

# **BROADMEADOW LOCOMOTIVE DEPOT HERITAGE STUDY**

**A HERITAGE & PLANNING SURVEY**

for

**NSW Department of Public Works & Services**



by

**C & M J Doring Pty Ltd**

&

**Gardner Browne Planning Consultants**



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PREFACE to the 2 <sup>nd</sup> Edition	3
SUMMARY	5
INTRODUCTION - BACKGROUND	13
Comparison with Other Depots	14
- THE HERITAGE SIGNIFICANCE OF THE DEPOT	16
Level of Significance - Local, Regional, State	16
Assessing the Significance Level	16
Factors in Assessing Significance	17
Interpreting Heritage Values	18
General Statement of Significance	19
- GENERAL RECOMMENDATIONS	21
Future Planning	21
Equipment & Artefacts	22
Rolling Stock	22
HISTORY	23
INVENTORY - THE BROADMEADOW SITE	63
Introduction	65
Drainage	66
Proposed Study Areas	67
Area A : THE MAIN LINE - GREAT NORTHERN RAILWAY	69
Area B : BROADMEADOW MARSHALLING YARDS	75
Area C : BROADMEADOW MAINTENANCE CENTRE (BMC)	79
Area D : ROUNDHOUSE STUDY AREA	85
Area E : ADMINISTRATION STUDY AREA	185
Area F : NORTH BARRACKS STUDY AREA	195
Area G : WEST STUDY AREA	217
Area H : BROWN ROAD STUDY AREA	223
Area J : BROADMEADOW CENTRALISED TRAIN CONTROL (CTC)	227
Area K : EAST BARRACKS STUDY AREA	233
REFERENCES	241
APPENDIX Reduced copies of Site Plans and Archival Drawings	245

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In 1994 the NSW Property Services Group commissioned a heritage study of the Broadmeadow Locomotive Depot, near Newcastle, NSW. This was one of several studies, including a contamination study, which were commissioned to assist the PSG in planning the future use and management of the site after the proposed closure of the depot by SRA at the end of 1994.

The aim of the study was to produce a report which would:

1. provide for the conservation of the cultural heritage of the site;
2. provide for the optimum development of the site; and
3. be acceptable to the State Rail Authority and Newcastle City Council.

The scope of the study encompasses the whole site of the Broadmeadow Locomotive Depot, the Broadmeadow Marshalling Yards, the main Sydney to Newcastle railway line between Adamstown and Broadmeadow stations, and the place of this area of land within the context of NSW Railways history and local development.

This report was prepared by C. & M.J. Doring Pty. Ltd., consulting engineers and conservation planners, with the assistance of Gardner Browne Planning Consultants, of Newcastle.

The study was carried out broadly in accordance with the philosophy and principles laid out in the Burra Charter of Australia ICOMOS, and as amplified in "The Conservation Plan" written by J.S.Kerr.

The report begins with a Summary of the main conclusions concerning the heritage significance of the depot and its buildings, structures and artefacts, and the main recommendations concerning the future use of the site and the conservation of some buildings and artefacts, in light of their heritage significance. The Summary is in tabulated form, for quick reference.

The Summary is followed by an Introduction, which gives a brief background to the Broadmeadow Depot and its place in the general NSW railway system. The Introduction also includes a statement of the heritage significance of the Depot as a whole, and a general discussion of our recommendations.

The main body of the report comprises a more detailed History of the Depot and its site (in timeline form), and an Inventory of the main buildings and artefacts on the site, with emphasis on those items of heritage significance.

For the purposes of this study, the site has been considered as a number of different study areas (identified by letter codes A to K), each study area having its own heritage assessment and set of recommendations. Inventory items have been numbered in accordance with the study area they occupy (eg. Item D.02).

The Inventory gives a description of each building or other item, an assessment of its heritage significance, and recommendations for appropriate future uses and treatment. A number of photographs, archival photographs, and other illustrations are included. Documentary sources of information are recorded in the List of References.

The content of the text is based on direct visual inspection, backed up by reference to annual reports, drawings and photographs, newspaper reports etc., all of which are noted in the inventory or the list of references. The research undertaken for this project was hampered by a lack of documentation specific to the Broadmeadow Depot and its operations. We have commented further on this matter in an inventory entry under Study Area E.

We wish to acknowledge the help given to us by: Mr Peter Everingham, Depot Manager, and other members of the depot staff, who provided much useful verbal information during our inspection of the site; Mr Stuart Sharp, SRA Heritage Officer; the Awabakal L.A.L.C.; Mr Ray Love, railway historian; and the staff of the SRA Archives and SRA Plan Room.

Carl & Margret Doring  
Chatswood, 1995

*In 2006, some extensive changes were proposed or underway at the Broadmeadow Depot, and we were asked to supply a copy of this report to some interested persons. We did not have a spare copy of the original 1994 report and no copies had been lodged by our client with the Local, State or National libraries. We decided to reprint it.*

*The reprint project metamorphosed into a complete new edition. The original report was written on a pre-Windows DOS word processor (an Australian programme named OK), and printed via photocopying from a master print with stuck-in photographic prints. Fortunately, we had already retrieved the DOS text from the 8 inch floppy discs it was originally saved on, and saved it again 9 years ago in ASCII format. It proved impossible to reproduce the look of the original text so this edition has been completely re-cast and printed from WordPerfect 10 on a laser colour printer.*

*In the meantime, photographic technology has changed radically. The original colour negatives had deteriorated so badly they could not be reused. Colour prints from the Master had to be scanned and saved as digital images. All A3 pages from the Master had disappeared, but fortunately, the two panoramas could be reproduced by scanning the deteriorated colour negatives in grey scale and merging them digitally. The A3 drawings from the Appendix were reproduced by deconstructing our one retained copy of the report and scanning the pages on our brand new A3 scanner / photocopier / printer.*

*We would like to thank the person who prompted us into embarking on this venture. We hope that this second edition of the Broadmeadow Locomotive Depot Heritage Study will prove useful into the future.*

Margret & Carl Doring  
Belgrano, Whitlands, 2006

This Summary contains the main conclusions of the Heritage Study, concerning the heritage significance of the depot and its buildings, structures and artefacts, and the main recommendations concerning the future use of the site and the conservation or disposal of some buildings and artefacts, in light of their heritage significance. The Summary is in tabulated form, for quick reference.

The first three pages of the table show the fixed items in each study area. The last two pages of the table show the movable items located in each study area at the time the survey was carried out.

The codes for the table are set out below. The keys to the codes are on the following page.

#### CODE for SIGNIFICANCE

The assessment of STATE (S), REGIONAL (R), LOCAL (L) or GENERAL (G) significance is noted in the significance column in the tables below. The category of 'GENERAL' significance is used for a few artefacts or items of machinery which have no particular connection with any place, but are significant in themselves. Significance levels are coded as follows:

#### CODE for RECOMMENDATIONS

The detailed inventory of structures & plant etc. in this report gives various recommendations as to whether or not each item should be conserved and the main purpose for which it should be conserved. These are tabulated in the Summary as: Conserve (Y)es or (N)o.

"No" may mean that conservation is optional, or that it is not necessary. These details will be found in the full text of the inventory. "No" **does not mean** that demolition is recommended. A question mark (?) means that an item needs further investigation before a recommendation can be made (eg. archaeological sites such as the wagon weighbridge).

In general, buildings and structures which are recommended for conservation should be conserved in situ, but most machinery and artefacts to be conserved could be relocated if necessary.

There is insufficient space in the Summary to tabulate recommendations for change of ownership, sale, lease, etc. of buildings or artefacts. Where relevant, these details will be found in the full text of the inventory.

### Key to Code for SIGNIFICANCE LEVELS

- ( - ) = not applicable
- ( N ) = not determined
- ( L ) = LOW significance
- ( M ) = MODERATE significance
- ( H ) = HIGH significance
- ( V ) = VERY HIGH significance

### Key to Code CONSERVE ? (YES/NO and FOR)

- Y = YES, CONSERVATION IS RECOMMENDED  
(In SRA or other hands - see text for each item)
- N = NO, CONSERVATION IS NOT RECOMMENDED or not considered essential  
(See the full text for each item for particular recommendations)
- ? = NEEDS FURTHER INVESTIGATION
- = NO RECOMMENDATION

### (Conserve) FOR

- A = CONSERVE FOR ARCHIVES (State Rail Archives, or Newcastle Regional Library)
- B = CONSERVE FOR ORIGINAL USE - (not necessarily in situ)  
(eg. the main Newcastle/Sydney railway line, or Railway Clock)
- C = CONSERVE FOR COMMERCIAL USE, ADAPTIVE RE-USE ETC.  
(by private organisation, not for railway related use)
- D = CONSERVE FOR RE-USE and/or DISPLAY IN A PRIVATE WORKSHOP / DEPOT  
/ MUSEUM (eg. private railway organisation, tourist related)
- M = CONSERVE FOR (public) MUSEUM TYPE DISPLAY (eg. in a railway museum)
- R = ACCEPTABLE TO LEAVE FOR CONTINUING USE OR ADAPTIVE RE-USE  
(building suitable for use by new occupants or new owners)
- S = ACCEPTABLE TO SELL OR LEASE SITE FOR COMMERCIAL DEVELOPMENT  
(for uses not necessarily related to railways)

STUDY AREAS & INDIVIDUAL ITEMS			SIGNIFICANCE				Conserve ?		Page
Item Num.	and	Item Name	State	Regional	Local	General	Yes or No?	FOR ?	Num.
<b>FIXED OBJECTS</b>									
<b>Study Area A : MAIN LINE</b>									
A.01	:	The Great Northern Railway	V	V	-	-	Y	B	68
A.02	:	Adamstown Signal Box	-	-	L	-	N	-	69
A.03	:	Wagon Weighbridge	-	-	L	-	?	M	70
<b>Study Area B : MARSHALLING YARDS</b>									
B.01	:	The Marshalling Yards	-	-	M	-	N	S	73
		Manually controlled switch gear	-	-	-	H	Y	D	73
<b>Study Area C : BMC</b>									
C.01	:	Maintenance Centre	-	-	-	-	N	R	77
C.02	:	Re-Coaling Facilities	-	-	-	-	-	-	72

STUDY AREAS & INDIVIDUAL ITEMS			SIGNIFICANCE				Conserve ?		Page
Item Num.	and	Item Name	State	Regional	Local	General	Yes or No?	FOR ?	Num.
<b>FIXED OBJECTS</b>									
<b>Study Area D : ROUNDHOUSE</b>									
D.00	:	The Whole Study Area	M	V	V	-	Y	D	83
D.01	:	No.1 Turntable	H	V	V	-	Y	D	89
D.02	:	No.2 Turntable	H	V	V	-	Y	D	97
D.03	:	No.2 Roundhouse	H	V	V	-	Y	D	108
D.11	:	Workshops & Stores	-	-	-	-	N	R	141
D.16	:	Concrete Drop-panel Office	H	V	V	-	Y	D	147
D.18	:	Diesel Refuelling Facility	-	-	-	-	N	R	152
D.19	:	Re-watering Facilities	-	-	-	-	-	-	154
D.20	:	Re-sanding Facilities	-	-	-	-	N	R	155
D.21	:	De-ashing Facilities	-	-	M	-	?	B	157
D.22	:	Wheel Lathe	M	M	-	-	Y	R	159
D.23	:	Manual Points and Levers	-	-	H	H	Y	D	165
D.24	:	Air Compressors	-	-	M	M	Y	D	167
ditto	:	Air Receivers	-	-	H	H	Y	D	167
D.25	:	Palm Trees	-	-	H	-	Y	D	170
D.30	:	Locomotive Washing Shed	-	-	-	-	Y	R	183
D.31	:	Electrical Distribution Hut	-	-	L	-	-	-	184

STUDY AREAS & INDIVIDUAL ITEMS			SIGNIFICANCE				Conserve ?		Page
Item Num.	and	Item Name	State	Regional	Local	General	Yes or No?	FOR ?	Num.
<b>FIXED OBJECTS</b>									
<b>Study Area E : ADMINISTRATION</b>									
E.00	:	The Study Area	-	-	-	-	N	S	187
E.01	:	Administration Building	-	-	-	-	N	S	188
<b>Study Area F : NORTH BARRACKS</b>									
F.01	:	Drivers' Barracks (1924)	H	H	H	-	Y	C	198
F.02	:	Train Crew Barracks (1987)	-	-	-	-	Y	C	216
<b>Study Area G : WEST</b>									
G.00	:	The Study Area	-	-	-	-	N	S	219
G.01	:	The MFD Shed	-	-	-	-	N	S	220
<b>Study Area H : BROWN ROAD</b>									
H.00	:	The Study Area	-	-	-	-	N	S	225
<b>Study Area J : BROADMEADOW CTC</b>									
J.01	:	Broadmeadow CTC Compound	-	-	-	-	Y	B	229
J.02	:	North Broadmeadow Signal Box	-	-	H	-	Y	M	231
<b>Study Area K : EAST BARRACKS</b>									
K.01	:	Guards' Rest House	-	M	M	-	Y	C	235
K.02	:	Yard Master's Office	-	-	M	-	Y	C	238

STUDY AREAS & INDIVIDUAL ITEMS			SIGNIFICANCE				Conserve ?		Page
Item Num.	and	Item Name	State	Regional	Local	General	Yes or No?	FOR ?	Num.
<b>MOVABLE OBJECTS</b>									
<b>Study Area D : ROUNDHOUSE</b>									
D.04	:	Blacksmith's Table	-	-	-	H	Y	D	125
Ditto	:	Blacksmith's Tools	-	-	-	M	Y	D	125
D.05	:	Wooden Workbenches	-	-	-	H	Y	D	127
D.06	:	Riveted Iron Box	-	-	-	H	Y	M	128
D.07	:	Hydro-pneumatic Press	-	-	-	H	Y	D	129
D.08	:	Personnel Discs	-	-	H	-	Y	A	131
D.09	:	First Aid Stretcher	-	-	M	-	Y	M	132
D.10	:	Caricature Portraits	-	-	H	-	Y	A	133
D.12	:	"Invicta" Shaper and Tools	-	-	-	M	Y	D	143
D.13	:	Blacksmith's Anvil	-	-	-	L	Y	D	144
D.14	:	Steel Cupboard No.280	-	-	M	-	Y	D	145
D.15	:	Wooden Cupboard No.254	-	-	M	-	Y	D	146
D.17	:	Wall Clock No.1451	-	M	-	-	Y	B	151
D.26	:	Riveted Steel Trestles	-	-	-	M	Y	D	171
D.27	:	"Craven" Cranes LC-1072 & 1073	H	H	-	-	Y	B	172
D.28	:	Accident Recovery Train	-	-	M	-	Y	M	181
D.29	:	Riveted Tankers L-758 & L-759	-	-	M	-	Y	D	182

STUDY AREAS & INDIVIDUAL ITEMS			SIGNIFICANCE				Conserve ?		Page
Item Num.	and	Item Name	State	Regional	Local	General	Yes or No?	FOR ?	Num.
<b>MOVABLE OBJECTS</b>									
<b>Study Area E : ADMINISTRATION</b>									
E.02	:	Hamilton Depot Honour Roll	-	H	-	-	Y	B	190
E.03	:	Framed Old Photographs	-	-	M	-	Y	B	192
E.04	:	Archival Files and Reports	N	N	N	N	?	A	193
<b>Study Area G : WEST</b>									
G.02	:	Manual Ratchet (trip) Jacks	-	-	-	M	Y	B	221



## **BACKGROUND**

Broadmeadow Railway Depot was established in the early 1920s, to replace the Hamilton Depot which had become inadequate. It was built as part of a major programme of re-organisation and decentralisation of facilities for servicing rolling stock, carried out throughout the NSW railway system during the late 1910s and the 1920s.

The main function of Broadmeadow Depot was to provide stabling and refuelling facilities for locomotives, and to perform routine maintenance and minor repairs on rolling stock, especially locomotives, used in or passing through the Newcastle region. Broadmeadow had marshalling yards for assembling wagons and locos into trains for dispatching around the State.

Substantial barracks were provided on the site, for the train crews who were working from Broadmeadow, or passing through, and who needed on-the-job accommodation, or a place for rest breaks between shifts.

Major overhaul and repair of locomotives was not done at Broadmeadow (or other depots), but was carried out at one of the small number of centralised heavy locomotive workshops, initially at Eveleigh or Honeysuckle, but later also at Cardiff or Chullora. The Broadmeadow locomotives found to need major repair were sent to Honeysuckle Loco Workshops in the 1920s, or to Cardiff Loco Workshops after 1928/30.

Broadmeadow (and other depots) underwent major alterations during the changeover to diesel locomotives in the 1950s and 1960s. Since then, the demand for depots has diminished, due to the diesel locos requiring less frequent service, and due to the reduction in rail traffic.

In the 1990s changes in NSW Government policy further diminished the need for SRA's depots and workshops, as much of the maintenance and repair work was contracted out to private industry.

Finally, in 1994, the SRA adopted the "ReadyPower" system, under which non- metropolitan government trains are to be hauled by diesel locomotives owned and serviced by a private contractor. The locos will be leased by the SRA as needed to haul trains, and will be returned (or taken off-hire) when not needed. The SRA will provide the drivers and refuel the locos, but the contractor will provide and man the facilities for maintaining the locos. This scheme has enabled the SRA to dispose of its own diesel locos and close most of the depots and workshops which serviced them - including Broadmeadow Locomotive Depot.

We understand that the Broadmeadow Marshalling Yards and the Broadmeadow Maintenance Centre may continue in Railway use for some time.

## **BACKGROUND**

### **COMPARISON WITH OTHER DEPOTS**

It is useful to have some comparison of Broadmeadow with other depots in the State. In 1989, the firm of Don Godden & Associates made a Survey of Railway Workshops at Bathurst, Cardiff and Goulbourn, and of Railway Locomotive Roundhouses in NSW. This was not specifically a study of locomotive depots and did not discuss the major workshops or the depot at Enfield, but it does enable a comparison of Broadmeadow's turntables and surviving roundhouse with other turntables and roundhouses around the State. Information extracted from the Godden report is given below:

#### **BROADMEADOW DEPOT:**

No.1: 75 ft turntable (60 ft shown in Godden report) with what Godden describes as a 1915 pattern roundhouse (brick stub walls with predominantly glazed walls above topped by louvred ventilation panels) built c1923, with 21 stalls. Roundhouse No.1 was disused in 1989 when the Godden report was written, and has since been demolished.

No.2: 105 ft turntable (reported as 75 ft in the Godden report) with a brick-walled roundhouse covering 21 stalls. Roundhouse No.2 was still in use in 1994.

#### **CASINO DEPOT:**

60 ft turntable (sic, but this one may also actually be 75 ft) with a small 1915 pattern roundhouse, built c1919, with 8 stalls. Casino Depot's timber-framed coal stage (coal bunker) was still standing in 1989, possibly the last in NSW.

#### **COWRA DEPOT:**

75 ft turntable, with a small, 1915 pattern roundhouse, built 1921/2, with 8 stalls. In 1989 the depot still had a sand furnace, an engineer's office and a small blacksmith's shop. Cowra Depot was closed in 1967. In 1977 it became the home of the Lachlan Valley Railway (museum).

#### **GOULBURN DEPOT:**

90 ft (sic) turntable converted from a 70 ft (sic) turntable, with a large 1915 standard pattern roundhouse, built in 1916. The roundhouse originally had 42 stalls, but the superstructure over bays 1-17 was demolished, leaving bays 18-42 (25 stalls) substantially intact except for many broken glass panes. The roundhouse was disused in 1989, but was going to be leased to a railway enthusiast group. [This writer saw it in use in 1985.]

## **BACKGROUND**

### **COMPARISON WITH OTHER DEPOTS** (Continued)

#### **JUNEE DEPOT:**

100 ft turntable, with a large brick-walled roundhouse, similar in style to Broadmeadow No.2 Roundhouse, but with 42 stalls and covering almost a complete circle (except for the space taken by an uncovered arrival road on one side and a departure road on the other). The Godden report noted that Junee Roundhouse was the most substantial and most intact surviving in NSW. The Junee Depot was said to be the largest in the State and had a small associated Workshop with machine shop and blacksmithing equipment etc. The Junee Roundhouse was still in use in 1989.

#### **MUSWELLBROOK DEPOT:**

70 ft turntable, with a small partly brick roundhouse, with 5 stalls. Said to be disused in 1989.

#### **PARKES DEPOT:**

70 ft (sic) turntable, with a transitional style small roundhouse built in 1941, with 8 stalls. Said to have been in use in 1989.

#### **TEMORA DEPOT:**

60 ft turntable with a small roundhouse. This originally had 9 stalls, but only 3 had survived to 1989. Godden describes the Roundhouse as being built to the 1915 pattern, but it is said to have been built in 1912. Possibly it was the original pattern for the 1915 drawing. The depot still had a sand bin and some other associated structures in 1989, but the Roundhouse was said to be disused.

#### **WERRIS CREEK DEPOT:**

75 ft turntable, with a 1915 pattern roundhouse having 10 stalls. The roundhouse was being demolished in 1989.

The Godden report indicates that Broadmeadow has significance as the only depot in NSW which had two turntables and roundhouses operating simultaneously. It also indicates that Broadmeadow No.2 Roundhouse is probably the second-largest and second most significant roundhouse surviving in NSW, with Junee Roundhouse being the largest, most intact and most significant.

The Railways annual reports indicate that Broadmeadow was one of the larger depots in NSW and the most important on the Great Northern Railway system. However, Junee and Enfield Depots were the largest and most important depots in terms of the whole State railway system.

## **THE HERITAGE SIGNIFICANCE OF THE DEPOT**

### **LEVEL OF SIGNIFICANCE - LOCAL, REGIONAL, STATE**

The Broadmeadow Locomotive Depot is assessed as having VERY HIGH Regional and Local cultural (heritage) significance and MODERATE State cultural (heritage) significance, warranting continuing protection of certain items on the site.

Assessment of the Depot, and of buildings and other items around the Depot, is on a scale of Very Low, Low, Moderate, High and Very High.

The assessment of individual buildings and other items on the site is set out in the description of each item, and summarised in a table in the Summary above. We do not use numbering systems for recording the level of significance, because of the temptation to add up and average groups of items, and because of the confusion that numbering can cause (ie. in some systems 1 is the top level, in others, 3, 4 or 5 is the top level. The same sort of confusion can arise from the use of A, B, C, D lettering systems. There can be no confusion in the words Very High, or Low.

Recent assessment methodology used by some organisations equates State heritage significance as meaning something very important, Regional Significance as referring to something of moderate importance, and Local Significance as meaning something of only minor importance. In this report, the term State heritage significance refers to an item which may be significant to the whole State of NSW but may not necessarily be of supreme National significance. An item of Regional significance may be extraordinarily important in the Newcastle or Hunter Region, but relatively insignificant statewide. Similarly with items of local significance. The importance of a heritage item is something separate from the geographical range of its significance.

### **ASSESSING THE SIGNIFICANCE LEVEL**

Broadmeadow Depot has been the principal base for the stabling, maintaining and refuelling of the locomotives providing rail services in the Northern Region of NSW, for the past 70 years. Broadmeadow has been, until 1994, one of the major railway depots in NSW. It was the only depot with double turntables and roundhouses in simultaneous operation, and it was the last depot to run regular steam train services in NSW.

The importance of the Broadmeadow Locomotive Depot was not generally recognised, or particularly considered, until it was proposed to close the Depot down and dispose of the site. Unlike the surviving historic buildings of the former Honeysuckle Point Railway Workshops, it is not in a prominent location, easily visible to any passer-by. Rather it is hidden away from the passer by, and is not even immediately obvious from the passing trains which skirt one edge of the depot site.

## **THE HERITAGE SIGNIFICANCE OF THE DEPOT**

### **ASSESSING THE SIGNIFICANCE LEVEL** (continued)

However, while most other depots in the State are in inland areas, and far out on railway routes which no longer use them, Broadmeadow Depot is near the middle of one of the major population centres in NSW, and in the centre of a large network of still active or potentially active railway lines. The Broadmeadow turntables, which make a major contribution to the depot's heritage significance, are only a short distance from the recently rediscovered remains of NSW's oldest locomotive turntable, built in 1857, at the west end of the former Honeysuckle Point Depot and Workshops. Broadmeadow Depot was the successor to Hamilton Depot, which in turn was direct successor to Honeysuckle Depot. The historical connection, and ready accessibility to the public, give Broadmeadow Depot additional significance.

### **FACTORS IN ASSESSING SIGNIFICANCE**

The factors on which the assessment of significance of Broadmeadow Depot is based, include the following:

- \* **HISTORICAL SIGNIFICANCE**, related to the earlier uses and character of the Depot site, to the comparison of the Broadmeadow Locomotive Depot with other locomotive depots in New South Wales, and to the continuity of use of the Broadmeadow Depot. The associations of the Depot with changes in work practices over time, and with the changing technologies of coal fired and oil fired locomotives, and the Depot's role as the last steam loco depot, are manifest in its history.
- \* **TECHNICAL (or SCIENTIFIC) SIGNIFICANCE**, related to the survival, on one site, of characteristic railway structures (eg. turntables) and equipment (eg. signal systems) from different periods, to the rare and early examples of pre-fabricated modular concrete construction in buildings, and to the presence on the site of an unusual and rare type of mobile crane.
- \* **SOCIAL SIGNIFICANCE** of Broadmeadow Locomotive Depot and its site, related to the early hunting grounds and later illegal coal-mining settlements on the site, to the embodiment of typical railways social stratification in various buildings on the site, to the demonstration of typical working conditions for railway employees. There are also significant artefacts of social significance in relation to the people who worked in the depot, such as a First World War Honour Roll, personnel identity tokens, and portrait caricatures.
- \* **ARCHITECTURAL SIGNIFICANCE** of Broadmeadow Locomotive Depot, related to the examples of evolution in design in three generations of barracks buildings on the one site, to the innovative and experimental nature of the 1924 Engine Driver's Barracks and the 1924 Office Building, and to the archetypal railway architecture of the Roundhouse.
- \* **AESTHETIC SIGNIFICANCE** of Broadmeadow Locomotive Depot and its site, related to the use of trees to soften an industrial landscape, and to the symbolic qualities of the Turntables and Roundhouse as representative railways structures in the public mind.

## THE HERITAGE SIGNIFICANCE OF THE DEPOT

### INTERPRETING HERITAGE VALUES

The concrete drop panel Engine Driver's Barracks and Office Building at Broadmeadow Depot have considerable **RARITY VALUE**, as examples of an unusual construction technique, seldom used in habitable buildings.

At the same time aspects of the Depot have **GROUP VALUE** in the sense that the group of Barracks buildings illustrate changes in design ideas and living standards over 70 years. The buildings and structures associated with the Turntables and Roundhouse and their ancillary structures, such as the Sand Tanks, form a group illustrative of railway support infrastructure rarely seen or appreciated by the public.

The **PHYSICAL INTEGRITY** of the surviving principal buildings and structures at the Depot is still largely uncompromised, although the recent demolition of the original roundhouse, workshop and stores buildings has diminished the integrity of the depot as a whole.

The **INTERPRETATIVE VALUE** of Broadmeadow Depot is potentially high. This is in part due to the physical assets on the depot site, particularly in the Roundhouse Study Area (D) and the Central Train Control Study Area (J), but is also enhanced by the considerable public interest in railway heritage, and by Broadmeadow's proximity to major population centres. If the Roundhouse Study Area (D) is eventually used to house and maintain a museum collection of rolling stock, the roundhouse and turntables could become exhibits in their own right, complementing the museum vehicles and displaying maintenance facilities which the public rarely sees. The modern computerised Central Train Control system, and the previous manual signalling controls, still intact in the Broadmeadow North signal box alongside, would also be of great interest to the public, if they were allowed to see them.

## THE HERITAGE SIGNIFICANCE OF THE DEPOT

### GENERAL STATEMENT OF SIGNIFICANCE

- Broadmeadow was the largest locomotive depot serving the northern region of NSW, and one of the largest depots in NSW.
- Broadmeadow Depot and Cardiff Workshops represent the ongoing importance and semi-independence of the Great Northern Railway system (aka the Northern Region of the NSW rail network), long after the Hawkesbury Bridge linked the GNR system to the Sydney hub and the major central repair and maintenance facilities at Eveleigh, Chullora and Enfield.
- Broadmeadow was an important, (and during 1939-1973 the most important), re-coaling point for steam locos serving the northern region of NSW. Broadmeadow was the last steam-service depot operating in NSW, and was the base depot for Garratt No.6042, the last steam locomotive in regular service in NSW, which made its final regular run in 1973.
- Broadmeadow was the only depot with two turntables and two roundhouses operating concurrently (three were planned). Broadmeadow was unique in that for more than 40 years it combined both c1915 and c1949 pattern roundhouses, and both 75 ft and 105 ft turntables, on the one site. (The No.1 Roundhouse has now been reduced to footings and pits in the ground, but the other Broadmeadow roundhouse and turntables survive.)
- Of about 25 roundhouses built at various depots throughout the NSW Railways network, only eight remain, and most of those are partially demolished. Broadmeadow, with two turntables and one roundhouse still intact and operating, with train crew barracks still standing, and with adjacent marshalling yards still in use, is now (or was in 1994) the last fully functional roundhouse depot in NSW.
- Broadmeadow Depot holds two excellent examples of ferro-concrete pre- fabricated modular buildings, ie the 1923 Drivers' Barracks and the Training Office.
- Broadmeadow Depot combines on the one site three major stages in the technology of switching and signal systems, ie. direct manual switching, semi-remote mechanical switching from signal boxes, and modern computerised electronic switching of far-remote points and signals via electric cables and microwave radio links.

## **THE HERITAGE SIGNIFICANCE OF THE DEPOT**

### **GENERAL STATEMENT OF SIGNIFICANCE (continued)**

- Staff amenities at Broadmeadow Depot demonstrate evolving social conditions within the railway services, as shown by separate barracks for guards and drivers, separate washroom facilities within the same building for tradesmen, train crews, and office staff, and recent alterations to accommodate "female engine persons", and female tradesmen and trades apprentices.
- Broadmeadow Depot demonstrates the difficult working conditions of many railway employees. Maintenance crews had to work around and under dirty greasy locomotives, often in cramped inspection pits subject to flooding, and in the case of No.2, exposed to the weather for 20 years before No.2 Roundhouse was built. Many depot men and most marshalling yard men worked outdoors in all weather, walking over rough ballast, rails and sleepers, and exposed to the noise and danger of moving vehicles. Train crews often had to travel far from home, and spent their "rest" time in departmental barracks accommodation awaiting their turn to man a train heading back towards their home base.

### **STATEMENTS OF SIGNIFICANCE ABOUT INDIVIDUAL STRUCTURES AND ARTEFACTS WILL BE FOUND IN THE INVENTORY**

## **GENERAL RECOMMENDATIONS**

The most preferred future use for the Broadmeadow Loco Depot, from the heritage viewpoint, would be to continue its 70-year role as a working locomotive depot, under either government (ie. the Railways) or private (contractors) management. This would provide the best basis for conservation of the historic buildings and works, and would also conserve the association with railway operations, which was the reason for the depot's existence.

If it is accepted that the locomotives that were stabled and serviced at Broadmeadow Depot will in future be supplied and serviced by private contractors from another site, under the Ready Power system, then this preferred option is not feasible, and other uses for the depot will need to be found. These future uses should be chosen to be compatible with, and help conserve, the heritage values of the depot.

If Broadmeadow is no longer going to be used as a railway depot, it is unlikely that any other single future use for the whole site would be viable and also compatible with conservation of the site's heritage. For the purpose of formulating appropriate recommendations for the future use of the Depot, the site has been divided into ten distinct Study Areas (labelled A to H, J and K), as shown in the Study Area Plan and noted in the Summary. Each Study Area has different heritage and functional constraints, and different recommendations are given, for the Study Area, or for structures and artefacts in the Study Area. It is envisaged that each Study Area will find a different end use, although it is possible that two or three Study Areas could be occupied by a single user.

## **FUTURE PLANNING**

Specific planning protection is recommended for the most significant heritage structures and works on the site, to be implemented by adding them to Schedule 4 of the Newcastle LEP, and/or by adding them to the Section 170 Register of state-owned heritage assets.

For the ongoing protection of heritage items on railway property, the SRA should continue the policy of forward planning for disposal of redundant major railway assets, including the provision of up-front heritage studies, contamination studies etc., and consultation with local government authorities. Even better would be to carry out heritage studies, heritage recording and contamination studies before the assets become disused, so that they can be seen and evaluated in their normal working condition.

## **EQUIPMENT & ARTEFACTS**

For an important Locomotive Depot which has been operating since 1924, and which took over equipment from the earlier Hamilton Depot, Broadmeadow Depot has a surprisingly small number of machines and artefacts of heritage significance. We were told this was due to deliberate purges of old equipment carried out after the change from steam to diesel locos, and again about five years ago as part of a major updating of the depot, when the original Workshop and Store buildings and the No.1 Roundhouse were demolished.

The few artefacts and items of equipment of heritage significance which were found are described in the inventory, in the section on the particular Study Area they were seen in. Most of the items and artefacts listed are of moderate significance. There should be few problems in conserving them as an aid to presentation and interpretation of the former Depot as an historic site.

## **ROLLING STOCK**

This study of Broadmeadow Depot was not intended to cover rolling stock, and we are not qualified to assess the technical significance of most of it. However, when we surveyed the Depot, there were a number of items of rolling stock on site which appeared to be of definite or possible heritage significance, some of them with strong historic associations with the work and operation of the Depot.

The most notable heritage item of this type is the **Craven 70 ton Accident Crane No.LC-1073 [item D.27]**. Associated with the huge breakdown crane is a special **Breakdown Train [Item D.28]** made up of a sleeping and amenities carriage, a goods van, a goods wagon and a flat-bed wagon fitted with slings and lifting beams and other gear, used by breakdown crews going to accident sites. The Craven crane and the breakdown train are included in the inventory. The other items of rolling stock in the inventory are a pair of ovoid-shaped riveted oil tankers (Nos. L-758 and L-759) [item D.29] which are thought to have been associated with the work of the Depot.

**All such items should be conserved on site - with the Craven crane maintained ready in case of future need.**

In 1994, Broadmeadow had many **old diesel locomotives** on site, most of them about to be disposed of following the change to privately owned ReadyPower locomotives. These include c1949 diesel railcars (successors to the famous "tin hares"), and diesel loco No.4468, said to be the last diesel to haul a passenger train.

**It is recommended that these and other such items of rolling stock be referred to the Rolling Stock Sub-Committee of the SRA Heritage Committee, before disposal.**

*History*  
*of*  
*The Broadmeadow*  
*Locomotive Depot*

***HISTORICAL***  
***BACKGROUND***



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## HISTORICAL BACKGROUND

At the time of European settlement of the Hunter region, Broadmeadow was a large expanse of flat, low-lying land, partly swamp and partly scrub, situated about 5 kilometres south-west of the settlement of Newcastle. A newspaper report of the opening of the Newcastle to Sydney Railway in 1889, describes the area as it was from settlement, probably into the 1870s: *"Time was, and not long since, when the Broadmeadows was but another name for a clayey swamp, and in the rainy season impassable for man or beast."* <NMH 16 Aug. 1887>

The low-lying, swampy nature of the ground made it unattractive to the early European settlers and it was little used by them, other than for hunting, hence its early name of "The Wallabee Ground". In a 1991 planning study of the Broadmeadow area, Gardner Browne quotes an early Sydney Gazette on the subject: *"With the kangaroo and the wonga pigeon the sportsman may always find employment for his gun, and picnic parties never fail to secure a sumptuous feast on any day they may venture out."* No doubt the aborigines who had camping grounds on the marginally higher land in the Hamilton area had also found Broadmeadow to be a fruitful hunting ground.

In 1829, the Australian Agricultural Company was granted control of about 2000 acres of land to the west of Brown Street in Newcastle, stretching out close to the present boundary of Broadmeadow. Most of this coal bearing land was not exploited by the Company for some years, but the Company presence effectively prevented development of the land between Broadmeadow and the town. By mid-century, the swampy "Broad Meadows" district, outside the A.A. Company's influence, was still thought unsuitable for closer settlement, but it was probably the nearest unrestricted land to the Newcastle township which was desirably flat for development as race courses and sports grounds. In 1842 the Sydney Morning Herald reported an apparently well organised Boxing Day horse race and sports meeting at "Broad Meadows" on what must have been previously prepared grounds. 150 years later, Broadmeadow is still the main centre of these activities in Newcastle. <SMH 29 Dec. 1842>

The A.A. Company developed a number of small coal mines on their land from 1830 to 1848 and later. The company lost its monopoly of coal mining in 1847, and a number of other companies were formed to exploit the rich coal deposits near Newcastle. Most of these companies set up miners' villages close to their mines and such villages formed the nucleus of the suburbs (Hamilton, Lambton, New Lambton and Adamstown) which surrounded Broadmeadow, between 1849 and the 1870s. Broadmeadow remained undeveloped, except for race tracks or sports grounds. A map reproduced in the Gardner Browne planning report (date not noted) shows the land which became the depot site and much land around it in the centre of Broadmeadow as being "Pasturage Reserve under General Notice 24th December 1861". The intention was to create a common which could be used by the milch cows of the Newcastle townspeople, and the area was generally known as the "Commonage". In practical terms Broadmeadow was a long way from Newcastle centre. Five kilometres would have been an uncomfortable hike with a bucket of milk.

The district probably remained virtually empty until the late 1840s when the local coal mines were being developed. Despite the mine villages set up at the collieries, there was a general shortage of conveniently located housing. Many miners and their families settled illegally (or squatted) on the area of land which became the Pasturage or Commonage. The empty land was attractive to poor mine employees and very close to their work.

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## HISTORICAL BACKGROUND

Equally informal occupation of the commonage was affected by the various mining companies, which built a network of private coal railways across it, apparently at will. These included the Waratah / Caledonian Coal Company's line which ran parallel to the present King's Road (west of the present Broadmeadow Depot), and the Hartley Vale colliery railway which followed a route parallel to and south-east of the present Great Northern Railway Line, then turned north and ran across part of the present Depot site and along the present Australia Street. When the government rail line south from Newcastle towards Sydney was built in the 1880s, that too went across part of the Commonage (along the south-east boundary of the present Broadmeadow Depot), as did the government's steam tram line from Newcastle to Plattsburg in 1887 (running along Lambton Road, north of the Depot site).

The entire route of the Homebush to Waratah railway line, to link Sydney to Newcastle, was resumed by Government Gazette No.212 of 18th May 1883 (Folio 2789), and confirmed by Gazette No.270 of 26th June 1883 (Folio 3462). This included the strip of land carrying the main through tracks (still called the Great Northern Railway today) between Broadmeadow and Adamstown stations, running through what is now Broadmeadow Depot. It did not include the greater Depot area which remained part of the Commonage. <NSW Govt. Gazettes>

An article in an unidentified and undated newspaper cutting in Newcastle Library gives an account of an official train tour from Newcastle to Gosford. This is presumably the Newcastle Morning Herald account of the opening of the Newcastle-Gosford line, 16th August 1887. The article refers to 36 acres at Hamilton Junction which had been: "... resumed for future railway purposes, including station, sidings, goods sheds, passenger platforms, and all the necessary adjuncts of a large railway junction."

The article refers to "The Broadmeadows Station" as being 1.5 miles south of Hamilton Junction, and three chains north of the Plattsburgh tram line. After crossing the Plattsburgh tram line: "For the next two miles the [railway] line traverses a tolerably level area well known as the *Debatable Land*, or, in ordinary parlance, the *Newcastle Commonage*" ... before reaching.. "The Adamstown Platform", which was "on the skirts of the Newcastle Commonage".

The first Hawkesbury River Railway Bridge was formally opened on the 1st May 1889, thus linking Sydney and Newcastle by train, and reducing the inter-city trip from several days by ship, or inland by coach, to a few hours. Growth of the settlements along the line was very rapid, and so was the increase in traffic. In 1891 the Hamilton Depot was built at Hamilton Junction, to take over depot functions previously carried out within the Honeysuckle Point Workshops site, but for which there was no longer any space at Honeysuckle.

The original railway surveys probably pointed up the need for a formal survey and subdivision of the Commonage, but after the line to Sydney opened the need became urgent. Streets and house blocks in Broadmeadow were set out to accommodate existing "squattages", and the open common appears to have shrunk to an area not much larger than, and contiguous with, the modern Broadmeadow Depot site. By 1901, Broadmeadow had become an official settlement, and part of the municipality of Hamilton.

*CHRONOLOGICAL*

*NOTES*



**CHRONOLOGICAL NOTES****1892 - 1914**

1892: GBCS

T.S. Parrott map

An 1892 map reproduced in the Gardner Browne study shows the area which became the Broadmeadow Depot site as a triangle bordering the Great Northern Railway and separated from the rest of the Commonage by the Waratah Colliery railway to the west and the Plattsburg tram line to the north. The north-east corner of the triangle contains several short unnamed streets, which would be the present Brown Road, Tara Road and Australia Road. Brown and Australia Roads are shown as extending further south than now, and intersecting within the present depot site. (1922 plans of the depot site show this area as containing roads to be closed.)

1894: Annual Leasehold notified 7th April 1894 over what is now the depot site, apparently for grazing purposes (as noted on Plan N.5030.2111).

1902: Deposited Plan DP4020, dated 9th July 1902, shows a strip of land along the western side of the present depot (then still a Pasturage Reserve), as subdivided into 81 lots arranged along both sides of Kings Road, and extending from Russell Road southward to the intersection of Great Northern Railway and the then unnamed James Road. This subdivision and King's Road were apparently formed from part of the Waratah Coal Company's land.

1909: A strip of land along the south-eastern edge of the Pasturage Reserve (depot site) was resumed 3rd February 1909, for widening of the Great Northern Railway perway, as shown on Plan N.5030.2111.

1914: Special Lease No.13.15 over Portion 2513 (the now depot site) was granted to William Charles Krempin, from 1st September 1914 to 31st December 1919, for grazing purposes under Crown Lands Consolidation Act of 1913, as shown in Plan N.5030.2111. The site is described on the plan as "*Level land, open, flat, well grassed, [with] patches of tea [sic] tree scrub*". That Plan shows that the original leasehold area was 49 acres 3 roods, but was reduced to 45 acres 1 rood when a strip along the northern boundary was removed from the lease on 17th March 1915 under Plan N.5063.2111 for inclusion in the proposed Newcastle Central School.

Plan N.5030.2111 has alterations indicating that the site was within the Municipality of Hamilton when the plan was prepared in 1915, but later changed to Municipality of Adamstown. The plan also notes that the leasehold was surrendered on 27th July 1917, and that the entire depot site (total 52 acres 2 roods 2 3/4 perches) was resumed under Gazette 26th May 1922 and Plan Ms 2796 Md.

**CHRONOLOGICAL NOTES****1915 - 1922**

1915: GMRR

NSW Standard Roundhouse design

In 1915 the Railways Department introduced a "NSW Standard (1915) Roundhouse" design. It had a timber-framed iron-clad structure on brick stub-walls, and a double-sawtooth roof with timber-framed asbestos-cement lined smoke chimneys. It was centred on a 75 ft turntable. Two drawings of the 1915 design (Nos.49/52 & 49/53), from the State Rail Archives, are reproduced in the Godden Mackay report.

The State Rail Plan Room <SRPR> also holds Plan No.447 24/808, "NSWR Loco Roundhouse" dated 25-10-1929. There are superficial differences in the two designs, such as the substitution, in 1929, of corrugated iron wall cladding instead of asbestos cement shingles. The 1929 roof was "Robertson's Patent Metal Roofing", displacing an English style board and roofing felt design of 1915.

Broadmeadow No.1 Roundhouse, built in 1924, is said to have been the same basic structure. It had corrugated iron walls, and in 1989, Godden Mackay noted that the roofing material was also corrugated iron, badly in need of repair. No specific drawings of the building have been found.

1918: GBCS

Lambton Road overbridge opened

c1920: WILSON

Depot site shown as a Reserve

Wilson's Newcastle and Districts Street Directory shows most of the present depot site as a "Reserve", with no streets crossing it. The map was printed in the 8th edition of the Directory, published in 1926-27, but it must have been drawn earlier, because it does not show Broadmeadow Depot. <NL>

1922 - January: NMH

Broadmeadow Central School site

The NSW Minister of Education promised, in January 1922, to build a Central Newcastle School at Broadmeadow, on 15 acres of land apparently bought with a brewery building already on it. [This land is shown in Plan N.5063.2111 as being Portion 2525 within the Newcastle Pasturage Reserve, dedicated as a public school site 28th July 1915.] In 1989, the NMH published a photo of the "original Central High School [under construction] in about 1920. .... [it is] now part of Broadmeadow High School." The school site backed onto the site which was soon to become the Broadmeadow Depot, shown in the 1915 resumption Plan as still being a Special (pasturage) Lease held by W.C. Krempin.

**CHRONOLOGICAL NOTES****circa 1922**

1920s:

Choosing the Depot site

When the Railways needed additional depot accommodation near Newcastle in the early 1920s, Broadmeadow was chosen because it offered a large area of cheap flat land which could be laid out as railway yards without a lot of expensive earthworks.

1922 - Jan. 30th: SRAD

"Proposed Car and Wagon Shops, Broadmeadow"

The earliest known drawing of the proposed Depot is Railways Plan 21528 Series 82A: "Proposed Car and Wagon Shops, Broadmeadow" signed by E.E. Lucy, Chief Mechanical Engineer, on 30/1/1922. This site plan shows three proposed turntables and roundhouses, ie. Nos 1 & 2 as built, plus a third (not built) to the north-west of No.1.

The drawing also shows an array of proposed workshop buildings to the south-west of No.1 Roundhouse. These included twin carriage (repair) sheds with a central traverser, and wagon repair roads partly under roof. A spur tram line is shown to link the existing tramline in Lambton Rd to the yard train tracks, presumably to allow trams to be serviced at the Depot, or to be loaded onto trains to go to Randwick Tramway Workshops in Sydney for major overhaul.

1922 - Feb. 9th: SRPR

"Broadmeadow Loco Depot - Site Plan"

Plan 575 13069, "Broadmeadow Loco Depot - Site Plan" is a long, dark, stained, ink-on-linen drawing dated 9-2-1922, amended 30-6-22. Despite the existence of the January drawing showing proposed buildings, this one shows most of the depot site as "Land to be acquired". Although dated only 10 days later than the drawing signed by Lucy, this one is very different, and shows the main buildings and structures in the locations they were actually built.

"Land to be acquired" includes land along Brown Road, east of the storm water channel, and land south of the School Reserve. The Plan also shows land near the western boundary and at the south-western end of the present depot as "Land to be acquired". The limits are not clear, but probably encompass all or most of the entire present Depot site. Near the south-western end of the depot site the line marking land to be acquired crosses the rear of four unidentified subdivision lots, probably the backyard of residential lots facing King Street.

**CHRONOLOGICAL NOTES****1922**

1922 - Feb. 9th: SRPR (Continued)

"Broadmeadow Loco Depot - Site Plan"

Plan 575 13069 (continued): Numerous later annotations to the drawing (some illegible) give dates for the alteration or demolition of buildings etc. up to recent times. [Some annotations are noted separately in this chronology]. Other annotations reflect significant changes to the site but are undated, for instance:

- \* a faint note on the School Reserve is apparently about a strip of land on the school/depot boundary which was sold for a school football field;
- \* faint lines and a note of "Proposed closure of road" appear parallel to and east of the Storm Water Channel, and apparently extending onto the depot site. This appears to refer to the closure of the southern end of Australia Road and Brown Road; and
- \* the plan shows the main storm water channel through the depot site is to be covered "similar as existing work" (sic).

A number of structures shown on the drawing existed as shown for many years, but for one reason or another have been demolished, and so are not included as heritage items in this study. Nevertheless they form part of the history of the site and warrant some comment.

**COAL BUNKER & RAMP:**

Plan 575 13069 (1922) shows a Coal Stage or Bunker 200 ft (61 metres) long, with room for extension southwards. There are parallel Coaling Roads (rail tracks) on each side of the Coal Stage for locos being re-coaled. The coal bunkers were refilled by wagons pushed up a Bunker Ramp approaching from the north, at a slope of 1 in 30, onto rails running above the Bunker. At the top, the wagons were at about the height of a three-storey building.

**BUNKER RAMP BRIDGE:**

The long gap between the top of the ramp and the bunkers was spanned by a bridge (probably timber trestles), which had several yard roads passing diagonally beneath it. Similar coal stages were built at the other depots around the State. One similar coal bunker still (1994) survives at Casino. The Broadmeadow bunker ramp site is now occupied by the new Broadmeadow Maintenance Centre building.

**INSPECTION PITS:**

Plan 575 13069 (1922) shows an inspection pit, about 100 feet (30 m) long, in the open yard between turntable No.2 and the former Bunker Ramp. Next to the pit, and about 20 feet (6 m) away, is a dotted line showing a proposed extra pit. There is no note to say whether the second pit was ever built.

## CHRONOLOGICAL NOTES

1922

1922 - Feb. 9th: SRPR (Continued)

"Broadmeadow Loco Depot - Site Plan"

Plan 575 13069 (Continued):

### ROUNDHOUSE NO.1 ADDITION:

Plan 575 13069 (1922) shows a half-roundhouse (Roundhouse No.1 - now demolished) covering roads 1-21 of Turntable No.1, with a proposed additional half-roundhouse (never built) to cover roads 22-42, leaving unnumbered arrival and departure roads passing uncovered through the gap between the half-roundhouses.

### CONCRETE OFFICES:

Plan 575 13069 (1922) shows two square office buildings with verandahs all around. One is the existing concrete drop-panel office, north of Roundhouse No.1. The other, to the north-east of Roundhouse No.1, appears to have been similar, but is marked as demolished April 1971.

### SAND BINS & FURNACE:

Plan 575 13069 (1922) shows a small shed, to the south-east of Roundhouse No.1, marked "Sand and lighting-up furnace". Additional sand bins are shown at the northern end of the 200 ft long coal bunkers, to allow locos on three roads passing beneath the bunker to be re-coaled and re-sanded in the one operation. These have all been demolished and replaced by the 1972 "Sand Servicing Stations" to the north of Turntable No.2.

