that all moveable artefacts are retained temporarily until the proposed artefact displays have been finalised. Thereafter, any items that do not meet the Heritage Act Section 170 criteria for significance, are not required for exhibition or any other on-site purposes, should be nominated for disposal from the ERW collection as outlined in this study and in accordance with Section 38 of the NSW Heritage Act (1977).

Maintenance of Collections & Interpretive Infrastructure

The proposed works will require up front funding to design, document and implement the capital works. But thereafter can be managed and maintained by the relevant ERW site management authorities.

The proposed installations are intended as secure, robust and durable elements that can be periodically cleaned by the ERW site cleaning contractors as part of the general building and site maintenance program. Periodic inspections of the interpretive signage, object displays, lighting, multi-media programs, etc, should be undertaken by a suitable consultant on behalf of the relevant ERW management authority approximately every 6 months to monitor condition and performance, and organise any required upgrades, object conservation or maintenance by appropriate contractors.

Implementation Priorities

It is recommended that the Heritage and Conservation Register be completed for the Scientific Services Laboratory and Communications Equipment Workshop as a priority. Once registered, all moveable artefacts within the mentioned buildings, together with other relocated ERW moveable collections should be consolidated and organised in a secure long-term storage area for potential use in the proposed displays. A useful materials stockpile should also be established in a dedicated and secure area on site.

Priority works include upgrades to existing signage and production of pending signage in the Locomotive Workshops precinct. Implementation of nominated short to medium term works should be prioritised in areas that are already accessible to the public including signage clusters in the Locomotive Workshops Zone, Manager's Office Zone and Carriage Workshops Zone, interpretive displays within the Locomotive Workshops, and the Traverser, Ghost Carriage and soundscape installation proposed at Traverser 1.

Implementation of some or all the works proposed in the ATP precinct (Signage Clusters 1.1 and 1.2, Relics, Plan, Ghosts and Portraits) as part of a pilot project undertaken in the short to medium term would be advantageous in establishing works production costs, developing design details and demonstrating the high standard required for interpretation works to be developed elsewhere on the ERW site during future stages. It is important that oral histories from living ERW workers that inform these projects are captured within this timeframe.

The early development of design details for works would ensure that works can be undertaken as part of the development of the North Eveleigh site to a consistent style and quality. Amendments to the RWA contributions plan will also be required to ensure that developer contributions are allocated towards the works and concepts identified in this Interpretation Plan.

The timing for implementation of interpretive elements integrated into proposed new buildings, ERW landscape works or heritage buildings pending adaptive reuse can only be determined when the planning for proposed new works has been confirmed.

1.2 AUTHORSHIP

This study was prepared by 3-D Projects in collaboration with Artscape and Only Human. 3-D Projects curator, Peter Tonkin, undertook site and collection assessment and research, reviewed relevant studies, and liaised with RWA personnel, relevant consultants and stakeholders to obtain necessary project information and feedback. Peter developed the interpretive concepts, coordinated team input and prepared this report. 3-D Projects architect, Christina Carayanides, prepared site and design concept drawings and cost estimates for the interpretive works.

The ERW Field Day event of 30 October 2010 was coordinated and documented by Merran Morrison of Artscape and Moya Sayer-Jones of Only Human, with photography by Dean Golja and videography by Josh Burns. Merran also prepared the summary of the Field Day event and key recommendations in section 4 of this report.

1.3 ACKNOWLEDGEMENTS

The consultants would like to thank all parties involved for providing their assistance with this study and imparting their invaluable knowledge of the Eveleigh Railway Workshops, its collection and related site and planning information. During the preparation of this report the consultants spoke to and/or received assistance from the following informants:

- Roy Wakelin-King - Redfern Waterloo Authority
- Juliet Suich - Redfern Waterloo Authority
- Joanne McGuinness - Redfern Waterloo Authority
- Mal Hartley - Redfern Waterloo Authority
- Ian Cutcher - Redfern Waterloo Authority
- Guido Gouverneur - Wrought Artworks
- Wendie McCaffley - Wrought Artworks
- Chris Saunders - Australian Technology Park
- Graham Stevens - Australian Technology Park
- Gary Love - Australian Technology Park
- Geoffrey Turnbull - Redwatch
- Maclaren North - Futurepast Heritage Consulting
- Sarah-Jane Brazil - Office of Rail Heritage
- Craig McPherson - Office of Rail Heritage
- Keith Howard - Office of Rail Heritage
- Daniel Wedgwood - RailCorp
- Rajeev Maini - Heritage Branch, Dept of Environment & Heritage
- Richard Mulvaney - Trainworks
- Nigel Llwyd William Helyer - Sonic Objects
- Chris Legge-Wilkinson - The University of Sydney
- Bill Phippen - Railway Historical Society NSW
- David McBeath - Friends of Eveleigh

- Ruby Matthews - Friends of Eveleigh
- John Glastonbury - 3801 Limited
- Jean Rice - Jean Rice Architect
- Jane Bennett - Artist

1.4 STUDY AREA

The Interpretation Plan focuses on the 51 hectare Eveleigh Railway Workshops site which is bounded by Wilson Street, Henderson Road, Garden, Cornwallis and Lawson Streets in inner south Sydney.

The ERW site comprises a number of land parcels, structures and artefact collections separately owned and managed by the Redfern-Waterloo Authority, RailCorp and the Arts NSW. The principal ERW building clusters and associated artefact collections are located in the former Locomotive Workshops precinct (ATPSL/RWA management), the Carriage Workshops precinct (ATPSL/RWA/Arts NSW management), and the active railway line and corridor including Redfern Station/RailCorp service workshops, the Large Erecting Shop, the Gasometer, and the various buildings and structures of the Chief Mechanical Engineers and Paint Shop precincts in North Eveleigh (RailCorp management). More detailed information concerning ERW buildings, structures, collections and management is set out below in sections 3.1-3.2.

While this report focuses specifically on the ERW site, it also explores the place's impact on the surrounding residential area and the ERW's wider influence in the development, infrastructure and operation of the NSW railway system.



Aerial view of Eveleigh Railway Workshops site looking north.

1.5 SCOPE OF REPORT

This Interpretation Plan is intended to provide an interpretive vision for the site and make recommendations on the content, research, design, development, conservation, adaptive reuse and ongoing management of sustainable public interpretation programs for the entire Eveleigh Railway Workshops site.

It examines the ERW's history and its heritage assets - its buildings, structures, landscape, machinery and moveable collections, it considers the proposed land use and site development options for the northern and southern precincts, assesses current and potential site visitation, and it reviews existing interpretive works, interpretive projects proposed by others or works currently under development at the ERW site.

This strategy proposes a wide range of interpretive actions for the ERW site, identifies appropriate project development process and issues, and provides indicative cost estimates for full project development. It also outlines policies and guidelines for future management of ERW heritage collections.

While this report provides proposals and recommendations for specific works, it is not a definitive blueprint for final interpretive actions and content. The interpretive issues raised, rationale and scope, design proposals, and projected site development costs need to be reviewed by the site management authorities, ERW stakeholders, and future landowners and developers to determine project priorities, and obtain and allocate necessary funding before a suitable project team can be engaged to fully research, design and develop the nominated interpretive works.

It must be emphasised that the interpretive proposals herein are concepts only, not a definitive blueprint. It is not essential that all the works need be installed as proposed to enable adequate interpretation of the place. They are conceived as independent elements that can be developed either in isolation or in their entirety.

They will require further research, consideration and design development before their final form, scale, content, locations and construction costs can be determined, and the works implemented. Funding sources may include developer contributions, in-kind works by developers or other grant funding to be identified.

A fundamental issue that will shape the interpretation of the ERW site is its perceived audience. Today that audience includes former employees, historians and heritage practitioners with a special connection and appreciation of the place. It also includes many commercial tenants, theatre-goers, Eveleigh Market users and other general visitors that come to the site without a particular knowledge or interest in the place. In the future we can anticipate a larger and broader audience that includes Australian and international tourists, school students, residents, railway enthusiasts, specialist and social groups, among others.

Such a general audience demands that the interpretive program be multi-layered to accommodate different levels of interest, education and understanding. In response, this strategy recommends interpretation through a range of media - artefact displays, static images and text panels, interpretive artworks, dynamic multi-media displays, soundscapes, audio-guides and printed material - to explore the place's history and stimulate interest amongst all types of visitors.

1.6 CONSTRAINTS

During the preparation of this Interpretation Plan it has not been possible to access all ERW buildings and structures or locate and undertake a detailed review all in-situ or moveable heritage items associated with the site. It is understood that a small number of relics have been relocated off the site into alternative storage facilities. These items should be located and assessed during the forthcoming project development stages.

A separate study will be commissioned by the RWA to research the particular Aboriginal connections to the ERW site and the surrounding Redfern-Waterloo region. The Indigenous Connections study may influence the ultimate design, media, content and location of on-site indigenous interpretation, the findings were not available for consideration during the preparation of this Interpretation Plan.

While a considerable range of the key published histories, ERW-related archives, photographs, film, heritage studies, oral histories, collection registers, development masterplans and interpretation proposals have been assessed during this project, it has not been possible or feasible to locate and review all relevant material held by individuals and institutions. However, it is expected that a more extensive survey of pertinent research material will be undertaken during the future developmental stages of the project.

2 HISTORICAL OVERVIEW

2.1 EVELEIGH RAILWAY WORKSHOPS: BRIEF HISTORY

The following historical summary of the ERW site and region incorporates information from various sources compiled on the NSW State Heritage Register listing for the Eveleigh Railway Workshops current in December 2010.

2.1.1 ERW Precinct

Redfern's natural landscape was defined by sand hills and swamps. The Carrahdigang, more widely known as the Cadigal people, valued the area for its abundant supply of food.

The name Redfern originates from an early land grant to William Redfern in 1817. It was previously known as Roberts Farm and Boxley's Swamp. (Murray, 2009: 5)

The boundaries were approximately the present-day Cleveland, Regent, Redfern and Elizabeth Streets. The commodious home Redfern built on his land was considered to be a country house, surrounded by flower and kitchen gardens. His neighbours were John Baptist (at the 40 acre Darling Nursery in today's Chippendale) and Captain Cleveland, an officer of the 73rd regiment, remembered by today's street of that name, and before its demolition, by Cleveland House, his home. (Pollen & Healy, 1988: 219-220)

The passing of the Sydney Slaughterhouses Act in 1849 brought other businesses to the district. This act banned abattoirs and noxious trades from the city. Tanners, wool scourers and wool-washers, fellmongers, boiling down works and abattoirs had 10 years to move their businesses outside city boundaries. Many of the trades moved to Redfern and Waterloo - attracted by the water. The sand hills still existed but by the late 1850s Redfern was a flourishing suburb housing 6,500 people.

The Municipalities Act of 1858 gave districts the option of municipal incorporation. Public meetings were held and after a flurry of petitions Redfern Municipality was proclaimed on August 11, 1859, the fourth in Sydney to be formed under the Act. Redfern Town Hall opened in 1870 and the Albert Cricket Ground in 1864. Redfern Post Office came in 1882.

The majority of houses in Redfern in the 1850s were of timber. From the 1850s market gardeners congregated in Alexandria south of McEvoy Street, around Shea's Creek and Bourke Road. (Murray, 2009: 5)

When Sydney's original railway terminus was built in the Cleveland Paddocks, which extended from Devonshire and Cleveland Streets to Chippendale, the station's name was chosen to honour William Redfern. The station was built of iron and the first stationmaster was a Mr Fielding. In 1874 the station was replaced by a brick and stone structure, covering two platforms. At that time the present Redfern station was known as Eveleigh, after a lovely old home standing on the western side of the railway line.

When Central Station was built, on the site of the Devonshire Street cemetery, the name of Eveleigh Station was changed to Redfern. The name Eveleigh was retained for the huge railway workshops, just beyond the station, on the site of the original Hutchinson Estate.

All that remains of the Cleveland Paddocks is Prince Alfred Park, where the exhibition building was erected in 1870 for an inter-colonial exhibition opened by Governor Belmore, after whom Belmore Park was named, on 30 August 1870.

Redfern was the scene of the maiden trip of the first double-decker tram in 1879. It travelled between the old Redfern station to the corner of Hunter and Elizabeth Streets in the city. (Pollen & Healy, 1988: 220)

In 1885 the Sands Sydney Directory listed 54 market gardens. While many were worked by European-Australians, by the 1870s Chinese market gardeners had acquired leases in the district and a decade later were dominating the trade.

The Eveleigh complex in 1886 became one of the largest employers in the state. Redfern was an industrial working class suburb by the end of the 19th century. Reschs brewery and other factories attracted migrants. The Syrian/Lebanese community began settling around Redfern and Surry Hills by the 1880s. (Murray, 2009: 5)

Redfern at the end of the 19th century was characterised by its many gardens, but at the turn of the century industry was taking over the area. At that time, many businessmen in the area were from Syria, such as George Dan, who established his business in 1890; Stanton and Aziz Melick, in 1888; and Anthony & Simon Coorey, in the 1890s. Like other inner-city suburbs, the area still has a high migrant population, including many now from Lebanon, as well as a large Aboriginal population. There is still industry in the area among the high density residential occupation. (Pollen & Healy, 1988: 220)

In the 1940s 73 per cent of all industrial activity in Sydney was concentrated within a radius of 3.5 miles from Redfern Station.

Many of its services have disappeared or been substantially downgraded over the last couple of decades, even though Redfern is still a densely populated inner city suburb. (Murray, 2009: 5)

2.1.2 Eveleigh Railway Workshops

When John Whitton first conceived the idea of the Eveleigh Railway Workshops, they were to undertake the construction of the infrastructure of the railways including the safe working systems and some of the perway systems. However, their main tasks were the maintenance and repair of locomotives and railway stock and the manufacture of rolling stock such as wagons and passenger carriages. At the time there were no other facilities in NSW for the construction of locomotives.

The workshops were set up on both the north and the south sides of the main western and southern railway lines, which led to a duplication of some workshop functions, but the really heavy work such as forging and casting of ferrous and non-ferrous metal, was to be carried out on the locomotive side. When the workshops were established most of the rolling stock had a wooden chassis, so the separation of services was not a major impediment to production.

The site for the Eveleigh railway yards was chosen in 1875, resumed in 1878 and the compensation price settled in 1880. Approximately 100,000 pounds was paid for 64.5 acres of land. Clearance began two years later. Much work went into the design and construction of the

buildings because of the sandy nature of the soil. In the meantime, Eveleigh Station had been opened in 1878. In 1906 it was renamed Redfern Station. The former Redfern Station was renamed Sydney Terminal (Central).

The Engine Running Shed, now demolished, was the first building completed. Cowdery was criticised for the extravagance of this building. It comprised three segmental arched bays, each covering seven 'roads' without intervening columns.

George Fishburn was awarded the contract for Bays 1-4 of the Locomotive Workshops in 1884 and work was commenced soon after. They were officially opened in 1887. Workshops in Bays 5-15 were opened later in the year. This initial building phase also included the construction of Bays 16-25 of the Carriage Sheds, the Paint Shop, a General Store and various smaller buildings and the associated turntables, traversers and rail lines. Development continued into the 1890s. The workshops were open every day of the week until 1892 when union negotiations led to the workshops being closed on Saturdays.

The residential development of the area proceeded in the 1870s and 1880s around the railway workshop and was stimulated by the need for housing generated by the workshops. The names of many early settlers are continued in the street names in the area, including Eveleigh, and many of the property boundaries and former watercourses are reflected in street patterns. At the time of the development of the railway workshops, Darlington School was also built, as were other municipal buildings since demolished for the university.

For some time Eveleigh had its own gas works which were located near MacDonalddown Station. However, in 1901 with the establishment of Ultimo Power Station which belonged to the Rail and Tramway Department, electric power was made available to the workshops. Shortly after work commenced on the conversion of the rope-driven cranes to electric motor drives. Work also commenced on the replacement of the steam engines at the south end of the workshops by powerful electric motors. This, however, was not completed until 1914.

In 1907 the Commissioners for Railways decided to begin the manufacture of new locomotives at Eveleigh and the New Locomotive Shop was designed and constructed for this purpose.

A Public Works Annual Report in 1915 concluded that the Eveleigh Works were too congested and recommended the establishment of a new locomotive and repairing works. Adding to this situation, strained conditions led to eight strikes at Eveleigh between July 1915 and July 1917. In 1916 James Fraser, Acting Chief Commissioner, addressed workers at Eveleigh on the introduction of the Taylor card system. The introduction of this system on 2 August 1917 led to an 82 day general strike. It began when 1,100 men struck at Randwick Tramway Depot and 3,000 at Eveleigh. Volunteers kept trains running including boys from Newington and SCEGS (Shore) private schools at Eveleigh.

This all took place during the First World War which brought worse conditions and declining wages.

The rail yards continued to develop. Additional land was resumed to the south-west and 230 houses were demolished to allow for the construction of the Alexandria Goods Yard sometime around 1917. During 1925 the manufacture of new locomotives ceased.

As a result of World War 2 (1939-45), Bays 5-6 were cleared of machinery in 1940 and plans drawn up for the installation of equipment supplied by the Department of Defence for the manufacture of 25lb field gun-shells. A mezzanine floor was added to Bay 5 in 1941 and the machinery for shell manufacture installed by February. Bay 8 was altered for an ammunitions annex. By 1943 Bay 8 had been abandoned by the Department of Defence as it had organised its own factories. Production of the shells ceased in 1945 and the construction of new locomotives was reintroduced. This post-war locomotive manufacturing lasted until 1952 when Eveleigh once again became a repair and maintenance facility. The decision to abandon steam locomotives in 1963 meant that Eveleigh, which was dedicated to steam locomotive maintenance and repair, entered its final phase.

The yards continued to grow and expand, and functions were continually changing. In later years workshops at Chullora in 1937 and later Clyde took over aspects of work formerly performed at Eveleigh and functions were rearranged accordingly.

Re-organisation and attempts at modernisation in the 1970s came too late. Too much of the machinery was suited only to the steam locomotive era. Buildings containing old equipment, machinery which had become progressively inappropriate to a modern transport era, and a changing work culture, has seen the yards decline gradually in the late 20th century until its closure in 1988. After closure, Bays 5-15 were used by Paddy's Markets while other buildings on the site were demolished over an extended period. These included the Pattern Shed, Foundry, Smith's Shops and the Wheelpress Shop. In 1991 the NSW Government announced the creation of a technology park at Eveleigh in association with the University of NSW, the University of Sydney and the University of Technology. Decontamination works were carried out to cleared areas of the site progressively.

