

# **COWRA LOCOMOTIVE DEPOT**

## **HERITAGE ASSET ACTION PLAN**



Stephen Palmer and David Scobie  
31 March 2023

Proudly funded by



© Stephen Palmer and David Scobie, 2023.

P.O. Box 377, Lindfield NSW 2070.

This report is copyright. Apart from any use permitted under the *Copyright Act 1968*, no part of this report may be circulated or reproduced by any means without prior written consent of the authors.

The information and any recommendations contained in this report are provided in good faith. No representation is made about the accuracy, completeness or suitability of the information and any recommendations contained in this report for any specific purpose. The authors shall not be liable for any loss or damage that has occurred, or may occur, to any person or organisation taking or not taking action on the basis of this report. Please also refer to Sections 2.4 'Limitations' and 4.2 'Research of physical evidence that could not be undertaken'.

Illustration on title page: Figure 1. Cowra Locomotive Depot, viewed from the Bellevue Hill lookout, 1967.<sup>1</sup>

---

<sup>1</sup> Frank Lech, 'Cowra Locomotive Depot, viewed from the Bellevue Hill lookout', photograph, 1967, copy held in Lachlan Valley Railway Archives.

## Table of Contents

1. Executive summary .....	4
2. Introduction .....	5
2.1 Objectives .....	5
2.2 Definition of the study item .....	5
2.3 Summary of methodology.....	8
2.4 Limitations .....	9
2.5 Identification of authors .....	10
2.6 Acknowledgments.....	10
3. Historical evidence.....	11
3.1 Political, economic and social historical context.....	11
3.2 History of Cowra Locomotive Depot .....	12
3.3 Thematic history and ability to demonstrate.....	18
4. Physical evidence .....	20
4.1 Methodology used to analyse Depot's physical evidence .....	20
4.2 Research of physical evidence that could not be undertaken .....	21
5. Assessment of cultural significance .....	22
5.1 Comparative analysis .....	22
5.2 Definition of curtilage.....	22
5.3 Analysis of the Depot's significance using NSW state significance criteria.....	22
5.3.1 Historical significance (Criterion A) .....	23
5.3.2 Associative significance (Criterion B).....	23
5.3.3 Aesthetic and technical significance (Criterion C) .....	23
5.3.4 Social significance (Criterion D) .....	24
5.3.5 Research potential (Criterion E) .....	24
5.3.6 Rarity (Criterion F) .....	24
5.3.7 Representativeness (Criterion G).....	25
5.4 Statement of cultural significance.....	26
6. Constraints and opportunities.....	27
6.1 Conservation, interpretation and management practices to date .....	27
6.2 Alignment of conservation practices with planning .....	28
6.3 Heritage listings and legislation.....	29
6.3.1 Searches of heritage listings.....	29
6.3.2 <i>Heritage Act 1977</i> (NSW) .....	30
6.3.3 NSW State Heritage Register (SHR) .....	33
6.3.4 Section 170 Heritage and Conservation Registers.....	33
6.3.5 <i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cwlth) .....	34
6.3.6 <i>Environmental Planning and Assessment Act 1979</i> (NSW) .....	34
6.3.7 <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> (NSW) ..	35
7. Development of conservation policies and Master Plan .....	36
7.1 Methodology and observations .....	36
7.2 Photographic survey.....	37
7.3 Master Plan drawings.....	37
8. Conservation policies and guidelines .....	39
8.1 Definitions.....	39
8.2 Conservation policies.....	39
8.2.1 General Policies .....	39
8.2.2 Managing change .....	40
8.2.3 Access to records and recording change.....	47

8.2.4 Future planning and interpretation.....	48
8.2.5 Maintaining the place.....	50
8.2.6 Policy implementation strategy.....	51
9. Conservation works and resilience strategies.....	54
9.1 Conservation works strategy.....	54
9.2 Emergency and other works strategy for increased resilience.....	55
10. Maintenance strategy.....	56
10.1 Developing a maintenance plan and schedule .....	56
10.2 Maintenance definitions.....	57
10.3 Inspections of buildings and grounds .....	58
10.4 Maintenance cycle .....	59
11. Interpretation and enhancement strategies .....	60
11.1 Regional tourism aspects of the Depot .....	60
11.2 Future development works.....	61
11.3 Interpretation strategy .....	62
11.4 Enhancement strategy .....	65
12. Bibliography.....	67
13. Appendices and Master Plan drawings .....	73



## 1. Executive summary

This Heritage Action Asset Plan (HAAP) was prepared with the assistance of funding allocated by the NSW Government under the 2021-2023 ‘Caring for State Heritage’ program for the purpose of developing a Conservation Management Strategy for the 1920s-built Cowra Locomotive Depot.

The project plan for this work was originally specified by reference to the comprehensive framework described in NSW Heritage Office, *Conservation Management Strategy, Part 1: Investigation and Assessment Sections*, and *Conservation Management Strategy, Part 2: Conservation policy and management sections*, Parramatta, 2002, and was subsequently modified following the issue of Heritage NSW, *Statement of Best Practice for Heritage Asset Action Plans*, Parramatta, 2021.

The project has adopted the terminology of the latter document, but by necessity remains comprehensive owing to the complexity of Cowra Locomotive Depot as an industrial heritage site; the large number of significant built, landscape and archeological elements at the Depot, and the absence of formal Conservation Management Plans for all but one of these elements.

The objectives of the HAAP (which are discussed in more detail in Section 2.1) are to:

1. Provide a long-term conservation management framework for Cowra Locomotive Depot. The framework is needed to direct the long-term conservation of significant built, landscape and archaeological elements at the Depot, and to enhance its heritage legacy for the community.
2. Document proposed conservation works for Depot elements, and prepare a Master Plan for supplementary development of the site.
3. Provide overall conservation works and resilience strategies with policies to promote sustainable, long-term heritage outcomes for the Depot’s future survival and continued uses as as Cowra’s most significant industrial heritage site.
4. Address the potential risks to heritage significance arising from unstructured conservation planning and the long-term deterioration of significant fabric.
5. Identify future building needs that would support heritage conservation at the Depot.
6. Develop strategies to improve the visitor experience.
7. Develop a comprehensive and contemporary interpretation strategy for the site.
8. Increase understanding and appreciation of the Depot’s heritage significance.
9. Contribute to heritage tourism in NSW and provide economic benefit for the Cowra region.
10. Develop strategies to generate additional income streams from visitors and heritage train operations to underpin the conservation, development and interpretation of the site, and to fund conservation and restoration of LVR’s locomotive and rolling stock assets.
11. Promote the development of other management documents, including individual conservation management plans for significant Depot elements, an Archaeological Assessment Report, a Landscape Plan, a Collections Policy for locomotives, rolling stock and moveable engineering items, and a Disaster Recovery Plan.
12. Prepare inventory forms with assessments of significance for each built, landscape and archeological element at the Depot.
13. Increase the conservation knowledge and experience of volunteers at the Depot.

## **2. Introduction**

### **2.1 Objectives**

The primary objective of this HAAP is to provide a long-term conservation management framework for the 1920s-built Cowra Locomotive Depot. The Depot was an important locomotive servicing facility that supported daily train operations throughout the Cowra region, and Depot employees maintained steam and later diesel locomotives in its workshops. Most built elements of the Depot are still used for their original purposes by the Lachlan Valley Railway Society (LVR) for the conservation of railway heritage assets.

The conservation management framework is needed to direct the long-term conservation of significant built, landscape and archaeological elements at Cowra Locomotive Depot, and to enhance its heritage legacy for the community. Most of its significant original elements remain intact and well-integrated, although some are in a condition worthy of more frequent maintenance. While conservation works have been carried out on some elements, the site has lacked an overall documented HAAP for these tasks and a Master Plan for supplementary development. This project therefore provides overall conservation works and resilience strategies with policies to promote sustainable, long-term heritage outcomes for the Depot's future survival and continued uses as Cowra's most significant industrial heritage site. This approach should help address the potential risks to heritage significance arising from unstructured conservation planning and the long-term deterioration of significant fabric.

In addition to this primary objective, other objectives of the HAAP include identifying future building needs that would support heritage conservation at the Depot, improving the visitor experience, and developing a comprehensive and contemporary interpretation strategy for the site. These activities are intended to increase understanding and appreciation of the Depot's heritage significance, and thereby contribute to heritage tourism in NSW and provide economic benefit for the Cowra region. These activities should also generate additional income streams from visitors and heritage train operations to underpin the conservation, development and interpretation of the site, and to fund conservation and restoration of LVR's locomotive and rolling stock assets.

A further objective of the HAAP is to promote the development of other management documents, including individual conservation management plans for significant Depot elements, an Archaeological Assessment Report, a Landscape Plan, a Collections Policy for locomotives, rolling stock and moveable engineering items, and a Disaster Recovery Plan. To assist the above objectives, inventory forms with assessments of significance have been prepared for each built, landscape and archaeological element (refer Section 4.1 and Appendix 4).

Lastly, an important objective of this project has been to increase the conservation knowledge and experience of LVR volunteers, by engaging them in conservation planning through collaborative meetings and workshops.

### **2.2 Definition of the study item**

The study item covered by this HAAP is the former Cowra Locomotive Depot, a heritage-listed locomotive servicing facility of state significance that forms part of the Cowra Railway

Station and Yard Group complex. The Depot was developed between 1921 and 1924 by the New South Wales Government Railways (NSWGR), and retains most of its original elements.

Cowra Locomotive Depot comprises an area of approximately 1.83 square kilometres, and lies within Lot 1 of Deposited Plan 961451 and a small part of Lot 1 of Deposited Plan 909348 in the parish of Cowra, county of Bathurst. The Depot site is bounded by the Blayney-Murrumburrah (Demondrille) railway line to the west, Parkes Street to the north, an extension of Campbell Street to the west, with industrial and agricultural land to the south. The Depot area occupied and used by LVR lies entirely within the southernmost State Heritage Register curtilage shown in Figure 3. The site is described in the relevant occupancy agreement as ‘all that land and buildings known generally as the Cowra Locomotive Depot’, without reference to the abovenamed Lot and Deposited Plan numbers. LVR also holds a licence to use part of the adjacent railway corridor for heritage train operations, and intends resuming these operations in Cowra within the next two years.<sup>2</sup>

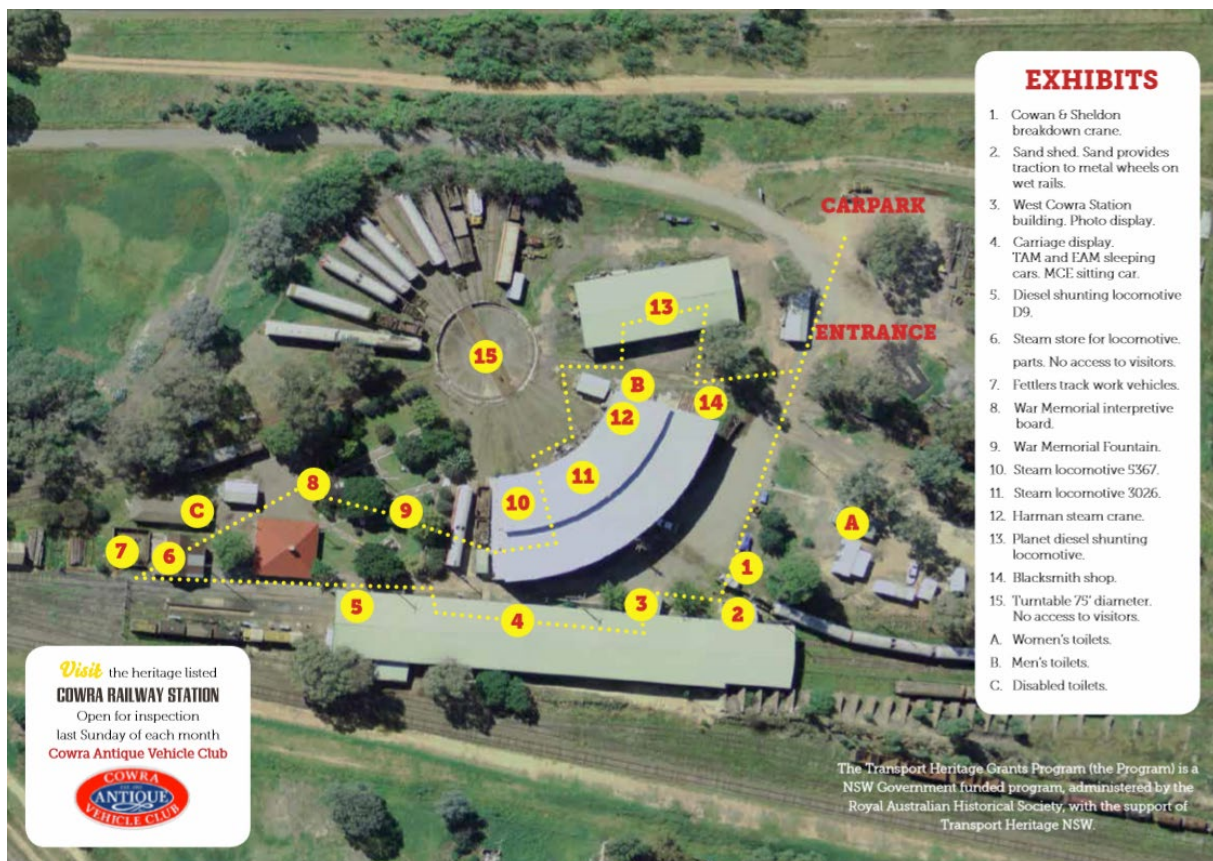


Figure 2. Cowra Locomotive Depot, 2015.<sup>3</sup>

<sup>2</sup> NSW Government, Department of Customer Service, Spatial Services, SIX Maps, Search term ‘3 Campbell Street, Cowra’, aerial photograph, <https://maps.six.nsw.gov.au/>, accessed 20 January 2022; Stephen Palmer and David Scobie, ‘Cowra Locomotive Depot Store Building: Conservation Management Plan’, unpublished report prepared for Lachlan Valley Railway Society, 2020, pp. 4-5; State Rail Authority of New South Wales, ‘Agreement to Let and Take’, agreement no. 88.0726 commencing 1 November 1986, copy held in Lachlan Valley Railway Archives; Transport Asset Holding Entity of NSW, ‘CRN Licence for Heritage Operations’ commencing 1 March 2021, extract held in Lachlan Valley Railway Archives.

<sup>3</sup> ‘Cowra Locomotive Depot’, aerial photograph, 2015, reproduced in interpretive brochure, *Welcome to Cowra Rail Heritage Centre*, Cowra, 2015, <https://www.lvr.com.au/cowra/>, accessed 22 July 2019.





**State Heritage Register - SHR 01122, Plan 2767**  
**Cowra Railway Station & Yard Group**

Gazettal Date: 02 April 1999

0 100 200 300 400  
Metres

Scale: 1:8,500

Datum/Projection: GCS GDA 1994



**Legend**






-  SHR Curtilage
-  Land Parcels
-  Railways
-  Roads
-  LGAs
-  Suburbs

Figure 3. Cowra Railway Station and Yard Group. Cowra Locomotive Depot is the southernmost State Heritage Register curtilage in this photograph.<sup>4</sup>

<sup>4</sup> 'State Heritage Register: SHR 01122, Plan 2767, Cowra Railway Station and Yard Group', aerial photograph, n.d., <https://www.environment.nsw.gov.au/heritageapp/HeritageItemImage.aspx?ID=5011979#ad-image-8>, © Heritage Council of New South Wales, accessed 16 December 2019.

### 2.3 Summary of methodology

The HAAP was developed following guidelines from various conservation management documents and research guides, in particular the following:

Australia ICOMOS, *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance*, rev. edn, Burwood, Victoria, 2013.

James Semple Kerr, *Conservation Plan: A Guide to the Preparation of Conservation Plans for Places of European Cultural Significance*, 7th edn, Burwood, Victoria, 2013.

NSW Heritage Office and Department of Urban Affairs and Planning, *NSW Heritage Manual*, Sydney, 1996-2001.

NSW Heritage Office, *Conservation Management Strategy, Part 1: Investigation and Assessment Sections*, and *Conservation Management Strategy, Part 2: Conservation policy and management sections*, Parramatta, 2002.

Heritage NSW, *Statement of Best Practice for Heritage Asset Action Plans*, Parramatta, 2021.

The HAAP also considered relevant observations made in the following earlier heritage studies and condition assessments for Cowra Locomotive Depot:

B Cubed Sustainability, 'Locomotive roundhouses: Heritage conservation strategy', unpublished report prepared for Australian Rail Track Corporation, 2006.

Don Godden and Associates, 'Railway workshops [and] railway locomotive roundhouses', unpublished report prepared for State Rail Authority of NSW, 1989.

Ray Love, 'Locomotive roundhouse at Cowra: Heritage assessment', unpublished report prepared for Rail Infrastructure Corporation, 2001.