### ASH PITS:

Plan 575 13069 (1922) shows that the roads leading from the southern end of the site on either side of the coal bunker have de-ashing pits. Several other ash pits are shown on the approach roads to the roundhouses. A note says that some ash pits were filled in in 1970.

**CHRONOLOGICAL NOTES****1922 - 1923**

1922 - May 26th: GAZET

Land resumed for the Depot

Most of the depot site (then 50.8 acres, or 20.5 hectares) was resumed by Government Gazette No.84, dated 26th May 1922 (Folios 2979, 2980). The Gazette lists 15 private land holdings to be resumed, all being lots on Deposited Plan 4020. These were mainly resumptions of the backyard portion of allotments facing King's Road, and totalled 3.6 acres, or about 8% of the whole resumption. The bulk of the land resumed was in a single 45 acre parcel of Crown Land, with a further 4.5 acres of leasehold land, and 0.7 acres of road and drainage easement.

Most of the land was apparently part of the former Pasturage Reserve, which appears many times in the formal description of land resumed. (The land now available for redevelopment totals about 12 hectares, so a large proportion must have been held back for the through main line, the marshalling yards and the railcar maintenance centre.)

The depot land is shown in sketchy detail in Plan E.A. 22-2583-135A, and in Plan N.5030.2111, both of which refer to a 45.25 acre leasehold or claim by Kremplin. (Copies of both plans are held by Hard & Forester) Plan N.5030.2111 plan refers to plan of resumption No. Ms.2796.Md., but this latter plan was not seen by us.

The land on the east side of the Great Northern Railway, near Bala Road, which now holds the Perway Compound [Study Area K] was resumed 1938-39, and was not included in the 1922 gazettal.

1922: NSWRR

The Depot noted in the Annual Report

*"Provision for additional locomotive and traffic accommodation is being made at Broadmeadow, and the work is making good progress."*

1923: NSWRR

Progress in building the Depot

*"Additional locomotive and traffic accommodation at Broadmeadow is pushing ahead. The round-house [No.1] is finished and the engine pits and platelaying are approaching completion."*

1923: SRPR

Standard design for 75 ft turntable

Plans 271 20385, 6 & 7, "NSWR Standard 75ft Turntable", dated 1922/23, show the original turntables as installed at Broadmeadow Nos.1 & 2. The same design was used at other depots. Notes on the drawing refer to the strengthening of the Broadmeadow No.1 Turntable beam in 1937, and the fitting of a power drive in 1945, although it is not certain whether the latter amendment refers to Broadmeadow.

**CHRONOLOGICAL NOTES****1923 - 1925**

1923 - June 14th: SRPR Proposed Barracks & three Roundhouses

Plan 923 18/547 (aka Drawing 18,547), "Broadmeadow - Proposed Site for Rest House", dated 14-6-1923, shows the proposed Drivers' Barracks at north-west corner of the depot site. It shows Turntables No.1 & No.2 and Roundhouse No.1 as already existing. It also shows the proposed Roundhouse No.2, the proposed doubling of Roundhouses Nos.1 & 2, and a proposed additional Roundhouse No.3, north-west of No.1.

1923 - Aug. 31st: SRPR Plan & Elevation of the Barracks

Plan 938 18/706, "Broadmeadow Loco Depot - Proposed Rest House", is dated 31-8-1923, and amended 3-10-1923. This detailed plan and elevation of the pre-cast concrete panel barracks, shows it almost as it was constructed, with 20 bedrooms, plus communal dining room, bathroom and kitchen. The principal difference between the drawing and the barracks as built is that the positions of the Dining Room and Bathroom are reversed.

1924: NSWRR Depot construction finished

The Railways Annual Report notes that the additional locomotive and traffic accommodation at Broadmeadow had been completed and that a punch-and-shear machine had been installed at the Depot.

1924 - March: ARHS Broadmeadow Depot opened

A 1953 Railway Historical Society Bulletin article notes that the Broadmeadow Depot was opened in March 1924, to take the place of the Hamilton Depot nearby.

1925: NTCR No.2 Turntable

The National Trust Classification Report notes that construction of No.2 Turntable with No.2 Roundhouse and 21 pits was approved in 1925, but that only the turntable and the pits were actually built at this stage. [The NT report quotes no documentary sources, and it is not certain whether the No.2 Turntable and pits were built at the same time as No.1 Turntable or later. They certainly appear on Plan No.575 13069 (1922), as does the No.2 Roundhouse, which was not built until 1948/9.]

**CHRONOLOGICAL NOTES****1925 - 1927**

c1925: ROB

The Depot shown on a street directory

A Robinson street map, undated but it appears to be c1925, shows the Broadmeadow Depot as the "Adamstown Railway Works" with one roundhouse/ turntable only. Newcastle Central School and the Lambton Road overbridge (with a tramline on it) are both shown. A stormwater channel is shown passing under the north end of the Depot site. Land between the east side of the main railway line and the stormwater channel is shown as a "Reserve for Public Recreation".

1926: NSWRR

Additions were made to the water supply at Broadmeadow

1926 - Nov. 15th: SRAD

Details of changes to washing facilities

Plan 27695, "Broadmeadow - Extension of Washout Pipelines to No.2 Roundhouse" dated 15-11-1926 and signed by E.E. Lucy. The title of the drawing is puzzling, since it shows two 75 ft turntables and the No.1 (half) Roundhouse, but not the No.2 Roundhouse building (which was not built at that time). It presumably refers to the extension of pipelines to the open radial tracks around No.2 Turntable.

The drawing shows boiler wash-out plant details and a workshop between the turntables, and two deep well pits near the No.1 Roundhouse. It also shows two square (iron) 50,000 gallon tanks to the north-east of No.1 Turntable. These items are also shown on Plan No.575 13069 (1922), but not in such detail, and it appears they were not added until 1926.

1927: NSWRR

Additions to the Depot

The Railways Annual Report notes that additional locomotive accommodation had been provided at Broadmeadow, including an air compressor, a 10cwt jib crane, one hydro-pneumatic jack for the drop-pit, three 9" water columns, a hot water wash-out plant, a water softener, a 30,000 gallon tank at the "new" round-house, a 40,000 gallon tank and a 50,000 gallon tank.

The report also records that the standard working week (in NSW ?) had been reduced from 48 to 44 hours, from 4th Jan 1926.

1927: NTCR

Additional pits said to have been provided

**CHRONOLOGICAL NOTES**

**1927 - 1929**

1927 - Sep. 13th: NMH

Too much smoke from the Depot

The Newcastle Morning Herald notes that the Railway Commissioner had visited Newcastle, and that he had received complaints about the smoke from Broadmeadow Depot.

c1928: SRAD

Additions to sand plant

Plan No.30707, "Broadmeadow - Additions to Sand Handling Plant", has an indistinct date, probably 1928. It shows twin oil/gas burners, (for drying sand used for locomotive traction) and two sets of tanks to hold 50 tons of sand.

1928: NSWRR

Additions to accommodation

The Annual Report notes that additional locomotive accommodation was provided at Broadmeadow, but no details are given.

c1928: SRAD

Craven breakdown cranes

The State Rail Archives holds an undated drawing, prepared by Craven Bros (Manchester) Ltd, for two 70 ton mobile steam powered breakdown cranes, for NSW Railways, to be built to Order No.12030.

This general arrangement drawing is listed in the Archives as Plan No. 30045. It shows the crane's lifting capacity as 70 tons at 21 ft radius (with the jib high), 50 tons at 25 ft radius, and 35 tons at 30 ft radius (with the jib low).

The drawing is assumed to be c1928, since this is the date cast into the axle box covers on the crane at Broadmeadow. As far as we could find out, the Craven breakdown crane now at Broadmeadow (or its twin) have been part of the Depot establishment since they arrived in Australia, and they have made a significant contribution to the history of the Depot. The cranes have been retained in use up to the present day (October 1994). The second Craven crane was based at Enfield.

1929: NSWRR

Electric lighting

Electric lighting has been installed at 45 stations, depots etc., in the Newcastle district. <RAR>

**CHRONOLOGICAL NOTES****1930 & circa 1930s**

1930: SRPR A new drawing of a typical Roundhouse

Plan No.763 25/414 (aka Drawing 33755), shows a section and plan of a typical part of a turntable and Roundhouse similar to Broadmeadow No.1. However, the drawing is dated 20-6-1930, which is about six years after Broadmeadow No.1 was built, suggesting that this drawing is another revision of the "1915" pattern, and not specific to Broadmeadow.

1930: NSWRR The breakdown cranes & work rationing

The Annual Report notes that a 70 ton [Craven] wrecking crane, complete with electric lights, lifting beam etc., had been provided to Broadmeadow Depot, and a similar crane to Enfield Loco Depot.

The Report also records that rationing of work had been adopted, to avoid retrenchment of men. [A measure introduced statewide to reduce the impact of the Economic Depression.]

c1930: SRAP Testing the Craven breakdown cranes

State Rail Archives holds undated photographs of two Craven 70 ton breakdown or accident cranes carrying out a test lift of a steam loco at the Enfield Depot. The cranes are No.1072 (which first lived at Broadmeadow Depot, and recently was moved to Enfield) and No.1073 (which was originally at Enfield but is now at Broadmeadow). The date of the photographs is probably c1930 since the cranes would have been tested soon after they arrived from Manchester.

c1930s: CRAIG The Depot on a local map

An undated "Map of Newcastle & District" "compiled, drawn & published by Kenneth Craigie & Co., of 16 Bridge Street, Sydney", c1930s, shows Broadmeadow Depot in extraordinary and accurate detail. No.1 Roundhouse is shown, and Nos.1 & 2 Turntables, but not No.2 Roundhouse. The stores, offices and workshops between the two turntables appear, and the [sand] furnace south of No.1 Turntable is shown and labelled. The bunker ramp, bridge and coal bunker (or stage) can be seen quite clearly, but few of the many roads which now cover the marshalling yard area are shown. Perhaps they had not been laid at the time of the map. A weighbridge is shown on a siding close to the main line and opposite the bunker ramp.

The Depot site is not identified by name, and none of the Barracks buildings are shown. Newcastle Central Public School site is marked, but none of the buildings on it. Land to the north is shown as District Park and Newcastle Aerodrome, probably all part of the former Common.

**CHRONOLOGICAL NOTES**

**1933 - 1937**

1933: NSWRR Working weeks, rationalisation & electrification

The NSW Railways Annual Report has nothing specific to Broadmeadow, but a number of changes would have affected working life at the depot. For instance it was reported that the working week had been returned from 44 to 48 hours for men under Federal awards. [This reflects the change in the Federal Government from Labour to Conservative. There were several such to-and-fro changes in NSW following changes in government.]

The depot storage of locos and spare parts was being rationalised [not specific to Broadmeadow]. Electrification of the line from Sydney to Newcastle was being considered [one of many such reports over the years, but possibly the first walking of the idea]. <RAR>

1933: NMH Electrification proposed

The Newcastle Morning Herald reports on the proposal for electrification of the Sydney-Newcastle line.

1935: NSWRR Improved accommodation at the depot

The Annual Report notes that improved locomotive accommodation was provided at Broadmeadow, but gives no details.

1935 - July 13th: SRPR Broadmeadow North Signal Box

Plan No.X280, "Broadmeadow - North Signal Box General Assembly" dated 13-7-1935, shows the two-storey signal box now at the northern end of the depot site, near Broadmeadow Station. It has brick walls at the ground floor level, and timber-framed fibro-clad upper walls.

1937 - Feb. 12th: SRPR Broadmeadow South Signal Box

Plan No.X293, "Broadmeadow - South Signal Box, General Assembly" dated 12-2-1937, is a fuzzy copy of the drawing of the signal box near Adamstown Station.

**CHRONOLOGICAL NOTES****1937**

1937: NSWRR

New marshalling yards

The Annual Report notes that work had been resumed [?] on new marshalling yards between Adamstown and Broadmeadow. The work involved the construction of new embankments and several new sidings. A new water treatment plant was installed at Broadmeadow, and improvements had been made to the supply of water. [A very pure water supply was needed for the boilers of the steam locos.]

1937 - Oct. 17th: NMH

New marshalling yards commissioned

From a detailed report in the Newcastle Morning Herald:

*"New marshalling yards, under construction for several months, were finally connected to the system and brought into operation on Sunday 17th October 1937. The final stage, done by more than 100 men working from 5.30am to 5.30pm Sunday, included laying new lines into and out of the depot, a new relief line between Adamstown and Broadmeadow Stations, closure of the old Broadmeadow South signal box, and commissioning of a new signal box with 80 levers, controlling signals and points within the marshalling yards as well as on the main line."*

1937: NMH

The Smoke Nuisance

There were complaints to Newcastle City Council [from the public ?] about smoke nuisance, including smoke from Broadmeadow Depot. This was a generalised problem which Council considered inherent in an industrial coal-based city.

1937: MBR

Notes from the Mechanical Branch Report

Improved efficiency in the workshops and depots has been achieved at the same time as staff has been reduced by 22% since 1929. Efficiency has been improved by employing better methods, better equipment and by co-operation.

The maintenance of axle-boxes [on carriages and/or wagons] has especially improved, with the failure rate reducing from 335 per month in 1929, to 19 per month in 1937. Oxy-welding and electric-welding facilities are currently under review.

Drawings have been prepared for electric-type water-treatment plants at Broadmeadow and Taree.

Concrete floor and jacking strips have been installed in Broadmeadow Running Shed [does this mean the Roundhouse ?], at cost of 675 pounds.

Ash and coal handling facilities have been improved generally at all depots.

**CHRONOLOGICAL NOTES****1937 - 1938**

1937: SRPR

No.1 Turntable beam strengthened

Plans 271 20385, 6 & 7, "NSWR Standard 75ft Turntable", dated 1922/23, show the original turntables as installed at Broadmeadow Nos.1 & 2. Notes on one of the drawings refer to the strengthening of the Broadmeadow No.1 Turntable beam in 1937.

1938 - June 3rd: SRPR

Drawings for the Guard's Rest House

Plan No.1208 28/811, "Broadmeadow - Rest House for Guards - Site Plan", and Plan No.1208 28/812, "Broadmeadow - Rest House for Guards", are both dated 3-6-1938. The drawings give the location (on the east side of the main line) and construction details of a brick-walled barracks building with twelve bedrooms (each 12ft x 10ft), plus shared showers, bath, toilets, kitchen and dining room. The drawings also show separate outbuildings for lavatories and laundry, much as they are today.

Land for the Guards' Rest House was resumed by Gazette 15th July 1938. [Land for the companion Yardmaster's Office building alongside was resumed under Gazette of 13th January 1939, but plans of that office building were not seen.]

The location of the 1938 Guards' Rest House expresses the physical and social separation between drivers and guards, with their respective barracks at the extreme west and east boundaries of the depot site.

1938: MBR

Notes from the Mechanical Branch Report

Mechanical Branch had designed and built its own under-floor wheel lathe, and reported successfully testing it on electric rolling stock at Chullora. The report states that "it uses its own (sic) traction motor to drive the wheels". [Presumably this means that the lathe uses the rail car's motor to drive the rail car's wheels.] A photograph of the lathe is reproduced on page 123 of the 1938 Report. [Later reports suggest that the locally built Chullora lathe was not very successful - most years it was undergoing "further improvements", but it is interesting to see the concept being tried so early. The under-floor wheel lathe installed at Broadmeadow in 1965 was imported from Europe.]

**CHRONOLOGICAL NOTES****1938 - 1939**

1938: NSWRR

Notes from the Railways Annual Report

Improved locomotive accommodation and water services were provided at Broadmeadow. [No details are given.] The new signal boxes at north and south Broadmeadow were being built as part of the new marshalling yards, and were "nearing completion".

*"Work on the new marshalling yards between Adamstown and Broadmeadow was continued. Sidings on the Down side [west] have been brought into use, whilst sidings on the Up side [east] have just been completed. The construction of these yards required approximately 100,000 cubic yards of filling, 13 miles of track and 170 leads, extensive drainage work, the provision of a 40-ton automatic dial truck weighbridge, a yardmaster's office and a new back platform."*

1938 - May 30th: NMH

New main line at Broadmeadow

The newspaper reports the opening of a new main line between Broadmeadow and Adamstown Stations. It came into operation on 30th May 1938 and was probably necessary as part of the construction of the marshalling yards. A photo with the story indicates an apparently straightened railway route, and a new-looking signal box near Broadmeadow Station.

1939: MBR

Notes from the Mechanical Branch Report

Mechanical feed gear has been designed for the Broadmeadow wheel lathe [presumably a conventional above-floor lathe].

Maintenance of plant at running depots (such as machine tools, cranes, coal and ash plant, washout plant, pit jacks, etc.) is organised by the Water Supply Section [was this part of the Mechanical Branch ?]

Provision is being made for engines to be "relayed" [refuelled ?] at Broadmeadow when practicable, rather than Taree, to save on the haulage of coal [from the Hunter] to Taree.

## CHRONOLOGICAL NOTES

1939 - 1940

1939: NSWRR Notes from the Railways Annual Report

A note that additional sidings were to be built at Broadmeadow may have related to the marshalling yards.

New Class 36 (steam) locomotives were being put into service. [After about 1890, there is very little information about locomotives in the Annual Reports, and hence very little background about the locos stabled at Broadmeadow.]

The 1889 Hawkesbury Bridge had developed cracks in the piers and severe corrosion in the pins. It was decided to strap the existing bridge, but it would be necessary to construct a new bridge.

1940: NSWRR Notes from the Railways Annual Report

Locomotive accommodation at Broadmeadow was improved. [As usual, there were no details in the report].

1940: MBR Notes from the Mechanical Branch Report

Accommodation [a small shed] for Wagon Examiners at Broadmeadow has been approved, at cost of 236 pounds.

Conversion of manual telephones to automatic has been approved, to cost 312 pounds. [Presumably this refers to an internal telephone system at Broadmeadow.]

[To reduce the extra costs in carting coal north from the Hunter, the Branch was] maximising the re-coaling of locos at Broadmeadow, and reducing re-coaling at other [northern] depots.

Engineers from Mechanical Branch Head Office regularly inspect operations at Depots.

Six Fitters at Running Depots have been promoted to Leading Fitters. After about 2 years good service they can expect to be promoted to Sub-Foreman Fitters, and may eventually become Assistant Steam Shed Inspectors.

The Chullora under-floor wheel lathe is being improved.

*"War has put strains on the system. Nevertheless, overall locomotive performance has improved, due to the improved standard of loco maintenance."*

**CHRONOLOGICAL NOTES**

**1941 - 1942**

1941: NSWRR Notes from the Railways Annual Report

Locomotive accommodation at Broadmeadow was improved. [As usual, there were no details in the report].

1941: MBR Notes from the Mechanical Branch Report

Periods between engine wash-outs have been extended generally. At Broadmeadow the period for Z19 locos has been extended from 18 days to 1 month, and for Z20 locos from 2 weeks to 1 month.

Goulburn, Lithgow and Broadmeadow are now the main depots for re-coaling. Broadmeadow is preferred as having the best quality northern coal.

Pneumatic tools [eg chippers, riveters] are now being used extensively in workshops [and depots ?].

70 ton cranes [presumably the Broadmeadow and Enfield Craven cranes working together] are being used to lift unusually heavy freight loads, including a 112 ton anvil block for a drop hammer erected at Rosehill, the heaviest individual load transported on NSW railways to date.

1942 - April 12th: NMH Complaints about fatalities at the yards

The newspaper reports a mass meeting at Broadmeadow on 12/4/1942. A deputation was sent to the Railway Commissioner, to complain about the high number of fatalities at Broadmeadow Yards. [No details are given.]

1942: SAO Deaths at Broadmeadow

In State Archives Box 9/493 Card Index to Railways correspondence, is a note regarding four deaths at Broadmeadow in 1940, and one on 3rd April 1942, which presumably prompted the mass meeting on the 12th of April. At least one 1940 death was a passenger falling from a train.

1942: SAO Protests re Sunday work

Correspondence in the Archives Office includes complaints from the Boilermakers' Society [Union] regarding men made to work Sundays, then laid off on week days.

**CHRONOLOGICAL NOTES**

**1942 - 1943**

1942: MBR Notes from the Mechanical Branch Report

There are currently (1942) 475 water columns (for supplying boiler water to locos), 477 elevated water storage tanks and 37 storage reservoirs in the NSW Railways. Many are connected by wooden pipes, but these are being replaced by Fibrolite. [Not specific to Broadmeadow]

New loco depot at Parkes well underway. Notes on air raid shelters and war work, plus war work photographs [not specific to Broadmeadow].

1943: MBR Notes from the Mechanical Branch Report

The Branch was designing a 30 ton hydro-pneumatic pit jack to improve operations in depots generally, so that the largest wheels will pass under drop pit guides. [Similar item noted in 1942]

Depots have a heavy workload, but depleted staff, leading to a lot of overtime. A table of throughput showed the busiest depots were Enfield and Eveleigh, then Bathurst, with Broadmeadow fourth. However, Broadmeadow was poor in terms of efficiency, taking an average of 32 days per loco serviced, vs 14 days at Enfield.

Shortages of coal have led to use of inferior grades, and there are also shortages of drivers and firemen.

1943: NSWRR Notes from the Railways Annual Report

Locomotive accommodation at Broadmeadow was improved. (Details not given.) General precautions are being taken against air raids.

1943: NTCR Improved lighting at the Depot

The National Trust Classification report notes that improved lighting was installed in No.1 Roundhouse and in No.2 "Stabling Ring", indicating that No.2 Roundhouse was still not built. No source is noted for this information.

1943 - June 24th: SRPR Extension to Loco Offices

Plan 1584-33848, "Broadmeadow - Extension to Locomotive Offices", dated 24-6-1943, shows the then-existing L-shaped concrete-panel offices to be extended by filling in the L corner in matching style. A note says "completed 29-1-1946". Rooms are identified as occupied by the Staff Office, Typists, Clerks or Timekeepers.

**CHRONOLOGICAL NOTES**

**1944 - 1946**

1944: NSWRR Notes from the Railways Annual Report

Locomotive accommodation at Broadmeadow was improved. (Details not given.) Parkes loco depot was opened. Junee loco depot is in progress.

1944: MBR Notes from the Mechanical Branch Report

Drawings were prepared for pumping plant at Broadmeadow, to remove sludge from drainage wells and deposit it on the ground, rather than continuing to use the existing system of pumping out the water, then removing the sludge by bucket and steam crane.

[Was this system installed ? If so, there may be ongoing contamination problems on the site.]

480 loco boilers were examined at depots [generally - not specific to Broadmeadow].

1945: MBR Notes from the Mechanical Branch Report

494 loco boilers were examined at depots [generally], of which 144 were condemned.

Safety Valves are adjusted at depots, but periodically checked by the Safety Valve Inspector.

1945: NSWRR Notes from the Railways Annual Report

Additional track work and locomotive accommodation have been provided at Broadmeadow. Teleprinters are being used to link the yards at Broadmeadow.

Steam locomotives have been very busy, but services have had to be restricted because coal stocks are low. Boiler overhauls continue, with about 3/4 now done at depots (instead of most being done at Eveleigh, Chullora and Cardiff, as in the past). [General comments, not specific to Broadmeadow.]

1946 - Jan. 24th: SRPR Office extensions completed

A note on Plan 1584-33848, "Broadmeadow - Extension to Locomotive Offices", dated 24-6-1943, says the work was "completed 29-1-1946".

## CHRONOLOGICAL NOTES

1946 - 1947

1946: NSWRR Notes from the Railways Annual Report

Coal shortages continue. 38 Class locos are being introduced to service. Junee Depot is progressing. The new Hawkesbury Bridge was opened 1st July 1946.

1946: MBR Notes from the Mechanical Branch Report

Electric welding equipment is being installed in depots, requiring extensive training of staff. Many new machine tools will be needed for depots, to make up for overloading during the war, and the curtailment of purchase of new machines. Melting pots [for bearing metal ?] have been designed for installation in depots, including Broadmeadow.

Coal strikes have caused irregular supplies and shortages.

Loco boiler wall stays are being renewed in depots, especially at Enfield. Broadmeadow was replacing about the same as Enfield in 1943 (1361 vs 1682), but now replaces about half as many as Enfield (742 vs 1330).

1947: NSWRR Notes from the Railways Annual Report

Junee Depot, the largest in NSW, was opened 1st January 1947.

Severe coal shortages, mainly due to industrial disputes, caused reductions in train services. [Same in 1948, 1949]

Shortages of rolling stock meant that the existing stock was heavily used, with additional wear and with much maintenance deferred. This, plus wartime restrictions, has led to a great backlog of repair work at depots and workshops, and need for much new rolling stock. [Same comment in 1948, 1949.]

Improvements (not specified) made to locomotive accommodation at various depots, including Broadmeadow.

A new Cafeteria building was erected at Broadmeadow Locomotive Workshops. [Not described, but a photo p.55 under "Staff" shows a very basic building, probably timber framed with asbestos-cement sheet cladding.]

1947: MBR Notes from the Mechanical Branch Report

Boiler pressure-testing pumps were installed in depots at Enfield, Eveleigh, Broadmeadow, Goulburn, Junee, Port Waratah, Bathurst.

## CHRONOLOGICAL NOTES

1947 - 1948

1947: SAO Correspondence re Broadmeadow Depot conditions

A letter from Mr. Arthur, MLA, to the Secretary for Railways, passing on complaints about poor working conditions at Broadmeadow Depot.

A letter from the Australian Railways Union to the Secretary for Railways, requesting the provision of cool drinking water at Broadmeadow, and the covering of 22 roads of the No.2 Stabling Ring, which were still operating in open weather after about 20 years.

A letter from the Union to the Secretary for Railways, with a request for the employment of attendants to man the meal room and bath rooms at Broadmeadow Loco Depot.

1948: NSWRR Notes from the Railways Annual Report

An air-conditioned train was introduced on the service to Newcastle, (the first of four) hauled by a 38 Class steam loco. The steam loco stock had been increased from 1,151 to 1,159, due to the addition of eight Class 38 locos. There was some reduction in performance statistics, attributed to the large number of inexperienced mechanics, drivers, firemen and cleaners, the use of poorer coal, and the inability to get good quality steel for maintenance.

New machine tools and new water treatment plant were installed at many depots. Approval was given to obtain new coal and ash handling equipment. [Same comments in 1949]

The increased use of oil-burning Class D55 locos has required much training of men at the depots [including Broadmeadow]. These [steam] locos have more pulling power, and need less maintenance [than coal burning locos], but the fuel is much more expensive than coal and can be justified only as an emergency measure when coal is unavailable.

Additional (unspecified) track accommodation and locomotive accommodation was provided at various depots, including Broadmeadow. A major new roundhouse, 100ft turntable, coaling facilities etc., were officially opened at Junee.

[Junee Depot has a large roundhouse similar in style to Broadmeadow No.2, but almost 360 degrees in extent, and now in more original condition.]

Track facilities at various yards were improved, particularly with the installation of "Thompson" spring levers at depots yards, to reduce the work of shunters and minimise risk of derailments. This lever was redesigned within the Department, and is now made at the Signalling Workshops.

Loud speakers were introduced to several stations, and to Enfield Marshalling Yards [but not yet to Broadmeadow].

## CHRONOLOGICAL NOTES

1948

1948: MBR Notes from the Mechanical Branch Report

Intensive review of machine tools in Running Depots. About 100 new machine tools installed, and many old machines overhauled.

Welding repairs are being carried out at depots. Loco boiler wall stays are being replaced less often in depots - from 7527 in 1943 to 3231 in 1948. There has been a general improvement in running costs for locos.

The Craven 30 ton accident crane from Goulburn, 36 years old [c1912], was overhauled at Eveleigh.

1948: NTCR New 105 ft turntable & funding for No.2 Roundhouse

Money was approved in 1948 for "the covering-in of 21 roads of No.2 stabling ring", ie. the construction of No.2 Roundhouse over half the pits of No.2 Turntable. No.2 Roundhouse was built 1948-49. It is a later style than No.1, and has gabled roof, large windows, brick walls, and concrete floor. No.2 Roundhouse covers 21 roads, while 17 roads are left uncovered. [No source given]

Planning for No.2 Roundhouse called for a 100 ft turntable to replace the original 75ft No.2 Turntable, but due to the increased size of locos a 105 ft turntable was actually installed, with electric drive motors similar to those used at Enfield (demolished) and Werris Creek (partly demolished). [No source given]

c1948: SRAD Drawing showing changes at Broadmeadow Depot

Undated Plan No.90-38618 of "Broadmeadow - Proposed Additional Siding Accommodation" shows No.2 Roundhouse as "under construction". [The Roundhouse was built in 1948/49]. The quality of the microfilm copy is poor. The Plan notes that a 100 ft turntable is to replace the original 75ft No.2 Turntable.

Plan 90-38618 also shows two square (iron ?) tanks to the north-east of Turntable No.1, a bowling green at about the present administration building site, the coal stage and coal ramp still existing, and about 30 tracks (mostly called sidings) between the coal ramp and the stormwater channel. The drawing notes numerous changes to the tracks, including new up and down mains, while the existing mains were to become sidings.

**CHRONOLOGICAL NOTES****1948 - 1949**

1948 - July 21st: SRAD

A working drawing for the new No.2 Roundhouse

Plan 49-74, "Broadmeadow - Layout and Foundation Plan of No.2 Roundhouse", approved 21-7-1948. This drawing was amended to add drainage, 16-11-1949, indicating that the construction was mostly done in 1949 and was continuing to late that year. The Plan shows the No.2 Roundhouse covering 21 radial roads, of which Nos.2 to 9 are joined by a long shared drop-pit, with 30 ton jacks built into the pits on roads 2, 3 & 4. A small office and machine shop are built outside the wall opposite roads 6 & 7, but none outside Roads 15-21. Roads 1, 3, 7, and 15-21, will use existing 75ft pits. Pits on Roads 2, 4, 5, 6, and 8-14 are shown to be lengthened from 75 ft to about 100 ft.

1949 - Jan. 11th: SRAD

Drawing of the end walls of No.2 Roundhouse

Plan 49-75, "Broadmeadow No.2 Roundhouse - End Walls", approved 11-1-1949, shows walls, columns and roof details. This indicates that most construction was done in 1949, not 1948.

1949 - June 7th: SRAD

Window detail - No.2 Roundhouse

Plan 49-76, "Broadmeadow Round House - Detail of Windows", signed by the Chief Civil Engineer on 7-6-1949, shows details of fixed and sliding timber-framed windows in Broadmeadow (No.2) Round House. This indicates that the building was still under construction as at that date.

1949: SRPR

Turntable &amp; Roundhouse changes

Plan No.575 13069 (1922) shows No.2 Turntable as a 75 ft turntable existing in 1922, with a later undated pencil note saying it was replaced by a 100 ft turntable, presumably c1949. However, the National Trust says that the original No.2 Turntable was replaced by a 105 ft turntable, and this agrees with the 1994 survey plans.

Plan No.575 13069 (1922) has been modified to show the No.2 Roundhouse as covering roads 1-21 off No.2 Turntable. Roads 23-39 are marked to be covered by a future half-roundhouse (which was never built).

Plan No.575 13069 (1922) has been modified to show the 1948/49 No.2 Roundhouse. It shows a 1 ton overhead hoist on a semicircular rail over the centre of roads 1-21, and a 7 ton hoist on a curved track over part of roads 1-9, both hoists are marked "same as Junee".

**CHRONOLOGICAL NOTES****1949 - 1950**

1949: NMH The smoke nuisance again

The newspaper records complaints that passengers at Broadmeadow Station are subjected to *"huge volumes of smoke from the [Broadmeadow Depot] railway yards when a southerly was blowing."*

1949: MBR Notes from the Mechanical Branch Report

Electric welding repairs are being done at depots, but need a lot of supervision.

There is a general shortage of staff for workshops and depots.

1950: SRPR New office accommodation

Plan No.575 13069 (1922) has a note close to the north-west side of No.2 Roundhouse, *"New office accommodation completed 16-10-1950."* Not clear which office is concerned but it could be space in or attached to the No.2 Roundhouse.

1950: NSWRR Notes from the Railways Annual Report

New machine tools installed at main workshops and a number of [unspecified] depots.

Approval given to modernise coal-handling and de-ashing plant at several [unspecified] depots.

1950: MBR Notes from the Mechanical Branch Report

Boiler wall stay replacements in depots on the increase again, up to 4292 in 1950 [total for all depots].

Oil-burning steam locomotives D55 (converted from coal) now total 70, running mostly from Broadmeadow to Muswellbrook. [Based at the depot with the best coal supply in NSW !] Oil refuelling facilities [presumably for diesel] are provided at Enfield, Goulburn, Bathurst, Broadmeadow, Lithgow, Junee and Cootamundra Depots.

1950: MUSC The Craven breakdown crane at work

The wagons of a wheat train derailed on the Ravensworth-Singleton line in 1950 were lifted by a mobile crane and put back on the line. The crane is not shown, other than for a swing arm which looks like the Craven 70 ton crane.

## CHRONOLOGICAL NOTES

1951 - 1955

1951: NSWRR Notes from the Railways Annual Report

Severe staff shortages in Mechanical Branch. 792 vacancies for tradesmen. 1450 vacancies for cleaners, from whom drivers and firemen are recruited.

Alterations to several depots (not specifically Broadmeadow) to allow turning and storage of the large Garratt steam locos.

New machine tools installed at main workshops and a number of [unspecified] depots.

1952: NSWRR Notes from the Railways Annual Report

Garratt steam locomotives and ALCO diesel-electric locos were introduced to service. The ALCOs were initially used to haul goods between Enfield and Broadmeadow, or between Goulburn and Broadmeadow, but will later be used for passenger services, to take advantage of their higher speed. The long Garratts will require extensive modification to various depots [including Broadmeadow] to permit the locos to be stored and turned.

"Dwellings" at Broadmeadow have been improved or added to. [Part of a vague generalised report, could this refer to the Barracks ?]

Fitters at Eveleigh and Enfield went on strike during March and April 1952. Much repair work was done by salaried staff at various depots, to keep the trains running.

1954: NSWRR Notes from the Railways Annual Report

Locomotive accommodation at Broadmeadow was improved. (Details not given.) Royal Tour by train (with details of Royal Car, made in 1901 at Eveleigh for the Governor).

1955: NSWRR Notes from the Railways Annual Report

Locomotive accommodation at Broadmeadow was improved. (Details not given.)

Many electric drives were installed on machines in workshops and depots [replacing overhead lineshaft drive].

1955: NMH The smoke nuisance unabated

The Council asks the Railways to reduce the smoke nuisance from Broadmeadow depot, following complaints from public.

**CHRONOLOGICAL NOTES****1956 - 1965**

1956: NSWRR Notes from the Railways Annual Report

Locomotive accommodation at Broadmeadow was improved (details not given) and offices were built at Broadmeadow (not identified).

1957: NSWRR Notes from the Railways Annual Report

Steam locos in service have reduced from 1160 to 1141 this year. [Typical report of steadily declining numbers.] Nil re Broadmeadow.

Enfield Depot was in full operation 25th May 1958 for servicing electric and diesel-electric locos. [After conversion from steam ?]

1958 - Oct. 24th: SAO Complaints about Depot amenities

Letter (24/10/58) from Broadmeadow Loco Depot Combined Unions, complaining about poor amenities for the men.

1960: NTCR Modifications to the depot to suit diesel-electrics

The National Trust classification report has a reference to modifications to Broadmeadow Depot to suit the servicing of Diesel-Electric locos. [No source given]

1960: NSUN Steam locos being replaced

The Newcastle Sun has a story that steam locos were to be replaced by diesel-electrics before the end of next year (1961). [Actual last steam loco in operation was 1973.]

1963: NLHL Work bans at colliery sidings

Broadmeadow Depot yardmen banned work at several private colliery sidings [apparently at the mines, not at Broadmeadow], because rubble and spilled coal alongside tracks made them unsafe to walk on. The Department supported the bans. [From a newspaper identified as MM]

1965: NMH Under-floor wheel lathe commissioned

*The drive-in [under-floor] wheel lathe was in use [commissioned ?] at Broadmeadow Locomotive Workshops [sic], to re-machine worn locomotive and wagon wheels while they were still on the vehicle. It cost about 100,000 pounds. [A newspaper photograph with caption, 3/4/1965].*

## CHRONOLOGICAL NOTES

1966 - 1972

1966: SRPR Drawings for a new admin. building

Detailed drawing No.580-51876, "Locomotive Department Administrative Office Building & Amenity Building", dated 1966, by Lipson Kaad (?) & Fotheringham, Architects, Sydney.

1966: ARHS Steam locos sent for scrapping or repair

38 Class and 32 Class steam locos are being sent from Broadmeadow to Enfield, to be cut up for scrap by A.G. Sims.

An old Manning Wardle steam shunting engine No.1021, ex PWD, now used at Broadmeadow, has been sent to Cardiff for major overhaul. [This loco would have been built at Leeds in the UK in c1910 or earlier.]

1970 - March 2nd: SRPR Administrative Office completed

Plan No.1463 37/977, "Broadmeadow Depot - District Locomotive Engineer's Office", dated 21-7-1948, has a note that the present administrative office was completed 2-3-1970.

1970 - April 13th: SRPR Demolition of Depot buildings

Plan No.1463 37/977, "Broadmeadow Depot - District Locomotive Engineer's Office", dated 21-7-1948, shows a single-storey weatherboard office to the north-west of the present administrative office, and shows a meals amenity building to the south-east of the present office. A note says both were demolished 13-4-1970, after the present administrative office was completed 2-3-1970.

1972 - July 14th: SRPR Additions to the 1923 Barracks

Plan No.938 18/706, "Broadmeadow Loco Depot - Proposed Rest House", has a note that additional bedrooms on the west side were completed 14-7-1972. These additional bedrooms are inside a structure resembling a relocatable site office, separated from the original building.

1972 - July 31st: SRAD New sand servicing stations

Plan No.101-472, "Locomotive Depots - 24 ton & 48 ton Sand Servicing Stations", signed 22-6-1970, shows standardised elevated sand tanks for resanding locos, to be installed in 11 different depots. A table added to the drawing indicates that Broadmeadow had four single 24 ton tanks, total 96 ton capacity, installed 31-7-1972. This is easily the largest in NSW, as the others had only one or two 24 ton tanks.

## CHRONOLOGICAL NOTES

1973 - 1978

1973: NLHL

Garratt Steam Loco No.6042

Garratt Loco No.6042 was used in a ceremony at Broadmeadow station on 2/3/1973 announcing the "End of the Steam Era in NSW". Minister Morris, opening a pedestrian subway at Broadmeadow Station, said the long-awaited electrification of Newcastle-Gosford line would begin in 1974, and reconstruction of Broadmeadow Station was underway.

[However, diesels were apparently used instead of steam, until electrification was completed, 1984.]

1973 - March 2nd: ARHS & NTCR

Garratt Steam Loco No.6042

ARHS and National Trust both reported that Garratt Loco No.6042, based at Broadmeadow, operated the last regular run of a steam loco service in NSW on 2/3/1973.

1974 to 1978: NTCR

Steam loco facilities removed

During 1974-78, facilities for servicing of steam locos were removed from Broadmeadow, including the coal stage, [elevated] water tanks, water columns, and some pits.

1977: NMH

Upgrading diesel loco servicing facilities

Tenders were called for upgrading diesel loco servicing facilities at Broadmeadow, all or mostly at No.2 Roundhouse. Work was to include four diesel service bays at No.2 Roundhouse (adding to six existing bays), plus a store, office, meal room and shower facilities, and re-roofing the roundhouse. Estimated to cost about \$750,000, and to be completed by the end of 1978.

1978: NMH

Proposed new wagon repair workshop

Premier Wran announced a multi-million dollar wagon repair workshop would be built in Newcastle, but did not say exactly where. The newspaper report notes that in 1975 the Public Transport Commission proposed a carriage and wagon repair shop be built in the Broadmeadow Depot, as part of a 10-year multi-million dollar plan to centralise locomotive, carriage and wagon servicing at Broadmeadow. [This was proposed in 1922 also.]

According to verbal advice from Mr Peter Everingham, the present (and last) Manager of Broadmeadow Depot, a heavy wagon repair workshop was established in Broadmeadow No.1 Roundhouse in c1980, and operated there until 1987.

**CHRONOLOGICAL NOTES****1981 - 1983**

1981: NSWRR Notes from the Railways Annual Report

The Public Transport Commission was replaced by the State Rail Authority and Urban Transit Authority, as from 1st July 1980. The Railway Workshops Board was established from 1st July 1980, as a statutory corporation [but it was apparently not concerned with depots]. New workshops were founded (?) at Clyde, Bathurst, Goulburn.

1982: NSWRR Notes from the Railways Annual Report

A general upgrading of workshops and depots was underway. Also electrification of the Sydney-Newcastle line was at last underway.

1982 - July 19th: NMH New electronic signalling system

The first stage of a \$44M electronic signalling system to control the North Coast railway, based at Broadmeadow, was commissioned 19 July 1982. Broadmeadow was chosen because it is the closest major centre to the line which also has SRA administrative offices. The centralised system makes 231 employees redundant, to be offered jobs elsewhere in SRA.

1983: NSWRR Notes from the Railways Annual Report

The electrification of the Sydney-Newcastle line was nearly completed. A report was given by the Workshops Board, covering workshops at Eveleigh, Chullora, Bathurst, Cardiff, Clyde, Goulburn. The Goulburn Workshops was commissioned 1982/83. A Property Register was being established for the Railways, the first in 128 years.

The North Coast Centralised Traffic Control system was completed in 1982/83, and is headquartered in a new building at Broadmeadow, [near the signal box at the north-east corner of the depot site]. All north coast crossings (except Taree) have been converted to power operation, under control from Broadmeadow, allowing the closure of 49 individual signal boxes.

1983 - April 27th: NMH Electrification on schedule

The newspaper reports that \$106M electrification of the Wyong-Newcastle line is on schedule (as at 27-4-83) and is expected to be completed next year (1984).

**CHRONOLOGICAL NOTES****1983 - 1984**

1983: NMH New sidings at Broadmeadow

As part of the Wyong-Newcastle electrification project, new sidings are being built at Broadmeadow for the storage of double-deck inter-urban carriages.

1983 - Aug. 12th: SRPR Alterations to the Admin. Building

Plan No.385-169, "Broadmeadow Loco Depot - Alterations to Administrative Building", dated 12-8-1983. The alterations include toilets for "female engine persons", and a new Compactus file storage. It shows the existing Engine Crew Locker Room with 542 half-lockers, and a separate Trade Locker Room with 275 full lockers.

[This is one of the rare pieces of written evidence seen which points to the number of employees who worked at Broadmeadow. According to verbal advice from Mr Everingham, Broadmeadow Depot employees, including administrative staff, tradesmen, cleaners, drivers etc., but not perway or shunting staff, averaged around 1200 up to 1968, but were reduced to about 400 in the early 1980s, to 220 by 1989, and to less than 200 in 1994, just prior to closure of the Depot. In 1994 these last depot employees were being transferred elsewhere, or leaving on redundancy terms. All will have gone by the beginning of 1995, except for a small team carrying out final clearing and closure of the depot buildings and plant.]

1984 - June 3rd: NSWRR Newcastle-Sydney electrification commissioned

1984: NSWRR Notes from the Railways Annual Report

The Newcastle Electrification was completed, and began operation 3rd June 1984. Newcastle Station was "restored" during 1983/84 and the restoration work on the Mortuary Station (in Sydney) was nearly completed. J. Brew is appointed Chief Mechanical Engineer.

The NCTC signalling system, based at Broadmeadow, was commissioned. Facilities at 17 depots (including Broadmeadow) have been upgraded. An under-floor wheel lathe [Hegenscheidt ?] has been installed at DELEC [diesel-electric] Depot, Enfield.

1984: SRPR Railway structures shown on land-use plans

Site Plan No.R23061, "Newcastle Land Use Plans - Adamstown Area" and No.R23059, "Newcastle Land Use Plans - Broadmeadow Area". These show: a cluster of Per Way sheds at the south-west end of the site; at the north-east end of the site, the CTC signals building and tower, plus a Signals Electrical shed (a workshop ?), and three signal boxes close to the overbridge.

## CHRONOLOGICAL NOTES

1984 - 1986

1984: SRPR Changes at Depot shown on land-use plan

Site Plan No.R23060, "Newcastle Land Use Plans - Broadmeadow Loco", unsigned and undated, but with subtitle "Arrangements as at January 1984" shows:

- \* Coal stage removed, but ramped track to coal stage still in place. Railcar servicing shed not built.
- \* Nos. 1 & 2 Roundhouses extant, including additions around the perimeter of No.2 Roundhouse.
- \* A workshop building midway between No.1 Roundhouse and No.2 Roundhouse.
- \* Arnott's site is shown as "Leased to Arnott Pty Ltd", indicating the lease was still current.
- \* The Wheel Lathe building exists.
- \* The MFP breakdown shed does not exist.
- \* The Perway buildings opposite Bala Road, are shown as a Rest House and Yardmaster's Office.
- \* The 1924 engine drivers' barracks are still shown as a Rest House, with a western extension.
- \* The modern barracks adjoining the 1924 barracks still don't exist.

1985: NSWRR Notes from the Railways Annual Report

Traffic and Engineering Regions have been reorganised to have more rational boundaries, and to match each other. Land has been difficult to list in the new Assets Register, as many titles are not documented.

1986: NSWRR Notes from the Railways Annual Report

J. Brew has been appointed Chief Engineering Manager and Executive Director of Workshops, although G. Baird remains as General Manager of Workshops. All Loco depots have been reviewed, and the closure of some recommended, including Eveleigh Depot which has already been closed.

J. Gunn has been engaged for 3 years, to write a "proper" history of SRA. [The extensive index of Gunn's book does not include entries for "depots" or for "Broadmeadow".]

## CHRONOLOGICAL NOTES

1986 - 1987

1986 - Oct. 23rd: NMH

New maintenance building at Broadmeadow

The SRA announced on 23/10/1986, that a \$1.5M contract was let to Doran Constructions Pty Ltd to build a new 90m x 20m maintenance building at Broadmeadow, plus a washing and cleaning plant and a new workshop/ office building, to service 16 two-car diesel sets. It is expected to be completed by October 1987.

1986 - July 2nd: NLHL

Single new barracks to replace two old ones

Construction of new motel-style accommodation for drivers and guards at Broadmeadow, began on 2nd July 1986, to be completed April 1987, at cost of about \$1M. It will have 40 en-suite bedrooms, with communal kitchen, dining and living areas. It will replace two old outdated barracks buildings now in use. <From "State Wide" cutting at NLHL>

1986: SMH

The new barracks building and other improvements

At Broadmeadow, work has begun on a \$1M motel-style brick-and-tile building for [accommodation of] train drivers and guards, for rest breaks between shifts on country runs. [This is an extract from an article on a Survey of the Hunter Region, discussing improvements in the train services to Newcastle.] <SMH>

[It is interesting that the discrimination between engine drivers and guards was at last being abolished, not long before the guards themselves were abolished.]

Train service and facilities at Newcastle are getting better since electrification. Improvements include a \$45M centralised traffic control system at Broadmeadow, using computers to co-ordinate the signalling control of trains.

1987: SRPR

Survey for proposed upgrading at Depot

Plan No.588 51870, "Broadmeadow - Detailed Survey of Loco Depot for Proposed Upgrading of Facilities", dated 15-4-1987. This shows plans for major upgrading works. [These works were carried out only a few years before the decision was made to close the depot].

## CHRONOLOGICAL NOTES

1987 - 1990

1987: NSWRR Notes from the Railways Annual Report

J. Brew appointed Acting Deputy Chief Executive, after 31 years in Railways. Management of the Mechanical Branch has been Regionalised.

New control consoles are being installed at the Broadmeadow Central Traffic Control, where one man does the work previously done by 19 men. Broadmeadow CTC is being extended to cover Aberdeen and Werris Creek, at a cost of \$2.4M, which will be recovered in about 3 years.

Workshops are to be concentrated at Chullora. Eveleigh is to be mostly closed. Cardiff Loco Workshops is to handle running maintenance, not workshop activities, and has been renamed Cardiff Maintenance Centre.

Broadmeadow Depot is undergoing major upgrading. Design and construction of improved loco servicing facilities has commenced, at a projected cost of \$13.8M.

The Broadmeadow Diesel Car Depot [presumably the Maintenance centre] is underway, with \$2.8M spent in 1986/87, out of a budgeted total of \$6.8M. A new rail car shed [was this part of the Diesel Car Depot ?] is under construction, at a projected cost of \$4.5M. Pollution Control Plant is being constructed, at an estimated cost of \$0.3M.

A new wheel lathe building for Broadmeadow Depot has been designed and put out to tender, at a projected cost of \$4.9M. [This seems a great deal of money for a relatively small building. Was it planned to replace the lathe also ? Presumably this contract was not proceeded with.]

1989: NSWRR Notes from the Railways Annual Report

The Annual Report said nothing about Broadmeadow. There was a note that SRA land use, and SRA land and buildings assets, were to be rationalised.

1989: GMRR No.1 Roundhouse was still standing

Broadmeadow No.1 Roundhouse was still standing in February 1989, as described and photographed by Godden-Mackay in their study of workshops and roundhouses. Description pp.45-53 of 1989 report.

1990: NSWRR Notes from the Railways Annual Report

The Annual Report had nothing about Broadmeadow. There was discussion of the general "downsizing" of SRA staff throughout the state.

**CHRONOLOGICAL NOTES****1990 - 1994/95**

1990: NTCR No.1 Roundhouse demolished

The original Roundhouse (No.1) was demolished, leaving Turntable No.1 and radiating rail tracks (stabling ring).

1992: NSWRR Notes from the Railways Annual Report

The Broadmeadow Pollution Control Plant was completed, at a cost of \$0.63M [cf. estimated cost of \$0.3M in 1987].

A letter of intent for a 15-year "Ready Power" contract was signed with Clyde Industries (a division of General Motors) on 30th June 1992. Clyde will provide 84 new locos; 29 @ 4000hp (ex USA), and 55 @ 3000hp [locally made ?], due for delivery in 1993/94. Clyde will own and maintain the locos. SRA will purchase loco power by the hour, as needed. This is estimated to save the SRA \$60M over the period of the 15-year contract.