In 1994 Paddy's Markets returned to Haymarket. City West Development Corporation took ownership of the Locomotive Workshops, bays 1-15, in addition to the New Locomotive Shed and the Manager's Office.

Today the functions formerly carried out at Eveleigh are no longer carried out by government enterprises or no longer carried out in Australia (State Projects 1995: 19-22, 27-33, 43-51).

2.2 EVELEIGH RAILWAY WORKSHOPS: CHRONOLOGY OF EVENTS

- 1825 World's first railway with steam locomotives opens in England.
- 1849 Sydney Railway Act passed. Sydney Railway Company authorised to build Sydney to Goulburn railway.
- 1855 Imported English rails, locomotive and carriages arrive in Sydney.
- 1855 (August) Railway between Devonshire Street (Central site) and Parramatta completed.
- 1855 (September) Sydney to Parramatta service commences.
- c1855 First workshop buildings erected between Devonshire and Cleveland Streets - called Redfern Railway Yard.
- 1856 John Whitton appointed NSW Railways Engineer-in-Chief.
- 1857 Newcastle to Maitland railway opens.
- 1871 Planning for ERW site commences.
- 1878 ERW site resumed (formerly site of John Chisolm's grant).
- 1878 Eveleigh Railway Station opened (later renamed Redfern Station).
- 1882 ERW building program commenced.
- 1884 Triple-domed Running Sheds completed.
- 1884 Eveleigh Station (later Redfern) established to service ERW.
- 1887 Locomotive Workshops completed.
- 1887 Carriage Workshops were constructed.
- 1887 Managers Office completed.
- 1887 Paint Shop completed.
- 1887 Chief Mechanical Engineer's Office completed.
- 1899 Large Erecting Shop completed.
- 1889 Northern Railway opens.
- 1892 Gas Works constructed.
- 1904 Royal Commission recommends locomotive construction at ERW.
- 1907 New Locomotive Shops erected.
- 1907 Carriage Works Blacksmith Shop erected.
- 1908 Four Boilers installed in Bays 2-3.

- 1910 Indoor toilets installed in workshops.
- c1912 Communications Equipment Workshop completed.
- 1913 Terrace houses/shops resumed for Alexandria Goods Yard.
- 1913 General Store (later Clothing Store & Hostel) completed.
- c1914 Pedestrian Bridge completed.
- 1914 Electrification of ERW machinery completed.
- 1916 Scientific Services Laboratory completed.
- 1916 Trial production run of 5,000 18lb field gun shells made, but later discontinued.
- 1917 Alexandria Goods Yard opened.
- 1917 New Pattern Shop completed.
- 1917 New Foundry constructed.
- 1916+ 8 strikes at ERW due to poor working conditions.
- 1917 82 day strike of 3,000 workers at ERW and 1,100 men at Randwick Tramway Depot following introduction of Taylor card system to increase worker production. Volunteer schoolboys from Newington and SCEGS helped to operate the ERW to keep trains running.
- 1923 Australian Railways Union (ARU) Shop Committee established at ERW.
- 1925 Davy Press (1,500 ton capacity) installed.
- 1925 Manufacture of new locos ceased.
- 1925 NSW Railways acquired Chullora site for new railway workshops that were intended to supersede ERW.
- 1932 Premier Jack Lang abolished the card and bonus systems in the NSW Railways.
- 1937 Chullora Workshop opened - some repair work transferred from ERW.
- 1940 Bays 5-6 cleared of machinery for production of 25lb field shells.
- 1942 Air Raid Shelters constructed.
- 1945 Reintroduction of locomotive construction until 1952.
- 1965 Steam locomotion abandoned.
- 1970s ERW modernised to meet demands of servicing and repairing modern diesels and rolling stock.

- 1986 Restored 3801 locomotive commences tourist operations from ERW Large Erecting Shop under management of 3801 Limited.
- 1989 Closure of ERW.
- 1989+ Demolition of numerous ERW buildings including: Pattern Shop, Foundry, Smith's Shops, Wheelpress Shop.
- 1989 Paddy's Markets relocated to Bays 5-15. Remaining machinery relocated to Bays 1-4a.
- 1991 Australian Technology Park works commence.
Wrought Artworks recommission blacksmiths forges in Bays 1-2.
- 1993 ATP formally established.
- 1994 Paddy's Market returns to Haymarket site.
- 1996 Australian Technology Park Opens.
- 1999 Biomedical Building construction commences.
- 2005 Ownership of ATP and parts of North Eveleigh transferred to RWA.
- 2006 3801 returned to custody of NSW Rail Transport Museum and relocated from Large Erecting Shop.
- 2007 CarriageWorks Theatre opens.
- 2008 NICTA Building completed.
- 2009 Eveleigh Markets open.
- 2010 Media City Building opens.

3 REVIEW

3.1 SITE, BUILDINGS & MOVEABLE COLLECTIONS

The following review identifies and describes the ERW's principal buildings, structures and relic collections that are the subject of the interpretation strategies proposed in this study. The various Conservation Management Plans prepared for the ERW site should be consulted for more comprehensive information on ERW structures and collections, and their locations across the site.

3.1.1 Heritage Buildings & Structures

Locomotive Workshops

The Locomotive Workshops were constructed between 1884-87 specifically for the assembly, repair and servicing of NSW Railways' locomotive fleet. The building construction is of brick with cast iron roof trusses, beams and overhead crane systems carried by a cleverly designed column grid that doubles as stormwater downpipes. The building was refurbished in 1996 to accommodate Australian Technology Park offices, meeting rooms, auditoriums, function and exhibition venues.

The Locomotive Workshops retain highly significant assemblages of in-situ machinery and tools in Bays 1-2 of the former Blacksmith's Workshops. The southern half of Bays 1-2 are tenanted by blacksmiths, Wrought Artworks, who utilise much of the historic tools and machinery and in doing so provide practical demonstration of traditional blacksmithing skills to passing visitors and other ATP tenants. Utilisation of the collection in this way has been beneficial from a conservation perspective as ongoing maintenance has been undertaken to ensure the good working order of machinery. At the northern half of Bays 1-2 the impressive machinery and tool collections, including the iconic Davy Press, are visible to ATP tenants and visitors as a large static display behind metal railing.

Elsewhere in the building a number of original Locomotive Workshops machines have been relocated from their working positions to more practical display locations throughout the public and commercial areas. Part of the Bay 10 Exhibition Hall is similarly dedicated to display of a more comprehensive assemblage of relocated workshop machinery and related tools.

A number of external workshop fixtures and machinery have also been retained in-situ including boilers, hydraulic accumulators, the pump room, ventilation pipes and brackets, a urinal and bench seating.

Large Erecting Shop

Built in 1899 to facilitate locomotive overhaul and assembly, the LES' external brickwork, open-plan spaces, cast iron column and truss network, and working gantry hoist system remains unaltered since its construction. The LES retains its longitudinal service pits and a host of operational machinery, tools, spare parts and fixtures that have been added and adapted over its working life to suit changing demands. An original WWI honour board remains in-situ at the eastern facade of the LES.

The building is owned by RailCorp and after some 111 years it continues to be utilised for repair and overhaul of locomotives. The LES also houses heritage locomotives and carriages owned by RailCorp, as is the operational base for 3801 Limited.

New Locomotive Workshops

Constructed adjacent to the original Locomotive Workshops in 1907, the NLW were built specifically for the construction of locomotives for NSW Railways. The building design is similar to that employed in the other major ERW structures with its cast iron column, beam and truss systems that enable large open interior spaces. It was adapted for use as the National Innovation Centre in the mid 1990s which saw much of the interior area partitioned for office spaces. Public access is still possible to the NIC foyer which occupies the full height of the building and displays an in-situ workshop hoist and original washbasins.

Works Manager's Office

The Works Manager's Office functioned as the administrative hub of the ERW complex and accommodated the central timekeeper's office and pay office. It was constructed of brick in 1887, with alterations and additions carried out in 1923 and 1947. Its distinctive brass bell sounded the start and finish of daily shifts. In 1994-95 it was converted to the International Business Centre as part of Australian Technology Park.

Water Tower

The 40,000 gallon iron Water Tower structure was erected in 1926 to supply water for the blacksmith and furnace operator in the Locomotive Workshops and is a typical fixture at NSW railway facilities in the early 1900s. It is prominently located within a public area of the ATP complex where Cornwallis Street meets the railway corridor. It is currently undergoing structural restoration and conservation work.

Pedestrian Bridge Piers

Brick piers that originally supported the 1913 pedestrian bridge that once connected Redfern Station to the Locomotive and Carriage Workshops are visible adjacent the Communications Equipment Workshop at Eveleigh North.

ERW Access Tunnel

An 85 metre brick-lined subway completed around 1887 survives beneath the railway corridor to the south of the Carriage Workshops which originally connected the later with the Running Sheds (demolished) and Locomotive Workshops enabling passage of workers and transfer of parts and goods between workshops. The subway tunnel was not inspected during the preparation of this report due to difficulty in obtaining access and is unlikely to be accessible to the public due to prevailing OH&S constraints.

Redfern Railway Station

Redfern Station was constructed to service the ERW and surrounding area. Its earliest built elements include the Waiting Room, Store and Office on Platform 1 which were constructed in 1884, and the Overhead Booking Office at Lawson Street built in 1892. Platform 1 also incorporates four prominent brick chimneys that ventilate the locomotive dive built in 1915 that runs beneath the platform and surfaces adjacent the Locomotive Workshops.

Railway Line

The railway corridor was originally opened in 1855 for the Sydney to Parramatta line. The lines were multiplied during the 1880s then expanded to 10 lines by 1912. In 1979 two additional subterranean lines were opened for the Eastern Suburbs Railway. Incomplete platforms, steel framework and tunnels built in the 1960s are visible to the south of



1



2



3



4

- ERW Buildings & Relics**
 1 Large Erecting Shop.
 2 Locomotive Workshop from Innovation Plaza.
 3 Water Tower.
 4 New Locomotive Workshops & Works Manager's Office looking west.
 5 Interior view of Locomotive Workshops.



5



1



2



3



4

ERW Buildings & Relics

- 1 Communications Equipment Workshop.
- 2 Chief Mechanical Engineer's Office.
- 3 Gasometer detail.
- 4 Redfern Station 1892 Booking Office.
- 5 Press & instruments in Scientific Services Laboratory.



5

Redfern Station. The active railway corridor in the ERW precinct presents a major physical barrier between the northern and southern ERW precincts.

Gasometer

A distinctive steel Gasometer is all that survives of the ERW Gasworks which was constructed 1891-92 to power the workshops' many furnaces. The Gasometer is located in one of RailCorp's operational areas which is currently being decontaminated and is inaccessible to the public.

Communications Equipment Workshop

A single-storey open plan brick building completed approximately 1912 containing a major in-situ assemblage including workshop machinery, workbenches, electronic equipment, staff lockers, storage racks and assorted tools and spare parts. This assemblage should be documented on the ERW collection register and either retained in-situ where practical or relocated to future ERW interpretive displays as detailed below.

Chief Mechanical Engineers Office

Completed in 1887, the Chief Mechanical Engineer's Office is a refined two-storey brick structure with deep balconies and decorative cast iron columns, balustrades and lacework. Despite some water damage and theft of some interior fixtures, the building retains a number of original cast iron fireplaces with marble surrounds and much of its original joinery. No moveable collections remain in the building. The CME's Office has been designated for residential adaptive reuse in the 2008 *North Eveleigh Concept Plan*.

Scientific Services Laboratory

Built in 1916, this two-storey brick structure survives in good condition and retains a significant collection of in-situ machinery, fixtures, laboratory joinery and other equipment. As noted for the Communications Equipment Workshop, this collection should be recorded in the ERW collection register and either retained in-situ or incorporated into dedicated interpretive displays. It is proposed that this building will accommodate community uses.

Paint Shop

The larger brick wing of the Paint Shop was completed in 1887 with the iron Suburban Car Workshops extension completed in 1912. These buildings retain much of their original open plan configuration, their decorative iron column, beam and truss structures, in-floor rail network, original paint schemes and some in-situ machinery and signage. A small number of ERW moveable relics are also scattered throughout the workshops.

This building is owned by RailCorp and utilised by the Office of Rail Heritage to store much of its heritage rolling stock, together with a small collection of ERW relics and extensive moveable relic collections from railway facilities throughout NSW. The collection is currently being researched, sorted and catalogued for potential use in the Thirlmere Railway Museum. The Paint Shop has been designated for commercial/residential/retail adaptive reuse in the 2008 *North Eveleigh Concept Plan*.



1



2



3



4

ERW Buildings & Relics

- 1 Paint Shop.
- 2 Compressor House detail.
- 3 Traverser 1
- 4 Carriage Workshops looking west.
- 5 Blacksmith's Workshop at Eveleigh North.



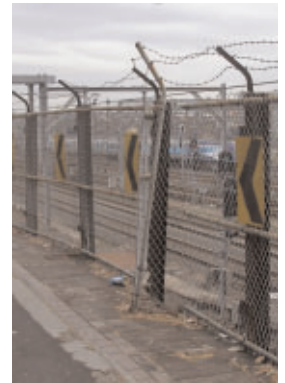
5



1



2



3



4

ERW Buildings & Relics

- 1 Stores & Hostel building.
- 2 Air Raid Shelters at Eveleigh South.
- 3 Railway track fence posts at Cornwallis & Marian Streets, Eveleigh South.
- 4 Original rail tracks near Carriage Workshops looking east.
- 5 Footing & wall remnants of the Foundry.



5

Carriage Works Traversers

Traversers 1 and 2 are adjacent to the Carriage Workshops and were installed in 1901. They remain in-situ on their rail tracks in the traverser corridors. Traverser 2 at the western end of the Carriage Workshops is in poor condition and is incomplete having been stripped of its drive machinery. Nonetheless, the traversers, together with their rail corridors, are robust items and have interpretive potential as static ERW artefacts.

Compressor House

A pre-1913 corrugated iron structure with a large original pressure vessel external to the building used to compress air for operation of ERW machinery. It is in poor condition and has been nominated for demolition in the 2008 *North Eveleigh Concept Plan*.

Carriage Workshops

The Carriage Workshops is an impressive and refined industrial structure completed in 1887. It has been beautifully adapted as a theatre, cultural venue and commercial space in recent years in a manner which retains and complements the great scale and openness of the operating workshops while displaying much of its internal steel framework of columns, trusses and beams, its overhead cranes and belt drive power system, its in-floor railway tracks and other in-situ fixtures, its concrete floors, painted surfaces and even its original deposits of grit. Underfloor spaces also contain components of the belt drive power system that could be exposed for interpretation in the future.

Very few moveable relics have been retained in-situ within the Carriage Workshops, nonetheless, the overall conservation and architectural approach demonstrate quite clearly that the building, its fixtures and finishes are indeed significant artefacts in themselves. Interpretive signage panels inside and out explore aspects of the building's design, power systems, production, adaptation and workplace culture.

Fan of Tracks

The fan of railway tracks is a large and robust structure situated to the east of the Paint Shop. It was first installed around 1887 to facilitate train carriage movement between the railway corridor, the Paint Shop and Carriage Workshops. The 2008 *North Eveleigh Concept Plan* proposes a series of articulated office buildings constructed over the Fan of Tracks which will expose the latter in open landscaped areas. There is the potential that some tracks could be displayed in sub-floor spaces for public interpretation.

Blacksmiths Workshop

Built in 1907 the Blacksmiths Shop at Eveleigh North is a large open building constructed with an ingeniously improvised structural framework of reused steel railway tracks. It has been conserved and upgraded for its successful reuse as the Eveleigh Markets. It retains 3 original pneumatic hammers, opening louvre windows and a wall-mounted jib crane in-situ, among other fixtures, and is well interpreted with signage panels throughout.

Air Raid Shelters

Concrete Air Raid Shelters built in 1942 are located adjacent to the Carriage Workshops at North Eveleigh and at the Locomotive Workshops at South Eveleigh. These items appear to be in reasonable structural condition but require suitable doors and covers to external apertures to prevent unauthorised entry and potential vandalism. The Air Raid Shelters

at Eveleigh North have been identified for demolition in the 2008 *North Eveleigh Concept Plan*. Nonetheless, developers should be encouraged to consider adaptive reuse/preservation of these structures in any new development work.

Stores & Hostel

This building was originally constructed in 1913 as a General Store before conversion as a Clothing Store and later as a Hostel for ERW workers. It is a two storey brick structure in good condition that has been designated for residential adaptive reuse in the 2008 *North Eveleigh Concept Plan*. The building contains no significant moveable collections.

Fencing

Remnants of ERW-period fencing, brick boundary walls and retaining walls improvised from railway tracks and sleepers survive along parts of the perimeter fence line and elsewhere within the site, though not always in structurally sound condition. These elements should be retained in-situ where possible as they contribute to the industrial authenticity of the place, or otherwise stockpiled on site for future usage.

Building & Wall Remnants

Remnants of demolished or damaged buildings can be seen across the site in the form of brick walls, timber and railway-track building frames, and masonry footings. As some of these items will be fully demolished it is recommended that any useful elements are stockpiled on site for potential reuse in future ERW works. Surviving footings and wall elements, such as the 1883 Stores (Eveleigh North), 1915 Spring Store (Eveleigh North) and 1917 Foundry (Eveleigh South) have interpretive potential and could be integrated into future building and landscaping works as 'archaeological' relics.

Railway Infrastructure

In-situ railway tracks and other railway infrastructure remain at North Eveleigh embedded in the exposed concrete floor slab of the 1912 Carriage Workshops extensions and along the length of the east-west rail spine between the Fan of Tracks and stores precinct. These elements should be retained wherever possible to interpret the former function of buildings and alignments of the rail corridors.

At South Eveleigh railway tracks have been retained in Bays 1-2 of the Locomotive Workshops and in Innovation Plaza. Original turntables have been incorporated into the roadway at the alignment of the former east-west rail corridor immediately south of the Locomotive Workshops.

3.1.2 Moveable & Machinery Collections

Catalogued Items

By far the largest component of the ERW moveable and machinery collections is that housed in and adjacent to the Locomotive Workshops. This collection is listed on the State Heritage Register, is owned and managed by ATP, has been tagged with stainless steel tags and thoroughly documented in the 2008 ATP Heritage & Conservation Register. The ATP collection comprises over 400 individually listed items of machinery, fixtures and tool assemblages, the majority of which are in-situ blacksmithing artefacts on static display or utilised by Wrought Artworks in Bays 1-2.



1



2



3



4

ERW Artefacts

- 1 Steam Crane in Innivation Plaza.
- 2 Davy Press & associated tools.
- 3 Machinery gallery in Bay 10.
- 4 Miscellaneous blacksmith's tools in Bay 1.
- 5 Work bench in Scientific Services Laboratory.



