

INVENTORY of SITES & ITEMS

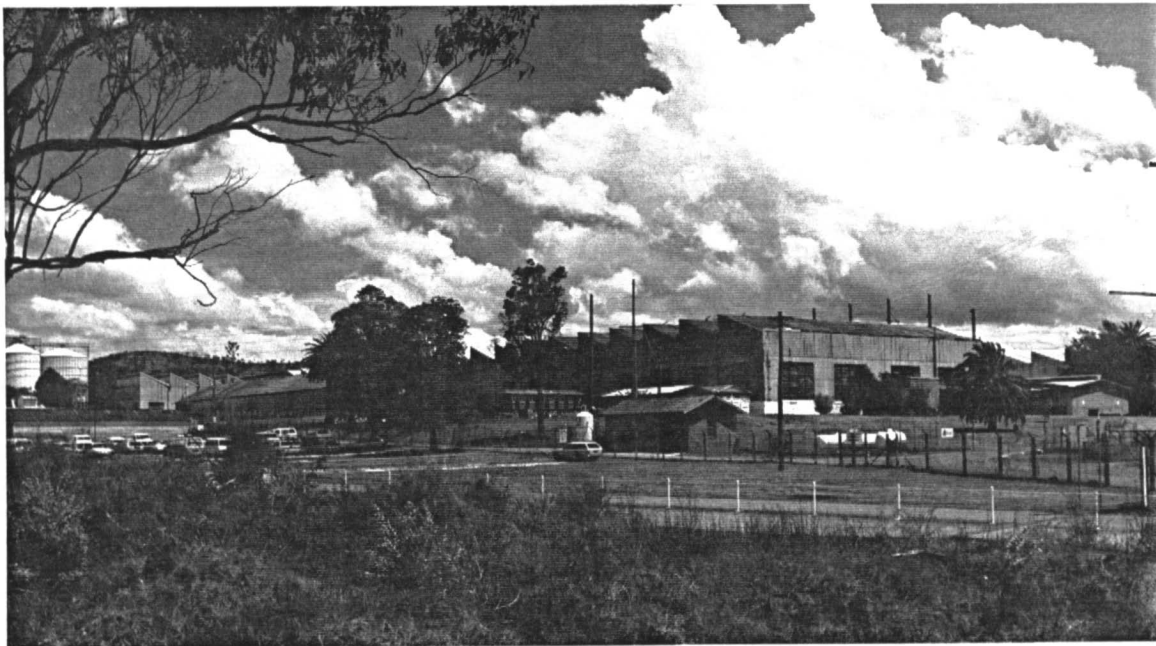
GD

GLENDALE

CITY OF LAKE MACQUARIE

HERITAGE STUDY

INVENTORY SUMMARY - LIST OF SITES & ITEMS			GLENDALE - GD			
ITEM No.	DESCRIPTION and LOCATION	TYPE	SIGNIFICANCE			
GLENDALE - GD		GLENDALE - GD		S R L		
GD-01	CARDIFF RAILWAY WORKSHOPS, MAIN ROAD, GLENDALE	c FW	M H V			
GD-02	TIMBER TRESTLE FOOTBRIDGE, SULPHIDE JUNCTION	w BR	M			
INVENTORY SUMMARY - LIST OF SITES & ITEMS						

NAME/IDENTITY: CARDIFF RAILWAY WORKSHOPS, MAIN ROAD, GLENDALE		ITEM No. GD - 01
PREVIOUS/OTHER NAMES OR USES: Cardiff Maintenance Centre or Depot		
ADDRESS: 460 Main Road Glendale 2285		S.H.I.P. REF. No.
PARISH: Kahibah COUNTY: Northumberland		DATE INSPECTED: November 1992
PRESENT OWNER (Name & Address): State Rail Authority GPO Box 29 Sydney NSW 2001		BY: Doring
CATEGORY: Buildings & Other Works		REAL PROPERTY DESCRIPTION: RS Cardiff Lot 2 DP 734748 SITE AREA: 64.99ha CURRENT ZONING: Sp. Uses 5(d) Railway
SUBCATEGORY: Other Railway		MAP 1:25000 No. 9232-3-S NAME: WALLSEND GRID: 755 547
HISTORICAL THEMES: S.H.I.P. Themes: LOCAL Themes:		
HISTORICAL PERIOD - BUILT: 1926-1950		USED: until 1992
BUILDER:		DATE BUILT: opened 1928
ARCHITECT/DESIGNER: NSW Govt. Railways.		
PHOTOGRAPH &/OR SKETCH PLAN (and caption): Part of the Cardiff Railway Workshops, photographed from the entrance drive near the bridge over Winding Creek north-east of the buildings. The 1956 4-bay sawtooth-roofed Wheel Shop is on the left, the gable roofed Store in front of the Wheel Shop, and part of the sawtooth-roofed Main Workshop is from centre to right. Silos on the far left are in a factory across the railway lines. (Doring Neg.439.37)		
		