1993: UBD The Depot as shown in a recent directory

The UBD Newcastle Street Directory, 13th Edition published 1993, shows Broadmeadow Railway Depot, with no internal detail. The main line is still called "Great Northern Railway". The Bala Road Perway Complex site is not shown, but appears as part of the "West Park". The southern end of the parkland strip alongside the stormwater channel is coloured green, but shown as "Driver Training Range".

1994: SRPR Survey of the Depot site

Detailed survey plans of Broadmeadow Depot Site were prepared by Hard & Forester. The survey notes (inter alia) a "spoil stockpile" along the western boundary, [which might be overgrown coal piles]. The drawing shows the No.2 Turntable as about 105 or 106 ft diameter, which correlates with National Trust report of its increased size. The drawing incorrectly shows the 1924 Barracks building as weatherboard. [It is actually a concrete drop-panel structure].

1994: Recent changes to the Depot

Broadmeadow Depot was shut down at the end of 1994, following the implementation of the Ready Power system. Government locomotives are being taken from Broadmeadow to Cardiff to be sold. As at 1995, various studies (including this heritage study) are being carried out to help plan the future use and disposal of the Broadmeadow Depot site.



*The Broadmeadow*

*Locomotive Depot*

***INVENTORY***

***THE BROADMEADOW SITE***



## **THE BROADMEADOW SITE - INTRODUCTION**

Broadmeadow Locomotive Depot is sited on a triangular parcel of flat land, formerly part of the Newcastle Pasturage Reserve, a large area of low-lying sandy clay ground which was partly scrub and partly swamp. Most of the depot site is located immediately west of the main Sydney-Newcastle railway line, between Adamstown and Broadmeadow Railway Stations.

The north boundary of the depot site is formed by Newton Street (aka Russell Road east) to the west, and the rear of Broadmeadow High School (formerly Newcastle Central School) to the east. The west boundary backs onto the rear of a string of private allotments facing King Street. The south-eastern (diagonal) boundary is formed by part of the Great Northern Line (the main Sydney-Newcastle railway line), between Adamstown and Broadmeadow Stations.

A small finger of land at the north-east corner of the site, runs alongside the Great Northern line as far as Lambton Road overbridge. A small isolated pocket of land to the east of the Great Northern through line, between the ends of Bala Road and Corumbung Road, is separated from the main depot site by the through line and by a large open stormwater drain.

The strip of land containing the Great Northern Line was resumed under Government Gazette No.212 of 18th May 1883 (Folio 2789) and No.270 of 26th June 1883 (Folio 3462). The main part of the depot site was resumed under Government Gazette No.84 of 26th May 1922. Other minor resumptions, including the isolated pocket east of the main line, were carried out under Government Gazette No.145 of 1st October 1937, No.104 of 15th July 1938, No.6 of 13th January 1939, and No.9 of 17th January 1958. According to information from Property Services Group, the depot land is currently held by SRA under the Gazetted resumptions listed above, and under various Certificates of Title, namely C.T. Volume 762 Folio 57, C.T. Volume 7176 Folio 154, C.T. Volume 9569 Folio 213, and C.T. Volume 11065 Folio 100. [Plan "B" held by PSG shows these titles, but was not received by us. ]

The site has been surveyed many times by SRA, and most recently (1994) by Hard & Forester for PSG. These various site plans give an accurate record of the general site layout at various times through the lifetime of the depot, and especially at 1922, 1982, 1984, and 1994.

Functionally and administratively, Broadmeadow Depot was divided into two main areas. The long south-east half of the site was concerned with railway traffic and contained an expanse of open trackwork, including the main through lines between Sydney and Newcastle, relief main lines to allow for overtaking, and numerous other tracks for marshalling carriages and wagons to form trains. The central and north-west half of the site was mainly concerned with out-of- traffic care and maintenance of locomotives. This half of the site held the No.1 and No.2 Roundhouses and Turntables for stabling and mechanically maintaining locomotives, together with associated workshops, stores, and offices. This half also contained facilities for refilling the locomotives with water, coal and traction sand, and later with diesel fuel and traction sand. Minor parts of the site were devoted to a Perway maintenance depot, open (spare) space, or leased to private industry.

**THE BROADMEADOW SITE - DRAINAGE**

Broadmeadow Depot was built on flat low-lying land, which early reports indicate was swampy before development for railway use. The depot site and the surrounding land have numerous open drainage channels to remove stormwater, and eventually discharge it into small creeks which end up in Throsby Creek and Newcastle Harbour. One major open stormwater channel runs along the south-eastern side of the main through lines, then turns north and runs as a covered drain or culvert, across under the main lines and under the northern end of the marshalling yard. It then reverts back to being an open drain, which runs alongside Australia Road, extends into the District Park, and joins other open drains which eventually become Styx Creek.

Several minor drains within the depot discharge into the main drainage channel or culvert as it runs north across the depot yard. This main drain also receives sump water from the turntables and inspection pits, which originally passed through in-ground "wells" or settling sumps to catch sludge. Two such wells survive adjacent to the north-west face of No.2 Roundhouse. The oily sludge was originally removed from the wells by bucket and steam crane, or from 1944 was pumped out onto the ground (exact location not known). The sump water now passes through oil arrestors (separators), before discharge to the stormwater channel. The trapped oily sludge is now mixed with earth in shallow open troughs and digested microbially, in a new award-winning facility located east of the Wheel Lathe building. It is officially called a "Bioremediation Farm", but is commonly known as the "Bug Farm".

These drainage and sludge facilities are hardly heritage items, but they could influence future site use, and would be of interest to those assessing past site contamination. The recurrent problem of drains backing up and flooding the turntable pits and inspection pits, should also be kept in mind.

**THE BROADMEADOW SITE - PROPOSED STUDY AREAS**

For the sake of this report, the depot site has been considered as divided into ten study areas, which reflect different railway functions, different types and degrees of surviving heritage, and different constraints and opportunities for future use. Study Areas, shown as A, B, C, etc. on the Study Area Plan are:

**A : MAIN LINE STUDY AREA - GREAT NORTHERN RAILWAY****B : BROADMEADOW MARSHALLING YARDS STUDY AREA**

(between the Main Line and the BMC building)

**C : BROADMEADOW MAINTENANCE CENTRE (BMC) STUDY AREA**

(BMC building, access rail tracks and access laneways)

**D : ROUNDHOUSE STUDY AREA**

(No.2 Roundhouse, No.1 & No.2 turntables, radial tracks, connecting tracks, concrete-panel training office, resanding, refuelling, cleaning, workshop, air compressor, palm trees)

**E : ADMINISTRATION STUDY AREA**

(Administration Building, MFD Shed and Car Park)

**F : NORTH BARRACKS STUDY AREA**

(1923/24 and 1986/87 Barracks)

**G : WEST STUDY AREA**

(former Arnotts lease, and a long wedge of land to a cluster of portable buildings used by Signals Electrical Group, near St James Rd)

**H : BROWN ROAD STUDY AREA.****J : BROADMEADOW CENTRALISED TRAIN CONTROL (CTC) STUDY AREA**

(CTC building and Broadmeadow North Signal Box)

**K : EAST BARRACKS STUDY AREA**

(c1938 Guards' Rest House and Yardmaster's Offices)

These Study Areas, and the buildings or other works on them, are described below. The dividing lines between Study Areas on the Study Area Plan are approximate, and may need to be adjusted to suit SRA or other needs.



*The Broadmeadow*

*Locomotive Depot*

***INVENTORY***

*Study Area A :*

***THE MAIN LINE***



**STUDY AREA A : MAIN LINE****ITEM No. A.00****THE STUDY AREA**

Page 1 of 1

The Main Line Study Area contains that portion of the Great Northern Railway main through lines, (ie. the Sydney-Newcastle Railway) that lie between Adamstown and Broadmeadow Stations. It carries all trains, electric and diesel, travelling from Sydney to Newcastle and beyond.

The Study Area is intended to also contain sufficient space to allow for future construction of additional or alternative main tracks, to provide for relief tracks (to allow a slow train to pull aside and allow a faster train through, or to detour around maintenance work on the main tracks), and enough space for perway gangs to get access to the tracks.

The width of the Main Line Study Area indicated in the Study Area Plan is notional only, and should be set by SRA to ensure its future operational needs are met.

Due to the difficulties and dangers in walking along a live main line, this area was not closely examined by us. It is shown in past site plans to have had several rearrangements of the main tracks and relief tracks over the years, following slightly different paths at different times. Such rearrangements are likely to happen again in the future.

The southern end of the Main Line Study Area contains the Adamstown or Broadmeadow South signal box, disused since the electronic Centralised Train Control system was introduced in 1982/83 (see CTC Study Area [C], below). The Adamstown Signal Box is not considered a particularly significant example of its type, and we do not recommend its conservation on heritage grounds alone. The small building is still in fair condition, and we were told a local model train club wants to use it as a club house. We see no problem with this from a heritage viewpoint, but wonder whether the building provides the space and safe pedestrian access needed for a clubhouse. We suggest that the larger Broadmeadow North or Newcastle signal boxes, both more worthy of conservation, be considered for this purpose.

Old site plans show that the Main Line Study Area has at times contained a wagon weighbridge (opposite the Bala Road Yardmaster's Office), a loading ramp for transferring goods on and off wagons (adjacent to Coorumbung Road, opposite Melville Road), and a long unidentified pit (ash pit?) (opposite Coolah Road). The pit and loading ramp, if they still exist, would not be of sufficient significance to warrant conservation. The existence and significance of the wagon weighbridge should be investigated. If it is still intact, it could be of considerable significance.

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**STUDY AREA A : MAIN LINE**

**ITEM No. A.01**

**THE GREAT NORTHERN RAILWAY LINE**

Page 1 of 1

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CONSTRUCTION DATES: 1887 et seq.

APPROXIMATE DIMENSIONS: Double Standard Gauge tracks plus sidings etc.

LOCATION: Runs along the south-east boundary of the Depot site

NAME & FUNCTIONS: Part of the Great Northern Railway, carrying all rail traffic between Sydney and Newcastle.

DESCRIPTION: Standard gauge tracks set on ballast. This section of line became part of the Sydney suburban electric train system in the 1980s.

SIGNIFICANCE LEVEL: **Very High State and Regional Significance**

RECOMMENDATIONS:

Maintain the permanent way for continuing use.

The permanent way has been moved before, and could be moved again without losing significance. For instance, the SRA could consider re-aligning the through (main line) tracks to the west side of the marshalling yard, to free up the east side of the Depot/Main Line site for development.

DOCUMENTS & REFERENCES:

The Railway land was resumed by Government Gazette No.212 of 18th May 1883 (Folio 2789), and confirmed by Gazette No.270 of 26th June 1883 (Folio 3462).

Newcastle Morning Herald, Oct. 17th 1937 - refers to moving the main line as part of building new marshalling yards. On May 30th 1938 the paper reports the opening of a new main line at Broadmeadow.

[No photo]

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**STUDY AREA A : MAIN LINE**

**ITEM No. A.02**

ADAMSTOWN SIGNAL BOX

Page 1 of 1

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CONSTRUCTION DATES: 1937/38

APPROXIMATE DIMENSIONS: not recorded

NAME & FUNCTIONS: aka Broadmeadow South Signal Box.  
Disused since 1982/3.

DESCRIPTION: Not recorded. Similar to but smaller than Broadmeadow North Signal Box.

SIGNIFICANCE LEVEL: Low Local Significance

RECOMMENDATIONS: Need not be retained

DOCUMENTS & REFERENCES:

Plan No.X293, "Broadmeadow - South Signal Box, General Assembly" dated 12-2-1937, held in SRA Archives, is a fuzzy copy of the drawing of the signal box near Adamstown Station.

[No photo]

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**STUDY AREA A : MAIN LINE**

**ITEM No. A.03**

**WAGON WEIGHBRIDGE**

Page 1 of 1

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CONSTRUCTION DATES: Estimated circa 1922 or earlier.

APPROXIMATE DIMENSIONS: 17 feet x 7 feet, (from 1922 site plan)

LOCATION: Opposite the Bala Road Yardmaster's Office, and near a wagon loading ramp located in Coorumbung Road.

NAME & FUNCTIONS: A small weighbridge used to check the weight of loaded versus empty wagons.

DESCRIPTION: not investigated (situated in a live line area)

SIGNIFICANCE LEVEL: Low Local Significance

Needs investigation (if the weighbridge still exists)

**RECOMMENDATIONS:**

The existence and significance of the wagon weighbridge should be investigated. If existing, the weighbridge should preferably be left in situ and not damaged. If the weighbridge has to be removed or demolished to suit ongoing trackwork, it should be photographed in situ, then removed carefully and donated to a railway museum, if one wants it.

DOCUMENTS & REFERENCES: Plan 575 13069, drawn 1922 but subsequently much mended and annotated to show changes up to the 1970s.

[No photo]

*The Broadmeadow*

*Locomotive Depot*

***INVENTORY***

*Study Area B :*

***BROADMEADOW  
MARSHALLING YARDS***



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**STUDY AREA B : BROADMEADOW MARSHALLING YARDS**

**ITEM No. B.01**

THE MARSHALLING YARDS, RAILS, POINTS etc.

Page 1 of 2

CONSTRUCTION DATES:            circa 1920s, enlarged circa 1937/38

LOCATION: A lens shaped area between the Main Line and the Broadmeadow Maintenance Centre.

NAME & FUNCTIONS:        Marshalling Yards, used to assemble various wagons and/or carriages, with locos, into trains.

**DESCRIPTION:**

The extensive array of tracks between the through lines and the Broadmeadow Maintenance Centre was used as marshalling yards for many years, particularly after a major expansion of the marshalling facilities c1937/38. Numerous interconnected rail tracks were laid down, to permit wagons, carriages and locomotives to be shunted around each other and coupled together as required to make trains, ready for despatch to their various destinations.

Some of the marshalling yard's switching points were controlled from the Broadmeadow North or Broadmeadow South Signal Boxes, or more recently from the Broadmeadow Centralised Train Control facility. However, many of the switch points within the yard were manually controlled, directly by levers alongside the points, which gave the shunters faster, safer and more direct control of the switching than was possible when relying on messages to and from a remote signals operator.

In 1948 the tracks were refitted with "Thompson" spring-loaded operating points levers, redesigned and manufactured by the railways, which were supposed to make yard operations more efficient and minimise risk of derailments. Even so, working in the marshalling yards could be dangerous, as shown by numerous reports of derailments and collisions, and by the union complaints about yard safety following five deaths at Broadmeadow yards during 1942/44.

SIGNIFICANCE LEVEL:    Yard area — Moderate to Low Local Significance

**Manually controlled switch gear — High General Significance**

STUDY AREA B : BROADMEADOW MARSHALLING YARDS

ITEM No. B.01

THE MARSHALLING YARDS, RAILS, POINTS etc.

Page 2 of 2

**RECOMMENDATIONS:**

While the marshalling yards were an important adjunct to Broadmeadow Locomotive Depot's functions, and add to the significance of the depot as a whole, it is difficult to justify conservation of this expanse of sidings on heritage grounds alone.

It is recommended that the marshalling yards could continue to be used for railway purposes if required, ie.: to marshal trains for routine traffic; or as holding yards for railcars being serviced in the Broadmeadow Maintenance Centre; or as overflow accommodation for a possible Private Railway Depot or Railway Workshop/Museum located in the Roundhouse study Area.

If no further railway use is found for these tracks, then SRA could consider re-aligning the through (main line) tracks to the west side of the marshalling yard, to free up the east side of the Depot/Main Line site for development.

If the rails in the Marshalling yard are removed, the rails, and especially the crossings, points, and points levers should be offered to a railway museum.

Some samples of the direct manually-operated (Thompson ?) yard points and levers should be kept for eventual display in conjunction with the now disused (remote manually controlled) Broadmeadow North Signal Box, and the modern (computerised electronic) Centralised Train Control system.

**DOCUMENTS & REFERENCES:** The Yards appear on several drawings from the 1920s and 1980s including:

- Plan 575 13069, drawn 1922 but subsequently much amended and annotated to show changes up to the 1970s.
- Plan No.R23060, 1984, Newcastle Land Use Plan - Broadmeadow Loco.
- Survey Plan No.800 10003 — (Hard & Forester, 1994)

[No photo]

*The Broadmeadow*

*Locomotive Depot*

***INVENTORY***

*Study Area C :*

***BROADMEADOW  
MAINTENANCE CENTRE***



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**STUDY AREA C : BMC**

**ITEM No. C.01**

**BROADMEADOW MAINTENANCE CENTRE**

Page 1 of 2

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CONSTRUCTION DATES: 1986/87

APPROXIMATE DIMENSIONS: The building is about 90 metres long and about 20 to 28 metres wide.

LOCATION: directly to the east of the No.2 Turntable

NAME & FUNCTIONS: The Broadmeadow Maintenance Centre was set up to service 16 local two-car diesel train sets (modern equivalents of the "tin hares"). In effect, this is a mini-depot run by CityRail, independent of the main Broadmeadow loco depot.

**DESCRIPTION:**

The Broadmeadow Maintenance Centre is a modern steel-framed steel-clad building erected in 1986/87 to service the railcars used on local non- electrified routes (to Maitland and beyond) The Maintenance Centre is built on the site of the former coal ramp, but no significant remnants of the earthen ramp or the associated timber-framed coal bunker, would have survived.

SIGNIFICANCE LEVEL: No Heritage Significance

The Broadmeadow Maintenance Centre does not yet have heritage significance, other than that it continues the railway maintenance function of the site.

**RECOMMENDATIONS:**

The Broadmeadow Maintenance Centre could be retained and continue in use by the SRA as a facility for maintaining local passenger railcars. If it is no longer required by the SRA, the Maintenance Centre could be offered for sale or lease to a commercial operator of a similar maintenance service, or it could be incorporated with the adjoining Roundhouse Area and leased to the operator of a possible private railway depot or railway workshop/museum on the Roundhouse site.

If no continuing railway use is found for it, the Maintenance Centre could be leased or sold for redevelopment.

If the Maintenance Centre continues to be used for some type of railway service, it will need to retain connection to the through main tracks. It will also need access for road vehicles, for goods and staff to reach the centre.

DOCUMENTS & REFERENCES: Survey Plan No.800 10003 (Hard & Forester)  
(Doring Neg.703.11)

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**STUDY AREA C : BMC**

**ITEM No. C.01**

**BROADMEADOW MAINTENANCE CENTRE**

Page 2 of 2

**PHOTOGRAPHS: Top:** The Maintenance Centre viewed from the north.  
(Doring image file < Broadmeadow C-01-01 neg-703-11.jpg >)

**Bottom:** North-east end of the Maintenance Centre Showing the three covered roads, and a typical diesel railcar used on the local suburban routes.  
(Doring image file < Broadmeadow C-01-02 neg-703-09.jpg >)



**STUDY AREA C : BMC****ITEM No. C.02****FORMER RE-COALING FACILITIES**

Page 1 of 2

**CONSTRUCTION DATES:** circa 1924 with many later amendments up to the 1970s. Coal bunker & trestle bridge demolished circa 1973. Earthen ramp demolished circa 1985 to make way for the new BMC building.

**APPROXIMATE DIMENSIONS:** Coal Bunker or Stage - approx. 200 feet long (about 61 metres)

**LOCATION:** Coal Stage - south-west of the existing BMC building.  
Ramp - south of the existing BMC building

**NAME & FUNCTIONS:** Coal Bunker, Coal Stage  
Used to re-fuel coal-burning steam locomotives

**DESCRIPTION:**

One of the basic functions of a steam loco depot was to replenish the locomotives' supplies of boiler water, coal and traction sand, and to remove the ash generated in the loco fireboxes. The facilities at Broadmeadow for carrying out these operations are indicated on Plan 575 13069, drawn 1922 but subsequently much amended and annotated to show changes up to the 1970s.

At Broadmeadow, there was a large elevated timber-framed Coal Bunker or Coal Stage located south-east of No.1 Roundhouse, and running approximately parallel to the marshalling yards and main line. It is shown in drawings as 200 feet (about 61 metres) long, with a proposed extension to twice that length, but it is not clear whether the extension was built. Recoaling tracks ran along each side of the bunker, allowing at least two locos to be recoaled at the same time. It is not clear whether there was also a third recoaling track directly beneath the bunker, as was done with similar coal bunkers at some other depots (eg. Casino).

Incoming coal was loaded into the bunker from above, from wagons pushed or pulled up rails on a long earthen ramp, onto a set of rails running above the bunker. The coal ramp was located south-east of the roundhouses, and north-east of the coal stage. The ramp stopped before reaching the bunker, and the coal wagons ran across a short length of tall trestle bridge to reach the top of the bunker. At ground level, other yard rails heading for the roundhouses crossed beneath this trestle.

Broadmeadow was close to plentiful supplies of good quality Hunter Region coal, and from 1939 it became the main recoaling point for locomotives serving the northern region of NSW, supplanting Taree. Complaints in 1963 from Broadmeadow crews about unsafe conditions at private mine sidings, indicate that government trains with government crews hauled the coal from the mines to Broadmeadow Depot.

**STUDY AREA C : BMC****ITEM No. C.02****FORMER RE-COALING FACILITIES**

Page 2 of 2

**DESCRIPTION:** (Continued)

During shortages of coal after World War Two, some coal-burning steam locomotives were converted to burn oil, but this was not efficient and was discontinued. However, diesel locomotives were efficient, and gradually replaced steam locos from 1950s onwards, requiring the depots to have dual facilities for about 20 years, both for bunkering coal and for storing and dispensing diesel fuel. At Broadmeadow, diesel fuel is stored in a bank of tall steel tanks located in the Roundhouse Study Area [D].

The last steam loco in NSW ran from Broadmeadow Depot on 2nd March 1973. Soon after this, the Broadmeadow coal bunker and the approach trestle bridge were demolished. The earthen coal ramp was left in situ for at least another ten years, but was finally removed c1986, to make way for the new Broadmeadow Maintenance Centre building, then under construction at about the site of the former coal ramp. There is now virtually no physical evidence at Broadmeadow of what was one of the government railways' most important steam engine re-coaling facilities, and the last to operate in NSW.

**SIGNIFICANCE LEVEL:** No longer exists**RECOMMENDATIONS:** n/a**DOCUMENTS & REFERENCES:** Plan 575 13069, drawn 1922 but subsequently much amended and annotated to show changes up to the 1970s.

The ramp is shown on Plan No.R23060, 1984, Newcastle Land Use Plan - Broadmeadow Loco.

[No photo]

*The Broadmeadow*

*Locomotive Depot*

***INVENTORY***

*Study Area D :*

***THE ROUNDHOUSE AREA***



**STUDY AREA D : ROUNDHOUSE****ITEM No. D.00****THE STUDY AREA**

Page 1 of 6

CONSTRUCTION DATES: n/a

LOCATION: between the BMC building and the Administration building

NAME & FUNCTIONS: The Roundhouse Study Area contains a number of buildings and structures which each had a part in the main function (locomotive maintenance) of the Depot.

**DESCRIPTION:**

The Roundhouse Study Area was the operational heart of the locomotive depot's maintenance activities, and contains most of the remaining buildings and works of high heritage significance, including No.1 Roundhouse footings, No.1 Turntable [D.01], No.2 Roundhouse [D.03], No.2 Turntable [D.02], the interconnecting tracks, and a concrete-panel training office [D.16]. It also contains a picturesque row of mature Canary palms [D.25], an under-floor wheel lathe [D.22] in its own shed, diesel loco cleaning [D.30], refuelling [D.18] and re-sanding [D.20] facilities, and various items of machinery, which are of some significance.

The 1922 plans for Broadmeadow Depot show that three roundhouses and turntables were proposed then. No.1 Roundhouse and No.1 Turntable were built initially, and No.2 Turntable soon after. No.2 Roundhouse was not built until many years later, when the No.2 Turntable was enlarged. The proposed No.3 Turntable and Roundhouse never eventuated.

**SIGNIFICANCE LEVEL: The Roundhouse Study Area has Very High Regional and Local significance and Moderate State significance.**

The proposed curtilage of heritage items in the Roundhouse Study Area encloses the core of the only locomotive depot in NSW which had two roundhouses and two turntables operating simultaneously. The Study Area was the operational heart of the main locomotive depot serving the northern region of NSW for 70 years, and the last depot running a working steam loco service in NSW. The Study Area contains most of the highly significant items at the depot - notably the Nos. 1 & 2 Turntables and No.2 Roundhouse, and the concrete office building. These items have high significance in themselves, and gain significance from their association with each other as a group.

The significance of the Study Area has been diminished by the demolition of the No.1 Roundhouse. If this building were still in existence, the Study Area would be of High State significance, and possibly of National significance.

**STUDY AREA D : ROUNDHOUSE****ITEM No. D.00****THE STUDY AREA**

Page 2 of 6

**RECOMMENDATIONS:**

The Roundhouse Study Area contains a highly significant group of related railway heritage items, which should be conserved as a group. These are the No.1 & 2 Turntables and their radial tracks, the No.2 Roundhouse, the in- ground remnant footings of the No.1 Roundhouse, and the small concrete office building. This group formed the heart of Broadmeadow Depot, which was the last operating depot with an operational roundhouse, and the only one which has (or had) two turntables and roundhouses operating simultaneously. To ensure conservation of this important group, particularly after sale or lease of the Study Area to a new occupier, the SRA and/or the PSG should nominate the roundhouse and turntable group for a Permanent Conservation Order under the NSW Heritage Act.

The rail interconnection between No.1 & No.2 turntables, and between the turntables and the main line, should be retained. However, the connection to the main line may need to be rearranged to suit future use of other parts of the former depot site.

Just north of No.1 Roundhouse, and within the Roundhouse Study Area, is the recently refurbished concrete-panel office building (lately used as a training centre), which should be conserved in situ as a rare and excellent example of this peculiarly railways style of building construction.

Also in the Study Area, and mostly within No.2 Roundhouse, are several machines and artefacts of heritage significance which should be conserved - preferably within the Study Area. These are discussed below under separate item numbers. (There are a few other machines and artefacts of heritage significance elsewhere on site, which should be relocated to the Roundhouse Study Area for conservation.)

**PROPOSAL FOR RE-USE OF THE STUDY AREA AS A RAILWAY WORKSHOP/MUSEUM**

Assuming that Broadmeadow Depot will no longer be used for the maintenance of the SRA's working locos, the next best option for the Roundhouse Study Area is to use it for a private railway workshop/depot/museum, for the storage and maintenance of historic railway rolling stock, for static or working display of railway artefacts and rolling stock to the public and for running tourist excursions with historic rolling stock.

Functionally, the Broadmeadow Depot Roundhouse Study Area is an excellent site for a railway workshop/museum related to tourist facilities in the Hunter region and the north of the State. It has extensive existing accommodation for storing and maintaining rolling stock, and is in close proximity to a large population centre with strong historical links to the railways.

**STUDY AREA D : ROUNDHOUSE****ITEM No. D.00****THE STUDY AREA**

Page 3 of 6

RECOMMENDATIONS: (Continued)

**A PROPOSAL FOR RE-USE OF THE STUDY AREA** (continued)

From a heritage viewpoint, the Broadmeadow Depot Roundhouse Study Area is an excellent site for a railway workshop/museum. Having been a steam loco depot for 50 years, Broadmeadow would provide an historically appropriate setting to store and display old locomotives, etc. At the same time, locating a rail workshop/museum at Broadmeadow would attract visitors and provide a means and purpose for physically conserving the roundhouse and turntables, and would conserve their association with the maintenance of railway rolling stock. Such an arrangement would help retain and enhance the significance and integrity both of the Broadmeadow Depot Roundhouse Study Area, and of any collection of historic rolling stock housed there.

Such an operation would provide an interesting focus for any future commercial/industrial development on the surrounding sites, which could be centred on the Roundhouse workshop/museum area and use it as a selling point or theme.

**FUTURE OWNERSHIP & MANAGEMENT OF THE STUDY AREA**

Ideally, the SRA would use Broadmeadow Depot to establish its own museum of rolling stock, as it is SRA's own heritage which would be conserved, and it is SRA which has the best resources of materials, equipment and expertise to carry out the conservation work. This would also retain SRA control of the area, and retain the option of Broadmeadow reverting to a working depot at some future date. It would solve potential problems of the private operator being reluctant to maintain buildings he does not own, or wanting to make unsympathetic alterations to the heritage buildings to suit his own needs or his own taste.

If SRA will not establish its own museum at Broadmeadow, then the Roundhouse Study Area should be sold, or preferably leased, to a railway heritage organisation, for use as a depot and maintenance centre for historic railway (and tramway ?) rolling stock, or railway workshop/museum.

If leased, the lease of the Roundhouse Study Area should be for a long period, say 20 or 30 years with option for renewal, to justify private expenditure of time and money on maintaining the structures and establishing the workshop/ museum. However, the lease should be made conditional on the ongoing use of the Study Area as a railways linked facility, and on the conservation of the roundhouse, the turntables and the concrete office (which a rail museum should want to keep anyway). Conservation of non-heritage buildings (eg. the small modern workshop, the loco washing shed, the sand bins, and the diesel fuel tanks), should be at the discretion of the workshop/depot/museum operator.

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**STUDY AREA D : ROUNDHOUSE****ITEM No. D.00**

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**THE STUDY AREA**Page 4 of 6

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RECOMMENDATIONS: (Continued)

**FUTURE OWNERSHIP & MANAGEMENT OF THE STUDY AREA (continued)**

The lease should be revoked, and the site occupation revert to the SRA or some other government body, if the private rail workshop/museum (or other organisation managing the site) ceases to operate, or if the more significant structures are not being adequately maintained. The SRA should also have the right to recover use of the site if needed for railway operations, subject to fair notice and compensation for the existing operator.

If the Study Area is sold, it would be preferable for conservation of heritage items to be made a condition of sale. However, that may not be feasible or enforceable, and protection via a Permanent Conservation Order and/or by Local Environment Plan may be necessary.

**BUILDINGS AND OTHER STRUCTURES WITHIN THE STUDY AREA**

The Nos. 1 & 2 Turntables (including radial tracks and interconnecting tracks), the No.2 Roundhouse with service pits and overhead cranes, and the network of outdoor tracks, should be conserved for their heritage significance, and would in any case be of use to a railway workshop/museum. The concrete-panel office should also be conserved, and would make a good office and/or visitor centre for a heritage railway collection.

Low-heritage structures (eg. the modern workshop, the loco washing shed, the sand bins, the diesel fuel tanks and refuelling bay, and the wastewater treatment plant) would also be useful to a workshop/museum operator, but do not need to be conserved for their heritage value.

**MOVABLE HERITAGE ITEMS IN THE STUDY AREA**

A small number of individual machines and artefacts within the Roundhouse Study Area have been assessed as having heritage significance warranting their conservation. It is recommended that these machines and artefacts be conserved on site, although they could be relocated within the Roundhouse Study Area. (Some heritage items located in other Study Areas are recommended to be relocated to the Roundhouse Study Area for conservation, as discussed elsewhere in this report.) Ongoing conservation of these items, by the Study Area occupier, should preferably be made a condition of the sale or lease of the Study Area.

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**STUDY AREA D : ROUNDHOUSE****ITEM No. D.00**

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**THE STUDY AREA**Page 5 of 6

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RECOMMENDATIONS: (Continued)

**STUDY AREA INFRASTRUCTURE & TRACK-WORK**

The Roundhouse Study Area should include sufficient track to store and manoeuvre a large collection of historic rolling stock. It should retain connection to the main line, to allow tourist excursions by trains from the workshop/museum, and to allow transfer of rolling stock to and from the workshop/depot/museum. It should also allow visitors to gain access by car and on foot, and to park cars for long periods while visiting the museum or taking tourist train trips. (This will probably need some arrangement whereby museum visitors can use car parks associated with surrounding sites, on weekends and holidays.)

The yard tracks and yard switch points should preferably be left as is, as representing the last working environment for the roundhouses and turntables. However, the layout of tracks within the depot is well documented on site plans of 1922, 1982, 1984 and 1994, and has already changed considerably over that period, and alterations to the track layout will not seriously detract from the overall significance of the depot. Future alterations to trackwork which facilitate the conservation and adaptive re-use of the more historic and/or useful elements of the depot, should be permitted, provided they do not adversely affect the roundhouse, turntables and concrete office.

The Roundhouse Study Area should be fenced from the active through line, to stop visitors wandering into danger, and to protect the historic buildings and rolling stock from vandalism. However, where interconnecting tracks pass under the fence, or across future roadways, there should be lockable gates to allow historic rolling stock to travel to or from the Study Area via the main line.

DOCUMENTS &amp; REFERENCES: see individual items in the Study Area

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**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.00**

**THE STUDY AREA**

Page 6 of 6

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**PHOTOGRAPH:** Part of the study area viewed from the south-west, showing [L to R] the Office Building, radiating rail tracks on the site of No.1 Roundhouse, the back wall of No.2 Roundhouse, and the No.1 Turntable. The modern Workshop Building and the Locomotive Washing Shed are on the right, between the Turntable and Roundhouse.

(Doring image File < Broadmeadow D-00-01 neg-705-23.jpg >)



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**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.01**

No.1 TURNTABLE & (former) ROUNDHOUSE

Page 1 of 8

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CONSTRUCTION DATES:           TURNTABLE BEAM - made 1922/3, strengthened 1937  
  ROUNDHOUSE - built 1924, demolished 1990

APPROXIMATE DIMENSIONS:   Turntable Pit - 75 feet (22.9 metre) diameter  
  Radiating tracks - various lengths.

LOCATION:   At the centre of the Depot site and south-west of No.2 Roundhouse

NAME & FUNCTIONS:       No.1 Turntable was used to direct locomotives into or out of any of the circle of radiating rail tracks around it, including the service bays of No.1 Roundhouse.

                                  No.1 Roundhouse was used to store locomotives under shelter while they were serviced.

DESCRIPTION:

No.1 TURNTABLE - BEAM & TURNTABLE PIT

No.1 Turntable was, and is, a 75 foot diameter (22.9 metre) pit, with numerous pairs of rails radiating out from the pit, and with a rotating riveted steel fish-belly beam within the pit, carrying one rotating pair of rails and a catwalk. The beam was made in 1922-23 to the then standard pattern, shown in SRA Plans 271 20385, 20386 and 20387, entitled "NSWR Standard 75ft Turntable", and dated 1922-23. (According to Godden-Mackay, this pattern was introduced in 1915.) Annotation added to the 1922/23 drawings show that the Broadmeadow No.1 Turntable beam was strengthened in 1937 by the addition of extra steel plates to the flanges.

OPERATION OF THE BEAM

The rotating beam is located by a central pivot, and supported by iron wheels at each end, running on a circular rail set in the floor of the pit, near the perimeter. The beam can be rotated through any angle and in either direction, by an electric motor and geared drive mounted at one end of the beam. It is uncertain whether the turntable was originally turned manually or electrically. Annotation on the turntable drawings refers to the fitting of a power drive in 1945, but it is not clear whether this was at Broadmeadow or elsewhere, and it is not clear whether this was replacing earlier manual or electric drive.

**STUDY AREA D : ROUNDHOUSE****ITEM No. D.01**

No.1 TURNTABLE &amp; (former) ROUNDHOUSE

Page 2 of 8

## DESCRIPTION:

## OPERATION OF THE BEAM (Continued)

The driver of the turntable sat in a small cubicle at one end of the beam, which has windows and electric controls, and which rotated with the beam. After a locomotive had been driven from one of the radial rails onto the rails of the central beam, the driver unlocked a latch at the end of the beam, started the drive motor and rotated the beam to face the locomotive towards some other set of radial rails, depending on whether the loco was to be sent into the roundhouse for servicing, or parked on a short outdoor track while awaiting servicing, or sent back into use after servicing.

On turning to the required spot, the driver stopped the beam by actuating pneumatic brakes, fed by a small compressor and air receiver mounted on one side of the beam. Finally, the driver precisely aligned the beam's rails with one of the many sets of fixed rails radiating out from the pit, and locked the rails in alignment with a pneumatically (hydraulically ?) actuated locking pin on the beam, engaging one of many slots in the edge of the pit.

## ELECTRIC POWER TO THE BEAM

Electric power is now (1994) supplied through an underground cable to a set of slip-rings at the central pivot, and thence to the motor. This is a very recent arrangement, installed c1990. Archival photographs, and photographs taken in 1989 by Godden-Mackay, show that it was previously supplied with electric power through an overhead wire going to a tall drive-through gantry at the centre of the rotating beam.

## RADIAL RAIL TRACK SYSTEM

A total of 44 sets of rails radiated out from No.1 Turntable pit. Two diametrically opposite tracks, known as the arrival and departure roads, connected the turntable to the rest of the depot network, and ultimately to the main northern line. To the west and north of the No.1 Turntable there were 21 short dead-end radial tracks with service pits numbered 1 to 21, and covered by No.1 Roundhouse. These were the main places where servicing and maintenance of steam locos was carried out at Broadmeadow, (at least until No.2 Roundhouse was built).

To the south and east of No.1 Turntable were another twenty-one radial tracks, numbered 22-42 inclusive. These tracks were shown on 1922 drawings as intended to be covered by a second (half) roundhouse, which was never built. Tracks No.25 & No.26 on No.1 Turntable connected to equivalent tracks on No.2 Turntable, and allowed locos to be transferred directly from one roundhouse to the other. Tracks Nos.22-24 and Nos.27-42 at No.1 Turntable were simply short dead-end tracks allowing locomotive to be parked while receiving minor service or awaiting their turn in the roundhouse.

**STUDY AREA D : ROUNDHOUSE****ITEM No. D.01**

No.1 TURNTABLE &amp; (former) ROUNDHOUSE

Page 3 of 8

## DESCRIPTION:

## SERVICING PITS

According to the 1922 Plan No.575 13069, all 21 tracks within No.1 Roundhouse were to have long pits beneath the rails, to allow inspection and servicing of the underside of the locomotives. The 1922 drawing shows that all 21 inspection pits were to be interconnected by cross-pits at about midpoint. It is not clear whether the original 1922 cross-pits were also drop-pits, but mention of drop-pit jacks in the 1927 Annual Report show that some drop-pits were certainly in use by then.

According to Godden-Mackay, who inspected the still-standing No.1 Roundhouse in 1989, all bays within the Roundhouse had evidence of pits, but most had by then been filled in. Pit No.12 was still open, and was 59 ft long, 1.2 metres deep and 1 metre wide. The infill pattern indicated that pits 8-19 had had drop-pit sections, allowing individual wheel-and-axle sets or other under-gear to be dropped from underneath the locomotive, removed sideways, and then replaced after repair without having to lift the whole locomotive.

## FORMER No.1 ROUNDHOUSE

No.1 Roundhouse was built in 1922/23, to a modified form of what Godden-Mackay called the 1915 pattern roundhouse. Plans 49-52 and 49-53 of the "NSW Railways Standard Loco Roundhouse" dated 1915 (reproduced by Godden-Mackay) show a building with timber-framed perimeter walls above brick stub-walls, and with a double-sawtooth timber-framed roof supported on timber columns. Above the brickwork, the 1915 perimeter walls had banks of windows, then a row of louvres, and diamond-pattern Eternit-style asbestos-cement shingle wall cladding at the top. The sawtooth roof of the 1915 roundhouse was clad with bituminous felt or tarpaper on a sloping base of wooden boards. The outer sawtooth roof incorporated timber-framed asbestos-cement lined hoods and chimneys to funnel out the smoke from steam locos.

Broadmeadow No.1 Roundhouse, as shown in archival photographs, appears similar in basic design to the 1915 pattern, but different in its cladding. It had corrugated iron on the upper walls, and apparently corrugated iron on the sawtooth roof. This agrees closely with the 1929/30 pattern of roundhouses, as shown in Plan 447 24/808 and Plan 763 25/414, which call up corrugated iron sheets and concrete louvres on the upper walls, and "Robertson's Patent Metal Roofing" (corrugated iron coated with tar). Similar materials were called up in un-numbered 1919 plans of Casino Roundhouse, reproduced by Godden-Mackay.

Like other roundhouses, Broadmeadow No.1 was modified during its lifetime, with some of the brickwork being rebuilt, and with two small annexes being built onto the outside, for offices and amenities. It is possible that the pits in No.1 Roundhouse were modified to suit the change from steam to diesel locos during 1960-70. However, after the larger No.2 Roundhouse was built in 1948/49, No.1 was relegated to minor maintenance work on smaller locos, and it is unlikely that a lot of money would have then been spent upgrading its pits.

**STUDY AREA D : ROUNDHOUSE****ITEM No. D.01**

No.1 TURNTABLE &amp; (former) ROUNDHOUSE

Page 4 of 8

## DESCRIPTION:

## FORMER No.1 ROUNDHOUSE (Continued)

During 1980-1987, No.1 Roundhouse was used for repair of heavy wagons (fulfilling to some extent the 1922 proposal for Broadmeadow to have a carriage and wagon workshop). At about 1986/87 the radial rails and the rotating beam of No.1 Turntable, and the edge of No.1 Turntable pit, were all raised about 200-300 mm, to try to reduce the problem of frequent flooding of the rails and turntable. This involved filling the by then disused loco inspection pits, and re-laying the radial rails on new ballast, above the now- buried original radial rails.

In 1990, the No.1 Roundhouse was demolished. According to verbal information, this was because the 1989 earthquake triggered partial collapse of the internal timber columns and timber roof frame, which had been weakened by rot and/or termites. It was decided that the low level of use of No.1 Roundhouse did not justify the cost of complete reconstruction and recladding of the timber framed superstructure, and the shell was demolished instead. After this, No.1 Turntable and its now outdoor radial tracks continued in partial operation, to store small diesel locos prior to their repair, or more recently prior to their decommissioning and disposal.

These changes have left the original pits, radial rails, and brick perimeter footings of the No.1 Roundhouse sitting in the ground, mostly shallow buried but still visible in places.

**SIGNIFICANCE LEVEL: No.1 Turntable - Very High Regional & Local significance and High State significance, in conjunction with No.2 Turntable and Roundhouse.**

## SIGNIFICANCE of No.1 TURNTABLE:

It represents the standard type of turntable commonly installed at NSW depots 1915-1950. It remains in use to the present day.

Nos.1 & 2 Turntables in conjunction, give a side-by side demonstration of the evolution in the style of fabrication (riveted to welded) of major steel structures.

Turntables (and roundhouses) have a strong public recognition as the focal point (even the icon) of depot stabling and maintenance activities.

**STUDY AREA D : ROUNDHOUSE****ITEM No. D.01**

No.1 TURNTABLE &amp; (former) ROUNDHOUSE

Page 5 of 8

SIGNIFICANCE LEVEL: (continued)

**SIGNIFICANCE of No.1 ROUNDHOUSE FOOTINGS & PITS:**

The building has been demolished. Some in-ground evidence of its former structure and functions survives, including wall footings and filled in pits, and these have historical significance.

No.1 Roundhouse (now demolished) was the focal point of Broadmeadow Depot for at least 25 years, from the establishment of the depot in 1924 until No.2 Roundhouse was built 1949, after which No.1 continued in use as the secondary focal point for a further 40 years.

Remnants of the buried No.1 pits and the partially visible No.1 Roundhouse footings, are unlikely to provide much significant archaeological evidence or yield information not already available from documents. However, exposure of the No.1 pits and No.1 Roundhouse footings would greatly assist public appreciation of the scale and duration of Broadmeadow Depot operations, especially if the Study Area is used for a railway workshop/museum.

**RECOMMENDATIONS:**

It is recommended that the No.1 Turntable and its radial tracks, and the in-ground remnants of No.1 Roundhouse, be conserved as items of high significance, in association with No.2 Turntable and No.2 Roundhouse.

It is recommended that No.1 Turntable be kept operable as it is at present, with raised beam and rails, to avoid the cost of returning it to its original level. This may require some compromise between exposure of the original pits, and retention of the new elevated radial rails for storage of wagons, carriages and small locomotives.

It is recommended that the original (now-buried) rails, pits and footings associated with the No.1 Roundhouse and No.1 Turntable be left in situ, but eventually be exposed to view in toto or in part, to assist the interpretative display of the historic Roundhouse Study Area.

**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.01**

No.1 TURNTABLE & (former) ROUNDHOUSE

Page 6 of 8

DOCUMENTS & REFERENCES:                    Doring Negatives 701.35, 37, 702.05

No.1 TURNTABLE: SRA Plans 271 20385, 20386 and 20387, entitled "NSWR Standard 75ft Turntable", and dated 1922-23.

No.1 ROUNDHOUSE:                    No drawings found. Drawings of similar buildings are noted in the description.

Plan 575 13069:                    drawn 1922 but subsequently much amended and annotated to show changes up to the 1970s.

Plan No.R23060:                    1984, Newcastle Land Use Plan - Broadmeadow Loco.

SRA Archival Photograph No.572/4 – [shows No.1 Roundhouse in the background]

PHOTOGRAPH:                    No.1 Turntable pit viewed from the west, showing part of the circular rail & rotating beam, with the driver's cubicle.  
(Doring image file < Broadmeadow D-01-01 neg-701-35.jpg >)



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**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.01**

No.1 TURNTABLE & (former) ROUNDHOUSE

Page 7 of 8

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**PHOTOGRAPHS:**   **Top:** Detail showing the riveted rotating beam of the No.1 Turntable.  
(Doring image file < Broadmeadow D-01-02 neg-701-37.jpg >)

**Bottom:** View from the west showing the No.1 Turntable and radiating rails.  
(Doring image file < Broadmeadow D-01-03 neg-702-05.jpg >)



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**STUDY AREA D : ROUNDHOUSE**

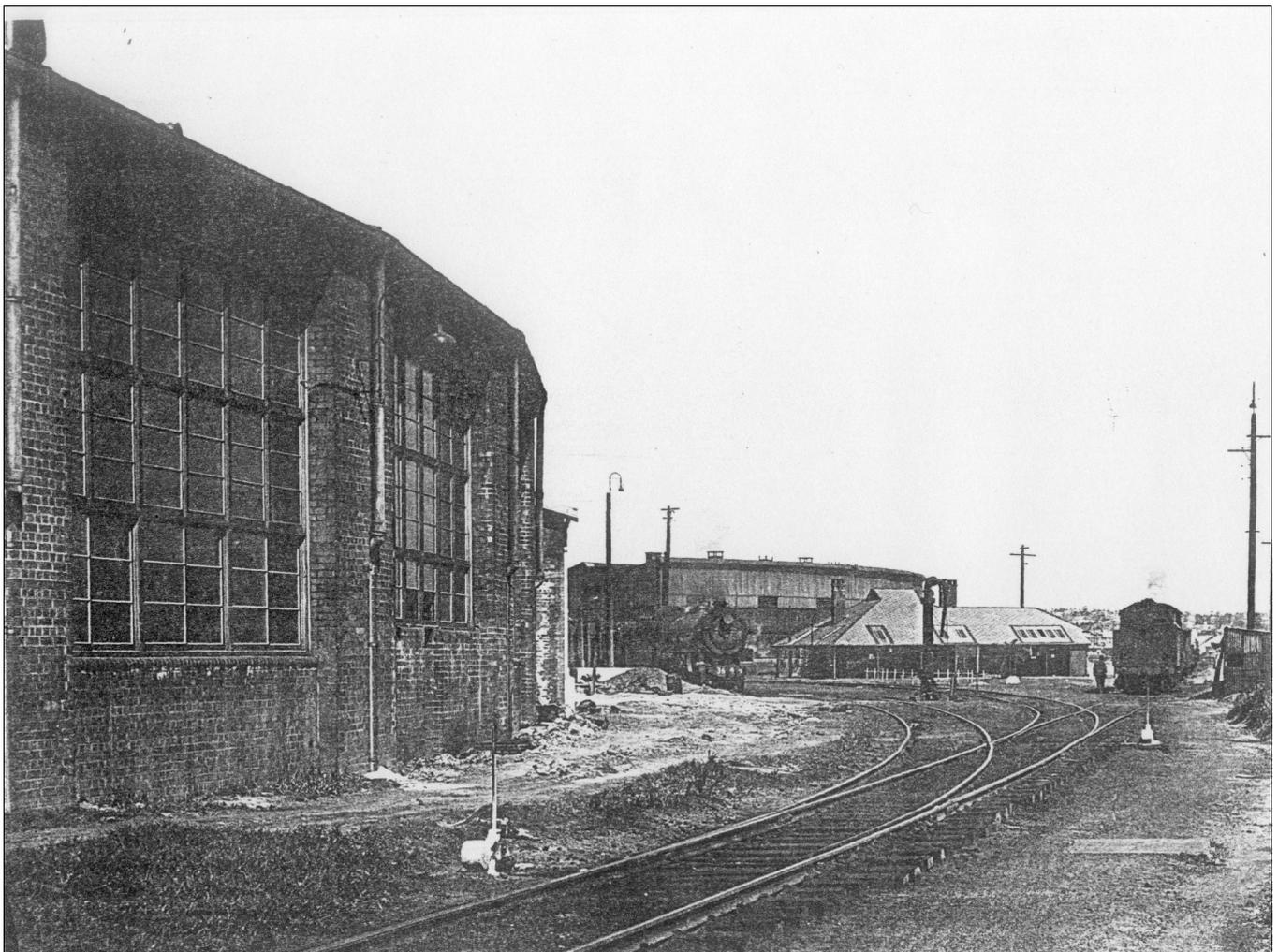
**ITEM No. D.01**

No.1 TURNTABLE & (former) ROUNDHOUSE

Page 8 of 8

**PHOTOGRAPH:** A photocopy of SRA Archival Photograph No.572/10. This undated photo of Broadmeadow yard shows the apparently new No.2 Roundhouse on the left, the existing concrete drop-panel office building in the right background, and the former No.1 Roundhouse in the background behind the office building. Note the points levers, steam loco and water column in the yard.

(Doring image file < Broadmeadow D-01-04 SRA photo 572-10.jpg >)



**STUDY AREA D : ROUNDHOUSE****ITEM No. D.02****No.2 TURNTABLE**

Page 1 of 9

CONSTRUCTION DATES: circa 1926/27, enlarged 1948 to 1949

APPROXIMATE DIMENSIONS: First Turntable - 75 feet diameter  
Second Turntable - 105 feet diameter (32 metres)  
each with 44 radiating tracks including arrival and departure tracks.