5



ERW Artefacts

- 1-2 In-situ tools, equipment & parts in Communications Equipment Workshop.
- 3 Furnaces relocated from the Blacksmith's Workshop, Eveleigh North.
- 4 Cast iron roof trusses removed from Carriage Workshops.
- 5 ERW tool scatter in Paint Shop.

Significant individual machinery items that were removed from their original working positions have been relocated for display in Innovation Plaza and throughout the Locomotive Workshops in Bays 3, 4, 8, 10, 15 and 16. Bay 10 contains a large consolidated assortment of machines and tools, including an ERW traverser.

A number of ATP collection items that are incomplete, replicated by other collection items, in poor condition or unrelated to the ERW site have been recommended for disposal in the ATP Heritage & Conservation Register. These items have been temporarily relocated to Bay 1-2 north, to an open yard adjacent the Paint Shop and inside the Reclamation Shed at North Eveleigh.

Uncatalogued Items

Scientific Services Laboratory

As noted above, the Scientific Services Laboratory retains a significant and potentially valuable collection of in-situ machinery, cranes, tools, testing samples, benches and laboratory equipment throughout its various rooms over two levels.

Communications Equipment Workshop

Likewise the Communications Equipment Workshops contain hundreds of in-situ artefacts and assemblages of original machinery, tools, spare parts, work benches and electronic equipment.

Carriage Workshops Trusses

A number of original 1880s cast iron roof trusses removed from the Carriage Workshops during its adaptation to the CarriageWorks Theatre are stacked outdoors on rail lines next to the Fan of Tracks.

Blacksmiths Workshop Furnaces

Three original furnaces were removed from the North Eveleigh Blacksmiths Workshop in the mid-2000s during the building's conversion for the Eveleigh Markets. These items are currently stored securely in the Reclamation Shed at Eveleigh North.

Paint Shop Collection

RailCorp has recently updated its inventory of machinery items, tool and equipment assemblages, signals, ERW site models, original signage and other ERW-related and non-related items which are stored in the Paint Shop.

From this repository 13 items with a direct association with ERW have been identified as part of one of the heritage projects undertaken with the Redfern Waterloo Heritage Taskforce. Additional ERW related items may be uncovered in the future, as may items without direct association to Eveleigh, which may be useful to the interpretation of Eveleigh and the wider railway history. It is recommended that these items, if discovered, be further researched and included in the ERW collection.

3.2 CURRENT & PROPOSED SITE USAGE

3.2.1 Australian Technology Park Precinct

The *Redfern-Waterloo Built Environment Plan Stage 1*, 2006, indicates that the Locomotive Workshops, Works Manager's Office and New Locomotive Workshops will continue to accommodate offices for scientific and information technology companies, as well as conference and exhibition venues, while adjacent public recreation areas will be retained and expanded. In addition to the privately owned and operated

NICTA, Biomedical and Media City buildings, the remainder of the South Eveleigh site has been zoned predominantly for business use and will be offered for private development.

The *Redfern-Waterloo Built Environment Plan Stage 1, 2006*, and *North Eveleigh Concept Plan, 2008*, also propose pedestrian bridges over the railway corridor that connect South Eveleigh to North Eveleigh either from the western end of the Locomotive Workshops to Traverser 1 at the Carriage Workshops in the central part of the ERW site, or between Cornwallis Street, Redfern Station and Little Eveleigh Street at the eastern end of the ERW site.

3.2.2 North Eveleigh Precinct

The current and proposed use for the central North Eveleigh precinct is predominantly for cultural purposes, with the Eveleigh Markets occupying the Blacksmith's Shop and much of the Carriage Workshops dedicated to the CarriageWorks Theatre. Other areas of the Carriage Workshops are utilised for creative commercial activities.

The eastern North Eveleigh precinct is currently dormant and inaccessible due to rail operation requirements, excepting the Paint Shop and attached Suburban Car Workshops which are owned by RailCorp and used to store RailCorp's railway heritage fleet and associated collections.

The *Redfern-Waterloo Built Environment Plan Stage 1, 2006*, and *North Eveleigh Concept Plan, 2008*, indicate mixed business-residential use for this precinct with much of the open landscaped area dedicated for public recreation and heritage interpretation.

The western North Eveleigh precinct is also inactive and inaccessible to the public due to rail operation requirements. It is proposed in the *Redfern-Waterloo Built Environment Plan Stage 1, 2006*, and *North Eveleigh Concept Plan, 2008*, that this area is utilised primarily for residential development with some outdoor areas dedicated for public recreation and interpretation.

3.2.3 Large Erecting Shop

The Large Erecting Shop is currently used as a workshop for repair, overhaul and storage of heritage steam and diesel locomotives and associated carriages primarily owned by the NSW government. It is the operational base for 3801 Limited.

The NSW Rail Heritage website indicates that the Large Erecting Shop will continue to be available for heritage-related uses, subject to RailCorp's operational requirements.

(<http://www.nswrailheritage.com.au/orhhfprojects.htm#leshop>)

3.2.4 Gas Works

The Gas Works is located in RailCorp's operational zone at the western periphery of the ERW site. The area is currently undergoing decontamination works and will likely remain inaccessible to the public in future, unless by dedicated guided tours.

3.2.5 Redfern Station

A general upgrade of Redfern Station is proposed that will enable increased capacity, will provide equitable access to station platforms and has the potential to provide direct linkages from the station to North and South Eveleigh via the proposed pedestrian bridge.

3.3 EXISTING & PROPOSED INTERPRETATION WORKS

3.3.1 Interpretive Signage

Some 44 separate signage panels incorporating photo-engraved text and images on finished stainless steel plates are located within and in the vicinity of the Locomotive Workshops. Some of signs explore aspects of the ERW's development, its role and workplace culture, but the majority detail the specific technical function of the numerous machinery items on display throughout the workshops. Some of the signage, which was undertaken by the Sydney Harbour Foreshore Authority (SHFA) between 2001-2004, has become illegible due to UV exposure and is currently being replaced.

Futurepast Heritage Consulting are currently engaged by Australian Technology Park Precinct Management to upgrade interpretation and visitor infrastructure in Bays 1-2 North of the Locomotive Workshops. The proposed works include removal of artefacts recently introduced from other site areas, installation of handrails to enable more extensive visitor circulation through the workshops and installation of display lighting. Approximately 9 new signage panels are proposed in Bays 1-2 to interpret the machinery assemblages, with a further 7 signage elements proposed for Innovation Plaza to interpret the various objects on display and the function of the Spring Shop formerly located in the plaza. The new signage design, materials and layout will be consistent with the existing ATP interpretive panels.

In and around the Carriage Workshops building some 19 photo-anodised image and text panels were installed in 2007. These signs provide an informative overview of the history of the ERW site, the function of its various departments across the entire site, aspects of ERW social history and technical information concerning building design and layout, power systems and function of specific buildings and items of machinery.

3.3.2 Object Displays

Major artefact displays with supporting interpretive signage, as described above, have been incorporated into the ATP precinct. Bays 1-2 of the Locomotive Workshops retain working assemblages of many hundreds of original blacksmithing tools together with substantial in-situ machinery items. This is by far the most compelling of the object interpretive displays as the workshop fabric and its working tools and machinery have been left in a relatively untouched state.

Actual blacksmithing works carried out by Wrought Artworks in the southern half of Bays 1-2 augments interpretation through intermittent practical demonstration of certain machinery and tools, and contributes to the workshops' authenticity and atmosphere with the distinctive sounds, smells and smoke of metalworking. Ongoing utilisation of the tools and machines in contemporary blacksmithing work also requires regular maintenance is carried out which in turn ensures the ongoing conservation of these items.

A small collection of original machinery and related tools are displayed in-situ behind locked doors within the Pump House at the southern end of Bay 3 which reflects the working arrangement of the components at the heart of the ERW's hydraulic power system.

An array of machinery items predominantly removed from the various Locomotive Workshops bays have been displayed in Innovation Plaza and throughout the Locomotive Workshops in Bays 3, 4, 8, 10, 15 and 16,



1



2



3



4

ERW Current Interpretation

- 1 Wrought Artworks blacksmithing demonstration in Bays 1-2.
- 2 Interpretive signage at Carriage Workshops..
- 3 Interpretive signage panel at Locomotive Workshops.
- 4 Adaptive reuse of Carriage Workshops roof trusses for CarriageWorks entry signage.
- 5 Carpets graphics in Locomotive Workshops interpret former rail lines & bay numbers .



5

with a further machine located in the foyer of the Biomedical Building at Eveleigh South. The machines are separately positioned at prominent locations throughout the carpeted commercial-space, plaza and exhibition areas, many with protective balustrades and interpretive signage, which emphasises their great size, power and sculptural qualities. However, the individual display and 'iconic' packaging of the machines has de-contextualised the relics from their original working environment and relationships.

In the Carriage Workshops precinct a small number of large relics are displayed in-situ and interpreted with nearby signage panels, including the Pneumatic Hammers and Jib Crane in the Blacksmith's Shop and the original Traverser trolleys in traverser bays 1 and 2. Twelve original cast iron roof trusses removed from the Carriage Workshops building have been adaptively reused to carry the major CarriageWorks signage structure at the Wilson Street entry.

3.3.3 Carpet Graphic

The decision to carpet much of the Locomotive Workshops public spaces has been used to great interpretive effect as the graphic therein denotes the original railway track alignment running east-west through the centre of the workshops and displays the historic numbering system of the individual bays.

3.4 SITE VISITATION

In the absence of any documentation on visitation statistics it is observed that ERW site visitors currently include the various commercial tenants at CarriageWorks and Australian Technology Park, their patrons as well as users of the latter's exhibition and auditorium facilities, CarriageWorks Theatre and Eveleigh Market users, indigenous trainees at Yaama Dhiyaan trades skills centre and a cross section of local residents who utilise the ERW public areas and parks for rest and recreation. It is assumed that the vast majority of these site users would not have a specific knowledge of or interest in the Eveleigh Railway Workshops. They use the ERW for other reasons so their exposure to the site's built heritage, object displays and interpretive signage is incidental.

There is also a much smaller visitor group that comprises former ERW employees, volunteers, residents, heritage consultants, historians, etc, that possess a special appreciation and understanding of the place having either worked there, lived near it during its operating life or studied the site and its history.

In the future the upgraded ERW interpretive works proposed in this study together with effective marketing would likely see the existing visitor sectors bolstered by a far broader visitor demographic including primary and secondary school groups, general tourists visiting from Sydney, NSW, Australia and abroad, rail heritage and steam enthusiasts, architectural historians, seniors groups, as well as the prospective new residents and commercial tenants that will eventually occupy the site.

So, the current and potential ERW visitor base is broad by nature. It includes people of diverse age, interests, site knowledge, educational level and ethnic background. Such a general audience demands that the proposed interpretive works will need information to be suitably structured and layered, from simple to complex, must employ a range of interpretive media and techniques to engage all manner of people and will need to explore the ERW-related themes in ways that relate to its diverse visitors.

3.5 RELATED RAILWAY HERITAGE SITES & COLLECTIONS

While today's ERW site and collections reflect something of the place's former role, its great scale, its technologies, its trade skills, production and its workforce, these tangible remains can never provide visitors with an adequate understanding or sense of the active workshops. The task of interpretation in this respect is to identify and incorporate other supporting historic evidence into the interpretive programs to provide a more evocative, engaging and accurate picture of the ERW's history, as well as directing visitors to other places that hold and interpret related rail heritage collections. Some of the major ERW-related collections, museums and heritage railway operations are outlined below.

3.5.1 Trainworks

Trainworks, originally the NSW Rail Transport Museum, was established at Thirlmere in 1975 and has developed an extensive collection of locomotives, carriages and associated NSW railways collections, workshops for train repair and servicing, and provides heritage train rides to and from its Thirlmere base. More recently RailCorp and NSW Rail Transport Museum have partnered to expand and upgrade the museum as part of the NSW Government's Rail Heritage Strategy to conserve, display and interpret NSW's railway heritage. New museum infrastructure and exhibition areas are currently under development which will house key collection items, new interactive exhibits and visitor reception facilities.

3.5.2 Photographs & Archives

The principal collections of ERW historic photographs and archives are held by the Australian Railway Historical Society NSW, State Records NSW and the State Library NSW. The National Film & Sound Archive holds ERW-related films including the NSW Railways commissioned newsreel, *Monarch of the Rails*, which contains rare footage of working ERW machinery and locomotive construction in 1944.

3.5.3 Heritage Railway Operations & Museums

There are a number of other museums, heritage societies, heritage railways and individuals across NSW that possess significant rail artefacts, documents and archives. Rail heritage organisations involved with the collection, conservation, operation and interpretation of NSW railway heritage assets that are affiliated with the NSW Office of Rail Heritage include the following:

- 3801 Ltd
- Australian Railway Historical Society (ACT)
- Australian Railway Monument/Rail Journeys Museum
- Cooma Monaro Railway
- Powerhouse Museum
- Finley Pioneer Rail Committee
- Goulburn Loco Roundhouse Preservation Society
- Historic Electric Traction
- Lachlan Valley Railway Society
- NSW Rail Transport Museum, Valley Heights
- Oberon Tarana Heritage Railway Inc
- Rail Motor Society, Paterson
- Regional Heritage Transport Association, Junee
- Tenterfield Railway Station Preservation Society
- Wagga Wagga Rail Heritage
- Zig Zag Railway Co-op Ltd

4 CONSULTATION

4.1 EVELEIGH FIELD DAY

4.1.1 Synopsis

Artscape and Only Human conducted the Field Day on 30 October 2010 designed to bring stakeholders together on the site to recall the site's rich heritage. Artscape-Only Human worked closely with the RWA to finesse an event which balanced the need for bringing all stakeholders together for input into the Interpretation Plan and the gathering of archival material based on the stories of former rail workers.

This gathering constituted a discovery process to source workers and families who should be interviewed in depth for any future, more intensive, oral history initiative. Consultants spent a large portion of their time sourcing and communicating with former workers.

The day was designed to have an open celebratory flavour and included:

- Display of interpretive panels
- Soundscape by artist Nigel Helyer (produced in conjunction with Artspace)
- Heritage Painter Jane Bennet working on site
- A bush band playing rail ballads
- Story boards, photographer and videographer
- Blacksmithing demonstration by Wrought Artworks

The focus for the day was a structured facilitated story telling/story eliciting process conducted amongst the atmospherics of the former Blacksmiths Workshops and Davy Press in Bays 1-2 of the Locomotive Workshops.

Based on careful research prior to the day, former workers were identified for interviews and photographs throughout the day. The focus of the photographer Dean Golja was to capture images of former workers in their old work setting. The focus of the videographer Josh Burns and journalist Moya Sayer Jones was to record workers sense of meaning around their memories of working at Eveleigh.

It was regarded as extremely important to ground the day in the historic fabric of the site in order to stimulate memory and connection.

4.1.2 Summary

The quality of the experience for participants was generally very high. A colourful, accessible, diverse and important archive was created.

The key outputs were:

- 137 extremely high quality photos of former workers
- 6 x 20 minute high quality videos of former workers being interviewed by a professional journalist of their Eveleigh experience
- Full transcripts of footage, plus edited highlights
- Edited highlights of previous oral histories conducted by Joan Kent & Lucy Taksa
- The Eveleigh Family Board - a visual representation of participants to be built on in future years

The success of the outputs delivered, both pictorial, moving image and text, was in breaking away from a more traditional approach to gathering oral histories. The material produced is different from more traditional oral history, and creates a model for generating colourful stories in a more accessible format.

4.1.3 Recommendations

- Continue to stage ERW Field Day's in the future.
- Build on the oral history archive before its too late.
- Explore innovative ways to communicate narratives as part of site development and interpretation.

With the material now created, that the RWA hold an exhibition of former workers photographs and stories. The photographs are evocative, and moving and tell part of the story of the site over time and its meaning for former workers.

The City of Sydney and the State Library NSW to be provided with digital copies of the material generated.

Further Field Day's should occur and build on the 2010 model as a means of:

- Generating more stories
- Engaging Eveleigh neighbours, including new ones
- Creating an ongoing conversation on the relationship between material and social heritage

More work needs to be done on sourcing former workers while they are still alive.

A follow up oral history project is recommended to capture remaining stories. Many NSW labour politicians have had an association with Eveleigh and these should be followed up as soon as possible.

5 INTERPRETATION STRATEGY

5.1 SIGNIFICANCE

The NSW State Heritage Register listing for the Eveleigh Railway Workshops, its machinery and moveable collections, presents the following Statement of Significance for the place.

The Eveleigh Railway Yards are some of the finest historic railway engineering workshops in the world and Eveleigh contains one of the most complete late 19th century and early 20th century forge installations, collection of cranes and power systems, in particular the hydraulic system. The place is of international significance and is one of Australia's finest industrial heritage items. The value of the place is increased by the fact that it is comprised of assemblages, collections and operational systems rather than individual items. Conversely, the significance has been reduced by its closure, relocation of some machinery and its disassociation from the operating rail network. (State Projects 1995: 109)

The State Heritage Register listing also elaborates on how the ERW site and its collections meet the various SHR criteria for assessment of heritage significance, the details of which are set out in full below.

SHR Criteria A - Historical Significance

The workshops were an important part of the NSW rail network which was instrumental in the development of the state during the 19th and 20th century.

The construction of the workshops influenced the development of the local area (which was developed for worker's housing) both by providing employment and by its bulk and presence, starting bells and sirens.

The yards were associated with developments in working conditions now crucial to the Australian cultural identity, eg, the weekend. The yards had an important association with the labour movement. The place was seen initially as a positive instrument of state socialism and in later periods as the site of important labour actions and of restrictive work practices.

They were conceived by Whitton, the 'father' of the NSW railways, and were an integral part of his NSW rail system, and were executed in detail by Cowdery. (State Projects 1995:109)

SHR Criteria C - Aesthetic Significance

The entire complex has a strong industrial character generated by the rail network itself, by the large horizontal scale of the buildings, the consistent use of brick and corrugated iron, the repetitive shapes of roof elements and of details such as doors and windows and because of the uniform grey colours.

The simple, strong functional forms of the buildings have landmark quality, not only as important townscape elements in the Redfern/Eveleigh area, but as part of the visual train journey of thousands of commuters, marking arrival in the city centre.

The major buildings from the original 19th century development of the site are well designed, detailed and built exhibiting a high degree of unity of design, detailing and materials. (State Projects 1995: 109)

SHR Criteria D - Social Significance

The Workshops were one of the largest employers in Sydney at the turn of the century, declining only in the latter half of the 20th century. It was and is an important source of pride and in demonstrating the capacity of Australian industry and workers and a high level of craft skills.

