

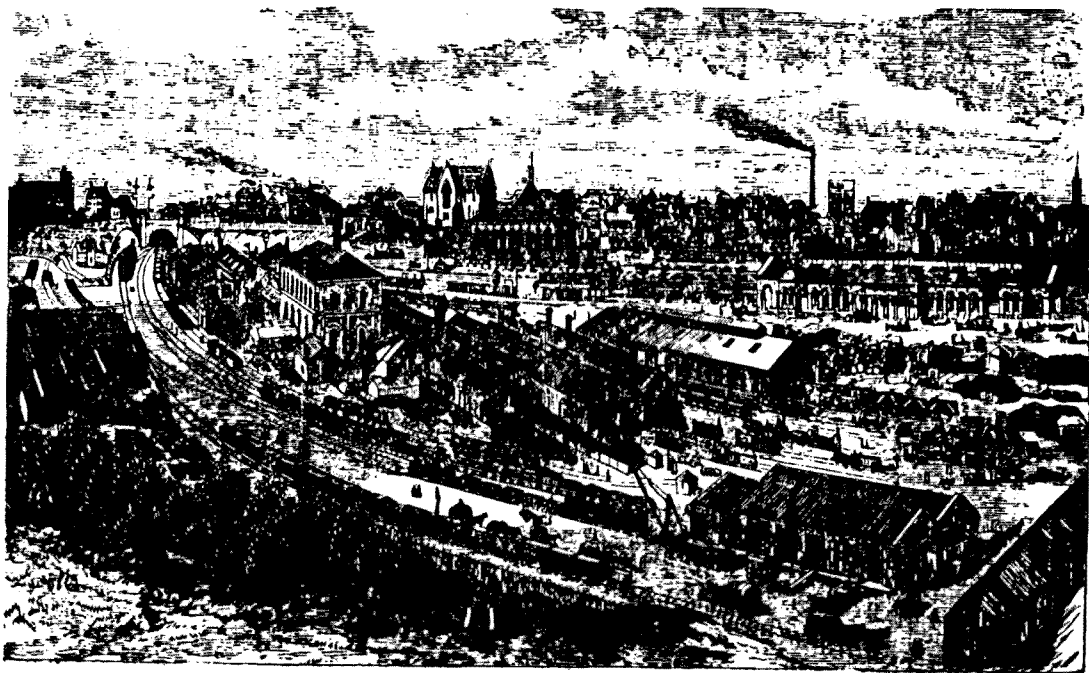
DRAFT REPORT

THEMATIC HISTORY

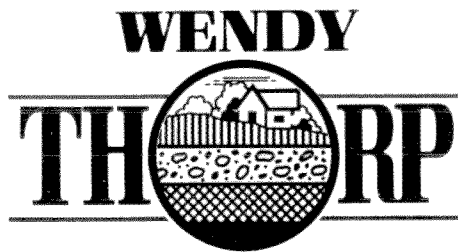
WHITE BAY, GLEBE ISLAND,
CENTRAL RAILWAY TO EVELEIGH

HERITAGE STUDY

A Report Prepared for the Department of Planning
May 1990



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Section 1.0

Summary

This report is designed to provide an historical framework in which to assess items of environmental significance within the study areas at Johnsons Bay (including White, Blackwattle and Rozelle Bays) and Central Railway Station (including Redfern and the Eveleigh Yards).

Both areas are essentially industrial sites, one of transport the other of various industries. Transport has been an important consideration for the second, however, because of the availability of water access. This allowed cheap and reliable transport to the area which made Johnsons Bay attractive to industry, particularly the timber industry.

The area surrounding Johnsons Bay was let in grants during the end of the eighteenth and beginning of the nineteenth centuries to notables such as George Johnson of Annandale, William Balmain and The Rev. Richard Johnson. These large estates remained intact for many years although some subdivision did occur in Glebe in 1828. The buyers were all wealthy, Sydney notables attracted to the waterside properties. From the 1830s some noxious industries moved into the area after being forced to relocate from Sydney. This was the beginning of a process that intensified during the later nineteenth century.

The most significant industrial development of this period was the establishment of the Glebe Island Abattoirs during the 1850s. This acted as a catalyst to closer settlement in the area causing more industrial concerns to be established along the bays. These included soap factories, candle makers and other noxious industries. The wastes from these establishments, particularly the Abattoirs, fouled the foreshores and estuaries and the resident population began campaigns to have it, and other, similarly polluting industries, moved from the bay. The abattoirs eventually were moved to Homebush but the water access and areas of newly claimed land continued to attract other industries.

Reclamation projects were a feature of the area during the later nineteenth century and, in addition to creating more land for

industrial sites, the new areas were used for recreational purposes. Wentworth Park, Harold Park and Jubilee Park are all created on reclaimed land. The topography of the bay had, by this time, been radically altered from its original appearance particularly through the creation of wharves, jetties and river walls and the diversion of the former creeks underground and through concrete viaducts and channels.

The industrial presence on Johnsons Bay lasted through to the twentieth century. The early years of this period are notable for the development of a heavy industrial presence, particularly at White Bay, in the form of a power station and grain storage facilities. But, as a greater residential population came to be established in the same area, tension arose over the utilization of space and the various forms of pollution, noise, wastes etc, associated with the industry. From the 1960s onwards resident campaigns have been directed at these issues and a number of industries have moved elsewhere. The foreshores are now a mix of parks, industrial sites and vacant land.

The area of Central Railway and Redfern and Eveleigh was considered, during the early nineteenth century, to be in the country. Its earliest established settlement was in the form of a few brick kilns and yards, huts and later, Cleveland House. The rest remained as open paddocks.

The first substantial development of the site occurred through the auspices of Governor Macquarie. The future Central site was developed with a Benevolent Asylum, Police Magistrates building, the Carters Barracks and a cemetery. The block that was to later accommodate Belmore Park was surveyed but the paddocks to the south, the later Redfern site, remained vacant.

The Macquarie buildings and cemetery, with some demolitions and additions, stayed on the Central Railway site until that terminus was constructed in 1906. A small part of Belmore Park was taken over by this development. However, the open government paddocks to the south of this site were resumed and redeveloped as the Redfern Railway Terminus in 1855 and throughout the nineteenth century this site served as the principal railhead for Sydney. Workshops were associated with it as well.

However, these workshops were inadequate to meet the needs of the expanding railway system and during the 1880s a new site was selected at Eveleigh. A comprehensive workshop complex was developed here over the next 60 years. During the wars the rail works turned to war effort production but since the war, particularly from the 1950s onwards, the buildings and technology have become obsolete and new facilities have taken over the principal roles of this site.

Section 2.0

Preface to the Report

2.1 Parameters of the Investigation.

This research provides an historical context for two areas of land within the City of Sydney. These are from White Bay to Blackwattle Bay bordering the suburbs of Balmain, Rozelle, Glebe and Pyrmont and encompassing White, Rozelle, Blackwattle and Johnsons Bays and, secondly, Central Railway to the Eveleigh Yards at Redfern.