Ray Love, 'Locomotive roundhouse at Cowra', NSW State Heritage Inventory form, 2002.

Ernie Mitchell, 'Cowra Depot complex', unpublished report, ca 2000.

Stephen Palmer and David Scobie, 'Cowra Locomotive Depot Store Building: Conservation Management Plan', unpublished report prepared for Lachlan Valley Railway Society, 2020.

The historical investigation drew extensively from Chapter 7, 'Cowra Locomotive Depot', in Lawrance Ryan, *Lines to the Lachlan*, rev. edn, Sydney, 1993. Relevant sections from this source are reproduced in Section 3.2 with the permission of Mr Ryan.

The HAAP has adopted heritage definitions from the *Burra Charter*, which are reproduced in Appendix 1. The strategy has also followed architectural definitions in Richard Apperly, Robert Irving and Peter Reynolds, *A Pictorial Guide to Identifying Australian Architecture: Styles and Terms from 1788 to the Present*, North Ryde, 1989, pp. 274-285. Other specialised railway, technical and heritage terms used in the HAAP are defined in Appendix 1.

Key research activities in preparing the HAAP included (a) conducting a historical investigation of the Depot and its significant built and landscape elements; (b) high-level assessments of their condition; (c) thematic time analysis and graded significance assessments of elements and their contribution to the Depot's overall cultural significance; (d) historical archaeology potential assessments for each element; and (e), a gap analysis between current and ideal conservation management practices at the Depot. Key planning activities included identifying and developing, with input from LVR volunteers, (f) an overall conservation approach and conservation policies; (g) necessary high-level conservation, enhancement, utility services and other works; and (h), high-level interpretation and enhancement strategies for the Depot and its significant elements. The Master Plan drawings illustrate the Depot elements with significance gradings, landscaping, historical archaeology potential areas and proposed works. The methodology used to analyse Depot's physical evidence is described in further detail in Section 4.1, and the Master Plan drawings are described in Section 7.3.

Stephen Palmer, LVR Archives Officer and Volunteer Historian, compiled schedules of Depot elements and their significant heritage fixtures that were within scope of the project, and prepared the executive summary, introduction, historical investigation, thematic analysis, significance assessment, gap analysis and bibliography (Sections 1 to 6.2 and 12), and compiled the appendices (Section 13). Stephen Palmer also acted as Project Manager throughout the project.

The investigation of heritage legislation and listings, high-level condition assessments, historical archaeology potential assessments, overall conservation approach and policies, recommended works, high-level interpretation and enhancement strategies (Sections 6.3 to 11) were prepared by David Scobie, a qualified Architect and Heritage Specialist, in accordance with the professional standards of the Australian Institute of Architects. David Scobie also had general heritage oversight of the project.

Dylan Gower, a Cowra-based qualified Architect with experience in heritage and museum projects, prepared the Master Plan drawings for the project. The authors also liaised through workshop meetings with LVR volunteers who have relevant railway heritage conservation and landscaping experience, and who have contributed to developing the HAAP (refer Section 4.1).

## **2.4 Limitations**

The high-level condition assessments of the Depot's built and landscape elements were made on the basis of non-intrusive visual observations only. No destructive testing or other work (including engineering, materials or services assessments) was undertaken into the built and landscape elements, or any of their contents, as to their suitability and fitness for use. The authors recommend that LVR site managers, employees, contractors and/or volunteers should not make any alterations to structures or services without prior architectural, engineering, town planning, archaeological and heritage assessments by appropriately-qualified persons. Refer also to Section 4.2 for research of physical evidence that could not be undertaken.

## **2.5 Identification of authors**

The authors of this report are Stephen Palmer FCPA B.Bus. (LVR Archives Officer and Volunteer Historian) and David Scobie B. Arch. Dipl. U+RP AIA (Architect and Heritage Specialist).

Stephen Palmer has over 30 years' heritage experience gained in the NSW railway heritage sector, and has acted as a director of rail heritage organisations during this time. He has extensive project management experience gained from 37 years working in the financial services industry. Since his retirement from financial services in 2014, Stephen has studied history and conservation management as a mature-age student at the University of New England. He has also been employed as a tutor with University of Sydney Continuing Education, and has written and presented on a variety of history subjects for adult audiences. Stephen fulfilled the 'Archives Officer and Volunteer Historian' role described in Section 2.3.

David Scobie is the practice principal of David Scobie Architects Pty Ltd, an architectural and heritage consultancy practice based in Sydney and servicing New South Wales. David has over 30 years' experience as a heritage consultant, architect and planner in Australia and Europe, with special skills in construction and heritage projects for the government and commercial sectors. He is currently appointed as heritage advisor for five regional councils in the central-west of NSW. David fulfilled the 'Architect and Heritage Specialist' role described in Section 2.3.

## **2.6 Acknowledgments**

In preparing Sections 2 to 6.2 of this HAAP, Stephen Palmer gratefully acknowledges the late Mr Kurt Schubert (former NSWGR engineman 1955-1989) for his insight to the operation of Cowra Locomotive Depot during the NSWGR steam and diesel periods.

The authors also thank LVR volunteers who were invited to assist during the process of research and analysis for the HAAP, and have contributed their skills and knowledge to the project. Their encouragement and support for the project is greatly appreciated.



### 3. Historical evidence

#### 3.1 Political, economic and social historical context

The Cowra region was traditional land of the Wiradjuri people, who occupied a large area through mid-western NSW towards the Murray River. The Wiradjuri people managed their relationship with the natural environment harmoniously, by moving between traditional camping sites along the Lachlan River so as not to exhaust their food supply, and using selective firing techniques to encourage the regrowth of grass feed for native animals. European exploration of the Cowra region first occurred in 1815 and pastoralists began settling there in the 1830s, establishing a township that grew rapidly from the 1850s. The Cowra region subsequently developed as a major wheat-growing district; however, local roads were poor, and the region lacked reliable and economic transport to distant marketplaces.<sup>5</sup> Regional development in nineteenth-century Australia depended on successful primary production and obtaining economic transport of produce to cities and ports, often initiated through the political activities of ‘railway leagues’.<sup>6</sup> A Cowra railway league formed to argue the benefits that a Blayney-Murrumburrah cross-country railway line would bring to regional and state economies. Promoted by the local member for Carcoar, the line was approved by the Parkes-Robertson coalition government in 1881, and was completed in 1887.<sup>7</sup>

Political pressure from other railway leagues also obtained construction of ‘pioneer lines’ from Cowra to Grenfell, Canowindra and Eugowra between 1901 and 1922. These lines greatly stimulated regional trade and agriculture by providing local railheads, and the resultant large-scale wheat cultivation transformed the regional landscape.<sup>8</sup> Railways further developed the regional economy with efficient transport for passengers, manufactured products, mail and coal, and were a major employer in the area. Moreover, the transport of farm machinery by rail to regional wheat-growing areas led to increased mechanisation of wheat cultivation. During the Second World War, the railways carried large troop numbers to serve at local military and prisoner camps. Railways remained the principal means of regional transport until local roads improved and motor vehicles encroached on passenger and freight business from the 1950s.<sup>9</sup>

---

<sup>5</sup> Barry Craze, ‘The Aborigines’, David Croft, ‘Agriculture’, Ross Fittler, ‘Cowra Rocks’ and ‘Squatters and Settlers’, in *Cowra on the Lachlan*, Joan Marriott (ed.), Cowra, 1988, pp. 1-7, 15-16, 27-28, 61-64; Terry Kass, *A Thematic History of the Central West: Comprising the NSW Historical Regions of Lachlan and Central Tablelands*, Parramatta, 2003, pp. 17-18, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 30 July 2019; Lawrance Ryan, *Lines to the Lachlan*, rev. edn, Sydney, 1993, pp. 9-10.

<sup>6</sup> Geoffrey Blainey, *The Tyranny of Distance: How Distance Shaped Australia's History*, 3rd edn, Sydney, 2001, pp. 248-269; Robert F. McKillop, *Thematic History of the NSW Railways*, Sydney, 2009, p. 3; Bill Richards, ‘NSW’s railways: The dismantling of a great heritage’, *National Trust Magazine*, vol. 54, April 1990, p. 10; A.G.L. Shaw, *The Economic Development of Australia*, 5th edn, Croydon, Victoria, 1966, pp. 83-90, 109-113.

<sup>7</sup> John Gunn, *Along Parallel Lines: A History of the Railways of New South Wales*, Carlton, 1989, pp. 167, 172, 178-181; Joan Marriott and Lawrance Ryan, ‘Teamsters and transport’, in *Cowra on the Lachlan*, Joan Marriott (ed.), Cowra, 1988, pp. 90, 94; Ryan, *Lines to the Lachlan*, pp. 5, 11-28.

<sup>8</sup> David Burke, *Making the Railways*, Sydney, 1995, pp. 117, 133-134; Gunn, *Along Parallel Lines*, pp. 234-235, 241; Kass, *Thematic History of the Central West*, p. 24; Marriott and Ryan, ‘Teamsters and transport’, pp. 90, 94; McKillop, *Thematic History of the NSW Railways*, pp. 3-4, 19-25, 46; Ryan, *Lines to the Lachlan*, pp. 33-45, 151; James Walker, ‘Australian railway development: Originality or adaptation?’, in *Papers in Australian Historical Archaeology*, Judy Birmingham and Damaris Bairstow (eds), Sydney, 1987, p. 41, <http://www.asha.org.au/occasional-papers.html>, accessed 25 July 2019. A map of the Cowra regional railway lines and localities is reproduced in Appendix 2.

<sup>9</sup> Neville Armstrong, ‘Local government’, in *Cowra on the Lachlan*, Joan Marriott (ed.), Cowra, 1988, pp. 216, 220; Kass, *Thematic History of the Central West*, pp. 46-47; Marriott and Ryan, ‘Teamsters and transport’, p.

### 3.2 History of Cowra Locomotive Depot

To support local railway operations, NSWGR built a small locomotive depot in 1889 near Cowra Railway Station, initially employing around twenty-one men (including enginemmen) and maintaining locomotives from other depots. As local traffic demands increased, the depot received a permanent allocation of locomotives and employee numbers grew. NSWGR then built a much larger depot south of Cowra Railway Station in stages between 1921 and 1924, and the suburban precinct of Taragala developed nearby for railway employees.<sup>10</sup> By 1940, twenty-one locomotives were permanently allocated to Cowra with around one hundred employees. These numbers remained fairly constant until diesel traction was locally introduced in 1966, eliminating many jobs associated with steam locomotives. The depot received no permanent allocation of diesel locomotives and declined in importance, becoming a sub-depot of Bathurst in 1968. One steam locomotive remained in service at Cowra between 1968 and 1971, after which NSWGR serviced diesel locomotives and other rolling stock at the depot until its official closure in 1985.<sup>11</sup>

The following indented paragraphs were selected and reproduced from Chapter 7, 'Cowra Locomotive Depot', in Lawrance Ryan, *Lines to the Lachlan*, rev. edn, Sydney, 1993, pp. 51-67, with the permission of Mr Ryan.

The original Cowra Locomotive Depot, or Loco as it was better known to railwaymen, was located on the eastern side of the goods yard, mid-way between the railway station and goods shed. In December 1915, Cowra became a full depot with the allocation of 17 locomotives. At the same time the grading of the officer in charge of the depot was increased from a Fitter-in Charge to a full Steam Shed Inspector. The number of employees at the depot was also increased and by June 1915 there were over 100. On 10 March 1916, all locomotive depots in New South Wales were given a numeric coding and Cowra Loco became depot number 26 under this system.

Only minor running repairs and tests were carried out at the original loco depot. Should a locomotive develop faults of a more serious nature, it was sent to Harden or Bathurst while locomotives requiring heavy overhaul were forwarded to Eveleigh or Honeysuckle workshops. Traffic generated by the Grenfell and Eugowra branches made it increasingly difficult for the locomotive servicing to be carried on in the confines of Cowra rail yard. The two road shed also presented further problems as it was not unusual for locomotives required for traffic to become trapped between newly arrived engines or engines under repair. Because of the cramped conditions of the yard it was also sometimes necessary for shunting movements to be carried out near the shed with its associated dangers.

As a result of the difficulties being experienced, a decision was made to build a new depot at Cowra some distance from the railway yards. A site was selected on the down side of the Blayney- Demondrille line near the junction of the Eugowra branch and the land purchased from Mr E. Reilly. Construction of the new facility commenced in April 1921. Using a

---

94; McKillop, *Thematic History of the NSW Railways*, pp. 26, 37-38, 41-42, 49; Ryan, *Lines to the Lachlan*, pp. 5, 103-107, 117-118, 120-121, 149-152; Vera White and Joan Marriott, 'Wartime', in *Cowra on the Lachlan*, Joan Marriott (ed.), Cowra, 1988, pp. 239, 242, 244.

<sup>10</sup> Anon., 'Cowra Locomotive Depot', *The Staff*, issued by the Office of the Commissioner of Railways and Tramways, vol. 3, iss. 2, 1926, pp. 73-74; Lawrance Ryan, interview by Stephen Palmer, typescript record, Cowra, 7 July 2017, p. 1, copy held in Lachlan Valley Railway Archives; Ryan, *Lines to the Lachlan*, pp. 51-56.

<sup>11</sup> Marriott and Ryan, 'Teamsters and transport', p. 94; Ryan, *Lines to the Lachlan*, pp. 64-68, 82, 153-159.

workforce, sometimes comprising up to 300 men, most facilities were built during 1921/22 but it is unlikely that the depot was brought fully into use before the second half of 1924. Enough records exist to suggest that for at least some period Cowra's two locomotive depots operated simultaneously.

Minutes of the Locomotive Officers' Conference of 25 September 1924 state that during August, water columns, an air compressor, pump and associated piping had all been provided at the new Cowra Depot. It is therefore likely that from 1922 until August 1924 locomotives were coaled from the new depot's elevated bunker while still being serviced in the confines of the old shed. With the move to the new Loco the old engine shed fell into disrepair and was demolished. Very little equipment from the original depot was transferred to the new. Only the two newer 20,000 gallon water tanks and their stands were re-used. The pumping plant on the river bank was dispensed with and replaced with a new 200,000 gallon reservoir and electric pump house located near the railway bridge at a cost of £11,557. In conjunction with the two water tanks and reservoir, the Depot was provided with three 8 inch diameter water columns. Two columns were located adjacent to the arrival roads with the third near the pit on the departure road.

The new Depot was connected to Cowra yard by two long sidings named the arrival and departure roads. These sidings paralleled the cross-country line and the Eugowra branch from the western end of the yard to just past the Brougham Street level crossing. The movement of locomotives between Loco and the yard was controlled by traffic staff. Drivers were not permitted to leave Loco or obstruct any portion of the station yard without a traffic employee present. A notice board inscribed 'Engines from Loco must not pass this board until driver has received authority from a traffic employee' was located on the down side of the Loco departure road.

Erection of the new depot was an expensive undertaking even in the 1920s. Railway records show the construction costs to be £61,452 including labour. The Railway Department was rightfully proud of the new and modern facilities at Cowra. The following article appeared in *The Staff Magazine* of 22 February 1926:

'Cowra is a very important town on the Lachlan River, midway between the Main Southern and Western lines, and the centre of extensive pastoral, agricultural and mining industries. Up to 18 months ago the locomotive facilities at Cowra consisted of a rectangular running shed with two roads and a dwarf drop-pit, a 60 foot Seller's turntable and a small coal stage. The shed and yard were lit by gas and water was provided by steam pumping plants on the river and line through town. Business on the Blayney-Harden section, however, increased to such an extent that the old plant was incapable of dealing with it, and a site was therefore chosen for a new and up-to-date roundhouse fitted with modern facilities. The new round-house contains five covered and five uncovered roads [refer Mr Ryan's following footnote\*] with full size drop pits and the equipment includes a 75 feet all steel turntable, elevated coal bunker of 800 tons capacity, de-ashing plant, and two electrically driven pumping plants. New offices and stores were brought into use with the extension of the loco facilities, and there is electric light throughout. There are 115 employees of all grades on the locomotive depot staff, and the allotment of engines is 18. The work of the depot consists of maintaining passenger and goods services between the main Western and Southern lines, and the running of mixed services on the Cowra - Eugowra and Koorawatha - Grenfell branches. There is a genuine self-help spirit amongst the employees at Cowra. They believe in having pleasant surroundings. A beautification scheme has been

prosecuted with such vigour that a good deal of tree planting has been done, and a recreation ground provided. Voluntary effort also erected a handsome memorial to the employees of the depot who fell in the Great War, which was recently unveiled by the Mayor of Cowra'.<sup>12</sup>

For clerical staff a new office building was provided. This building contained offices for the Steam Shed Inspector, Time-keeper and Chargeman as well as a "signing-on" room for running staff. The Chargeman's office was provided with telephone communication, both public and departmental, through the Station switchboard. A large store which contained enginemen's kits, and spare parts was erected near the water towers. A meal room was provided close to the office building. Surprisingly, a staff locker room and shower block were not provided until 1947.