LOCATION: North-east of No.1 Turntable and north of the BMC building.

NAME & FUNCTIONS: No.2 Turntable

The first No.2 Turntable directed locomotives into surrounding radial storage tracks or outdoor servicing pits, known as the "Bull Ring" or "Stabling Ring".

The enlarged No.2 Turntable was used to direct locomotives into or out of the No.2 Roundhouse or any of the circle of radiating rail tracks around it.

**DESCRIPTION:**

No.2 Turntable was built shortly after No.1, at a date we have not confirmed but which the National Trust and Ray Love say was c1926/27. It was built as another 75 ft turntable, similar to No.1, and also had 44 radial tracks, including arrival and departure tracks. Tracks Nos.1-21 were intended to be covered by a (half) roundhouse, but remained open until No.2 Roundhouse was built in 1948/49. Tracks Nos.22-42 were also indicated on 1922 drawings as intended to be covered by a half roundhouse, but this was never built. Consequently, throughout its 22 year operating life the original 75 ft diameter No.2 Turntable served a ring of outdoor radial tracks, generally known as the "Bull Ring" or "Stabling Ring". At least 21 of the uncovered radial tracks had 75 ft long inspection pits, as discussed below.

In 1948/49, the original No.2 Turntable was removed, a larger Turntable was installed in the same spot, and the long-awaited No.2 (half) Round-house was built to cover the radial tracks Nos.1-21. The new Broadmeadow No.2 Turntable is shown on several plans as being 100 ft (30.5 metre) diameter, the same as installed in some other depots at that time. However, according to verbal information from senior depot staff, a 105 ft (32 metre) diameter turntable was actually installed and is the one existing today. This is confirmed by the 1994 site survey by Hard & Forester, which shows the turntable as about 32 metre diameter, but we have not seen any documentary evidence to explain why or when the decision was made to increase the diameter of the No.2 Turntable.

**STUDY AREA D : ROUNDHOUSE****ITEM No. D.02**

No.2 TURNTABLE

Page 2 of 9

## DESCRIPTION: (continued)

Like No.1, the existing No.2 Turntable turns on a central pivot, with iron wheels at each end of the steel beam, running on a circular rail near the bottom of the pit. The beam is turned by electric drive motors, and stopped by pneumatic brakes, and has pneumatically (or hydraulically ?) powered locking pins to hold the turntable rails aligned with the fixed radial rails. However, the existing No.2 Turntable beam is longer and heavier than No.1, to handle the larger modern locomotives, and is of welded steel construction, reflecting the general trend away from riveted fabrication to welded fabrication during and after World War Two.

When seen in 1994, shortly before closure of the depot, No.2 Turntable appeared to be in good condition and was quite busy, sending locos into and out of the still-operating No.2 Roundhouse, and to or from the refuelling station just north-east of the turntable. Given normal maintenance, there appears to be no reason why No.2 Turntable should not continue in operation for many more years.

**SIGNIFICANCE LEVEL: No.2 Turntable - Very High Regional & Local significance and High State significance, in conjunction with No.2 Roundhouse & No.1 Turntable.**

No.2 Turntable represents the evolution and increasing size of locomotives, and indicates the importance of Broadmeadow Depot in warranting two turntables through almost all of its working life.

No.2 Broadmeadow Roundhouse, and the Junee Roundhouse, represent the finest examples in NSW of this archetypal railway architectural form.

Broadmeadow Nos.1 & 2 Turntables in conjunction, give a side-by side demonstration of the evolution in the style of fabrication (riveted to welded) of major steel structures.

Turntables (and roundhouses) have a strong public recognition as the focal point (even the icon) of depot stabling and maintenance activities. If used as the base for a railway workshop/museum, the Broadmeadow roundhouse and turntables can continue as a focal point for public perception of the steam-era railways.

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**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.02**

No.2 TURNTABLE

Page 3 of 9

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**RECOMMENDATIONS:**

It is recommended that the No.2 Turntable and its radial tracks be conserved as items of high significance, in association with No.1 Turntable, No.2 Roundhouse, and as part of the Roundhouse Study Area.

It is recommended that the No.2 Turntable should be kept in operating condition and connected to the main line, so that it can be used for whatever railway related activity is conducted in the Roundhouse Study Area.

**DOCUMENTS & REFERENCES:**

Plan No.90-38618 : Broadmeadow, proposed additional siding accommodation (shows Turntable & Roundhouse under construction, circa 1948)

Plan 575 13069 : drawn 1922 but subsequently much amended and annotated to show changes up to the 1970s.

Plan No.R23060 : 1984, Newcastle Land Use Plan - Broadmeadow Loco.

Survey Plan No.800 10003 : (Hard & Forester, 1994)

SRA Archival Photograph No.572/4, taken circa 1948

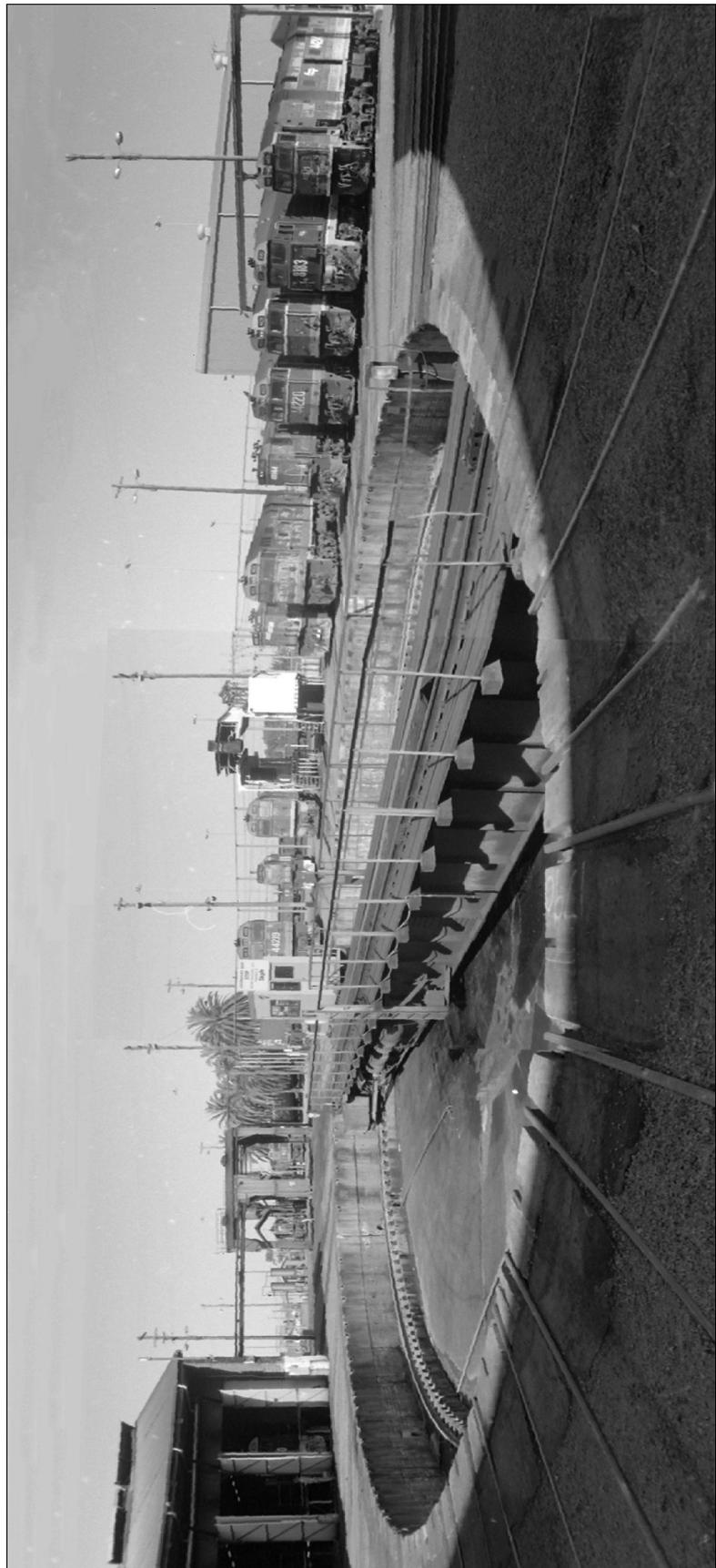
(Doring Negatives : 701.12, 13, 14, 16, 18, 20, 703.01, 05, 06, 07)

**STUDY AREA D : ROUNDHOUSE**  
No.2 TURNTABLE

**ITEM No. D.02**  
Page 4 of 9

PHOTOGRAPH:  
Panorama of No.2 Turntable  
viewed from the west.

(Doring image file  
< Broadmeadow D-02-01 merge  
neg-701-12-13-14.jpg >)



**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.02**

No.2 TURNTABLE      Page 5 of 9

PHOTOGRAPH  
Panorama of No.2 Turntable  
viewed from the east.



Doring image file < Broadmeadow D-02-02 negs-703-06-07.jpg >

STUDY AREA D : ROUNDHOUSE

ITEM No. D.02

No.2 TURNTABLE

Page 6 of 9

PHOTOGRAPHS: **Top:** Turntable viewed from the east, showing a loco driving off the beam and into the Roundhouse.

(Doring image file < Broadmeadow D-02-03 neg-703-01.jpg >)

**Bottom:** Turntable viewed from the east, with the rotating beam moved around to accept a loco coming in from the line through the refuelling station (out to the right).

(Doring image file < Broadmeadow D-02-04 neg-703-05.jpg >)



**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.02**

No.2 TURNTABLE

Page 7 of 9

**PHOTOGRAPHS: Top:** Detail, pit wall & circular rail. Also shows diesel locos lined up on radiating rails to the south-west of the turntable.

(Doring image file < Broadmeadow D-02-05 neg-701-18.jpg >)

**Bottom:** Detail, showing the end of the rotating beam (right) latched into the pit wall (left). (Doring image file < Broadmeadow D-02-06 neg-701-20.jpg >)



**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.02**

No.2 TURNTABLE

Page 8 of 9

PHOTOGRAPH: Detail showing part of the circular rail, the turntable motor and the cabin.  
(Doring image file < Broadmeadow D-02-07 neg-701-16.jpg >)



**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.02**

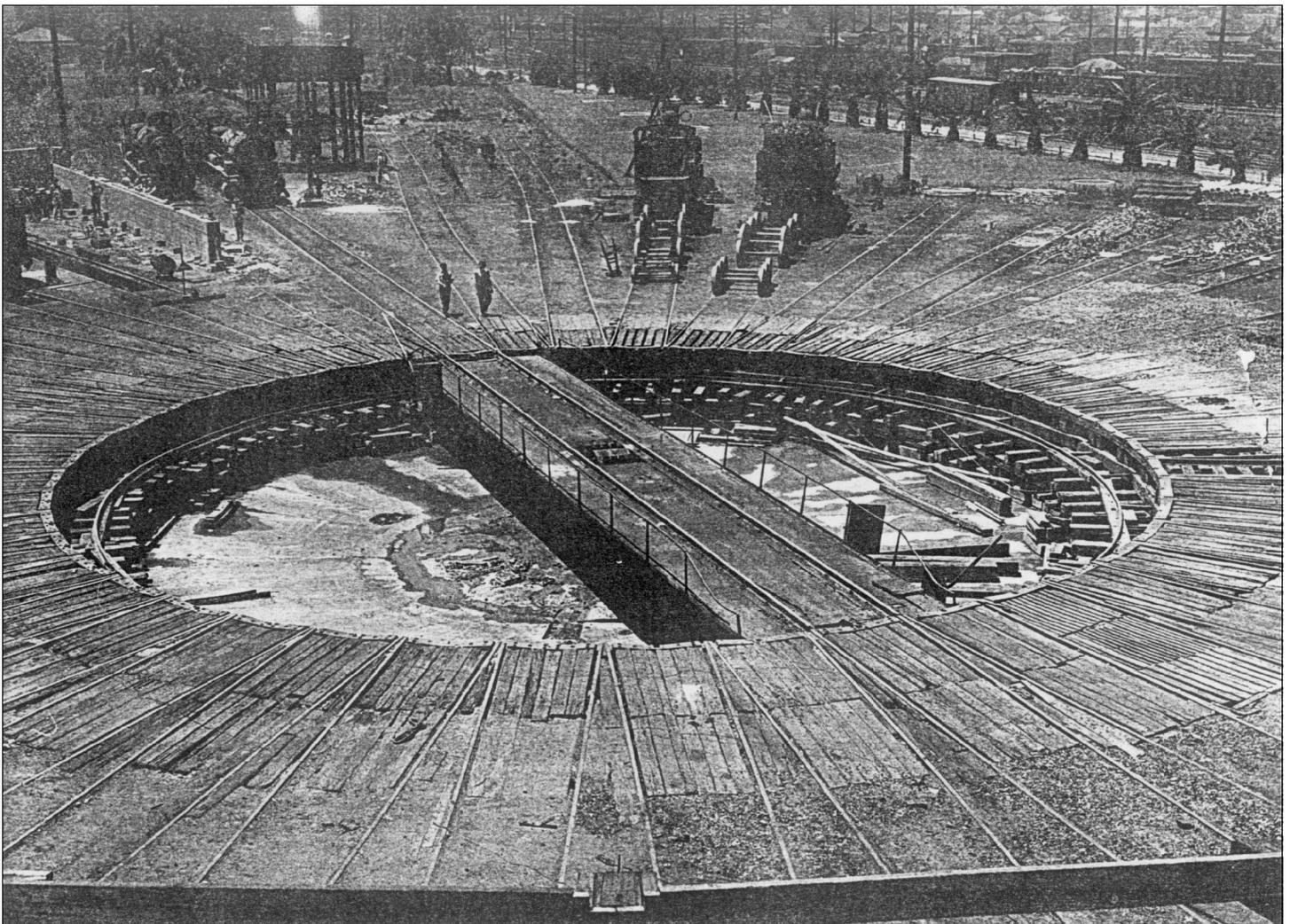
No.2 TURNTABLE

Page 9 of 9

**PHOTOGRAPH:** SRA Archival Photograph No.572/4, taken circa 1948 and showing the original, hand-operated, 1926/27, No.2 Turntable, viewed looking north-east.

The photo appears to be taken from scaffolding or roof framing of the new No.2 Roundhouse, which was then being built (note the brick wall under construction at left). The rotating beam of the turntable has projecting handles which enabled two men to push it around. In the background is a water tower with a cast-iron tank (probably made at Honeysuckle Point Per-way Shops), and a long row of Canary Palms [study item D.25].

(Doring image file < Broadmeadow D-02-07 SRA photo 572-04.jpg >)



**STUDY AREA D : ROUNDHOUSE****ITEM No. D.03**

No.2 ROUNDHOUSE

Page 1 of 16

CONSTRUCTION DATES: Proposed 1922, Built 1948/9

APPROXIMATE DIMENSIONS: A half-roundhouse, extending slightly less than 180 degrees and covering 21 radial tracks. The inner and outer walls have radii of about 100 & 195 feet.

LOCATION: The north-west side of its turntable

NAME & FUNCTIONS: No.2 Roundhouse. It was used to store locomotives under shelter while they were serviced.

**DESCRIPTION:**

No.2 Roundhouse, proposed in 1922, was not built until 1948/49. It is a half-roundhouse, extending slightly less than 180 degrees. It covers 21 radial tracks like No.1 Roundhouse, but was built larger than No.1 to suit the larger locomotives of its day, and to a different structural design.

**COMPARISON WITH JUNEE ROUNDHOUSE**

The Broadmeadow No.2 Roundhouse original design is well documented, eg. in Plans Nos.49-74, 49-75 and 49-76, held in SRA Archives. These drawings make several mentions of details of Broadmeadow No.2 Roundhouse to be made the same as the then recently built Junee Roundhouse. (Junee has a roundhouse of the same style as Broadmeadow No.2 but larger, built in 1947. In effect Junee has two half-roundhouses similar to Broadmeadow No.2, each covering 21 radial tracks (total 42), and facing together to form an almost complete circle except for two gaps for arrival and departure tracks.) Archival plans show that Broadmeadow No.2 was intended to have a twin half-roundhouse covering tracks 22-42, giving a full-circle roundhouse similar to Junee, but the additional half of Broadmeadow No.2 Roundhouse was never built.

**WALL STRUCTURE**

Apart from upper areas of wall which contain windows and ventilation louvres, the outer perimeter walls of Broadmeadow No.2 Roundhouse (and of Junee Roundhouse) are predominantly made of brick infill panels between brick piers. According to the construction drawings for Broadmeadow No.2, the brick piers encase concealed reinforced concrete columns to support the roof, and the brick perimeter walls include deliberately weakened brick panels between piers, so that if a loco overruns the rails and hits the wall, the weakened brick panel will break away easily, leaving the structural piers undamaged.

**STUDY AREA D : ROUNDHOUSE****ITEM No. D.03**

No.2 ROUNDHOUSE

Page 2 of 16

DESCRIPTION: (continued)

**ROOF STRUCTURE**

The roof structure of No.2 Roundhouse is based on timber trusses, but they are single gable form, not the double sawtooth style of earlier roundhouses. The internal columns supporting the roof trusses in No.2 Roundhouse are made of precast concrete in a special form, with cast-in seats for the timber roof trusses and for knee-braces providing lateral stiffness at roof level.

**INSPECTION PITS**

The 1948/49 construction drawings of Broadmeadow No.2 Roundhouse specify that the pits in bays Nos. 1, 3, 7 and 15-21 were to be "Existing Inspection Pits 75 ft long", while the other inspection pits were to be lengthened from the existing 75 ft to about 100 ft long. (This shows that the original 75 ft No.2 Turntable served a set of 21 outdoor radial inspection pits long before No.2 Roundhouse was built.) Within No.2 Roundhouse, inspection pits Nos.2-9 inclusive were to have drop pits near the centre. All of the inspection pits were to protrude from the roundhouse (ie remain exposed) for about 8 metres, at the end nearest the turntable.

**MODIFICATIONS FOR DIESEL LOCOS**

Since the transition from steam to diesel locos, the No.2 Roundhouse has been heavily modified. The outdoor portion of pits 1-21, originally extending beyond the roundhouse towards the turntable, have been filled in on the instruction of safety inspectors. The indoor portion of Bays 12-21 (now known as the Diesel Section) have been completely rebuilt, with new deeper and broader pits, and with the rails supported on steel stub-columns, to give better access to the diesels' undergear. Two-level steel platforms have been installed alongside the pits to give access to the upper parts of the large diesel locos, and the bays have been fitted with swing galvanised steel doors to keep out bad weather. Six bays were modified to service diesels in the 1960s or 1970s, and a further four were modified in 1977/78.

Bays Nos.1-11 have also been modified, but less so, and are still known as the Steam Section or Steam Shed, although it is about 20 years since a steam loco was serviced here, and they are now used for maintaining diesels. Bays Nos.1-3 have had their pits filled in with concrete, and now have a flat floor used for handling changeover wheel sets, gearboxes etc. Bays Nos.4-11 still have remnant steam-era pits, but the pits have been partially filled in with concrete to make them shorter, to minimise risk of somebody falling into them.

Bay No.4 has a modern drop-pit, extending sideways into the former Bay No.3 pit area, to allow a wheel set or gearbox to be lowered from a loco, transferred sideways, lifted out for repairs, and replaced the same way without lifting the whole locomotive. The Steam Shed bays Nos.1-11 are still open on the side facing the turntable, without doors, as originally built.

**STUDY AREA D : ROUNDHOUSE****ITEM No. D.03**

No.2 ROUNDHOUSE

Page 3 of 16

DESCRIPTION: (continued)

**MODIFICATIONS TO THE ROOF STRUCTURE**

The roof structure in No.2 Roundhouse has also been modified, mainly as a result of installing several new overhead hoists on monorails, and a very new large travelling beam overhead crane running on a pair of curved crane beams and rails set in the roof above bays Nos.1-6. Many roof braces have been disconnected or repositioned to avoid the monorails and the travelling crane.

**EXTERNAL ALTERATIONS & ADDITIONS**

The No.2 Broadmeadow Roundhouse has also been heavily modified externally. Several annexes have been built onto the perimeter wall, including a small Boilermakers' (welder's) workshop on the west side, a haphazard string of small stores and workshops for various trades along the north side, and a very substantial two-storey office for the supervisor, the timekeepers etc., along the north-eastern perimeter. A small office for the yardmaster and refueller, and a small amenities block, have been appended to the outer end wall near the north-eastern corner of the roundhouse. Many of the original timber-framed glazed windows have been replaced by translucent fibreglass sheet. The original roof cladding (probably corrugated asbestos cement) has recently been replaced by Kliplock style sheet metal cladding.

Most of this exterior modification was done in 1977/78 under a \$750,000 contract to upgrade the No.2 Roundhouse, as reported in Newcastle Herald. However, some of the roof is said to have been rebuilt and reclad after the 1989 earthquake, due to movement in the brickwork above window sill level, and disturbance of the roof-to-wall connection.

**FLOOD MITIGATION MEASURES**

The Broadmeadow No.1 and No.2 Roundhouses and Turntables are said to have been plagued by flooding in times of heavy rain, with oily water backing up the drain pipes and half-filling the turntable pits and the roundhouse inspection pits, making them unfit to work in. This is hardly surprising, given that Broadmeadow Depot was built on low-lying land, which in early reports was described as a partial swamp which became impassable in wet weather, and the district is now criss-crossed with numerous open stormwater drains.

Several attempts have been made to overcome the flooding problems, sometimes involving alterations to structures (eg. the raising of No.1 Turntable). Recently, roof drainage from No.2 Roundhouse, which went through iron downpipes to the turntable pit, and thence to oil separators before discharge to the stormwater drains, was re-routed. No.2 Roundhouse was fitted with large (unsightly) plastic down-pipes taking the clean roof water directly to the stormwater drains, bypassing the pits. The oily water from the yard and from inspection pits still collects in the turntable pit and then goes to oil separators before discharge into the stormwater drains, but the volume to be handled by the pit drains and oil separators has been substantially reduced.

**STUDY AREA D : ROUNDHOUSE****ITEM No. D.03**

No.2 ROUNDHOUSE

Page 4 of 16

**SIGNIFICANCE LEVEL: No.2 Roundhouse - Very High Regional & Local significance and High State significance, in conjunction with Nos.1 & 2 Turntables.**

Roundhouses are one of the most quintessentially "railway" architectural forms. After Junee, Broadmeadow has the (second) best example of roundhouse architecture in NSW, and Broadmeadow is more accessible to public view. (Both Junee and Broadmeadow Roundhouses have detractive additions and alterations, some of which could be easily removed.)

Junee and Broadmeadow No.2 Roundhouses represent the most advanced design of roundhouses in NSW, and are probably the last roundhouses to be built in the State. They are basically sound, and potentially very long-lasting structures. According to Godden-Mackay, the Junee Roundhouse is the largest, most intact and most significant roundhouse in NSW, and this may well be so. However, this does not mean that the Broadmeadow No.2 Roundhouse is insignificant.

Certainly, some of the external and internal alterations to No.2 Roundhouse have been unsympathetic to the original roundhouse fabric, and have diminished its integrity and significance as an individual building. However, the alterations have also enabled No.2 Roundhouse to remain in active use up to the present day. The potential for ongoing use of Broadmeadow No.2 Roundhouse for either working locos or a railway workshop/museum, and its proximity to one of Australia's largest population centres, makes its conservation and public display well worthwhile.

**RECOMMENDATIONS:**

Conserve Broadmeadow No.2 Roundhouse, together with No.2 Turntable, No.1 Turntable, and associated trackwork, as the most significant parts of the Broadmeadow Loco Depot, and the central elements of the Roundhouse Study Area.

For heritage considerations, retain the rail link between the No.2 Roundhouse and the main line. If necessary, erect fences and gates to isolate the roundhouse from active main line traffic, but so as to permit occasional movement of rolling stock between the main line and the Roundhouse Study Area.

Retain ongoing railway-related uses for the Roundhouse and associated elements in the Roundhouse Study Area. Preferably, the use should involve storage or maintenance of active rolling stock. Failing that, Roundhouse is recommended for use as part of a railway workshop/museum, to house, maintain and display historic rolling stock, under government or private management.

Other uses of the Roundhouse could be envisaged, but any use not related to railway operations of some form would diminish the significance of the complex and the building.

Prepare a detailed Conservation Plan for No.2 Roundhouse, with the basic aim of conserving the building's original form and fabric, and of undoing past unsympathetic alterations.

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**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.03**

No.2 ROUNDHOUSE

Page 5 of 16

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**DOCUMENTS & REFERENCES:**

Doring Negative Nos.: 690.09, 700.35, 701.00, 23, 702.16, 21, 22, 23, 31, 32, 33,  
703.14, 15, 20, 23, 27, 28, 704.11, 12, 16.)

Plans Nos.49-74, 49-75 & 49-76, in SRA Archives.

Plan 575 13069, drawn 1922, much amended & annotated with changes to 1970s.

Plan No. R23060, 1984, Newcastle Land Use Plan - Broadmeadow Loco.

Survey Plan No.800 10003 - (Hard & Forester, 1994)

SRA Archival photograph No.572.10 [see item D.01]

**PHOTOGRAPH:** The Roundhouse viewed from the west.  
(Doring image file < Broadmeadow D-03-01 neg-702-16.jpg >)



STUDY AREA D : ROUNDHOUSE

ITEM No. D.03

No.2 ROUNDHOUSE

Page 6 of 16

PHOTOGRAPHS: **Top:** Back wall of the Roundhouse, south-west end, viewed from the west.  
(Doring image file < Broadmeadow D-03-02 neg-700-35.jpg >)



**Bottom:** Back wall of the Roundhouse, north end, showing the office addition at the left, viewed from the west.  
(Doring image file < Broadmeadow D-03-03 neg-701-00.jpg >)



STUDY AREA D : ROUNDHOUSE

ITEM No. D.03

No.2 ROUNDHOUSE

Page 7 of 16

PHOTOGRAPHS: **Top:** North end of the west side of the Roundhouse, showing the office annexe on the left.

(Doring image file < Broadmeadow D-03-04 neg-702-21.jpg >)

**Bottom:** Detail of the west wall of the Roundhouse, with attached small workshop/annexe.

(Doring image file < Broadmeadow D-03-05 neg-702-22.jpg >)



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**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.03**

No.2 ROUNDHOUSE

Page 8 of 16

- PHOTOGRAPHS:**   **Top:** Drainage sump tanks in the corner of the office addition and west wall of the Roundhouse, with a small modern shed housing a sump pump on a tank. (Doring image file < Broadmeadow D-03-06 neg-702-23.jpg >)
- Bottom:**   Detail of an altered doorway and windows in the west wall of the Roundhouse. (Doring image file < Broadmeadow D-03-07 neg-701-23.jpg >)



**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.03**

No.2 ROUNDHOUSE

Page 9 of 16

**PHOTOGRAPHS: Top:** Double gable east wall of Roundhouse and office addition (left) and part of the north elevation of the office addition, viewed from the north-east. [Photo taken in poor light]

(Doring image file < Broadmeadow D-03-08 neg-690-09.jpg >)

**Bottom:** South-east facing end elevation of the Roundhouse, showing typical brickwork details. The roads in the foreground lead to No.1 Turntable and the loco washing shed to the left.

(Doring image file < Broadmeadow D-03-09 neg-703-14.jpg >)



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**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.03**

No.2 ROUNDHOUSE

Page 10 of 16

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PHOTOGRAPH:  
Panorama of the open (east)  
side of the Roundhouse.  
(Doring image file  
< Broadmeadow D-03-10-  
merge neg 702-31-32-33.jpg >)



**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.03**

No.2 ROUNDHOUSE

Page 11 of 16

PHOTOGRAPH:     Detail of column and eaves at the south end of the building.  
                          (Doring image file < Broadmeadow D-03-11 neg-703-15.jpg >)



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**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.03**

No.2 ROUNDHOUSE

Page 12 of 16

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**PHOTOGRAPH:** Detail of columns at the south end of the building. With pits filled in, it is now used as a workshop.

(Doring image file < Broadmeadow D-03-12 neg-703-20.jpg >)









STUDY AREA D : ROUNDHOUSE

ITEM No. D.03

No.2 ROUNDHOUSE

Page 16 of 16

PHOTOGRAPHS: **Top:** Interior of the Roundhouse viewed from the north-east, looking towards the middle, with the west wall at right and a stabled diesel loco at left.  
(Doring image file < Broadmeadow D-03-17 neg-704-11.jpg >)

**Bottom:** Interior of the Roundhouse viewed from the south-west looking towards the middle, with the west wall at left, and several stabled locos at right.  
(Doring image file < Broadmeadow D-03-18 neg-704-12.jpg >)



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**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.04**

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**BLACKSMITH'S TABLE & TOOLS**

Page 1 of 2

**CONSTRUCTION DATES:** The table could have been made in the 1920s, but is probably older.

**APPROXIMATE DIMENSIONS:** 4 feet x 5 feet x 5 inches thick cast-iron plate with 30 symmetrically spaced holes 1.5 inches square. Set on short legs giving 20 inches working height.

**LOCATION:** In Roundhouse No.2, between roads 7 and 8.

**NAME & FUNCTIONS:** Blacksmiths' or boilermakers' forming table. Used to hold swaging stakes and pins (bending guides) for forming and bending work pieces. The tools are tongs, flatters and swages, used with the table, to manipulate and reshape workpieces. Associated stakes and pins to go into the holes could not be found.

**DESCRIPTION:** Heavy rectangular cast-iron or cast-steel table on a modern welded steel stand with low legs (probably replacing an original timber stand). Some associated hand tools were found on the floor near the table, but the stakes, hammers and other tools needed to use the table, and the hearth, were not found.

**SIGNIFICANCE LEVEL:** **General High Significance**

The table is a now rare piece of boilermakers' equipment. It is highly evocative of the days of using manual skill and manual power to shape quite complex workpieces. The table may have additional historic significance if it came to Broadmeadow from Honeysuckle or Hamilton. Unfortunately no plant records could be found.

The handtools are a poor collection, but have moderate significance as supplementing the table, and as the surviving remnants of what must have been an extensive array of blacksmith and boilermaking tools used at Broadmeadow.

**RECOMMENDATIONS:**

The table should be conserved within the Roundhouse Study Area. The associated blacksmith or boilermaker handtools should be gathered together and conserved with the table. Preferably, the table and tools should be incorporated into a museum display (static or working) of historic rolling stock and support facilities within the Roundhouse Study Area. If possible, additional handtools, hearth etc., should be obtained to supplement this meagre set.

If the Roundhouse Study Area is not used for workshop/museum purposes, then the table and handtools should be relocated and conserved in some other appropriate museum, to demonstrate blacksmith and boilermaking trades as practised in heavy industry. The table should be permanently labelled to identify it as having been used at Broadmeadow Depot.

**DOCUMENTS & REFERENCES:** Doring Negs. 703.29 and 704.02, 03, 04

**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.04**

**BLACKSMITH'S TABLE & TOOLS**

Page 2 of 2

PHOTOGRAPHS: **Top:** The Blacksmith's table.

(Doring image file < Broadmeadow D-04-01 neg-703-29.jpg >)

**Bottom:** The remains of a set of blacksmith's tools, found near the table.

(Doring image file < Broadmeadow D-04-02 neg-704-02.jpg >)



**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.05**

**WOODEN WORKBENCHES**

Page 1 of 1

CONSTRUCTION DATES: circa 1920s

APPROXIMATE DIMENSIONS: About 3 feet high x 3 feet deep x 6 feet long.

LOCATION: No.2 Roundhouse. There were several workbenches surviving. The one shown in the photograph was on an elevated platform between diesel servicing bays, so had been moved from its original location.

NAME & FUNCTIONS: Workbench used by maintenance fitters.

DESCRIPTION: A timber framed workbench with a thick timber top covered by a steel plate. A bench vice is attached to the top. The back and sides are clad with vertical v-jointed boards. The front (not seen) probably has tool drawers and doors. [Another bench nearby had open sides, and a single large drawer.]

SIGNIFICANCE LEVEL: **General High significance.**

These wooden benches are typical c1900 working equipment, simple, practical and durable, and made to high craftsmanship standards. Such benches were used constantly in heavy industry for over 100 years, and remain serviceable, but are now becoming very rare.

RECOMMENDATIONS:

Conserve wooden-framed workbenches, (with attached vices if any), within the Roundhouse Study Area. Preferably incorporate the workbenches into a museum display of railway maintenance infrastructure and/or traditional engineering trades, and if possible continue them in use.

DOCUMENTS & REFERENCES: Doring Neg.704.17

PHOTOGRAPH: Workbench standing on a platform next to a diesel loco.  
(Doring image file < Broadmeadow D-05-01 neg-704-17.jpg >)



**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.06**

**RIVETED IRON BOX**

Page 1 of 1

CONSTRUCTION DATES: c1900 to 1920 (estimated)

APPROXIMATE DIMENSIONS: 2 feet wide x 4 feet long x 1+ feet deep.

LOCATION: No.2 Roundhouse (between roads 8/9 when photographed)

NAME & FUNCTIONS: Riveted iron box, now used as a rubbish bin, but probably formerly a steam-loco tool box or ash bin.

DESCRIPTION: A rectangular, open topped iron box, made from iron or steel plates, riveted together using angle-iron corner sections, and stiffened on the top edge with riveted-on steel flats. Such boxes were very common in 19th and early 20th century workshops, but have mostly been superseded by welded containers.

SIGNIFICANCE LEVEL: **General High significance**  
A typical but fairly rare relic of the steam loco era.

RECOMMENDATIONS: Conserve this bin, (and any other similar bins found at Broadmeadow), within the Roundhouse Study Area. Preferably, incorporate the bin(s) into a museum display of historic rolling stock and associated maintenance services.

DOCUMENTS & REFERENCES: Doring Neg.704.13

PHOTOGRAPH: Riveted iron box, on the floor between roads 8 and 9 of the Roundhouse. (Doring Neg.704.13)



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**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.07**

**HYDRO-PNEUMATIC PRESS**

Page 1 of 2

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CONSTRUCTION DATES:           Appears to be circa 1920s or 1930s

APPROXIMATE DIMENSIONS:   About 5 feet high, with platen width about 2 feet.

LOCATION:   In the former Boilermakers' Shop on the west side of No.2 Roundhouse.

NAME & FUNCTIONS:       Hydro-pneumatic press.  
Used for bending or die-drawing small steel components, usually made from sheet steel or flat bar.

DESCRIPTION:

The press includes controls, a small oil tank, a hydro-pneumatic pressure intensifier (using compressed air to generate a supply of hydraulic oil at much higher pressure, for use in the press ram), and forming dies (some on the press, and others in a rack nearby). The press has no visible brand, and may have been made in one of the Railways' own workshops. The design style is intermediate between circa 1900's water-hydraulics and circa 1950s oil-hydraulics.

SIGNIFICANCE LEVEL:           **General High significance.**

The press is unusual in combining pneumatic and hydraulic systems. It was probably made in one of the Railways' own workshops & thus represents the former self-sufficiency & manufacturing capacity of the organisation.

RECOMMENDATIONS:       Conserve the press, together with its wall-mounted pneumatic-hydraulic power supply, and its associated drawing and bending dies. Preferably conserve in situ, or at least within the Roundhouse Study Area, for static or working display in a railway and/or engineering museum.

DOCUMENTS & REFERENCES:       Shown in Doring Negatives   704.05 to 704.10

The machine is marked "*NSWTD Plant No.PH-12-BMD, SO-\*\*\*\* (blank)*", and "*SRA 002846*". However, the SRA assets register identifies the latter number as belonging to a radial drill, and the first (older) number does not appear in the current plant register system.

**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.07**

**HYDRO-PNEUMATIC PRESS**

Page 2 of 2

PHOTOGRAPH: Hydro-pneumatic press, housed in an annexe on the west side of the Roundhouse.

(Doring image file < Broadmeadow D-07-01 neg-704-09.jpg >)



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**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.08**

**PERSONNEL IDENTIFICATION DISCS**

Page 1 of 1

**CONSTRUCTION DATES:** Unknown. Surviving discs are probably recent, but the system would have originated many years ago.

**APPROXIMATE DIMENSIONS:** Individual discs are about 1 inch diameter.

**LOCATION:** A small number of discs were seen hanging on hooks on two boards in the stairwell of the office attached to the north side of the Roundhouse. There are possibly more discs stored elsewhere.

**NAME & FUNCTIONS:** Personnel "dockets" or identification discs. Used to identify men at work and somewhere on the site.

**DESCRIPTION:**

Small numbered metal discs hung on numbered hooks on special boards where the men signed on for work each day. The discs were picked up by employees at the start of their shift, and returned at the end of shift. Remaining discs at start of shift indicated men absent from work. Missing discs at the end of shift indicated men possibly in trouble on the job.

Now that the depot is closing, the discs are a reminder of the many individual employees who used to work at Broadmeadow. A small number of discs were seen hanging on hooks on two boards in the stairwell of the office attached to the north side of the Roundhouse. There are possibly more discs stored elsewhere, as there would have been more than 1000 in use up to circa 1970.

**SIGNIFICANCE LEVEL:** **High Local Significance.**

The discs are a poignant reminder of the many individual employees who used to work at Broadmeadow.

**RECOMMENDATIONS:**

Conserve the discs seen, and the boards on which they were hung. Search for additional discs and boards. If possible, conserve a list of the names and classifications of the employees represented by the discs.

Offer the discs, boards and list to the SRA Archives (which has a memorabilia collection). If not wanted by the Archives, then keep these items in the Roundhouse Study Area, for eventual display in a railway museum context.

**DOCUMENTS & REFERENCES:** No photograph.

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**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.09**

**FIRST AID STRETCHER**

Page 1 of 1

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CONSTRUCTION DATES:           Not known.

APPROXIMATE DIMENSIONS:        About 8 feet long.

LOCATION: In the stairwell to the Shift Supervisor's Office in No.2 Roundhouse.

NAME & FUNCTIONS:       First Aid stretcher, used in case of serious accidents in the Roundhouse.

DESCRIPTION:       A first aid stretcher in a protective canvas sheath. This type of equipment was commonly installed at strategic locations in workshops from the 1920s to at least the 1950s, in the days when it took a long time for an ambulance to arrive, and when injured men had to rely primarily on assistance from work colleagues trained in First Aid.

SIGNIFICANCE LEVEL:           Moderate Local Significance.

The stretcher is a reminder of the dangerous nature of work in a locomotive depot.

RECOMMENDATIONS:

Conserve the stretcher and its cover in the Roundhouse Study Area, for eventual display in the context of a railway museum.

DOCUMENTS & REFERENCES:       No photograph.

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**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.10**

**CARICATURE PORTRAITS OF STAFF**

Page 1 of 7

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CONSTRUCTION DATES: Thought to have been drawn in the 1980s or 1990s.

APPROXIMATE DIMENSIONS: A4 paper size.

LOCATION: On the wall of the Charge Man's Office, near the north-eastern corner of No.2 Roundhouse,

NAME & FUNCTIONS: n/a

DESCRIPTION: A gallery of excellent pen and ink caricatures of depot personnel, drawn by "VLADO" (depot employee Vlado Krstevski).

SIGNIFICANCE LEVEL: **High Local Significance.**

The drawings represent some of the more notable personalities working at the Depot in its final years.

RECOMMENDATIONS: If the artist agrees, the originals or copies should be lodged with SRA Archives, with annotation attached (or on the back) to identify the people depicted. Copies should also be made available for display at Broadmeadow in the railway workshop/museum, if established there.

DOCUMENTS & REFERENCES: See reduced copies of the drawings on the following pages

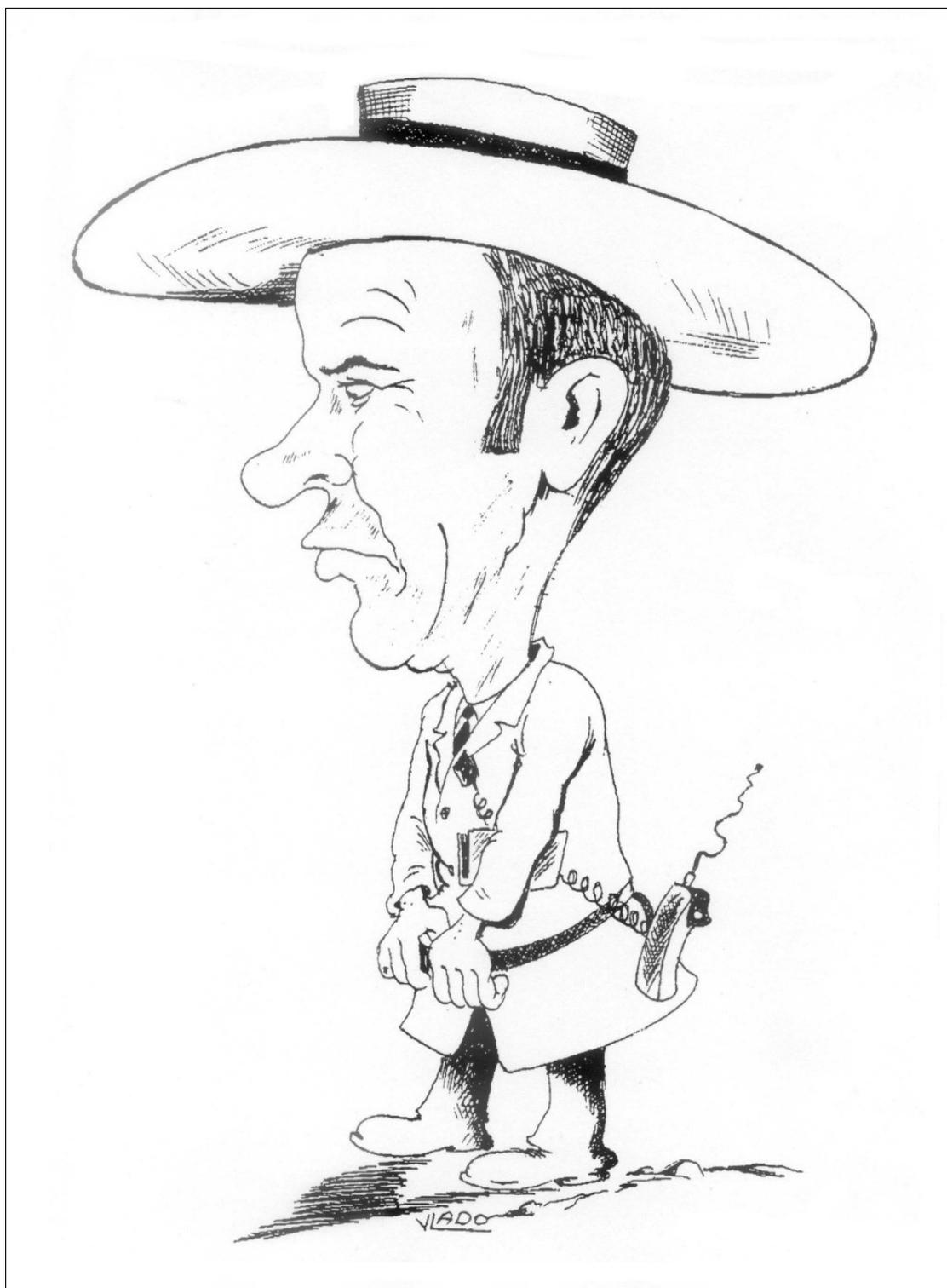
STUDY AREA D : ROUNDHOUSE

ITEM No. D.10

CARICATURE PORTRAITS OF STAFF

Page 2 of 7

(Doring image file < Broadmeadow D-10-01 photocopy.jpg >)



STUDY AREA D : ROUNDHOUSE

ITEM No. D.10

CARICATURE PORTRAITS OF STAFF

Page 3 of 7

(Doring image file < Broadmeadow D-10-02 photocopy.jpg >)



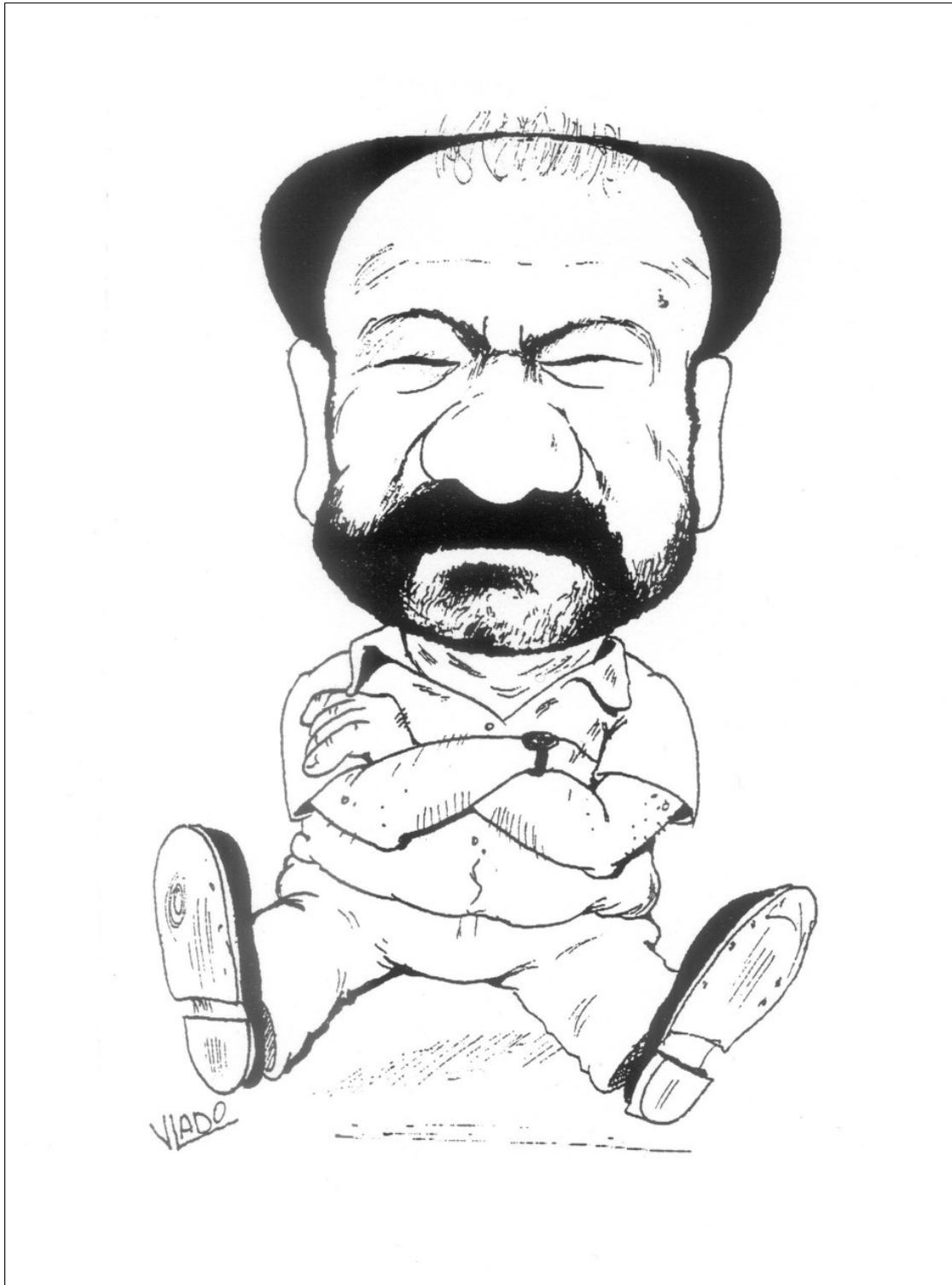
STUDY AREA D : ROUNDHOUSE

ITEM No. D.10

CARICATURE PORTRAITS OF STAFF

Page 4 of 7

(Doring image file < Broadmeadow D-10-03 photocopy.jpg >)



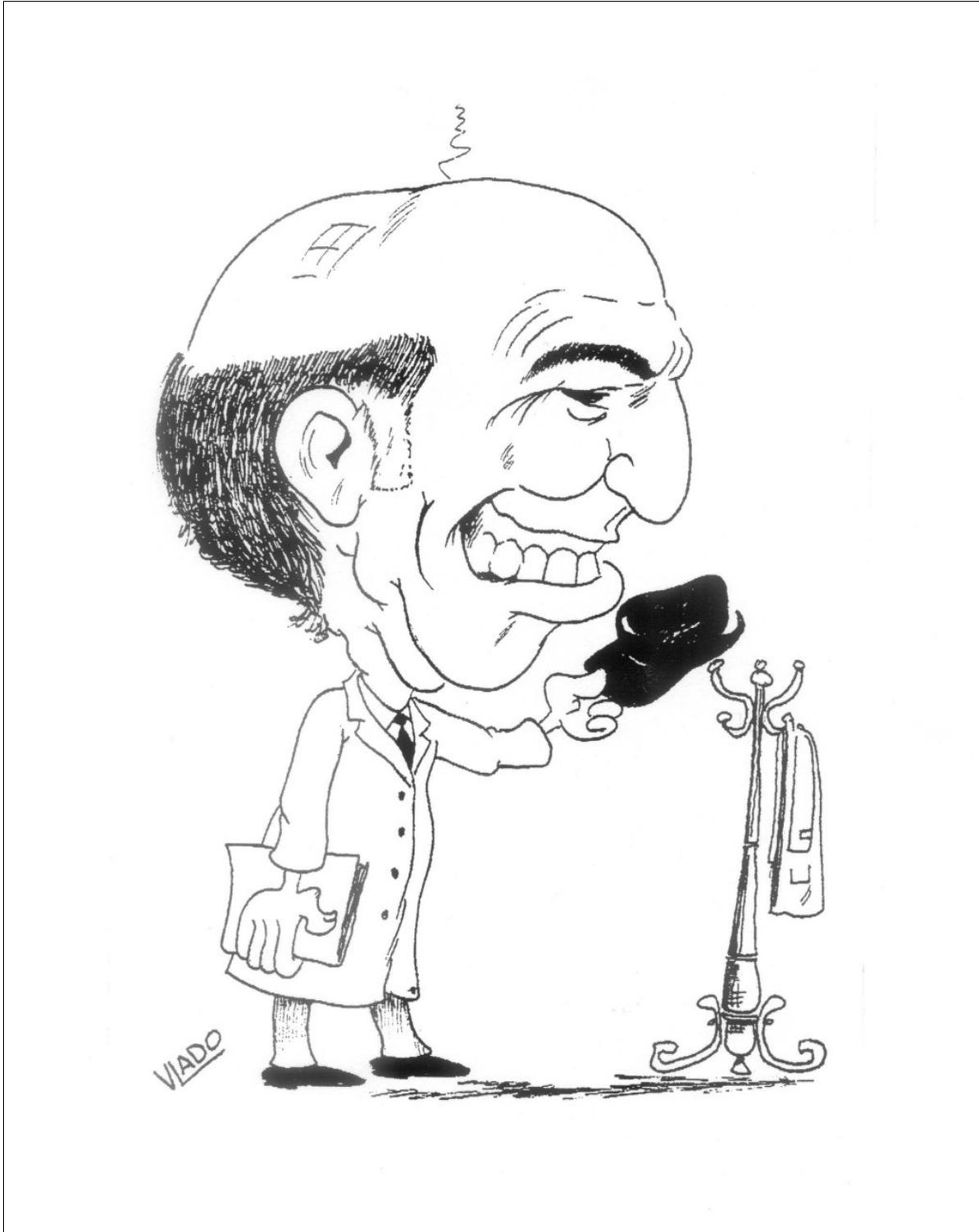
STUDY AREA D : ROUNDHOUSE

ITEM No. D.10

CARICATURE PORTRAITS OF STAFF

Page 5 of 7

(Doring image file < Broadmeadow D-10-04 photocopy.jpg >)



STUDY AREA D : ROUNDHOUSE

ITEM No. D.10

CARICATURE PORTRAITS OF STAFF

Page 6 of 7

(Doring image file < Broadmeadow D-10-05 photocopy.jpg >)



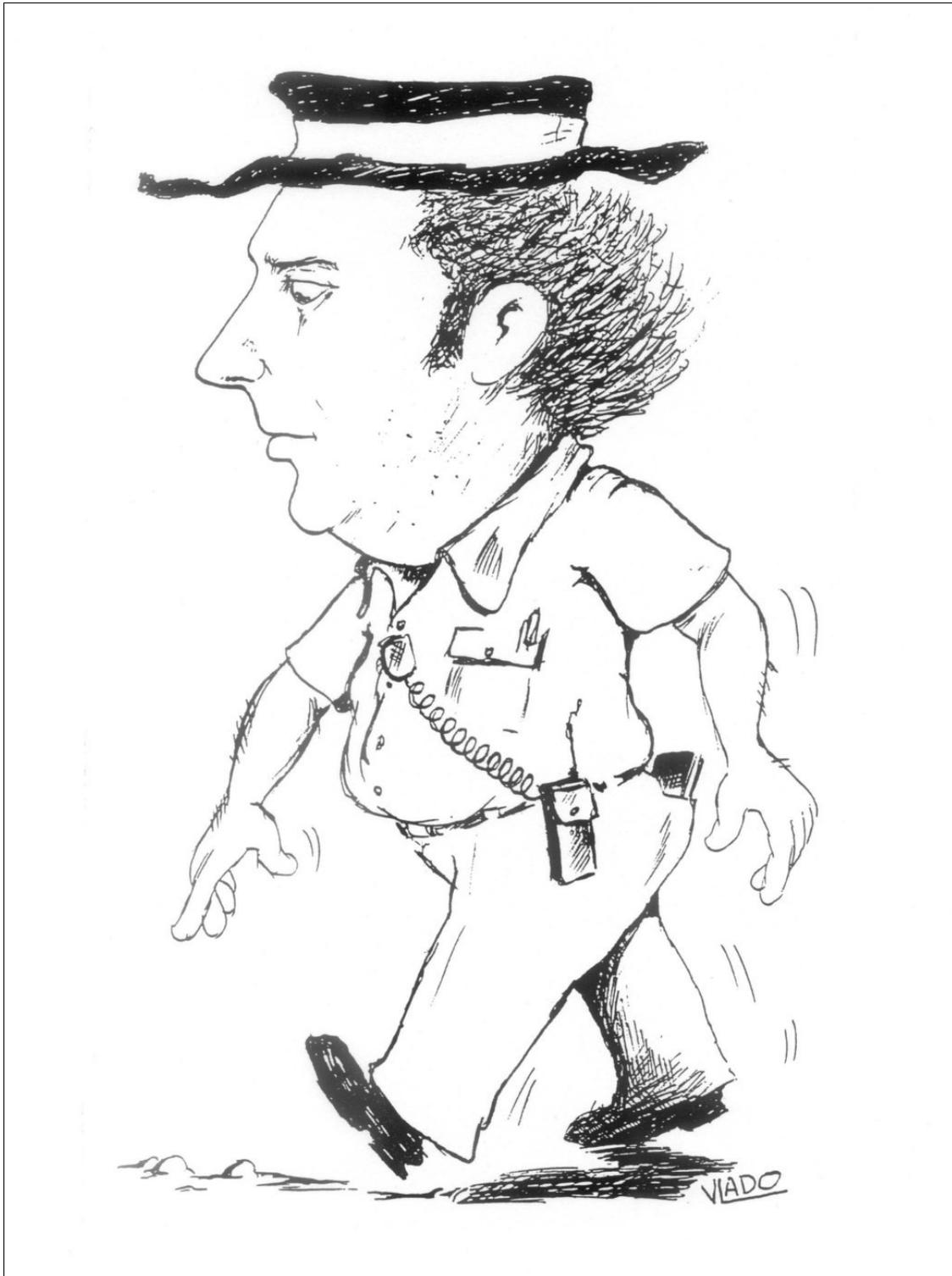
STUDY AREA D : ROUNDHOUSE

ITEM No. D.10

CARICATURE PORTRAITS OF STAFF

Page 7 of 7

(Doring image file < Broadmeadow D-10-06 photocopy.jpg >)



**STUDY AREA D : ROUNDHOUSE****ITEM No. D.11****WORKSHOPS & STORES**

Page 1 of 2

CONSTRUCTION DATES: Various from 1924

APPROXIMATE DIMENSIONS: n/a

LOCATION: n/a

NAME &amp; FUNCTIONS: Various Workshops &amp; Stores (eponymous functions)

**DESCRIPTION:**

While never incorporating a major workshop like those at Eveleigh or Cardiff, the Broadmeadow Depot could carry out many repairs on site, and avoided the need to send locos to the major workshops for trivial repairs. Like other depots, Broadmeadow had small workshops to permit minor repairs to be made to locos or to depot equipment, and had stores for maintenance materials, spare parts, etc. Various separate buildings and sheds, and annexes to the Roundhouses were used as workshops & stores over the years, under different names at different times. These facilities were always within the designated Roundhouse Study Area boundaries.