The place is significant to railway workers, former railway workers and railway unions and is associated with the stories of many, including workers and locals, which are important to cultural identity.

Although no longer operating as a workshop, the place maintains symbolic value for the community as a former workplace and a place that provided economic input into the local area.

It has strong symbolic ties with existing trade unions. (State Projects 1995: 106-111)

SHR Criteria E - Research Potential

The Eveleigh railway workshops have considerable research potential for understanding the operation of railway workshops. This potential is enhanced by the extent of archival material available and because the relatively recent closure means that there are many former workshop workers who are still alive and who know how the place operated.

They have unique educational value enhanced by the highly valuable location and the relationship with the ATP and the three universities. They contain the potential to achieve an understanding of the work practices of today through an understanding of the cultural continuity between 19th century technology and 21st century technology.

There is potential for further research to yield information about the labour movement, labour relations and the nature of work practices in the 19th and 20th centuries.

Archaeological remains have the potential to reveal further information about the operation of the Yards. (State projects 1995: 109)

SHR Criteria F - Rarity

The size and quality of the site is rare. (State Projects 1995: 107)

Integrity/Intactness

The Eveleigh Locomotive Workshops are the largest surviving, intact railway workshops dating from the steam era in Australia, and possibly the world. (State Projects 1995: 110)

Further to the above Statement of Significance and the detailed assessment criteria, the ERW's significance can be distilled into three major strands for the purposes of site interpretation:

- Significance of ERW relics (RELICS) - buildings, structures, machines (working & static), fixtures, tools.
- Industrial role of ERW (ROLE) - loco/carriage repair & manufacture, development of NSW railways & economy, war time munitions manufacture, etc.
- Social History of ERW (PEOPLE) - trade unionism & strikes, ethnicity, trades skills, gender, conditions, local community relations, etc.

The place is significant for its Relics, its Role and its People - it's significant to different people for different reasons. Accordingly, we need to explore all the different layers of ERW's significance across the site without emphasising any particular strand.

5.2 INTERPRETATION AIMS & OBJECTIVES

In this light the aim of interpretation at ERW is explore the various and competing perspectives on the site's significance. The challenge is to ensure that future ERW interpretive works/infrastructure conserves, explores and communicates the site's significance in ways that are:

- Relevant (to visitors besides heritage experts & rail enthusiasts)
- Engaging (not preoccupied with technology & processes)
- Accessible (collections, buildings & information levels)
- Accurate (based on scholarly research & documentary evidence)
- Balanced (embrace multiple perspectives)
- Achievable (adequate financial resources)
- Sustainable (financially viable, easy to maintain, renewable)
- Reversible (do not damage ERW heritage fabric or collections)

5.3 INTERPRETATION APPROACH

5.3.1 Site & Relics as Symbols

The NSW State Heritage Register Statement of Significance and its criteria for assessment aptly herald the ERW as the largest, the most intact, the finest, most complete, largest employer, most advanced late 19th century railway workshops in Australia. But, superlatives aside, to the uninitiated it's simply a disused workshop with little or no perceived relevance to life today.

With this in mind it is imperative that we can capture and convey the ERW as relevant, connected and significant to all. We need to view it as a place of real people, relevant issues and events, not just an assortment of 'significant' though redundant machines, buildings and technological processes. We need to reveal the lived human experiences behind the silent relics. We need to view the relics as symbols of site history, not as history in themselves.

5.3.2 Key Themes, Stories & Issues

The central theme for this site is, of course, the place - the Eveleigh Railway Workshops. If we aim for an imaginative and evocative interpretation of ERW by exploring the emotional connections between the visitor and the place's significance - its physical relics, social history and wider industrial role - the potential range of ERW-related sub-themes, stories and issues is considerable. The following are just a starting point for future consideration development.

- people
- place/buildings
- design/technology
- trades/skills
- machines/production
- accidents/deaths
- industrial disputes/strikes
- conditions
- multiculturalism
- site stories/workplace humour
- workplace initiation
- identity

- ambition/leadership
- pride
- teamwork
- racism/sexism
- wartime security, production, vulnerability
- role of ERW in NSW railway expansion and maintenance
- closure of ERW & fate of workforce
- Redfern housing resumption/demolition
- impacts on surrounding suburbs
- demolished structures of ERW

5.4 EVELEIGH RAILWAY WORKSHOPS INTERPRETIVE ELEMENTS

5.4.1 ERW Heritage Route

Upon completion of the proposed residential and commercial buildings, heritage building adaptive reuse and associated landscaping and infrastructure works, ERW residents, commercial tenants and visitors alike will have some form of access, be that physical, visual or virtual, to most of the significant original buildings, structures and collections throughout the site.

While there will be multiple pathways to explore the site, there will also be the need to physically link the key buildings, collections and interpretive elements through a clearly defined Heritage Route with identifiable and consistent interpretive signage located at strategic points. The proposed route would essentially follow selected ERW site roadways, pathways, rail and building corridors that currently exist, in addition to pedestrian bridges proposed in the *Redfern-Waterloo Built Environment Plan Stage 1*, August 2006, and *North Eveleigh Concept Plan*, March 2008.

5.4.2 Interpretation Zones & Signage Clusters

In order to simplify navigation of the ERW it is proposed the site is organised into five major interpretive zones. These zones are based largely on what buildings and structures can still be seen at, and what once stood at, the original operational divisions of the ERW, that are visible from the signage locations indicated in this study. Each of which contains a prominent interpretive signage cluster which defines the Heritage Route while providing historical information, and visitor gathering and resting points. The interpretive clusters are envisaged as visually striking elements that make reference to the ERW through their design detail and materials, which could include recycled steel, hardwood or other robust materials salvaged from the site. The clusters should be positioned so they are easily identifiable along the Heritage Route while enabling the best views of extant heritage buildings and relics within their particular zone.

The signage clusters will all display a consistent site orientation map that identifies the full extent of the ERW site, its key heritage items, the five interpretive zones and signage cluster locations, and locations of other specific ERW interpretive elements. As visitors can enter the ERW site at any of the zones, each of the five clusters should provide a concise overview of the site's history and significance, as well as exploring the design, development and function of the various buildings and structures within the particular zone, whether extant or demolished, using a combination of historical imagery and text.

The proposed signage clusters are intended to simplify, link and focus ERW site interpretation. When fully installed they are intended to replace the existing interpretive signage elements dotted throughout the buildings and grounds of the Locomotive and Carriage Workshops wherever possible to reduce the visual clutter. In instances where signage clusters are not suitable, such as in Bay 10 of the Locomotive Workshops, other less intrusive interpretive devices proposed herein including audio guides, flyers, Ghosts and Relics installations might be utilised in lieu of the existing technical signage panels. The ERW Heritage Route and signage cluster locations should also be identified on the new suite of way-finding signage elements currently being developed specifically for ATP. Interpretive signage zones should also be clearly differentiated from and not conflict with the operational zones utilised in the ATP way-finding signage or operational, wayfinding and information signs at other ERW locations.

ERW Interpretive Zones

1 Locomotive Workshops Zone

- Large Erecting Sheds
- Turntable
- Air Compressor House
- Locomotive Workshops
- Foundry remains & related trade shops (demolished)
- Alexandria Goods Yard (demolished)

2 Managers Office Zone

- Innovation Plaza (former Spring Shop)
- New Locomotive Workshops
- Works Manager's Office
- Locomotive Workshops Bays 1-4
- Water Tower
- Air Raid Shelters - south

3 Railway Corridor Zone

- Pedestrian Bridge (demolished)
- ERW Access Tunnels
- Redfern Railway Station
- Railway Line & Dive
- Running Sheds (demolished)
- Gasometer

4 Chief Mechanical Engineer's Office Zone

- Communications Equipment Workshop
- Chief Mechanical Engineers Office
- Scientific Services Laboratory
- Fan of Tracks

5 Carriage Workshops Zone

- Paint Shop
- Carriage Workshops Traversers
- Compressor House
- Carriage Workshops
- Fan of Tracks
- Blacksmiths Workshop
- Air Raid Shelters - north
- Clothing Stores & Hostel
- Related trades shops & stores (demolished)

5.4.3 Relics Showcase

The proposed Relics display is a dynamic installation that will act as one of the interpretive hubs of the ERW precinct. It combines original site artefacts and multimedia to provide general visitor orientation and an historical overview of the greater ERW site.

Relics comprises a towering 8 metre high glass showcase that displays and preserves a general cross-section of the ERW moveable artefact collection including some of the larger items temporarily relocated to Bays 1-2, Carriage Works sheds and elsewhere - machinery items, Sutho's Office, furnaces, work benches, laboratory equipment and welding samples, tools and spare parts from the Communications Equipment Workshop, timber patterns, tool cabinets, ERW notice boards, etc. It is proposed Relics is prominently located near the centre of Bay 8 in the Eveleigh Locomotive Workshops where its contents can be viewed from the ground level as well as the mezzanine level and connecting bridge. The Relics showcase positioning, scale and design should ensure the workshops' major north-south and east-west vistas are retained.



Proposed location of Relics Showcase in Bay 8.

Within the proposed Relics showcase is a bank of multimedia screens that display changing sequences of contemporary and historic photographs and plans, archival footage and historic quotations organised into major themes and storylines to be determined in consultation with landowners and managers that provide a snapshot of the site's physical evolution, people, events and output which complement and contextualise the surrounding artefacts on display. Relics multi-media can also interpret Aboriginal occupation and significance of the area while providing virtual access to heritage items in Railcorp's operational zones that do not permit public access for safety and other related reasons. More focussed information about the individual artefacts on display, within Bay 10 of the Locomotive Workshops or elsewhere in the ERW, could also be provided in a compact format using multimedia touch screens incorporated into the showcase.

Sample Themes

- Place - rail corridor, buildings/operational divisions, structures, layout, logic
- Uses - natural swamp, Aboriginal hunting ground, Colonial grazing land, rail corridor, railway workshops, Paddy's Markets, ATP offices, CarriageWorks Theatre & markets, housing & commercial development



1



2



3



4

Sample Signage & Showcase Systems

- 1 Corten steel signage, Bedlam Bay, Gladesville.
- 2 Recycled hardwood signage structures, Parramatta.
- 3 Glass & steel interpretive signage, Ross TAS.
- 4 12 metre long showcase, Griffith Italian Museum.
- 5 Artefact showcase with multi-media interpretation, Rocks Discovery Museum.



5



Sample ERW artefacts for display in Relics Showcase.

- Events - 1917 strike, union meetings, war time production, social events, ERW closure
- Workshops - machines & workers in action, carriages & locomotives under construction

Sample Quotations

... a steam engine to a tradesman and to the driver and fireman ... they would be enthralled in them because they were like a living thing, they breathed and they worked and they expanded and contracted with the heat just like human beings do, you know, and when they got angry, they blew their tops just like human beings ... (Vaughan Givillian, 1987)

... the aftermath of the 1917 strike was still a predominant thought in the minds of many workers, and this was so right until the beginning of the 1960s ... (Frank Bollins, 1988)

*There is a steady drone of high-powered machinery, drilling, boring and turning in every possible fashion; the clatter of overhead cranes, hurrying and scurrying, fetching and carrying, and the staccato noise of the boilermakers' rattler. All is somehow resolved into a unity of sound, disturbed only by an occasional burst of excessive violence from any one part. (Stan Jones, Secretary Eveleigh Sub-Branch of the Australian Railways Union, 'Eveleigh - The Heart Of The Transport System', *Daily News: Feature for Transport Workers*, 19 January, 1939)*

*... the development of railway transport was critically important in establishing the foundation for an industrial economy in Australia. It facilitated the expansion of large metal manufacturing and engineering firms during the 1860s. (Lucy Taksa, Godden Mackay, *Eveleigh Workshops Management Plan for Moveable Items & Social History: Volume 2 - Social & Oral History*, July 1996)*

*It was a belief in the future that created the majesty of their architecture as a showcase for their technological wonders. (Richard K Butcher, *The Great Eveleigh Railway Workshops: A Personal Reminiscence*, 2004)*

Row upon row of drab smoke-grimed buildings, housing a throbbing energy which pulses forth to the accompaniment of the thump, thump, thump of giant presses torturing white-hot steel into servitude. That is Eveleigh workshops, the heart of the State's transport system. (Stan Jones, Secretary Eveleigh Sub-Branch of the Australian Railways Union, 'Eveleigh - The Heart Of The Transport System', Daily News: Feature for Transport Workers, 19 January, 1939)

The Railway and Tramway Dispute officially ended on 10 September (5 weeks) ... The notorious card-system was retained, strike-breakers kept their new jobs and all strikers were subject to extremely harsh terms of settlement ... In all 2,000 strikers were refused re-employment. (Lucy Taksa, Godden Mackay, Eveleigh Workshops Management Plan for Moveable Items & Social History: Volume 2 - Social & Oral History, July 1996)

There were a lot of activities because we used to have fire fighting drills, air raid shelters built under the line outside the workshop where we had to go and do practice work and make sure, if an air raid came. (Bob Matthews, February 1996)

The advent of government control over railway transportation in New South Wales in 1855, following the failure of private initiatives, was critically important in shaping the history of the Eveleigh Railway Workshops. (Lucy Taksa, Godden Mackay, Eveleigh Workshops Management Plan for Moveable Items & Social History: Volume 2 - Social & Oral History, July 1996)

The Paint Shop, together with the Carriage Works and Locomotive Work Shops, is one of the finest examples of industrial buildings at Eveleigh and one of the finest of its type in Australia. (Paul Davies, Eveleigh Works Interpretation Plan, November 2000)

... the attempt at bringing Eveleigh into line with modern developments in rail transport was unsuccessful. The buildings contained old equipment and machinery which became progressively inappropriate to a modern transport era and the complex was closed in 1988. (Heritage Group NSW Public Works, Eveleigh Railway Yards Locomotive Workshops Conservation Management Plan, June 1995)

We are more concerned with the men than with the machines. (Stan Jones, Secretary Eveleigh Sub-Branch of the Australian Railways Union, 'Eveleigh - The Heart Of The Transport System', Daily News: Feature for Transport Workers, 19 January, 1939)

The design is consistent and thorough to the smallest element forming a unified integrated whole which is still largely intact. (Heritage Group NSW Public Works, Eveleigh Railway Yards Locomotive Workshops Conservation Management Plan, June 1995)

A huge building, the Running Sheds had the capacity to hold 126 locomotives within its three domed roof and each shed had 7 roads leading into and out of it. (Richard K Butcher, The Great Eveleigh Railway Workshops: A Personal Reminiscence, 2004)

Seemingly submerged in this medley is the human element - 2,600 individuals, the strongest of them but puny weaklings besides the machines they control. Yet they make it all possible. Without them the

roaring giant would be but a whispering ghost. (Stan Jones, Secretary Eveleigh Sub-Branch of the Australian Railways Union, 'Eveleigh - The Heart Of The Transport System', *Daily News: Feature for Transport Workers*, 19 January, 1939)

5.4.4 Plan

A large format digital reproduction of an historic ERW plan is proposed for one of the prominent glazed apertures of the Eveleigh Locomotive Workshops building such as the former traverser aperture in Bay 8. Alternatively, the ERW plan could be installed as a dramatic backlit graphic on the blank eastern face of the Bay 3 acoustic wall. This will enhance visitor orientation and understanding the original site layout and components, while providing some continuity with the reproduced plan that makes a noticeable feature at the CarriageWorks entry.



Potential locations for Plan graphic: (left) Bay 8 glazed aperture & (right) Bay 3 acoustic wall looking east.

5.4.5 Ghosts

Concept

The centrepiece of this interpretation strategy is a large-scale 'floating' artefact and audio-visual installation which explores the site through an array of personal stories and experiences of the place's past inhabitants. Ghosts is intended to convey to all manner of ERW visitors the key idea that any of the multitude of objects on display, and indeed, all relics and heritage structures across the ERW site can be seen as significant, not so much as objects in themselves, but as symbols for exploring the broader human history of the place. The unseen histories of the tens of thousands who worked there, its important events and issues, as well as its physical development and wider industrial role. Put simply, this display recasts the relics as storytelling symbols rather than venerating them as objects.

This technique allows us to move well beyond the useful but limited text and image based interpretive media that, for brevity's sake, have on this site tended to present a history that simplifies and summarises the ERW into neat parcels of technology, processes, workforce and products. The proposed Ghosts installation enables us to explore ERW's history through a changing sample of differing human perspectives which reflect the diversity of its workforce, their breadth of skills, individual experiences and differing opinions about the place. It allows us to convey another key idea too, in that ERW's history is not a single, resolved narrative, but many divergent and intersecting voices. The site's history and significance is the subject of debate, it's contested - it means many things to many people.

Location, Conditions & Display Requirements

The proposed location of the installation is the area in front of the north internal wall within Bay 2 of the former Blacksmiths Workshops of the Eveleigh Locomotive Workshops. This area will be relatively clear when the current array of unrelated artefacts are relocated, and offers sufficient floor space for both the display and potentially a visitor viewing platform accessed by walkways which can be adapted to fit the current ATPSL walkway DA design, if this meets the future interpretation and visitor requirements for the area. It is a suitably commanding position with few visual obstructions down the entire length of Bay 2 which will afford clear visibility without obscuring important building fabric or adjacent assemblages of in-situ machinery and tools.



View of proposed Ghosts installation at Locomotive Workshops Bay 2 north wall.

As an audio-visual installation, Ghosts will be more effective if the light levels and background noise are low. This may entail partial covering of the skylights in Bay 2 north (and perhaps in Bay 1 north) as well as the windows in the north wall. A further benefit of the darkening of Bays 1 and 2 north is the ability to enhance spotlighting of machine/tool assemblages within the Blacksmiths Workshops so as to improve their legibility as separate working groupings.

Noise emitted by blacksmith tenants in Bays 1 and 2 south is intermittent, occasionally loud, but more often than not, quiet or non-intrusive. Such intermittent sound isn't considered a particular constraint on the operation of the Ghosts display. On the contrary, besides the occasional interruption, background sounds of blacksmithing should compliment the stories and their subject matter.

While largely enclosed and watertight, the Blacksmiths Workshops have a number of openings that emit leaves and dust that settle on tools, machinery and floors. This has always been the case and will likely continue to be the case with the operating blacksmiths in Bays 1 and 2 south, but is not a major constraint to the proposed display. To ensure easy cleaning and simplify maintenance the AV screens and any glass showcase boxes should be conveniently positioned for ready access, while the number and size of glass showcase boxes should be minimised. Robust items on open display will be subjected to the same conditions as other relics in Bays 1 and 2 and will only require periodic dusting.