The roundhouse, as well as boasting full size drop pits, was well equipped with belt driven lathes and grinders powered by electric motors. Each of the covered roundhouse roads was equipped with a smoke hood under which the funnel of the steam locomotive was placed. A fully equipped blacksmith's shop was built as an annex to the eastern end of the roundhouse next to road number one. Road number one was fitted with a block and tackle of five tons capacity to allow the lifting of various heavy pieces of equipment. Adjacent to the roundhouse were offices for fitters, the boilermaker, an ablutions block and an ambulance room complete with rudimentary first aid supplies. An electrically driven water pressure booster was provided near uncovered roads nine and ten to assist in the washing out of locomotive boilers. A large, free-standing sand furnace was erected at the rear of the roundhouse next to the loco arrival road.

An extensive part of the facilities of the new depot was the elevated coal stage and de-ashing plant. The coal stage of 800 tons capacity was built with 16 x 50 ton bins each connected to a retractable chute. It was possible to coal more than one engine at a time from the stage. On arrival at Loco engines were coaled and had their fires attended to at the de-ashing plant prior to proceeding to the roundhouse via the back road and turntable. Both the coal stage and de-ashing plant were provided with full electric lighting, no doubt to the relief of the fuelmen and enginemen forced to walk on the top of the structures at night.

The recreation ground in its heyday consisted of four tennis courts and a cricket ground with a concrete pitch controlled by the Railway Institute. The grounds covered an area of seven acres and were provided with a roomy shelter shed.

For many years Cowra Loco was renowned for its superb gardens, and had an impressive record in the Mechanical Branch annual garden competition. In four successive years, from 1936 to 1939, Cowra won the local section. In 1940, the depot was transferred to the Special section, competing against gardens at Chullora Electric Car Workshops, Eveleigh Loco Workshops, Clyde Wagon Shops, South Goulburn Loco, Bathurst Loco, Cardiff Workshops and Werris Creek Loco. It won the special section prize in 1940, 1942, 1943, 1945 and was runner-up in 1947 and 1948. Cowra Loco continued to win minor prizes in the competition until 1959. The elaborate gardens required the efforts of a dedicated group

---

<sup>12</sup> [Mr Ryan's footnote\*] When built the depot roundhouse actually comprised four covered and six uncovered roads. Opposite the roundhouse further turntable roads were also positioned for the stabling and storage of engines. Interestingly, a site plan of the depot dated 13 February 1922 shows a 17 road roundhouse complete with extensive workshop facilities. Of course such an impressive structure was never erected'. Ryan, *Lines to the Lachlan*, p. 57.

of volunteer workers as well as a regularly rostered gardener to maintain their neat appearance. Features of the garden were a large aviary outside the office building and a fountain built to honour those Cowra rail employees who gave their lives during the two World Wars.

The memorial fountain, located amongst the gardens on the northern side of the roundhouse, was constructed voluntarily by staff and featured an upturned dish made from the smokebox door of a locomotive. *The Staff Magazine* of 24 December 1925 advised that the fountain had been officially unveiled on Armistice Day. The fountain commemorates those Cowra Depot staff who fell in service of their country during both World Wars, and was for many years the focal point of an annual Anzac Day wreath laying ceremony. During the 1950s this event faltered, and was not reinstated until 1991. The fountain is now restored to its former glory and includes a good collection of goldfish in its lily covered pond.

Along with the memorial fountain, the depot was decorated with a large and ornate bird aviary located near the Steam Shed Inspector's office. Bird seed was purchased from donations made by staff; however a decline in bird numbers and deterioration of the aviary saw it demolished during the 1950s.

With the introduction of railmotors to Cowra service in the late 1920s, a 1,570 gallon below ground fuel tank was provided on the eastern side of the loco arrival road near the office building. Fuel was siphoned into the motors by way of a hand-pump. At the same time, the original repair siding was renamed the railmotor road. This siding branched off the arrival road adjacent to the sand furnace. The siding did not enter the roundhouse and railmotors were stabled in the open. It was, therefore, not surprising that during winter frozen radiators were common causes of failure.

Locomotive servicing of a far more extensive nature was carried out in the new Loco depot. Tone-ups, running, light and medium repairs were all performed. To facilitate heavier work being undertaken in the new roundhouse it was necessary to strengthen the floor to enable jacks to be used. This work was completed during July 1923 at a cost of £256. To meet a need for increased sheltered accommodation at Cowra Loco the roundhouse was extended during the second half of 1949 to cover an additional four roads.

Why the roundhouse at Cowra was built around a 75 feet diameter turntable remains a mystery. At the time of construction, the largest locomotives to visit Cowra were Standard Goods Engines, all of which could be turned on a 60 feet table. No locomotive requiring a 75 feet turntable visited Cowra until 1962, near the end of steam's reign. The mystery is compounded when it is realised that the last turntable built on the Blayney - Demondrille line at Lyndhurst was of 60 feet diameter. The Lyndhurst turntable was brought into use on 10 April 1944. Perhaps the larger Cowra turntable was provided in anticipation of running bigger locomotives on the Blayney-Demondrille line much sooner than actually eventuated.

The maximum number of full-time staff employed at Cowra Locomotive Depot occurred in 1924 [118 employees], the year of the shift to the new facilities. Add to this as many as 80 part-time staff and it becomes apparent just how important the Railways were to Cowra as an employer. Full time staff hovered around the 100 mark until the 1950s when a gradual decline in the number employed began. The greatest loss of staff came as a direct result of

the introduction of diesel-electric locomotives in the mid-1960s. So many of the jobs associated with steam locomotives were no longer required and were abolished.

Some changes were carried out to the depot in anticipation of the change to diesel traction. About 1964, the railmotor siding was extended through the rear wall of the roundhouse to connect with turntable road number 3. The resulting opening was fitted with an electrically operated roller-door. The extended siding enabled vehicles too long for the turntable to be placed under cover of the roundhouse. The first locomotive to enter the roundhouse through this new opening was 4902 on 18 January 1966. To commemorate this event details were scratched into the wooden frame surrounding the door by some depot historian and are still clearly visible today.

A full sized diesel locomotive fuelling plant was erected on the arrival road, mid-way between the office building and sand furnace, to replace the original hand operated, below ground fuelling facility of 1920s vintage. Supplied by a four-wheeled oil tanker the facility was gravity fed and as a result fuel flow rates were low. As use of diesel locomotives increased, two special moveable stages were provided to assist in locomotive cleaning. These stages were placed in the roundhouse where they remain today. It was common practice during the late 1960s and early 1970s to position locomotives between the frames for cleaning.

As the use of steam diminished around the depot so the condition of many specialist steam facilities deteriorated. First to succumb was the elevated de-ashing plant which was condemned in 1967. The elevated 800 ton coal bunker likewise became unsafe and was condemned. The last locomotive to coal at this facility was 3092 which took three tons of coal on 30 September 1967. Following this date the stage was placed out of use and all coal removed. Future coaling of engines was performed manually and involved shovelling from truck to tender. The coal stage and de-ashing plant remained in place until September 1974 when they both succumbed to the efforts of locomotive 4711 and a long metal rope. The wooden portion of both structures was removed however the extensive brick foundations still remain as evidence of the size of these facilities.

During the 1970s large cracks appeared in both water tanks making it impossible to use the water columns located in the depot. Today the wooden stands have deteriorated to such an extent as to make it unsafe to repair the tanks without first renewing the stands.

The bottom of the smoke hoods located over each of the covered roundhouse roads were found to be fouled by the cabs of 47 and 49 class diesel-electric locomotives. There were no plans to eliminate the hoods however and it was only through accidental contact that they were gradually removed from some roads during the early 1970s. The roof of the roundhouse itself began to deteriorate during the 1970s with many leaks developing. It became more common for diesel-electric locomotives to be stabled in the open with the favoured spot being old arrival road adjacent to the fuel plant. By the 1980s the only vehicles regularly stabled inside the roundhouse were railmotors, shunting tractors and the breakdown van.

Cowra Loco was never a major diesel locomotive stabling point. During busy traffic periods it was not unusual to see three or four units stabled on the arrival road however any more than this was the exception rather than the rule.

Cowra eventually lost its full depot status on 5 February 1968 when it became a sub-depot attached to Bathurst. A further blow was dealt on 2 May 1969 when a report received from D.M. Neil, Divisional Engineer at Bathurst, advised that a number of sidings were to be placed out of use pending removal. Included in these sidings were a number of uncovered turntable roads (sometimes called the 'Bull-ring'), the back road from the northern end of the de-ashing plant, the arrival road from Cowra yard and the considerable storage sidings located on the western side of the coal stage.

In late January 1985 a decision was made to close the office at Cowra Loco. Subsequently all crews signed on and off duty at the station. Diesel locomotives continued to stable at the depot until Tuesday, 30 July 1985. From 31 July 1985, stabled locomotives returned to the railway yard near the site of the original depot. It was indeed ironic that after more than 60 years the clock had turned full circle. Only the turntable and fuel plant remained in service at the new depot which came under the control of LVR.

With the physical plant of Cowra Locomotive Depot redundant, only the human side remained, represented by the dwindling number of Cowra enginemen. From 1985 till 1989 these men continued to sign on and off duty at the Station Master's office. In late September 1989, all Cowra enginemen were issued with redundancy notices offering them the option of transfer or early retirement. All chose the early retirement option, and the final day of service for Cowra engineman was Friday, 27 October 1989.

LVR used parts of Cowra Locomotive Depot from 1978 and occupied the entire depot site from 1985 for the conservation and operation of heritage trains. LVR also participated in a number of significant railway-based community events until final closure of regional railway lines in 2009. Since then, LVR has managed Cowra Locomotive Depot as the Cowra Rail Heritage Centre to conserve and exhibit railway artefacts, and has actively promoted the Depot as Cowra's most significant industrial heritage site. LVR has implemented a staged development plan that continues to deliver ongoing improvements to the site, including reconstruction of the 1947-built amenities block and restoration of the depot's war memorial fountain. LVR has also implemented ongoing improvements to interpretation of the site, focusing attention on stories associated with activities that once took place at the Depot, and on the people who worked there.<sup>13</sup> The Depot site is open to visitors five days a week, and guided tours are provided to groups.

In addition to the conservation and interpretation activities described above, LVR continues to operate Cowra Locomotive Depot as an engineering facility to restore locomotives, rolling stock and other moveable engineering items to operational condition. The Depot also serves as an administration centre for LVR's main line heritage train operations elsewhere in New South Wales, and holds an extensive onsite collection of archival records and plans for use in restoration and heritage activities.

In 2022, LVR recommenced train movements between the Depot and Cowra Railway Station, where dining and refreshment catering is provided to visitors and local community members. LVR has obtained a licence to operate over a section of the adjacent rail corridor from the Lachlan River Bridge to Holmwood, and is planning to recommence local heritage train operations in Cowra within the next two years.

---

<sup>13</sup> Lachlan Valley Railway, 'Cowra's railway history', <https://www.lvr.com.au/cowra/>, accessed 22 July 2019; Ryan, *Lines to the Lachlan*, pp. 67, 153-163.



### 3.3 Thematic history and ability to demonstrate

National and state-level patterns of historical development are useful in determining the historical values of a place. Nine historical themes have been developed and adopted by the NSW Heritage Council, which are derived from the Australian historical themes prepared by the Australian Heritage Commission. Table 1 lists the NSW historical themes considered to be in evidence at Cowra Locomotive Depot, and relevant themes of NSW railway history published by the Office of Rail Heritage (RailCorp) in 2009.<sup>14</sup> Table 1 also summarises how the surviving physical fabric demonstrates each theme, as further discussed in Section 5.3.

Table 1.

*Thematic history and ability to demonstrate*

Australian theme	NSW theme	RailCorp historical theme, and how demonstrated by Cowra Locomotive Depot
Developing local, regional and national economies	Industry: activities associated with the manufacture, production and distribution of goods.	Railway workshops: Cowra Locomotive Depot demonstrates the principal characteristics of a purpose-designed, integrated complex of industrial buildings that were crucial to locomotive servicing and repairs.
Developing local, regional and national economies	Technology: activities and processes associated with the knowledge or use of mechanical arts and applied sciences.	Locomotive design and technological development: The Depot's built elements demonstrate aesthetic value and technical innovation through their unified and distinct architectural design that matched workflow requirements. With many significant heritage fixtures intact and in working order, the Depot demonstrates major past engineering uses associated with the repairs, maintenance and operation of steam locomotives.

<sup>14</sup> NSW Heritage Office, *Investigating Heritage Significance*, Parramatta, 2004, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 10 June 2019, pp. 18-24; McKillop, *Thematic History of the NSW Railways*, pp. 6-10.

Australian theme	NSW theme	RailCorp historical theme, and how demonstrated by Cowra Locomotive Depot
Developing local, regional and national economies	Transport: activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements.	Maintaining the railway network: The Depot's functions of locomotive servicing and repairs were crucial to the successful operation of the regional railway network, and therefore the Depot has historic significance as part of the railway infrastructure that drove regional economic and social development. The Depot continues to support LVR's rail heritage operations and museum activities.
Working	Labour: activities associated with work practises and organised and unorganised labour.	Railway operations workers, railway work culture, and rail heritage volunteers: The Depot has social value owing to its associations with past employees and their workplace activities, and its continuing association with rail heritage operations.
Governing	Government and Administration: activities associated with the governance of local areas, regions, the State and the nation, and the administration of public programs.	Railway administration: The surviving Depot records demonstrate management and internal control systems designed to successfully manage a large industrial complex. The Depot's segregated areas and doors (particularly in the Offices and Store) explicitly demonstrate the management hierarchy and practices of NSWGR as a large government institution.

## 4. Physical evidence

### 4.1 Methodology used to analyse Depot's physical evidence

Built structures within Cowra Locomotive Depot were designed for two essential uses. Firstly, enginemmen prepared and serviced locomotives for daily train operations using the depot's water supply, coaling and other railway infrastructure, and secondly, locomotives were repaired using the roundhouse and blacksmith shop. These uses continued over three thematic time periods, here designated as the NSWGR steam period (1922-1971), NSWGR diesel period (1966-1985) and LVR heritage period (1977 to date).<sup>15</sup>

A schedule of 51 built and landscape elements was compiled from physical observation and historical plans, and cross-referenced with aerial photographs of the Depot site. Individual inventory forms were then drafted for each element and its significant heritage fixtures (Appendix 4). The inventory forms include details of the element and its purpose, a statement and grading of significance, physical description, high-level condition assessment, historical archaeology potential, proposed conservation works and modifications. The inventory forms were also updated with relevant observations from earlier heritage studies and condition assessments for Cowra Locomotive Depot prepared between 1989 and 2006 (as listed in Section 2.3). Further inventory forms were created for areas with historical archaeology potential relating to demolished elements with little or no visible remnants.

A 'brainstorming' workshop was held in April 2022 where LVR volunteers contributed their input on key built elements, current and future landscape areas, and precincts within the Depot. The participants discussed what these elements could look like in the future, and what could improve the visitor experience. The outcomes from this valuable meeting and subsequent discussions were incorporated in the HAAP and element inventory forms, and a further workshop meeting was held in February 2023 to discuss the authors' findings and recommendations made in the HAAP.

High-level condition assessments of the Depot's built and landscape elements were made on the basis of non-intrusive visual observations during a site inspection by Stephen Palmer and David Scobie on 18 May 2022, with further observations made on subsequent site visits. The site inspections were made within the 'lot boundary heritage curtilage' of the Depot (refer Section 5.2), and included the natural vegetation area in the southern portion of the curtilage. The site inspections also included high-level assessments of each inspected element's historical archaeology potential. The inventory forms were updated with these observations.

A grading system has been applied to categorise individual elements with a hierarchy of significance ranging from exceptional (highest significance) to intrusive (lowest significance). The grading system reflects the relative significance that each identified element contributes to the overall cultural significance of the Depot, and has been determined by assessing the element against the criteria in Appendix 4, Table 2. An estimate of the thematic time period related to each element has also been made against the date range criteria described in Section

---

<sup>15</sup> Anon., 'Cowra Locomotive Depot', pp. 73-74; Australia ICOMOS, *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance*, rev. edn, Burwood, Victoria, 2013, article 1.10, p. 2, <http://australia.icomos.org/publications/>, accessed 25 July 2019; Ryan, *Lines to the Lachlan*, pp. 55-68, 69-96, 121-122.

7.3.<sup>16</sup> The significance grading and thematic time period for each element are recorded on the inventory forms.