In circa 1924 the Workshop (for blacksmithing, boilermaking, etc.) was located in a building about midway between the No.1 and No.2 Roundhouse sites, and this remained the main workshop facility for about 60 years. Attached to the Workshop building were stationary boilers and pumps providing hot water for washing out loco boilers, and air compressors for driving pneumatic riveting or chipping tools.

The original Main Store was in a separate building from the Workshop. The Store was also between No.1 & No.2 Roundhouses, but further east than the Workshop, and close to the present Broadmeadow Maintenance Centre. This stores building incorporated a general materials store, a lamp store, and an outdoor materials stack. In 1988/1990 the original Workshop and Store buildings were demolished, and were replaced by a smaller, steel framed combined workshop and store erected on the original Workshop site between the two turntables. There are also several small relatively new workshops and stores of uncertain date, tacked onto the roundhouse buildings, and until recently, many workshop activities were carried on inside the main No.2 Roundhouse.

In the days of steam locos, repairs done at Broadmeadow (and other depots) included refacing worn loco wheels, replacing worn loco axle bearings, adjusting loco engine valves, flushing out dirty loco boilers, replacing corroded loco boiler tubes and stays, (although some of this would have been done in situ on the loco in the Roundhouse, rather than in the Workshop). Repairs done to diesel locos on site included refacing wheels, replacing or cleaning dirty fuel filters and air filters, repairing minor body damage.

Most of the more historic workshop equipment was scrapped when the original Workshop was demolished in 1988/89, or when the No.1 Roundhouse (which stored some old machinery) was demolished in 1990. A few moderately significant items of equipment have survived, and are included in the inventory.

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**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.11**

**WORKSHOPS & STORES**

Page 2 of 2

**SIGNIFICANCE LEVEL:** The existing separate Workshop & Stores buildings have no heritage significance.

None of the present workshop and store buildings are considered to be of heritage significance. If anything the present workshops and stores detract from the heritage value of the surviving roundhouse and offices. However, they may be of functional value to new occupiers, and should be left standing until the future use of the Roundhouse Study Area is decided.

**RECOMMENDATIONS:**

Workshops and stores buildings in the Study Area could be useful to any museum organisation operating on the site, but there would be no objection on heritage grounds to their removal, including removal of those structures which detract from the heritage significance of the Roundhouse.

**DOCUMENTS & REFERENCES:** Doring Neg.701.24

**PHOTOGRAPH:** The Workshop building viewed from the north.  
(Doring image file < Broadmeadow D-11-01 neg-701-24.jpg >)



**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.12**

**"INVICTA" SHAPER & ASSOCIATED TOOLS**

Page 1 of 1

**CONSTRUCTION DATES:** Looks circa 1950s. The plant record notes that this Shaper was acquired in the 1970s. It may have been removed to Broadmeadow from another workshop in the 1970s.

**APPROXIMATE DIMENSIONS:** Not noted.

**LOCATION:** In the south-west end of the Workshop/Stores building between the two Turntables.

**NAME & FUNCTIONS:** "INVICTA" Shaper Type AM, made by B. Elliot & Co. Ltd., Victoria Works, Victoria Rd, London. Used to cut grooves, straight edges, or flat surfaces on metal components.

**DESCRIPTION:** The machine is a conventional metal-cutting tool known as a shaper. It has a heavy cast-iron frame which is normally bolted to the floor. On top there is a reciprocating power-driven tool holder, which drives a cutting tool back and forwards across the workpiece, held in a large vyce attached to the front of the machine. The vyce is mounted on a steel block which can be accurately moved vertically or horizontally, so that the reciprocating tool removes the required amount of metal from the workpiece. Some associated cutting tools are stored on shelves and in a cupboard nearby.

**SIGNIFICANCE LEVEL:** Moderate General Significance: Of moderate significance, representing a remnant of what was once a large collection of plant items in a fairly comprehensive machine shop.

**RECOMMENDATIONS:** Keep, with its associated tools, in a workshop in the Study Area for use or display purposes in a museum context.

**DOCUMENTS & REFERENCES:** NSWTD Plant No.SH-9-BMD, SO-26665. SRA No.002847.

**PHOTOGRAPH:** The 'Invicta' Shaper, viewed from the front, where it stands in the corner of the workshop building. (Doring image file < Broadmeadow D-12-01 neg-704-26.jpg >)



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**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.13**

**BLACKSMITHS' ANVIL**

Page 1 of 1

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CONSTRUCTION DATES: not known

APPROXIMATE DIMENSIONS: Not measured.

LOCATION: In the south-west end of the Workshop/Stores building between the two Turntables.

NAME & FUNCTIONS: Blacksmiths' Anvil - "London Pattern" used in general blacksmithing work in the depot.

DESCRIPTION: A small anvil with a pointed, curved beak at one end, a flat face on top and the heel end squared off with square (hardie) hole and round (pritchel) hole to hold stakes and pins. The anvil is not unusual, and would be an essential item in the equipment of any workshop, large or small. It appears to be in reasonable condition.

SIGNIFICANCE LEVEL: Low General Significance

Low heritage significance. The anvil is a not uncommon item of workshop equipment and could be simply replaced. Nevertheless it is part of the history of work at the Depot, and could be re-used for work or display in a museum context at the Depot.

RECOMMENDATIONS: Retain on site for use or display in a museum context.

DOCUMENTS & REFERENCES: Doring Negative 704.20

PHOTOGRAPH: The blacksmith's anvil, on the floor in the workshop building. It was not accompanied by any blacksmith's tools, and had probably been used elsewhere in the depot.

(Doring image file < Broadmeadow D-13-01 neg-704-20.jpg >)



**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.14**

**STEEL CUPBOARD No.280**

Page 1 of 1

CONSTRUCTION DATES: circa 1920s to 1930s

APPROXIMATE DIMENSIONS: Not measured

LOCATION: In the south-west end of the Workshop/Stores building between the two Turntables.

NAME & FUNCTIONS: Tool Cupboard No.280. Probably used for storing Blacksmiths' or Boilermakers tools and dies.

DESCRIPTION: This strong welded steel tool cupboard, with an unusual sloping top, was probably made at one of the NSW Railways Workshops. The fixed on number plate indicates the cupboard was probably a fairly early acquisition at Broadmeadow, at a time when furniture inventories were kept.

SIGNIFICANCE LEVEL: Moderate Local Heritage Significance.  
Moderate heritage significance. The utilitarian style is not outstanding, but the cupboard has probably been used at Broadmeadow for many years.

RECOMMENDATIONS: Retain in the Study Area for future use in the Roundhouse.

DOCUMENTS & REFERENCES: Doring Negative 704.21

PHOTOGRAPH:  
The steel cupboard standing  
inside the Workshop Building.

Doring image file:  
< Broadmeadow D-14-01 neg-704-21.jpg >



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**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.15**

**WOODEN CUPBOARD No. 254**

Page 1 of 1

**CONSTRUCTION DATES:** circa 1900 to 1920

**APPROXIMATE DIMENSIONS:** Not measured

**LOCATION:** In the south-west end of the Workshop/Stores building between the two Turntables.

**NAME & FUNCTIONS:** Cupboard No.254. This was probably a personal tool cupboard used by a fitter or carpenter.

**DESCRIPTION:** A strong, painted deal cupboard, with a moulded cornice and double stable doors with beaded vertical boards, tee hinges and a padlock hasp. This cupboard is a period piece, typical of workshop furniture from the turn of the century, and has probably been at the Depot from its beginning.

**SIGNIFICANCE LEVEL:** Moderate Local Heritage Significance.

Moderate heritage significance. The traditional style is typical of historic workshops all over the country, and the cupboard has probably been used at Broadmeadow for many years.

**RECOMMENDATIONS:** Retain in the Study Area for future use in the Roundhouse.

**DOCUMENTS & REFERENCES:** Doring Neg.704.23

**PHOTOGRAPH:**

The wooden cupboard standing inside the Workshop Building.

Doring image file:

< Broadmeadow D-15-01 neg-704-23.jpg >



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**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.16**

**CONCRETE DROP-PANEL OFFICE BUILDING**

Page 1 of 4

CONSTRUCTION DATES: Built 1924. Additions 1943-46. Roof altered, circa 1990 ?

APPROXIMATE DIMENSIONS: Not measured.

LOCATION: Close to the north side of the radial tracks from No.1 Turntable

NAME & FUNCTIONS: 1924 - Office of the Steam Shed Inspector & Superintendent.  
1946 - Individual rooms identified on a drawing as occupied by a Staff Office, Typists, Clerks or Timekeepers.  
1994 - Staff Training Offices & Lecture Rooms

**DESCRIPTION:**

**INNOVATIVE & UNUSUAL CONSTRUCTION DESIGN**

When Broadmeadow Depot was established in 1924, two offices were built, using a precast concrete drop-panel construction then common in signaller's section huts, but only rarely used in habitable buildings. A similar construction technique was used for the 1923/24 Drivers' Barracks, at the north-west corner of the site (as discussed under the North Barracks Study Area). A larger office of the same construction style, built c1929, still exists at the Cardiff Workshops nearby, and the similar Kuranda Railway Station in North Queensland (built 1915) is a valued heritage item in that State. The construction method is described in more detail under Item No.F-01.

**HISTORY OF THE BUILDING**

One of the c1924 concrete-panel offices was built on the north side of No.1 Roundhouse, and still exists. Plan No.27695 of 16-11-1926, shows this as the office of the Steam Shed Inspector and Superintendent, ie. the men who supervised the maintenance and repair work done at the depot, and decided whether the locomotives were fit for service, or needed to be sent to the central workshops for major overhaul.

Plan 1584-33848, "Broadmeadow - Extension to Locomotive Offices", dated 1943, shows the building as an existing L-shaped concrete-panel office building, to be extended by filling in the L corner in matching style. A note says "work completed 29-1-1946". Dimensions of the rooms, and of the drop-panel modules are given, and individual rooms are identified as occupied by Staff Office, Typists, Clerks or Timekeepers. <WRP>

**STUDY AREA D : ROUNDHOUSE****ITEM No. D.16****CONCRETE DROP-PANEL OFFICE BUILDING**

Page 2 of 4

**DESCRIPTION:** (continued)**HISTORY OF THE BUILDING** (continued)

Several years ago the offices had become neglected and were in danger of being demolished. Fortunately, it was decided to renovate them instead, but unfortunately this involved removing the original diamond-pattern Eternit-type asbestos cement shingle roof and replacing it with Colourbond-style sheet metal, and gloss-painting all the exterior concrete panels. The concrete offices are now in good repair, and are used for lectures and staff training.

The second concrete office was located between the roundhouses, and between the original store and workshop buildings. According to Plan 575 13069 (1922), this office building was about 36 feet (11 m) square, plus verandahs on all four sides, and had a central passage with three offices each side. It was demolished in April 1971 (ref. file No.70/518632). Little else is known about this building, and it is unlikely that any significant remnants of it survive.

Other later offices have been built within the Study Area, notably the two-storey office annexe added to the north-east face of No.2 Roundhouse c1977/78. These have some possible functional value for future use of the site, but are not of heritage significance.

**SIGNIFICANCE LEVEL:                    Very High Regional & Local Significance and High State Significance.**

This surviving office building has high significance as a rare and fine example of this precast concrete drop-panel construction technique. The building is also significant as the office of the Steam Shed Inspector and Superintendent, and as one of only three original depot buildings or works to have survived (the others being the Drivers' Barracks, of similar concrete panel construction, and the No.1 Turntable).

**RECOMMENDATIONS:**

It is recommended that the concrete drop-panel office building be conserved in situ, and continue to be used for administrative or informative activities. If incorporated in a railway workshop/museum based on the Roundhouse Study Area, it would make an excellent visitor information centre, and would be the only standing building in the Study Area dating from establishment of the depot. Attempting to move this building would destroy it.

**DOCUMENTS & REFERENCES:** Doring Negatives 690.18, 22, 702.14, 17

Plan No.27695 of 16-11-1926.

Plan 1584-33848, "Broadmeadow - Extension to Locomotive Offices", dated 1943,

Plan No.R23060, 1984, Newcastle Land Use Plan - Broadmeadow Loco.

SRA Archival photograph No.572.10 [see item D.01]





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**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.17**

**WALL CLOCK No. 1451**

**Page 1 of 1**

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**CONSTRUCTION DATES:** not known

**LOCATION:** Inside the concrete drop panel office building.

**NAME & FUNCTIONS:** Wall clock No.1451, made by Seth Thomas, USA.

**DESCRIPTION:** A typical Railways timekeeper in a polished timber case. The clock has Roman numerals for the hours 1-12 (or I to XII), and smaller Arabic numerals for the hours 13-24. We were told the clock had come from Grafton (Depot or Railway Station ?) fairly recently.

**SIGNIFICANCE LEVEL:** Moderate Regional Heritage Significance

The clock has moderate heritage significance as a traditional Railways timepiece.

**RECOMMENDATIONS:** It is recommended that the Clock be retained by the SRA, and that it be relocated for continuing use in some other SRA place, such as the administrative office for Northern Region, or SRA Head Office in Sydney.

**DOCUMENTS & REFERENCES:** nil [No photo]

**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.18**

**DIESEL REFUELLING FACILITIES**

Page 1 of 2

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CONSTRUCTION DATES: not found

LOCATION: The filling station is east of No.2 Roundhouse A row of above ground fuel tanks are north-east of No.2 Roundhouse, near the High School fence.

NAME & FUNCTIONS: Diesel filling station (Fuel Shed) & fuel tanks, used to refuel diesel locos.

**DESCRIPTION:**

During shortages of coal after World War Two, some coal-burning steam locomotives were converted to burn oil, but this was not efficient and was discontinued. However, diesel locomotives were efficient, and gradually replaced steam locos from 1950s onwards, requiring the depots to have dual facilities for about 20 years, both for bunkering coal and for storing and dispensing flammable liquid distillate (diesel fuel).

At Broadmeadow, diesel fuel is stored in a bank of tall steel tanks to the north-east of No.2 Roundhouse, and dispensed by hose into the fuel tanks of diesel locos on either of two approach road tracks east of No.2 Turntable, at a small open-sided refuelling cubicle spanning the tracks at a point slightly removed from the Roundhouse.

SIGNIFICANCE LEVEL: No Heritage Significance

The diesel refuelling facilities have no particular heritage significance. They help to represent the former operation and working life of the Depot, and could continue to be useful in future.

RECOMMENDATIONS: If the filling station is not needed elsewhere by the SRA, it should be left in situ, to be used for demonstration purposes and for filling locos operated by possible future occupants of the site. If the filling station is retained, at least one of the fuel tanks should also be retained at the site, not necessarily in situ.

DOCUMENTS & REFERENCES: Doring Negatives 701.17

Plan No.R23060, 1984, Newcastle Land Use Plan - Broadmeadow Loco.  
Plan No.588-51870, 1987, Broadmeadow - Detail Survey of Locomotive Depot  
Survey Plan No.800 10003 - (Hard & Forester, 1994)

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**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.18**

**DIESEL REFUELLING FACILITIES**

Page 2 of 2

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**PHOTOGRAPH:** The refuelling facility, viewed from the corner of the Roundhouse (to the west).  
(Doring image file < Broadmeadow D-18-01 neg-701-17.jpg >)



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**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.19**

**FORMER RE-WATERING FACILITIES**

Page 1 of 1

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CONSTRUCTION DATES:           circa 1922/24

APPROXIMATE DIMENSIONS:           no longer exists

LOCATION:                   no longer exists

NAME & FUNCTIONS:               Water Tanks, with Water Cranes, or Water Columns

**DESCRIPTION:**

Steam locomotives needed a supply of clean water for their boilers. All depots, and some intermediate way-stations, had facilities for storing water for locos, typically in elevated square iron tanks made of modular cast-iron panels bolted together.

Broadmeadow had at least two and possibly three such tanks adjacent to the north-east side of No.1 Turntable tracks, one tank near the north-east corner of No.2 Roundhouse, and another tank over yard tracks near the northern end of the depot site (opposite Tara Road). These provided water to the locos by gravity flow, via underground pipes linked to a number of upstanding iron pipes with loose canvas nozzles, known as water columns or water cranes.

Since steam locos stopped using Broadmeadow Depot, all of these square iron tanks and water columns have been removed from the depot. It is possible that some of the underground iron pipes, or the bases of some water columns, might survive, but these would have little heritage significance other than allowing visitors to visualise the location of the water columns.

SIGNIFICANCE LEVEL:           nil - The items no longer exist.

RECOMMENDATIONS:           nil

DOCUMENTS & REFERENCES:   Plan 575 13069, drawn 1922 but subsequently much amended and annotated to show changes up to the 1970s.

[No photo]

**STUDY AREA D : ROUNDHOUSE****ITEM No. D.20****RE-SANDING FACILITIES**

Page 1 of 2

CONSTRUCTION DATES: Former sand furnace & sand box, 1923/4  
Existing sand tanks, July 1972.

APPROXIMATE DIMENSIONS: 4 standardised sand tanks, each capable of holding 24 tons (tonnes) of sand.

LOCATION: Former sand furnace - south of No.1 Turntable.  
Former sand box - north end of coal bunker (BMC Study Area C)  
Existing sand tanks - east of No.2 Roundhouse

NAME & FUNCTIONS: Sand Tanks. Locomotives carry clean dry sand in boxes above the wheels, for sprinkling onto the rails to improve traction on steep slopes or under wet conditions.

**DESCRIPTION:**

Both steam and diesel locomotives carry sand. At Broadmeadow, there was a sand furnace next to the southern arrival track for No.1 Turntable, where sand was dried to make it flow more freely. This furnace was also used for relighting the boilers on steam locomotives, presumably by shovelling hot coals from the furnace into the loco firebox. There was also a large sand box at the northern end of the coal bunker, so that locos being re-coaled could be resupplied with sand at the same time. The steam-era sand and relighting furnace, and the coal-bunker sand box, have all now been demolished.

Diesel locos are still supplied with sand, but now sand storage and dispensing at Broadmeadow is done at an array of four large steel sand tanks east of No.2 Roundhouse. These are standardised sand tanks, each capable of holding 24 tons (tonnes) of sand. Annotation on the sand tank drawing lists various depots where these tanks were installed, usually with one or two sand tanks per depot. The list shows that the four Broadmeadow tanks were installed in July 1972, and were the largest array of sand tanks installed at any depot in NSW.

The existing Broadmeadow sand tanks are mounted over the tracks leading to the diesel refuelling station, thus maintaining the traditional link between refuelling and resanding of locomotives.

SIGNIFICANCE LEVEL: No Heritage Significance

The sand tanks have no particular heritage significance. Although sand tanks may one day be considered heritage items (when the diesels have gained the same historical cachet as steam locos), it is difficult at present to justify their retention on heritage grounds. However they do help to represent the former operation and working life of the Depot, and could continue to be useful in future.

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**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.20**

**RE-SANDING FACILITIES**

**Page 2 of 2**

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**RECOMMENDATIONS:**

If the sand tanks are not needed elsewhere by the SRA, they should be left in situ, to be used for demonstration purposes and for sanding locos operated by possible future occupants of the site.

**DOCUMENTS & REFERENCES:**                      Doring Neg.701.02

- Existing sand tanks - Plan 101-472 dated 1970.
- Plan 575 13069, drawn 1922 & amended up to the 1970s.
- Plan No.R23060, 1984, Newcastle Land Use Plan - Broadmeadow Loco.
- Plan No.588-51870, 1987, Broadmeadow - Detail Survey of Locomotive Depot
- Survey Plan No.800 10003 - (Hard & Forester, 1994)

**PHOTOGRAPH:**                      The modern sand tanks, viewed from the north-west. (Doring Neg.701.02)





**STUDY AREA D : ROUNDHOUSE****ITEM No. D.21****FORMER DE-ASHING FACILITIES****Page 2 of 2****DESCRIPTION:** (continued)**ASH PITS**

Plan 575-13069 also shows an alternative method of collecting ash from locos. It shows an ashpit 60 feet (about 18 metres) long, beneath the northern approach road to No.2 Turntable. This presumably allowed locos coming in for service to dump hot ash into the pit, probably into water. The quenched ashes would be removed later when the pit became full. An unidentified pit of about the same size which is shown in the drawing as located on a relief track near the main line, probably served the same purpose.

These ashpits would have been lined with strong brickwork or concrete walls and floors to support the rails and hold water, and it is likely that these structures remain in the ground, although now filled. These pits would have only moderate heritage significance, but could be useful both functionally and for interpretation if Study Area D becomes a railway workshop/museum with active steam locos. If re-opened, they would need a fence or wire mesh cover to stop visitors falling in.

**SIGNIFICANCE LEVEL:** Northern Ash Pit - Moderate heritage significance  
Ash Roads - slight archaeological significance

**RECOMMENDATIONS:** If any of the ash pits are found during redevelopment surveys or works, they should be recorded. If any are found within the Roundhouse Study Area, they could be exposed for demonstration purposes, or even re-used if steam locos are operated from the Study Area.

**DOCUMENTS & REFERENCES:** Plan 575-13069 (dated 1922 & amended later)

[No photo]

**STUDY AREA D : ROUNDHOUSE****ITEM No. D.22****WHEEL LATHE**

Page 1 of 6

**CONSTRUCTION DATES:** Made in 1964 and installed in 1965.

**APPROXIMATE DIMENSIONS:** Wheel Lathe Shed - about 19 metres x 11 metres

**LOCATION:** A purpose built Wheel Lathe Shed, south-west of No.1 Turntable.

**NAME & FUNCTIONS:** HEGENSCHIEDT under-floor wheel lathe Model 102.  
Used for re-facing (or skimming) and reconditioning railway wheel sets while they remain in situ on the locomotive or other railway vehicle.

**DESCRIPTION:****TRADITIONAL WHEEL LATHES**

Traditional wheel lathes required a pair of worn wheels and their axle to be removed from the loco (or carriage or wagon), taken to a special-purpose double-headed lathe, and gripped and spun as a linked pair of wheels while the running faces and flanges were skimmed to reface them back to the correct profile. Then the reconditioned wheels and axle would be taken back to the vehicle and reassembled to the vehicle's bearings. It is not clear whether a wheel lathe of this traditional type was installed at Broadmeadow. If so, it is no longer there.

**UNDERFLOOR WHEEL LATHE**

The existing wheel lathe at Broadmeadow is a HEGENSCHIEDT under-floor wheel lathe Model 102, made in 1964 and installed in 1965. Underfloor wheel lathes are more convenient for use in a depot, in that the wheels can be refaced in situ without removal from the loco or wagon, etc.. This wheel lathe is located in a purpose-built shed south-west of No.1 Turntable. A set of rails runs through the shed, above the lathe, which is set in a deep pit.

**OPERATING METHOD**

A loco with worn wheels can be brought into the shed and positioned with the worn wheels above the lathe. Powered rollers on the lathe contact the loco wheels and spin them, while cutting tools on the lathe move in and skim the wheels to the correct profile, all while the wheels remain on their axle, and in their normal bearings. Two men operate the lathe, and can walk around in the pit beneath the loco to control the lathe and check the work.

After one pair of wheels has been refaced, the loco can be dragged forward by winches and cable to position the next set of wheels above the lathe for refacing, and so on until all wheels have been done. The wheels can usually be refaced several times before they get too thin and have to be condemned.

**STUDY AREA D : ROUNDHOUSE****ITEM No. D.22****WHEEL LATHE**

Page 2 of 6

**DESCRIPTION:** (continued)**RECENTLY PROPOSED NEW LATHE AT BROADMEADOW**

A new wheel lathe building for Broadmeadow (including presumably a new lathe) was put out for tender in 1987, but not built. This suggests that the existing lathe was thought to be reaching the end of its working life in 1987. However, the 1965 lathe has continued in operation up to 1994, and is now ceasing work only because of the closure of the depot and transfer of loco maintenance work to private industry.

**SIMILAR LATHES ELSEWHERE IN NSW**

Similar modern under-floor wheel lathes are located at the DELEC diesel electric depot at Enfield (installed 1984), and perhaps at Chullora (conflicting information). SRA tried to build its own under-floor wheel lathe at Chullora in 1938, but we have not researched whether this was a pioneering innovation or simply a copy of an idea developed somewhere else. Judging by repeated notes in annual reports of the Mechanical Branch about making further improvements to the Chullora lathe, it appears to have not been entirely successful. Although it does not concern Broadmeadow, the 1938 lathe could be an historic artefact, if it still exists.

**SIGNIFICANCE LEVEL:** Moderate State & Regional Significance

The 1965 Broadmeadow wheel lathe is of moderate significance as an early NSW example of this modern type of underfloor lathe. It is the oldest surviving underfloor wheel lathe in the State. It is the only operating wheel lathe known to exist in the Hunter or northern regions of the State.

**RECOMMENDATIONS:**

The HEGENSCHIEDT under-floor wheel lathe Model 102, is still of use for maintaining wheels of active rolling stock, and for refurbishing wheels of railway museum rolling stock to be run on active lines for tourist traffic.

If it is not needed elsewhere for ongoing operational use, the wheel lathe should be left in situ at Broadmeadow for occasional use for commercial or museum rolling stock (provided a skilled operator is available or can be trained), and eventually for display as a museum item in its own right. It could become a source of income for a museum, if operated on commercial contract work (eg. for mining companies or the NSW Railways).

Moving and re-installing the wheel lathe could be a costly operation. The SRA could consider selling or leasing it to a commercial contractor for operation in situ, or continuing to operate it in situ themselves, rather than moving it elsewhere. With a new passing loop, it could be operated with or independently of the future activities in the Roundhouse/Turntables group.

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**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.22**

**WHEEL LATHE**

Page 3 of 6

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DOCUMENTS & REFERENCES: Doring Negatives: 705.08, 10, 13, 14, 16, 706.06, 07

Plan No.R23060, 1984, Newcastle Land Use Plan - Broadmeadow Loco.  
Plan No.588-51870, 1987, Broadmeadow - Detail Survey of Locomotive Depot  
Survey Plan No.800 10003 - (Hard & Forester, 1994)  
Newcastle Morning Herald, 3rd April(?) 1965.

PHOTOGRAPH: The wheel lathe shed, viewed from the north. (Doring Neg.705.08)  
(Doring image file < Broadmeadow D-22-01 neg-705-08.jpg >)



**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.22**

**WHEEL LATHE**

Page 4 of 6

**PHOTOGRAPHS: Top:** The east side of the wheel lathe, looking south, with a diesel loco standing over the pit.

(Doring image file < Broadmeadow D-22-02 neg-705-10.jpg >)

**Bottom:** The west side of the wheel lathe, looking north, with a diesel loco standing over the pit.

(Doring image file < Broadmeadow D-22-03 neg-705-13.jpg >)



STUDY AREA D : ROUNDHOUSE

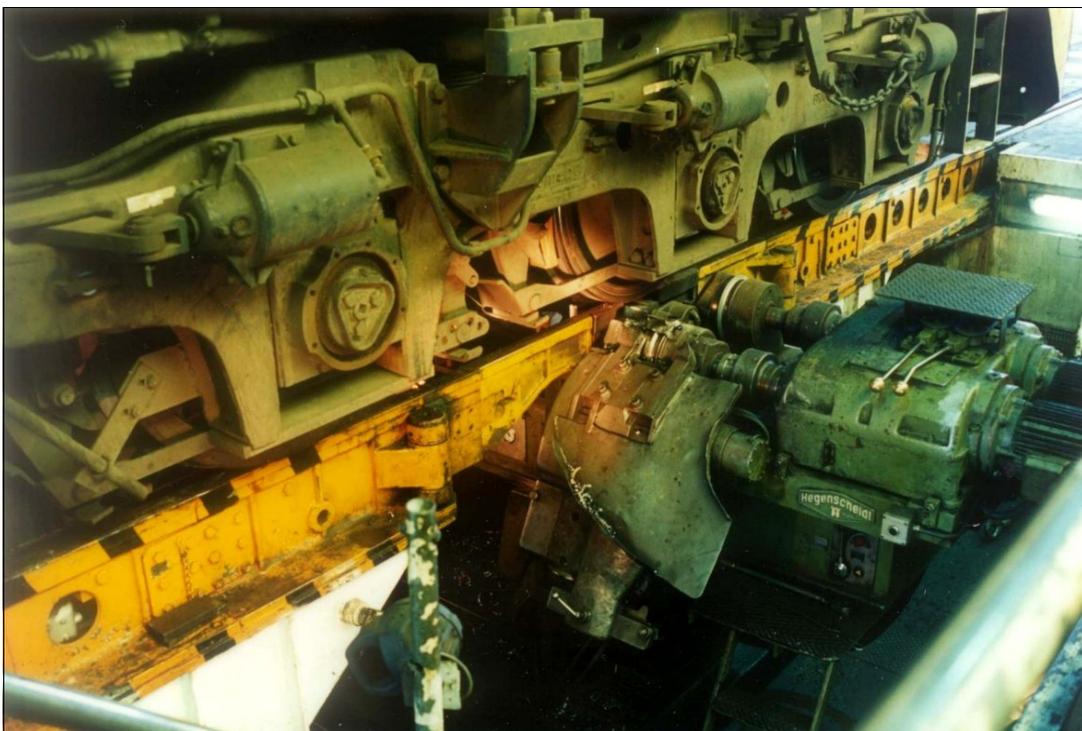
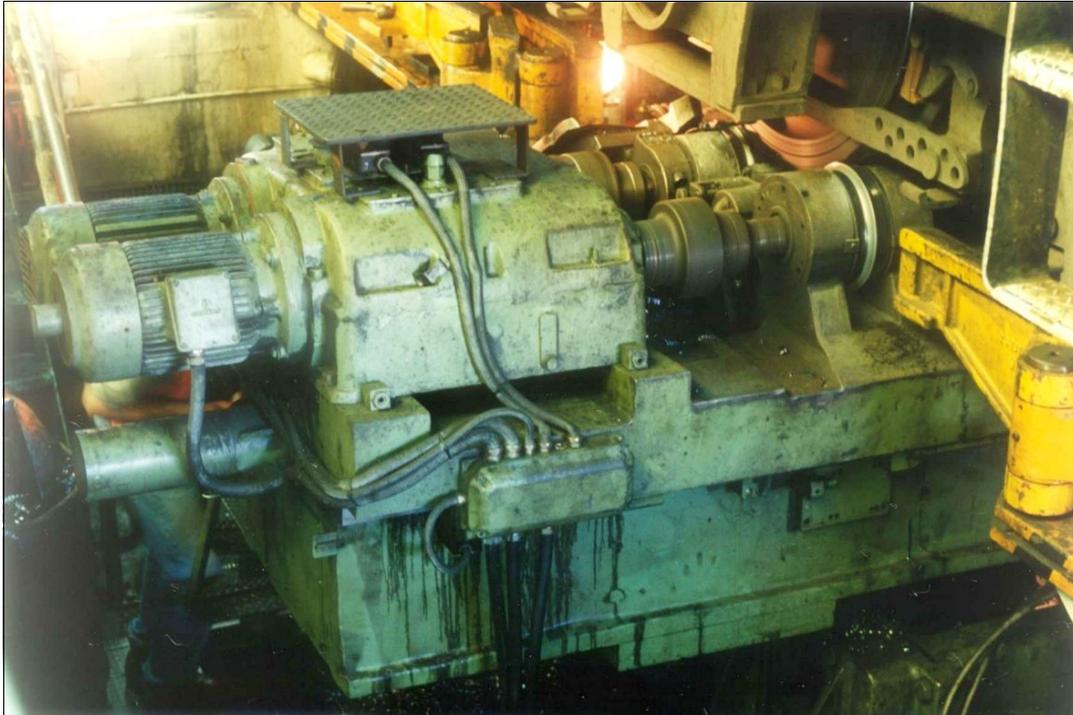
ITEM No. D.22

WHEEL LATHE

Page 5 of 6

PHOTOGRAPHS: **Top:** Detail of the west side of the wheel lathe. (Doring Neg.705.14)

**Bottom:** The west side of the wheel lathe, looking south, with a diesel loco standing over the pit. (Doring Neg.705.16)



**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.22**

**WHEEL LATHE**

Page 6 of 6

**PHOTOGRAPHS:**

**Right:** Detail of the west side of the wheel lathe, showing a loco wheel being shaved. Note the curls of swarf falling off the edge of the cutting tool.

Doring image file

< Broadmeadow D-22-06 neg-706-06.jpg >

**Below:** Detail of the wheel lathe control panel, viewed from under the diesel loco standing over the pit.

Doring image file

< Broadmeadow D-22-07 neg-706-07.jpg >



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**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.23**

**MANUAL POINTS & LEVERS**

Page 1 of 2

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CONSTRUCTION DATES: 1922 et seq.

APPROXIMATE DIMENSIONS: n/a

LOCATION: Scattered throughout the Depot and Marshalling Yards. A set of points and a lever near the Wheel Lathe Shed was photographed.

NAME & FUNCTIONS: Points & Levers are used to manually switch rolling stock from one set of tracks to a converging set.

**DESCRIPTION:**

Points are short lengths of moveable rail located at a Y-junction, where one railway track forks to form diverging tracks going to different destinations. Levers are just that, steel levers pivoting on a cast-iron base, attached to wooden sleepers next to a set of rail points. A yardman can manually swing the lever to vertical or horizontal position, and a counterweight on the lever will hold it in position. Short iron rods connect the lever to the moveable points, and position the points rails to direct trains onto the left or right- hand fork.

**SIGNIFICANCE LEVEL: High General and Local Significance**

Surviving manually operated Points and Levers have High significance. Manually operated points and levers are once-common but now vanishing pieces of railway technology, which were originally used throughout the railway network but are now found mainly in marshalling yards and depots, or in little-used sidings.

Manual points levers are simple for the public to see and understand, and constitute a railways symbol in the public mind.

**RECOMMENDATIONS:**

All examples of manually operated switching gear inside the Roundhouse Study Area should be conserved in situ and in working order. If in-coming and out-going tracks must be re-arranged, the switching gear should be relocated with the tracks.

In areas outside the Roundhouse Study Area (eg. Study Areas B or G), if rails are to be ripped up, the rails, and especially the crossings, points, and points levers should be offered to a railway museum.

Some samples of the direct manually-operated (Thompson?) yard points and levers should be kept for eventual display in conjunction with the now disused (remote manually controlled) Broadmeadow North Signal Box, and the modern (computerised electronic) Centralised Train Control system (Study Area J).

**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.23**

**MANUAL POINTS & LEVERS**

Page 2 of 2

DOCUMENTS & REFERENCES:            Doring Negatives 705.02, 03

**PHOTOGRAPHS:**

**Top:** Typical switching points and junction on the siding leading to the wheel lathe shed.  
(Doring image file < Broadmeadow D-23-01 neg-705-03.jpg >)

**Bottom:**            Detail of the manual points lever shown below. (Doring Neg.705.02)  
(Doring image file < Broadmeadow D-23-02 neg-705-02.jpg >)



**STUDY AREA D : ROUNDHOUSE****ITEM No. D.24****AIR COMPRESSORS & RECEIVERS**

Page 1 of 3

CONSTRUCTION DATES: Existing compressors - circa 1940/1950s  
Existing air receivers - c1920s

APPROXIMATE DIMENSIONS: Tanks - approx 1.5 metres diameter x 4 metres high.

LOCATION: Air compressors - "Pump House", west of the No.2 Roundhouse.  
Air receivers - on the east and west sides of No.2 Roundhouse.

NAME & FUNCTIONS: Air Compressors & Receivers, used to produce and store compressed air for use in pneumatic powered tools.

2 Broomwade AIR COMPRESSORS type D23 Nos. NSWTD-CA-39BMD and NSWTD-CA-40BMD.  
2 riveted steel cylindrical AIR RECEIVERS Nos. A925/SRA00283 & A987/SRA02850.

**DESCRIPTION:**

The original c1924 Workshop building had air compressors at the south-west corner, near No.1 Roundhouse, and presumably had air receivers (pressurised air tanks) nearby. The 1927 Annual Report notes that Broadmeadow was provided with an additional air compressor, and a hydro-pneumatic jack for the drop-pit (powered by compressed air). 1941 and 1943 reports note that most depots were making extensive use of pneumatic-powered tools (eg riveters and chippers), and were being fitted with larger hydro-pneumatic pit jacks. This reflects the increasing use of compressed air tools in industry generally at that time.

The original workshop and compressor room have been demolished. Broadmeadow now has a small crudely built corrugated iron compressor shed to the west of No.2 Roundhouse. It is known as the Pump House, so presumably was used to hold pumps originally. It now has two Broomwade air compressors, one still working and one partly disassembled. There is also an empty concrete pad which looks as though it held a third compressor. These compressors have not been positively dated, but appear to be c1940/50 vintage rather than c1920, and were probably installed when No.2 Roundhouse was built.

The one remaining working compressor supplies compressed air to two vertical steel air receivers, located outdoors one on the east side and one on the west side of No.2 Roundhouse. These air receivers are of riveted construction, and are likely to be part of the original c1924 compressed air installation, but relocated. They may have been fabricated by the railways' own boilermakers, as the technology is similar to that used to make loco boilers.

SIGNIFICANCE LEVEL: **COMPRESSORS: Moderate General & Local Significance**  
**AIR RECEIVERS: High General & Local Significance**

Air receivers and compressors such as those at Broadmeadow were common, but are now becoming uncommon, if not yet rare. The compressors are of moderate but growing significance, while the receivers are already highly significant.

**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.24**

**AIR COMPRESSORS & RECEIVERS**

Page 2 of 3

**RECOMMENDATIONS:**

The compressors and receivers should be left in situ now, as potentially of use by the future occupant. Even if not required for future use, the receivers and working compressor should be conserved as still-working examples of a widely used early and mid-20th century industrial technology, and as very visible examples of riveted boilermaking technology which give an early-20th century flavour to the remaining depot facilities. The non-working compressor should also be kept, for use as a source of spare parts (as appears to have already been done). The air compressor(s) and receivers could be relocated within the Roundhouse Study Area if necessary.

**DOCUMENTS & REFERENCES:** Doring Negatives 701.06, 22, 26

**PHOTOGRAPH:** Riveted cylindrical air receiver on the west side of the Roundhouse. A shed containing the air compressors is on the left, and the back of the office addition to the Roundhouse is at top right.  
(Doring image file < Broadmeadow D-24-01 neg-701-22.jpg >)



STUDY AREA D : ROUNDHOUSE

ITEM No. D.24

AIR COMPRESSORS & RECEIVERS

Page 3 of 3

PHOTOGRAPHS:

**Right:** A riveted cylindrical air receiver, located on the east facing gable at the north end of the Roundhouse.

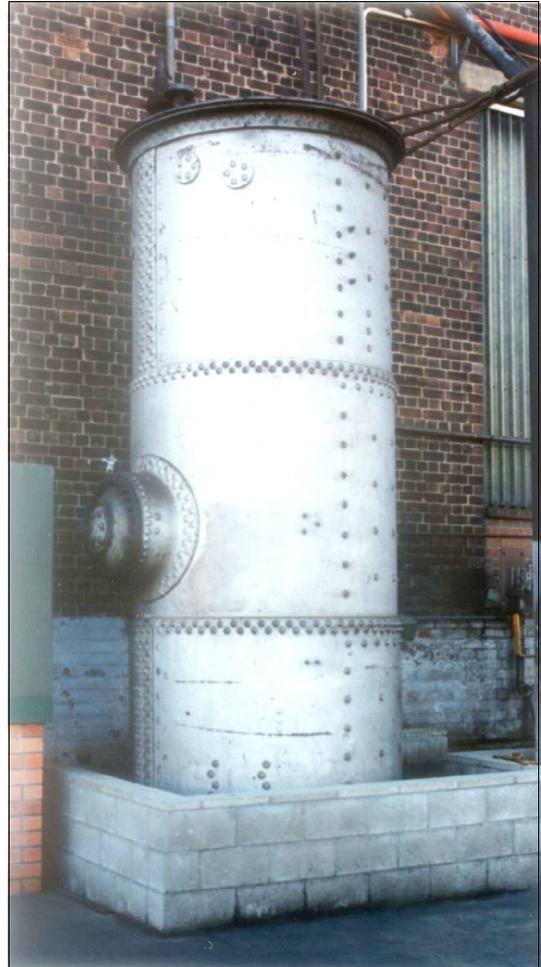
Doring image file

< Broadmeadow D-24-02 neg-701-06.jpg >

**Below:** A non-operating air compressor inside the shed shown on the previous page.  
(Doring Neg.701.26)

Doring image file

< Broadmeadow D-24-03 neg-701-26.jpg >



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**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.25**

**PALM TREES**

Page 1 of 1

**CONSTRUCTION DATES:** Probably planted late 1920s

**LOCATION:** East of existing re-sanding facility, on the eastern border of the Roundhouse Study Area.

**NAME & FUNCTIONS:** Canary Island Palms, (*Phoenix canariensis*). Decorative function.

**DESCRIPTION:** A row of seven mature palm trees to the east of the resanding facility. Archival Photograph No.572/4 of the No.2 Roundhouse being built c1948 (see item D.02), shows a row of 13 palms, much younger and about half their present height. Further north were nine short bushy trees in the same line, all now gone. The surviving seven palm trees are a remnant of c1920s/30s attempts to beautify the depot.

**SIGNIFICANCE LEVEL:** **High Local Heritage Significance.**

These trees were planted soon after the Depot was established. The group of trees is the only surviving evidence of 1920s efforts at beautifying the site. They remain the most obvious symbol of the Depot to passing train travellers. The trees were probably planted by Depot workmen in their spare time.

**RECOMMENDATIONS:** Surviving palm trees should be retained and nurtured, as an appropriate landscape feature within the Roundhouse Study Area. Consider replanting the full original row.

**DOCUMENTS & REFERENCES:** Doring Negative 701.03  
SRA Archival Photograph No.572/4 [see item D.02]  
Survey Plan No.800 10003 - (Hard & Forester, 1994)

**PHOTOGRAPH:** Row of canary palms, viewed from the west. The sand tanks hide the north end of the row. (Doring image file < Broadmeadow D-25-01 neg-701-03.jpg >)



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**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.26**

**PAIR OF RIVETED STEEL TRESTLES**

Page 1 of 1

CONSTRUCTION DATES:            circa 1920s

APPROXIMATE DIMENSIONS:            About 1.5 metres wide x 1 metre high

LOCATION: Standing in the yard next to a dead-end track to the north of No.1 Turntable

NAME & FUNCTIONS:            Steel trestles. Used for temporarily supporting rolling stock while wheels, bearings, etc. are removed for repair.

DESCRIPTION:            Trestles made from a riveted steel frame topped by a modern piece of universal beam, added to increase their height.

SIGNIFICANCE LEVEL:            Moderate General Heritage Significance

Typical items of Depot equipment from the 1920s, later modified. This pair is one of few such early items of movable Depot equipment to survive.

RECOMMENDATIONS: Retain within the Roundhouse Study Area, for display and possible use.

DOCUMENTS & REFERENCES:            Doring Negative 701.30

PHOTOGRAPH:            Pair of trestles seen in the yard.  
(Doring image file < Broadmeadow D-26-01 neg-701-30.jpg >)





**STUDY AREA D : ROUNDHOUSE****ITEM No. D.27**"CRAVEN" 70 ton ACCIDENT CRANES Nos. LC-1072 & LC-1073Page 2 of 9

## DESCRIPTION: (continued)

The Broadmeadow Craven crane comprises a swivelling turret with (originally) a self-contained boiler and steam engine and large crane jib, mounted on a custom-built wagon with slewing gears to swivel the turret, and with outrigger arms and jacks to stabilise the wagon when lifting loads. The jib is a large riveted boomerang-shaped steel arm, with one end pivoted at the base of the turret, and with the lifting hook at the other end. The jib can be swung through 360 degrees horizontally, and can be raised or lowered at the tip, to position the hook where needed. With the jib raised, and the hook at 21 feet (6.4 metre) radius, the crane can lift 70 tons (tonnes). With the jib lowered horizontally, the hook can reach 30 feet (9 metre) radius, but the lifting capacity is reduced to 35 tons.