2.2 Initiative for Study

This research is one component of a Heritage Study being prepared for the study areas by Godden Mackay Pty Ltd.

2.3 Objectives

This study is not intended to be a definitive analysis of the historical development of the area nor is it intended to present detailed site histories; many of these have already been completed and are noted in the bibliography to this report.

This work is intended to provide a broad perspective of development in the two areas. This may be used to place the items of environmental significance within an historical framework. The primary objectives for this work, as identified from the brief, are:

- to identify the historical framework of development which characterizes the areas
- to provide development plans
- to provide a chronology
- to provide a bibliography

2.4 Methodology

The information contained within this report is largely derived from secondary sources. Constraints of time and budget made primary research, except in limited areas, unrealistic. This was recognized as necessary within the brief for the work. The secondary material is derived from a variety of consultants reports, noted in the bibliography, earlier relevant heritage studies and local histories.

The brief did not specify a requirement for either a thematic or chronological assessment of the historical development of the study area. Generally a thematic approach has been adopted for this work.

2.5 Authorship

This report has been prepared by W. Thorp

2.6 Abbreviations Used in the Text

ML Mitchell Library

Section 3.0

Historical Context

This investigation has considered the study areas in terms of themes which characterize the historical and physical development of both. The two areas are considered separately and the themes identified for them are:

Johnsons Bay

- Land Grants and Earliest Settlement
- Early Industry
- Consolidation of Industry: Opposition
- Expansion and Recreation
- Decline, Conservation and Resident Action

Central Railway to Eveleigh Yards, Redfern

- A Country Setting
- The Establishment of the Railway
- Consolidation and Expansion
- Change in Focus
- Expansion Through the War Effort
- Inter-war Acceleration and Decline
- War Time Efforts
- Decline and Obsolescence

Both areas are located away from, but close to, the central Sydney area and developed because of this relationship. Johnsons Bay was, during the early nineteenth century, a rural area with a water frontage that attracted wealthy residents. However this water access also proved attractive to industries that were forced to relocate from the inner city, particularly during the 1830s. The area was still close enough to the city markets but far enough away to be acceptable to city commissioners.

The water front provided cheap and reliable transport, power and a sewer. In its tidal flats and swampy areas it could also be reclaimed to provide more land for a growing city, for industry and for recreational purposes. By the end of the nineteenth century the bay was unrecognizable from its original form. Large sections had been filled in and reclaimed, jetties and wharves created regular edges to the former foreshores and the creeks and estuaries were diverted into concrete channels and viaducts.

The Central site was, during the early nineteenth century, also on the very outskirts of the city in a rural location reached only by road along George Street. A few kilns and huts occupied the site but it was not until the Macquarie era that the site was fully developed with a Benevolent Asylum, the Carters Barracks, female refuge etc. The morally and aesthetically less pleasing citizens of the city could be safely located on the outskirts of the city.

It was not until the mid nineteenth century that this area began to forge ahead through the massive development of the railway on the adjoining Redfern site. The site was chosen because it was vacant and free of charge to the government. It was vacant, largely because this end of the city remained a backwater, the tail end of the central business district.

Even in 1906 when the new Central Railway Station was opened, there were dissenting voices over the location of the new terminus. They had wanted it to be in the centre of the Sydney and they were sure it would reach there soon.

The development of these two areas is essentially the story of two backwaters of Sydney close enough to be viable for industry and transport and the socially disadvantaged but far enough away for the less desirable aspects of these to make a mark on the growing central district of Sydney.

3.1 White Bay to Blackwattle Bay

Land Grants and Earliest Settlement

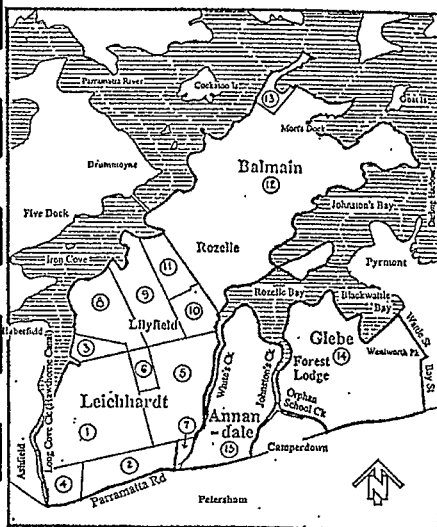
By 1789 a log bridge crossed the Blackwattle Swamps on the road that led to Parramatta but the earliest settlement in this area began with a series of land grants made between 1790 and 1820. The earliest of these was a grant of 1000 acres surveyed on the western shore of Blackwattle Bay for the purposes of a Church, School and Crown Reserve. Rozelle Bay was mapped at this time and it was noted that it was fringed with mangrove swamps (1). Richard Johnson was given 440 acres in The Glebe. In 1799 a large grant was made to George Johnson on Rozelle Bay which encompassed the future Annandale (2).

In 1800 William Balmain was given 550 acres on Rozelle Bay, encompassing the future Rozelle (3). In 1810 a small grant was made at the head of Whites Creek. This was to Martha Moore and consisted of only 16 acres (4). In the following year a large grant of 165 acres was made to John Piper on Whites Creek (5). Finally, in 1819, Francis Lloyd was granted 50 acres on White Bay (6).

The topography of the area favoured settlement; shale soils made for possible cropping and pasturage and natural resources lent themselves to assisting early settlement. In the area were clay deposits for brick making, stone and timber for building and fresh water to support it. Prior to 1800, however, there is little evidence for any substantial developments on the grants. However, by the turn of the century, portions of Rozelle Bay had been cleared for farming, timber getting and landscaping. For example, by 1804 Surgeon White's grant had sixty acres under cultivation (7).

It was not until the later 1820s that the first subdivisions were made in these early grants. The first of these sales occurred in 1828 when a number of lots from the Church and School lands were put up for sale at Glebe (8). Most of the lots had water frontages and were bought by wealthy and prominent members of the Sydney society including Alexander Brodie Spark, Charles Cowper and William Dumaesq (9).

The geographical relationship of the study area, with the long water frontages and its close proximity to the town of Sydney was critical for the establishment of both residential and industrial sites. While the roads and available transport to Sydney might have been uncertain, expensive and time consuming in travel the water frontages enabled quick, reliable and relatively cheap transportation to carry both passengers and merchandise to and from the area.



Land Grants Around Johnsons Bay

Cusick, 4

The development of the estates led to the construction of housing for workers but by the mid century there were still few inhabitants

along the shores of the bay. At Rozelle there were less than two hundred at this time (10). The majority of the land remained tied up to a few estates, being the Balmain Estate, the Annandale Estate, the Glebe and Ultimo Estates (11).

The introduction of industry to the area, however, provided a significant motivation towards closer settlement.

Early Industrial Development

By the 1830s a number of industries had become established along Rozelle and Blackwattle Bays. These included slaughter yards, boiling down works, soap and candle factories, tobacco factories, pig yards and tanneries. This was the result of the enforcement of the Noxious Industries Act which forced such establishments away from the Municipality of Sydney (12).