The authors also considered resilience strategies to address the potential impact of natural disasters and climate change in formulating the HAAP (refer Section 9.2). These include consideration of fire prevention measures, weather proofing of significant fabric, the use of energy-efficient alternatives, landscape planning, and the potential for using the extensive roofing over modern built elements for on-site water retention and solar power generation. Including landscape planning activities within the project scope provided a new opportunity for considering how the Depot microclimate could be improved in the vicinity of built elements and circulation paths within the site.

## **4.2 Research of physical evidence that could not be undertaken**

As discussed in Sections 2.4 and 4.1, high-level condition assessments of the Depot's built and landscape elements were made on the basis of non-intrusive visual observations only. No destructive testing or other works (including engineering, materials or services assessments) were undertaken into these elements or any of their contents as to their suitability and fitness for use.

The following areas within the Depot site have not been investigated:

- Owing to local ground conditions, inaccessibility or other factors, the following elements were either not inspected, or only limited visual observations could be made: the Elevated Coal Bunker and De-ashing Plant, Carriage Shed (built 1977-1978), 20,000 Gallon Water Tanks, Turntable Roads to the bull ring, the Recreation Ground, the natural vegetation area and the Brick Pumphouse south of the main Depot complex.
- Railway infrastructure (including but not limited to the permanent way, trackwork and the Turntable), the Air Reservoir, significant fixtures of built elements, and services were generally not inspected, or only limited visual observations could be made. The condition and fitness for use of these elements should be determined by a specialist engineering assessment.
- No excavation or removal of topsoil has been undertaken in any areas of the Depot site.
- No excavation or other inspection has been undertaken in reviewing the existing services and drainage through the site.
- No access equipment has been utilised to review the condition of roofing, structures and services such as lighting, or any other items that were located out of reach.
- Archaeological remnants and sites were not inspected. Their condition should be determined by an archaeological or engineering assessment.

---

<sup>16</sup> James Semple Kerr, *Conservation Plan: A Guide to the Preparation of Conservation Plans for Places of European Cultural Significance*, 7th edn, Burwood, Victoria, 2013, pp. 19-20, <http://australia.icomos.org/publications/>, accessed 20 June 2017; NSW Heritage Office, 'Assessing Heritage Significance', in *NSW Heritage Manual*, Parramatta, 2001, p. 11, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 14 June 2019; NSW Heritage Office and Department of Urban Affairs and Planning, 'Conservation Management Documents', in *NSW Heritage Manual*, Sydney, 1996, pp. 3, 9, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 10 June 2019; Meredith Walker and Peter Marquis-Kyle, *The Illustrated Burra Charter: Good Practice for Heritage Places*, Burwood, Victoria, 2004, pp. 27, 30.

## 5. Assessment of cultural significance

### 5.1 Comparative analysis

Approximately 145 steam locomotive servicing facilities were operated by NSWGR, most of which were progressively closed and demolished following the withdrawal of steam locomotive traction from the 1960s, and also the accelerated removal of rural railway services from the 1980s. Of these servicing facilities, over ninety were classified by NSWGR during the 1950s as ‘locomotive depots’ where people were employed.<sup>17</sup>

Owing to budgetary constraints on this project, the authors were unable to visit the sites of other former NSWGR steam locomotive servicing facilities to investigate the extent of surviving built and landscape elements. A comparative survey of surviving depots by physical inspection would further establish the representativeness and rarity of built and landscape elements at Cowra Locomotive Depot.

### 5.2 Definition of curtilage

As described in Section 2.2, the State Heritage Register curtilage of the Cowra Locomotive Depot site is shown in Figure 3. This curtilage corresponds to Depot’s overall setting, and is generally contiguous with the ‘lot boundary heritage curtilage’ of the Depot site, comprising Lot 1 of Deposited Plan 961451 and a small part of Lot 1 of Deposited Plan 909348 in the parish of Cowra, county of Bathurst. This area contains all the surviving heritage elements of the Depot that are considered ‘essential for retaining and interpreting its heritage significance’.<sup>18</sup>

An ‘expanded heritage curtilage’ also exists for Cowra Locomotive Depot, comprising the other elements of the Cowra Railway Station and Yard Group shown in Figure 3. The Depot is functionally linked to these elements, and ‘this association enhances the significance of both groups of structures’.<sup>19</sup> All elements of the Cowra Railway Station and Yard Group (including Cowra Locomotive Depot) can be viewed from the level crossing at Brougham Street, Cowra.

### 5.3 Analysis of the Depot’s significance using NSW state significance criteria

The following analysis uses the NSW Heritage Office criteria and guidelines to assess the cultural significance of the Depot.<sup>20</sup>

---

<sup>17</sup> Ray Love, ‘Locomotive roundhouse at Cowra: Heritage assessment’, unpublished report prepared for the Rail Infrastructure Corporation, 2001, p. 6; Heritage NSW, ‘Broadmeadow Railway Locomotive Depot’, State Heritage Inventory database no. 4801014, updated 12 June 2009, <https://www.environment.nsw.gov.au/>, accessed 29 November 2019.

<sup>18</sup> NSW Heritage Office and Department of Urban Affairs and Planning, ‘Heritage Curtilages’, in *NSW Heritage Manual*, Sydney, 1996, pp. 3, 5.

<sup>19</sup> NSW Heritage Office, ‘Heritage Curtilages’, p. 7; ‘State Heritage Register: SHR 01122, ‘Cowra Railway Station and Yard Group: Statement of Significance’, <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5011979>, accessed 23 June 2022.

<sup>20</sup> NSW Heritage Office, ‘Assessing Heritage Significance’, pp. 9-25.

### 5.3.1 Historical significance (Criterion A)

*An item is important in the course, or pattern, of NSW's cultural history (or the cultural or natural history of the local area):*

Cowra Locomotive Depot demonstrates the principal characteristics of purpose-designed industrial buildings that were crucial to locomotive servicing and repairs. Railways could not operate without these uses, and the Depot therefore has historic significance as part of the railway infrastructure that drove regional economic and social development, and continues to support LVR's rail heritage operations and museum activities. The Depot's historic value has thereby continued through successive thematic time periods from 1922.<sup>21</sup>

### 5.3.2 Associative significance (Criterion B)

*An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area):*

The Depot has a special association with past employees and their workplace activities (although this diminished during the NSWGR diesel period), and its continuing association with LVR's rail heritage operations and museum activities. Moreover, the Depot's segregated areas and doors (particularly in the Offices and Store) explicitly demonstrate the management hierarchy and practices of NSWGR as a large government institution. The Depot's uses, relationships and contents also have continuing significance to those who are interested in rail heritage.<sup>22</sup>

### 5.3.3 Aesthetic and technical significance (Criterion C)

*An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area):*

The Depot's built elements demonstrate aesthetic value and technical innovation through their unified and distinct architectural design that matched workflow requirements. This fabric therefore informs about past technical processes associated with locomotive servicing and repairs, in a now-uncommon setting of related structures. The Depot's adaptable design supported continuing uses through all thematic periods, and most original or early elements of its built fabric are graded exceptional or high in significance.<sup>23</sup>

<sup>21</sup> Australia ICOMOS *Understanding and Assessing Cultural Significance*, Burwood, Victoria, 2013, p. 3, <http://australia.icomos.org/publications/>, accessed 25 July 2019; Graeme Davison, *The Use and Abuse of Australian History*, Crows Nest, 2000, pp. 143-144; NSW Heritage Office, 'Assessing Heritage Significance', pp. 5, 9, 12; Richards, 'NSW's railways', p. 10.

<sup>22</sup> Australia ICOMOS, *Burra Charter*, article 12, p. 5; Australia ICOMOS, *Understanding and Assessing Cultural Significance*, pp. 4, 8-9; Davison, *Use and Abuse*, pp. 141-142; Kerr, *Conservation Plan*, pp. 30, 48-49; NSW Heritage Office, 'Assessing Heritage Significance', pp. 9, 14; Walker and Marquis-Kyle, *Illustrated Burra Charter*, p. 46. The depot has not been identified as an 'Aboriginal place of heritage significance', nor does it hold 'Aboriginal objects', within the meanings of these terms as defined in Cowra Local Environmental Plan 2012 (NSW), p. 70, <https://legislation.nsw.gov.au/view/html/inforce/current/epi-2013-0022>, accessed 13 March 2023.

<sup>23</sup> Australia ICOMOS, *Burra Charter*, articles 1.2-1.3, 8, pp. 2, 5; Australia ICOMOS, *Understanding and Assessing Cultural Significance*, p. 3; Davison, *Use and Abuse*, pp. 141-144; Kerr, *Conservation Plan*, pp. 15-17, 49-50; NSW Heritage Office, 'Assessing Heritage Significance', pp. 9, 16; Richards, 'NSW's railways', p. 10; Walker and Marquis-Kyle, *Illustrated Burra Charter*, p. 37.

### 5.3.4 Social significance (Criterion D)

*An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons:*

The Depot has social significance to Cowra as a former major local employer that stimulated regional prosperity and growth, not only through the direct employment of railway workers of all types, but also for its economic contribution to local businesses that supplied goods and services to NSWGR and its employees.<sup>24</sup> The Depot site generally did not have broader past associations with Cowra community members apart from railway employees, because it was not open to the public during the NSWGR steam and diesel periods; however, in recent years, the Depot's social significance has increased through its contribution to regional tourism as Cowra's most significant industrial heritage site. The Memorial Fountain has continuing spiritual significance through commemoration of Depot employees who lost their lives in war, and through annual Anzac Day services that are still held in the associated Memorial Garden.

### 5.3.5 Research potential (Criterion E)

*An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area):*

The Depot demonstrates scientific significance by representing now-uncommon past technologies and trades associated with the railway transportation of passengers and freight in the local region and throughout NSW. The design features of the Depot's built elements, significant heritage fixtures, machinery and moveable engineering items together represent a past phase of industrial technology, and have considerable scientific research potential to provide technical information on Depot uses that may be unavailable from other sources.<sup>25</sup>

### 5.3.6 Rarity (Criterion F)

*An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area):*

The Depot is now rare because most country locomotive servicing facilities were progressively closed and demolished following the withdrawal of steam locomotive traction from the 1960s, and also the accelerated removal of rural railway services from the 1980s. The Depot's rarity is increased by its continuing use by LVR as a locomotive servicing facility, while retaining significant heritage fixtures, machinery and moveable engineering items.<sup>26</sup>

---

<sup>24</sup> Ray Love, 'Locomotive roundhouse at Cowra', NSW State Heritage Inventory form, 2002, p. 7.

<sup>25</sup> Australia ICOMOS, *Burra Charter*, article 10, p. 5; Australia ICOMOS, *Understanding and Assessing Cultural Significance*, pp. 3-4, 5; Engineers Australia, Sydney Division *Engineering and Industrial Heritage*, Parramatta, 2005, pp. 1-3, 5, 7-8, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 14 June 2019; Kerr, *Conservation Plan*, pp. 37-38; Love, 'Locomotive roundhouse at Cowra', p. 7; NSW Heritage Office, 'Assessing Heritage Significance', pp. 9, 16, 20; NSW Heritage Office, *Objects in Their Place*, Parramatta, 1999 (unpaginated), <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 10 June 2019; Walker and Marquis-Kyle, *Illustrated Burra Charter*, p. 42.

<sup>26</sup> Kerr, *Conservation Plan*, pp. 16-17; NSW Heritage Office, 'Assessing Heritage Significance', pp. 9, 22; NSW Heritage Office and Department of Urban Affairs and Planning, 'Heritage Terms and Abbreviations', in *NSW Heritage Manual*, Sydney, 1996, p. 8, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 10 June 2019; Richards, 'NSW's railways', p. 10.



### 5.3.7 Representativeness (Criterion G)

*An item is important in demonstrating the principal characteristics of a class of NSW's (or the local area's) cultural or natural places, or cultural or natural environments:*

The Depot is generally intact with no detrimental alterations, apart from demolition of Elevated Coal Bunker and De-ashing Plant, and the removal of two 20,000 gallon Water Tanks from their stands. The form and fabric of its surviving built elements is generally high in integrity. Moreover, the Depot maintains its link between past and present through its continuing uses by LVR.<sup>27</sup> The Depot's built elements generally represent integrated industrial structures that were designed to serve particular uses in railway precincts, and functionally represent similar structures that were used in other NSWGR steam locomotive depots.<sup>28</sup>

---

<sup>27</sup> Australia ICOMOS, *Burra Charter*, articles 7.2, 21.1-21.2, 23, pp. 4, 7; Kerr, *Conservation Plan*, p. 32; Walker and Marquis-Kyle, *Illustrated Burra Charter*, pp. 34, 64, 68.

<sup>28</sup> Kerr, *Conservation Plan*, pp. 16-17; NSW Heritage Office, 'Assessing Heritage Significance', pp. 9, 24; NSW Heritage Office, 'Heritage Terms and Abbreviations', p. 8.

## 5.4 Statement of cultural significance

The statement of significance recorded in the State Heritage Register listing for Cowra Station and Yard Group is as follows:

‘Cowra was reached by rail in 1886 from Young and linked to Blayney in 1888, forming the first cross country line. The station complex forms an interesting and complete group of buildings that illustrate the importance of the location through the development of the site, particularly the station building. Many periods of construction in varying styles are evident within the group and in the station buildings making the present structures unique. The complex forms an important civic group on one of the major approaches to Cowra having a strong relationship to the town and the nearby locomotive facilities. The station building is a significant civic structure within the town. The Institute building is one of the few remaining in the state and is of high significance for its social value in illustrating the importance of the railways to not only the work but the social, education and entertainment life of employees and their families. The examiners hut is a rare early example of such a building and is of high significance. The forecourt parking area (although the surface treatment has altered from the original) and grounds are of significance due to their connecting the streetscape and to the station complex. The site is in close proximity to the Cowra Locomotive Depot which is one of the few active remaining locomotive depots in the state. This association enhances the significance of both groups of structures’.<sup>29</sup>

As the above statement has little reference to Cowra Locomotive Depot, the following additional statement of significance is proposed:

Cowra Locomotive Depot has exceptional historic significance, as it demonstrates the principal characteristics of integrated, purpose-designed industrial buildings that were crucial to locomotive servicing and repairs. The Depot also has historic significance as part of the railway infrastructure that drove regional economic and social development. The Depot has a special association with past employees and their workplace activities, and its structures, contents and uses have continuing significance to those who are interested in railway heritage. The Depot’s built elements demonstrate aesthetic value and technical innovation through their unified and distinct architectural design that matched workflow requirements. The Depot has social significance to Cowra as a former major local employer, and through its increasing contribution to regional tourism as Cowra’s most significant industrial heritage site. The Depot demonstrates scientific significance by representing now-uncommon past technologies and trades associated with the railway transportation of passengers and freight. The design features of the Depot’s built elements, significant heritage fixtures, machinery and moveable engineering items together represent a past phase of industrial technology, and have considerable scientific research potential to inform about past technical processes associated with locomotive servicing and repairs. The Depot is now rare because most country locomotive servicing facilities were demolished following the withdrawal of steam locomotive traction and the removal of rural railway services. This rarity is increased by the Depot’s continuing use by LVR as a locomotive servicing facility in a now-uncommon setting of related structures. The Depot’s built elements generally represent integrated industrial structures that were designed to serve particular uses in railway precincts, and functionally represent similar structures used in other NSWGR steam locomotive depots.

---

<sup>29</sup> ‘State Heritage Register: SHR 01122, ‘Cowra Railway Station and Yard Group: Statement of Significance’.

## 6. Constraints and opportunities

### 6.1 Conservation, interpretation and management practices to date

A Conservation Management Plan was prepared in 2003 for Cowra Railway Station and its immediate setting; however, that Plan did not include Cowra Locomotive Depot within its scope. To date, formal Conservation Management Plans have not been prepared for the overall Depot site and its significant individual elements, apart from the ‘Cowra Locomotive Depot Store Building: Conservation management plan’ co-authored in 2020 by Stephen Palmer and David Scobie. As discussed in Section 3.2, LVR has implemented a staged development plan that continues to deliver ongoing improvements to the site and its interpretation, focusing attention on stories associated with activities that once took place at the Depot, and on the people who worked there. However, in the absence of detailed Conservation Management Plans or an overall HAAP, conservation of most structures at Cowra Locomotive Depot has to date been informal and unstructured.<sup>30</sup>

As listed in Section 2.3, several heritage studies and condition assessments were prepared between 1989 and 2006 for Cowra Locomotive Depot. These reports provide useful and detailed information on significant Depot elements and their condition at the time of preparation, and have been considered in the preparation of this HAAP; however, none of them include detailed Conservation Management Plans or an overall HAAP. The report ‘Locomotive roundhouses: Heritage conservation strategy’ prepared in 2006 by B Cubed Sustainability stated that Cowra Locomotive Depot had ‘been assessed as being of Local Significance and consideration could be given to applying to the NSW Heritage Council to have the site “de-listed” from the State Heritage Register’. This recommendation was made primarily because in 2006 the site owner had ‘completed only half of the proposed remediation/restoration works on the Roundhouse building’.<sup>31</sup> The works referred to were the partial replacement of roof timbers, trusses and cladding of the Roundhouse. These and other conservation works were subsequently completed as described below, and accordingly the de-listing recommendation by B Cubed Sustainability is not supported in this HAAP.

