


## Heritage Inventory Sheet

<b>Item Name</b>	Clyde Marshalling Yards		
<b>Recommended Name</b>	Clyde Marshalling Yards		
<b>Site Image</b>			
<b>Address</b>	Rawson Street, Auburn NSW 2144		
<b>Lot/Section/DP</b>	Part Lot 52	-	1097362
	1 to 4	-	1007656
	6	-	1007656
	2	-	806999
	Part Lot 1	-	833989
	3	-	833989
	2	-	827674
	1 and 2	-	775808
	201	-	1007683
<b>Current LEP ID</b>	I2 and A4 (Cumberland LEP)		
<b>Former LEP ID</b>	A50 (Auburn LEP)		

<b>Heritage Conservation Area</b>	Not included	
<b>Date Updated</b>	March 2020	
<b>Significance Level</b>	LOCAL	
<b>Site Type</b>	Level 1	Group/Complex
	Level 2	Transport - Rail

**Curtilage Map**



**Revised Curtilage recommended - refer below.**

## Statement of Significance

The former Clyde Railway Marshalling Yards is historically significant as part of the progress and expansion of the NSW Railway System, reflecting the growing needs of the Sydney community and industry around the turn of the century, and the need to provide and increase supporting railway facilities, workshops and marshalling yards with the expansion of the railway system at this time. It was one of a few large suburban workshops in NSW and specialised in wagon repairs.

While only remnants of the yards remain, they are able to provide some indication of the historic operations of the site. Collectively the remaining disused sidings, signal box, platform remains, former wheel turning shop and war memorial provide insight into the former yard layout and historical development of the place, though their context and ability to be read cohesively by physical remains alone is diminished by significant redevelopment over the site. In particular the remaining disused sidings and the former wheel turning shop are early remains dating from the c.1920s development of the site.

The Yard also demonstrate the close relationship between the NSW Railways and local industries, evidenced by the existing remnant sidings and branch lines that support nearby industrial sites, many of which were associated with railway track and rollingstock production.

The site is potentially socially significant to former railway workers at the yards, in particular the remnants of Clyburn Station within the yard, as a former station built just for workers to access the site. The former station demonstrates the extent of the railway industry and employment in the area.

The Clyde railway signal box, located within the yard is significant as part of a series of four elevated power signal boxes needed for track amplification works from Auburn to Blacktown during the 1950s, designed as a cohesive group in a post-World War II period functionalist style. The signal box is an example of this last group of signal boxes to be built to a standard railway design in NSW, and is a good example of this style. It retains some original equipment and remains in service.

The war memorial on site, featuring railway honour boards, is historically significant for its association with the war and war time services at the site, as well as likely socially significant for workers, families and their communities affected by war.

The Clyde Railway Marshalling Yards has some limited archaeological potential to yield information on the operations of the former yard and the relationship between the railways and surrounding industry. However, the site has lost almost all original marshalling yard elements and structures with little physical evidence remaining from the once major railway engineering and carriage building facilities.

### Criteria Assessment

a) Historic	The Clyde Marshalling Yard is significant in demonstrating the large volume of railway goods traffic generated by the Sydney metropolitan area, both in historical and current terms. It also demonstrates the close relationship between local industry and rail transport.
b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	The item does not meet this criterion.
d) Social	The site is potentially socially significant to former railway workers at the yards, in particular the remnants of Clyburn Station, a station built just for workers to access the site. It demonstrates the extent of the railway industry and employment in the area.
e) Scientific	The Clyde Railway Yards has some limited archaeological potential to yield information on the operations of the former yard and the relationship between the railways and surrounding industry.
f) Rarity	The Signal Box is one of four remaining of its type.
g) Representativeness	The signal box is an example of a post-World War II period functionalist style Signal Box.