During the Depression of the early 1840s a prominent boiling down works, run by W. Bell Allen, was established on Blackwattle Bay (13). Bensusan and Musson established a copper smelting works on Johnsons Bay at Annandale during the first half of the nineteenth century. However it was the establishment of the Glebe Island Abattoirs that was the most significant step in the increasing industrialization of the foreshores.

The Abattoirs were established by an Act of Parliament in 1850 (14). Work commenced in 1853 and the establishment commenced operation in 1860. Prior to the opening of the abattoirs, in 1857, a wooden bridge was built from Glebe Island to Pyrmont. This was intended to shorten the road communication between the city and Balmain and facilitated driving the animals into the abattoirs. The bridge was originally called "Blackbutt" and it operated as a toll bridge and drawbridge (15). It replaced an earlier cable punt (16). The project was carried out in 1853 and included a causeway and bridge over the Black Wattle Swamp to Glebe. This was located at the end of the, current, Wentworth Park on the line of Pyrmont Bridge Road.

During the 1860s other industries were established on the foreshores of the bays including Cowan and Israels Soap and Candle Factory, on the Annandale foreshores (17), and timber milling in Rozelle Bay (18). The latter was in response to the escalating ship building industry in near-by Balmain. In response to this growing industrial presence more land came to be developed for residential purposes. For example, at this time, the future site of White Bay Power station was subdivided for housing; this remained until the power station development during the early twentieth century (19).

In 1861 a meeting was held to complete the plans for connecting Glebe Island with Victoria Road and for the construction of a

causeway near White Bay (20). From later in that decade a description of the area provides an insight into the rapidly escalating industrial landscape of the foreshores;

"In the centre of Johnsons Bay is Glebe Island, which separates the Glebe from Balmain. On this island the Government Abattoirs are erected, thus preventing the nuisance and danger of driving cattle into the city, and avoiding the unpleasant sights and smells of slaughtering operations. Booths Steam and Saw Mills and Pells Tile and Brick Factory will next attract our attention on the Balmain side of the Bay..."

"The Abattoirs are on what was formerly known as Glebe Island at the head of Johnsons Bay but which is now connected with the mainland by a solid embankment along which the animals for slaughter are driven to well secured stockyards for the use of the butchers. The building is of stone and built in a substantial manner at a cost of nearly 70, 000 pounds. The abattoirs are connected with Pyrmont by a long wooden bridge by which means the distance into town is very considerably shortened..." (21)

Consolidation of Industry: Opposition

By the 1870s a growing residential population began to protest against the equally increasing industrial presence. Various official moves were made to calm these protests. In 1873 local protest against the increasing pollution from the abattoirs and other industries led to the Blackwattle Swamp Land Reclamation Act (22). In 1875 a comprehensive sewerage system was drafted for the bay area (23) and in 1879 a Commission of Enquiry was held into the management and operation of the Glebe Island Abattoirs (24).

In the previous year, 1878, advertisements for land sales at the reclaimed area of Wentworth Park enthused that it would be second only to the Botanic Gardens for its attractions and water views (25). A more accurate description, underlining the heavy industrialization of the area, was written in 1882:

"Away to the back (of George Street) is an extensive reclamation made by the City Corporation from Blackwattle Swamp, once a fertile source of miasmatic diseases but now gradually assuming a healthy character..."

Johnsons Bay possesses three arms - White Bay to the west on which are situated the timber mills of Mr J. Booth, which have telegraphic intercourse with a

Sydney office; between the right and the south-west arm, Rozelle Bay, lie the Glebe Island Abattoirs, near the neck of the peninsula approachable by road via Pyrmont and Glebe Island Bridges; within the last year the establishment has undergone great improvement. At the head of Rozelle Bay lies Toxteth Park... the south-east arm is Black Wattle Cove once famed for its luscious drift oysters, which civilisation has utterly destroyed. A large portion of swamp land beyond the bridge embankment has been reclaimed. The bridge leads to the Glebe." (26)

By this decade the stench and condition of the abattoirs caused many residents to unite in an early anti-pollution campaign. As early as the 1850s the stench and filth from the establishment had been commented upon; twenty years later it was almost unbearable. The Public Works Department responded by hiring the Cattinach Chemical Works Co. to carry out dredging and disinfecting operations near the abattoirs. The foul material dredged up was so noxious it caused seasoned dredgers to be ill (27).

In 1887 a petition was put forward to move the Glebe Island Abattoirs to Homebush (28). Attempts were made to modernise the establishment in the following year (29).

Expansion and Recreation

The end of the nineteenth century was marked, in the study area, by massive land reclamation programs which dramatically changed the topography of the area. In 1889 the tidal swamp along the boundaries of Glebe and Annandale was reclaimed (30) and during the 1890s the Blackwattle Swamp was filled in and Johnsons Creek was channeled underground. The infilled swamp forms Wentworth Park. Two large sewage aqueducts were constructed across the creek valleys of Annandale in 1895-96.

Wharves were built in this period replacing earlier jetties as the land reclamation made deeper water berths available (31). In 1899 reclamation of Johnsons Estuary and the foreshore of Rozelle Bay was completed by the Public Works Department (32).

Reclamation projects were important, not only for the new land made available, but for the improvements brought about in public health, for example, the removal of the offal and other noxious matter washed up from the abattoirs in the tidal swamps.

Land reclamation programmes continued in the twentieth century. In 1908 the reclamation of mangrove swamps on Rozelle Bay created land that was used for the formation of Jubilee Park which was opened in the same year (33). In 1889 the "Lillie Bridge Athletics

Club" was advertised which appears to be the first reference to Harold Park. The club advertised pony racing, road sculling and pedestrianism all by electric light. The track was formed from land purchased from the Allen estate and some of the reclaimed Rozelle Bay land (34).

Industry also made use of the newly reclaimed land and many companies either established businesses on the bay or gained firmer footholds. In 1893 the Annandale foreshores on Rozelle Bay were virtually undeveloped (35) but by the end of the century, in 1899, Langdon and Langdons saw mill was established on the bay. It was the largest local mill, employing over 120 men. It used stream sawing and moulding equipment and steam cranes (36). In the same year Lever Brothers commenced construction of a soap factory on their site (37). This business was first established on the bay in 1895. Copra crushing was the first venture (38) and the business was known as Sunlight Oil Works. In the first decade of the new century the business greatly expanded and subsumed quantities of surrounding land (39). By 1911 it was nominated as one of the "great Australian Industries" (40).

The development of recreational facilities is also a feature of this same period of development. In 1902 the NSW Trotting Club was formed and held its first meeting at the Forest Lodge Track (later Harold Park). It left soon after but returned in 1904 (41). On its return the name of the track was changed to Epping Race Course. The Trotting Club leased the track from the Metropolitan Rugby Union until it bought the site for its own uses (42). This occurred in 1911 (43). In 1927 a smaller track was built inside the trotting circuit and this was used for greyhound racing (44). The name was changed to Harold Park from Epping Racecourse in 1929. Federal Park was opened in the same year (45). A greyhound racing track opened at Wentworth Park in 1939. Night trotting meets were introduced to Harold Park in 1949.