Despite the absence of detailed Conservation Management Plans or an overall HAAP, effective conservation activities have been carried out at Cowra Locomotive Depot. These works include the progressive replacement of roof timbers, trusses and cladding of the Roundhouse between circa 1994-2010; restoration of the Memorial Fountain in 2013; extensive conservation works to the derelict Amenities Building in 2015; the establishment of an Archives Building to conserve surviving Depot records in 2017; upgrading of the electrical supply throughout to current standards in 2020-2021; ongoing conservation, repairs and maintenance of locomotives, rolling stock, moveable engineering items and railway infrastructure; the restoration, development and continuing improvement of landscape elements, and the current conservation works project to the Store building.<sup>32</sup>

---

<sup>30</sup> Palmer and Scobie, ‘Store Building: Conservation management plan’, p. 25; David Scobie, Lawrance Ryan and Ray Love, ‘Cowra Railway Station: A conservation management plan’, unpublished report prepared for the State Rail Authority of New South Wales, 2003.

<sup>31</sup> B Cubed Sustainability, ‘Locomotive roundhouses: Heritage conservation strategy’, unpublished report prepared for Australian Rail Track Corporation, 2006, pp. 6, 16-17, 23.

<sup>32</sup> Stephen Palmer, ‘Development of a conservation management strategy for Cowra Locomotive Depot’, application for heritage grant to the New South Wales Government, Heritage NSW, 2021, p. 11, copy held in Lachlan Valley Railway Archives.

## 6.2 Alignment of conservation practices with planning

The informal conservation practices followed to date have generally been successful in retaining the Depot's cultural significance. This has largely been achieved by continuing original uses, introducing compatible reuses and preserving its contents. LVR has not distorted significance through uninformed restoration, reconstruction or major alterations, and therefore the Depot's fabric generally retains its integrity and demonstrates the cumulative effect of uses over thematic time periods. Moreover, former NSWGR employees have been encouraged to maintain their associations by acting as volunteers throughout the depot site.<sup>33</sup>

The main gaps in LVR's conservation practices arise, firstly, from insufficient organisational knowledge and experience of conservation planning for built heritage based on *Burra Charter* principles, and secondly, the absence of documented, risk-based maintenance plans to protect the Depot's fabric and address vulnerabilities such as pests and storms.<sup>34</sup>

There are aesthetic, social and practical reasons why conservation planning and practices for the Depot have differed from best practice. Although workshops were vital to railway operations, such industrial buildings are a rarely-conserved 'residual category' of heritage. Furthermore, industrial heritage precincts such as Cowra Locomotive Depot are frequently remote from town centres (which can also help protect them from redevelopment), and the general public typically does not associate such precincts with community identity.<sup>35</sup> The Depot similarly did not have broader associations with Cowra community members apart from railway employees, partly because the Depot was not open to the public during the NSWGR steam and diesel periods.

The combined listing of the Cowra Locomotive Depot with Cowra Railway Station and Yard Group as a single heritage complex has obscured the cultural significance of individual depot buildings.<sup>36</sup> Although functionally linked, Cowra Locomotive Depot and Cowra Railway Station are separate heritage precincts located approximately one kilometre apart. Furthermore, limited human and financial resources are available for the Depot's conservation, because LVR prioritises resource allocation to conserving income-producing assets for heritage train operations. The Depot's conservation therefore depends on work

---

<sup>33</sup> Australia ICOMOS, *Burra Charter*, articles 1.6-1.8, 2.2, 7.1-7.2, 17, 23, 24.1-24.2, 26.3, pp. 2-4, 6-8; Peter Burman, 'Philosophies for conserving the railway heritage', in *Conserving the Railway Heritage*, Peter Burman and Michael Stratton (eds), London, pp. 18, 24, 27-28, 30, 32; Davison, *Use and Abuse*, p. 145; Kerr, *Conservation Plan*, pp. 44-45, 47; Walker and Marquis-Kyle, *Illustrated Burra Charter*, pp. 11, 16, 34, 58, 68, 70, 82.

<sup>34</sup> Australia ICOMOS, *Burra Charter*, article 16, p. 6; Burman, 'Philosophies', pp. 22-23, 25, 27-28, 30; Kerr, *Conservation Plan*, pp. 28, 51; James Semple Kerr, 'Understanding and marketing the Burra Charter', in *Cultural Conservation: Towards a National Approach*, Sharon Sullivan (ed.), Canberra, 1995, pp. 414-415; Dirk H.R. Spennemann, *Risk Assessments in Heritage Planning in New South Wales: A Rapid Survey of Conservation Management Plans Written in 1997-2002*, Albury, 2003, pp. 4, 8-9, <http://golum.riv.csu.edu.au/~dspennem/ReportStore/JCReport184.pdf>, accessed 28 August 2019; Walker and Marquis-Kyle, *Illustrated Burra Charter*, p. 56.

<sup>35</sup> Burman, 'Philosophies', p. 19; Davison, *Use and Abuse*, p. 137; Engineers Australia, *Engineering and Industrial Heritage*, p. 1; Hall and McArthur, 'Heritage management' and Peter Milner, 'Researching industrial sites', in *The National Trust Research Manual: Investigating Buildings, Gardens and Cultural Landscapes*, Celestina Sagazio (ed.), St Leonards, 1992, pp. 2, 90-91; Tony Prescott, 'Railway heritage in NSW', *Heritage Conservation News*, vol. 6, iss. 1, 1990, p. 8; Peter Spearritt, 'Money, taste and industrial heritage', in *Packaging the Past: Public Histories*, John Rickard and Peter Spearritt (eds), Carlton, 1991, pp. 33-35, 42.

<sup>36</sup> Cowra Local Environmental Plan 2012 (NSW), p. 65; 'State Heritage Register: SHR 01122, 'Cowra Railway Station and Yard Group'.

carried out by the site owner or its agents at their discretion (over which LVR has no control), or by a small group of dedicated LVR volunteers, sometimes with the assistance of grant funding.<sup>37</sup>

Lastly, and with the exception of *Lines to the Lachlan* by Lawrance Ryan, railway histories usually depict popular themes of locomotives and train operations, and the functional details of railway industrial buildings are mostly unrecorded. The limited, specifically-detailed information on the functioning of Cowra Locomotive Depot from readily-accessible sources has obscured not only its cultural significance, but also its potential to demonstrate past technical uses and workplace practices.<sup>38</sup> All the above factors have hindered best practice in conservation planning for the Depot.

## 6.3 Heritage listings and legislation

### 6.3.1 Searches of heritage listings

A search of the NSW State Heritage Inventory in August 2022 revealed two heritage items of state significance in the Cowra Local Government Area that relate to railways; firstly, the Cowra rail bridge over the Lachlan River (item 01031), and secondly the Cowra Railway Station and Yard Group (item 01122). Both items are listed under the *Heritage Act 1977* (NSW) (hereinafter referred to as the *Heritage Act*).

As described in Section 6.2, Cowra Railway Station and Yard Group (which includes Cowra Locomotive Depot) is listed as a single heritage complex of state significance.<sup>39</sup> The NSW State Heritage Inventory also includes a duplicate listing entitled Cowra Railway Precinct prepared in 2016 by an un-named state government agency.<sup>40</sup> Cowra Railway Station and Yard Group is listed on the Cowra Local Environmental Plan 2012, and the NSW State Heritage Register includes a third entry that relates to this local government listing.<sup>41</sup>

A search of the Transport for NSW (hereinafter referred to as TfNSW) Section 170 Heritage and Conservation Register revealed that the Cowra Railway Station and Yard Group is not listed on that register.<sup>42</sup>

The searches also revealed that there are no railway-related heritage items in the Cowra Local Government Area subject to an Interim Heritage Order issued by the NSW Heritage Office.

---

<sup>37</sup> Australia ICOMOS, *Burra Charter*, article 34, p. 9; John Haskell, 'What is heritage?', *National Trust Quarterly*, iss. 59, May 1991, pp. 17-18; Kerr, 'Understanding and marketing the Burra Charter', p. 412; Walker and Marquis-Kyle, *Illustrated Burra Charter*, p. 98.

<sup>38</sup> Burman, 'Philosophies', p. 31; Walker, 'Australian railway development', p. 35.

<sup>39</sup> 'State Heritage Register: SHR 01122, 'Cowra Railway Station and Yard Group'.

<sup>40</sup> Heritage NSW, 'Cowra Railway Precinct', State Heritage Inventory database no. 3150060, updated 7 November 2016, <https://www.environment.nsw.gov.au/>, accessed 15 March 2020.

<sup>41</sup> Cowra Local Environmental Plan 2012 (NSW), p. 65; Heritage NSW, 'Cowra Railway Station and yard group', State Heritage Inventory database no. 1470009, updated 25 October 2011, <https://www.environment.nsw.gov.au/>, accessed 15 March 2020.

<sup>42</sup> New South Wales Government, Transport for NSW, Section 170 Heritage and Conservation Register, updated 30 June 2019, <https://www.transport.nsw.gov.au/projects/community-engagement/sydney-trains-community/heritage-and-conservation-register>, accessed 15 March 2020.

### 6.3.2 *Heritage Act 1977* (NSW)

The NSW Heritage Council is the approval authority under the *Heritage Act* for works to an item on the State Heritage Register (hereinafter referred to as an SHR item or SHR site). Section 57(1) of the *Heritage Act* identifies the need for NSW Heritage Council approval if the works involves the following actions:

- (a) Demolishing the building or work.
- (b) Damaging or despoiling the place, precinct or land, or any part thereof.
- (c) Moving, damaging or destroying the relic or moveable object.
- (d) Excavating any land for the purpose of exposing or moving the relic.
- (e) Carrying out any development in relation to the land on which the building, work or relic is situated, the land that comprises the place, or land within the precinct.
- (f) Altering the building, work, relic or moveable object.
- (g) Displaying any notice or advertisement on the place, building, work, relic, moveable object or land, or in the precinct.
- (h) Damaging or destroying any tree or other vegetation on, or removing any tree or other vegetation from the place, precinct or land.

Demolition of an SHR item (in whole) is prohibited under the *Heritage Act*, unless the item constitutes a danger to its occupants or the public. A component of an SHR item may only demolished if it does not contribute to the significance of the item.

Section 57(1) of the *Heritage Act* also applies to archaeological remains (relics) within an SHR site, and excavation can only proceed subject to approval of a Section 60 application to the NSW Heritage Council. The form of the application generally involves the following:

- A comprehensive set of drawings that fully describe the existing situation, demolition and new works.
- A Statement of Heritage Impact, prepared by a suitably qualified heritage specialist, consistent with the NSW Heritage Division Guidelines and formats agreed with TfNSW and their heritage officers.
- A completed Section 60 application form and payment of the application fee.
- Applications and lodgements are made online.

An enquiry should be made with the NSW Heritage Office prior to making an application, as in some cases an exemption or exception from needing an approval may apply.

The NSW Heritage Office provides a free service for those seeking pre-lodgement comments for proposed developments, and provides an opportunity to discuss the changes and any related impacts of the works. The request should include full details of the proposed works with site photographs.

#### Exemptions

Some State significant sites have site-specific exemptions that are noted on their State Heritage Register (SHR) listing. Site specific exemptions for an individual SHR item can be approved on the recommendation of the NSW Heritage Council, but can only be for works that have no potential to materially affect the item.

There are twenty-one standard exemptions that apply to all SHR sites for certain works that are minor and have little impact on heritage significance. Standard exemptions apply to the following activities or works:

1. Maintenance and cleaning.
2. Repairs to non-significant fabric.
3. Alterations to non-significant fabric.
4. Alterations to interiors of non-significant buildings.
5. Repair or replacement of non-significant services (mechanical, electrical and plumbing).
6. Non-significant telecommunications infrastructure.
7. Fire safety detection and alarm systems.
8. Excavation.
9. Painting.
10. Restoration of fabric that forms part of the significance of the item.
11. Subdivision of non-significant buildings.
12. Temporary structures.
13. Vegetation.
14. Burial sites and cemeteries.
15. Signs.
16. Filming.
17. Temporary relocation of moveable heritage items.
18. Compliance with minimum standards and orders.
19. Safety and security.
20. Emergency situations and lifesaving.
21. Change of use.

To determine whether a standard exemption applies, an assessment should be made to consider whether the proposed activity or work:

- Complies with the general conditions that apply to all standard exemptions.
- Fits the description of one or more standard exemptions.
- Complies with the relevant standards for the standard exemptions.
- Fits the description of any site-specific exemptions for the item.

Records must be kept of any activities or work completed under a standard exemption, which should include at a minimum:

- a reference to the item's statement of heritage significance.
- a detailed description of the proposed activities and works, and how this changes the existing fabric.
- An assessment of whether the activities or works impact the item's heritage significance.
- details of any advice received from a suitably qualified and experienced professional.
- other relevant records e.g. plans, copies of heritage advice received and photographs.

Further details of the standard exemptions are available from the Heritage NSW website.<sup>43</sup>

---

<sup>43</sup> Heritage NSW, 'Standard exemptions', <https://www.environment.nsw.gov.au/topics/heritage/>, accessed 8 November 2022.



Further conditions apply, including the use of skilled trades and advisors, keeping full records and photographs before, during and after the works, and the management of any unexpected issues and finds.

### Excavation Permits

Under Section 139(1) of the *Heritage Act*:

A person must not disturb or excavate any land knowing or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed unless the disturbance or excavation is carried out in accordance with an excavation permit.

Relics are defined in Section 4 of the *Heritage Act* as any deposit, artefact, object or material evidence that:

- (a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and
- (b) is of state or local heritage significance.

An excavation permit is also required if a relic has been discovered in the course of excavation with or without a permit. Under Section 146 of the *Heritage Act*, a person who is aware that he or she has discovered a relic is required to notify the NSW Heritage Council of the relic's location and details.

Section 60 of the *Heritage Act* applies to all relics that are not listed on the State Heritage Register or protected by an Interim Heritage Order. Works in the vicinity of relics protected by a State Heritage Register listing or an Interim Heritage Order are subject to approval in accordance with Section 57(1) of the *Heritage Act*, and require a Section 60 Application.

If an excavation permit is required under Section 139 of the *Heritage Act*, an application is made under Section 140 of the *Heritage Act*. To obtain an excavation permit, an Archaeological Assessment and Research Design must be prepared in accordance with the NSW Heritage Council's relevant guidelines, including Historical Archaeology Sites and the Historical Archaeology Code of Practice. Further details of these guidelines are available from the Heritage NSW website.

The *Heritage Act* also contains provisions for the unintentional disturbance of archaeological relics. Under Section 146 of the *Heritage Act*, the NSW Heritage Council must be notified in the event of relics being unintentionally disturbed or located. Works may be required to cease pending consultation and further research. TfNSW has an unexpected finds procedure that should be used to guide the process should unforeseen archaeological deposits be uncovered during excavation works.<sup>44</sup>

---

<sup>44</sup> Transport for NSW, *Unexpected Heritage Finds Guideline*, rev. edn, Chippendale, 2015, <https://www.transport.nsw.gov.au/>, accessed 13 March 2020.

### Section 60 fast track works application

An approval pathway allows for works which will have a minor impact on significance:

- To items listed on the on the State Heritage Register;
- That will have little or no adverse impact in the opinion of the NSW Heritage Council or their delegate;
- For works not listed as standard or site-specific exemptions;
- That have an estimated cost up to \$150,000; and
- Accord with the relevant guidelines.

An application requires a full description of the site and works accompanied by a statement of heritage impact and, where historical archaeology is suspected, an appropriate report. Applications and lodgements are made online.

### **6.3.3 NSW State Heritage Register (SHR)**

Items of state significance are listed on the SHR. Heritage listing is a way that communities can preserve and protect their most special places. Listing provides recognition of, and protection for, identified heritage items. It does not prevent changes being made or holding a place to a specific time period, but rather allows for sympathetic development through an approvals process. Any proposed change to a listed place can be assessed for approval. Minor works may qualify as a standard exemption. Listing may also allow a wider range of uses than the current zoning would otherwise permit.

The listing of Cowra Locomotive Depot as part of a complex on the State Heritage Register requires the property owner, its agents and LVR as lessee to seek approval from the NSW Heritage Council for any proposed works to items within the heritage curtilages, as specified under Section 57(1) the *Heritage Act*, unless standard or site specific exemptions apply. The property owner, its agents and LVR as the lessee must also manage Cowra Locomotive Depot in accordance with the minimum standards of maintenance and repair specified under Section 118 of the *Heritage Act* and Part 3 of the *Heritage Regulation 2005*.