## Physical Description

The following physical description has been quoted from the NSW Office of Environment and Heritage, Section 170 Heritage and Conservation Register listing sheet for 'Clyde Railway Yard Remains and Signal Box', dated 2016. As the description is comprehensive and matches the condition visible during the site inspection, no additional assessment has been undertaken.

### CONTEXT

*The Clyde Railway Yards comprises a large area in between Clyde and Auburn railway stations. In this assessment it has been divided into 3 sections - referred to as the 'Upside' on the north of the main lines, the 'Downside' for the area to the south of the lines, and the 'Corridor' for the area of tracks that run through the site in the rail corridor and including the Clyde Signal Box. Across the 3 areas, the following historic elements remain on site:*

*SIGNAL BOX (1959)*

*CLYBURN PLATFORM REMAINS (1948?)*

*WAREHOUSE (former Wheel Turning shop, pre-1918) and adjacent remnant traverser track*

*DISUSED SIDING (pre-1921)*

*WAR MEMORIAL (HONOUR BOARDS) (1945)*

*REMNANT LAVATORY FLOOR (Pre-1943)*

### CLYDE RAILWAY YARDS – UPSIDE (NORTH) – GENERAL DESCRIPTION

*The Clyde Up Yards are located on the north side of the Main Western Suburban Line, and on the eastern side of Duck Creek. The original eastern boundary of the yards would have been to Rawson Street and north up to Parramatta Road, although the Yards historically would have serviced isolated industry beyond this. At present, the current yards consist of 1970s onwards to modern operational structures, many of which are still operational in function. Portions of the yard have been rededicated for private industrial use, such as the various concrete production industries and the Sunshine Sugar Mill, however some of these areas are still under the ownership of Railcorp and occupied under long-term lease agreements.*

*Areas that are still under use for railway functions are small and segmented throughout the Yard, and the built environment in these areas are quite updated, displaying modern 1990s brick office buildings, lightweight and demountable office blocks, and some large steel-clad warehouse and railway maintenance structures. A number of sidings are still extant within this yard, particularly in the southern portion adjacent the Main Western Suburban Line, most of which are still operational. The Clyde Up Yards still maintains one original function of providing railway access to industry in proximity of the yard, as evidenced by the continued use of railway track infrastructure to service the concrete and sugar production industries located within the Yard's curtilage.*

### DISUSED SIDING (pre-1921)

*A small section of original siding remains extant in the Up Yards. These sections of siding, oriented north-south, are currently unused, however remains in place as evidence of an extensive network of sidings that would intercept Parramatta Road at a level crossing, and serviced industrial production north of Parramatta Road in the present North Auburn area. This network of sidings is further evidenced by the remnants still in place on the north side of Parramatta Road, east of the Duck River. One section of siding still in place crosses Parramatta Road, at 305 Parramatta Road Auburn, and continues on to cross the western end of Short Street, Auburn. Additionally, there is a small section of remnant siding in the pedestrian footpath in front of 317 Parramatta Road.*

### CLYDE RAILWAY YARDS – DOWNSIDE (SOUTH) – GENERAL DESCRIPTION

*The Former Clyde Goods Marshalling Yard is located south of the Main Western Suburban Line, and bounded to the west by the Duck River. At present, the Yards comprise of a number of modern railway offices, warehouse and maintenance buildings, most of which date from the late 21st Century. The yards generally consist of modern sheet-clad buildings, either in steel or other external modern cladding material, some with concrete or masonry around the base.*

*Several areas around this precinct are leased by private operators that either use the facilities as part of their goods transport and freight operations, or undertake maintenance work for Railcorp under*

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contract. The majority of the original marshalling yard structures and elements including the steel girder frame pedestrian bridge, water tower and the site of the former marshalling yard offices, which were removed after cessation of operations at the Clyde Wagon Works and many local workings from the Yard, are no longer extant. Historic items located on the Downside are detailed below.