The first decades of the twentieth century saw the escalation of industry in the bay area. In 1901 the newly formed Sydney Harbour Trust prepared plans that would have greatly expanded the Port of Sydney wharfage facilities into the Rozelle and Blackwattle Bays (46). These plans did not eventuate but in the same year the old Glebe Island Bridge was replaced by a new steel construction (47). The Sydney Harbour Trust made similar proposals in 1915 for the resumption of the foreshores of Johnsons, Blackwattle and Rozelle Bays to meet the predicted future expansion of port needs (48). The war effectively curbed this design.

However, during the same period, massive construction commenced in the area on new and expanded industrial sites. In 1912 Lever Brothers established a plant on their site to produce Pears Soap (49) and in 1914 the company expanded again, via more land and new buildings, to begin production of Rinso and Hudsons (50). Colgate Palmolive opened their factory in 1923 (51).

One of the most significant developments of this period, however, was the construction of the White Bay Power Station. Between 1912 and 1917 the old residential sites located here were demolished and the Railway Commissioners commenced the construction of their second Sydney power station (52). The second most significant change to the existing topography was the demolition of the old abattoirs and the construction of the grain silos between 1917 - 1919. The Sydney Harbour Trust reclaimed more land for additional berths and stores associated with this new project (53).

The death knell for the abattoirs was a fire that broke out in the highly inflammable copra stored there by Burns Philp. The flammable nature of so many of the industries in the area, timber, chemicals etc, caused a number of serious and spectacular fires in the bay during the twentieth century. In 1914 a fire at the S.A. Burns Timber Yards in Blackwattle Bay was so big it threatened the nearby Hudsons Yards as well as several barges in the bay (54). In 1926 fire gutted the Langdon and Langdons timber mills. The Glebe Police Boys Club was built on the old site (55). In 1928 a fire at Hudsons Yard would have destroyed all the site except for a providential early alarm raised (56).

In 1923 a second stage of work commenced at the White Bay Power Station (57) to expand the existing facilities. However, the 1920s were most memorable for the expansion and upgrading of communications networks to and within the bay. Beginning with the construction of the new Glebe Island Bridge in 1901, in 1919, rail tracks were laid through Rozelle which helped to link Pyrmont and Darling Harbour. The presence of the railway further enhanced the area for industrial development (58).

In 1924 the Sydney Harbour Trust planned to remove the Glebe Island Bridge and replace it with a tunnel (59). Consistent with their other plans this did not eventuate. In 1926, however, a construction programme commenced in Rozelle Bay to establish extensive broadside wharfage with a rail connection for timber shipment (60). By 1927 3,400 feet of wharfage had been completed in the bay (61).

Decline, Conservation and Resident Action

During World War II Glebe Island became the main US Army depot in Sydney for disembarking and re-embarking troops and handling supplies. A monument was erected to commemorate the area's use as such (62).

After the war the former Langdons timber mills site was used by Chemical Materials Ltd. This, essentially, marked the end of the timber industry in the bay. In 1948 the County of Cumberland Planning Scheme highlighted problems for Rozelle Bay with the continued presence of this industry and the planning documents of

the 1950s and 1960s highlighted wider problems of inadequate port facilities and road networks.

Although DMR and MSB planning recommended greater utilization of the foreshore area this did not eventuate. During the 1960s the timber industry gradually moved to Homebush and vacant sites were left to become overgrown (63).

During this same period, between 1945 and 1948, demolition and reconstruction works were carried on at White Bay Power Station. The Station was transferred to the Electricity Commission of NSW in 1953 (64). In 1950 a coal loading wharf was established at White Bay (65) and in 1963 the MSB coal loading wharf was established at the head of White Bay (66).

By the 1970s it was, perhaps, inevitable that, as an increasing residential and middle class population was established in the inner city areas close to the industrial sites around the bays, conflicts of interest and tension would arise.

As early as 1966/67 public protests were being made at the continuing industrialisation of the area. The Balmain Association took a leading role in opposing the establishment of the White Bay container terminal. In 1978 resident action was begun to combat a plan to build high rise units along Blackwattle Bay. A compromise was reached where the units were constructed with extra storeys but more foreshore land was left untouched (67).

In 1979 the Annandale Association requested meetings with the Minister for Works to discuss public access to foreshores controlled by the MSB on Rozelle Bay. A new committee was formed, "The Sydney Harbour Trust Steering Committee", to investigate the need for a permanent group to advise on planning options. This led to the formation of the Sydney Harbour and Foreshores Committee (68).

The tensions between these different needs and perceptions of the area have continued into the later twentieth century. In 1987 the proposed redevelopment of Rozelle Bay for marinas, restaurants etc met similar resident opposition.

3.2 Central Railway to The Eveleigh Yards at Redfern

A Country Setting

The site of Central Railway and Belmore Gardens remained, throughout the nineteenth century, a remnant part of early Sydney with buildings and other features of, in particular, Macquarie's Sydney. The Redfern sites, as well, until the middle of the nineteenth century, were leftovers from an earlier time.

During the first years of the settlement into the early nineteenth century, this area of the future city was in the country. The general area of the future railways was marked, in 1792, as one of brick kilns and brick fields (1). Lesueur's plan of Sydney, in 1802, marks the area generally as "Brickfield Village where there are manufacturies of tiles, pottery, crockery etc. Also in the area was "gallows in use" (2). The area had a few huts with attached plots; the Redfern area was off the map.

In Meehan's plan of 1807 the Central area is still marked as "brickfields" with a few huts that were "irregularly built". Nothing is shown in the Redfern area (3). By 1822, however, with the advent of Macquarie, this formerly isolated setting had begun a new life. The Benevolent Asylum had been established there and the Carters Barracks with a large yard, and a site was marked for a new church yard (cemetery). The Redfern end was still undeveloped (4). The future Belmore Gardens block, to the north of the Central site, was already surveyed.

The Benevolent Asylum was established by Macquarie in 1819. It was a plain building intended to house approximately sixty poor, aged and infirm people. The Benevolent Asylum was a charitable institution established and run by the Benevolent Society.

The cemetery was known as the "Sandhills". It was established by Macquarie in 1820 to take the place of the old graveyard near Town Hall. It enclosed approximately four acres within a brick wall. In 1829 the area was described in "A Walk Through Sydney", starting at the Turnpike, opposite the Asylum;

"the Asylum, where the old and infirm find a house; the Carters Barracks, where the juvenile delinquents of Britain are trained to be workmen instead of robbers; and the new burial ground, which is already half filled up, for people die here, it would seem, as fast and as soon as they do in the raw, foggy climate of England." (5)

By 1831 the site of the future Central Railway Station was fully occupied with the Benevolent Asylum, the Police Magistrates Building next to it on the north and the Carters Barracks further north again. Behind lay the cemetery divided into Catholic, Protestant, Presbyterian, and Jewish sections. The area later occupied by Redfern was vacant except Cleveland House had, by this time, been constructed well to the south-east of the burial ground (6). The Belmore Gardens site had two small structures close to the George Street frontage.