For more photographs & site plan, see supplementary sheets		ITEM No. GD - 01

CITY OF LAKE MACQUARIE

HERITAGE STUDY

NAME/IDENTITY	CARDIFF RAILWAY WORKSHOPS, MAIN ROAD, GLENDALE	ITEM No. GD - 01																				
KNOWN HERITAGE LISTINGS: Hunter REP, 1989, "The Hunter's Heritage"																						
PHYSICAL CHARACTERISTICS Architectural Style: industrial																						
<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> MATERIALS - Frame: main bldgs - steel admin.- concrete, compressor house - brick Walls/Cladding: main bldgs - cgi admin.- drop slab concrete. Interior: </td> <td style="width: 50%; vertical-align: top;"> Roof: varied structures, mostly corr.asbestos sheet cladding Windows: sawtooth southlights 4 or 9-pane banks of hoppers Floors: mostly concrete </td> </tr> </table>			MATERIALS - Frame: main bldgs - steel admin.- concrete, compressor house - brick Walls/Cladding: main bldgs - cgi admin.- drop slab concrete. Interior:	Roof: varied structures, mostly corr.asbestos sheet cladding Windows: sawtooth southlights 4 or 9-pane banks of hoppers Floors: mostly concrete																		
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DESCRIPTION: The Workshops cover a large area, with a number of significant structures. These include the steel framed, mostly sawtooth roofed, Main Workshop Buildings, a brick Compressor House, a concrete drop slab Office Building, an engine turntable, a large Traverser, a cast-iron Water Tower, some large egg-ended boilers, and various items of machinery, some of which originally came from the Honeysuckle Workshops. It is understood that the great bulk of significant machinery has already been removed from Cardiff.																						
MODIFICATIONS: The Workshops have been virtually closed down, and most of the machinery removed. Its whereabouts is not determined.																						
PRESENT USE: A minor maintenance depot for railways rolling stock.																						
HISTORICAL NOTES: 1925 - Land bought from N'cle Wallsend Coal Co. for £13,000 (\$26,000). 1926 - Work started, sidings constructed. 1 March 1928 - Officially opened. 1942 - extensions for war work (staff 1200). 1945 - Apprentice Training Section. 1946/9 - 12/38-class & 2/58-class locos built. 1956 - Wheel Shop extension. 1960 - Staff 600. 1968 - last steam loco overhauled.																						
REFERENCES: Notes on Cardiff Workshops History, provided by Depot Manager. C&MJ Doring, "Honeysuckle Point Heritage Study", 1990, 2 vol., unpub. <div style="text-align: center;">for further descriptions see photo captions</div>																						
EVALUATION CRITERIA: <table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">HISTORIC</td> <td style="width: 25%;">Rare ()</td> <td style="width: 25%;">Associative ()</td> <td style="width: 25%;">Representative ()</td> </tr> <tr> <td>AESTHETIC</td> <td>Rare ()</td> <td>Associative ()</td> <td>Representative ()</td> </tr> <tr> <td>SOCIAL</td> <td>Rare ()</td> <td>Associative ()</td> <td>Representative ()</td> </tr> <tr> <td>SCIENTIFIC</td> <td>Rare ()</td> <td>Associative ()</td> <td>Representative ()</td> </tr> <tr> <td>OTHER</td> <td>Rare ()</td> <td>Associative ()</td> <td>Representative ()</td> </tr> </table>			HISTORIC	Rare ()	Associative ()	Representative ()	AESTHETIC	Rare ()	Associative ()	Representative ()	SOCIAL	Rare ()	Associative ()	Representative ()	SCIENTIFIC	Rare ()	Associative ()	Representative ()	OTHER	Rare ()	Associative ()	Representative ()
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STATEMENT OF SIGNIFICANCE: Cardiff Railway Workshops was the direct descendant of the important Honeysuckle Point Loco Workshops in Newcastle. Late in its life it also took over the functions of the Honeysuckle Point Per Way Shops. Most of the machinery at Cardiff Workshops has been removed, but it does retain (in 1992) several important pieces from Honeysuckle Point. Cardiff Workshops has been in operation since 1928. For 60 years it carried out major repairs on locos. A number of steam locomotives were built in the shops. It was a major employer (over 1000 workers) in Lake Macquarie and Newcastle, and was a vital part of the economy of the region. State Significance - low to moderate Regional Significance - high Local Significance - very high																						
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NAME/IDENTITY:

CARDIFF RAILWAY WORKSHOPS, MAIN ROAD, GLENDALE

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Top: Cast-iron water tank on the south side of the Workshops site, near the main line. The tank is made from cast-iron panels, bolted together through internal flanges and supported on steel columns braced by diagonal tension rods. The tank was made in 1927 by Per Way Workshops at Honeysuckle Point in Newcastle. (Doring Neg.441.26)

Bottom: The Administration Building has a hipped roof pitched over a verandah around four sides of the building. The concrete drop-slab construction is unusual, and possibly peculiar to the railways. The slabs appear to be lapped like weatherboards. Tall windows fit in a single panel width. Internal walls are also drop slab. The internal finish is hard plaster on the rendered slabs. (Doring Neg.441.01)



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CITY OF LAKE MACQUARIE HERITAGE STUDY

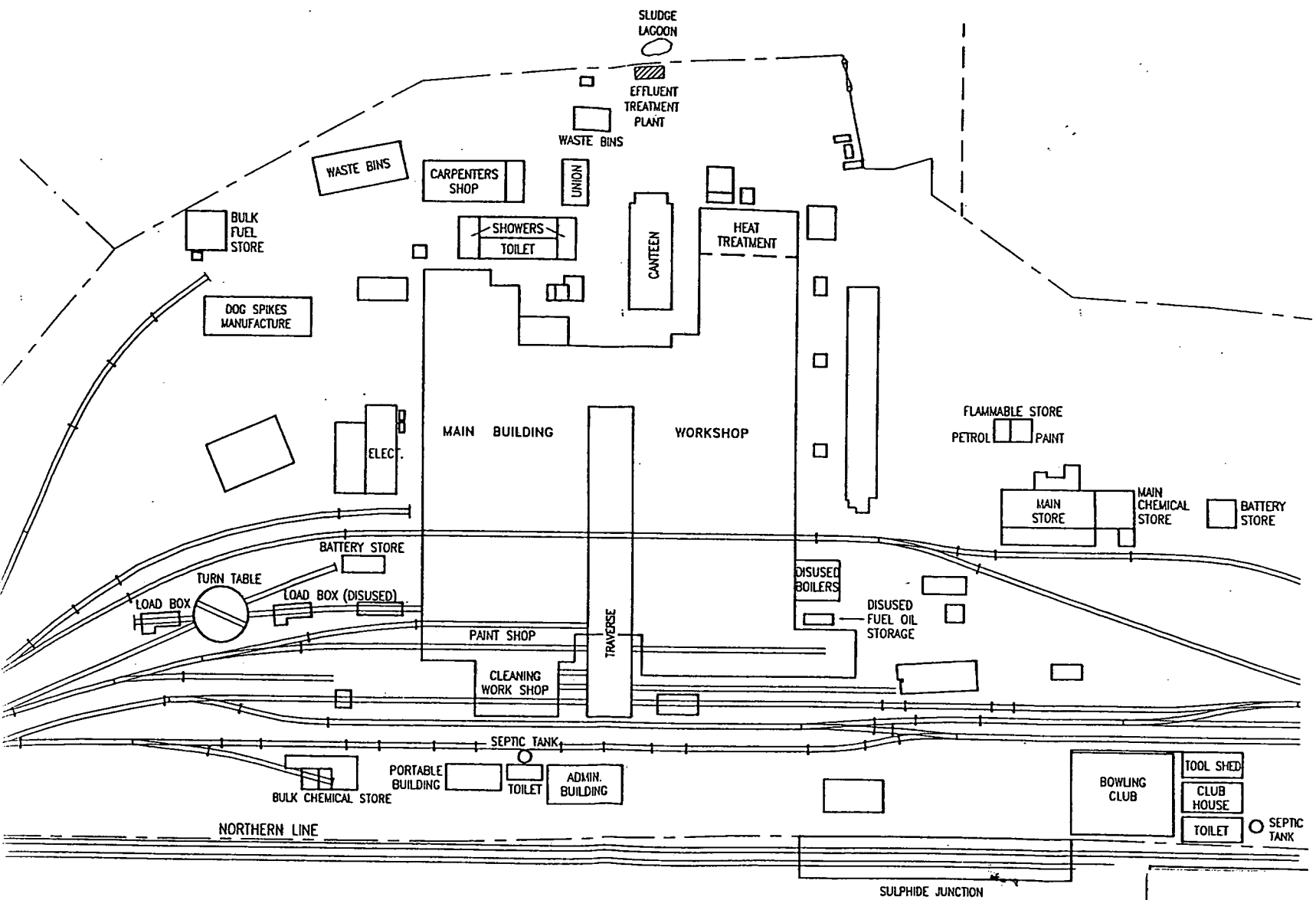
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CARDIFF RAILWAY WORKSHOPS, MAIN ROAD, GLENDALE

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Diagram showing layout of the Cardiff Railway Workshops site (not to scale).