#### **WAREHOUSE (former Wheel Turning Shop) AND ADJACENT RAIL TRACKS (former traverser tracks), (pre-1918)**

With regards to historic fabric, the Clyde Down Yards retains a small portion of remnant tracks and one warehouse building consisting of structural members stamped by steel manufacturer Dorman Long. The remnant siding is the last remaining section of the original traverser tracks, that serviced the primary maintenance functions of the yard, being the Blacksmiths Shop, the Wheel-turning Shop, and the Wagon Repair Shop. The warehouse building, although truncated at its southern corner, is the intact remnants of the Wheel Turning shop, one of the earliest buildings on the site and the only building from its period presently surviving.

The warehouse has been progressively refurbished over time, leaving the structure largely modified, including the removal the south eastern corner of the building some time in the 1980s to early 1990s, resulting in a change from its original rectangular footprint (as shown in 1943 aerial photographs) to its present L-shape. These features are located in northernmost area of the current Heavy Maintenance Service Centre site, directly south of the privately leased Downer site.

#### **WAR MEMORIAL (HONOUR ROLLS) (1945)**

In recent years, a war memorial commemorating WWI and WWII was erected in the south eastern corner of the Clyde Down Yards. The memorial is comprised of a three metre (approx.) high curved masonry wall, with three aluminium window frame inserts which encase a timber hand-painted honour roll within each window. The honour rolls include Clyde Railway Yard employees that served in both WWI (1914-1918) and WWII (1939-1945). Several cast bronze plaques on concrete plinths adorn the memorial and its surrounds. While the masonry structure is modern in nature, the honour roll most likely originates from a previous internal location, such as an office or workshop, prior to being reinstalled into this new memorial.

#### **CLYDE RAILWAY YARDS - RAIL CORRIDOR - GENERAL DESCRIPTION**

The Main Western Line runs through the site with Auburn Station to the east and Clyde station to the west. For the purposes of this assessment the signal box adjacent to the corridor in the north west corner of the site has been included in this area. Within this portion of the site are the following historic remains:

#### **CLYBURN STATION PLATFORM REMAINS (c. 1948)**

The original Clyburn Station, a brick and concrete platform structure with single steel awning and associated pedestrian footbridge was demolished in 2009. The station, installed in approximately 1948, was a purpose-built private platform for use by Clyde Railway Yard employees only. It was originally located between the Main Western Suburban Line (to its south) and the main marshalling area for the Clyde Up Yard (to its north). It lay towards the eastern end of the Clyde Railway Yards.

Only remnant structures of the platform remain, including a small sections of masonry piers that supported the original platform structure, and a tiled concrete slab which was likely an associated amenities block on the Up (north) Side of the Yard where the former footbridge linked from the station.

#### **SIGNAL BOX (1959)**

The signal box is located alongside the north side of the railway line, east of the bridge over Duck River. Clyde signal box is an 'S' type post war version of the elevated two-storey power boxes. Others of this type are Auburn, Granville and Blacktown. It is a Functionalist style building, face brick with a winged design and curved corners. Extant moveable heritage includes original signal display equipment and a central U-shaped table. It has a relay interlocking system and 102 rotary switches. It remains in service.

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**REMNANT LAVATORY FLOOR (Pre-1943)**

A concrete slab and tiled floor, representative of a former lavatory, is extant on the Clyde Up yards. It is likely that the lavatory was associated with a U-shaped former marshalling yards office (now demolished) located directly adjacent (east) of the site. The lavatory was demolished in the late 20th century, leaving the floor and associated plumbing somewhat intact. As the fabric has been assessed as being of little significance, it has not been included in the heritage curtilage.

**MOVABLE**

No items of movable heritage are known to be located on site, except for the previously mentioned Honour Rolls that are now encased within a modern memorial installation.