When a derailment or similar accident occurred, requiring heavy lifting gear to recover the vehicles (eg. a locomotive falling into a turntable pit at Waratah in 1948, or wheat train derailed between Ravensworth and Singleton in 1950, as shown in photographs held at Newcastle Library), then one or both Craven cranes would be hauled to the site by locomotive, and manoeuvred close to the vehicle to be lifted. While travelling, the tip of the jib of the Craven Crane would be resting on another flat-bed wagon, which also carried lifting slings, chains etc., and spreader beams so that the single hook could lift two cables, one each side of a wagon or carriage.

The Broadmeadow crane also had an accompanying small train, comprising a sleeping and amenities carriage and several wagons (see item D.28), which could be used by the crew on long-term country jobs.

The Craven accident cranes were also used in non-accident situations, to handle unusually heavy "out-of-gauge" rail freight loads onto and off freight wagons, such as large power generation rotors, stators and transformers, or parts of steel rolling mills, particularly during the massive expansion of power generating capacity and steel manufacturing capacity after World War Two. In this way, the Craven Cranes have made an important contribution to the freight-carrying capability of the NSW Railways system, and to the development and prosperity of NSW.

The steam engine which powered the slewing and hoisting mechanisms on the present Broadmeadow Craven Crane, was replaced by a diesel motor circa 1970/80. Otherwise the crane is in original and mostly good condition.

In circa 1990/91 the MFD recovery system was introduced, where special hydraulic jacks are used to lift a derailed vehicle and slide it sideways back onto the rails, provided that the vehicle is still upright and close to the rails. Since then the Craven Crane has only been needed when the MFD jacks cannot cope. The Craven at Broadmeadow was called out about ten times in 1991, but now averages about one call-out per year. However, the Craven 70 Ton Crane is still considered a very useful crane to have available for difficult jobs, and the MFD Breakdown Crew are keen to have the Craven retained in service.

**STUDY AREA D : ROUNDHOUSE****ITEM No. D.27**"CRAVEN" 70 ton ACCIDENT CRANES Nos. LC-1072 & LC-1073Page 3 of 9**SIGNIFICANCE LEVEL: High State & Regional Heritage Significance.**

**The Craven Accident Crane No.LC-1073 (and the twin Crane No.LC-1072) are both of high State heritage significance.**

The Cranes are excellent and dramatic representatives of a rare type of special-purpose railway vehicle, and are probably the largest and oldest accident (breakdown) cranes still operating in the NSW Railways.

Apart from having its motive power changed from steam to diesel, the crane at Broadmeadow is intact, and demonstrates the riveted heavy fabrication and mechanical technology of its day.

The cranes have been involved for more than 60 years in recovering vehicles from derailments and collisions, and have helped handle the largest loads carried by the NSW Railways, particularly during the massive expansion of power generating capacity and steel manufacturing capacity of NSW after World War two. In this way, the Craven Cranes have made an important contribution to the freight-carrying capability of the NSW Railways system, and to the development and prosperity of NSW.

The cranes are still in working order (but with diesel engines instead of steam), and are still wanted for ongoing recovery work.

The cranes are products of Craven Brothers Ltd., one of the most famous British manufacturers of cranes and heavy machinery, with more than a century of association with development of railways and railway infrastructure in Australia.

**RECOMMENDATIONS:**

It is recommended that the Craven 70 Ton Accident Crane No.LC-1073, now at Broadmeadow, should be conserved as an operational crane attached to the MFD Recovery Unit. It could be relocated with the MFD to some other site if absolutely necessary, but it would be preferable if it stayed with its associated train (item D.28), in operating condition, as a display in a working museum context, and for occasional breakdown use.

The Craven Crane should be actively conserved as an operating heritage item, and modifications which detract from the integrity of the original crane structure and mechanism should be avoided. Associated equipment, notably the riveted spreader beam, should be conserved with the crane. Original drawings and maintenance manuals for the crane (believed to be held by David Tonks at Broadmeadow) should be referred to the SRA Archives Officer. Copies of these documents should be kept with the crane.

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**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.27**

"CRAVEN" 70 ton ACCIDENT CRANES Nos. LC-1072 & LC-1073

Page 4 of 9

RECOMMENDATIONS: (continued)

The crane at Broadmeadow is in generally good condition, but there is some corrosion of the crane superstructure and the crane jib, which will require normal scraping, wire brushing, rust conversion, and repainting. In particular, there is corrosion between the large steel riveted-on "CRAVEN" letters and the web-plates of the jib. The letters should be carefully removed by drilling out the rivets, the rusty surfaces treated and repainted, and the letters refastened with new light rivets or bolts.

The Broadmeadow Craven Crane No.LC-1073, and its twin the Enfield Craven Crane No.1072 (which may now be stationed at Lithgow), should be added to the SRA Section 170 Register of Heritage Assets, and the people responsible for their use and maintenance made aware of their heritage value.

When no longer needed for operational use, the Craven 70 ton Accident Crane(s) should be conserved as working museum exhibits, either in an SRA museum or in an equivalent private railway museum.

DOCUMENTS & REFERENCES:                    Doring Negatives 700.36, 704.28

Craven Bros. Drawing No.30045 (copy held at SRA Archives)

Craven Bros. manuals, said to be held at Broadmeadow.

SRA Archival Photographs series No. 498/19, 20, 21, 22, 23, 24, 25, 51.

Newcastle Morning Herald, 17 September 1948. (Shows the crane lifting a loco which had fallen into the turntable pit at Waratah.)

**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.27**

"CRAVEN" 70 ton ACCIDENT CRANES Nos. LC-1072 & LC-1073

Page 5 of 9

PHOTOGRAPHS: Top: Crane No.LC-1073 in Broadmeadow Yard.

(Doring image file < Broadmeadow D-27-01 neg-700-36.jpg >)

Bottom:

An axle box cover on the Craven Crane. The cast-in lettering reads "NSWG The Patent Axle Box & Foundry Co. Ltd. Wolverhampton, 1928. (Doring image file < Broadmeadow D-27-02 neg-704-28.jpg >)



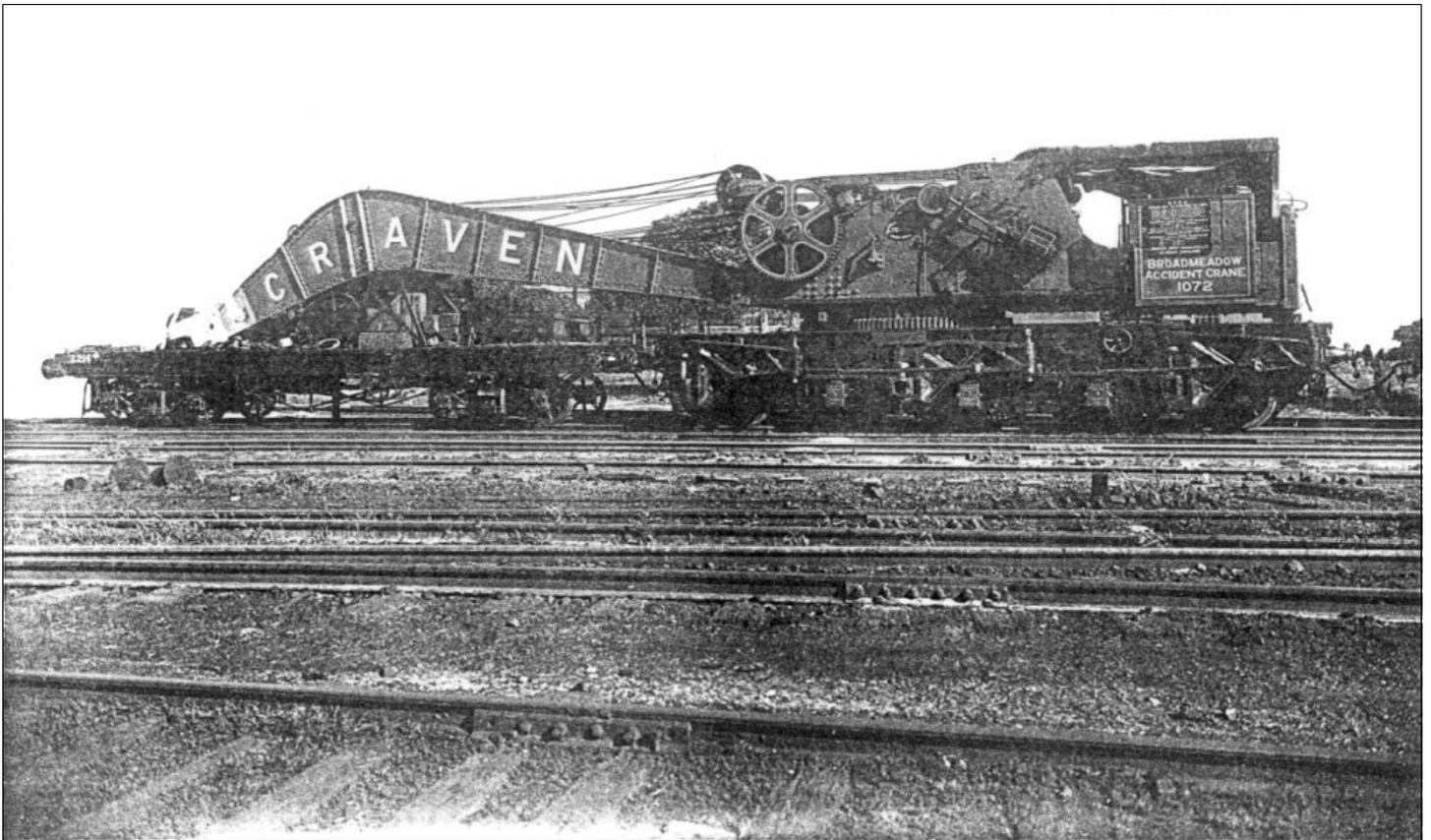
**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.27**

"CRAVEN" 70 ton ACCIDENT CRANES Nos. LC-1072 & LC-1073

Page 6 of 9

PHOTOGRAPH: A portrait of the original Broadmeadow crane, No.1072, photographed in 1946, probably at Broadmeadow (SRA Archival Photograph No.498/19)  
(Doring image file < Broadmeadow D-27-03 SRA photo 498-19.jpg >)



**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.27**

"CRAVEN" 70 ton ACCIDENT CRANES Nos. LC-1072 & LC-1073

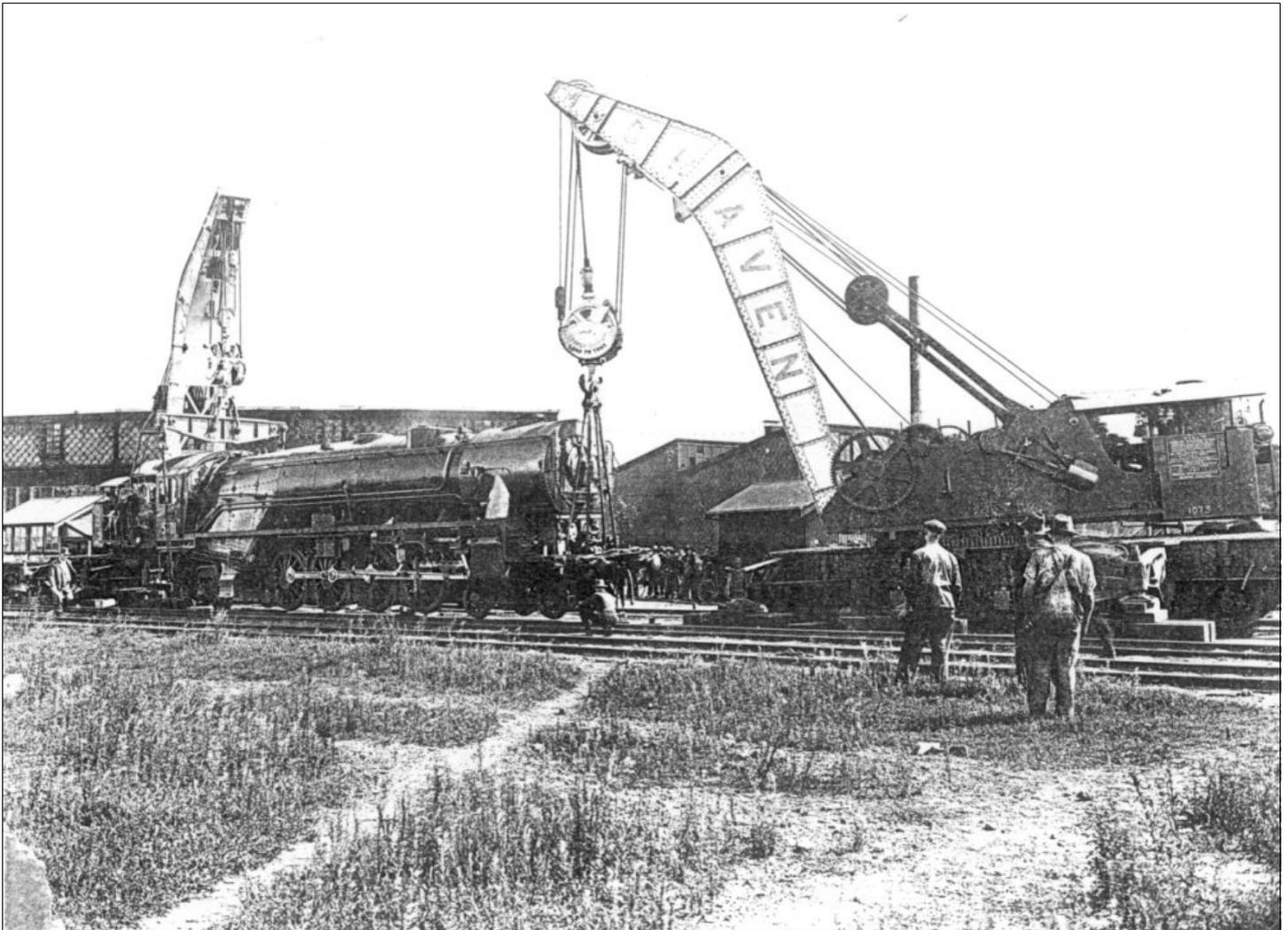
Page 7 of 9

**PHOTOGRAPH:** Craven cranes Nos. LC-1072 & LC-1073 doing a test lift of D57 class steam loco No.5701 in Enfield yard, probably in circa 1930.

Note the spreader beam used by 1072 on the left, the almost full circle roundhouse in the background (since demolished), of the same design as the former No.1 Roundhouse at Broadmeadow.

A crowd of men, some with bicycles, is watching the test from the other side of the cranes.

(Doring image file < Broadmeadow D-27-04 SRA photo 498-24.jpg >)



**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.27**

"CRAVEN" 70 ton ACCIDENT CRANES Nos. LC-1072 & LC-1073

Page 8 of 9

**PHOTOGRAPH:** The same test lift of loco 5701 at Enfield, probably circa 1930, as shown on the previous page, but photographed from the other side of crane 1073. The crowd of onlookers is hidden by the shed at the right.

The vertical boiler with a curved awning above, and firebox underneath, are clearly visible at the back of crane 1073. These have now been replaced by a diesel motor.

Both cranes have their outriggers swung out and supported on large wooden baulks.

(Doring image file < Broadmeadow D-27-05 SRA photo 498-25, neg B281502.jpg >)



**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.27**

"CRAVEN" 70 ton ACCIDENT CRANES Nos. LC-1072 & LC-1073

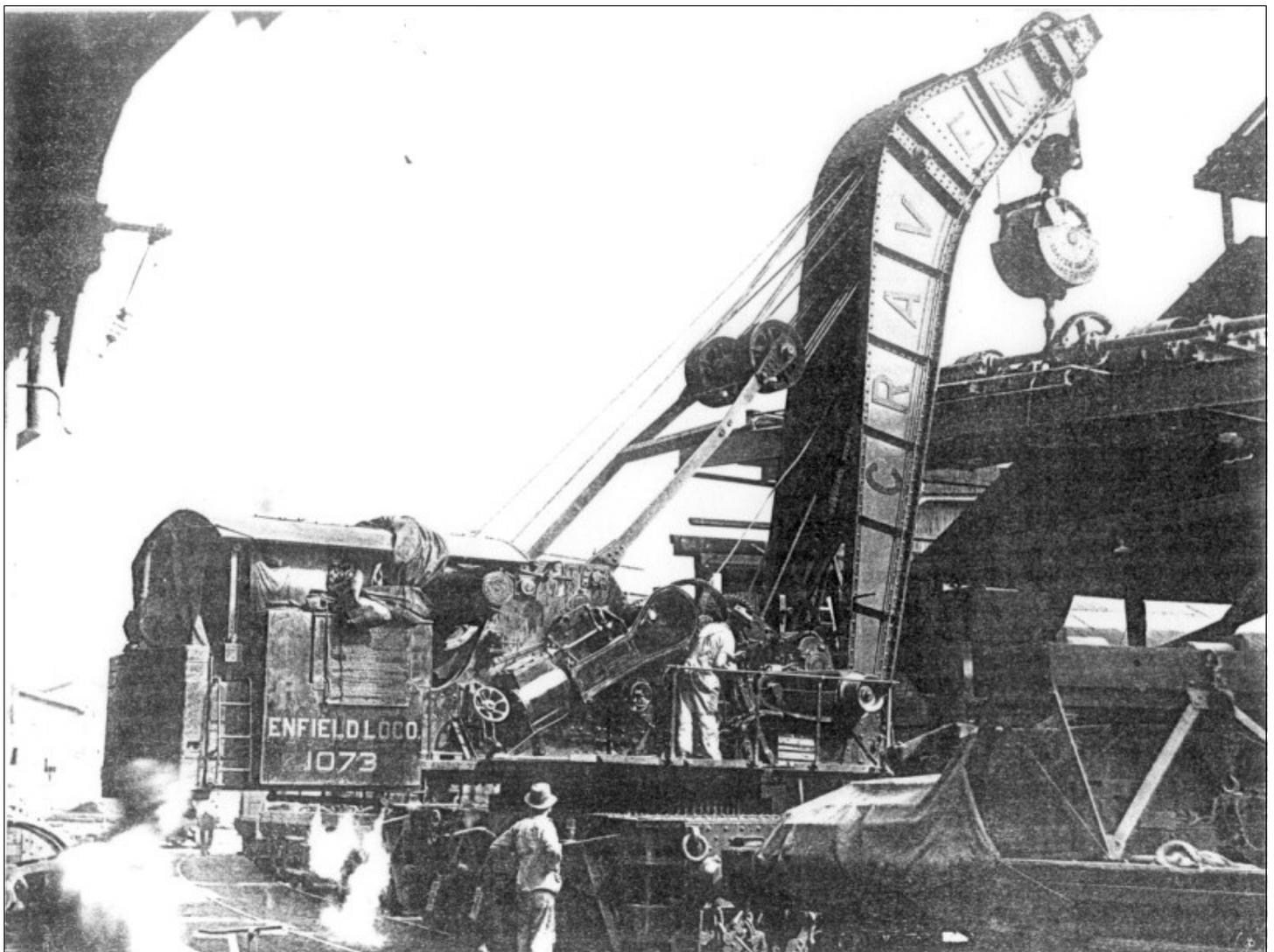
Page 9 of 9

**PHOTOGRAPH:** Undated photograph of crane 1073 in action, possibly at one of the Sydney railway workshops. It appears to be lifting a frame of lineshafting, or possibly an overhead travelling crane, into or out of a building.

The steam boiler is still operating (note the large steam piston on the side), but for some reason is draped with tarpaulins.

The men's hats indicate a date circa 1950s.

(Doring image file < Broadmeadow D-27-06 SRA photo 498-51.jpg >)



**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.28**

**ACCIDENT RECOVERY TRAIN**

Page 1 of 1

CONSTRUCTION DATES: circa 1920s to 1940s

APPROXIMATE DIMENSIONS: n/a

LOCATION: Movable, but normally stored on a siding west of the No.1 Turntable, and close to the proposed north-west boundary of the Roundhouse Study Area.

NAME & FUNCTIONS: Accident Recovery Train used by breakdown gangs working at the scene of an accident

DESCRIPTION: The most notable heritage item of rolling stock now at the Depot is the Craven 70 ton Accident Crane No. LC-1073. Associated with this huge breakdown crane is a special train made up of a sleeping and amenities carriage, a goods van, a goods wagon and a flat-bed wagon fitted with slings and lifting beams and other gear, used by breakdown crews going to accident sites.

SIGNIFICANCE LEVEL: Moderate Local Heritage Significance  
Moderate heritage significance, as an evocative adjunct to the Craven crane.

RECOMMENDATIONS: Retain and conserve the train, with its associated equipment, at the Roundhouse Study Area, for eventual display in a museum context. The carriage, van and wagons should be maintained in good order, but should not be excessively "restored".

DOCUMENTS & REFERENCES: Doring Negative 702.19

PHOTOGRAPH: The 'Accident Recovery', or 'Breakdown' train, parked on a short siding to the west of Turntable No. 1.

(Doring image file < Broadmeadow D-28-01 neg-702-19.jpg >)



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**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.29**

**RIVETED OIL TANKERS [Nos. L-758 & L-759]**

Page 1 of 1

**CONSTRUCTION DATES:** circa 1900 to 1920s

**APPROXIMATE DIMENSIONS:** n/a

**LOCATION:** Movable, but in 1994 stored on a siding west of the No.1 Turntable, and close to the Wheel Lathe building.

**NAME & FUNCTIONS:** Thought to have originally been water tankers, used to cart water wherever it was needed by work gangs or steam locos. Later used as a movable re-fuelling facility for diesel locos operating in areas where there were no re-fuelling depots.

**DESCRIPTION:** A pair of small ovoid shaped, rivetted tanks fixed to small flatbed wagons running on bogies. The tankers are numbered L-758 and L-759. They are thought to have been associated with the work of the Depot.

**SIGNIFICANCE LEVEL:** Moderate Local Heritage Significance  
Moderate heritage significance, as evocative adjuncts to the former work of the Depot.

**RECOMMENDATIONS:** Retain and conserve the two wagons in the Roundhouse Study Area (D), for eventual display in a workshop/museum context. The wagons should be maintained in good order, and if possible should continue in use. They should not be excessively "restored".

**DOCUMENTS & REFERENCES:** Doring Negative 705.09

**PHOTOGRAPH:** The two oil tankers, parked on a loop siding next to the wheel lathe shed, at the south-west end of the Roundhouse Study Area.  
(Doring image file < Broadmeadow D-29-01 neg-705-09.jpg >)



**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.30**

**LOCOMOTIVE WASHING SHED**

Page 1 of 1

CONSTRUCTION DATES: circa 1960s

APPROXIMATE DIMENSIONS: Approx. 45 metres x 6 metres x 7 metres high.

LOCATION: South-west of Roundhouse No.2, and close to it, with its access road running past the south-east end wall of Roundhouse No.2.

NAME & FUNCTIONS: Locomotive or Engine Washing Shed. Locomotives could be run into the building and scrubbed and hosed by hand or steam cleaned as part of their general maintenance.

DESCRIPTION: Long, narrow, tall steel portal frame building, open at both ends, with rails running through it and access platforms or catwalks along both walls at two levels. Modern oil-operated boilers outside the walls provided steam for cleaning.

SIGNIFICANCE LEVEL: No Heritage Significance  
No intrinsic significance, but the building has a particular form which recalls its traditional function as a vital part of any large loco depot.

RECOMMENDATIONS: The washing function would probably be needed by any railway organisation occupying the site. Leave the building in situ while the future use of the Roundhouse is determined.

DOCUMENTS & REFERENCES: Doring Negative 703.18

PHOTOGRAPH: The Loco Washing Shed, viewed from the east, and showing the boilers on the south-east wall. A diesel loco is standing inside the shed.  
(Doring image file < Broadmeadow D-30-01 neg-703-18.jpg >)



**STUDY AREA D : ROUNDHOUSE**

**ITEM No. D.31**

**ELECTRICAL DISTRIBUTION HUT**

Page 1 of 1

- CONSTRUCTION DATES:            circa 1940s
- APPROXIMATE DIMENSIONS:            2m x 2m x2m high
- LOCATION:            South-east side of the Loco Washing Shed
- NAME & FUNCTIONS:            Not investigated, but it appears to be a small switch-house or substation related to the Roundhouse.
- DESCRIPTION:            Small square brick building with a low-pitched gable roof. It appears to have been built with the same bricks and at about the same time as the Roundhouse.
- SIGNIFICANCE LEVEL:            Low Local Significance
- RECOMMENDATIONS:            no recommendation
- DOCUMENTS & REFERENCES:            Doring Negative 703.19
- PHOTOGRAPH:            Electrical Distribution Hut, viewed from the north. Note the double-decker carriage of an inter-urban electric train (Sydney-Newcastle) in the background.  
(Doring image file < Broadmeadow D-31-01 neg-703-19.jpg >)



*The Broadmeadow*

*Locomotive Depot*

***INVENTORY***

*Study Area E :*

***THE ADMINISTRATION AREA***



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**STUDY AREA E: ADMINISTRATION**

**ITEM No. E.00**

**THE STUDY AREA**

Page 1 of 1

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CONSTRUCTION DATES: n/a

APPROXIMATE DIMENSIONS: n/a

LOCATION: A triangle of land north-west of the two turntables.

DESCRIPTION: The Administration Study Area includes the Circa 1967 SRA Broadmeadow Administrative Office and the staff car park.

SIGNIFICANCE LEVEL: None of the structures in the Study Area are of heritage significance, but the buildings contain a few significant artefacts, and possibly some significant documents.

RECOMMENDATIONS:

The Administrative Office could remain in SRA occupancy, and has been suggested as the Regional Office in lieu of the present rented offices in Newcastle. There would be no objection on heritage grounds to the land and building being sold or leased for some other purpose, or incorporated with Study Area G for re-development.

DOCUMENTS & REFERENCES: nil

**STUDY AREA E: ADMINISTRATION****ITEM No. E.01****THE ADMINISTRATION OFFICE BLOCK**

Page 1 of 2

CONSTRUCTION DATES: 1967

APPROXIMATE DIMENSIONS: Ground Plan about 31 metres by 42 metres by 2-storeys high

LOCATION: North-west of the two turntables.

NAME & FUNCTIONS: Administrative Office for the Broadmeadow Depot. The administrative offices are on the upper floor. The ground floor has separate dressing, showering, toilet and eating facilities for tradesmen working at the Depot and for train crews.

**DESCRIPTION:**

The present SRA Broadmeadow Administrative Office was built on land shown in 1922 drawings as intended to hold a third turntable and roundhouse, but never actually used for that purpose. Later plans show a bowling green on the site c1948, and several small offices and sheds nearby which became disused and were demolished after the 1967 offices were built.

The SRA Broadmeadow Administrative Office is a flat-roofed two-storey brick, glass and reinforced concrete building erected c1967, to a well-documented design by architects Lipson Kaad (?) & Fotheringham, Sydney. About 40 design drawings are held by SRA Plan Room, under Plan No.580-51876. These show a floor plan measuring about 100 ft x 138 ft (31 metres x 42 metres).

On the upper floor it has the main administrative offices for the depot. On the ground floor it has dressing, showering, toilet and eating facilities for tradesmen and train crews, separately. These facilities were originally for males only, and provided 542 half-height clothes lockers in the Engine Crew Locker Room, and 275 full-height lockers in the Trade (Tradesmen's) Locker Room. In c1983 (see Plan 385-169), these facilities were altered to also cater for a small number of "female engine persons" and female tradesmen.

As at 1994, the Broadmeadow Administrative Office building appeared to be in generally sound condition, and was still being used for its original function. It has been suggested that after closure of the depot, this building might be refitted to convert most of the amenities into offices, to accommodate SRA regional staff now working in rented offices in Newcastle.

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**STUDY AREA E: ADMINISTRATION**

**ITEM No. E.01**

THE ADMINISTRATION OFFICE BLOCK

Page 2 of 2

DESCRIPTION: (continued)

The Administrative Office building holds a World War One memorial from the former Hamilton Depot. The building may also contain documents or photographs of historical value. We were told there are no monthly or annual reports of the depot's staffing and activities, and no written statement of the depot's functions and responsibilities within the railway organisation. This seems surprising. The existence of such records for Broadmeadow, and for any other depot or workshop being closed, should be investigated.

SIGNIFICANCE LEVEL: No Heritage Significance

The Administrative Office building is not itself of heritage significance, but holds a World War One memorial from Hamilton Depot, which is of significance. The memorial is listed separately.

RECOMMENDATIONS:

The Administrative Office could remain in SRA occupancy, and has been suggested as the Regional Office in lieu of the present rented offices in Newcastle. This new use would probably require modification of the ground floor locker and washroom accommodation. There would be no objection on heritage grounds to the modification of the building or to its lease or sale.

The building may contain reports, records, documents or photographs of historical value. If any such material is found, it should be referred to the SRA Archivist for evaluation before disposal.

DOCUMENTS & REFERENCES:

About 40 design drawings are held by SRA Plan Room, under Plan No.580-51876.

Plan No.R23060, 1984, Newcastle Land Use Plan - Broadmeadow Loco.

Plan No.588-51870, 1987, Broadmeadow - Detail Survey of Locomotive Depot

Survey Plan No.800 10003 - (Hard & Forester, 1994)

[No photo]

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**STUDY AREA E: ADMINISTRATION**

**ITEM No. E.02**

**FORMER HAMILTON DEPOT HONOUR ROLL**

Page 1 of 2

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CONSTRUCTION DATES:            circa 1920

APPROXIMATE DIMENSIONS:            about 6 ft high x 2 feet wide

LOCATION:            Main Administration Building in the ground floor hallway.

NAME & FUNCTIONS:            Hamilton Depot Honour Roll.

Records the names of Hamilton Depot employees who fought in the Great World War, 1914 to 1918.

DESCRIPTION:            Dark polished wood with gilt lettering

SIGNIFICANCE LEVEL:            **High Regional Significance**

As the successor to Hamilton Depot, Broadmeadow Depot Administrative Office holds the Honour Roll for Hamilton Depot railwaymen who served (and in some cases gave their lives) in the First World War.

The World War One Honour Roll marks the strong patriotism and community gratitude for the servicemen who fought in that war, (and contrasts with the lack of equivalent memorials at the depot for those who served in later wars).

RECOMMENDATIONS:

It is recommended that the Honour Roll be left in situ, if the Office is to remain in SRA occupancy.

Otherwise, it is recommended that the Honour Roll be relocated to some other place of ongoing SRA use, such as the administrative office for Northern Region, or SRA Head Office in Sydney.

DOCUMENTS & REFERENCES:            Doring Negative    702.11

STUDY AREA E: ADMINISTRATION

ITEM No. E.02

FORMER HAMILTON DEPOT HONOUR ROLL

PHOTOGRAPH: The Honour Roll in the ground floor hallway of the Administration Building at Broadmeadow. (Doring image file < Broadmeadow E-02-01 neg-702-11.jpg >)



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**STUDY AREA E: ADMINISTRATION**

**ITEM No. E.03**

**FRAMED OLD PHOTOGRAPHS**

Page 1 of 1

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CONSTRUCTION DATES: n/a

APPROXIMATE DIMENSIONS: n/a

LOCATION: Inside the Administration Building

**DESCRIPTION:**

The upstairs main office in the Administration Block has several old depot photographs, framed on the walls. These include Hamilton Depot, 1929.

SIGNIFICANCE LEVEL: Moderate Local Heritage Significance

**RECOMMENDATIONS:**

The photographs should be conserved at the Broadmeadow Administrative Office as long as it is occupied by SRA, or moved to the Northern Region head office. Check whether SRA Archives has copies of these photographs.

DOCUMENTS & REFERENCES: nil [No photos]

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**STUDY AREA E: ADMINISTRATION**

**ITEM No. E.04**

**POSSIBLE ARCHIVAL FILES & REPORTS**

Page 1 of 1

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CONSTRUCTION DATES: n/a

APPROXIMATE DIMENSIONS: n/a

LOCATION: Significant papers may be stored and forgotten in the Administration Building, or any other building at the Depot.

NAME & FUNCTIONS: n/a

**DESCRIPTION:**

When researching for this study we were told that there are no annual or monthly reports of the depot's past activities or staffing, and nothing equivalent to a written outline of the depot's purpose and responsibilities. This seems surprising, and it is possible that such papers exist, but have been forgotten.

**SIGNIFICANCE LEVEL: There may be files and reports of considerable significance among the papers at the Depot.**

**RECOMMENDATIONS:**

When the depot is closed, its files and reports will have to be relocated or disposed of (with the usual and mandatory reference to SRA Archives, and then State Archives, before destruction). A particular watch should be kept for annual or monthly reports on the depot's activities, or any documents which contribute to a knowledge of the Depot's history.

DOCUMENTS & REFERENCES: nil [No photos]



*The Broadmeadow*

*Locomotive Depot*

***INVENTORY***

*Study Area F :*

***THE NORTH BARRACKS AREA***



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**STUDY AREA F: NORTH BARRACKS**

**ITEM No. F.00**

**THE STUDY AREA**

Page 1 of 1

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CONSTRUCTION DATES: n/a

APPROXIMATE DIMENSIONS: Not measured

LOCATION: North-west corner of the Depot site

NAME & FUNCTIONS: n/a

**DESCRIPTION:**

The North Barracks Study Area contains the 1923/24 concrete-panel Drivers' Barracks building, and the 1986/87 motel-style Barracks which replaced the earlier one. Both buildings front onto Newton Street, aka Russell Road, and provide easy access via Newton Street. The old and new barracks are both separated from the rest of the depot by a shallow open stormwater drain, but an internal roadway, with a culvert over the drain, provides vehicular and pedestrian access to the rest of the depot.

SIGNIFICANCE LEVEL: n/a

**RECOMMENDATIONS:**

It is recommended that the 1924 barracks on the site should be conserved and re-used for some form of residential use. It could be redeveloped in conjunction with the neighbouring 1987 barracks building. There would be no objection on heritage grounds to the lease or sale of the land and buildings.

DOCUMENTS & REFERENCES: nil

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**STUDY AREA F: NORTH BARRACKS**

**ITEM No. F.01**

**FORMER DRIVER'S BARRACKS (1924)**

Page 1 of 18

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CONSTRUCTION DATES: 1923 to 1924

APPROXIMATE DIMENSIONS: Approx. 22 metres east-west x 27 metres north-south.

LOCATION: North-west corner of the Depot site.

NAME & FUNCTIONS: Drivers' Barracks or Drivers' Resthouse

The building provided sleeping and eating facilities for train crews who had to stop at Broadmeadow for a rest, while another crew took their train further. A separate Guards' Resthouse was built in 1938, after which the original building was used for train drivers only.

DESCRIPTION:

**REST HOUSE TO DRIVERS' BARRACKS**

The 1923/4 Drivers' Barracks or Rest House was built to provide sleeping and eating facilities for train crews who had to stop at Broadmeadow for a rest, while another crew took their train further. The building is shown in 1923 drawings as simply a "Rest House", and probably was intended to cater for both drivers and guards originally. In 1938 a separate "Rest House for Guards" was built far away on the eastern edge of the depot site, suggesting a rift between guards and drivers. According to verbal advice, the original rest house then became known as the Drivers' Barracks, which is likely, but we have seen no written confirmation of this.

**1972 EXTENSION**

The building originally had 20 bedrooms, but was extended to 30 bedrooms in 1972, by the addition of a portable-style building as an extra wing attached to the west of the original building. This extension is crude compared with the original, and detracts from the appearance of the original. Apart from the loss of a decorative porch roof, the extension did not involve any serious modification to the original building, and it should be simple to remove the additional wing and return the concrete building to its original appearance.

**1987 REPLACEMENT BARRACKS**

A brick barracks was built in 1986/87, in motel style, just east of the 1924 barracks. This new barracks apparently was for both guards and drivers, and replaced both the 1924 Drivers' Barracks, and the 1938 Guards' Barracks. The 1987 barracks appears to be now unoccupied, but still in good condition.

**STUDY AREA F: NORTH BARRACKS****ITEM No. F.01****FORMER DRIVER'S BARRACKS (1924)**

Page 2 of 18

DESCRIPTION: (continued)

**NEW USE FOR THE 1924 BARRACKS**

After 1987, the 1924 Barracks was no longer used by the Railways, and was leased to the Awabakal aboriginal community as a medical and social service centre. At present (1994) it is still used by the Awabakal, but remains the property of SRA.

**AN INNOVATIVE CONSTRUCTION METHOD**

The 1924 barracks building was constructed using precast drop-in concrete panels shaped to resemble weatherboards, which slotted into precast vertical reinforced concrete posts. The drop-in panels were made in several different modular widths and several different types, which could be assembled to make blank walls, windows or doorways as required.

This is a rare surviving example of precast ferro-concrete construction, as widely used in railway signallers' section huts, being adapted to habitable building design. There was considerable enthusiasm for this system, as shown by this extract from the 1919 Annual Report:

*The ferro-concrete system of construction has been largely used in connection with fittings required for signalling work such as battery cabinets, signal boxes [sic], foundations for troughing, etc., and the use of the system has also been extended to [habitable] building construction. Buildings are constructed in [modular] units in such a way as to enable them to be added to without alteration and to be taken down and removed [to a new location] if required. The first cost of buildings constructed in ferro-concrete is somewhat less than that of wooden buildings, and the maintenance charges are of course greatly reduced.*

At Broadmeadow, the ferro-concrete method was used in 1923/24 to build this Barracks, and two offices. One of the concrete office buildings still survives, located near the No.1 Roundhouse (see Roundhouse Study Area D). The main office at Cardiff Workshops was built c1928 in the same ferro-concrete style, and remained in use up to the recent closure of Cardiff Workshops. According to the SRA Heritage Officer, the NSW Railways erected about 300 other ferro-concrete panel structures, of which about 30 survive. These were probably section huts, not habitable buildings.

The best known example of a similar surviving building is in Queensland, where the Railways used the pre-cast ferro-concrete drop panel technique to build the Kuranda Station building in 1915. We have been told verbally that other examples survive in the Northern Territory, but have no specific locations and no confirmation.

**STUDY AREA F: NORTH BARRACKS****ITEM No. F.01****FORMER DRIVER'S BARRACKS (1924)**

Page 3 of 18

DESCRIPTION: (continued)

**CONSTRUCTION DETAILS**

The 1923/24 Broadmeadow ferro-concrete Barracks has vertical reinforced concrete posts 6 inches (150mm) wide and 6 inches thick, with cast-in full-height slots 2 inches (50mm) wide on two or three faces, depending on whether the posts are at corners or at mid-wall. Pre-cast flat concrete panels 2" thick are slid down into opposing slots between a pair of posts, to form blank walls, or window panels, or doorway panels. The posts are set at modular 31.5", 40.5" or 49.5" centres, depending on the size and type of wall panel they hold. The drop-in panels are about 10.5" high, with recessed top and bottom edges giving 1" overlap to shed water, and leaving 9.5" vertical cover per panel. The uppermost drop-in panels have cast-in grilles, to ventilate the rooms inside. The bottom of the walls sit on a concrete plinth which also has cast-in grilles, to ventilate the sub-floor space.

The inner faces of the drop-in panels on external walls are rendered smooth, and show very little cracking after 70 years. The outer face of drop-in panels on external walls are smooth as-cast texture, but with a rebate near the upper edge to resemble rebated timber weatherboards. The drop-in panels on internal walls are smooth-rendered on both sides. The supporting concrete posts protrude 2" from the front and rear faces of the drop-in panels, and form a distinctive visual element inside and out. The slots in the posts are neatly grouted to seal against the ends of the drop-in panels.

**EXISTING COLOUR SCHEME**

The outer face of the concrete walls was originally left as unpainted off-form concrete, but has been painted pale blue on the north side (facing the street), with dark blue trim on guttering and downpipes, and white trim on doors and windows (1970s Public Transport Commission livery). The other external walls remain unpainted, but have white-trimmed windows and dark blue guttering. The drop-in panels are in good condition, but a few of the concrete posts have vertical cracks and minor spalling, due to corrosion of the reinforcing steel inside. The interior walls are all smooth rendered and painted, mostly in (Public Transport Commission) pale blue, and appear to be in excellent condition. The original colour scheme may be found by paint scrapings, except where original materials have been replaced (eg. roof guttering and downpipes).

**JOINERY**

Most windows have timber-framed double-hung sashes. Doors are typically panelled timber, with two tall panels in the bottom and six small glass panes in top, and with three-pane fanlights above. The doors and windows in the original part of the barracks look original, and generally in good condition, but have new security locks.

**STUDY AREA F: NORTH BARRACKS****ITEM No. F.01****FORMER DRIVER'S BARRACKS (1924)**

Page 4 of 18

DESCRIPTION: (continued)

**FLOORING**

The floors were made of conventional wooden boards on timber bearers and joists, except for a concrete floor in the bathroom, and concrete pads beneath kitchen stoves and fireplaces. Most floors have carpet or lino covering, and seem sound.

**ROOF STRUCTURE & CLADDING**

The hipped roof is timber framed, and clad with diamond-pattern Eternit-style asbestos cement shingles, capped with terra cotta ridges on the street front (north side), and with rusted galvanised steel ridges on the southern bedroom wings. The roof is penetrated by an original rendered brick chimney and two intrusive modern ventilator cowls above the kitchen, and by a series of original ventilator cowls above the bedroom corridors. The roof looks generally original but in deteriorated condition, with some shingles missing or loose (particularly over the northern verandah), and with intrusive tacked- on skylights on the north verandah.

The roof needs repair, but this should be done in a manner which restores the original appearance. Matching non-asbestos new Eternit-style shingles are available on indent from the importer, F.A. Mitchell & Co. in Sydney - (Phone 02-748-1666). At the same time as the cladding is renewed, the non-original penetrations and skylights should be removed and patched, and rusty galvanised iron ridges and valleys replaced.

**RAIN-WATER GOODS**

The roof gutters and downpipes are made of galvanised sheet steel, painted dark blue. "NSWTD" (NSW Transport Department) is pressed into the steel, so the guttering must have been replaced some time after the Department of Transport was established and took charge of the Railways in 1932. The gutters and downpipes are rusty and/or loose in many places, and should be replaced and/or repaired to prevent water damage to other building elements. Some portion of the "NSWTD" guttering and downpipe should be retained.

**STUDY AREA F: NORTH BARRACKS****ITEM No. F.01****FORMER DRIVER'S BARRACKS (1924)**

Page 5 of 18

DESCRIPTION: (continued)

**THE BUILDING PLAN & DRAWINGS**

Plan 923 18/547 (aka Drawing No.18,547), "Broadmeadow - Proposed Site for Rest House", dated 14-6-1923, shows the proposed barracks at the north-west corner of the present depot site, as built. A faint erased outline indicates it had been drawn in a position further north, on or beyond Newton Street, suggesting that the Railways at one time held or expected to hold that land as well.

The 1924 Rest House (later Drivers' Barracks) was built in a U-shape. The central wing, on the north side facing Newton Road (aka Russell Rd), had a communal kitchen, dining room and bathroom on its north side, and an east-west connecting passage running along its south side. Two identical bedroom wings extended from the south side, forming a U with a narrow courtyard in the middle. Each bedroom wing had a central north-south passage, with five identical bedrooms opening off each side of the passage, ie. ten bedrooms per wing, total 20 bedrooms for the original barracks.

The main cross-passage connected with the bedroom passages and with the communal rooms, and also had doorways at the east and west end which were the main entrances for the barracks, when the occupants walked to the depot yards, or to Broadmeadow Station. The north side of the barracks, facing the street, had a long verandah with a central formal entrance porch and steps leading to a central doorway which looked like the main entrance, but which led into the kitchen and was in effect the back door to the barracks.

The original barracks building is fairly accurately shown in Plan 938 18/706, "Broadmeadow Loco Depot - Proposed Rest House", dated 31-8-1923, and amended 3-10-1923. This gives a detailed plan and elevation of the building, almost as constructed but with some discrepancies. It shows the correct layout of the two bedroom wings with total 20 bedrooms, except that the bedroom doors are shown offset to one side of each bedroom, when in fact they are central in the end wall of each bedroom. The general layout of the communal dining room, bathroom and kitchen is shown in mirror image to the way it was built, ie. the bathroom is shown at the north-eastern corner of the building but was actually built at the north-western corner, and vice versa for the dining room.

Another relevant drawing is Plan 1584-33848, "Broadmeadow - Extension to Locomotive Offices", dated 24-6-1943, which shows the existing c1923 L-shaped concrete-panel offices near No.1 Roundhouse, to be extended by filling in the L corner in matching style. This drawing shows dimensions and details of the pre-cast construction which were similar to those used in the 1924 concrete Barracks, but are not shown on the Barracks drawings.

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**STUDY AREA F: NORTH BARRACKS****ITEM No. F.01****FORMER DRIVER'S BARRACKS (1924)**Page 6 of 18

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DESCRIPTION: (continued)

**THE KITCHEN**

The centre of the communal north wing has a kitchen and pantry, and what was a store for stove fuel. The kitchen probably had solid fuel stoves originally, but was refitted with commercial gas stoves circa 1950/1960, which involved partial removal of the ceiling and the fitting of intrusive new flues. The kitchen is now disused and the equipment in poor condition.

**THE BATHROOM**

At the west end of the communal wing is a large room subdivided into toilets, showers and washroom, obviously intended for communal use by men only. It too appears to have been partly refitted c1950/60, and is in shabby and barely usable condition, although the original timber partitioning and doors are solid and still redolent of their period.

**DINING & RECREATION ROOM**

At the east end of the communal block is a large room intended as a dining room and recreation space. It has generous windows looking out onto trees and lawn, and has a defunct fireplace adjoining the kitchen. The room still has several wooden refectory tables and bench seats, possibly from the railway barracks era. It now also has a small sink, refrigerator and urn for teamaking.

**BEDROOMS**

Each of the original 20 bedrooms is approximately 3 metres wide x 4 metres long, with a doorway to the passage at the centre of one narrow end wall, and a window in centre of the opposite end. The original bedrooms are now used as waiting rooms and consulting rooms, for people seeking advice on medical or social problems, or as offices and store rooms for the staff who run the Awabakal centre.

**1972 EXTENSION**

A further ten bedrooms were added to the concrete barracks in 1972, increasing accommodation from 20 to 30 bedrooms, by the erection of a portable building attached as a third wing to the west of the original building. This addition detracts from the appearance and integrity of the original building, and should be removed. The original porch at the west door of the old Barracks was demolished when the extension was connected. **The west porch should be reconstructed, to match the porch at the east door.**

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**STUDY AREA F: NORTH BARRACKS**

**ITEM No. F.01**

**FORMER DRIVER'S BARRACKS (1924)**

Page 7 of 18

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DESCRIPTION: (continued)

**OTHER SIGNIFICANT FEATURES**

A **BLACKBOARD** in the original building which lists the now 30 bedrooms with chalk-in spaces for occupants' names, should be conserved. It shows bedrooms Nos.1-10 (original) and 21-30 (new) as single bedrooms, and Nos.11-20 (original) as double bedrooms.

Outside the 1923/24 Barracks are some other features which should be conserved. These are the **SEVERAL LARGE TREES** in the lawn to north and east of the old Barracks, and a concrete-walled open-top **COAL BIN** to the west of the Barracks, used originally to hold fuel for the barracks' fireplace. The coal bin could possibly be converted/re-used as a garden feature.

**SIGNIFICANCE LEVEL: The 1924 Drivers' Barracks has High State, Regional & Local Heritage Significance.**

The building has historic associations with the Great Northern Railway. Opened as a "Rest House" in 1924, it remained in use as a drivers' barracks for at least 60 years, until the 1987 Barracks was built.

A rare and fine example of the use of precast concrete drop-panel construction in an habitable building. It demonstrates a successful application of an unusual building technology using precast concrete drop-panels made to resemble weatherboards, a technique peculiar to the Railways and now rare in habitable buildings.

The physical separation between the 1924 (Drivers') Rest House (Barracks) and the 1938 Guards' Rest House demonstrates the social gulf between these members of train crews, at least from 1938 until 1987, when the combined "motel-style" rest house was built.

It is one of a group of buildings associated with the Depot, which represent an interesting evolution in styles of barracks buildings, from this 1923/24 design, to 1937/38 Guards' Rest House, to 1986/87 "motel-style" barracks.

**STUDY AREA F: NORTH BARRACKS****ITEM No. F.01****FORMER DRIVER'S BARRACKS (1924)**

Page 8 of 18

**RECOMMENDATIONS:**

The 1924 Drivers' Barracks should be conserved, repaired and refurbished to suit future re-use, in a way which preserves the integrity of its precast concrete structure, and retains or returns it to its original appearance.

The 1987 motel-style barracks is not in itself a heritage item, but it is recommended that it be re-used in conjunction with the 1924 barracks.

Both buildings front onto Newton Street, aka Russell Road, and have good street access. Excision of this Study Area from the rest of the depot site would be simple.

The preferred future use for the 1924 Barracks would be for the building to be restored and refurbished as residential accommodation. It could remain in SRA ownership and be used for railway purposes, thus maintaining the historic association with the NSW Railways, or it could be leased or sold to non-railway occupants who would maintain its residential nature. A second-preference would be to retain the railway association by retaining the barracks in SRA ownership and adapting the building for use as SRA offices, in conjunction with the nearby SRA administrative offices.

The preferred use would retain the Barracks' residential function, but not necessarily for railway occupants. For example, the building could be used to provide accommodation for tertiary college or university students, or as a boarding house for students and teachers from the nearby High School, or for participants in residential conferences or short training courses (perhaps conducted in the former SRA administration offices). Alternatively, it could be converted into a small boutique hotel or back-packers' hostel, and could be developed in conjunction with the next door 1986 Barracks.