NAME/IDENTITY:

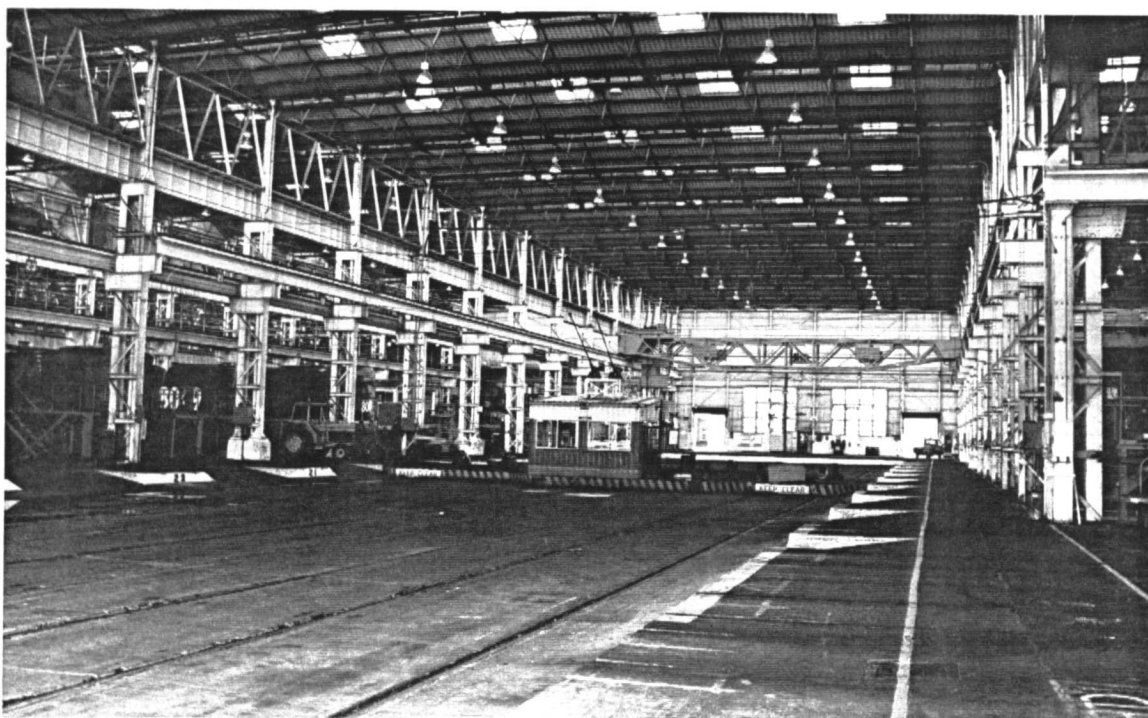
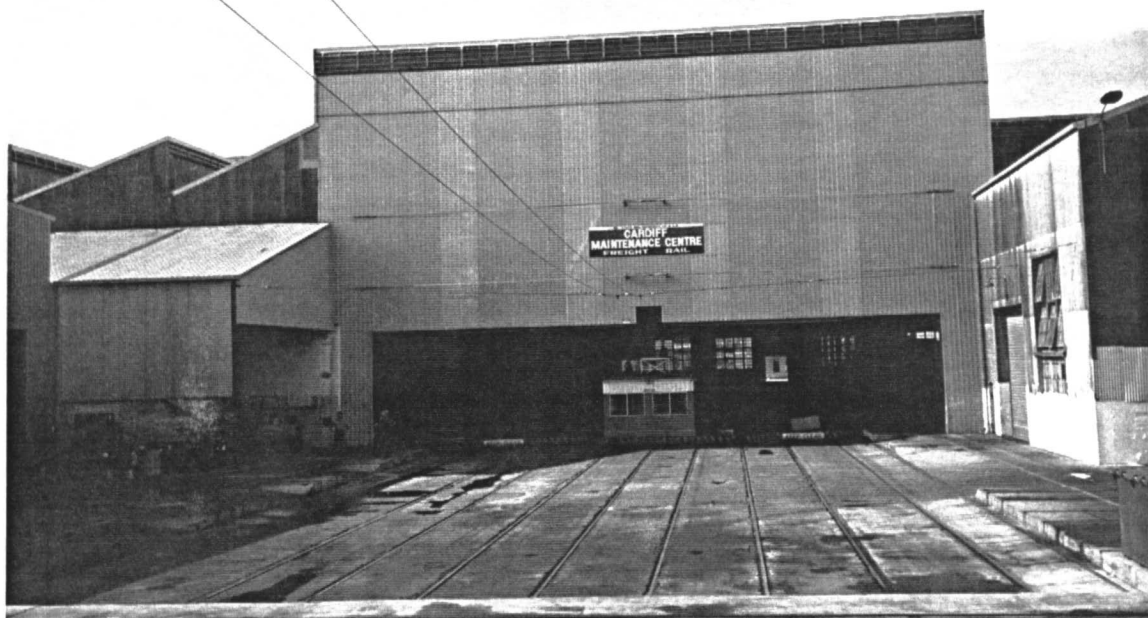
CARDIFF RAILWAY WORKSHOPS, MAIN ROAD, GLENDALE