**ARCHAEOLOGY**

Due to the continued heavy use and operation of the site since its inception in the 1870s, much of the Yards have been modified and precincts re-established in order to maintain and update the railway functions of the site as necessary. Most original buildings have been removed, replaced or heavily refurbished with newer, more appropriate facilities as the railways and technologies progressed over the years. Due to the development and continuous redevelopment of the land in the precinct, the potential for significant Aboriginal and historic archaeological remains is low.

The only identified archaeological remnants are the disused siding (Up side, see above) and the Clyburn Platform remains (Corridor, see above).

While not included within the heritage curtilage, the Duck River Bridge, adjacent to the Up Yards precinct, is extant. This timber truss railway bridge was built to service Commonwealth Engineering on the north western side of the Duck River, and would have been accessed directly from the Clyde Railway Up Yards. This facility designed and built railway locomotives, rolling stock and trams, and was therefore used heavily to supplement the needs of the NSW Railways, with the remains of this bridge evidencing the close relationship between primary industries and the Railways in this early period.

<b>Condition</b>	Good	<b>Fair</b>	Poor
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**Alterations and Additions**

The site is heavily modified with very few remnant elements still extant which represent the former functions of the site. Whilst the site is still an active and critical railway operations site, built or archaeological features that represent its former focus as the carriage workshops is dislocated from any context. Most buildings and layouts of the site have been subject to complete removal and re-planning to accommodate upgraded and changing needs and functions of the railways.

<b>Integrity</b>	High	Moderate	<b>Low</b>
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\* element detracts from the overall cultural significance of the place

## Historical Notes

Construction years	1891
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The land which forms part of the modern suburb of Auburn was first developed in the 1790s when a track from Sydney to Parramatta was first developed and early land grants were given to free settlers and ex-convicts in the area. Most early land grants were small, measuring between 30-100 acres and were awarded to people such as Edward Gould, Henry Marr, Thomas Bates and John O'Donnell. Larger grants were given to established merchants and officials, such as James Chisholm, a merchant, who received a 600-acre grant, and Joseph Hyde Potts, who was given 410 acres.

In 1855, the first railway line from Sydney to Parramatta Junction allowed for suburban development around the area. The suburb of Auburn developed in the 1860s-80s from the subdivisions by John Yelverton Mills near the railway station. Mills named the suburb after the village in Oliver Goldsmith's poem 'The Deserted Village'. During this period, several main roads were built through the area and by 1880 it was reported that there were about 40 residences and a population of 200 people living in Auburn. By 1912-13, Auburn had established itself as suburb with the 11th largest number of new buildings in the metropolitan area for that year, with 268 approvals.

From the 1870s, industrial development had a significant impact on the Auburn's development. This process began in the 1860s when the New South Wales government began buying small lots of railway rolling stock locally. Some notable industries that came to Auburn include Henry Vale & Co. who built locomotives around Auburn, car and tractor maker Caldwell Vale, and Purcell Engineering. As the area was known for its clay-based soil, pottery and brickmakers flourished in the area, such as the Auburn Brick, Tile & Pottery Company who took over Duck River Brickworks.

The following history for Clyde Marshalling Yards has been quoted from the NSW Office of Environment and Heritage, Section 170 Heritage and Conservation Register listing sheet for 'Clyde Railway Yard Remains and Signal Box, dated 2016:

*The Clyde Marshalling Yards were authorised to replace the Granville Yards for the interchange of south and west wagon traffic on 2 March, 1891. The contract for construction of the railway yards was granted to John Ahern. During construction, workers and their families lived in a nearby camp. The yards were located on the Down (north) side and opened on 1 November, 1891. The yards were used to marshal the Lidcombe-Granville Rail Corridor Upgrade locomotives and rolling stock, and in 1892, a wagon repair works was established on the down side of the line as the major repair centre for goods rolling stock. At this time, there were fourteen Up Sidings and eight Down Sidings. The yards were controlled by signal boxes at Auburn and Clyde North (JCIS, 2010). The yard was developed and changed over time. Various sidings to nearby industrial sites, many of which were associated with the railways, were added between the 1880s and the 1930s, as well as a large loop traversing the western end of the site (Weir Phillips, 2009).*