By 1836 extensions had been made to the Benevolent Asylum and an intended extension of George Street had been marked through the site (7). The Redfern end remained open and undeveloped land and no changes had been made to the Belmore land. This remained the situation through to the 1850s. With the construction of the Railway terminus on the Redfern site during this decade this portion of the study area, separated from the Central area by Devonshire Street, took a completely different direction and is discussed in the following sections.

The Central area remained a backwater of Macquarie's Sydney into the later nineteenth century. In the 1850s the area was still described as a rural suburb of Sydney:

" Proceeding onward in this direction (Parramatta) for about half a mile, you come to the Haymarket, passing on your way Christ Church and the Benevolent Asylum. All along the road through this suburb looks like the approach to an English market town." (8)

By the 1870s, the Carters Barracks had been demolished but the Police Magistrates' site remained as did the Benevolent Asylum and the burial ground. The buildings on Belmore Gardens had been removed but the garden layout had been established (9).

By the 1880s a few additions had been made to the grounds, primarily the police barracks behind the Police Magistrates' building (10). The Carters Barracks site was developed as the House of the Good Shepherd and Female Refuge. A lawn tennis court was associated with the police barracks (11). In 1882 the Gibbs and Shallard guide noted, in this area, the Benevolent Institute, the House of the Good Shepherd, the Sydney Female Refuge and Mounted Police Barracks. Belmore Gardens are mentioned and, in them, Dr Fullerton's Presbyterian Church and school. On passing Belmore Park could be seen the police riding ground, stables and probationary establishments. The Guide noted that the Good Samaritan was an institution founded for the rescue from evil courses of fallen women of all denominations. Next door was the Sydney Female Refuge, having a similar object in view.

"A little further up the street terminates at its junction

with George Street. Here the tramway crosses and the scene is one of intense bustle and excitement as the railway is approached from all points and by all classes of vehicle." (12).

The situation was little different in the 1890s although additions had been made to the Benevolent Asylum (13). The site remained essentially the until it was cleared and demolished to make way for the new Central Railway Station.

The Establishment of the Railway

In 1846 a committee of citizens was formed to investigate the adoption of a railway system for NSW. Their recommendations led to the formation of the Sydney Railway Company (14). In 1849 the NSW Legislature approved the development and the Royal Assent was given at the same time (15). The Railway commenced construction in the following year. The site of the Sydney terminus, the Cleveland Paddock south of Devonshire Street, was chosen because it was vacant and the government could make it available, free of charge.

The Redfern Railway Station opened in 1855 and it was an event of great celebration. Newspaper accounts of the time described it as a landmark in colonial development;

"We have established a railroad in this colony - we have achieved the great distinction which ranks us with those countries who live and progress under impulses which modern science has seemed to indicate will work out the destinies of our race... The event of yesterday was commemorated with a more universal observance of holiday festivities than we have witnessed on any previous occasion in our remembrance. All thought of business, except that it was auxiliary to pleasure, was abandoned. The shops throughout the city were shut from the earliest dawn and there was evidently a restless interest mingled with anxiety as to the result of the great enterprise which had never before been excited. The morning was unfortunately wet and gloomy. This did not, however, deter thousands from congregating around the centre of attraction - the terminus on Cleveland Paddock. .. The platform was crowded to excess by those who purchased tickets..." (16)

The first line ran from Redfern to Parramatta. However, after the large expenditure outlaid by the private company for the construction of the line to Parramatta, it became necessary for the Government to assume control of the railway (17). Until the

beginning of the twentieth century Redfern Station was the major railway terminus for Sydney (18).

In 1867 the first important extension to the existing network was made by the construction of the Mortuary Station in Regent Street. A contemporary of this year noted;

"the Sydney Necropolis railway station, Redfern, is now in the course of construction from designs by the Colonial Architect Mr James Barnet. It is in the Gothic style of architecture and when completed will be a handsome building." (19)

Consolidation and Expansion

The later nineteenth century were, what one commentator has called, the "bricks and mortar" phase of the railway development (20). By this time the station and mortuary station were complete but the associated workshops complex was insufficient to meet the expanding needs of the railway system. At the beginning of this phase the existing workshops consisted of one stone building and a series of ramshackle sheds in the Cleveland Paddocks. Some improvements were initially made to these buildings but the measures proved to be insufficient (21).

In 1875 a site at Eveleigh was chosen for a new workshop complex. Plans and estimates were prepared and, in 1878, negotiations commenced for the sale of the land (22). Settlement was reached in 1880. The package included 64.5 acres resumed from the estate of John Chisholm and, on this land, stood "Calder House". This residence was built in 1820 and had been used, since 1855, as a boys' school (23).

Land clearance commenced at the Eveleigh site in 1882 and construction commenced with the Running Shed. Bores were sunk to locate a permanent source of water but these proved to be unsuccessful (24). In the same year a contemporary guide noted the scene at Redfern;

"Redfern railway terminus fronts the corner of Devonshire and George Streets, the workshops and engine sheds being placed near the eastern boundary of the ground. In Devonshire Street the second oldest general cemetery is situated but it is now closed...The whole district is now a scene of bustle as the oft arrivals and departures of the tram trains at the station en route for Newtown, Glebe, Waterloo and Botany compel the pedestrian to take care for his safety." (25)

By 1884 the earlier timber sheds adjoining Redfern were demolished and the area had been redeveloped with railway lines, buildings and workshops (26). In the following year purchases of equipment for Eveleigh commenced and construction began on other buildings. The Running Shed was completed at this time (27).

Throughout the later nineteenth and early years of the twentieth century the Eveleigh workshop site was continually expanded and renovated. By the end of the century it was the primary repair unit for NSW railways. The work carried out on the site during this period included in 1886, commencement on the Carriage and Wagon Shops and, in 1887, construction of the Chief Mechanical Engineers Residence. At this time a series of workshops were opened; "Calder House" was used as a residence (28).

During the 1890s carriage sheds, timber drying sheds, a coal stage, signals and telegraph repair workshop, a gas producing plant and a steam powered laundry were all added to the site. Eveleigh was considerably expanded during the later years of the 1890s by the construction of a new Erecting Shop and a foundry. At this time it was claimed that the workshops were the finest in the southern hemisphere (29).

Eveleigh continued to expand and renovate existing facilities during the first years of the twentieth century. In 1900 extensions were made to the Erecting Shop and machinery was upgraded. During 1902 a new Copper and Tinsmiths' Shop was erected and a new building constructed for the Spring Shop and Steam Hammer. A series of renovations were concluded in 1905 which included works on the Boiler and Blacksmiths' Shops, the instalment of an engine weighbridge and the completion of a Wheel Press Shop (30).