The location of the proposed Ghosts display amongst the significant working arrangements of in-situ machines and tools will likely be considered contentious or perhaps inappropriate by many on various grounds - introduces artefacts not used in the Blacksmith's Workshops, changes or compromises the appearance of the 'working' shop, doesn't focus interpretation on the history of the Blacksmith's Workshops or its machines, etc. We too asked ourselves the same questions when considering such a display concept in this location, but have concluded that such an installation is practical and can work beautifully here, particularly if it appears to 'float' as a detached contemporary element. It has great potential to complement and enhance the Blacksmiths Workshops' appearance and increase visitation, it can provide great interpretive depth and content without relying on a forest of explanatory signs, it can communicate the place's value to all manner of visitors in an effective and compelling and fashion.

The Ghosts infrastructure would also be fully reversible and have no physical impact of the building fabric. We acknowledge there may well be other suitable locations for such an installation at the ERW should one be available, but few spaces if any would provide better atmosphere or physical context.

Design & Content

Ghosts comprises an array of movable relics selected from across the site that reflect something of the diversity of trades and skills performed at Eveleigh Railway Workshops - pattern-makers rack of timber patterns, Carriage Workshops upholstery machine, blacksmiths furnace and anvil, metal-workers lathe, laboratory equipment from the Scientific Services Laboratory, labourers trolley, etc.



Sample of robust ERW artefacts proposed for Ghosts installation.

The profusion of artefacts, large and small, robust and precious, are dramatically arranged in a towering vertical grid formation approximately 8 metres high x 12 metres wide suspended on a self-supporting steel skeleton so they appear to float within the space. Small and more fragile relics would be contained in protective glass showcase boxes suspended on the grid, whilst the larger, more robust items would be on open display.

Set within spaces between the artefact grid at various heights are three large format LCD screens (or equivalent), together with concealed audio speakers, that each display slowly moving and alternating images of selected symbolic relics, both those on display in the surrounding installation as well as items located at other parts of the site - the Davy Press, a Carriage Workshops traverser, the bell atop the Works Manager's Office, WWII artillery shell made at ERW, etc, the suggestion being that these otherwise silent, inanimate objects are coming to life.

Triggered by visitor approach to the installation, one of these 'moving' symbolic objects randomly dissolves, ghost-like, into a human storyteller - a real life or imagined former tradesmen, engineer, labourer, manager or ERW neighbour portrayed by accurately costumed actors, who narrate a short pithy story (say 2 minutes) recounting their experiences of ERW in a manner that makes at least a passing reference to the symbolic relic while touching on any of the site's numerous interpretive themes. Whether that be about the method of operation of the particular machine, perhaps a terrible industrial accident using the machine, a migrant's experience of workplace racism, a unionist's account of the 1917 strike, a supervisor's views on the virtues of the Taylor system, a neighbour's frustration at the incessant clang of steam hammers, an engineer's obsession with building design and power systems. The potential for storytelling here is enormous.



Sample symbolic ERW objects for Ghosts multi-media screens.
Clockwise from top left: Bell atop Works Managers Office, guillotine,
WWI honour board at Large Erecting Shop Davy Press.

Taken singularly, these stories are emotive personal accounts that relate to the common person. Seen collectively these overlapping, competing and intersecting stories build a complex, contradictory and rich historical mosaic of the working life of ERW.

When the Ghost storyteller has been triggered the two other AV screens would display animated historic images or archival footage that supports and visualises the Ghost's story. When the Ghost's yarn has concluded all three screens would display a new set of ERW relics awaiting their chance to 'speak' to visitors.

Scripts for the stories would be based on an array of reports, statistics, quotations, themes, issues, yarns, events and language extrapolated from ERW archival records, newspapers, the various ERW oral history interviews and heritage reports, tinged with artistic licence as required. Around 30-40 scripts are envisaged for narration by 20 Ghost characters for a total of approximately 60-80 minutes of storytelling.

Sample Historic Characters & Stories

- Apprentice - workplace culture & trades hierarchy at ERW
- Chief Engineer (Whitton) - aims & ambitions of ERW & NSW railway system
- Blacksmith - teamwork at the forge
- Nurse (female) - frequency & types of industrial accidents
- Architect (Cowdery) - ERW building design & technology
- Foreman - humorous ERW anecdotes
- Munitions Worker (female) - fear of enemy bombing at ERW
- Labourer (indigenous) - excessive work hours during WWI & WWII
- Carpenter/patternmaker - tradesman's skill & pride in workmanship
- Plumber (migrant) - workplace racism
- Mechanical Engineer - sophistication of ERW machinery
- Scab volunteer (SCEGS schoolboy) - anti-unionist account
- Striker (unionist) - anti-Taylor System account
- Cleaner - account on the divisions & rivalry between the workshops
- Neighbour (indigenous) - impact of the workshops on the local community
- Boilermaker - workplace hazards
- Manager/administrator - account on increasing worker efficiency
- Loco driver - importance of maintaining rolling stock
- Traverser driver - account of the locomotives & carriages built
- Machinist - job redundancy & closure of ERW

Sample Quotations

Stephen Williams, 33, an ironmoulder, living In Forrest-road, Arncliffe, was carrying a quantity of molten metal at the Eveleigh railway workshops yesterday, when it splashed up, and portion of it went into Williams' eye. He suffered considerable pain, and was taken to the Royal Prince Alfred Hospital and admitted. (Sydney Morning Herald, 13 November 1909)

... there was quite a lot of friendliness amongst all the different trades that worked in there ... because you were more or less like a brotherhood ... where you were all in the same boat involved with the steam engines ... (Vaughan Givillian, 1987)

The absence of the necessary shed room for the locomotives, not only places these costly machines at a great disadvantage by exposing them to the injurious effect of dust and weather ... but also adds, in no small degree, to the cost of wages ... owing to the great difficulty the men experience in doing their work when exposed to the open air, and, especially at night ... (Annual Report of the Commissioner for Railways for the Year 1879, 1879)

At the time I didn't know. I don't think anybody worried about it at the time either, was asbestos. It was very hot work and very dry work because we were always touching the asbestos and it was very hard to get off your hands and you were always covered in it. It was like a cottony type of stuff. You only had to touch it and it would break away all over you. (John Willis, February 1996)

At Eveleigh, for the first time we had the employment of women in the production of shells and they had men as well working side by side. They got on quite famously and took part in several stoppages ... (Stan Jones, 1988)

Mrs. Kate Ward (50), a widow, who was employed in the upholstery department at the Eveleigh workshops, was run over and killed by a city-bound train between Redfern and Eveleigh this morning. She was crossing the permanent way in order to get to the workshops when the accident happened. The whole train passed over her, and her body was shockingly mutilated. (The Advertiser, 20 July 1915)

Noise was a great problem, even in our own shop - hammers striking anvils and that sort of thing created a great deal of noise. When you moved from that shop into areas that were occupied by boiler makers well those were absolutely deafening. (John Robert Bruce, March 1996)

*We wash in dirty buckets, where germs abound galore,
We cram our clothes in lockers 50 years of age or more,
For years we've fought & struggled for real amenities,
But according to the Rail Heads, they're liabilities,
Workers needs can't be considered,
If the Boss can improvise,
So the Rail Heads constant, years old cry,
Is can't be done - no use to try
Confound, the men's conditions we must economise. (Eveleigh News, June 1954)*

There were a number of interest groups that had a level of unofficial power within the workshops. In some workshops the Masonic Lodge ruled with a closed fist; whilst in others, like the Large Erecting Shop for example, the Catholics held sway. (Richard K Butcher, The Great Eveleigh Railway Workshops: A Personal Reminiscence, 2004)

The housewives in Henderson Lane, this is the lane that ran along the old steam shed, they went to walk over the Bridge one day in protest against the black grime that used to come out of the steam engine over their washing and they demanded to see the head of the railway. (John Willis, February 1996)

Henry Scott, the foreman, at the Eveleigh railway workshops, to-day had his arm caught in the machinery and torn from his body between the elbow and shoulder. His case is most critical. (Western Mail, 22 October 1897)



1



2

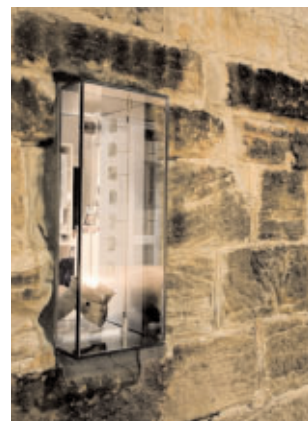


3



4

Sample Interpretive Works
 1 CarriageWorks historic map graphic at entry door.
 2-3 Artefact & multi-media showcases, Museum of Sydney.
 4 Photographic portraits screen-printed to wall.
 5 Relic showcase in building aperture, Rocks Discovery Museum.



5

Immigrants appear to hold sway. In the Carriage Department they have been placed on the permanent staff, while Australians, whose service goes back 7 or 8 years, are still on the temporary list ... (The Co-operator, 29 February 1912)

Eveleigh workshop then started to work 24 hours a day. During my time there, during that bitter part of the war when we were very unhappy about what was going on, I worked for twelve hours a day, twelve days straight ... we did it for quite a number of years until the war was finished ... (Bob Matthews, February 1996)

A third man, Richard Hudson, 23, married, has died as the result of the accident at the Eveleigh railway workshops on Friday, when five men were crushed by a falling water tank, which was being hoisted into position on an engine. (The Mercury, 27 November 1911)

There has been, during the last twelve months particularly, conditions of unrest. You all know it. I have had to deal personally with no less than 48 separate little strikes, stop-work meetings, and all that sort of thing ... We had trouble ... with a certain section of your comrades; the moulders went on strike ... they have remained out of work for over two months ... so as to practically paralyse a section of the work, and because of that fact ... we have to stand off over 300 employees. (James Fraser, Deputy Chief Commissioner to ERW employees, 23 November 1916)

As a young boy ... what I really remember about Eveleigh Railway was the noise, you could always hear that clang clang with the hammers and the whistles ... You could walk up the street there and you could pick the sounds out of the hammers and you'd be making up little songs to them ... (Allan Madden, April 1996)

There was a bit of jealousy about the loco side and the carriage side. There was a dozen train tracks in between but it could have been a mile wide. (Hal Alexander, April 1996)

5.4.6 Portraits

An installation of portraits of former ERW workers are proposed for the 25 panel glazed screen in the eastern wall of Eveleigh Locomotive Workshops Bay 1. Drawn from historic and contemporary photographs, these portraits should reflect something of the diversity of the trades, ethnicity and gender of former employees.

By day the Portraits installation will be particularly effective from within Bays 1 and 2 due to sunlight illumination. By night the graphic can be illuminated by artificial light from within to provide a glowing graphic addressing Innovation Plaza.



View of Bay 1 glazed doorway for proposed Portraits installation.

5.4.7 Bridge

Two pedestrian/cycle bridges connecting the North Eveleigh and South Eveleigh precincts have been proposed in previous site studies and masterplans including RWA's August 2006 *Redfern-Waterloo Built Environment Plan Stage 1* and Urbis's *North Eveleigh Concept Plan* of March 2008. One of the proposed bridges is located at the eastern section of the site between Cornwallis Street and the junction of Wilson and Little Eveleigh Street with connectivity to Redfern Station. The second bridge is located in the central section of the site and connects the former Traverser corridor between the Large Erecting Shop and the Locomotive Workshops in the south to the Traverser corridor between the Carriage Workshops and Paint Shop in the north.

Implementation of either or both bridge options will obviously improve visitor movement across the entire site and in doing so will encourage greater exploration of its heritage structures, collection and the various interpretive works installed across the ERW.

Further, the bridges, if erected, will provide elevated vantage points from which visitors can obtain a clear view of much of the site and comprehend its great scale, the layout and logic of its various buildings and former operational divisions. As a strategic location for accessing and understanding the ERW site it is proposed that these bridges comprise one of the five main interpretive zones for providing general visitor orientation and an historical overview of buildings and structures in the Railway Corridor Zone as described above in section 5.4.2.

5.4.8 Building Showcases

It is proposed that a limited selection of the artefact collections housed in-situ in the Scientific Services Laboratory and Communications Equipment Workshop are displayed in glass showcases set into original apertures of these buildings such as windows and doorways and so create outdoor relic displays visible to passing pedestrians. The selected items should reflect the type of work carried out in the particular building and are intended to attract visitor attention for a closer inspection of the relics.



Selected Building Showcases artefacts in Scientific Services Laboratory (left) & Communications Equipment Workshop (right).

5.4.9 Laboratory

The Scientific Services Laboratory was established 1916 to conduct research and testing to assist in the development and repair of railway locomotives, machinery and other railway infrastructure, among other things. It is currently proposed by the RWA that much of the building will be utilised for unspecified community activities.

Given there may be opportunities for ongoing public access within parts of the building, it is proposed that one of the more intact laboratories with remnant equipment and original furniture be retained in its existing state, which is little unchanged since the building was vacated approximately 1988, and displayed for visitor access with interpretive signage explaining its function and significance.

Key Quotation & Image

The laboratories played an important role in the wide range of scientific research; development and testing of steam locomotives, machinery and building/bridge fabric. (Paul Davies, Eveleigh Works Interpretation Plan, November 2000)



Remnant laboratory equipment for Abandoned installation.

5.4.10 Traverser & Ghost Carriage

It is proposed one of the available historic passenger carriages being offered for loan by RailCorp is located on the trolley of Traverser 1 between the Paint Shop and Carriage Workshops to demonstrate the original function of this historic machinery item, albeit in a static form.



1



2



3

Sample Interpretive Works

- 1 Text-based interpretive artwork sandblasted in stone, Australian War Memorial, London.
- 2 Cast concrete text-based artwork.
- 3 Backlit glass graphic at Railway Square subway.
- 4 Cast concrete graphic wall, ANU Canberra.



4

Accessible via ramps to the Traverser plaza, the carriage might be partly refurbished inside and out, and painted monochrome to distinguish it as an introduced object that does not constitute part of the patina-rich ERW artefact collection.

Historic photographs of former ERW workers printed life-size to the carriage windows will create the impression of ghost passengers - perhaps of former carriage builders themselves. As for the Portraits installation described above, the Ghost Carriage graphic will be particularly effective from within the carriage by day. By night artificial illumination inside the carriage will create a glowing graphic addressing the Traverser plaza and visible to passengers of passing trains.



Left: View of Traverser 1 looking south.

Right: Train carriage (OFS 2259) for proposed Ghost Carriage & GhosTrain soundscape.

GhosTrain Soundscape

It is further proposed the carriage is equipped with a DVD player and audio speakers to enable visitors to sit and listen to Nigel Helyer's 2009 soundscape *GhosTrain*, a five-part sound-sculpture that combines recorded oral histories with railway and industrial acoustics to convey an evocative sonic memory of the ERW.

5.4.11 Workers Walls

A large-scale interpretive artwork is proposed that records the names of workers who were employed at ERW 1887-1989, or at least the names of the many that were seriously injured or even killed in ERW workplace accidents. Drawn from archival records, the workers names would be arranged/printed/engraved in stone, steel, concrete, wood, glass or other suitable material using a technique that allows for the creation a larger text that is visible from a distance amongst the smaller workers names. It is proposed that the larger text identifies the names of all 65-plus trades carried out at ERW to produce a beautiful and powerful artwork that combines the memory of ERW work with the names of its former practitioners.

To create the desired effect and legibility for on-site visitors and perhaps even passing train passengers this artwork would need to be at a very large scale. It can be constructed as a large single element or be separated into several independent parts. It might be incorporated into the site landscaping works or could have potential application to the skins of the proposed new residential and commercial buildings progressively developed across the site at both North and South Eveleigh.

If most of the proposed new site buildings and open spaces are to be designed by the same architects, the Workers Walls concept could be integrated into the overall building design/landscape design concept. In the instance that the buildings and open spaces are designed by various architects with differing design approaches, building shapes and sizes,

etc, the artwork could be designed to fit a nominated panel size that could be separately incorporated into the various building facades/public spaces to create a consistent artwork.

Key Quotation

... people had a Railway identity. Their identity was very much related to their working situation ... (Brian Dunnett, May 1996)

ERW Trades

Locomotive Workshops

- angle iron smiths
- blacksmiths
- boilermakers
- forgers
- electro-platers
- electricians
- coppersmiths
- foundrymen
- fitters & machinists
- instrument fitters
- heat treaters
- markers-off
- millwrights
- pattern makers
- plumbers
- sheetmetal workers
- toolmakers
- toolsmiths
- tinsmiths
- oxy welders
- electric arc welders

Carriage Workshops

- cabinet makers
- carpenter & joiners
- car & wagon builders
- chrome platers
- polishers
- train equipment officers
- upholsters
- painters
- wood machinists
- glass cutters

General Trades

- Ajax machine cutter
- blacksmith strikers
- boilermaker helpers
- brass finishers
- crane drivers
- crane chasers
- clock winder
- canteen staff
- charge men
- cleaners
- clerical assistants
- draftsmen
- dilutee trades

- engine men
- estimators
- engineers
- furnace men
- fuelmen
- grinding wheel dressers
- foremen
- sub-foremen
- supervisors
- managers
- shop boys
- storemen
- locksmiths
- hammer boys
- timekeeper
- machine operators
- shunters
- record keepers
- roster clerks
- laundry attendants
- labourers
- nurses

5.4.12 Large Erecting Shop

This study supports the ongoing use of the LES as an active railway workshop and provision for some form of visitor access where possible. For example, glazing one of the large doorways at the eastern end of the LES would showcase the building's contents and enable passing visitors to view the maintenance work, machinery and rolling stock at any time. However, this proposal would need to be consistent with the site's conservation management plan.



View of Large Erecting Shop showing doorways for proposed glazing treatment.

5.4.13 Interpretive Signage

Existing Signage

Some of the existing interpretive signage at the Australian Technology Park site has become illegible due to UV exposure, while other signs are thought to contain some incorrect information which may require rectification. Any damaged and erroneous signs could be updated and replaced with new matching signage panels as part of the short term interpretive works program.

Pending Signage

A suite of new free-standing signage elements to match the existing system is currently being developed for installation in Bays 1-2 north and Innovation Plaza that explains the function of specific machinery items and activities within the precincts. Again, it is recommended that these elements are installed as part of the short term interpretive works program.

Proposed Signage

As discussed in section 5.4.2 above, it is proposed that, ultimately, the existing ERW interpretive signage systems are replaced wherever possible by signage and seating clusters located in each of the five proposed Interpretive Zones which will reduce visual clutter to selected locations while helping define the ERW Heritage Route at key vantage points.