*By 1918, the wagon repair works was well established as the major goods wagon repair centre, working in conjunction with the Down Clyde Yard (JCIS, 2010). By 1926, Clyde's share of the increasing repair task was declining as new facilities were established in places such as Enfield, Flemington, White Bay and Abattoirs.*

*During World War II, the Clyde Wagon Works were not used for non-railway production. Rather, their contribution was in the repair and renovation of goods wagons (JCIS, 2010). After the war, a platform named Clyburn (combining the names of Clyde and Auburn) was opened for works staff in 1948. This platform was never available for use by the general public. The yards were a major centre for employment, for both local works and workers who commuted by train. Work at the yards was very dangerous in the era before the introduction of effective work safety practices. Many of the works were 'shunters', who were responsible for marshalling goods wagons into required configuration. This was the most dangerous occupation on the railways, with many works losing their lives on site (Artefact Heritage, 2013).*

Clyde signal box opened in 1959 (the fourth built in the Clyde Yards area), which replaced the 1908 Clyde North Box. Specifically, it controlled access to the Carlingford Branch line and access to the

western end of Clyde down and Sydney yards, and private industrial sidings. It was one part of a much larger scheme to increase the tracks to four main lines between Lidcombe and St. Marys during World War II in order to provide maximum track capacity to the American ammunition and general store built at Ropes Creek. The signal box was one of four Functionalist style boxes between Auburn and Blacktown, these being Auburn, Clyde, Granville and Blacktown. The style was only used from Auburn to Granville as the railway system was largely in place by this time. These boxes represented the last time when conventional, elevated signal boxes were built utilising the traditional model of a ground floor relay room and an upper level where the interlocking frame was operated. A subsequent design of elevated boxes was used in the 1960s but these did not accord to the classic, two-level design with a rectangular footprint. The signal box remains in service.

During the 1960s, a freight terminal was built in the Clyde Yards. In 1973, the newly formed NSW Public Transport Commission created a Workshops Branch and a program of major upgrading workshops commenced. By the late 1970s, Clyde received new machinery, an amenity block, an administration building, two traversers, general components shop and a general repair shops. This new facility, located on the Sydney (east) end of the old workshops, was fully operational by 1981 (JCIS, 2010).

In 1980, the railways came under the newly formed NSW State Rail Authority and a Railway Workshops Board (1980-1989) was formed to take control of the workshops. The Clyde works were now a substantially new facility, with the main responsibilities of overhaul of freight bogies, refurbishment of wheelsets, preventative maintenance of Category 1 wagons and heavy unscheduled repair of wagons (JCIS, 2010). From the 1970s, as a result of the modernisation and rationalisation of freight rolling stock, use of the yard continually declined. The end came for the old Clyde as a wagon works in 1992, when much of the southern end of the site was occupied by the suburban rolling stock maintenance facility- MainTrain (Weir Phillips, 2009). After this, the remainder of the old wagon works site was largely abandoned and demolished leaving very few structure extant on site.

Remnants of the former marshalling yard and wagon works are scattered. Following the closure of the former Clyde Engineering Works (on the southern side of the main running line) and Commonwealth Engineering (on the northern side of the line), significant industrial development has occurred in the immediate vicinity (Weir Phillips, 2009).

Significant facilities upgrades have been carried out continuously over the 21st century, in response to the changes in the needs of the commuter community, and technology. By 2015, very few original structures remain or are heavily modified to accommodate for these additional needs. Changes in the organisation have also seen areas of the organisations land and functions leased out to external service providers for support.