Change in Focus

By 1906 it was considered that Redfern was too far from central Sydney to remain as an adequate terminus. In this year the new Central Railway Station was opened and it became the terminus for city travellers. Contemporary reports make it clear that there was some division of opinion over the new station but it was greeted with nearly as much enthusiasm as its predecessor in 1855.

"The new Sydney Central Railway Station was formally opened for traffic on Saturday morning by the Premier... There may have been some differences of opinion as to the location of the station in view of its being the terminus of the railway, but they had to be sunk now. The Minister for Works... said he still held the opinion that the station was not in the right place, but the railway system was not going to stop there and the people would sooner or later take it right

into the centre of the city.

Up till nearly midnight on Saturday the old Redfern railway station was being used for dealing with the traffic in the ordinary way... Yesterday morning the old place, which had indeed served its day, looked like a literal wreck of its old former self and all traffic passed through and beyond it to the great new Central Station." (31)

As part of the construction of the new railway, a tunnel was driven from Devonshire Street to George Street and the skeletons of the old cemetery were exhumed to the morbidly fascinated gaze of passers by (32). The suburban platforms at Central Station are generally over the site of the old cemetery (33).

In 1907 more improvements were made to the Eveleigh workshops. These included the establishment of facilities for carriage washing (34) and new buildings for a Compressor House and Carriage and Wagon Blacksmiths' Shops. The most important decision of the time was made by the Commissioner of Railways who elected to begin the manufacture of new locomotives at Eveleigh. A new building was designed for this purpose. It was known as the New Loco Shop (35).

In the period between 1907 and the commencement of war routine additions and renovations were made at Eveleigh further cementing its premier position in the railway system. This work included, in 1908-9, the replacement of many boilers, in 1911, the establishment of a Grinding and File Making Shop and, in 1912, the construction of the Signal and Telegraph Branch Workshop (36).

Expansion Through the War Effort

The outbreak of war gave impetus to significant upgrading of facilities at Eveleigh and the rearrangement of workshops. The New Loco Shop was extended and the electrification of the machinery of the workshops undertaken. A large, two storey, Stores building was constructed. This programme continued throughout 1914, 1915 and 1916. During 1916 a trial programme was initiated with the objective of producing field gun shells for the war effort. This was not successful and was discontinued.

In 1917 the site was expanded through the resumption of two acres of land on the south-western corner of the site. A new foundry building and Pattern Shop were constructed on this acquisition (37).

After the war the pace at Eveleigh slowed until a new programme of renovation commenced in the 1920s.

Inter-war Acceleration and Depression

The 1920s were a significant period for railway development in Sydney, particularly through the electrification of the railway and construction and opening of the city underground railway in 1926. However, the effect of this development was to slow or retard the expansion of the Central Railway environs. The development of commercial nodes around the new stations, such as Wynyard and Town Hall, deprived Central of some of its former impetus. This remained the case until the 1950s (38). The major development at Central Railway was the rebuilding of the suburban platforms during the 1920s.

Eveleigh, however, continued to expand during this period with the exception of the Depression Years although it seemed to weather the economic downturn better than many other enterprises.

During 1922/3 improvements were made to the Steel Foundry and extensions were added to the Works Managers and Time Keepers Office. At the same time, however, the establishment of new facilities at Chullora led to the transfer of some of the work traditionally carried on at Eveleigh including the major portion of boiler repair work (39). In the same vein, during 1925, production of locomotives ceased at the Eveleigh Yards.

"Calder House" was destroyed by fire in 1924 and the site was not rebuilt until the 1930s when the Trimming Shop was erected on the site. Prior to that, in 1927, a new Tinsmiths and Plumbers shop was opened. The Depression Years slowed progress at Eveleigh and it was not until the impetus provided by WWII that the initiative was established here again. The establishment of a new and large locomotive repair depot at Chullora which took much of the repair work from Eveleigh contributed to this malaise (40).

War Time Efforts

As with the First World War, WWII provided a much needed "shot in the arm" for the Eveleigh yards and the impetus spilled over into the post war period.

During 1940 alterations were made to some facilities to enable the production of ammunition and other hardware, such as tanks, to commence. This was a much more successful operation than that carried out during WWI. Other war time measures included the construction of barrack buildings and the conversion of others for hostel accommodation. Air raid shelters were erected in the grounds (41).

By 1944 most of the defence works had vacated the site. The last left

in 1945. In the same year the construction of locomotives was reintroduced at Eveleigh. In 1947 the Works Managers Office was extended and new staff facilities were added to the site (42).

Decline and Obsolescence

In 1952 the decision was again made to cease production of locomotives at Eveleigh. During the later 1950s steam engines were gradually phased out and the operation of the workshops slowed down, although garaging facilities expanded. This gradual decline in use and output is symptomatic of the final period in the history of the railway site.

During the 1960s a few new facilities were added to the site for air conditioned cars (1966) and a few conversions were made of existing facilities, for example the Mess room to a CEE office in 1965, but generally, by the end of the decade, Eveleigh was virtually at a standstill and its facilities obsolete (43).

During the 1970s some improvements were made to upgrade to new technology and requirements, including the conversion of the New Loco Shop to a Rail Motor Engine Repair and Maintenance Shop (44). However the large facilities have proved a quandary for the State Railways during the later twentieth century. This is perhaps best evidenced by the number of studies and management strategies which have been prepared for it including a heritage study of the Eveleigh Yards during 1986, a conservation plan for Central Railway and Yards in 1987 and a conservation plan for the Central Railway Yards in 1988.

Section 4.0

Subsidiary Documentation

4.1 Footnotes to the Text

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51. Holt, E. Op Cit., 17
52. Godden and Associates Op Cit., 25, 37
53. MacDonell, F. 116
54. Ibid., 73
55. Martin, L. Op Cit., 79
56. Macdonell, F. Op Cit., 73
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61. Ibid., 75
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Section 3.2

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3. J. Meehan Plan of the Town of Sydney in NSW, 1807. Reproduced in Ibid., 12
4. Plan of the Town and Suburbs of Sydney 1822. Reproduced in Ibid. 14
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4.3 Chronologies

CHRONOLOGY: WHITE BAY AREA

1790: an area of 1000 acres surveyed on the western side of Blackwattle Bay for the purposes of Church, School and Crown Reserve.

1790: The first major land grant in Glebe facing Blackwattle and Rozelle Bays and on Orphan School Creek to Richard Johnson, 440 acres "The Glebe".

1789 A road built towards Parramatta and a log bridge crossed the blackwattle swamps

1799: The first major grant on Rozelle Bay encompassing Annandale and on Johnsons Creek and White Creek to George Johnson, 290 acres; the Annandale Estate.

1792-1800: a number of land grants made in the area of Blackwattle and Rozelle Bays but little evidence of them being utilised for farms

1800: the main grant encompassing Rozelle and on Rozelle Bay to William Balmain 550 acres.