If the sale or lease of the Barracks building and land is required, this should be done so as to provide legal heritage protection of the Barracks building both through contractual obligation on the new occupier, and by protection under the NSW Heritage Act and Schedule 4 (?) of the Newcastle LEP.

Re-use of the building as an hostel or hotel would require complete redesign and refitting of kitchen and bathroom facilities, possibly by converting the present single large bathroom to recreation/living space, using the present kitchen space for a formal entrance lobby and office, and converting the two middle bedrooms in each wing into mens' and womens' bathrooms. This would not adversely affect the significance of the building, provided the basic concrete-panel structure is retained.

Building details and artefacts which reflect the history and period of the building should be retained (eg. the BLACKBOARDS in the hall, the ORIGINAL WINDOW FRAMES in the BEDROOMS and DINING ROOM, and SAMPLES of the "NSWTD" ROOF GUTTERING). The adjacent COAL BIN and LARGE TREES should be conserved as part of the barracks' setting. Intrusive elements, particularly the 1972 portable annexe, and tacked-on cages of equipment, should be removed.

Copies of the construction drawings for the 1924 and 1986 barracks should be retained by SRA, together with a basic photographic record of both barracks.

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**STUDY AREA F: NORTH BARRACKS**

**ITEM No. F.01**

FORMER DRIVER'S BARRACKS (1924)

Page 9 of 18

DOCUMENTS & REFERENCES: Doring Negatives 700.01, 03, 04, 09, 10, 12, 13, 14, 16.  
Doring Negatives 700.17, 19, 20, 21, 22, 23, 26, 28, 30

Plan 923 18/547, "Broadmeadow-Proposed Site for Rest House", 14-6-1923. (aka Drawing No.18,547).

Plan 938 18/706, "Broadmeadow Loco Depot, Proposed Rest House", 31-8-1923. A detail from this drawing is reproduced in the Appendix.

Plan 1584-33848, "Broadmeadow - Extension to Locomotive Offices", 24-6-1943.

PHOTOGRAPH: Front porch, viewed from the north-west.  
(Doring image file < Broadmeadow F-01-01 neg-700-21.jpg >)



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**STUDY AREA F: NORTH BARRACKS**

**ITEM No. F.01**

**FORMER DRIVER'S BARRACKS (1924)**

Page 10 of 18

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**PHOTOGRAPH: Top:** The two bedroom wings, viewed from the south-west.  
(Doring image file < Broadmeadow F-01-02 neg-700-30.jpg >)

**Bottom:** Detail - The east bedroom wing, viewed from the south-west.  
(Doring image file < Broadmeadow F-01-03 neg-700-29.jpg >)



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**STUDY AREA F: NORTH BARRACKS**

**ITEM No. F.01**

FORMER DRIVER'S BARRACKS (1924)

Page 11 of 18

PHOTOGRAPH: Slatted awning over the east entrance door.  
(Doring image file < Broadmeadow F-01-04 neg-700-26.jpg >)



**STUDY AREA F: NORTH BARRACKS**

**ITEM No. F.01**

FORMER DRIVER'S BARRACKS (1924)

Page 12 of 18

**PHOTOGRAPHS: Top:** The west wall, showing bathroom windows, and the entrance to the 1972 'portable' extension (centre). The Coal Bin is in the right foreground.

(Doring image file < Broadmeadow F-01-05 neg-700-20.jpg >)

**Bottom:** West end of the north verandah, showing the kitchen door (left), and bathroom wall with obscured glass windows. The glass skylights may be have been added to improve light levels inside. The concrete office building had similar skylights shown in SRA archival photo 572/10 (see item D.16).

(Doring image file < Broadmeadow F-01-06 neg-700-22.jpg >)



**STUDY AREA F: NORTH BARRACKS**

**ITEM No. F.01**

FORMER DRIVER'S BARRACKS (1924)

Page 13 of 18



PHOTOGRAPHS:

**Left:** Wall and window detail. A typical bedroom window in the east wall of the west wing.

Doring image file  
< Broadmeadow F-01-07 neg-700-28.jpg >

**Right:** Typical wall panel detail, on one of the bedroom walls.

Doring image file

<Broadmeadow F-01-08  
neg-700-09.jpg >



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**STUDY AREA F: NORTH BARRACKS**

**ITEM No. F.01**

**FORMER DRIVER'S BARRACKS (1924)**

Page 14 of 18

**PHOTOGRAPH:** A bedroom wing corridor, looking south from the central crossing.  
(Doring image file < Broadmeadow F-01-09 neg-700-12.jpg >)



STUDY AREA F: NORTH BARRACKS

ITEM No. F.01

FORMER DRIVER'S BARRACKS (1924)

Page 15 of 18



PHOTOGRAPHS:

**Left:** Detail of wooden screen in a bedroom corridor.

Doring image file  
< Broadmeadow  
F-01-10 neg-700-13.jpg >

**Below:** Detail - ceiling rose in the bedroom corridor.

Doring image file  
< Broadmeadow F-01-11  
neg-700-14.jpg >



**STUDY AREA F: NORTH BARRACKS**

**ITEM No. F.01**

FORMER DRIVER'S BARRACKS (1924)

Page 16 of 18

PHOTOGRAPHS:



**Left:** Partial view of a typical bedroom. The concrete drop slabs have been plaster rendered and painted. The ventilators are cast into the slabs.

Doring image file  
< Broadmeadow F-01-12 neg-700-16.jpg >

**Below:** View of the south wall of the kitchen, opening onto the central crossing. A doorway to a pantry is on the left.

Doring image file  
< Broadmeadow F-01-13 neg-700-01.jpg >



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**STUDY AREA F: NORTH BARRACKS**

**ITEM No. F.01**

**FORMER DRIVER'S BARRACKS (1924)**

Page 17 of 18

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**PHOTOGRAPHS: Top:** The north-east corner of the large dining room.  
(Doring image file < Broadmeadow F-01-14 neg-700-03.jpg >)

**Bottom:** The north wall of the dining room. (Doring Neg.700.04)  
(Doring image file < Broadmeadow F-01-15 neg-700-04.jpg >)



STUDY AREA F: NORTH BARRACKS

ITEM No. F.01

FORMER DRIVER'S BARRACKS (1924)

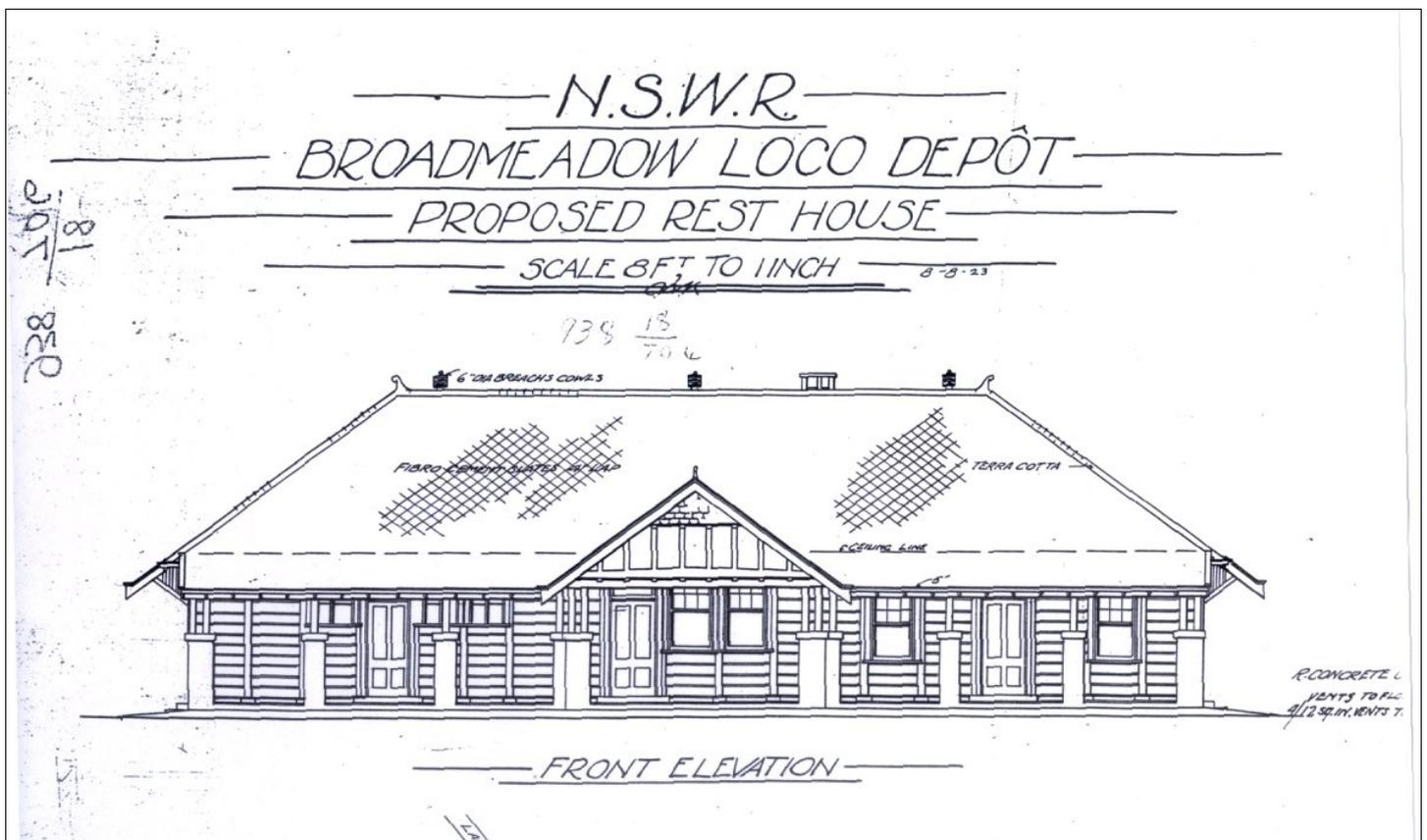
Page 18 of 18

DRAWING: Front Elevation detail - N.S.W.R. Broadmeadow Loco Depot - Proposed Rest House.

This drawing is dated 8th August 1923 on the title, signed 31st August and amended 3rd October 1923. A detail of this drawing showing the front elevation is reproduced on this page and, as an A3 photocopy, in the Appendix of this report.

Like many railways drawings, this one was added to or amended over the years, and in the bottom left of the A3 photocopy, part of the site plan has an outline sketch of the "relocatable" bedrooms added to the Rest House in the 1970s.

(Doring image file < Broadmeadow F-01-16 drawing.jpg >)



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**STUDY AREA F: NORTH BARRACKS**

**ITEM No. F.02**

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**TRAIN CREW BARRACKS (1987)**

Page 1 of 1

**CONSTRUCTION DATES:** 1986 to 1987

**APPROXIMATE DIMENSIONS:** about 70 metres long x 14 metres wide

**LOCATION:** North-west corner of the Depot site, facing Newton Street, on the east side of the 1924 Drivers' Barracks.

**NAME & FUNCTIONS:** Train Crew Barracks.

This building provided motel style sleeping and eating facilities for train crews (drivers and guards) who had to stop at Broadmeadow for a rest, while another crew took their train further.

**DESCRIPTION:** A single-storey building in cream brick with a tiled roof.

**SIGNIFICANCE LEVEL:** No Heritage Significance

The 1986/87 motel-style barracks is not in itself a heritage item, but contributes slightly to the significance of the Barracks Study Area, by demonstrating the on-going need for and the evolution in design of accommodation for train crews.

**RECOMMENDATIONS:** Conservation of the 1986 barracks is recommended primarily for its ability to supplement the dormitory and/or office accommodation available in the 1924 barracks, and make future use of the old barracks more viable. Any modification of the newer barracks which facilitates the aim of conserving the older barracks, should be acceptable in heritage terms.

Copies of the construction drawings for the 1923 and 1986 barracks should be retained by SRA, together with a basic photographic record of both barracks.

**DOCUMENTS & REFERENCES:** Doring Negative 700.33

**PHOTOGRAPH:** The rear of the barracks viewed from the south-west.

(Doring image file < Broadmeadow F-02-01 neg-700-33.jpg >)



*The Broadmeadow*

*Locomotive Depot*

***INVENTORY***

*Study Area G :*

***WEST AREA***



**STUDY AREA G: WEST****ITEM No. G.00****THE STUDY AREA**

Page 1 of 1

CONSTRUCTION DATES: n/a

APPROXIMATE DIMENSIONS: n/a

LOCATION: Extends along the west boundary of the Depot site, parallel to but set back from King St.

NAME &amp; FUNCTIONS: mostly vacant land

**DESCRIPTION:**

The West Study Area includes the MFD Shed, the former Arnotts lease, and a long wedge of land from Arnotts down to the Signals Electrical Group Compound near St. James Road. The West Study Area adjoins the rear of properties in King Street, but is separated from them by fences and an open drain. Some of the adjoining King Street properties are modern commercial properties, while others are residential. Some of the older residences were possibly occupied as railway cottages, but have not been investigated as part of this study.

This part of the Broadmeadow Depot was acquired by the railways circa 1922 with the intention of erecting an extensive workshop for repairing carriages and wagons (as shown in Plan 21528, signed by E.E. Lucy, 30/1/1922). These proposed carriage and wagon workshops were never built.

Part of the spare land at the northern end of the West Study Area was leased to Arnotts Biscuits Limited, who had a small building there with access to a railway siding, and to King Street. This site was probably used by Arnotts as a rail/road transfer depot. The buildings look to be circa 1950/1960 vintage. However, the dates of lease and the exact operation carried out by Arnotts has not been identified in this study. The site has been vacated by Arnotts, and the building is now vandalised and derelict. The Arnotts site is surrounded by open drains, like a moat, which make access from the depot difficult. The only ready access to the Arnotts site is along the railway siding to the south, or via an access driveway to King Street, with locked gates.

The central part of the West Study Area is vacant, apart from the railway siding going to Arnotts, and some overgrown heaps (spoil, or coal, or ash ?). This part of the depot site appears to have never been used by the Railways, other than possibly as a coal heap, ash dump or waste dump.

The southern end of the West Study Area has a cluster of modern portable sheds, used by Signals Electrical Group as a temporary workshop/store compound.

SIGNIFICANCE LEVEL: n/a

This Western Study Area has nothing of heritage significance which would affect its future use.

RECOMMENDATIONS: The area could be made available for sale or lease on commercial grounds, provided legal title and street access can be arranged. The land may hold ash, coal or other dumped waste, and should be checked for contamination.

DOCUMENTS &amp; REFERENCES: Plan 21528, signed by E.E. Lucy, 30/1/1922 [No photo]

**STUDY AREA G: WEST**

**ITEM No. G.01**

**THE MFD SHED**

Page 1 of 1

CONSTRUCTION DATES: circa 1985    APPROXIMATE DIMENSIONS: 20 metres x 13 metres

LOCATION:                    South-west of the main Administrative Office.

NAME & FUNCTIONS:                    MFD Shed or "Fire Depot".

The shed is a garage, store and base for accident/recovery crews using German "MFD" hydraulic jacking equipment, which can jack up a derailed loco or wagon and slide it sideways back onto the rails.

DESCRIPTION:            The MFD Shed (shown as "Fire Depot" on the 1994 survey plan) is a large modern steel-framed and steel-clad garage holding several road trucks loaded with recovery gear, to be taken to derailments or similar accidents. The shed is named after the special German "MFD" hydraulic jacking equipment, which can jack up a derailed loco or wagon and slide it sideways back onto the rails - provided the vehicle is still upright and close to the rails. If the vehicle has overturned, or is in an awkward location, then the accident crew uses the old Craven Bros. 70 ton Accident Crane No.1072 (described elsewhere). In front of the MFD Shed there is a helicopter landing pad. When a derailment or similar accident occurs, the recovery crew will assemble here and be flown to the accident by helicopter, so that they can assess the situation and plan their recovery work while the MFD trucks are getting to the site by road.

SIGNIFICANCE LEVEL:                    No Heritage Significance

The MFD Shed and modern recovery gear are not (yet) heritage items. The MFD Shed holds some manual jacks of moderate significance. These are described elsewhere.

RECOMMENDATIONS:    The MFD facility will need to remain in service, but the facility and the building could be relocated elsewhere if necessary, to free the land for other uses.

DOCUMENTS & REFERENCES:    Doring Negative 702.12  
Plan No.588-51870, 1987, Broadmeadow - Detail Survey of Locomotive Depot  
Survey Plan No.800 10003 - (Hard & Forester, 1994)

PHOTOGRAPH: The MFD Shed, viewed from the north-east.    (Doring Neg.702.12)  
(Doring image file < Broadmeadow G-01-01 neg-702-12.jpg >)



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**STUDY AREA G: WEST**

**ITEM No. G.02**

**THREE MANUAL RATCHET (TRIP) JACKS**

Page 1 of 1

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CONSTRUCTION DATES: not known

APPROXIMATE DIMENSIONS: Stand about 3 feet high

LOCATION: In the MFD Shed, with other derailment recovery equipment (1994)

NAME & FUNCTIONS:

Three manual ratchet (trip) jacks.  
Used for lifting and pulling moderate loads, but not complete vehicles.

DESCRIPTION:

Inside one of the recovery vehicles in the MFD Shed are three old Trewhella manual ratchet (trip) jacks, made of iron, with separate long wooden actuating levers.

SIGNIFICANCE LEVEL: Moderate General Heritage Significance

RECOMMENDATIONS:

The jacks should remain in service with the MFD crews, but be noted as heritage items (preferably by inclusion in the SRA Section 170 Register). The jacks should be conserved in an appropriate railway museum when they are no longer required for active service.

DOCUMENTS & REFERENCES: nil [No photo]



*The Broadmeadow*

*Locomotive Depot*

***INVENTORY***

*Study Area H :*

***THE BROWN ROAD AREA***



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**STUDY AREA H: BROWN ROAD**

**ITEM No. H.00**

THE STUDY AREA

Page 1 of 1

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CONSTRUCTION DATES: n/a

APPROXIMATE DIMENSIONS: n/a

LOCATION: North-east end of the Depot site between Brown Road and the main line.

NAME & FUNCTIONS: n/a

**DESCRIPTION:**

The Brown Road Study Area is a small strip of land at the north-east end of the depot, between Brown Road and the western edge of the main through line. The Study Area includes the Cable Storage area, and a parcel of land leased to Seddingtons (1994).

This strip of land has always been peripheral to the operation of Broadmeadow Depot, and has no heritage significance which would influence the future use of the land.

SIGNIFICANCE LEVEL: n/a

**RECOMMENDATIONS:**

There are no heritage considerations affecting this Study Area. If this land is not needed for SRA operations, then it could be sold or leased for commercial use.

DOCUMENTS & REFERENCES: nil



*The Broadmeadow*

*Locomotive Depot*

***INVENTORY***

*Study Area J :*

***BROADMEADOW  
CENTRALISED  
TRAIN CONTROL AREA***



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**STUDY AREA J: BROADMEADOW CTC**

**ITEM No. J.00**

THE STUDY AREA

Page 1 of 1

The Study Area contains the Broadmeadow Centralised Train Control Centre buildings and the now superseded Broadmeadow North Signal Box

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**STUDY AREA J: BROADMEADOW CTC**

**ITEM No. J.01**

BROADMEADOW CTC COMPOUND

Page 1 of 2

CONSTRUCTION DATES: 1982 to 1983

APPROXIMATE DIMENSIONS: not measured

LOCATION: North-east end of the Depot site, between the main line and Coorumbung Road.

NAME & FUNCTIONS: The Broadmeadow Centralised Train Control Centre (CTC).

The centre is operated to control signalling and switching throughout most of the Northern Region rail network. It superseded a chain of local signal boxes such as the Broadmeadows North Box close to it.

DESCRIPTION: The site contains two brick buildings, a tall steel microwave transmission tower, and a group of portable buildings.

SIGNIFICANCE LEVEL: No Heritage Significance

The CTC is of great importance to the NSW rail system, and will in time be considered a heritage item. At present it has no heritage significance except that it can be used to illustrate the evolution of railway signalling from manual to electronic systems.

RECOMMENDATIONS:

It is suggested that the CTC could be used as part of a "then-and-now" exhibit of manual and computerised signal control systems, in conjunction with the Broadmeadow North Signal Box (see below).

DOCUMENTS & REFERENCES: Doring Negative 705.25  
Plan No.R23059, 1984, Newcastle Land Use Plan - Broadmeadow Area

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**STUDY AREA J: BROADMEADOW CTC**

**ITEM No. J.01**

**BROADMEADOW CTC COMPOUND**

Page 2 of 2

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PHOTOGRAPH: The CTC Compound, viewed from the south-east.  
(Doring image file < Broadmeadow J-01-01 neg-705-25.jpg >)



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**STUDY AREA J: BROADMEADOW CTC**

**ITEM No. J.02**

**BROADMEADOW NORTH SIGNAL BOX**

Page 1 of 2

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CONSTRUCTION DATES: 1936 to 1937

APPROXIMATE DIMENSIONS: not measured

LOCATION: East side of the Main Line near the Lambton Road overpass.

NAME & FUNCTIONS: Broadmeadow North Signal Box.

Formerly used as a manual signal and switching box for trains on the main line, and for locomotives and trains going in and out of the Broadmeadow Marshalling Yards and Broadmeadow Depot. It is now disused.

**DESCRIPTION:**

This signal box is a narrow two-storey building, with brick walls at ground floor level, and timber framed upper walls and roof with asbestos cement sheet cladding. The upper floor holds a bank of 70 or 80 (disused) levers for remote manual switching of track points on the main through line, and to or from the depot and marshalling yards.

The Broadmeadow North Signal Box is no better in building size or quality than some others in the district (eg the signal box near Newcastle Station), but its juxtaposition with the nearby computerised CTC (which superseded it in 1983) gives Broadmeadow North extra significance and extra interpretative potential.

**SIGNIFICANCE LEVEL: Moderate to High Local significance**

**RECOMMENDATIONS:**

It is recommended that the Broadmeadow North signal box be conserved and rehabilitated, and its levers, diagrams etc., be restored to working appearance. It is further recommended that the SRA allow the public to inspect both this signal box and the CTC facilities in conjunction, as a "then-and- now" exhibit of manual and computerised signal control systems, which enable them to travel safely on the rail system.

**DOCUMENTS & REFERENCES:** Doring Negative 705.28

Plan No.X280, Broadmeadow North Signal Box, General Assembly, dated 13-7-35 (copy held in SRA Archives)

Plan No.R23059, 1984, Newcastle Land Use Plan - Broadmeadow Area

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**STUDY AREA J: BROADMEADOW CTC**

**ITEM No. J.02**

**BROADMEADOW NORTH SIGNAL BOX**

Page 2 of 2

PHOTOGRAPH: The Signal box, viewed from the north.  
(Doring image file < Broadmeadow J-01-02 neg-705-28.jpg >)



*The Broadmeadow*

*Locomotive Depot*

***INVENTORY***

*Study Area K :*

***THE EAST BARRACKS AREA***



**STUDY AREA K: EAST BARRACKS****ITEM No. K.00****THE STUDY AREA**

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Page 1 of 1

The East Barracks Study Area is on a small parcel of land south-east of the main through lines, and is separated from the main depot site by a large open stormwater drain. The Study Area is opposite the end of Bala Road, and contains the former Guards' Rest House, built 1938/39, and the former Yardmaster's Office, built about the same time. The buildings and Study Area are now used as a Perway Depot, and are shown as the Perway Compound on the 1994 site survey plans.

The Study Area land was resumed in 1937/38, from a long strip of public recreation area extending from Bala Road to St James Street. That public land was itself a remnant of the former Pasturage Reserve, and possibly was also the route of an early private colliery railway.

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**STUDY AREA K: EAST BARRACKS****ITEM No. K.01****GUARDS' REST HOUSE**

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Page 1 of 3

CONSTRUCTION DATES: Land resumed 1937/38. Resthouse built 1938/39.

APPROXIMATE DIMENSIONS: not measured

LOCATION: Isolated from the rest of the Broadmeadow Depot, on the east side of the main line and next to the Yardmasters' Office.

NAME & FUNCTIONS: Guards' Resthouse.

From 1938 to 1987, this building provided sleeping and eating facilities for train guards who had to stop at Broadmeadow for a rest, while another crew took the train on its next stage.

**DESCRIPTION:**

A brick-walled, one-room deep barracks type building, with wooden floor on brick piers, and with corrugated asbestos cement roof cladding on a hipped timber frame. Brickwork detailing is characteristic of 1930s styles, but the double hung windows, with vertical glazing bars dividing each sash, are typically late Victorian. Possibly they were re-used from some other Railways building.

A construction drawing shows twelve bedrooms each 12 feet x 10 feet, with shared showers, bath, toilets, kitchen and dining room, plus outbuildings for an external lavatory, laundry, and coal bin. The former rest house building looks much the same today as it is shown in the elevations, except that the roof of the barracks has been re-clad with coloured corrugated iron, a verandah on the barracks has been partially enclosed, the yard coal bin has been demolished, and the wood-fired laundry copper has been removed.

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**STUDY AREA K: EAST BARRACKS****ITEM No. K.01****GUARDS' REST HOUSE**

Page 2 of 3

**DESCRIPTION:** (continued)

The building appears to be in good condition, but disused. Nobody now sleeps in the former Guards' Rest House, and it has probably not been used as a barracks since the modern motel-style barracks was built at the north-west part of the depot site, in 1986/87.

The East Barracks Study Area is separated from the rest of the Depot and is adjoined by local parkland. The isolated location of the Guards' Rest House and the physical separation between it and the c1923 Drivers' Barracks, at the extreme east and west boundaries of the depot site, suggest a strong rift or social division between drivers and guards around 1938. Wide separation of drivers' and guards' living accommodation could easily have been achieved on existing railway land on the west side of the main line, and it is not at all clear why the Guards' Resthouse and the next door Yardmasters' Office were erected on specially resumed land isolated from the rest of the depot and the marshalling yards.

**SIGNIFICANCE LEVEL:** Moderate Local & Regional Significance

The Guards' Rest House is of moderate significance, representing a phase in the evolution of crew accommodation, and highlighting the social separation of guards and drivers.

**RECOMMENDATIONS:**

If the Guards' Resthouse is no longer needed by SRA, then it is recommended that the building be recorded by photography (to supplement the existing drawings), then leased for other uses in conjunction with the Yardmasters' Office. For example, the Resthouse and the Yardmasters' Office could be taken over by the local Council and adapted as clubhouses for local sporting or social groups, as offices or consulting rooms for community service groups, or as small scale refuge type accommodation.

**DOCUMENTS & REFERENCES:** Doring Negatives 705.29, 30, 33

Plan 1208 28/811, dated 3-6-1938 shows location.

Plan 1057 28/812, "Broadmeadow - Rest House for Guards", dated 3-6-1938.

Plan No.R23060 1984 - Newcastle Land Use Plan - Broadmeadow Loco.

Plan No.588-51870, 1987, Broadmeadow - Detail Survey of Locomotive Depot  
Survey Plan No.800 10003 - (Hard & Forester, 1994)

Resumption under Gazette No.104 of 15-7-38

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**STUDY AREA K: EAST BARRACKS**

**ITEM No. K.01**

**GUARDS' REST HOUSE**

Page 3 of 3

**PHOTOGRAPHS: Top:** The Rest House viewed from the west.

(Doring image file < Broadmeadow K-01-01 neg-705-29.jpg >)

**Bottom:** Laundry, with old coal (?) fired copper and brick chimney, at the back (east) side of the Guard's Rest House.

(Doring image file < Broadmeadow K-01-02 neg-705-33.jpg >)



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**STUDY AREA K: EAST BARRACKS**

**ITEM No. K.02**

**YARD MASTER'S OFFICE**

Page 1 of 2

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**CONSTRUCTION DATES:** Land resumed 1937/38. Office built 1938/39.

**LOCATION:** Isolated from the rest of the Broadmeadow Depot, on the east side of the main line and next to the Guards' Resthouse.

**NAME & FUNCTIONS:** Yardmasters' Office.  
Built to house the management and clerical staff of the Broadmeadow Marshalling Yards. Now used as Perway offices & amenities.

**DESCRIPTION:**

The Resthouse and Yardmaster's site is adjoined by local parkland. It is isolated from the main Depot buildings and is across the Main Line from the Marshalling Yards. In 1937/38 Broadmeadow Marshalling Yards underwent major upgrading. At about the same time, an associated brick office was built for the Yardmaster, south-west of the 1938 Guards' Rest House.

The Yardmaster's Office is a long single-storey brick building with a series of office rooms, linked by a verandah along the north-west side of the building. The style of the Yardmasters' Office is similar to that of the Guards' Rest House.

No drawings of the Yardmasters' Office were found, but it is possible they were overlooked. At the southern end of the office building are a small brick outbuilding holding toilets, and a small timber-framed shed which appears to be a garage or store. As at 1994, the Yardmasters' Office appears to be in good condition.

**SIGNIFICANCE LEVEL:** Moderate Local Significance

The Yardmaster's Office is of moderate significance in representing the Traffic Branch activities in control of the marshalling yard, separate from the Mechanical Branch loco maintenance activities centred on the roundhouses.

The building is a typical but not outstanding example of late 1930s NSWGR design.

**RECOMMENDATIONS:**

If the Yardmasters' Office is no longer needed by SRA, then it is recommended that it be recorded by photography and drawings, then leased for other uses in conjunction with the nearby Guards' Resthouse. For example, the Yardmasters' Office and the Resthouse could be taken over by the local Council and adapted as clubhouses for local sporting or social groups, as offices or consulting rooms for community service groups, or as small scale refuge type accommodation.

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**STUDY AREA K: EAST BARRACKS**

**ITEM No. K.02**

YARD MASTER'S OFFICE

Page 2 of 2

DOCUMENTS & REFERENCES:            Doring Negative 705.31

Plan No.R23060, 1984, Newcastle Land Use Plan - Broadmeadow Loco.  
Plan No.588-51870, 1987, Broadmeadow - Detail Survey of Locomotive Depot  
Survey Plan No.800 10003 - (Hard & Forester, 1994)

Resumption under Gazette No.6 of 13-1-39

PHOTOGRAPH:        The Yardmaster's Office viewed from the north.  
(Doring image file < Broadmeadow K-02-01 neg-705-31.jpg >)





*The Broadmeadow*

*Locomotive Depot*

***REFERENCES***



## KEY TO REFERENCES

- ARHS** Australian Railway Historical Society - *Bulletin*, 1953 p.39, 1973 p.96  
Australian Railway Historical Society - *NSW Digests*, 1966 & 1967.
- GBCS** Browne, Gardner; *Broadmeadow/Islington Centres Study*, 1991.
- CRAIG** Craigie, Kenneth & Co.; *Map of Newcastle & District*, undated. [A large folded canvas-backed map in poor condition, seen in the Newcastle Local History Library.]
- GAZET** NSW Government *Gazettes*, of 1883 and 1922 (as detailed in the History)
- GMRR** Godden Mackay; *NSW Railway Workshops & Roundhouses*, 1989.
- GREG** Gregory's *Newcastle & 100 Miles Around*, Map 3 page 54, c1930s
- MBR** Mechanical Branch, NSW Railways; *Mechanical Branch Annual Reports on Activities*, 1937 to 1962.  
[These reports give much detail about the major workshops, but little about individual depots, which were obviously of less importance to the Mechanical Engineer.]
- MUSC** Extract from the *Muswellbrook Chronicle*, 1950, in Newcastle Library
- NLHL** Newcastle Local History Library Collections.  
(Various newspaper cuttings etc., some unidentified).
- NMH** Extracts from the *Newcastle Morning Herald*, (various dates as listed in the History).
- NSUN** Extract from the *Newcastle Sun*, 1960, in Newcastle Library
- NSWRR** NSW Railways *Annual Reports*, 1922 et seq.

## KEY TO REFERENCES

- NTCR** National Trust of Australia (NSW); *Broadmeadow Depot Classification Report*, 1994 (Information source - G.Love)
- PSG** Property Services Group; *Broadmeadow Heritage Study Brief*, 1994.
- ROB** Robinson's *Street Directory of Newcastle*, date not known - c1925.
- SAO** State Archives Office; *Card Index to Railways Correspondence*.
- SMH** Extracts from the *Sydney Morning Herald*:  
article 29 Dec 1842, re Broad Meadows (sic) horse races; and  
*Survey of the Hunter Region*, sometime in 1986.
- SRAD** State Rail Archives; *Archival NSW Railways Plans & Drawings*
- SRAP** State Rail Archives; *Archival NSW Railways Photograph Collection*
- SRPR** State Rail Head Office Plan Room; *Working NSW Railways Plans & Drawings*, (including original drawings and microfilm copies).
- UBD** *UBD Newcastle Street Directory*, 13th Edition, 1993.
- WILSON** Wilson's Publishing Co. Ltd.; *Newcastle and Districts Street Directory & Tourists' Guide*, 8th Edition, 1926-1927.

*The Broadmeadow*

*Locomotive Depot*

**APPENDIX**

*Reduced copies of*

*Site Plans*

*&*

*Archival Drawings*



Some of the drawings used in the research for this report are reproduced in this Appendix.

The titles and subjects are as follows:

1. **Plan of Portion 2525, County of Northumberland, Parish of Newcastle.** This shows a rectangular area of 15 acres dedicated for a proposed Adamstown Central Public School and Playground on 29th (?) July 1915). This land fronted onto Lambton Road. The plan also shows a slice along the back boundary appropriated for railway purposes, presumably under the Gazette of 26th May 1922.
2. **Plan of Portion 2513, Municipality of Adamstown (Hamilton crossed out), County of Northumberland, Parish of Newcastle.** This shows a triangular area of 45 acres 1 rod 0 perch resumed for the depot under the Gazette of 26th May 1922, and Plan MS 2796 Md.
3. **New South Wales Government Railways - Proposed Car and Wagon Shops, Broadmeadow.** Signed by E.E. Lucy, Chief Mechanical Engineer at the Chief Mechanical Engineers Office at Eveleigh (Railway Workshops), on 30th January 1922.

This drawing shows three proposed turntables with almost complete circle roundhouses for each, all in dotted outline. The third turntable (never built) is shown to the north-west of No.1 Turntable, about where the MFD shed is now (1994). These turntables are shown with roads (rails) connecting to the main line at the Adamstown end. No.2 Turntable has no road connection shown, but could have been connected to the main line on either side.

Extensive Car & Wagon Shops are sketched in at about the location of the former Arnott's lease and to the south of this (most of the West Study Area G). These have separate road connections with the main line at both Adamstown and Broadmeadow ends of the site. Interestingly, the north-east road in is designed to pick up a branch line from the steam-tram line in Lambton Road, via Lang Road and through the middle of the Drivers' Barracks (proposed and drawn only one year later). It was obviously originally intended to service the Newcastle steam tram coaches on this site (the steam tram boilers and engines were then serviced at Honeysuckle Railway Workshops).

4. **N.S.W.R. Broadmeadow Loco Depot - Proposed Rest House**, dated 8th August 1923 on the title, signed 31st August and amended 3rd October 1923. A detail of this drawing is reproduced in this report, showing the front elevation. Like many railways drawings, this one was added to or amended over the years, and in the bottom left of the detail, the site plan has an outline sketch of the "relocatable" bedrooms added in the 1970s. [Item No.F-01].

- 
5. **N.S.W.G.R. Chief Mechanical Engineers Office - Broadmeadow Loco Depot, Extension of Washout Pipe Lines to No.2 Roundhouse**, signed by E.E.Lucy and dated 15th November 1922. No.2 Turntable had no Roundhouse at this time, but a (proposed) roundhouse is shown in dotted outline. The (still existing) concrete drop-slab office building is shown as occupied by the S.S.Inspector and Superintendent. All other buildings shown, including the No.1 Roundhouse, have been demolished.
  6. **Diagram of 70 tons Steam Breakdown Crane - Order No.12030, 2 Cranes**. This is Tracing No. 30045, drawn by Craven Bros. Manchester Limited, Vauxhall Works, Reddish, Stockport, c1928 (undated). [See Inventory Item No.D-27].
  - 7, 8, 9. **Broadmeadow Loco Depot - Position of Roundhouse**, numbered 33755, initialled and signed 20th June 1930. This three-part copy of a blue print has a stylised section of a C36 steam locomotive standing over a pit in the No.1 Roundhouse, and a part section through the No.1 Turntable. A note refers to Drawing No.33741 for location.
  10. **N.S.W. RAILWAYS : BROADMEADOW - Plan showing in red colour** (speckled grey in this photocopy) **Land to be resumed for Railway purposes from Crown**. This land was resumed by Gazette No.6 of 13th January 1939, for construction of a proposed Yardmaster's Office [Item No.K-02]. This land appears to be (Portion) 52097, of 1 rood, 6 perches in area. Next it is shown the Guards' Rest House, appropriated by the Gazette of 15th July 1938 [Item No.K-01].
  11. **DEPARTMENT OF RAILWAYS N.S.W., Way and Works Branch - BROADMEADOW, Layout and Foundation Plan of No.2 Roundhouse**, drawing No.49-74, dated 12th July 1949, and signed by Fewtrell, Chief Civil Engineer. The drawing shows the layout of pits and footings for walls and columns.
  12. **DEPARTMENT OF RAILWAYS N.S.W., Way and Works Branch - BROADMEADOW, No.2 Roundhouse End Walls**, drawing No.49-75, dated 6th January 1949 and signed by Fewtrell, Chief Civil Engineer. The drawing shows a detail of the pre-cast concrete columns and the inside and outside elevations of the brickwork, with the thickness of brickwork panels noted.
  13. **PUBLIC TRANSPORT COMMISSION OF N.S.W., Rail Division - Mech. & Elec. Equipment Branch, Locomotive Depots, 24 ton and 48 ton Sand Servicing Station - General Arrangement**, drawing No.101-472, dated 22nd June 1970. The drawing shows construction details of a typical layout of sand-tanks and structural frame. A list of installations notes that Broadmeadow was to have a 96 ton installation (ie. 4 tanks). [Item No.D-20].

**14, 15, 16 PUBLIC TRANSPORT COMMISSION OF N.S.W., Rail Division - Property Branch, Newcastle Land Use Plans, Adamstown Area, ARRANGEMENTS AS AT JANUARY 1984, drawing Nos. R23059, R23060, R23061.**

Drawing ..59 shows the Adamstown end of the Broadmeadow Depot site, Adamstown Station and the start of the Belmont Branch Line.

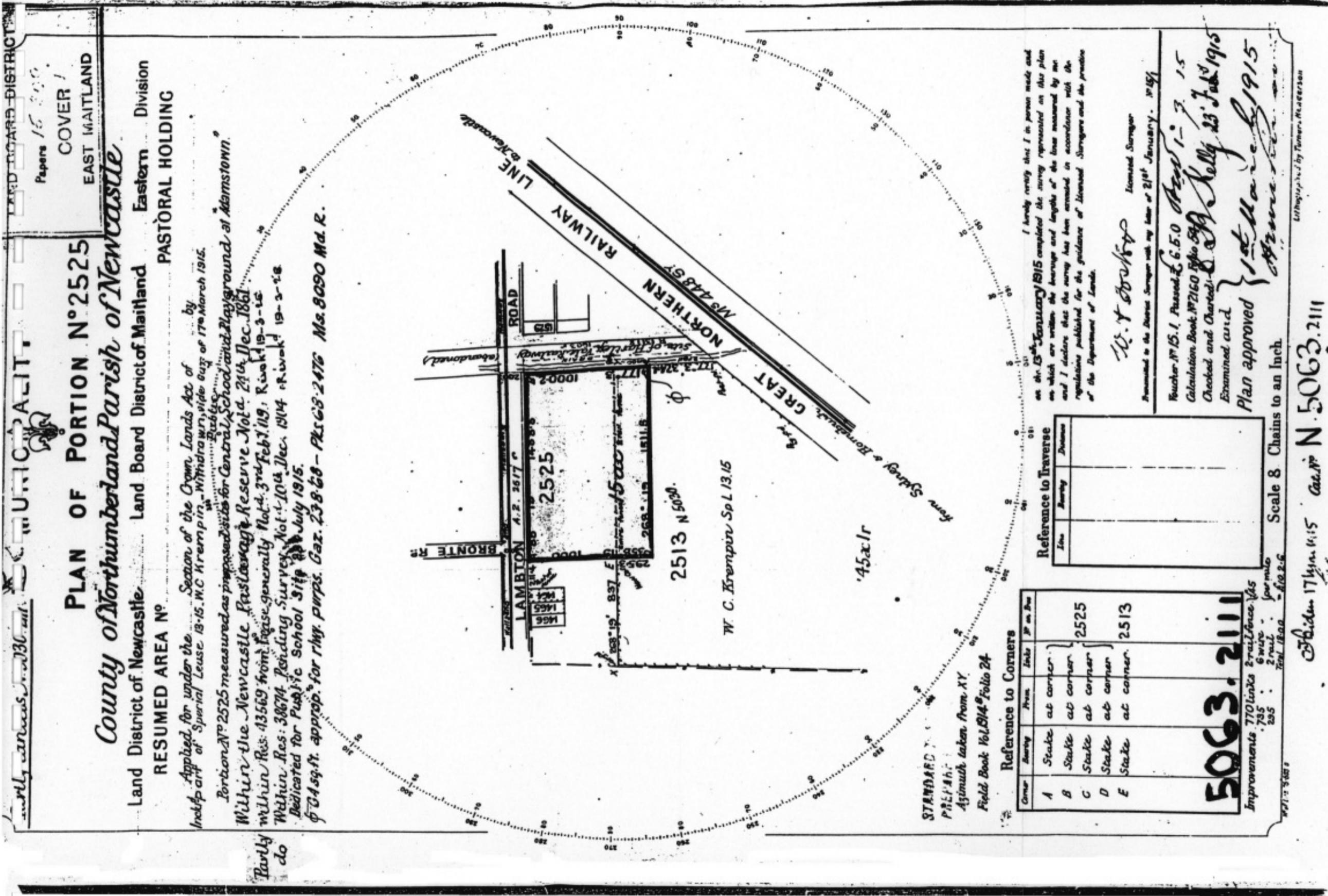
Drawing ..60 shows the centre of the site, with most buildings as they exist (in 1994), except that No.1 Roundhouse [Item D-01] is still in place, and the coal loader ramp [Item C-02] has not been replaced by Broadmeadow Maintenance Centre [Item C-01].

Drawing ..61 shows the Broadmeadow end of the site with the CTC Compound [Item J-01] and the Broadmeadow Signal Box [Item J-02].

**17. Extract from Newcastle Zoning Plan, 1987**

**18. Detail from Newcastle Zoning Plan, 1987, showing the Broadmeadow Depot.**





**PLAN OF PORTION N° 2525**

*County of Northumberland Parish of Newcastle*

Land District of Newcastle Land Board District of Maitland Eastern Division  
 RESUMED AREA N° PASTORAL HOLDING

Applied for under the Section of the Crown Lands Act of 1861 by  
 W.C. Krempin, Withdrawn, vide Gaz of 17th March 1915.  
 Portion N° 2525 measured as proposed sites for Central School and Playground at Maitstown.  
 Within the Newcastle Pastoral Reserve Not. 24th Dec. 1861  
 Within Res. 13569 from lease generally Not. 4th Feb. 1899; Res. 19-3-15  
 Within Res. 38674 Pending Survey Not. 1st Dec. 1914 (R. Wok) 19-3-15  
 Dedicated for Public School Site July 1915.  
 604 sq. ft. approp. for phy. purps. Gaz. 23-8-68 - PLS 68-2476 Ms. 8090 Md. R.

STANDARD PREPARED BY AGAMUTH TAKEN FROM N.Y. FIELD BOOK No. 1914 FOLIO 24

Corner	Bearing	From	Links	From
A	Stake at corner			
B	Stake at corner		2525	
C	Stake at corner			
D	Stake at corner			
E	Stake at corner		2513	

Improvements 770 links 2 rail fence 165  
 735 6 wire 2 rail 1800  
 295 2 rail 1800  
 Total 1800

**5063.2111**

Line	Bearing	Distance

I hereby certify that I in person made and on the 15th January 1915 completed the survey represented on this plan which are within the bearings and lengths of the lines measured by me and I declare that the survey has been arranged in accordance with the regulations published for the guidance of Licensed Surveyors and the practice of the Department of Lands.

W. T. ... Licensed Surveyor  
 Presented to the District Surveyor with my letter of 21st January 1915  
 Received N° 15.1 Passed £ 6.5.0  
 Calculation Book N° 2160 Folio 59A Kelly 23 July 1915  
 Checked and Charted  
 Examined and  
 Plan approved 1st March 1915  
 Approved

Field No 17415 Cas. N° 5063.2111



0 6 2 4

Cancels N. 3982 2111  
Partly cancelled by N. 5063 2111

MUNICIPALITY

Papers L.B. 14-3657.

PLAN OF PORTION 2513

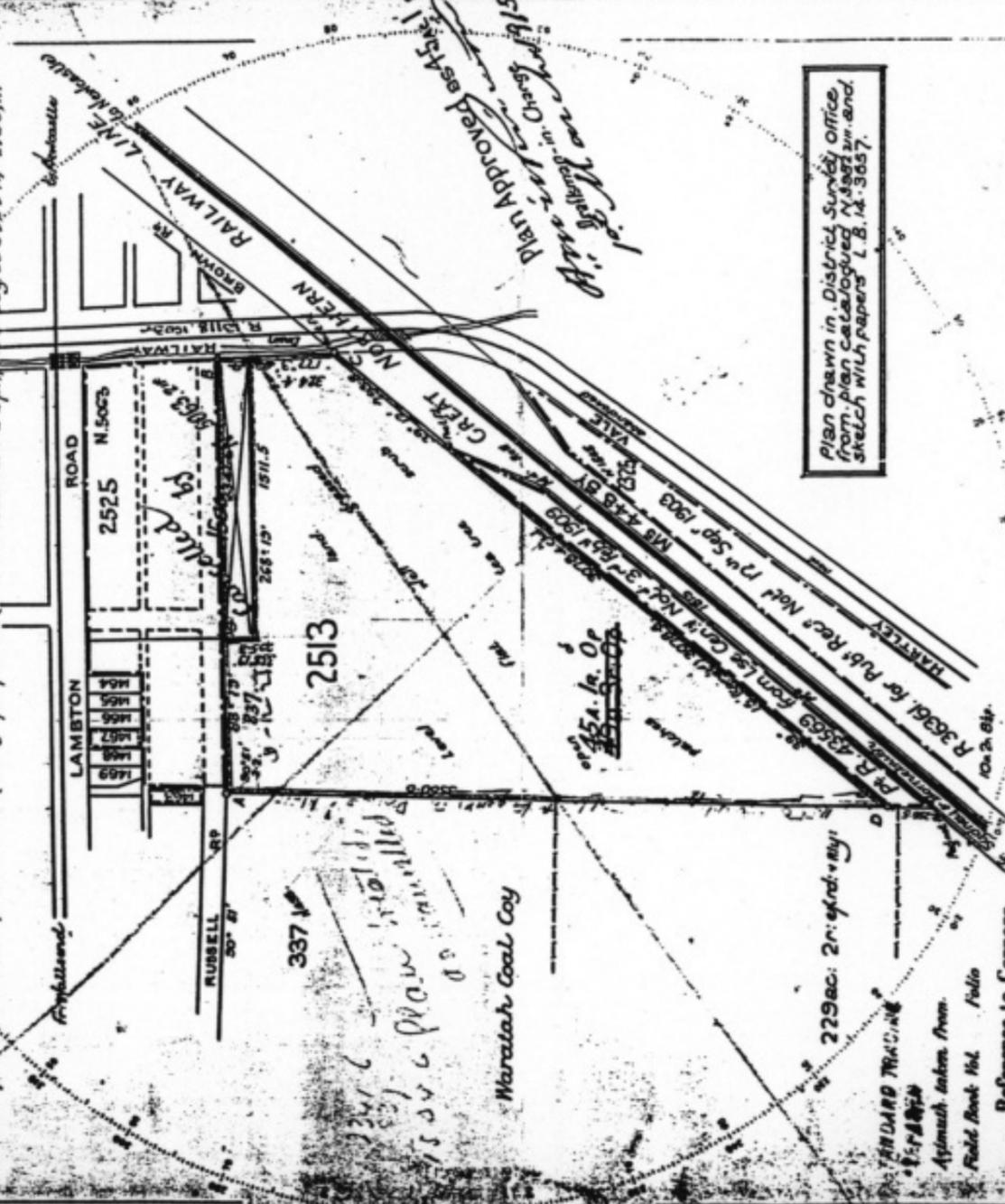
County of Northumberland Parish of Newcastle

Land District Newcastle Land Board District Maitland Eastern Division

RESUMED AREA N°

PASTORAL HOLDING

Applied for under the 75<sup>th</sup> Section of the Crown Lands Act of 1913 by William Charles Ferguson  
 For 2513 Sp L. 1315 Nov 1913 for Grazing, Terms 1st Sep 14 to 31st Dec 19. Granted 16th Sept 16. Part withdrawn 17th March 1915.  
 Within the Newcastle Pastoral Res. No 24 24 Dec 1861.  
 Within Res 19292 from Annual Lease, No 174 April 1894.  
 Within Res 38874, Pending Survey No 10 Dec 1904. Res No 138 Dec 01.  
 Sp L. 1315 Surrendered Certificate 27-7-17  
 Partly within a lease from the Newcastle Pastoral Res. No 24 24 Dec 1861.  
 Partly within a lease from the Newcastle Pastoral Res. No 24 24 Dec 1861.  
 For 2513 p. 1500 land acquired for Railway purposes (total area 52a. 2r. 2 3/4 p.) 1904. Reg. 16-5-22 & N° 2736, M°



Other	Survey	From	To	As per
A	Stake	at corner		
B	Stake	at corner		
C	Post	at corner		
D	Stake	at corner		

5030.2111

Reference to Traverse	Line	Bearing	Distance

I hereby certify that I in person and completed the survey represented on this plan as which are within the bearings and lengths of the lines surveyed by me and I declare that the survey has been conducted in accordance with the regulations published for the guidance of Licensed Surveyors and the practice of the Department of Lands

Examined Surveyor  
 Recommended to the District Surveyor with my leave of  
 15/11 Passed  
 Calculation Book N° 1798 Sub 24  
 Checked at District Maitland 17th Dec 1914  
 Examined 18th Dec 1914  
 Plan approved 26 Dec 1914

Scale: 8 Chains to an Inch.