It is anticipated that specific interpretation of other significant but unmarked buildings and structures, including but not limited to the items listed below, would be incorporated into the proposed signage cluster installations.

- Water Tower
- Redfern Station
- Communications Equipment Workshop
- Pedestrian Bridge Piers
- Chief Mechanical Engineer's Office
- Scientific Services Laboratory
- Fan of Tracks
- Paint Shop
- Compressor House
- Air Raid Shelters (north)
- Clothing Stores
- Gasworks

5.4.14 Audio Guides

Sound Artist, Nigel Helyer, has submitted a proposal to the RWA to develop the third stage of his *GhosTrain* project that comprises the permanent installation of a location-sensitive audio tour at CarriageWorks and potentially the Locomotive Workshops. The historical audio-tour would be free and operational on 3G phones. The audio-tour concept and content are best described by Nigel Helyer as follows:

A member of the public will enter CarriageWorks. If they already know about GhosTrain and have an iPhone, they will download the FREE application and begin the audio tour. If they do not know about the project, there will be an information booth about the work installed in the space and the visitor will be able to borrow an iPhone or 3G phone from Performance Space.

No matter where the visitor stands in the space, a phantom tour guide will approach them and guide them to different parts of the site, revealing through stories, captured and historical sound and music, the history of the site and its former uses. As one tour guide leaves them, another will approach and take them to a different part of the building. The phantom characters will embody the stories and other characteristics of former workers from the site.

The sound of the phantom approaching, moving and speaking will be recorded in the space, so that the tour has the same ambience for the visitor. It will 'feel' like a live tour, but experienced only through the sonic manifestation of the tour guide. The LCD display of GhosTrain will also include other cartographies, plans and historical visual information.

The GhosTrain audio content will be made available via the iTunes/iPhone platform which will render specific content at the appropriate loci via GPS triggering (supported by WiFi and cell-tower location data) - in effect forming a media rich mobile experience that is essentially non-linear in character (for example, it is radically different from a didactic, Point of Interest audio tour). Visitors to the former industrial site will be able to wander at will and explore the space as a deeply annotated psycho-geography. (Nigel Helyer & Bec Dean, GhosTrain: RWA Heritage Project Nomination, 2010)

This study proposes a range of interpretive media - artefact displays, signage, multi-media, soundscapes - that are intended to enable visitors to freely explore and understand the site and its history at their own pace without the need to participate in group guided tours. Stage 3 of the *GhosTrain* project is consistent with this self-guided approach and offers another powerful complementary experience that has great interpretive potential.

Within the context of the other interpretive elements proposed across the ERW site, the *GhosTrain* audio-guide may have particular application in those parts of the site where visible interpretive media is inappropriate, such as accessible interior spaces of the heritage buildings. Audio guides could also be utilised to contextualise and interpret pre-contact Aboriginal occupation and significance of the site, and in-situ and relocated machinery housed throughout the ERW buildings and grounds. As such its potential installation sites should be considered in light of this interpretation strategy.

5.4.15 Memory Wall

A number of steel railway tracks with former ERW worker's names and details welded onto their surfaces were salvaged in 2006 during the conversion of the Carriage Workshops building for use as the CarriageWorks Theatre. Display of these tracks on a prominent wall in Bay 16 of the CarriageWorks was proposed and designs for the so-called Memory Wall installation were prepared by architect Jean Rice but the works were not executed. It is recommended that the Memory Wall is completed if the tracks can be relocated.

5.4.16 Flyer, Webpage & Guidebook

It is proposed that a well illustrated flyer and associated webpage should be developed which provides a clear site orientation map and historical overview of the ERW, its interpretation, conservation, collections, adaptive reuse and development. Available on site, at NSW tourism offices/website and at related museums and heritage attractions, the flyer will enable visitors to learn something about the site and its interpretive programs before embarking on self-guided tours. It can also serve as an informative souvenir which can be passed on to others.

As ERW site development and interpretive works will be completed in stages over many years it is recommended that a preliminary flyer is produced in the short term that provides the necessary site map and historic background for visitor orientation, and outlines the various

interpretive and building works to be undertaken. Upon completion of the proposed interpretive works an updated flyer detailing all ERW visitor experiences should be produced.

Separate flyers/webpages could also be developed to provide more detailed information, and help contextualise and interpret the significance and use of in-situ and moveable machinery throughout the ERW workshops and site.

In addition to the flyer it is recommended that a more substantial guidebook is developed which explores the ERW site history, buildings, collections, interpretation and adaptive reuse in considerable detail. Perhaps an attractive and informative 25-50 page publication, the guidebook could be sold at NSW tourism offices, related museums and selected bookshops.

5.4.17 Archive & Research Centre

It is proposed that copies of all existing and future ERW-related published histories, heritage studies and masterplans, oral history recordings and transcripts, artefact inventories, site plans, photographs and original ERW archival ephemera are collected, collated and stored centrally, preferably on-site at the ERW, for easy access by government agencies and non-government staff and consultants, as well as historians and general researchers by appointment. Consideration should be given to identifying a suitable ERW location to accommodate an Archive & Research Centre that might double as an ERW Visitor Information Centre.

Such a facility would be an invaluable reference resource during the development of the interpretive works, for ongoing collection assessment and conservation, and during the design phase of the proposed site redevelopment.

5.5 INTEGRATING INTERPRETATION WITH ONGOING SITE DEVELOPMENT

5.5.1 Building & Landscape Naming

The naming of new commercial/residential buildings and landscaped open spaces after the names of demolished ERW structures has been raised in various discussion papers concerning ERW interpretation with the view that it will help retain the memory of these former buildings and their functions.

This seems a reasonable intention, but in practice would be extremely difficult in many cases and potentially misleading unless the footprints of new buildings and landscaping works carefully echoed that of the various demolished sheds, structures and workshops. For practical design and commercial reasons this will be unlikely in most parts of the site. Furthermore, if new buildings/landscaping does not conform to the footprints of demolished items, the original size and locations of the latter will be misrepresented and open to misinterpretation. Therefore it is recommended that names and functions of demolished buildings are revealed through signage and multi-media displays proposed for the site.

If new buildings and public spaces are to adopt ERW-related names it is recommended that more general names associated with ERW operations and events are utilised - the names of influential people, places, worker factions, technologies, even construction materials used - that allow recollection of the place's history without insisting on precise naming locations across the site. The following are just a sample of potential ERW building, street and place names for consideration.

People

- Cadigal
- James Chisholm
- John Whitton
- George Cowdery
- James McGowen
- JB Chifley
- JJ Cahill
- Jack Lang
- Mary Lions

Power Sources

- Steam
- Hydraulic
- Line Shaft

Trade Unionism

- Lily-white
- Red Square
- Loyalist

Carriage Workshops Timbers

- Red cedar
- White cedar
- Queensland maple
- Silky oak
- Ash
- Bloodwood
- Birch
- Beechwood
- Coachwood
- Tasmanian oak
- Teak

Retaining original names of adaptively reused heritage buildings and structures, on the other hand, is supported as it retains the memory of historic building functions while serving to differentiate between surviving heritage items and new structures. To date, the original names and bay numbers have been successfully used to identify the CarriageWorks and ATP Locomotive Workshops. It is proposed that the remaining ERW heritage items listed below that are either in current commercial use or intended for adaptive reuse might also retain or revert to their original working names unless such naming is deemed detrimental to their current identity and usage.

- Large Erecting Shop
- Blacksmiths Workshop (North Eveleigh)
- Clothing Store/Hostel
- Paint Shop
- Chief Mechanical Engineer's Office
- Scientific Services Laboratory
- Communications Equipment Workshop

5.5.2 In-situ Heritage & Adaptive Reuse

There will be various opportunities to retain, adapt and display heritage items in-situ for aesthetic and interpretive reasons when the ERW heritage buildings and structures are adaptively reused for commercial, community and residential purposes. Of course, the precise means and methods for retaining and exhibiting the site's in-situ artefacts can only be

finalised once the function and design concept for ERW heritage buildings is determined. As such, the following proposals are intended to inform the design brief stages of the proposed redevelopment works.

Scientific Services Laboratory

Besides the in-situ retention of laboratory equipment and joinery in one of the most intact rooms of the Scientific Services Laboratory, as detailed in the Laboratory concept above, the elaborate press and instrumentation machinery in the foyer could be retained in position when it is converted for community usage with very little reduction to the available floor space.

Communications Equipment Workshop

If the ground floor of this building was reused as an open plan office/studio space, much of its array of in-situ workshop machinery could remain in position down the central spine of the floor space while affording ample desk and shelf space along external walls and beneath the high-set windows.

The comprehensive moveable artefact collection currently housed here would be removed for display in the Communications Equipment Workshop Showcase Window and Relics showcase, as detailed above, or disposed from the ERW collection.

Fan of Tracks

The 2008 *North Eveleigh Concept Plan* proposes an articulated cluster of office buildings straddling the Fan of Tracks structure and exposing its in-situ rail tracks in various landscaped open spaces between the buildings. This imaginative proposal is strongly supported as it will emphasise the historic structure by revealing it in tantalising glimpses.

This interpretation strategy further proposes that segments of the railway tracks may be revealed underfoot as archaeological remnants within glazed or open floor sections in the various buildings. Also, expression of the sinuous form of the sub-floor tracks as part of the ground floor finish would create a beautiful interpretive element that connects the building interiors to the external landscape.

Paint Shop

As it is proposed that the Paint Shop will be interpreted at the Carriage Workshops Zone signage cluster no further site-specific interpretation is necessary. However, it is recommended that the adaptive reuse as commercial/retail/residential space proposed in the 2008 *North Eveleigh Concept Plan* ensures retention of open interior spaces, paint finishes, rail tracks, in-situ machinery, building fixtures and external signage in position wherever possible in order that its robust industrial appearance and atmosphere is preserved. This approach has been particularly successful at the adjacent Carriage Workshops without compromising its adaptive reuse. The moveable artefacts will be relocated for display in the Relics showcase or disposed from the ERW collection.

Traversers

It is proposed Traverser 1 will display the interpretive Ghost Carriage and *GhosTrain* soundscape as detailed above. Traverser 2 survives in poor condition at the south west corner of the Carriage Workshops and has been identified for removal in the 2008 *North Eveleigh Concept Plan*. Alternatively, this item could be conserved as an in-situ relic, but adapted to accommodate elevated gardens and visitor seating on its trolley platform. Alternatively it could be repositioned along the traverser bay or elsewhere on the ERW site if required.



Sample landscaping works proposed for Traverser 2, Paddington Reservoir, Sydney.

5.5.3 Recycling Site Materials & Artefacts

A considerable quantity of ERW moveable artefacts will be surplus to interpretive display needs, while a range of larger structural elements and materials will be available following demolition of redundant structures. As this material could be recycled for future ERW landscaping infrastructure and public artworks, suitable items should be selected and centrally stockpiled on site for consideration by appointed design teams during the design concept stage of the proposed redevelopment works. Potential items for recycling are short-listed below.

- Timber/iron columns & beams (Timber Store/Blacksmiths Shop)
- Railway tracks & sleepers
- Bricks
- Iron roof trusses (ex Carriage Workshops)
- Miscellaneous tools & parts (Scientific Services Laboratory/Communications Equipment Workshop/Stores)

5.6 MAINTENANCE OF COLLECTIONS & INTERPRETIVE INFRASTRUCTURE

The interpretive works and infrastructure proposed in this study are intended as self-guided, physically robust and secure elements that will require minimal ongoing supervision and maintenance. It is envisaged that routine general cleaning of signage clusters, showcase exteriors, AV screens, Ghost Carriage and other works will be carried out by the nominated site maintenance and cleaning contractors.

As the proposed signage clusters will be located in outdoor public spaces they may need occasional replacement due to the effects of UV exposure, vandalism and accidental damage.

Ongoing inspection of interpretive works should be conducted on a 6-monthly basis to review signage condition, object conservation conditions and security, lighting and multi-media operation. It is recommended that a suitably skilled consultant curator be appointed by the ERW site management authorities to undertake these periodic inspections who can in turn advise on and commission appropriate contractors to execute repairs and upgrades where necessary.

5.7 UPDATING INTERPRETIVE CONTENT & COLLECTIONS

The proposed interpretive works, multi-media hardware and infrastructure are intended as long-term installations with a physical/technological lifespan of approximately 20+ years.

Bearing this in mind, the multi-media content in the Ghosts installation, Relics and Ghost Carriage could potentially be refreshed several times over the lifespan of the delivery hardware to convey new stories, perspectives and issues, and encourage repeat visitation. The frequency of reprogramming would of course be dependent upon the resources available to produce new content. Proposed Ghost Carriage soundscape programs such as *GhosTrain*, for instance, would be relatively inexpensive to update with new programs and might be refreshed as often as every 1-2 years. Reprogramming Ghosts multi-media content, on the other hand, will be a relatively complex, time consuming and costly task that would more likely require 5-10 year intervals. Relics content would probably only require updating when the proposed ERW development works are complete.

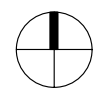
Besides the occasional rotation or changeover of fragile or unstable items displayed in the Building Showcases and Relics which may necessitate updating the associated interpretive label information, very little updating of other interpretive content is anticipated.

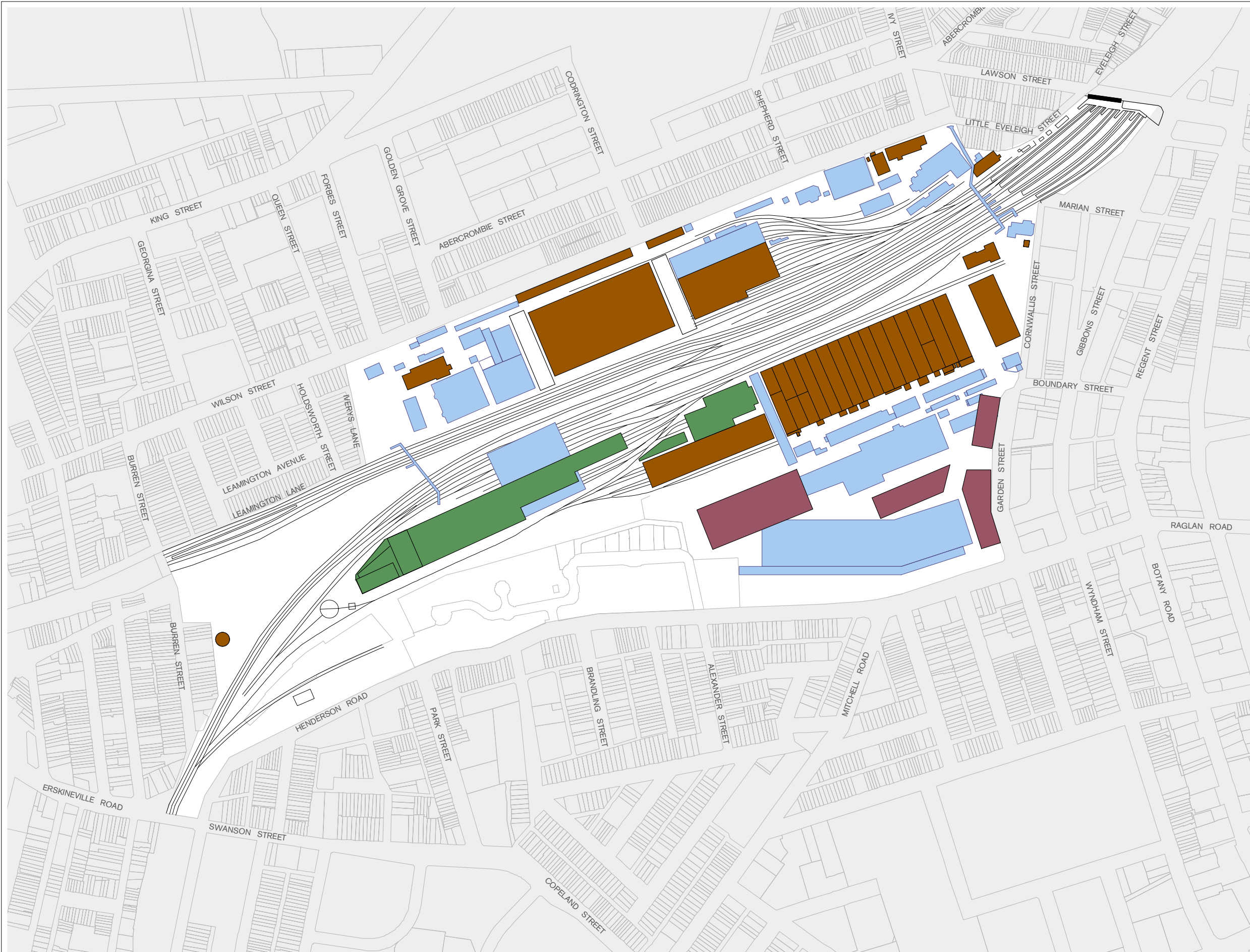
5.8 CONCEPT DRAWINGS

The following maps and concept drawings include Eveleigh Railway Workshops precinct plans and detailed site plans indicating the locations of existing and demolished site features and structures, proposed interpretive zones, pedestrian routes and the proposed interpretive works.