The minimum standards of maintenance and repair of a listed item relate to the following:

- (a) the protection of the listed item from damage or deterioration due to weather.
- (b) the prevention of and the protection of the listed item from damage or destruction by fire.
- (c) security (including fencing and surveillance measures) to prevent vandalism.
- (d) essential maintenance and repair (being maintenance and repair necessary to prevent serious or irreparable damage or destruction).

### **6.3.4 Section 170 Heritage and Conservation Registers**

Under Section 170 of the *Heritage Act*, government agencies must keep a Heritage and Conservation Register (a Section 170 Register), which lists items under the control or ownership of the agency, and which are or could be listed as heritage items of state or local significance.

Listing of a heritage asset on a Section 170 Register does not in itself create an obligation to obtain the NSW Heritage Council's approval for works. The NSW Heritage Council's approval will only be required for assets listed on the State Heritage Register, or subject to an interim heritage order under the *Heritage Act*. Section 170A of the *Heritage Act* does however require that not less than 14 days written notification be provided to the NSW Heritage Council of the agency's intention to (a) remove any item from its register, (b) transfer ownership of any item entered in its register, or (c) cease to occupy or demolish any place listed on its register.

As described in Section 6.3.1, Cowra Railway Station and Yard Group is not currently listed on the TfNSW Section 170 Register.

### **6.3.5 *Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)***

The *Environment Protection and Biodiversity Conservation Act 1999* (Cwlth) (hereinafter referred to as the *EP&BC Act*) established the Australian Heritage Council (replacing the former Australian Heritage Commission), and provides for the protection of cultural heritage at a national level and for items owned or managed by the Commonwealth of Australia.

The *EP&BC Act* has established two heritage registers:

- Commonwealth Heritage List, for significant items owned or managed by Commonwealth Government agencies.
- National Heritage List, for items assessed as being of national cultural significance.

Australian Heritage Council approval is required for works to an item on either of these lists that would impact on its significance. There are no heritage items within the study area of this HAAP listed on the Commonwealth or National Heritage Lists.

### **6.3.6 *Environmental Planning and Assessment Act 1979 (NSW)***

An Environmental Planning Instrument (EPI) is made under the *Environmental Planning and Assessment Act 1979* (NSW) (hereinafter referred to as the *EP&A Act*). An EPI can be a Local Environmental Plan (LEP), or a State Environmental Planning Policy (SEPP).

The applicable EPI for Cowra Locomotive Depot is the Cowra Local Environmental Plan 2012, which lists the Cowra Railway Station and Yard Group in Schedule 5.<sup>45</sup> The listing describes the site as 'Lynch Street (Blayney-Harden railway line), N: 6,254,911.1920086; E: 657,313.31043717'.

The LEP sets out planning policies and clauses that are applied in determining the acceptability of development proposals impacting heritage items. Clause 5.10 pertains to heritage conservation, with Clause 5.10(2) stating that development consent is required to demolish, move, alter the exterior or make structural changes to a heritage item. The various subsections of Clause 5.10 of the LEP may be pertinent to Cowra Locomotive Depot, depending on the proposed works.

---

<sup>45</sup> Cowra Local Environmental Plan 2012 (NSW), p. 65.

Pre-lodgement advice is generally available from Cowra Council in relation to development associated with heritage items of state and local significance. Preliminary advice is also available from Heritage NSW, as described in Section 6.3.2.

### **6.3.7 State Environmental Planning Policy (Transport and Infrastructure) 2021 (NSW)**

The *State Environmental Planning Policy (Transport and Infrastructure) 2021* (NSW) affects development activities in or adjacent to a rail corridor.

The following sections apply to railways and railway infrastructure:

- Division 15: Railways.
- Subdivision 1: Railways and rail infrastructure facilities.
- Subdivision 2: Development in or adjacent to rail corridors and interim rail corridors – notification and other requirements.

#### *2.98 Development adjacent to rail corridors*

(1) This section applies to development on land that is in or adjacent to a rail corridor, if the development—

- (a) is likely to have an adverse effect on rail safety, or
- (b) involves the placing of a metal finish on a structure and the rail corridor concerned is used by electric trains, or
- (c) involves the use of a crane in air space above any rail corridor, or
- (d) is located within 5 metres of an exposed overhead electricity power line that is used for the purpose of railways or rail infrastructure facilities.

Note—

Section 2.48 also contains provisions relating to development that is within 5 metres of an exposed overhead electricity power line.

(2) Before determining a development application for development to which this section applies, the consent authority must—

- (a) within 7 days after the application is made, give written notice of the application to the rail authority for the rail corridor, and
- (b) take into consideration—
  - (i) any response to the notice that is received within 21 days after the notice is given, and
  - (ii) any guidelines that are issued by the Secretary for the purposes of this section and published in the Gazette.

(3) Despite subsection (2), the consent authority is not required to comply with subsection (2)(a) and (b)(i) if the development application is for development on land that is in or adjacent to a rail corridor vested in or owned by ARTC or the subject of an ARTC arrangement.

(4) Land is adjacent to a rail corridor for the purpose of this section even if it is separated from the rail corridor by a road or road related area within the meaning of the *Road Transport Act 2013*.

## **7. Development of conservation policies and Master Plan**

### **7.1 Methodology and observations**

The conservation policies set out in Section 8.2 have been developed in response to the assessment of significance of the built, landscape and archaeological elements at Cowra Locomotive Depot (refer Section 5), which followed the investigations of historical and physical evidence (refer Sections 3 and 4).

This HAAP has been designed to provide a clear set of policies derived from an understanding of the place in order to guide its future care, maintenance and development. Conservation policies can be developed in the areas of:

- treatment of the fabric.
- interpretation of the place.
- use of the place.
- intervention in the fabric identified to be conserved.
- adaptation of the fabric identified to be conserved.
- additions, new buildings and other new features.
- conservation procedures and practice.
- adoption and review of the conservation policies.
- Future sympathetic development to address user and operational needs.

The policies for the active central areas of the Depot utilised for LVR heritage train operations, conservation and maintenance activities should also (a) be relevant to conservation of the overall precinct of Cowra Locomotive Depot, its individual structures and site features including the landscape and planting; and (b) protect views and vistas within the site boundary, and those beyond the site's northern and eastern boundaries towards the Cowra township and the rural environs.

Not all these policies would be immediately achievable when other factors are taken into account; for example, LVR's finance and operational constraints as a non-profit heritage organisation, the reliance upon grants from a range of Government agencies, and LVR's dependency on a volunteer workforce. Prioritisation of conservation works and future development is therefore necessary to provide a realistic foundation for implementation in accordance with LVR's staged development plan for Cowra Locomotive Depot.

The key issues for guiding the policy development have included the following:

- the generally-intact nature of the fabric for surviving built elements within the Depot complex;
- the generally intact relationships of the built elements with their 'lot boundary heritage curtilage' and 'expanded heritage curtilage', as described in Section 5.2;
- the quality of LVR's collection of locomotives, rolling stock and moveable engineering items and other objects within the Depot complex;
- Restoration and maintenance requirements for LVR's collection of locomotives, rolling stock and moveable engineering items; and
- the need to store a large quantity of spare parts and consumable items within the Depot complex.

In summary, the primary objective of the policies and guidelines set out in Section 8 is the conservation of the significant structures, spaces and LVR's collection of assets related to heritage train operations, while allowing and planning for future sympathetic development.

## **7.2 Photographic survey**

Photographs were taken of key elements within the 'lot boundary heritage curtilage' and incorporated in the inventory forms. The photographs capture the main precincts where these elements are located.

## **7.3 Master Plan drawings**

The plans indicate and name each precinct and element within the Depot site. The plans also record the heritage significance and thematic time period for each element. The heritage significance gradings, further described in Appendix 3, Table 2, are (A) Exceptional, (B) High, (C) Moderate - Original, (D) Moderate – Contemporary, (E) Little and (F) Intrusive. The thematic time periods are as follows:

### *1. Original period: 1922 – 1924*

This plan illustrates the primary elements on the Depot site that were designed for its two essential uses. Firstly, enginemmen prepared and serviced locomotives for daily train operations in the Cowra region using the depot's water supply, coaling and other railway infrastructure; and secondly, locomotives were repaired using the Roundhouse and Blacksmith's Shop. The plan also includes the principal rail lines within the Depot site, but omits minor sidings and lines where their exact location has not been confirmed from visible archaeological evidence.

### *2. Early alterations and additions*

This plan includes modifications made during the Depot's first few years of operation.

### *3. NSWGR Steam period 1922-1971*

This plan includes the remaining identified modifications made during the period in which steam locomotives were serviced and maintained at the Depot.

### *4. Diesel period 1966-1985*

This plan includes identified modifications made during the period in which diesel locomotives were serviced and maintained at the Depot, and where those modifications related to diesel locomotives.

### *5. Master Plan: LVR Heritage period to present, with proposed future modifications*

This plan includes modifications made by LVR from its first occupation of the Depot site until the time of preparing this HAAP.

This plan also indicates those areas which are suitable for future development, where the impact of the changes are likely to meet the criteria for producing acceptable heritage outcomes. The proposed developments are those currently anticipated by the LVR as providing appropriate functions, land uses, structures and associated landscaping. The plan consists of two drawings: 5(a), at a scale of 1:750 showing the entire State Heritage Register curtilage of Cowra Locomotive Depot site (refer Sections 2.2 and 5.2); and 5(b), at a scale of 1:250 showing the central precinct of the Roundhouse and immediate environs.

The Master Plan is designed to assist with planning for future modifications to the site, including the following:

- Extending covered facilities to conserve and protect significant heritage assets, and to support LVR heritage train operations, conservation and maintenance activities, and the efficient storage of spare parts;
- Siting new facilities for management of the Depot by staff and volunteers;
- Siting new facilities and additional display areas to enhance the visitor experience;
- Identifying precincts and their elements to signify and interpret heritage values;
- Recognising the relationship between Aboriginal people and their natural environment through interpretation of the natural vegetation area; and
- Identifying areas for supplementary planting and interpretive walking trails, to enhance the setting and interpretation of the landscape.

## **8. Conservation policies and guidelines**

### **8.1 Definitions**

Many of the words used in the following sections have special meanings defined by the *Burra Charter* and other authoritative sources. As discussed in Section 2.3, this HAAP has adopted heritage definitions prescribed in the *Burra Charter*, which are reproduced in Appendix 1. The HAAP has also followed architectural definitions in Richard Apperly, Robert Irving and Peter Reynolds, *A Pictorial Guide to Identifying Australian Architecture: Styles and Terms from 1788 to the Present*, North Ryde, 1989, pp. 274-285. Other specialised railway, technical and heritage terms used in the HAAP are defined in Appendix 1.

### **8.2 Conservation policies**

The policies in this section are designed to guide LVR in successfully managing the significant cultural values of the place (Cowra Locomotive Depot) as applied to structures, landscape, historical archaeology and overall cultural significance.

#### **8.2.1 General Policies**

##### **Policy 1. Manage the place in accordance with the *Burra Charter***

The *Burra Charter* provides the underlying framework for the management of heritage places within Australia. Although it is not a statutory document, the *Burra Charter* is considered the standard for applying best practice to the conservation and management of places with significant cultural values. Additionally, the associated *Practice Notes* are invaluable in assisting managers in the practical application of the *Burra Charter*. The *Burra Charter* and *Practice Notes* are freely available from ICOMOS Australia's website (<https://australia.icomos.org/publications/>).

##### **Policy 2. Adoption of the HAAP**

This HAAP and its recommended policies should be formally adopted by LVR to act as a guide for the future conservation, management and development of the place. The policies and actions specified in the adopted HAAP should serve as the guide for all future work at the place. This should assist LVR in fulfilling its obligations under the place's State Heritage Register listing, and also the Cowra Local Environment Plan 2012 in relation to its local heritage listing.

##### **Policy 3. Review of the HAAP every five to seven years**

Places undergo change, both physically and through management and use changes; therefore, it is important for the HAAP to be updated and amended periodically to capture such changes and manage them appropriately. The HAAP for Cowra Locomotive Depot should be reviewed and updated at least every five to seven years; prior to making any major changes to the place, or when significant new evidence is found that may affect the place's significant cultural values. By reviewing and updating the HAAP, LVR should ensure that it continues to properly manage and conserve the significant cultural values of the place.



## 8.2.2 Managing change

### Policy 4. Cultural significance must guide future development

The statement of cultural significance for Cowra Locomotive Depot and its primary associated structures and places, as set out in Section 5.4, should be accepted as the principal basis for future planning and work at the Depot, to ensure that LVR continues to manage and conserve the significant cultural values of the place in accordance with Article 2.2 of the *Burra Charter*:

---

*Article 2. Conservation and management*

*2.2 The aim of conservation is to retain the cultural significance of a place.<sup>46</sup>*

---

### Policy 5. Cultural significance must guide change

Any changes to the place and its uses must be guided by the statement of cultural significance, and be consistent with both Heritage NSW guidelines and the policies within this HAAP. Evidence of all periods from the place's history should be retained and interpreted, unless it is detrimental to its significant cultural values.<sup>47</sup> The test for determining the impact of proposed changes is that provided within the process established by preparation of a Statement of Heritage Impact in accordance with Heritage NSW guidelines. The *Burra Charter* states, in regard to cultural significance and use of a place:

---

*Article 1. Definitions*

*1.10 Use means the function of a place, including the activities and traditional and customary practices that may occur at the place or are dependent on the place.*

*1.11 Compatible use means a use which respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.<sup>48</sup>*

*Article 5. Values*

*5.1 Conservation of a place should identify and take into consideration all aspects of cultural and natural significance without unwarranted emphasis on any one value at the expense of others.<sup>49</sup>*

*Article 7. Use*

*7.1 Where the use of a place is of cultural significance it should be retained.*

*7.2 A place should have a compatible use.<sup>50</sup>*

---

<sup>46</sup> Australia ICOMOS, *Burra Charter*, article 2.2, p. 3.

<sup>47</sup> Walker and Marquis-Kyle, *Illustrated Burra Charter*, p. 27.

<sup>48</sup> Australia ICOMOS, *Burra Charter*, articles 1.10-1.11, pp. 2-3.

<sup>49</sup> Australia ICOMOS, *Burra Charter*, article 5.1, p. 4.

---

*Article 23. Retaining or reintroducing use*

*Retaining, modifying or reintroducing a significant use may be appropriate and preferred forms of conservation.*<sup>51</sup>

---

**Policy 6. A heritage impact assessment is required for all proposed works**

Any changes to the place, which may impact upon the significant cultural values identified in this HAAP should be the subject of a formal Statement of Heritage Impact (SOHI) prepared by a suitably qualified heritage specialist. The SOHI should be compiled in accordance with Heritage NSW guidelines and policies within this HAAP. This should ensure that LVR and Cowra Council (when acting as delegate of the NSW Heritage Council) work together to proactively manage the place's significant cultural values during changes to the place.

**Policy 7. Archaeological advice**

Any proposed subterranean work affecting the place will require advice from a suitably qualified archaeologist. The archaeologist's advice should inform and assist in managing any ground disturbance that may impact significant historical archaeology, and the archaeologist should participate in the relevant permit application process.

No ground disturbing works should proceed in areas identified by the archaeologist as having historical archaeology potential without first obtaining an excavation permit from the NSW Heritage Council, unless an appropriate exemption applies. The archaeological assessment and research methodology should be prepared by a suitably qualified historical archaeologist. It is important that historical archaeology is well managed, as it is a finite resource and impact to an archaeological site cannot be reversed.

**Policy 8. Future change must incorporate grading of significant elements for structures and places into planning and design**

Section 5 sets out the assessment of cultural significance for Cowra Locomotive Depot, and Appendix 4 contains inventory forms describing the assessment of significance for individual structures and places (including areas with historical archaeology potential), using a standard grading system to reflect the relative significance that each identified item contributes to the overall cultural significance of the Depot.

Future management must ensure that any design for change is done with a clear understanding of this significance and the guidelines of this policy. This should ensure that LVR operates within the parameters of the statutory heritage requirements applicable in managing change to the place.

---

<sup>50</sup> Australia ICOMOS, *Burra Charter*, articles 7.1-7.2, p. 4.

<sup>51</sup> Australia ICOMOS, *Burra Charter*, article 23, p. 7.

### Managing elements of exceptional or high significance

- Proposed changes to elements of the place of exceptional or high significance can involve restoration or reconstruction, depending on the condition of the element. These works should follow the principle of ‘changing as much as necessary but as little as possible’, and should not cause an adverse impact to the element being worked upon.<sup>52</sup> These elements should not be demolished or removed.
- New work should be sympathetic to the original element and overall cultural significance. Any modifications should be consistent with any other relevant policies in this HAAP and should also be appropriately designed and managed.