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Top: The entrance to the Main Workshop Building via the Traverser road on the east side of the building. The Traverser carriage is parked in the doorway. This photo is taken from steps outside the Administration building (behind the camera). The west end of the Wheel Shop is on the right. (Doring Neg.457.28)

Bottom: The Traverser road inside the Main Workshop Building, photographed from just inside the door shown in the top photo. The traverser and a Hodgkinson Overhead crane are in the road, the Erecting Shop to the left, Machine Shop & Blacksmith Shop to the right. (Doring Neg.441.02)



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Top: Locomotive turntable at the west end of the Workshops yard. The turntable has one through track from a siding, one cross track with load boxes at each end, and one side track (for storage?). It is still in use (see loco in load box). (Doring Neg.441.04)

Bottom: Compressor House, now (1992) used by the electricians. The building is 5 bays of a red/brown brick with a rendered strip around the eaves and across the top of the windows. Two extra bays have been added onto the south end in orange bricks. (Doring Neg.441.10)



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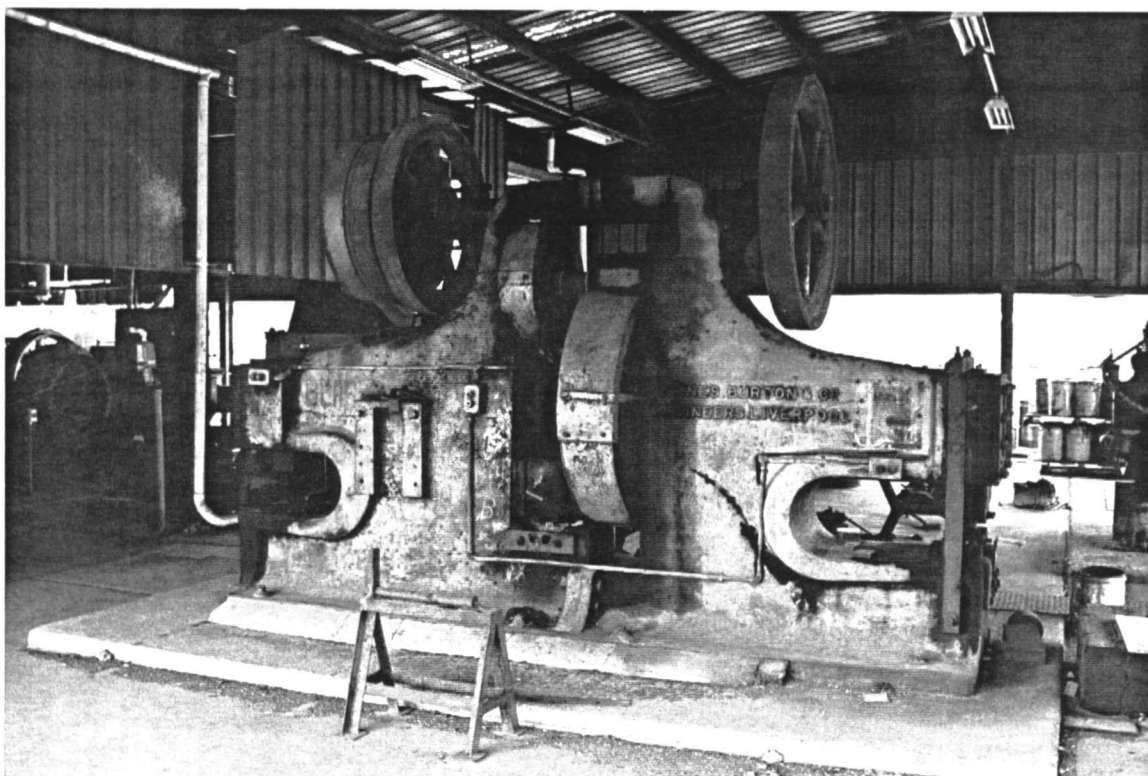
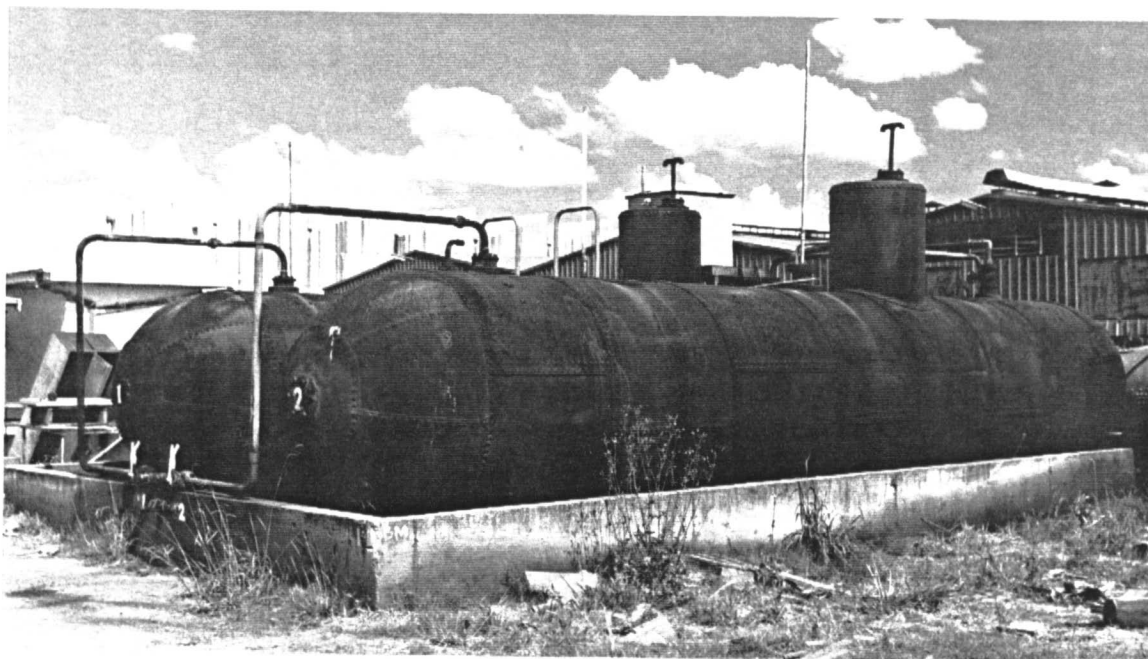
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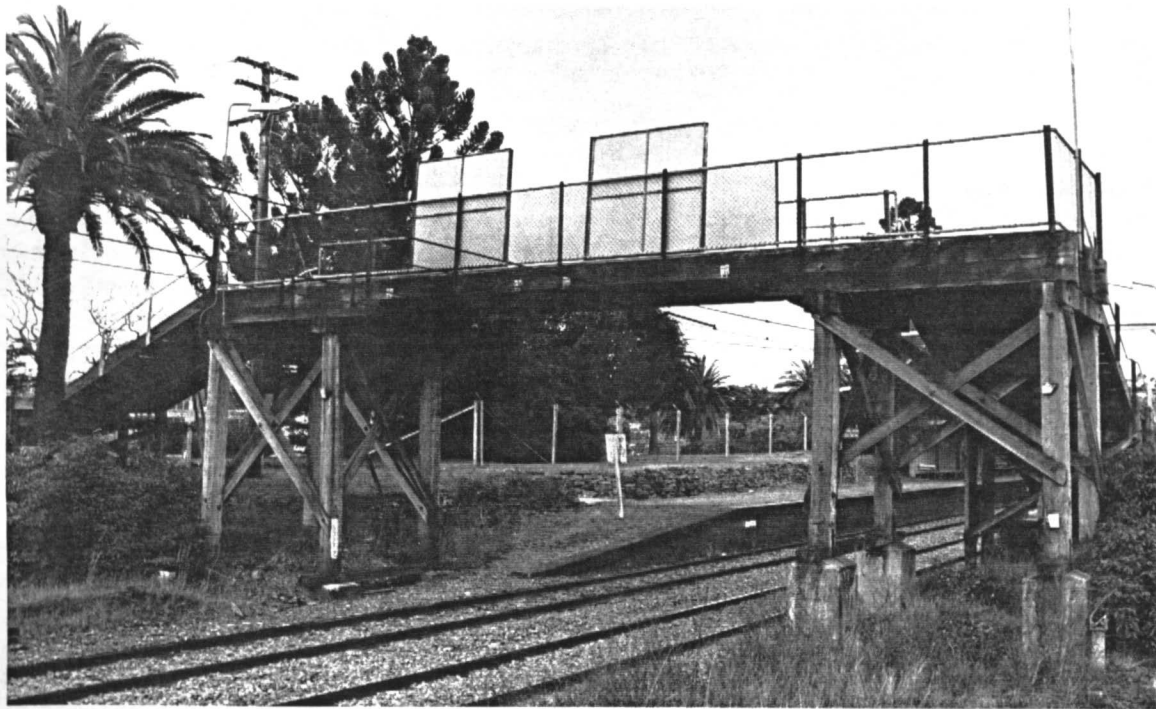
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Top: Pair of ~~boilers~~ (2 x 4) ~~boilers~~, made from old egg-ended boilers. Riveted boilers of this type are now quite rare.
(Doring Neg.441.15)

