

2.0 CONCLUSIONS

2.1 General

Chullora Railway Workshops are an item of the environmental heritage. They contain a wide range of machinery and cater for a wide range of operations not available or practiced in other places. They were established to become the central workshops for the NSW Railways and since 1927 have been responsible for the manufacture of hundreds of pieces of rolling stock and electric locomotives, almost the entire state signalling system and major civil engineering works such as the new railway bridge over the Hawksbury River at Brooklyn.

In the main, the buildings at Chullora are not as substantial as the brick masonry workshops at Eveleigh nor are they as finely designed or detailed. Their significance lies primarily within their historic association with the development of the railways and in particular with the development of electric traction.

Eveleigh possesses many pieces of equipment, some of outstanding significance in their own right. Very few in the study areas at Chullora were of such cultural importance. The buildings, structures, relics and systems in some of the workshops at Chullora which were outside the study area obviously have potential cultural significance and these should be addressed in a future study.

2.2 Buildings with Heritage Significance

There are no buildings in the study area which are of sufficient cultural significance to warrant conservation. The significance of the extant buildings is as a part of an operating workshop and when the workshops ceased to operate, their significance was reduced.

2.3 Buildings which should be considered for conservation

There are two buildings which should be considered for conservation on the site. They are the two air raid shelters in Precinct K(B73).

2.4 Structures with Heritage Significance

There is one structure in the study area which is of sufficient significance to warrant conservation. The structure is the flagpole (B29) identified in Precinct H.

2.5 Structures which should be considered for conservation

Two structures have been identified in this category. They should be kept in operation or an attempt should be made to have them conserved in another place. They are the signals for the Lower Timber Yard (M76) and the Timber Yard Overhead Crane (M21 C8).

2.6 Structures which require further research

There are no structures which require further research.

2.7 Machinery and Plant with Heritage Significance

There are nine pieces of machinery or plant which are recommended for conservation. These pieces are the three steam cranes in the construction yard of the manufacturing centre, the mechanical grab for the cranes plus the slings and other associated equipment in the yard including the refurbished boiler No. 653. As well, all spare parts, patterns, castings and maintenance equipment, schedules and original plans associated with these items should be immediately located and safely stored.

One of the timber trolleys, in good condition, should also be conserved.

It is unlikely that this equipment will continue to be used at Chullora and it will deteriorate without use. The steam cranes, boiler and associated equipment may be relocated. They may be offered to an institution such as the Museum of Applied Arts and Sciences or the Goulburn Railway Museum. The offer should be conditional, with the recipient taking all equipment and relics pertaining to a particular crane and guaranteeing conservation.

The cable testing rack and bed in the chain shop and other associated equipment should be conserved, ideally in situ. However the chain shop is outside the manufacturing area, which is to remain in SRA control, and will probably be demolished. Safe storage for the cable testing rack and bed should be found.

2.8 Machinery and Plant which should be considered for conservation

Nine items in this category have been identified as follows:

- 1) Jack Tester (M45 Chain Shop)
- 2) Wire Winding Machine (M46 Chain Shop)
- 3) Hydraulic Ferrule Pressing Machine (M48 Chain Shop)
- 4) Splicing Workplaces (M49 Chain Shop)
- 5) Small Bench (M50 Chain Shop)
- 6) Hydraulic Press (M26A Chain Shop)
- 7) Baynes and Primrose Hammer (M33 Timber Mill)
- 8) Robinson Jointer (M65 Timber Mill)
- 9) Robinson Spindle Router (M66 Timber Mill)

2.9 Machinery and Plant requires further research

There is one item which and requires further research. This is the Travelling Backleg Crane (Hillside) (M18 C7) located to the north of the Manufacturing Centre.

2.10 Landscape items with Heritage Significance

There is one item identified as having sufficient significance to warrant conservation. This is the Boabab tree in Precinct J. This item is included because of its obvious rarity and the significance placed on it by workshop employees.

2.11 Landscape items require further research

The landscape items within the study area which should be further researched are the areas of Casurina and Melaluca stands in Precinct I, Precinct K and Precinct L.

2.12 Archaeology

Only one precinct on the site contains no archaeological deposits.

There is one precinct which is a known archaeological site, being the area surrounding the former Per Way Workshop (Precinct B). The rest of the site is composed of areas of probable archaeological sensitivity or areas of possible archaeological sensitivity.

The requirements and procedures for dealing with the archaeological resources in each of these zones are detailed in Section 5.