### Managing elements of moderate significance

- Proposed changes to elements of the place of moderate significance can involve restoration or reconstruction, depending on the condition of the element, or may be demolished or removed if unsafe or beyond economic repair, provided that the changes (a) do not impact on elements of exceptional or high significance, (b) ensure that the overall cultural significance of the place is conserved, and (c) support the ongoing technical uses of the place.
- New work should be sympathetic to the original element and overall cultural significance. Any modifications should be consistent with any other relevant policies in this HAAP and should also be appropriately designed and managed.

### Managing elements of little significance

- Proposed changes to elements of the place of little significance can involve restoration, reconstruction, demolition or removal, depending on the condition of the element, provided that the changes (a) do not impact on elements of exceptional or high significance, (b) ensure that the overall cultural significance of the place is conserved, and (c) support the ongoing technical uses of the place.
- New work should be sympathetic to the original element and overall cultural significance. Any modifications should be consistent with any other relevant policies in this HAAP and should also be appropriately designed and managed.

### Managing intrusive elements

- Proposed changes to intrusive elements can involve demolition or removal, provided that the changes (a) do not impact on elements of exceptional or high significance, (b) ensure that the overall cultural significance of the place is conserved, and (c) support the ongoing technical uses of the place. Demolition or removal of intrusive elements in a sympathetic manner is generally supportable.
- New work should be sympathetic to overall cultural significance. Any modifications should be consistent with any other relevant policies in this HAAP and should also be appropriately designed and managed.

---

<sup>52</sup> Australia ICOMOS, *Burra Charter*, article 3.1, p. 3.

## Policy 9. Restoration or reconstruction

Restoration or reconstruction of elements of exceptional or high significance of the Depot and its setting that have deteriorated should only be carried out with a cautious approach, in accordance with Article 3 of the *Burra Charter*:

---

### *Article 3. Cautious approach*

*3.1 Conservation is based on a respect for the existing fabric, use, associations and meanings. It requires a cautious approach of changing as much as necessary but as little as possible.*

*3.2 Changes to a place should not distort the physical or other evidence it provides, nor be based on conjecture.*<sup>53</sup>

---

Repairs or restoration should not be based on conjecture, and should neither introduce new elements that were never at the place, nor distort the evidence provided by existing elements. Elements of significance that have been removed or are missing should only be re-instated in their original location.

### For elements of exceptional or high significance

- Only where absolutely necessary, and when identified by a suitably qualified heritage specialist, should restoration or reconstruction be allowed, or where other elements are at risk of damage or destruction owing to the condition of the element.
- As much of the original element should be retained as possible, with partial replacement preferred over total replacement.
- New work should be identifiable while remaining visually recessive in the setting, so that the significant structure, place or item remains dominant, as described in Policy 10.

### For elements of moderate or little significance

- Elements of moderate or little significance include non-original elements within the Depot and setting; elements that have been altered or modified and retain little heritage value, or alterations that detract from cultural significance.
- Restoration or reconstruction of such elements should strive to match original materials where possible, but only when documentary, photographic or other evidence is clear.
- These restoration or reconstruction works should use materials that are sympathetic to the overall cultural significance of the place, and do not impact on elements of exceptional or high significance.
- New work should be identifiable, as described in Policy 10.

---

<sup>53</sup> Australia ICOMOS, *Burra Charter*, articles 3.1-3.2, p. 3.

## Policy 10. Additions and new work

New construction at the place could be detrimental to the Depot and its setting through siting, location, form, details, colour, material, height and bulk, in accordance with Article 22 of the *Burra Charter*:

---

### *Article 22. New work*

*22.1 New work such as additions or other changes to the place may be acceptable where it respects and does not distort or obscure the cultural significance of the place, or detract from its interpretation and appreciation.*

*22.2 New work should be readily identifiable as such, but must respect and have minimal impact on the cultural significance of the place.<sup>54</sup>*

---

The following guidelines should be followed when planning additions to the Depot and its setting:

- Additions or new structures should not be located in the main viewing areas to the Roundhouse, as they would obstruct significant views to and from the place and between the associated track and structures.
- New additions to the central and highly significant core of the Depot should only be minor or reconstructions of removed elements.
- Strictly no vertical additions should be made to height of the key structures including the Roundhouse.
- New elements at the place such as free-standing structures, temporary structures, outdoor furniture, floodlighting, interpretive panels and signs should be minor and suitably positioned so as not be visually distracting from the significant structures and spaces.
- New work should be identifiable; for example, through interpretive signs, or by clearly recording the reconstruction date on the new work.<sup>55</sup>
- Additions and new work should be designed and implemented in accordance with the NSW Heritage Office *Design in Context* guidelines, which provide the standard reference and assessment tool for such work.<sup>56</sup>

---

<sup>54</sup> Australia ICOMOS, *Burra Charter*, articles 22.1-22.2, p. 7.

<sup>55</sup> Walker and Marquis-Kyle, *Illustrated Burra Charter*, p. 17.

<sup>56</sup> NSW Heritage Office, *Design in Context: Guidelines for Infill Development in the Historic Environment*, Parramatta, 2005, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 13 March 2020.

## **Policy 11. Limiting detrimental works**

Works that would adversely impact on elements of exceptional or high significance, or on the overall cultural significance of the place, should be avoided, in accordance with Article 27.1 of the *Burra Charter*:

---

### *Article 27. Managing change*

*27.1 The impact of proposed changes, including incremental changes, on the cultural significance of a place should be assessed with reference to the statement of significance and the policy for managing the place. It may be necessary to modify proposed changes to better retain cultural significance.<sup>57</sup>*

---

However, such works may be permissible if:

- Alternatives have been carefully assessed and discounted owing to lack of feasibility or higher adverse impact;
- There are sufficient mitigation measures in place; for example, visually recessive design (materials and colour) and screen planting;
- The proposed works would recover elements of the place that are of greater cultural significance than the existing element;
- The proposed works would enhance the security and conservation of the place; or
- The proposed works are necessary to comply with health and safety, environmental or other legal requirements.

## **Policy 12. Heritage works specifications**

Changes to elements with significant cultural values will require confirmation that the works are consistent with the HAAP and should be approved by a suitably qualified heritage specialist. The works should be clearly described by project managers, contractors and suppliers; a proposed methodology should be documented, and appropriate materials and trades qualifications utilised, so as to properly manage and complete the works.

## **Policy 13. Use of qualified personnel**

All advice and physical work that may impact upon the significant cultural values of the place should be undertaken by personnel that are suitably qualified and experienced in the use of traditional trade skills, techniques and materials. These personnel must be able to provide evidence of their relevant qualifications, skills and experience prior to engaging in advice or work. This is in accordance with Article 4 of the *Burra Charter*:

---

### *Article 4. Knowledge, skills and techniques*

*4.1. Conservation should make use of all the knowledge, skills and disciplines which can contribute to the project and care of the place.*

---

<sup>57</sup> Australia ICOMOS, *Burra Charter*, article 27.1, p. 8.

*4.2 Traditional techniques and materials are preferred for the conservation of significant fabric. In some circumstances modern techniques and materials which offer substantial conservation benefits may be appropriate.<sup>58</sup>*

---

#### **Policy 14. Stop work policy**

Work should cease when previously unidentified materials, relics or items are encountered and have the potential to be culturally significant. Advice from qualified individuals should be sought before work can recommence, and the ongoing work should be in line with the advice received. On-site staff and contractors should be properly inducted to ensure they know when to stop work and seek advice in accordance with this policy.

#### **Policy 15. Temporary protection plans**

When planned works have the potential to impact other significant elements of the Depot and its setting that are not part of the planned works, a temporary protection plan for these elements should be developed as part of the statutory approvals process (refer to sections 6.3.2-6.3.7 inclusive), to ensure that there are no inadvertent or adverse impacts upon the significant cultural values of the place.

#### **Policy 16. Moveable items**

Conducting a detailed condition and significance assessment of LVR's collection of locomotives, rolling stock and moveable engineering items, and then documenting a Collections Policy, will be an important future project. The storage and care of these items is fundamental to conserving their cultural significance. It is critical that the future Collections Policy focus upon the following association and other criteria:

Association criteria:

- Associations with Cowra and the immediate region;
- Associations with the NSW railway system generally;
- Associations with LVR since its formation;

Other criteria:

- The rarity and/or representativeness of each item within the NSW railway system;
- The capacity of LVR to conserve each item (particularly those with exceptional or high significance); and
- LVR's current and likely future operational and/or display requirements.

The objective of this focus is to ensure that future resources are concentrated upon the sustainability of Cowra Locomotive Depot and LVR's collection.

It is expected that the Collections Policy would be developed to limit future growth of locomotives, rolling stock and moveable engineering items to a level which is sustainable and capable of being accommodated on the site in conditions suitable for their long term conservation. The Collections Policy should include a De-accession Policy for items which do

---

<sup>58</sup> Australia ICOMOS, *Burra Charter*, articles 4.1-4.2, pp. 3-4.

not satisfy at least one association criterion and all other criteria, in order that the collection is capable of achieving the sustainable focus outlined above.

The Collections Policy should be approved by the LVR Board. Future acquisitions and de-accessions should only be made in accordance with the Collections Policy, and with the approval of LVR management having delegated responsibility for managing the collection.

Assistance in the identification and assessment of locomotives, rolling stock and moveable engineering items should be sought from volunteers and former NSWGR employees with specialist knowledge in relevant trades and technologies. Items identified as contributing to the cultural significance of the Depot and its setting should be catalogued in a companion document to this HAAP.<sup>59</sup>

### **8.2.3 Access to records and recording change**

#### **Policy 17. Access to the HAAP**

A copy of this HAAP and its associated records should be permanently retained in the LVR archives. Copies of the HAAP should also be lodged with Heritage NSW, Cowra Council and the Cowra Local Studies Collection, as it forms a valuable resource for the history of the local area, and supports the conservation of the place's significant cultural values. This is in accordance with Articles 32.1 and 32.2 of the *Burra Charter*:

---

#### *Article 32. Records*

*32.1 The records associated with the conservation of a place should be placed in a permanent archive and made publicly available, subject to requirements of security and privacy, and where this is culturally appropriate.*

*32.2 Records about the history of a place should be protected and made publicly available, subject to requirements of security and privacy, and where this is culturally appropriate.*<sup>60</sup>

---

#### **Policy 18. Recording change**

Any proposed changes to the place should be recorded before and after such changes are made. The method of recording may vary, but can include maintaining a log of activities, photographic archival recording (as described in Policy 19), and preparing formal or informal sketch drawings. This is in accordance with Articles 27.2, 31 and 32 (reproduced above) of the *Burra Charter*:

---

#### *Article 27. Managing change*

*27.2 Existing fabric, use, associations and meanings should be adequately recorded before and after any changes are made to the place.*<sup>61</sup>

---

<sup>59</sup> Walker and Marquis-Kyle, *Illustrated Burra Charter*, p. 42.

<sup>60</sup> Australia ICOMOS, *Burra Charter*, articles 32.1-32.2, p. 9.

<sup>61</sup> Australia ICOMOS, *Burra Charter*, article 27.2, p. 8.



### *Article 31. Keeping a log*

*New evidence may come to light while implementing policy or a plan for a place. Other factors may arise and require new decisions. A log of new evidence and additional decisions should be kept.*<sup>62</sup>

---

Records of any kind that relate to the changes made to the place should be permanently retained in the LVR archives in a record series associated with this HAAP. These records provide a valuable historic record of change and change management at the place, and provide evidence of how LVR has conserved the significant cultural values of the place.

### **Policy 19. Photographic archival recording**

Prior to making any major changes that impact elements of exceptional or high significance, a photographic archival recording should be undertaken. This is in accordance with Article 27.2 (reproduced above) of the *Burra Charter*.

Photographic archival recording should be prepared by a competent photographer with relevant heritage experience, and in accordance with the guidelines set out in NSW Heritage Office, *Photographic Recording of Heritage Items Using Film or Digital Capture*, and NSW Office of Environment and Heritage, *Guide to Photo Monitoring of Heritage Projects*.<sup>63</sup>

### **8.2.4 Future planning and interpretation**

#### **Policy 20. Maintenance of the curtilage**

The ‘lot boundary heritage curtilage’ and ‘expanded heritage curtilage’, as they have been defined in Section 5.2, should be maintained and managed without encroachment by future development. Altering the established curtilage of the place would adversely impact its significant cultural values, and should not be supported in future planning for the place. This is in accordance with Article 8 of the *Burra Charter*:

---

### *Article 8. Setting*

*Conservation requires the retention of an appropriate setting. This includes retention of the visual and sensory setting, as well as the retention of spiritual and other cultural relationships that contribute to the cultural significance of the place.*

*New construction, demolition, intrusions or other changes which would adversely affect the setting or relationships are not appropriate.*<sup>64</sup>

---

<sup>62</sup> Australia ICOMOS, *Burra Charter*, article 31, p. 9.

<sup>63</sup> NSW Heritage Office, *Photographic Recording of Heritage Items Using Film or Digital Capture*, Parramatta, 2006, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 13 March 2020; NSW Office of Environment and Heritage, *Guide to Photo Monitoring of Heritage Projects*, Sydney, 2018, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 13 March 2020.

<sup>64</sup> Australia ICOMOS, *Burra Charter*, article 8, p. 5.

It is acknowledged that core LVR activities focus on the central precinct of the Roundhouse and immediate environs, while areas to the south of this central precinct are of secondary or minimal importance to these activities. The southern areas include the former Recreation Ground, 200,000 Gallon Concrete Reservoir, current and former railway infrastructure, the demolished Elevated Coal Bunker and De-ashing Plant, and a natural vegetation area with native and non-native regrowth towards the eastern boundary.

## **Policy 21. Interpreting the place**

Interpretation of the significant cultural values of the place is important in communicating these values to future generations, especially when considering any proposed new or changed use of the place. This is in accordance with Article 25 of the *Burra Charter*:

---

### *Article 25. Interpretation*

*The cultural significance of many places is not readily apparent, and should be explained by interpretation. Interpretation should enhance understanding and engagement, and be culturally appropriate.*<sup>65</sup>

---

As part of its staged development plan, LVR should continue to develop an overall interpretation strategy that encompasses the place's significant cultural values, and determines the most effective way to communicate them using both traditional and contemporary methods. The place should be interpreted utilising a combination of the following:

- Seeking assistance in the interpretation of the Depot and its uses from volunteers and former NSWGR employees with specialist knowledge in relevant trades and technologies.<sup>66</sup>
- Interpretation of the villages and stations in the regions which formed part of the railway network serviced from Cowra.
- Introducing interpretive devices such as panels and signs with smartphone-accessible QR codes, displays and pamphlets.
- Developing web-based social and other media with links to Cowra Council, regional tourist information centres and heritage websites.
- Appropriate restoration and reconstruction works to the fabric of Depot elements with exceptional or high significance.
- Promoting and developing guided tours for rail heritage specialists, researchers and the public to the Depot, to improve the public appreciation of the site and to develop additional income streams for investment in improved interpretation.

---

<sup>65</sup> Australia ICOMOS, *Burra Charter*, article 25, p. 8.

<sup>66</sup> Walker and Marquis-Kyle, *Illustrated Burra Charter*, p. 46.

## 8.2.5 Maintaining the place

### Policy 22. Implementing the maintenance plan

As the Depot and its setting have exceptional cultural significance, LVR should maintain the place to conserve its significant cultural values. Sections 9 and 10 specify how to accomplish this, and include preventative, corrective and emergency maintenance works. This is in accordance with Article 16 of the *Burra Charter*:

---

#### *Article 16. Maintenance*

*Maintenance is fundamental to conservation. Maintenance should be undertaken where fabric is of cultural significance and its maintenance is necessary to retain that cultural significance.*<sup>67</sup>

---

### Policy 23. Security and monitoring

LVR should continue to secure and monitor the place using appropriate and sympathetic means to mitigate the risks of vandalism, fire, theft, or unauthorised entry to the site and structures. This is in accordance with Article 2.4 of the *Burra Charter*:

---

#### *Article 2. Conservation and management*

*2.4 Places of cultural significance should be safeguarded and not put at risk or left in a vulnerable state.*<sup>68</sup>

---

As LVR intends to retain the traditional uses of the Depot, boundary gates should be kept locked to protect the structures and collections at night and/or when the Depot is unattended. Public access to the Depot should be available only during scheduled opening periods when authorised LVR personnel are present.

### Policy 24. Funding

A budget for proposed works should be prepared, based upon (a) recommended schedules of conservation works and maintenance, and (b) quotes obtained from building contractors that use traditional trade skills, and other relevant service providers. The budget should also allow for the costs of obtaining advice and unexpected contingencies.<sup>69</sup>

As there are limited human and financial resources available for conservation and new works of the Depot, LVR should seek out opportunities to secure funding from heritage agencies and other interested parties such as sponsors, local suppliers and Cowra Council.