1810: small grant at head of Whites Creek to Martha Moore 16 acres

1811: Large grant on White Bay and Whites Creek to John Piper 165 acres

1819: Grant on White Bay to Francis Lloyd, 50 acres

1828: Sale of Corporation land in Glebe, most had frontages to Blackwattle or Rozelle Bay. Most of the properties bought by wealthy and significant figures in the community. The development of the estates led to increased housing for workers

1830s: a number of industries including slaughter yards, boiling down works, soap and candle factories, tobacco factories, pig yards and tanneries established along Blackwattle and Rozelle Bays. This was the result of the enforcement of the Noxious Industries Act which forced such work away from the Municipality of Sydney

1840: The land surrounding the bays was generally, at this time, in the hands of a few men

1844: W. Bell Allen establishes a boiling down works at Blackwattle Bay

1850: Act of Parliament establishes Abattoirs

1853: Work commences on Glebe Abattoirs

1857: a wooden bridge built from Glebe Island to Pyrmont to shorten road communication between the city and Balmain. Originally named Blackbutt Bridge. It operated as a toll bridge and drawbridge. It replaced an earlier cable punt.

1860: Glebe Abattoirs commence work.

1860s: Cowan and Israels Soap and Candle Factory established on Annandale Foreshores.

1860s: Timber milling commenced in Rozelle Bay in response to Balmain ship building.

1860s: later White Bay Power Station site developed as residential sites which continued in use up to construction of station

1861: Meetings to complete plans for connecting Glebe Island with Victoria Road and the construction of the causeway near White Bay

1867: Detailed description in S.T. Leigh

1873: Local protest and increasing pollution led to the Blackwattle Swamp Land Reclamation Act

1875: Comprehensive sewerage system drafted for the bay area

1878: advertisement for Wentworth Park (now reclaimed) which enthused that it would be second only to the Botanic Gardens with water views

1879: Commission of Enquiry into Abattoirs

1882: Detailed description in Gibbs Guide.

1880s. Early anti-pollution campaigns led to Public Works Department hiring the Cattinach Chemical Works Co. to carry out dredging and disinfecting operations near the abattoirs

1887: Petition to move Glebe Abattoirs to Homebush

1888: Attempts at modernisation at abattoirs

1889: The mangrove tidal swamp along the boundary of Glebe and Annandale reclaimed

1889: The "Lillie Bridge Athletic Grounds" were advertised which

might have been Harold Park. It advertised pony racing, road sculling and pedestrianism all by electric light. The track was formed from land purchased from the Allen Estate and some of reclaimed Rozelle Bay land

1890s: Blackwattle Swamp filled in and Johnsons Creek channeled underground. The infilled swamp forms Wentworth Park. Wharves were built in this period replacing earlier timber jetties

1893: by this date the foreshores along Rozelle Bay at the foot of Annandale virtually undeveloped.

1895: Lever Brothers established at White Bay. Copra crushing the first activity followed by soap manufacture. First known as Sunlight Oil Works

1899: Reclamation of Johnsons Estuary and foreshore completed by Public Works Department

1899: Langdon and Langdons saw mill established on Rozelle Bay.

1899: Lever Bros. commence construction of soap factory at Rozelle Bay site

1900: Lever Bros. soap works commence manufacture.

1901 Glebe Island Bridge replaced by steel bridge. The Sydney Harbour Trust had plans to greatly extend the ports wharfage into Rozelle Blackwattle Bays.

1902: The NSW Trotting Club was formed and held its first meeting at the Forest Lodge track (later Harold Park). It transferred but returned in 1904

1904: Races resume at Harold Park called Epping Race Course; the NSW Trotting Club leased the track to the Metropolitan Rugby Union until it resumed the track for its own use

1908: land reclaimed from mangrove swamps on Rozelle Bay used for the creation of Jubilee Park

1909: Jubilee Park opened

1911: Trotting Club purchase Harold Park for own use

1911: Lever Bros on Rozelle Bay nominated as one of the "great Australian Industries" by "Lone Hand" magazine 1912: Lever Bros site establishes a plant for Pears Soap

1912-1917: Railway Commissioners commence at White Bay the

construction of their second Sydney Power Station

1914: Fire at S.A Burns timber yards at Blackwattle Bay which threatened nearby Hudsons yards as well as several barges in the bay

1914: Lever Bros site expands and commenced manufacture of Hudsons and Rinso. New buildings and plant installed 1914 - 1916; more land subsumed in works.

1915: SHT sponsored a scheme to resume foreshores of Johnsons, Blackwattle and Rozelle Bays for purposes of predicted future expansion

1917: Glebe Island developed for grain storage

1917: first stage of White Bay becomes operational

1918: northern side of present Commercial Road became a grain elevator area but was insufficient for export needs. Between 1924 -1928 SHT reclaimed much land for berths and stores

1919: Fire breaks out in old Abattoirs now used by Burns Philp as copra store

1919: Rail track laid through Rozelle helping to link Pyrmont and Darling Harbour. Further enhanced the bay area fro industry

1923: Colgate Palmolive opened their factory

1923: Second stage of work at White Bay Power Station commenced

1924: Sydney Harbour Trust had plans to remove Glebe Island Bridge and replace it with a tunnel

1926: Construction programme commenced in Rozelle Bay to establish extensive broadside wharfage with a rail connection for timber shipment

1926: Fire gutted Langdons and Langdons timber mill site; replaced by Glebe Police Boys Club

1927: Smaller track built inside the trotting circuit at Harold Park and used for grey house racing

1927: 3,400 feet of wharfage completed at Rozelle Bay

1928: fire at Hudsons timber yards in Blackwattle Bay 1929: Federal Park opened

1929: Harold Park officially named; changed from Epping Racecourse

1930s: kerosene spraying in Rozelle Bay for mosquitos

1939: greyhound racing track opened at Wentworth Park

WWII: Glebe Island became main US Army depot in Sydney for disembarking and re-embarking troops and for handling supplies for the war effort. A monument records the arrival of US troops

Post War: Chemical Materials Ltd established on old Landons site - beginning of end for timber industry.

1948: County of Cumberland Planning scheme highlighted problems for Rozelle Bay

1945-1948: demolition and reconstruction works at White Bay Power Station

1949: Night trotting meets introduced at Harold Park

1950s: planning highlighted wide problems of inadequate port facilities and road networks. Continued DMR and MSB planning suggested a greater utilization of the foreshore area but this did not eventuate.

1950: Coal loading wharf established at White Bay

1953: White Bay Power Station transferred to the ECNSW

1960s: gradual movement of timber industry to Homebush and vacant land left behind

1963: at head of White Bay the MSB Coal Loading Wharf established

1978: Resident action against a plan to build units at Blackwattle bay.

1979: Annandale Association requests meeting with Minister for Works to discuss public access to foreshores controlled by MSB on Rozelle Bay. A new committee formed, "Sydney Harbour Trust Steering Committee", to investigate need for permanent group to present planning options for the harbour. This led to formation of Sydney Harbour and Foreshores Committee.