## Recommendations

Heritage Management		Existing Built and Landscape Elements		Future Development and Planning	
1. Maintain this item's heritage listing on the LEP.	X	6. Original fabric is highly significant and should be maintained.	X	12. Alterations and additions should respond to the existing pattern of development, with careful consideration of the setting (form, scale, bulk, setback and height).	
2. Maintain this item's listing as part of the Heritage Conservation Area.		7. Unsympathetic alterations that detract from the cultural significance of the item should be removed.		13. New alterations and additions should respect the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements).	



3. Consider delisting as an individual item from the LEP.		8. Maintain heritage landscape elements and schemes.		14. Future uses for this item should be compatible with its historical functions/ associations.	
4. Consider additional research to nominate this item for the State Heritage Register.		9. Maintain the existing setting of the heritage item, informed by the historic pattern of neighbouring development (form, scale, bulk, setback and height).			
5. The heritage curtilage for this item should be revised/reduced.	<b>X</b>	10. Maintain the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements).			
		11. The condition of this item is poor. Condition and maintenance should be monitored.			

Other recommendations and/or comments:

- The listing of Clyde Marshalling Yards should include be included on Schedule 5 of the Cumberland LEP as a built heritage item and as an archaeological item.

The former LEP has classified a series of items of an industrial nature, including railway, road and water infrastructure, as ‘archaeological’ sites. This classification is historical and relates to the former use of the term ‘Industrial Archaeology’, which refers to the study of industrial and engineering history. The use of the term ‘Industrial Archaeology’ is no longer used and the term ‘Industrial Heritage’ is now preferred. Archaeological sites are legally defined as sites *which* contain one or more ‘relics’ and, in NSW, relics are specifically protected by the Sections 138 -146 of the Heritage Act 1977. The classification of a site as ‘archaeological’ consequently affects the statutory controls and procedures, including the need for excavation permits and pre-excavation procedures, triggered by Development Applications.

As the item includes both built heritage items and archaeological features it is necessary to list on the Cumberland LEP as both.
- The heritage curtilage shown on the RailCorp Section 170 Heritage and Conservation register listing below should be considered as the revised curtilage for the Cumberland LEP.
- Should the revised curtilage be adopted, this listing sheet does not reflect the current Lot/DP which will need to be altered.



Source: NSW Office of Environment and Heritage, Section 170 Heritage and Conservation Register listing sheet,

<https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?id=4805747>

### Listings

Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	Clyde Marshalling Yards	I2 and A4
Heritage Study	Clyde Marshalling Yards	I2 and A4
National Trust Australia Register	N/A	-

### Previous Studies

Type	Author	Year	Title
Heritage Study	Extent Heritage Pty Ltd	2019	Cumberland LGA Heritage Study
Heritage Review	DPC	2007	Auburn Town Centre Heritage Review
Heritage Study	Neustein & Associates	1996	Auburn Heritage Study
Heritage Study	Terry Kass	1995	Draft Historical Context Report: Auburn Heritage Study

### Other References

- Kass, T 2008, *Auburn*, retrieved 27 March 2019, <https://dictionaryofsydney.org/entry/auburn>
- Jervis, J 1933, *The story of Parramatta and district*, Sydney.
- Liberty Plains Parish Map, no. 235, Sydney NSW.
- New South Wales Real Estate Annual, 12 Nov 1913, p 9.
- Post Office file, *Auburn Part 1*, National Archives of Australia, CRS SP 32/1

### Limitations

1. Access to all heritage items was limited to a visual inspection from the public domain. The interiors of buildings and inaccessible areas such as rear gardens were not assessed as part of this heritage study.
2. Condition and site modification assessment was limited to a visual inspection undertaken from the public domain.
3. Unless additional research was required, historical research for all heritage items was based on an assessment of previous LGA heritage studies, the Thematic History (prepared by Extent Heritage, 2019) and existing information in former heritage listing sheets.

### Additional Images



View of Clyde Marshalling Yards.



Overview of Clyde Marshalling Yards.



View to siding at Clyde Marshalling Yard.



View to Clyde Signal Box.