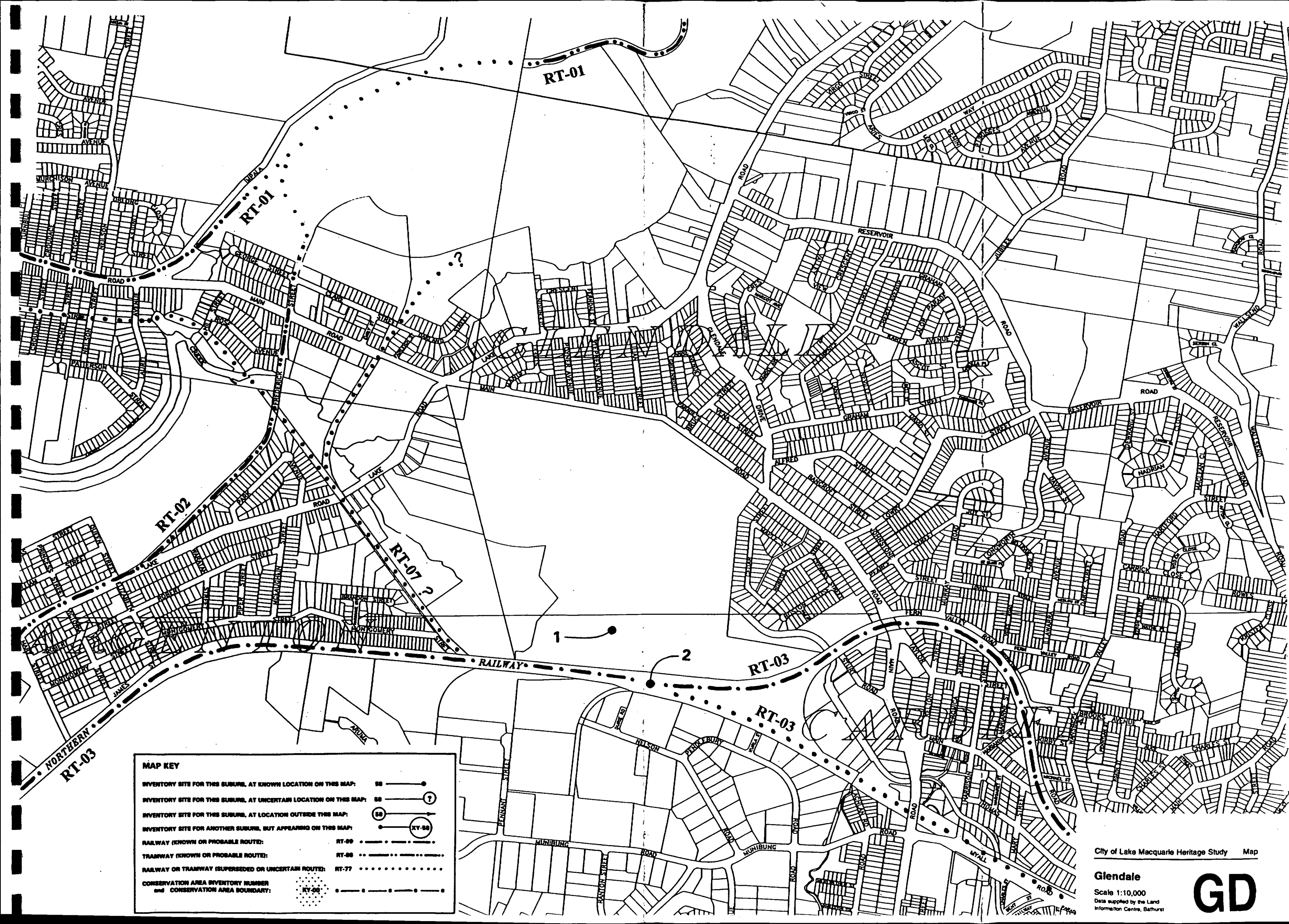
Bottom: A Punch and Shear Machine in the Dog Spike Shop This machine was made by "Jones Burton & Co. Engineers, Liverpool" c1890 to 1910. It has a number plate on identifying it as machine No.B10. This is one of the pieces of machinery moved from the Per Way Shops at Honeysuckle Point when they were closed down in 1978.
(Doring Neg.441.12)