- SITE PLAN SHOWING EXISTING USE**
- HERITAGE BUILDINGS TO BE RETAINED
 - NEW BUILDINGS
 - RAILCORP OPERATIONAL BUILDINGS
 - EXTERNAL TO ERW SITE

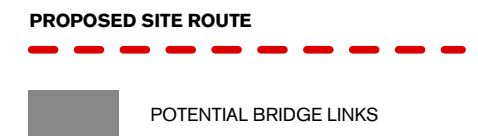
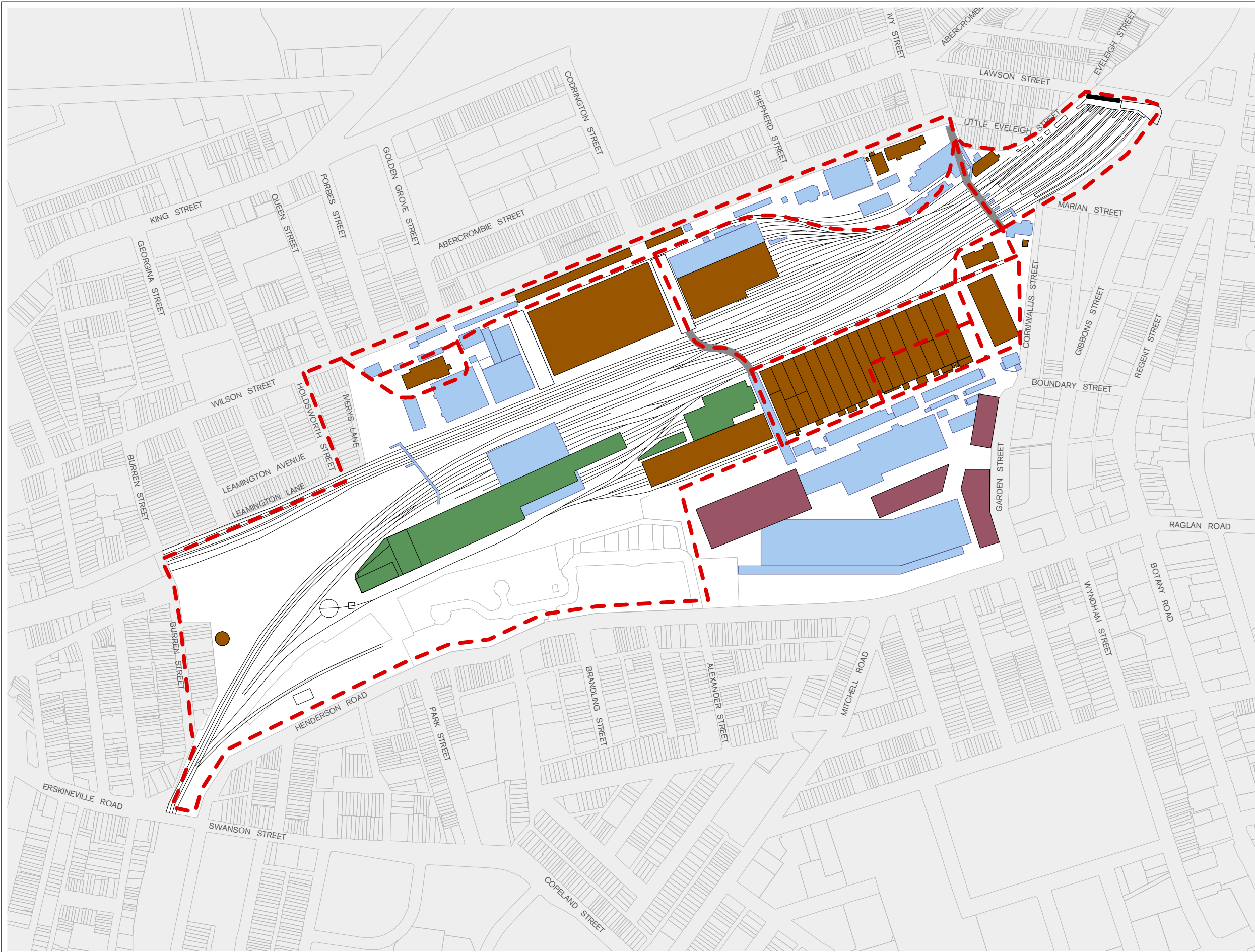


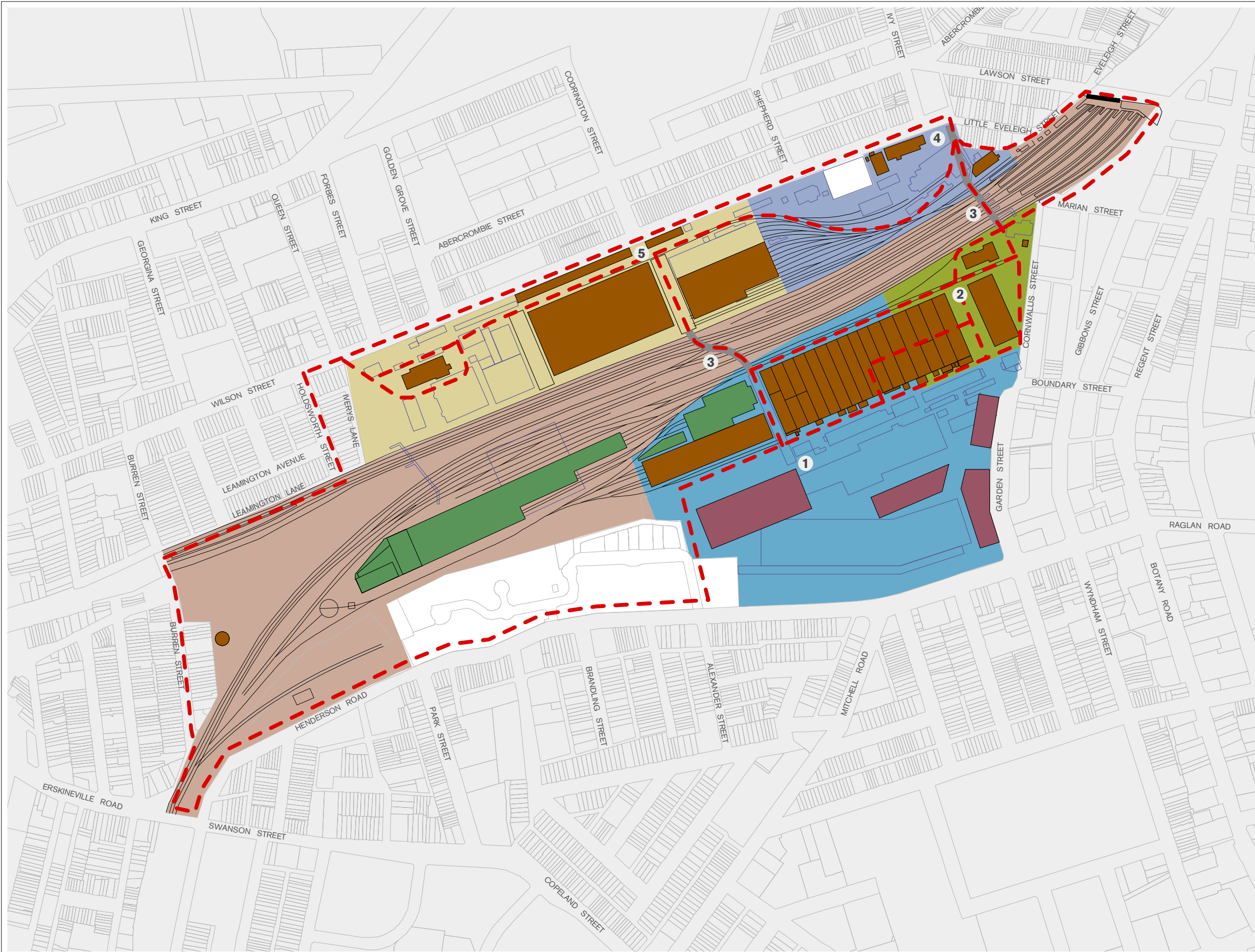


EXISTING & DEMOLISHED BUILDINGS

- HERITAGE BUILDINGS TO BE RETAINED
- NEW BUILDINGS
- RAILCORP OPERATIONAL BUILDINGS
- DEMOLISHED BUILDINGS
- EXTERNAL TO ERW SITE

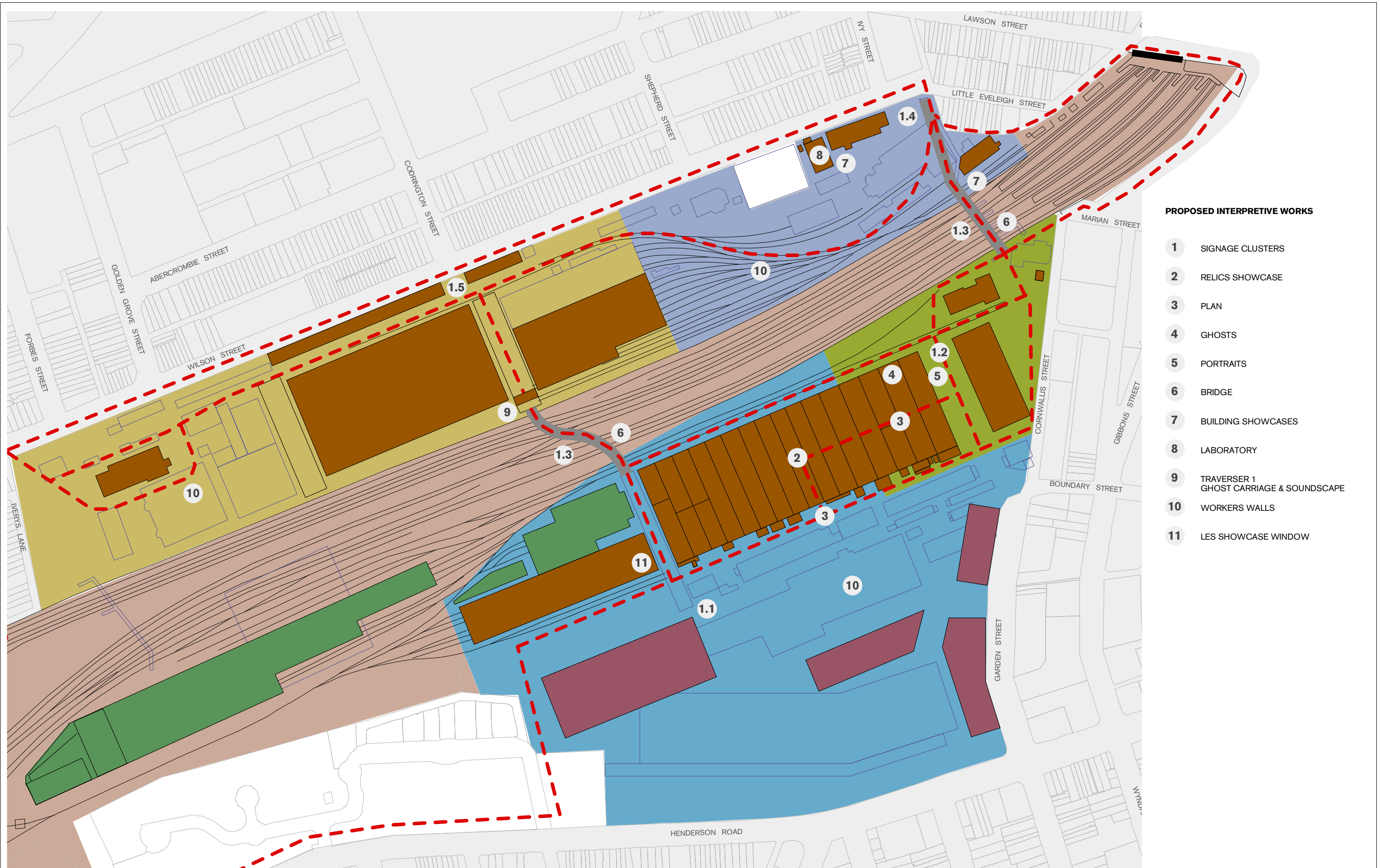






- INTERPRETIVE ZONES**
- 1 LOCOMOTIVE WORKSHOP ZONE
 - 2 MANAGERS OFFICE ZONE
 - 3 RAILWAY CORRIDOR ZONE
 - 4 CHIEF MECHANICAL ENGINEERS ZONE
 - 5 CARRIAGE WORKSHOP ZONE

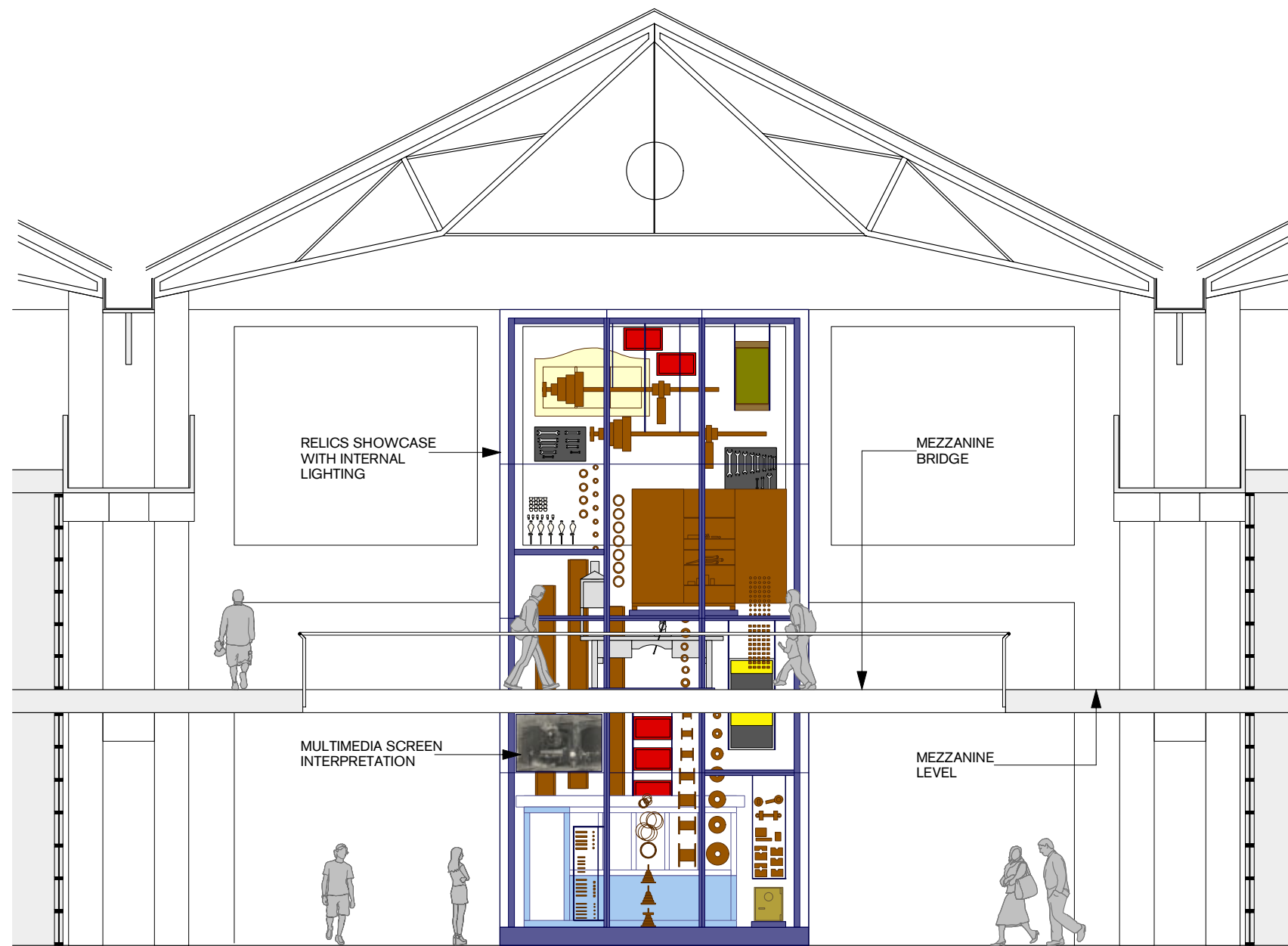




PROPOSED INTERPRETIVE WORKS

- 1 SIGNAGE CLUSTERS
- 2 RELICS SHOWCASE
- 3 PLAN
- 4 GHOSTS
- 5 PORTRAITS
- 6 BRIDGE
- 7 BUILDING SHOWCASES
- 8 LABORATORY
- 9 TRAVERSER 1
GHOST CARRIAGE & SOUNDSCAPE
- 10 WORKERS WALLS
- 11 LES SHOWCASE WINDOW





BAY 8

LOCOMOTIVE WORKSHOPS - RELICS SHOWCASE ELEVATION



3 - D Projects

PO Box 241 Newtown NSW 2042 **ABN** 92 489 889 464 **NSW ARB** 6552
tel (02) 9968 2289 **fax** (02) 9969 7964 **mobile** 0417 494 303 **email** info@3dprojects.com.au

This drawing is copyright and may not be reproduced without consent. Do not scale off drawings. Use figured dimensions only. All dimensions and existing conditions to be verified on site before construction. Discrepancies should be bought to the attention of 3D Projects prior to construction.

PROJECT

Eveleigh Railway Workshops Interpretation Plan
 Redfern-Waterloo Authority

DRAWING

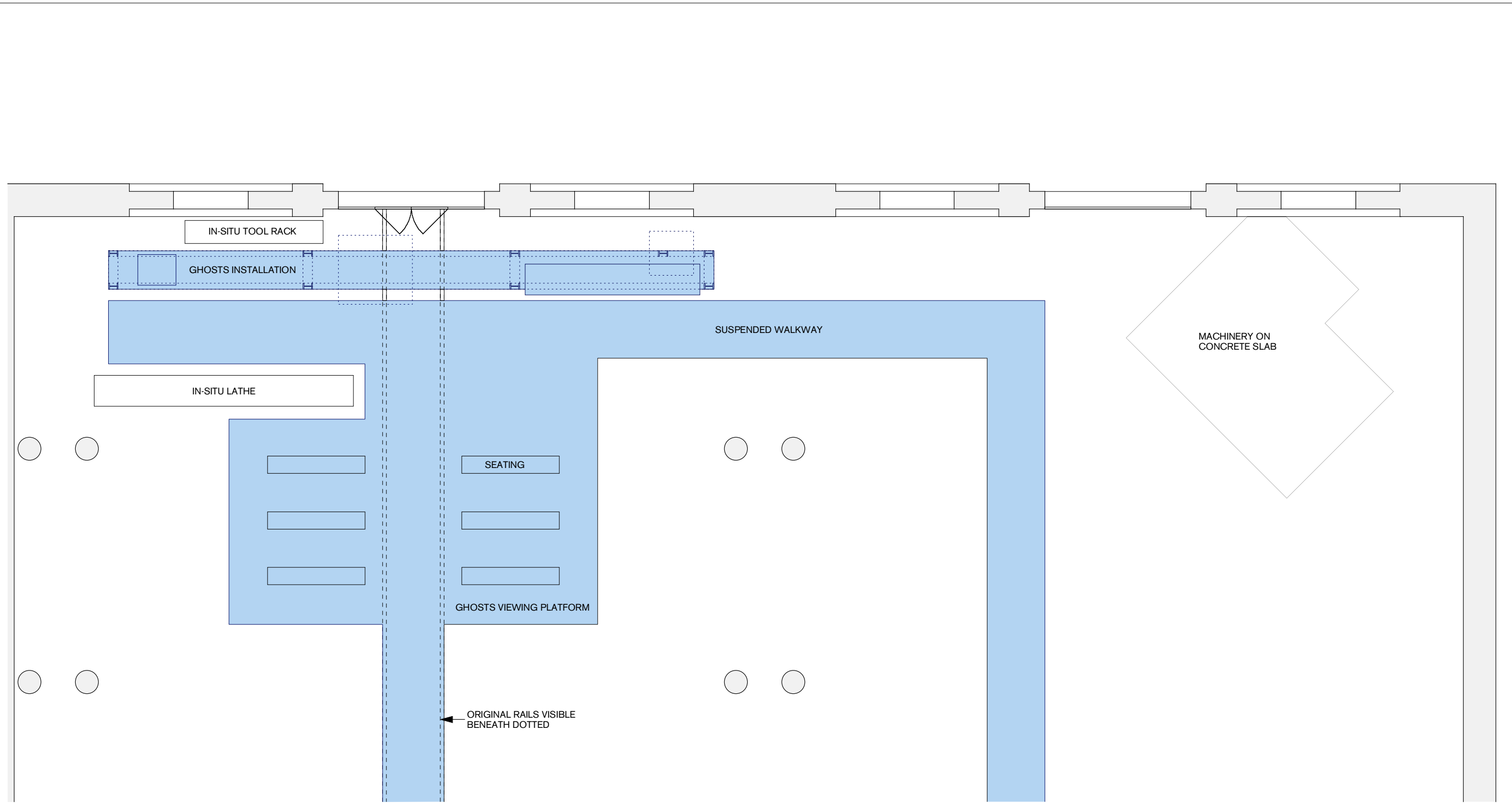
RELICS SHOWCASE ELEVATION

DATE SCALE DWG SIZE DWG NO. REV.