1987: proposed redevelopment of Rozelle Bay for marinas etc

CHRONOLOGY: CENTRAL AREA

1800: early development of area with brick kilns and huts

1819: Macquarie erects the Benevolent Asylum on the site of the later Central Railway. It was for aged, poor, lame and blind persons

1820: Macquarie's new burial ground at central consecrated and ready for services

1830s: same buildings on site and Cleveland House has been constructed

1846: Committee of Citizens formed to look at adoption of rail system for NSW. Their recommendations led to the formation of the Sydney Railway Company

1849: Approval of recommendation by NSW Legislature and Royal Assent

1850: Commencement of construction of railway

1855: First railway in NSW ran from Redfern to Parramatta and until beginning of C20 Redfern was the major railway station in Sydney. Government takes over the company

1867: detailed description of opening ceremony

1867: leigh mentions sydney female refuge in operation and the House of the Good Shepherd

1870s: by this time the Mortuary Station and the old Redfern station were complete.

1871: Planning for the provision of a large modern railway workshops complex at Redfern began with the expansion of the existing Repair Shop in 1871. The original repair shops were in Cleveland Paddocks and consisted of one stone and a series of ramshackle sheds. Upgrading was consistent with the developing rail network. Some improvements made to the existing sheds but it was insufficient.

1875: Site at Eveleigh chosen and plans and estimates prepared

1878: Negotiations for Eveleigh land commence

1880: Settlement reached on Eveleigh land. 64.5 acres resumed from the estate of John Chisholm. This resumption included the house "Calder House" on the northern side built in 1820 and used since 1855

as a boys school

1882: Land clearance commenced at Eveleigh site and construction begun of Running Shed. Bores for water were unsuccessful

1882: Detailed description of site

1884: Earlier timber sheds on site of Training and Safety offices demolished and area completely redeveloped with railway lines, buildings and workshops including the Training and Safety Offices. The same for the Survey Office and the Way and Works Programme Office and the Electric Train Running Office and the Cable and Cleaners Office (formerly blacksmiths shop)

1885: purchase of machinery for Eveleigh commenced and further buildings commenced. Running Shed completed.

1886: Eveleigh workshops construction continues. Carriage and Wagon Shops also in construction

1887: Eveleigh Workshops 1-4 opened. Later Workshops 5-15 also completed and opened. Carriage and Wagon shops open late in same year. Chief Mechanical Engineers House constructed in same year. "Calder House" used as a residence. Eveleigh becomes the major repair unit for NSW Railways during later nineteenth century.

1890: a Carriage Shed opened at Eveleigh in south-western corner. A timber drying sheds also begun near workshops in this year (completed in 1891)

1891: A new Coal stage erected at Eveleigh, also a Signals and Telegraphs Repair workshop. Construction begun on gas producing plant, a steam powered laundry. The workshops were said to be, at that time, the finest in the southern hemisphere.

1894: Electric light plant completely upgraded at Eveleigh

1896: new gas plant at Eveleigh comes into operation

1898: first major expansion of Eveleigh occurs with construction of new Erecting shop. Completed in 1899. Concurrently a new foundry was being constructed close by and also opened in 1899.

1900: Extension to large erecting shop at Eveleigh. Not finally completed until 1906. Other improvements made in terms of machinery etc at same time.

1901: Work on conversion of Bays 12 and 13 near complete.

1902: A new Copper and Tinsmiths Shop erected at Eveleigh and a

new building for Spring Shop and Steam Hammer Shop

1905: By this year a series of renovations at Eveleigh concluded including works on Boiler and Blacksmiths Shops. Possibly the Wheel Press Shop completed at same time. Other improvements made at this time including the installment of an engine weighbridge.

1906: Redfern extended to new central railway as it was considered too far out of town for commuters to travel. A tunnel driven from Devonshire Street to George Street exhuming all the old skeletons. Central Railway opened. Suburban platforms are generally on the site of the cemetery

1907: establishment of new facilities for carriage washing department of railways at Sydney Yard

1907: Commissioners for Railways decide to begin manufacture of new locomotives at Eveleigh and a new building designed for this purpose - known as New Loco Shop. Also a new Compressor House and Carriage and Wagon Blacksmiths Shops.

1908-9: replacement of many boilers at Eveleigh workshops

1911: Grinding and File Making Shop established at Eveleigh

1912: Signal and Telegraph Branch Workshop constructed at Eveleigh. Other improvements made to the site at the same time.

1914: outbreak of war gave impetus to significant upgrading of facilities at Eveleigh and rearrangement of workshops. New Loco Shop extended, electrification of machinery of workshops undertaken. The Laundry removed to Clyde. A large two storey Stores Building constructed

1915: continuation of 1914 programme at Eveleigh

1916: More improvements to Eveleigh and trial production of field gun shells - discontinued

1917: New Foundry Building and new Pattern Shop constructed at Eveleigh - this required resumption of two acres of land on south-western corner of site

1920s: Parcels handling area extended westwards to link with west carriage shed - gables covered over. Railway electrified in mid 20s. Suburban platforms rebuilt at same time

1922/3: Improvements made to Steel foundry Eveleigh

1922: Extensions to Works Managers and Time keepers Office Eveleigh. Also other improvements

1923: New facilities established at Chullora and some of Eveleigh work was transferred including major portion of boiler repair work

1924: "Calder House" Eveleigh destroyed by fire

1925: Electrical sub-station commenced construction. Finished in following year. Called Prince Alfred Park Substation. Other rearrangements and improvements at Eveleigh

1925: Construction of new locomotives at Eveleigh ceases

1926: city underground railway opened. Development of Central station environs slowed after this allowed free access to the city and new commercial and retail centres opened around the stations. Central development stabilized until the 1950s

1927: New buildings at Eveleigh include new Tinsmiths and Plumbers Shop

1930s: few new developments due to Depression. Trimming Shop erected on site of Calder House.

1937: New large locomotive repair depot at Chullora took much of the repair work from Eveleigh

1940: alterations made to some facilities to enable war time ammunition and other supplies such as tanks production to commence. Other war time measures were the construction of barrack buildings and conversion of some for hostel accommodation. Air raid shelters erected.

1944: Most of the defence works had vacated the site. The last left in 1945. Plans for extending Works Managers Office - completed 1947. New additions on Foundry for staff facilities.

1945: reproduction of construction of locomotives at Eveleigh

1952: cessation of locomotive production at Eveleigh

1958: gas works established; switched to using city gas

Later 1950s: Steam engines phased out and operations of workshops slow down although garaging increased

1962: new facility for air conditioned cars completed in 1966

1965: Mess room converted to CEE office

Later 1960s: assorted demolitions and a few new buildings at Eveleigh

Early 1970s: Eveleigh becoming obsolete. Improvements made to up-grade to new technology and requirements including the New Loco Shop converted to Rail Motor Engine repair and maintenance shop.