3.0 RECOMMENDATIONS

Where necessary the SRA should seek professional advice in carrying out the following recommendations.

3.1 Items recommended for Conservation

The following items should be conserved in situ. All artefacts, plans and documents which will assist in their conservation or interpretation should be conserved with them.

1. Flagpole (B29)
2. The Boabab Tree (L1)

The following items should be conserved in situ if possible, or relocated and conserved. All artefacts, plans and documents which will assist in their conservation or interpretation should be conserved with them.

1. Crane No's: 2,3 & 4 and associated equipment including (boiler (M6), grab (M13), chain slings (M14) etc).
2. Chain Tester and Bed (M47 & 47A)
3. One Timber Trolley

3.2 Items which should be considered for Conservation or require further research

The following items should be considered for conservation either in situ or relocated. All artefacts, plans and documents which will assist in their conservation or interpretation should be conserved with them. If the item cannot be conserved, all readily storable artefacts associated with it and all documents relating to it should be conserved.

1. The two Air Raid Shelters in Precinct K (B73)
2. The Travelling Backleg Crane (Hillside) (M18 C7)
3. The Jack Tester (M44)
4. The Wire Winding Machine (M46)
5. Hydraulic Ferrule Pressing Machine (M48)
6. Splicing Workplaces (M49)
7. Small Bench (M50)
8. Hydraulic Press (M26A)
9. Bayns & Primrose Hammer (M133)
10. Robinson Jointer (M65)
11. Robinson Spindle Router (M66)
12. Signals (M76)
13. Overhead Crane (M21 C8)

3.3 Recording

Chullora Railway Workshops should be ethnographically recorded. As a matter of urgency all building structures and relics should be photographed and where necessary drawn, their mode of operation described and their part in the functioning of the workshops as a whole defined.

Other areas outside the study area should be recorded as soon as possible in order that the operations of Chullora may be preserved on still film and video. This is a major project.

3.4 History

A history of the development of Chullora should be undertaken as soon as possible. This history, as well as documenting economic, social and political aspects, should detail the physical development of the site.

This history should include the operations of the workshops since their inception especially in those areas where physical evidence is slight. The history should be commissioned while there are still men employed in all the site workshops who can add to the understanding of the operations of the complex.

3.5 Archaeology

Areas designated as Unit I and Unit II on Fig. 17 should be the subject of site specific historical research and excavation should be monitored by an archaeologist.

Areas designated as Unit III should have excavation or earthworks monitored by an archaeologist, with a view to further action if features are discovered.

No action is required for areas designated Unit IV.

4.0 THE SITE

4.1 Description

Originally the site covered over 200 hectares and was roughly triangular in shape. It was bounded by the Hume Highway on the south east, Brunner Rd on the south, Rookwood Rd on the west and the Enfield-Regents Park Railway line to the north.

Since its establishment, three relatively large areas of the land have been sold or leased. The first two to go were those in the south-west corner which flanked Anzac Street. Both blocks have warehouses established on them and both are still served by rail lines which run around the west and north perimeter to join the main SRA system at the eastern end of the site. The third block, which was recently sold to News Limited, was the former signals and communications workshops. It is contiguous with that already sold, and is to the west of Precinct G which formerly housed the sawmill and timber yard. Together these three blocks comprise about 25 percent of the site.

It is evident that over half the Chullora Workshops site was not fully utilised by the railways and the grand plan of centralising all the manufacture and maintenance works in a central location never came to fruition. By the 1970s there were six main groups of workshops on the site. Altogether these occupy less than half the total area.

These main groups of workshops were:

- 1) Trackfast
- 2) Electric Car Centre
- 3) The Apprenticeship Training College and the Plant and Equipment Depot
- 4) The Diesel Maintenance Centre, the Reclamation Depot, The Construction Group and the Bogie Maintenance Centre
- 5) The Electrical Maintenance Centre, the Locomotive Maintenance Centre and the Welding Depot
- 6) The Manufacturing Centre, Signals and Communication Workshops, the Saw Mill and the Per Way Yard.

The greater proportion of the Signals and Communications Workshops have already been dismantled and the rest, together with areas on all four sides of the Manufacturing Centre (the former Per Way Workshops) are to be sold. A further area close to the Highway belonging to the Locomotive Maintenance Centre is also to be closed to allow for road development. Apart from these areas the rest of the land to be released has no standing buildings or structures.