14/12/10 1:100 **A3**

DRAWN CHECKED

CC CC



LOCOMOTIVE WORKSHOPS - GHOSTS INSTALLATION PLAN



3 - D Projects

PO Box 241 Newtown NSW 2042 **ABN** 92 489 889 464 **NSW ARB** 6552
tel (02) 9968 2289 **fax** (02) 9969 7964 **mobile** 0417 494 303 **email** info@3dprojects.com.au

This drawing is copyright and may not be reproduced without consent. Do not scale off drawings. Use figured dimensions only. All dimensions and existing conditions to be verified on site before construction. Discrepancies should be bought to the attention of 3D Projects prior to construction.

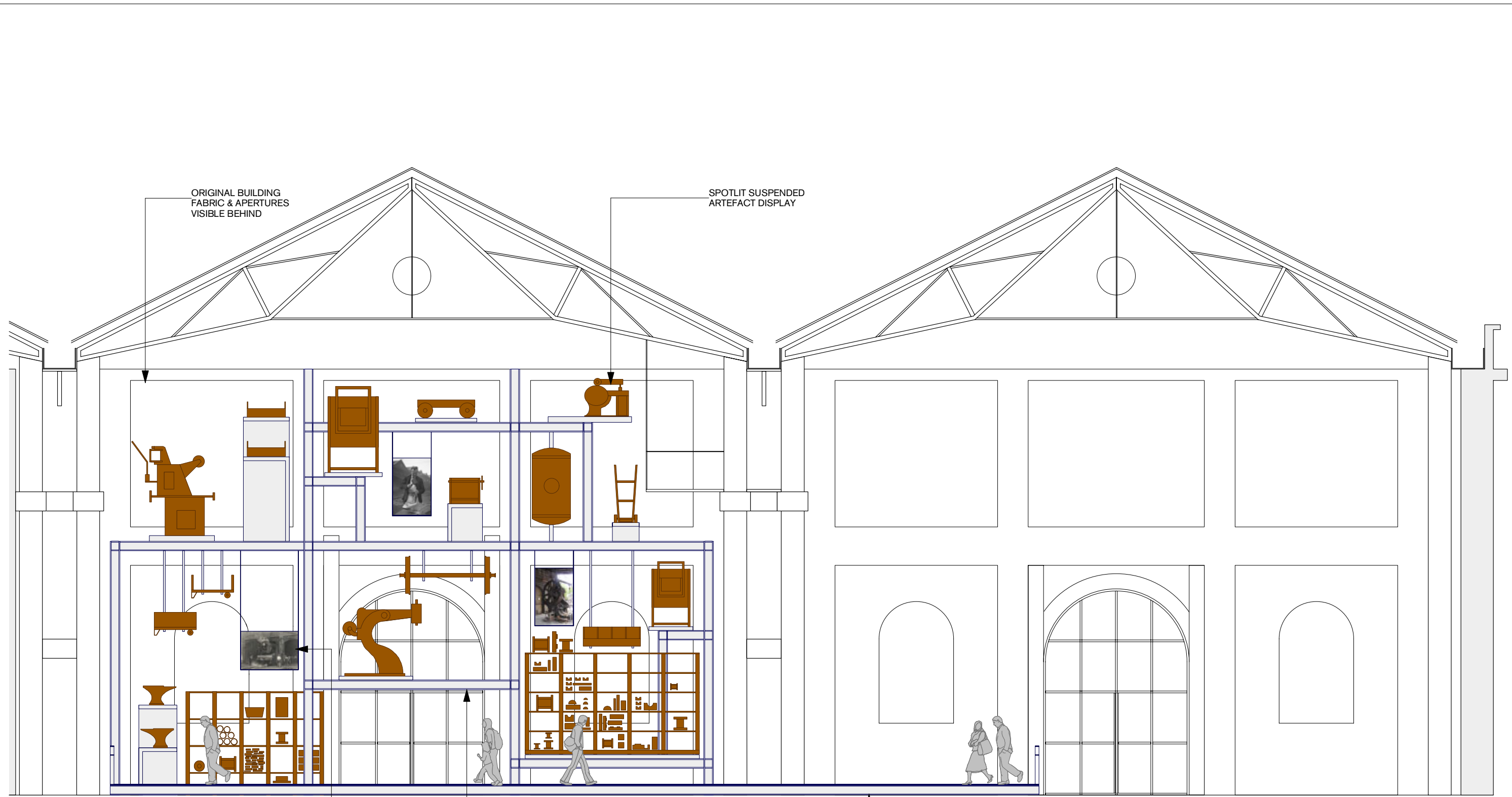
PROJECT

**Eveleigh Railway Workshops
 Interpretation Plan**
 Redfern-Waterloo Authority

DRAWING

**GHOSTS INSTALLATION
 PLAN**

DATE	SCALE	DWG SIZE	DWG NO.	REV.
14/12/10	1:100	A3		
DRAWN	CHECKED			
CC	CC			



ORIGINAL BUILDING
FABRIC & APERTURES
VISIBLE BEHIND

SPOTLIT SUSPENDED
ARTEFACT DISPLAY

BAY 2

BAY 1

INTERPRETIVE &
MULTIMEDIA
SCREENS

STEEL DISPLAY
STRUCTURE

ELEVATED PLATFORM
& VIEWING AREA

**LOCOMOTIVE WORKSHOPS - GHOSTS INSTALLATION
ELEVATION**



PO Box 241 Newtown NSW 2042 **ABN** 92 489 889 464 **NSW ARB** 6552
tel (02) 9968 2289 fax (02) 9969 7964 **mobile** 0417 494 303 **email** info@3dprojects.com.au

This drawing is copyright and may not be reproduced without consent. Do not scale off drawings. Use figured dimensions only. All dimensions and existing conditions to be verified on site before construction. Discrepancies should be bought to the attention of 3D Projects prior to construction.

PROJECT
**Eveleigh Railway Workshops
Interpretation Plan**
Redfern-Waterloo Authority

DRAWING
**GHOSTS INSTALLATION
ELEVATION**

DATE	SCALE	DWG SIZE	DWG NO.	REV.
14/12/10	1:100	A3		
DRAWN	CHECKED			
CC	CC			

6 COLLECTION MANAGEMENT

6.1 COLLECTION REGISTER

The entire ERW site together with its artefactual collections are listed as possessing State heritage significance on the NSW State Heritage Register. Under Section 170 of the NSW Heritage Act (1977) the ERW heritage collections, which comprise buildings, structures, in situ machinery and equipment, moveable artefacts and archives, are required to be documented and numbered, and their details entered into a Heritage and Conservation Register in order to keep track of their whereabouts, as well as for research, stocktaking and insurance purposes. The Heritage and Conservation Register should be reviewed and amended where required on an annual basis.

To date this task has been completed on behalf of ATPSL for the collections of the Eveleigh Locomotive Workshops precinct in accordance with the requirements of Section 170 of the NSW Heritage Act (1977), excluding the Large Erecting Shop and its contents which are owned by RailCorp and its current tenants.

RailCorp has prepared a s170 Heritage and Collection Register for ERW items under its control. Buildings and major structures have already been well documented in the North Eveleigh/Carriage Workshops precinct in the relevant Conservation Management Plans to assist this process. As noted previously, RailCorp is updating its s170 for components of the site in its ownership including the Communications Equipment Workshop and Scientific Services Laboratory.

6.2 TEMPORARY OBJECT STORAGE

During the proposed assessment and documentation process the consultant will need to make an initial distinction between suitable collection items and generic ephemera or rubbish. The latter items include scrap paper, cardboard boxes, carpets, plastic bags, bottles, building material scraps, among other things, and should be easy to separate from ERW-specific artefacts and can be disposed of immediately.

All remaining fixed and moveable artefacts and assemblages should be photographed in-situ, have their locations recorded and be numbered and tagged for future reference. It is recommended that all moveable relics are relocated to secure temporary storage within shipping containers, suitable on-site buildings or an off-site storage facility for review and research during the development of interpretive works. The retained artefacts should be clearly separated into two groups - 1 potential display objects and 2 items recommended for disposal.

A number of previously relocated machinery items and objects are currently stored in Bays 1-2 of the Locomotive Workshops. Any of these items not utilised in the Blacksmiths Workshops displays should be relocated to the temporary storage facility and organised as described above. The Collection Register for all listed relics should be updated to reflect their new storage location.

6.3 PERMANENT STORAGE & DISPLAY

As detailed above, a number of stored and in-situ machinery items and moveable artefacts will be permanently incorporated into the Relics showcase, Ghosts installation and the various Window Showcases in historic buildings and potentially in new buildings. A list of the required display artefacts can not be finalised until the proposed exhibitions are fully researched and designed by the appointed project team.

The remaining artefacts not selected for exhibitions could then either be relocated to the Bay 10 machinery display where appropriate, exhibited within new building spaces, or nominated for disposal from the collection in accordance with Section 38 of the NSW Heritage Act (1977) concerning removal of items from the State Heritage Register.

6.4 COLLECTION DISPOSAL POLICY & PROCEDURES

An appropriate ERW-specific collection disposal policy and process has already been developed for the Locomotive Workshops precinct as a component of ATP's 2009 *Section 170 Heritage & Conservation Register Overview Report*. Besides detailing various criteria to consider in determination of relic disposal and the required steps, it nominates and prioritises three avenues for disposal as follows.

1 Transfer to an appropriate institution including:

- Powerhouse Museum
- CarriageWorks
- Office of Rail Heritage
- Thirlmere Railway Museum
- Tram & Bus Museum
- Misc railway historical societies

2 Offer for private sale

3 Dispose for recycling or waste

It is recommended that the general procedures of ATP's 2009 report be adopted for relic disposal within the other ERW site precincts by the relevant agency.

6.5 VALUATION & STOCKTAKING POLICY & PROCEDURES

Periodic valuation and stocktaking of collections in government-operated museums is conducted as a standard practise to establish current object values and for security and insurance purposes. Although ERW is not a collecting institution or dedicated museum, it is recommended the following policies and procedures should be observed.

- Object insurance replacement value is generally higher than its market value. Consequently insurance replacement valuation should be used as the ERW collection standard.
- All registered ERW objects should be valued at least every five years by an accredited valuer or person with specialist knowledge of the collection.
- Valuation updates should be entered in the Collection Register.
- All objects on display should be subject to an annual stock take.

7 IMPLEMENTATION

7.1 PROJECT DEVELOPMENT TEAM

In order to develop the proposed ERW interpretive works and infrastructure and to the highest calibre, it is recommended that suitably innovative multi-disciplinary project teams are engaged when required to fully research, develop, document and produce the concepts proposed in this study, whether that be on an individual project by project basis, or for the development of a number of projects simultaneously.

The project team(s) should comprise the following qualified personnel with proven ability and experience in the interpretation, design and development of similar types of heritage sites, interpretive facilities and multi-media projects. The core project team should work collaboratively with a range of related specialist consultants, and in consultation with the RWA, ERW site management authorities, appointed ERW design development teams, Office of Rail Heritage, Heritage NSW, ERW Heritage Taskforce, Eveleigh Steering Committee, and any other relevant organisations and stakeholders.

Project Team

- Curator/Researcher
- Exhibition Designer/Architect
- Graphic Designer
- Multi-media Consultant

Specialist Consultants

- Archaeologist
- Heritage Architect
- Landscape Architect
- Filmmaker
- Artist(s)
- Electrical Engineer
- Structural Engineer
- Conservator
- Display Technician

7.2 PROJECT IMPLEMENTATION SCHEDULE			
Interpretive Works/Action	Location	Landowner	Implementation Priority
Interpretive Works & Infrastructure			
Upgrade Existing Signage/Install Pending Signage	Locomotive Workshops	RWA	Short Term
Signage Clusters	ERW Site	RWA	Ongoing (ATP-based pilot)
Relics	Locomotive Workshops - Bay 8	RWA	Medium Term
Ghosts	Locomotive Workshops - Bay 1-2	RWA	Medium Term
Plan	Locomotive Workshops - Bay 3/8	RWA	Short Term
Portraits	Locomotive Workshops - Bay 1	RWA	Short Term
Laboratory	Scientific Services Laboratory	RailCorp	Short-Medium Term
Building Showcases	Scientific Services Laboratory & Communications Equipment Workshop	RailCorp	Medium Term
LES Showcase Window	Large Erecting Shop	Railcorp	Medium Term
Traverser 1, Ghost Carriage & Soundscape	Traverser 1	RWA	Medium Term
Traverser 2 Adaptive Reuse	Traverser 2	RWA	Medium-Long Term
Pedestrian Bridge	Span Railway Line	RWA/RailCorp	Medium-Long Term
Workers Walls	ERW Site	RWA/RailCorp	Medium-Long Term
Building & Landscape Naming	ERW Site	RWA/RailCorp	Medium-Long Term
Archive & Research Centre	ERW Site	RWA	Medium Term
Audio Guides	ERW Site		Medium-Long Term
Memory wall	Carriage Workshops - Bay 16	Arts NSW	Medium Term
ERW Site Flyers	ERW Site		Ongoing
ERW Site Guidebook	ERW Site		Short Term
ERW Webpage	RWA Website		Short Term
Collection Management			
Complete Collection Register	Scientific Services Laboratory & Communications Equipment Workshop	RailCorp	Short Term
Temporary Collection Storage	ERW Site	RWA/RailCorp	Ongoing
Collection Disposal	ERW Site	RWA/RailCorp	Long Term
Materials Stockpile	ERW Site	RWA/RailCorp	Ongoing
Review & Revision			
Review of Multi-media Program (Relics)	Locomotive Workshops - Bay 8	RWA	Long Term
Review of Multi-media Program (Ghosts)	Locomotive Workshops - Bay 1-2	RWA	Long Term
Review of Soundscape Programs (Ghost Carriage)	Traverser 1	RWA	Short Term
Collection Register	ERW Site	RWA/RailCorp	Short Term

8 REFERENCES

8 REFERENCES

Australian Technology Park Precinct Management Ltd, *Heritage Asset Management Strategy*, 2010

Richard K Butcher, *The Great Eveleigh Railway Workshops: A Personal Reminiscence*, 2004

Otto Cserhlami & Partners, *Eveleigh Carriage Workshops Conservation Policies*, November 2000

Otto Cserhlami & Partners, *Eveleigh Locomotive Workshops Conservation Management Plan*, July 2002

Otto Cserhlami & Partners, *Eveleigh Carriageworks Site Inventory*, March 2003

Otto Cserhlami & Partners, *Blacksmiths' Shop Building Conservation Management Plan*, July 2003

Otto Cserhlami & Partners, *Carriage Workshops Building Conservation Management Plan*, December 2003

Paul Davies, *Eveleigh Works Interpretation Plan*, November 2000

Brian Dunnett & Robert J Hamworth, 'The Fate of Eveleigh: More of 'Ugly Sydney' or an Enhancement of the Greatest Rail Heritage Site in the World?', *Australian Folklore*, 2006

Friends of Eveleigh, *Concept Plan: Large Erecting Shop at the Eveleigh Railway Workshops*, 2007

Futurepast Heritage Consulting, *Section 170 Heritage & Conservation Register Overview Report*, December 2009

Futurepast Heritage Consulting, *Heritage Interpretation Concept Plan: Bays 1 & 2 North, Locomotive Workshops*, February 2010

Futurepast Heritage Consulting, *Interpretive Signage - Innovation Plaza, Australian Technology Park (draft report)*, May 2010

Futurepast Heritage Consulting, *Detailed Design of Interpretive Infrastructure: Bays 1 & 2 North, Locomotive Workshops*, June 2010

Don Godden & Associates, *A Heritage Study of Eveleigh Railway Workshops: Volume 1-4*, 1986

Don Godden & Associates, *Eveleigh Railway Workshops: Conservation Policy - Relics*, 1988

Godden Mackay, *Eveleigh Workshops Management Plan for Moveable Items & Social History: Volume 1 - Draft Management Plan for Moveable Items Eveleigh Railway Yards Locomotive Workshops*, June 1996 (Richard Flanagan)

Godden Mackay, *Eveleigh Workshops Management Plan for Moveable Items & Social History: Volume 2 - Social & Oral History*, July 1996 (Lucy Taksa)

Godden Mackay, *Eveleigh Workshops Management Plan for Moveable Items & Social History: Volume 4 - Photographic Bibliography*, July 1996

Guido Gouverneur, *Possible Projects for more Meaningful Interpretation of the Eveleigh Site*, June 2010

Heritage Group NSW Public Works, *Eveleigh Railway Yards Locomotive Workshops Conservation Management Plan*, June 1995

David Moore, et al, *Railways, Relics & Romance: The Eveleigh Railway Workshops*, 1996

Nettleton Tribe, *Australian Technology Park, Eveleigh, Masterplan*, November 2005

Nigel Helyer & Bec Dean, *RWA Heritage Project Nomination*, 2010

Redfern-Waterloo Authority, *Redfern-Waterloo Built Environment Plan Stage 1*, August 2006

Lucy Taksa, *Machines, and Ghosts: Politics, Industrial Heritage and the History of Working Life at the Eveleigh Workshops*, 2003

Lucy Taksa, *Nostalgia of Nostophobia?: Trends in the Interpretation of Australia's Railway Industrial Heritage*, undated

Geoff Turnbull, *RWHT Project Possibilities*, January 2010

Urbis, *North Eveleigh Concept Plan*, March 2008

9 APPENDIX

9.1 EVELEIGH FIELD DAY REPORT