5030.2111



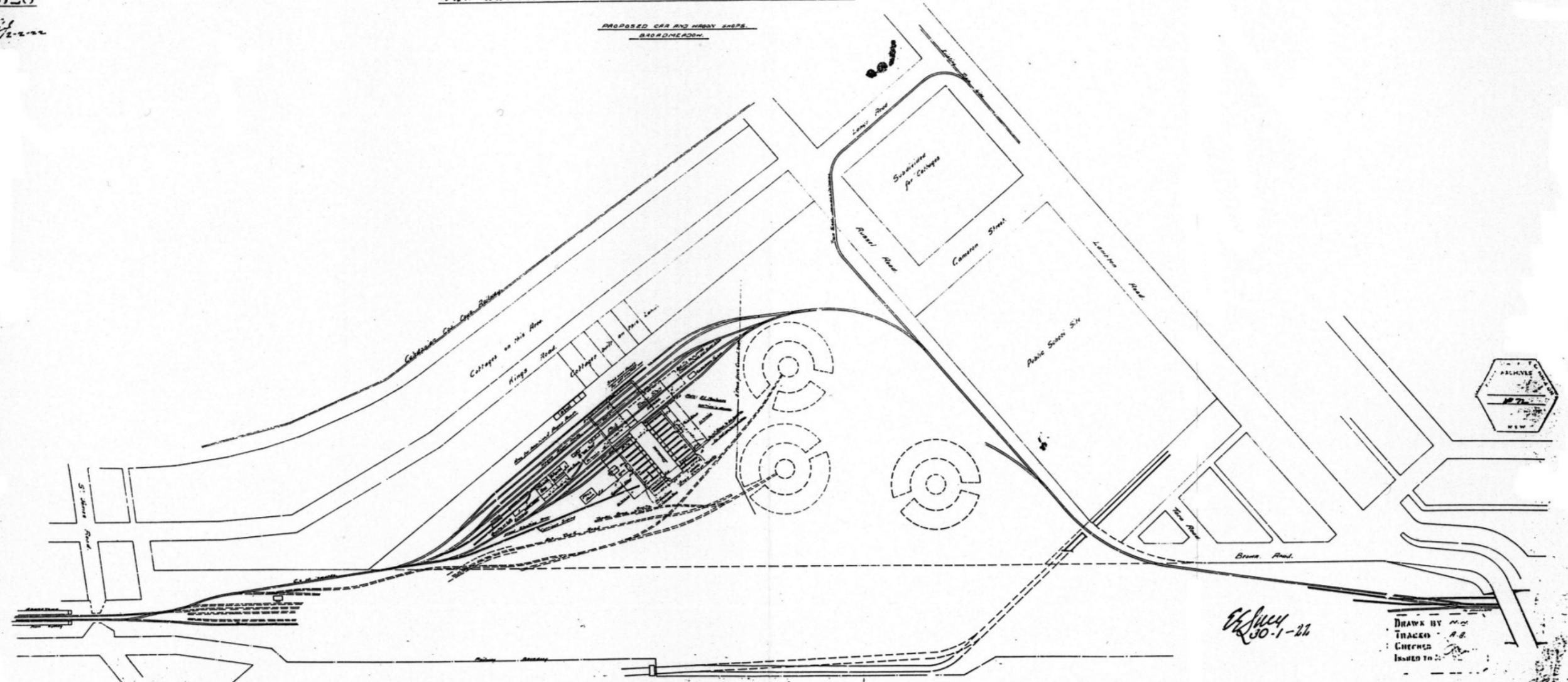
21528

*W. J. ...*

NEW SOUTH WALES GOVERNMENT RAILWAYS

SHOP ORDER

PROPOSED C&G AND H&M&W SHEPS  
BARDONMEADON



*W. J. ...*  
30-1-22

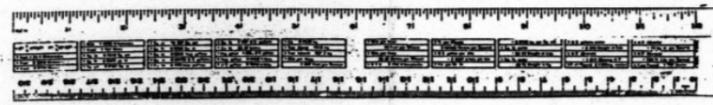
DRAWN BY *W. J. ...*  
TRACED BY *A. S.*  
CHECKED BY *...*  
ISSUED TO *...*

CHIEF MECHANICAL ENGINEERS OFFICE  
SYDNEY 20-1-22

21528  
M

Scale - 2 Chains = 1 Inch

B2A



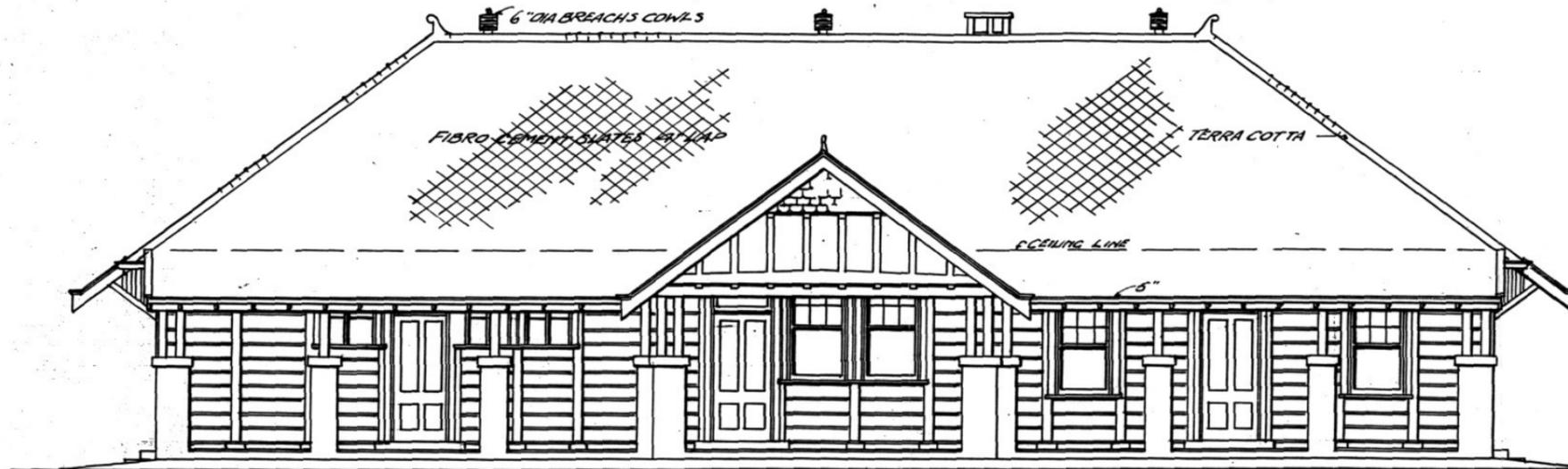


N.S.W.R.  
BROADMEADOW LOCO DEPOT  
PROPOSED REST HOUSE

SCALE 8 FT TO 1 INCH 8-8-23

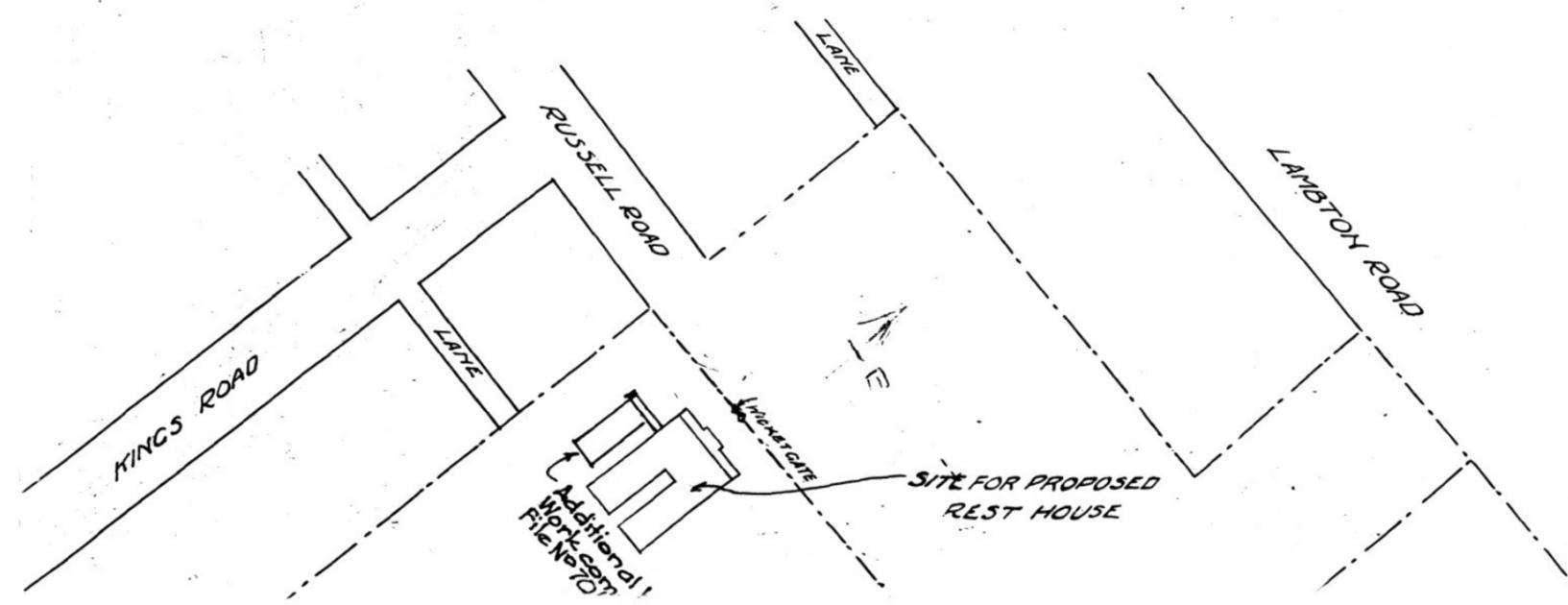
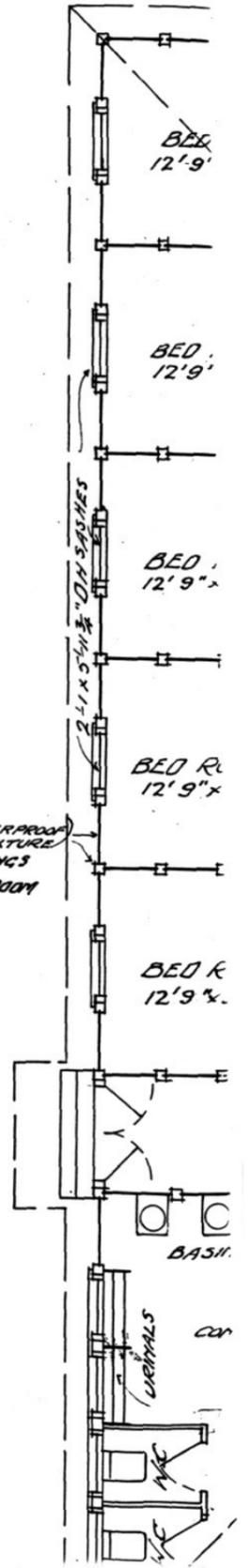
238  
100  
81  
320

938 18  
70 W



FRONT ELEVATION

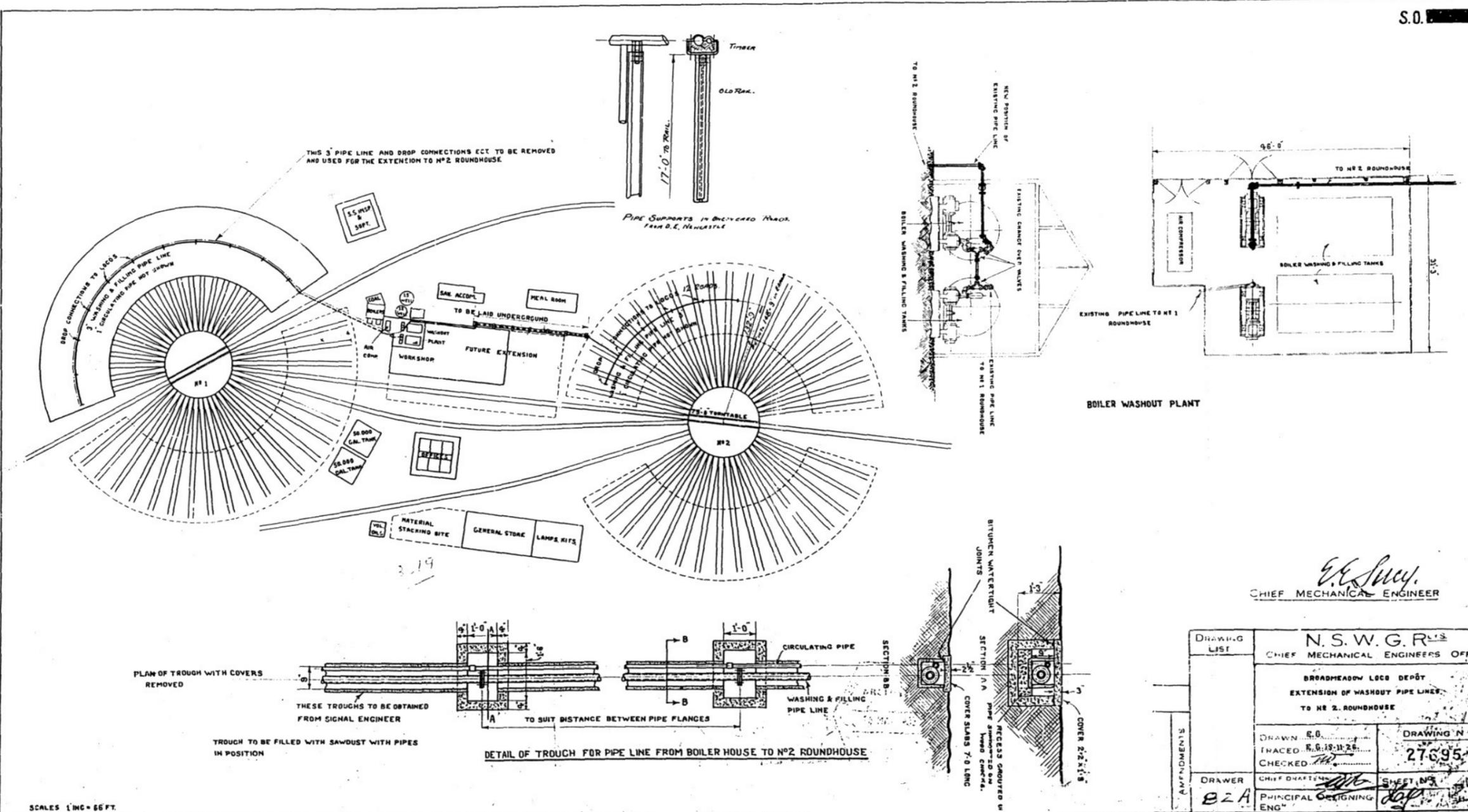
R. CONCRETE UNITS (WATERPROOF MIXTURE)  
VENTS TO FLOORS & CEILING'S  
12 SQ. IN. VENTS TO EACH BED ROOM



Additional  
Work done  
File No 707



S.O.



Detail of Troughing added 7.5.51  
 Amended for short 21 Roads covered for No. 2 Roundhouse  
 18.7.51  
 18.7.51  
 Amended 21 Roads in covered No. 2 Roundhouse  
 28.8.51  
 28.8.51  
 28.8.51

*E.C. Sney*  
 CHIEF MECHANICAL ENGINEER

DRAWING LIST		N. S. W. G. R. <sup>Y</sup> CHIEF MECHANICAL ENGINEERS OFFICE	
BROADMEADOW LOCO DEPOT EXTENSION OF WASHOUT PIPE LINES TO NO. 2. ROUNDHOUSE		DRAWING N° 27695	
DRAWN	E.C.	CHECKED	TH
INACED	E.C. 19.11.26	CHIEF ENGINEER	TH
DRAWER	BZA	PRINCIPAL ENGINEER	TH

SCALES 1" = 66 FT.

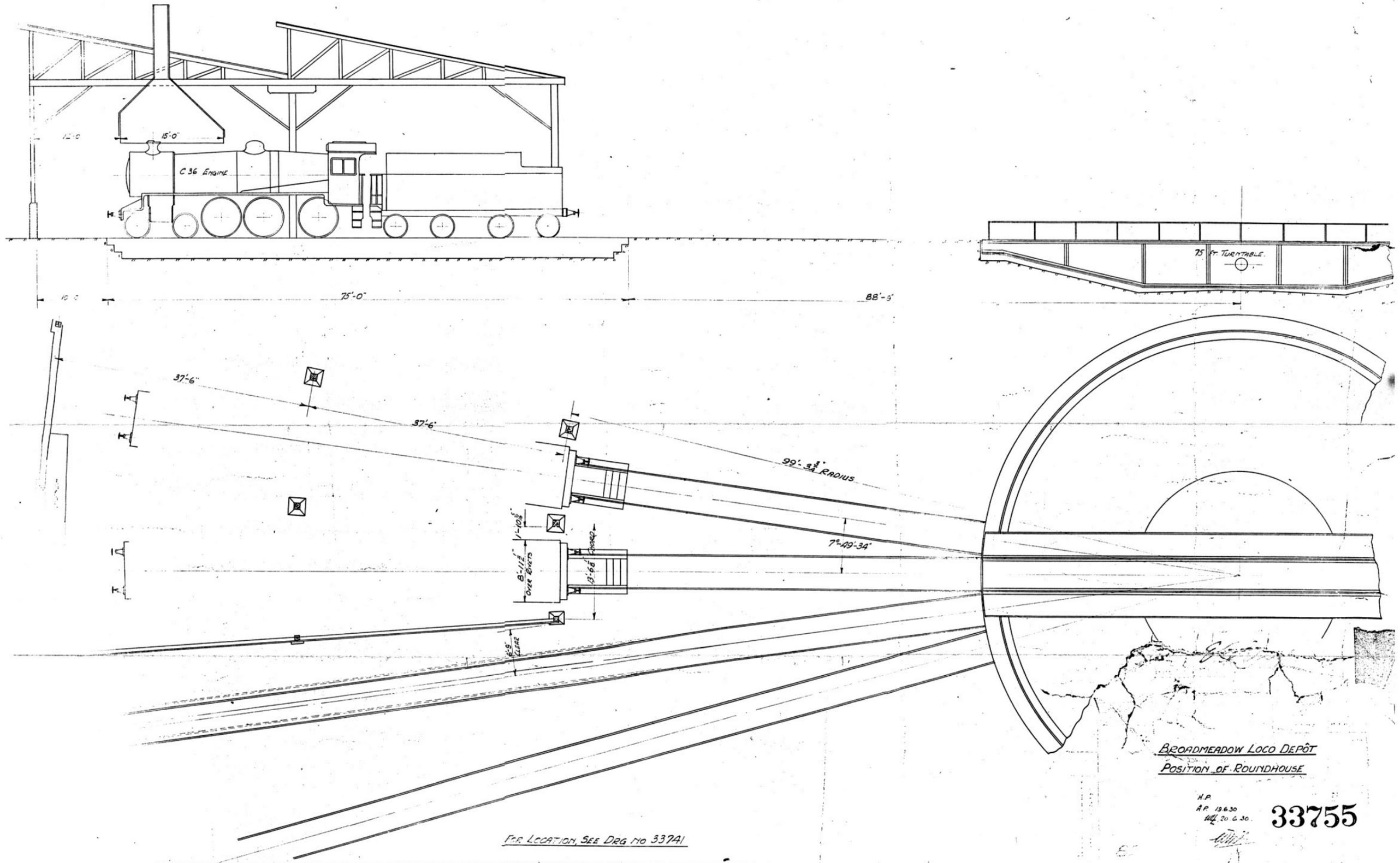


22-7-86









FOR LOCATION, SEE DRG NO 33741

BROADMEADOW LOCO DEPÔT  
POSITION OF ROUNDHOUSE

H.P.  
A.P. 19.6.30  
M.S. 20.6.30.

33755



C.C. Es. L-1492

Copy of Adamstown.

**N.S.W. RAILWAYS: BROADMEADOW**

Plan showing in red colour Land to be resumed for Railway purposes from Crown.....

SCALE: 1 CHAIN TO 1 INCH

Parish of Newcastle..... County of Northumberland.....

Resumed by Gaz. 6 of 13.1.39

FROM SYDNEY MAIN NORTHERN NOTE B RAILWAY TO NEWCASTLE

RESERVE 36361 FOR PUBLIC RECREATION 3 per  
 39° 15' 30" 266.9  
 216° 11' 00" 266.5

STORMWATER CHANNEL APPROPRIATED FOR NEWCASTLE S.W.D.  
 Ms. 2854 Md.

RESERVE 36361 BOUNDARY 36° 11' 242.4  
 BETWEEN RESERVES  
 1r. 6p.  
 RESERVE NO. 52096 FROM SALE, 52097 FROM LEASE  
 PROPOSED WARDMASTER'S OFFICE

RAILWAY LAND  
 REST HOUSE

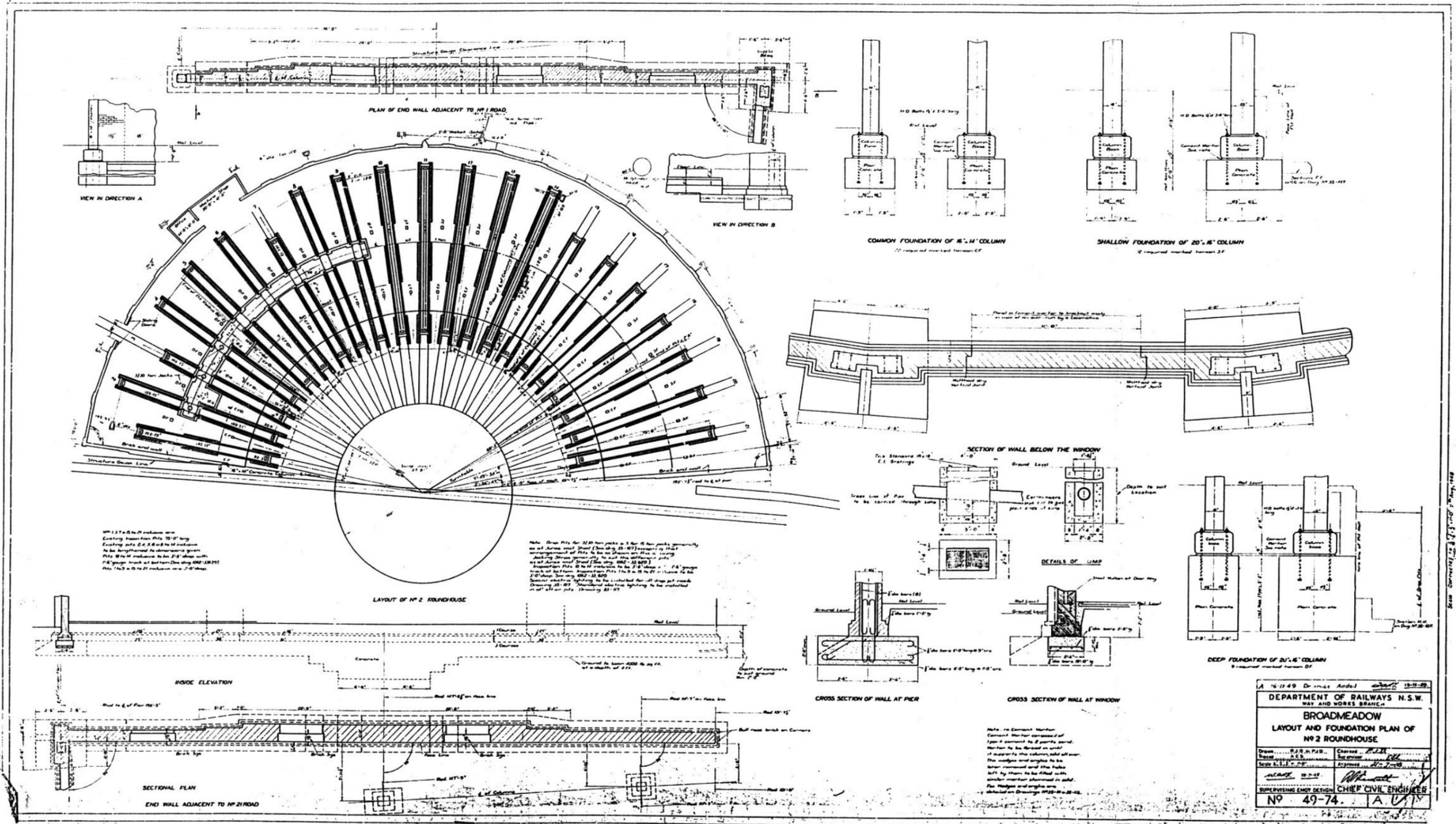
Appropriated by Gaz. 15<sup>th</sup> July '38.

GENLY FOR PUBLIC RECREATION  
 Ms. 803 Md.

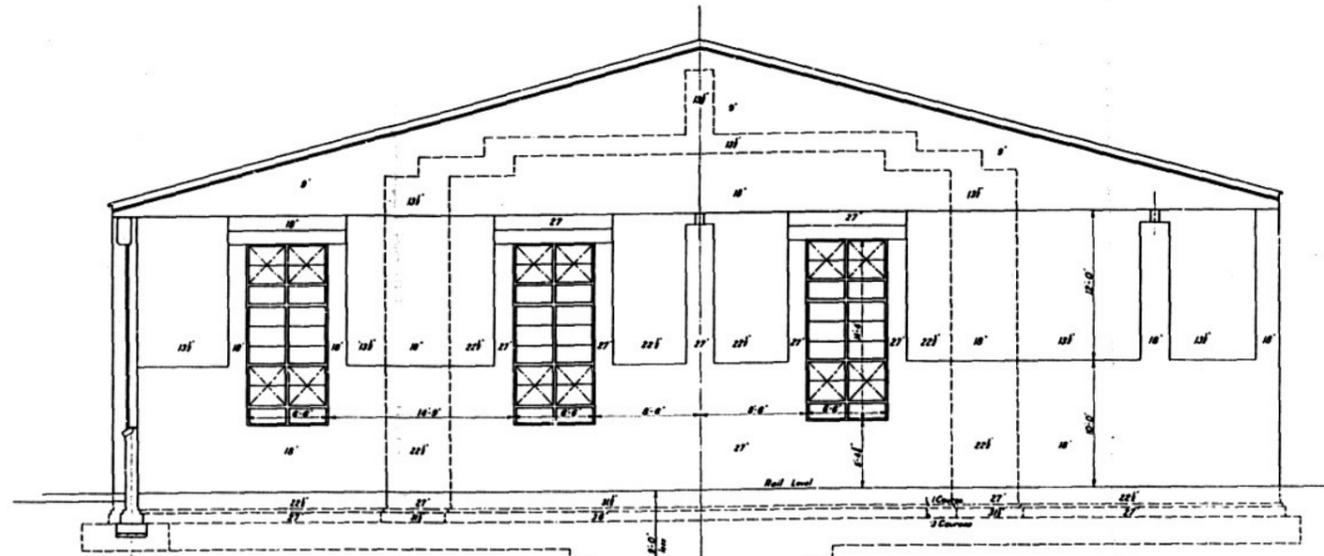
1572 1573 1574 BALA RD 1576 1577 1578

No	A	R	P
Pt. Recreation Reserves		1	9

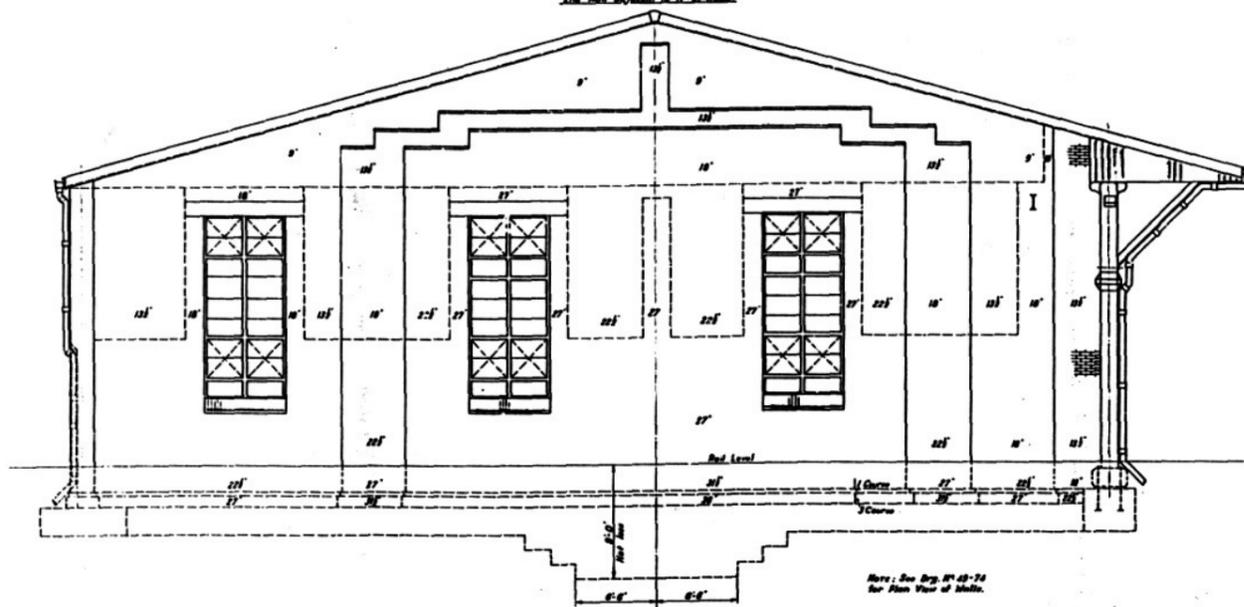




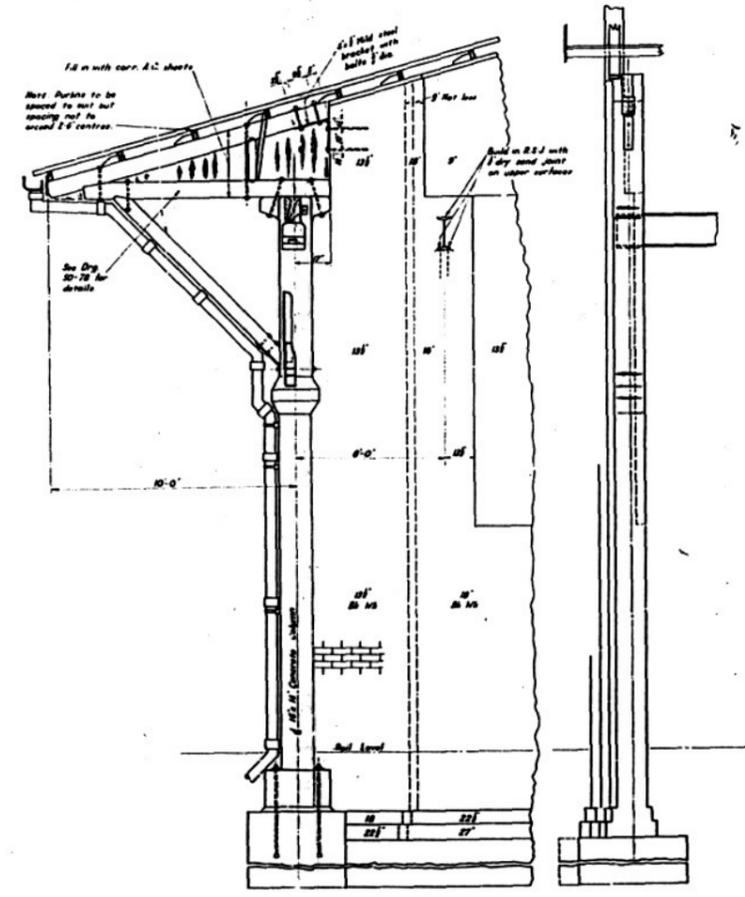




**INSIDE ELEVATION**  
End Wall adjacent to No. 2 Road.

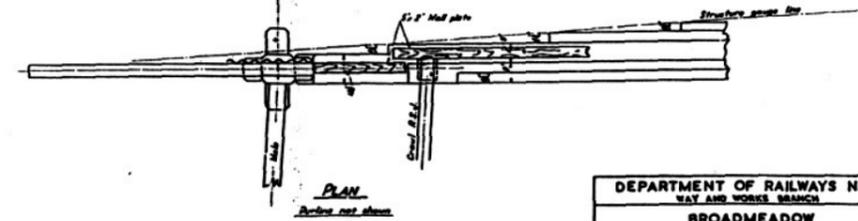


**OUTSIDE ELEVATION**  
End Wall adjacent to No. 2 Road.



**INSIDE ELEVATION**

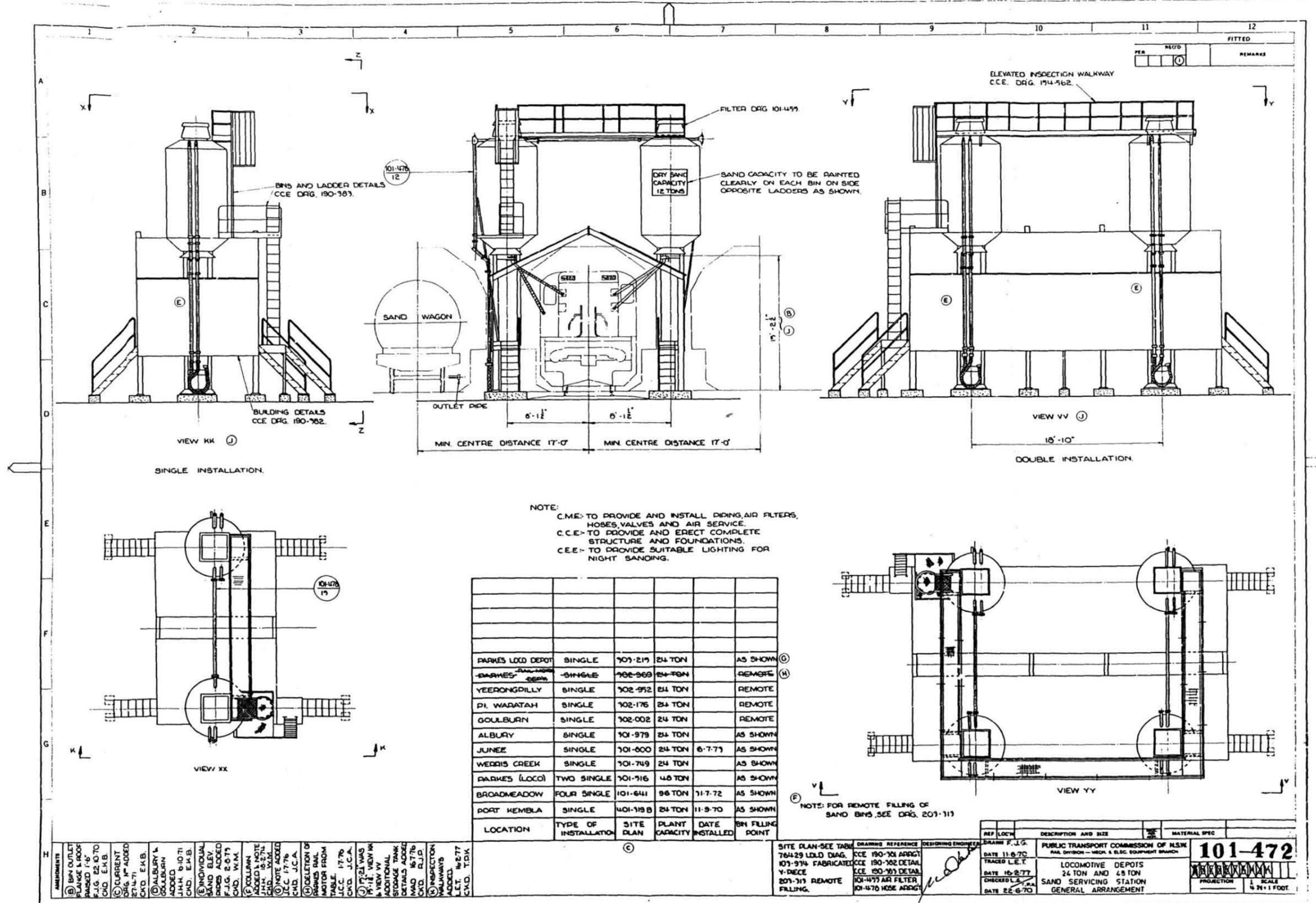
**ELEVATION WITH COLUMN REMOVED**



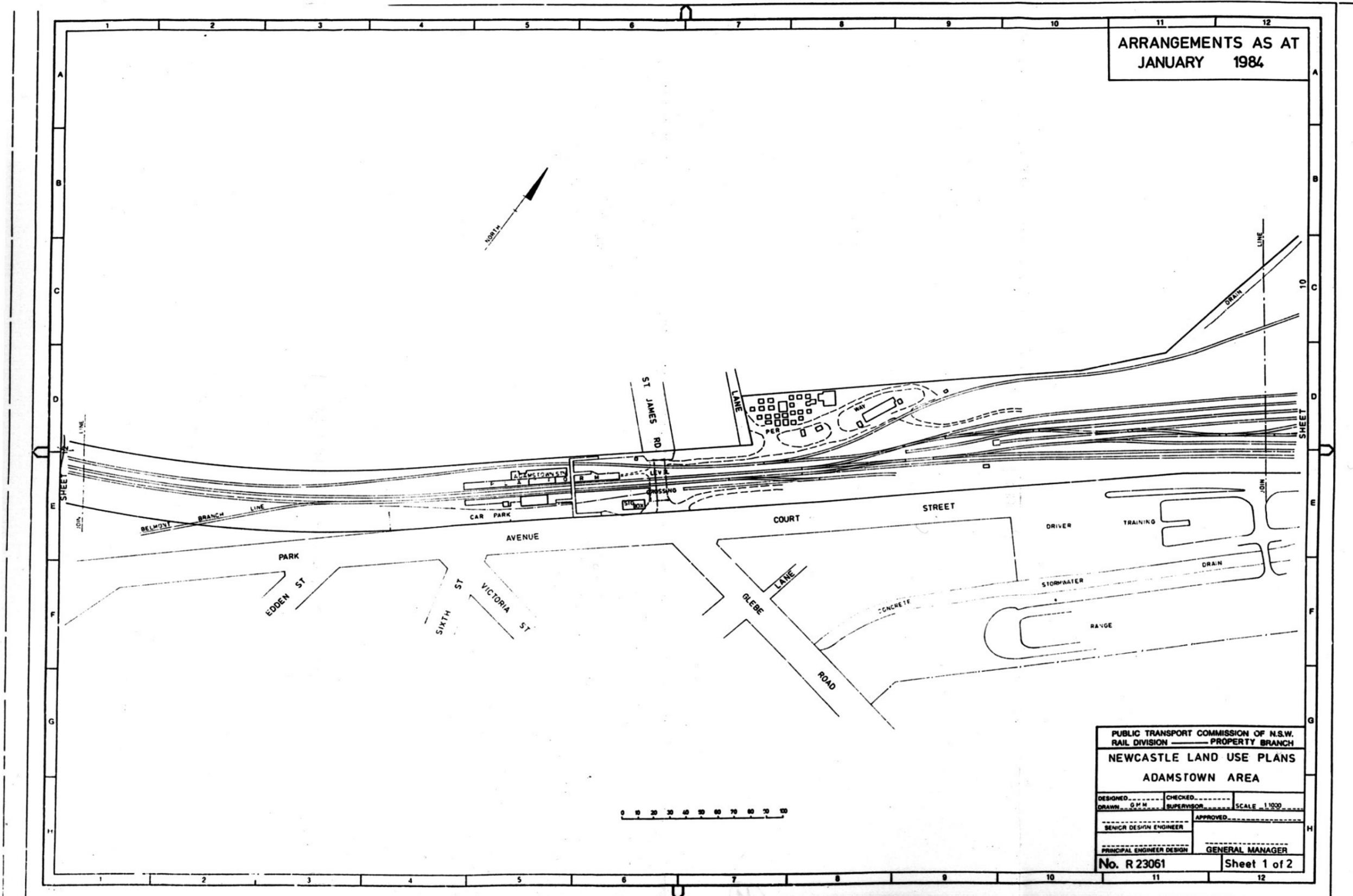
**PLAN**  
Do not show

DEPARTMENT OF RAILWAYS N.S.W.			
WAY AND WORKS BRANCH			
BROADMEADOW			
No. 2 ROUNDHOUSE			
END WALLS			
Drawn	P.A.B.	Checked	<i>[Signature]</i>
Traced	A.T.	Supervised	<i>[Signature]</i>
Scale	1/4" = 1'-0"	Approved	<i>[Signature]</i>
DATE 6-1-52		SUPERVISING ENG. DESIGN	
		CHIEF CIVIL ENGINEER	
No. 49-75			









ARRANGEMENTS AS AT  
JANUARY 1984

PUBLIC TRANSPORT COMMISSION OF N.S.W.  
RAIL DIVISION — PROPERTY BRANCH  
NEWCASTLE LAND USE PLANS  
ADAMSTOWN AREA

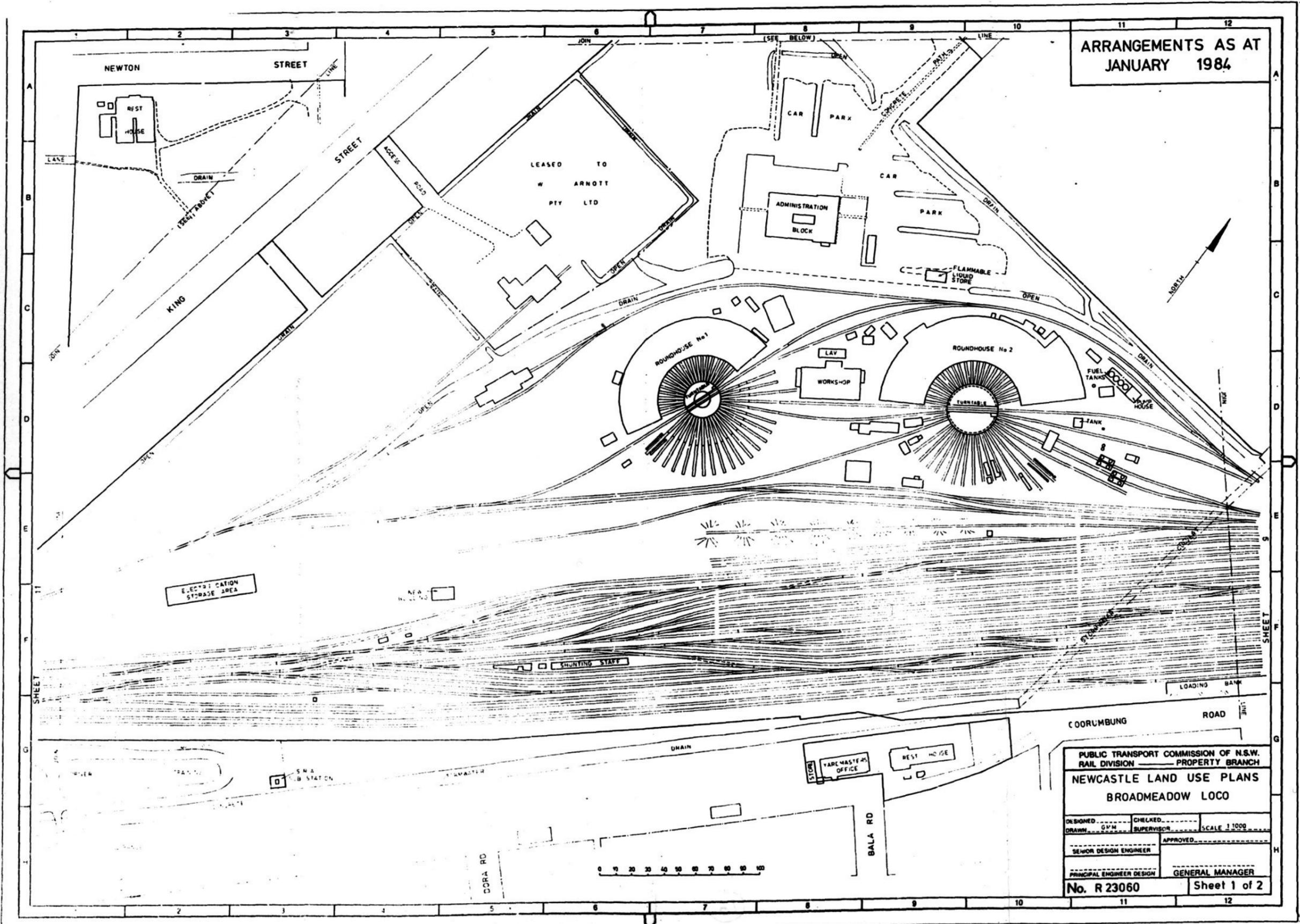
DESIGNED \_\_\_\_\_ CHECKED \_\_\_\_\_  
DRAWN G.P.M. SUPERVISOR \_\_\_\_\_ SCALE 1:1000

SENIOR DESIGN ENGINEER \_\_\_\_\_ APPROVED \_\_\_\_\_  
PRINCIPAL ENGINEER DESIGN \_\_\_\_\_ GENERAL MANAGER \_\_\_\_\_

No. R 23061 Sheet 1 of 2

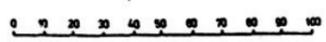
OCT 1987



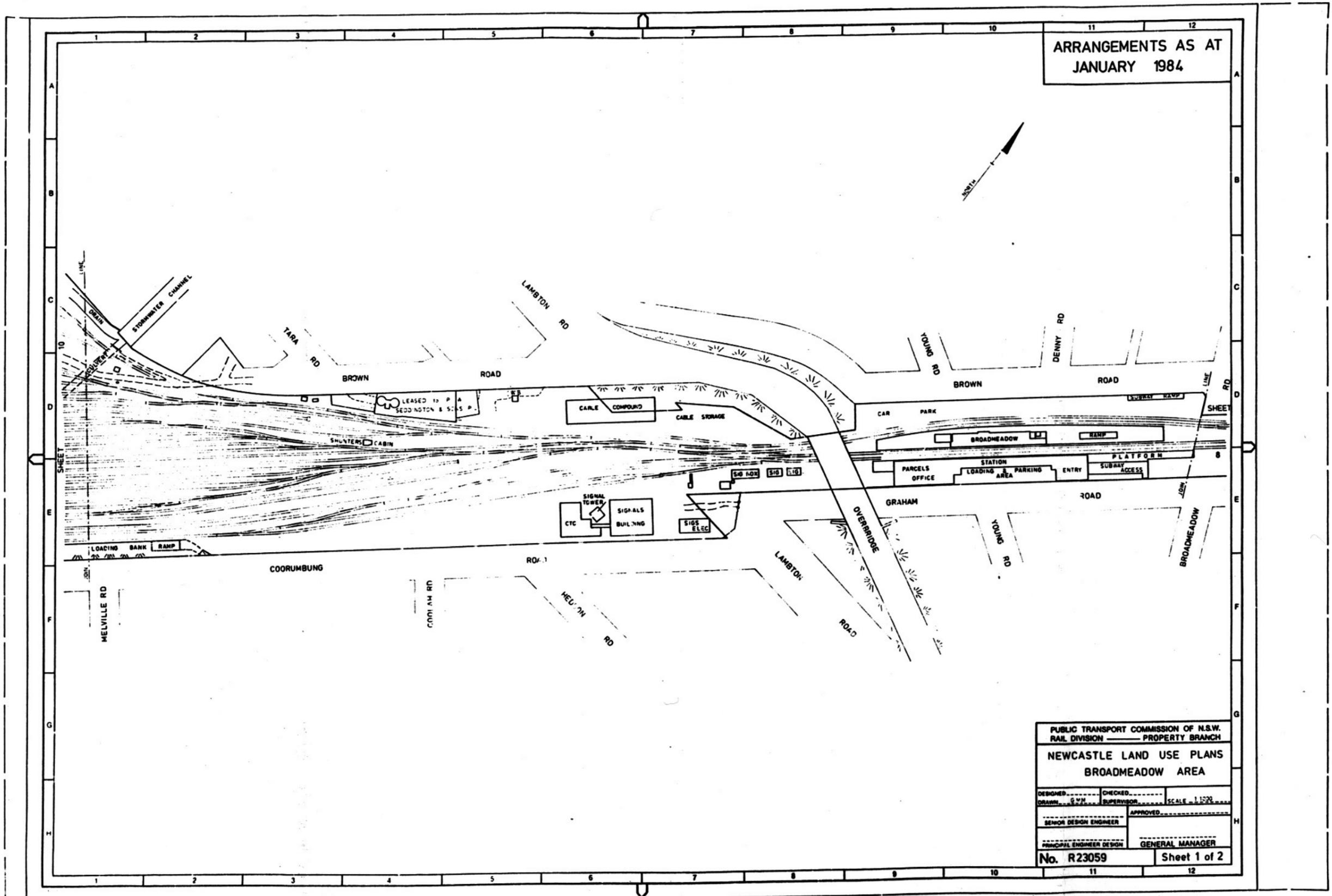


ARRANGEMENTS AS AT  
JANUARY 1984

PUBLIC TRANSPORT COMMISSION OF N.S.W. RAIL DIVISION — PROPERTY BRANCH			
NEWCASTLE LAND USE PLANS BROADMEADOW LOCO			
DESIGNED DRAWN	G.M.	CHECKED SUPERVISOR	SCALE 1:500
SENIOR DESIGN ENGINEER		APPROVED	
PRINCIPAL ENGINEER DESIGN		GENERAL MANAGER	
No. R 23060		Sheet 1 of 2	







ARRANGEMENTS AS AT  
JANUARY 1984

PUBLIC TRANSPORT COMMISSION OF N.S.W.		
RAIL DIVISION		PROPERTY BRANCH
NEWCASTLE LAND USE PLANS		
BROADMEADOW AREA		
DESIGNED	CHECKED	SCALE 1:1500
DRAWN G.W.M.	SUPERVISOR	
SENIOR DESIGN ENGINEER		APPROVED
PRINCIPAL ENGINEER DESIGN		GENERAL MANAGER
No. R23059		Sheet 1 of 2