ITEM No. GD - 01

NAME/IDENTITY: TIMBER TRESTLE FOOTBRIDGE, SULPHIDE JUNCTION		ITEM No. GD - 02
PREVIOUS/OTHER NAMES OR USES:		
ADDRESS: Sulphide Junction (Rail) Glendale 2285		S.H.I.P. REF. No.
PARISH: KAMIBAH COUNTY: Northumberland		DATE INSPECTED: November 1992
PRESENT OWNER (Name & Address):		BY: Doring
CATEGORY: Other Works		REAL PROPERTY DESCRIPTION:
SUBCATEGORY: Other Rail		SITE AREA: CURRENT ZONING:
HISTORICAL THEMES: S.H.I.P. Themes: LOCAL Themes:		MAP 1:25000 No. 9232-3-S NAME: WALLSEND GRID: 736 546
HISTORICAL PERIOD - BUILT: 1925-1950		USED: until now
BUILDER:		DATE BUILT: c1940s
ARCHITECT/DESIGNER: NSW Government Railways		
PHOTOGRAPH &/OR SKETCH PLAN (and caption): <p>Timber trestle footbridge over the Main Line at Sulphide Junction Station. The steps on the left come down inside the Cardiff Workshops site, and gave direct access to the station for workers coming to or going from work. (Doring Neg.441-28)</p>		
		
		ITEM No. GD - 02

NAME/IDENTITY	TIMBER TRESTLE FOOTBRIDGE, SULPHIDE JUNCTION	ITEM No. GD - 02																				
KNOWN HERITAGE LISTINGS:																						
PHYSICAL CHARACTERISTICS	Timber post-and-beam structure																					
DESCRIPTION: A simple timber trestle bridge, with the trestle posts set on concrete stub columns on the south side, and seated on timber plates on the north (Cardiff Workshops) side.																						
MODIFICATIONS:	Probably several timbers have been replaced since the bridge was built.																					
PRESENT USE:	railway footbridge																					
HISTORICAL NOTES:																						
REFERENCES:																						
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STATEMENT OF SIGNIFICANCE: This bridge would have given access to work at the Cardiff Workshops for a great many of the 1200 men were working there in the 1940s and 1950s, most of whom would have travelled to work and home in the train. The bridge was important in the times before nearly everyone had a car. The bridge is thought to be the only footbridge of this type and age to still exist in Lake Macquarie. It is a primitive type of construction, but robust, and could continue a useful life if properly maintained.																						
Local Significance - moderate		ITEM No. GD - 02																				



MAP KEY

INVENTORY SITE FOR THIS SUBUR, AT KNOWN LOCATION ON THIS MAP:	SB ———●———
INVENTORY SITE FOR THIS SUBUR, AT UNCERTAIN LOCATION ON THIS MAP:	SB ———○———
INVENTORY SITE FOR THIS SUBUR, AT LOCATION OUTSIDE THIS MAP:	SB ———○———
INVENTORY SITE FOR ANOTHER SUBUR, BUT APPEARING ON THIS MAP:	XY-SB ———○———
RAILWAY (KNOWN OR PROBABLE ROUTE):	RT-99 ———●———
TRAMWAY (KNOWN OR PROBABLE ROUTE):	RT-98 ———●———
RAILWAY OR TRAMWAY (SUPERSEDED OR UNCERTAIN ROUTE):	RT-77 ———●———
CONSERVATION AREA INVENTORY NUMBER and CONSERVATION AREA BOUNDARY:	XY-98 ———●———

City of Lake Macquarie Heritage Study Map

Glendale

Scale 1:10,000
Data supplied by the Land Information Centre, Bathurst

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