The HAAP is intended to provide a foundation for grant applications and fund raising, by presenting a convincing case with a long term vision, backed by sound conservation management principles.

---

<sup>67</sup> Australia ICOMOS, *Burra Charter*, article 16, p. 6.

<sup>68</sup> Australia ICOMOS, *Burra Charter*, article 2.4, p. 3.

<sup>69</sup> Walker and Marquis-Kyle, *Illustrated Burra Charter*, p. 24.

## **Policy 25. Management**

Overall responsibility for management and conservation of Cowra Locomotive Depot should remain within the established LVR board and management structure.

It is recommended that LVR also appoint a steering committee to oversee operations, site development and conservation activities for heritage items associated with Cowra Locomotive Depot. These items include buildings, locomotives and rolling stock, moveable engineering items including workshop equipment, and the permanent way. In this role, the steering committee should liaise with LVR board, management and membership; with the regional visitor community including Cowra Council and Cowra Tourism Corporation, and with relevant grant funding and heritage organisations.

This appointment is essential for assisting and managing volunteers who may be unfamiliar with the requirements for conserving and protecting significant heritage assets.

### **8.2.6 Policy implementation strategy**

Development and implementation of the conservation policies described in Sections 8.2.1-8.2.5 is an integral part of conservation management for the Depot. It is recommended that these policies should be progressively implemented as follows:

- Prioritise and schedule conservation works (refer Section 9).
- Prepare and adopt a maintenance plan and schedule for each built element of the Depot and its setting, and implement a program for regular inspections of the buildings and grounds (refer Section 10).
- Prioritise and schedule future development works (refer Section 11).
- Seek financial assistance and grants for conservation, maintenance and future development works.
- Prepare a visitor strategy to ensure that skilled volunteers are available for providing visitor access and guided tours.
- Continue to implement an interpretation strategy, as museum activity and visitor engagement increases.
- Secure the services of a Museum Advisor to prepare a specific Collections Policy to provide a sustainable basis for the Depot and LVR's collection of locomotives, rolling stock and moveable engineering items.

The exceptional cultural significance of the Depot and its setting (in particular the rarity value of the Roundhouse, its associated structures and collections) warrants conservation, development and interpretation of the site. The following policy delivery plan has been prepared on the basis that the listed activities are realistic and achievable within the immediate, medium and long term timeframes specified. These time frames are intended to permit flexible staging and implementation of the activities listed above. LVR would need to obtain and allocate sufficient human and financial resources for these activities to achieve the desired heritage outcomes for the Depot.

Effective implementation of the works described in Sections 9 and 10 should enable the significant fabric of the structures and places within the Depot and its setting to be conserved and appreciated, while those current aspects of the site that detract from the cultural significance should be reduced through reinstatement and mitigation.

In order for LVR to effectively implement the policies of the HAAP the following policy delivery plan is provided as a guide.

<b>Policy</b>	<b>Implementation</b>
1. Manage the place in accordance with the <i>Burra Charter</i>	Immediate
2. Adoption of the HAAP	Immediate
3. Review of the HAAP at five to seven year intervals	Medium and long term
4. Cultural significance to guide future development	Prior to new works
5. Cultural significance to guide change	Prior to new works
6. A heritage impact assessment is required for all proposed major works	Prior to new works
7. Archaeological advice	Prior to new excavation works
8. Future change must incorporate grading of significant elements into planning	Prior to new works
9. Restoration or reconstruction	During works
10. Additions and new work	During works
11. Limiting detrimental works	During works
12. Heritage works specifications	Prior to new works
13. Use of qualified personnel	Prior to and during new works
14. Stop work policy	During works as stipulated
15. Temporary protection plans	During works
16. Develop Collections Policy	Immediate and medium term
17. Access to the HAAP	Immediate
18. Recording change	Prior to and during new works
19. Photographic archival recording	Prior to and during new works
20. Maintenance of the curtilage	Ongoing
21. Interpreting the place: Agree schedule of projects	Medium and long term
22. Implementing the maintenance plan	Immediate

23. Security and monitoring	Immediate
24. Funding: Agree sequence of projects	Immediate and medium term
25. Management of the site and collections: Volunteer and visitor engagement	Immediate

## **9. Conservation works and resilience strategies**

### **9.1 Conservation works strategy**

As described in Sections 4.1 and 4.2, high-level condition assessments of the Depot's built and landscape elements were made during site inspections in 2022. The site inspections, analysis and conclusions regarding the fabric have resulted in a detailed mapping of the site and structures, and grading of heritage significance. The significance gradings are described in Appendix 3 and on the Master Plan drawings, and are recorded on the inventory forms for each Depot element in Appendix 4. The Master Plan drawings are set out to correspond with the major periods of development of the Depot described in Section 7.3, and broadly correspond with the changes in railway technology and management within the NSWGR.

The following should be used as a guide for prioritising conservation works at Cowra Locomotive Depot:

#### Immediate

The conservation works are regarded as urgent, as delays can lead to continuing deterioration in the materials and details of the fabric, with consequential damage to the element and its cultural significance.

#### Medium term

The conservation works are not urgent in relation to damaged fabric and deterioration, and the priority is generally related to conserving the integrity of the element and its cultural significance.

#### Long term

The conservation works are generally restoration or reconstruction projects that would support the objectives of (a) reinstating the Depot's original integrity, and (b) interpreting its design and use during the NSWGR steam period.

High-level conservation works have been summarised for most Depot elements on the inventory forms in Appendix 4. Major activities and their suggested priority include:

- Demolition of the 20,000 Gallon Water Tank that is now in very poor condition, subject to NSW Heritage Council approval (immediate).
- Complete conservation works and platform reinstatement to the store building (immediate).
- Detailed assessment and remediation works to the Roundhouse, Blacksmith's Shop and Turntable (immediate).
- Corrosion treatment and repainting of the circa 1995 Depot Entrance and Carriage Sheds (immediate and medium term).
- Conservation works to the Offices building and Memorial Fountain (medium term).

## 9.2 Emergency and other works strategy for increased resilience

The authors considered the potential impact of natural disasters and climate change in formulating the HAAP. This included consideration of the following recommended strategies:

- Appropriate disaster recovery objectives:
  - Develop and maintain a documented disaster recovery plan for the Depot site.
  - Ensure emergency access through the site for ambulances, fire engines and their crews, and maintain clear access to water sources and appliances.
  - maintain fire-break distances.
- Fire prevention measures:
  - Arrange for a fire safety review by a suitably qualified and experienced professional.
  - Ensure local fire extinguishers are installed and maintained within each building, and within each significant space where elements are worthy of protection.
  - Reduce the fire load of vegetation, native grasses and weeds, based on regular site inspections by members of the Fire Brigade.
- Weather proofing of significant fabric:
  - Visually inspect roof areas, guttering and downpipes.
  - Regularly inspect wall sheeting and general cladding for sound fixing.
  - Replace broken glazing.
- Landscape conservation and management:
  - Maintain lawn cover on open areas where practicable, as required by the current LVR Environmental Management Procedure.
  - Reduce the extent of native grasses and weeds during summer and steam train operating periods.
  - Promote the growth of native vegetation to naturally suppress weeds.
  - Promote the use of locally supplied mulch where available from Council to suppress weeds and reduce water use.
  - Maintain road surfaces with good use of gravel and roadbase to minimise water erosion and dust in summer.
- the use of energy-efficient alternatives in conservation and other works:
  - Replace lamps with LED lamp types as required.
  - Assess electricity usage patterns and billing, types of equipment used and their energy consumption.
  - Assess opportunities to reduce costs of electrical charging distribution at the Depot site in consultation with a licensed electrician.
  - Provide suitable thermal insulation to occupied building interiors to minimise winter heating costs.
  - Replace gas appliances with electric appliances.
  - Investigate rooftop opportunities for photo-voltaic panel installations.



- Investigate opportunities for local battery storage following the solar panel installations.

Landscape planning should help improve the Depot microclimate in the vicinity of built elements and circulation paths within the site.

- Investigate the provision of mulched gardens in the tradition of railway garden beds and layouts. These are generally associated with walkways to and from work areas, the War Memorial, the Entrance Area and Rose Garden, and new developments such as the proposed Volunteer and Visitor Centre (refer Section 11.2).
- When planning new buildings, consider the planting of suitable species of shade trees on the North and West Elevations of the structures to reduce the summer heat loads.
- Where possible throughout the site, utilise soft planting and mulch to reduce water erosion and to promote the localised absorption of stormwater, thereby reducing the load on the site drainage systems.

The HAAP has also considered the potential for using the extensive roofing over built elements with low heritage significance, for on-site water retention:

- Assess the quantities of stormwater required for garden maintenance and toilet use (a plumbing contractor can provide simple calculations of water volumes).
- Consider the appropriate locations for local water storage tanks for the supply of stored water for garden maintenance and toilet use.
- Consider the use of standard irrigation systems to promote effective garden maintenance and minimise the labour requirement.

## 10. Maintenance strategy

### 10.1 Developing a maintenance plan and schedule

The adoption of standard maintenance guides for the maintenance of built heritage assets, and specific conservation guides for the maintenance of railway heritage places, is recommended in this HAAP. These guides should be used to develop a maintenance plan and schedule for each element at the Depot site (refer to the inventory forms in Appendix 4).

The NSW Heritage Office *Maintenance Series* of publications available from the Heritage NSW website provide guidance for preparing a maintenance plan and the ongoing maintenance of built elements of the Depot and its setting. The *Maintenance Series* includes preventative, corrective and emergency maintenance as defined in Section 10.2.

Guidance for determining what is considered standard maintenance is also provided in the NSW Heritage Office publications *How to Carry Out Work on Heritage Buildings and Sites* and *Minimum Standards of Maintenance and Repair*.<sup>70</sup>

---

<sup>70</sup> NSW Heritage Office, *How to Carry Out Work on Heritage Buildings and Sites*, Parramatta, 1995, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 25 July 2019; NSW Heritage Office, *Minimum Standards of Maintenance and Repair*, Parramatta, 1999, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 17 March 2020.

Further sources of information on repairs and maintenance are given in the bibliography and on the Heritage NSW website.

Specific conservation guides were prepared by the former Office of Rail Heritage for railway heritage places, and include the following:

- Access to heritage railway stations.
- Railway bridges.
- Railway fences.
- Railway station platform furnishings.
- Railway gardens.
- Maintenance and repairs.
- Painting heritage station buildings.
- Railway station platforms.
- Railway conservation reports and resources.

The Office of Rail Heritage publication *Conservation Management: Maintenance & Repairs* includes maintenance and repairs checklists that can form the basis of maintenance plan and schedule for railway heritage places.<sup>71</sup> The maintenance schedule should be checked and updated annually, to ensure its continuing relevance and thorough coverage of built elements of the Depot and its setting.

## 10.2 Maintenance definitions

Maintenance is defined by the *Burra Charter* as 'the continuous protective care of a place, and its setting'.<sup>72</sup> Regular maintenance is cost effective in the long term because it facilitates the early identification and treatment of issues, which can avoid the need for later major and expensive repair works.

Maintenance can be categorised as follows:

### Preventative maintenance

Preventative maintenance is recurring work undertaken to prevent predictable deterioration and building element failure, such as cleaning gutters. Preventative maintenance should aim to maintain the fabric in a stable condition over the long term.

### Corrective maintenance

Corrective maintenance is work that is required to return an element to a stable condition, and should be carried out to elements that are deteriorating in order to rectify their poor condition and conserve their significance. Where funding is not currently available for corrective maintenance, preventative maintenance should be carried out to stabilise the element's condition and prevent further deterioration. Corrective maintenance should be planned in accordance with the funding strategy recommended in Section 8.2.5, Policy 24.

---

<sup>71</sup> Office of Rail Heritage, *Conservation Management: Maintenance & Repairs*, Sydney, 2013, pp. 7-12, <http://www.transportheritagensw.com.au/rail-conservation-guides>, accessed 21 June 2017.

<sup>72</sup> Australia ICOMOS, *Burra Charter*, article 1.5, p. 2.

### Emergency maintenance

Emergency maintenance is work that is unpredictable and is necessary to be undertaken immediately for reasons of disaster recovery, health and safety requirements, or to prevent rapid deterioration of the element.

### **10.3 Inspections of buildings and grounds**

Systematic inspections should be undertaken annually to determine the repairs or maintenance required and their priority for each year, using the maintenance cycle (Section 10.4) and maintenance plan and schedule (developed in accordance with Section 10.1). A typical inspection would cover the structure of each built element internally and externally. In addition to the annual inspection, the place should be inspected immediately following extreme weather events.

The first priority of the inspection should be to look for common problems like leaking roofs, rising damp, drainage problems, paint decay on joinery or evidence of termites, all of which can lead to serious damage if left untreated. The second priority is the inspection of secondary elements, finishes and fixtures as noted within the maintenance plan and schedule.

For effective management of the Depot site, LVR site managers and contractors should have access to the following information for each element:

- Plans, showing location of all significant fixtures, easements and construction details;
- Age and condition of the element;
- Services such as water and electricity;
- Maintenance requirements;
- Names and contact details of those responsible for maintenance;
- Dimensions of the element;
- Local council requirements;
- Heritage listings;
- Assessments of the element's condition (including the high-level condition assessments recorded on the inventory forms in Appendix 4); and
- Details of previous conservation works.<sup>73</sup>

---

<sup>73</sup> NSW Heritage Office, *Preparing a Maintenance Plan*, rev. edn, Parramatta, 2004, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 17 March 2020.

## 10.4 Maintenance cycle

The maintenance plan and schedule prepared for each element at the Depot site (developed in accordance with Section 10.1) should also specify a maintenance cycle for each listed maintenance activity.

The following maintenance cycle derives from the priority of repairs, maintenance or inspection based on the condition of each building element and its grading of significance. In the following table:

- Secondary maintenance and inspection are required annually;
- Secondary repairs are required within 6 to 12 months;
- Priority maintenance and inspection are required within 3 months; and
- Priority repairs are required immediately.

		HERITAGE SIGNIFICANCE				
		Intrusive 1	Low 2	Moderate 3	High 4	Exceptional 5
CONDITION	Very Good 1	2	3	4	5	6
	Good 2	3	4	5	6	7
	Fair 3	4	5	6	7	8
	Poor 4	5	6	7	8	9
	Very Poor 5	6	7	8	9	10
Key:		<div> <div></div> Secondary maintenance/inspection           <div></div> Secondary repairs         </div> <div> <div></div> Priority maintenance/inspection           <div></div> Priority repairs         </div>				

## **11. Interpretation and enhancement strategies**

### **11.1 Regional tourism aspects of the Depot**

As described in Section 2.1, the HAAP includes the following important tourism-related objectives:

- Identifying future building needs that would support heritage conservation at the Depot and improve the visitor experience.
- Developing a comprehensive and contemporary interpretation strategy for the overall site, thereby increasing understanding and appreciation of the Depot's heritage significance.
- Generating additional income streams from visitors and heritage train operations to underpin the conservation, development and interpretation of the site, and to fund conservation and restoration of LVR's locomotive and rolling stock assets with exceptional or high significance.

These objectives are associated with contributing to heritage tourism in regional NSW, and thereby producing a public benefit for the Cowra region. Cowra has visitor numbers in excess of 35,000 annually, owing to its geography and the reputation of the former POW camp, War Cemetery, Japanese gardens and local wineries as landmark attractions. Currently, a very small proportion of these visitors come to Cowra Locomotive Depot. It is a key objective of LVR to further increase visitor attendance and engagement at the Depot, based on increasing appreciation and enjoyment of its heritage significance. LVR acknowledges that this would require a substantial capital investment in the site, in addition to the current investment in heritage train operations.

Following closure of regional railway lines in 2009, LVR has actively promoted Cowra Locomotive Depot as the Cowra Rail Heritage Centre and Cowra's most significant industrial heritage attraction. As described in Section 3.2, LVR has implemented a staged development plan that continues to deliver improvements to the site.

Cowra Locomotive Depot is highly accessible and open to visitors five days per the week. As most visitors come from outside Cowra, the Depot supports regional heritage tourism and provides a public benefit by contributing to the economic prosperity of the local community. The site currently presents as a working railway depot, with an active volunteer-run maintenance and restoration facility that also supports LVR's heritage train operations throughout regional NSW.

The Depot site also acts as a static industrial museum for visitors. This provides an opportunity for visitors and local community members (who often have little knowledge of steam and diesel locomotives or the importance of the country's railway network) to engage with and imagine the Depot alive with locomotives, rolling stock and industrial activity. LVR is addressing this knowledge gap through on-going improvements to presentation and interpretation of the Depot, focusing attention on stories associated with former rail and staffing activities that dominated the site, and on the people who worked there. Further development of high-level interpretation and enhancement strategies for the Depot and its significant elements should increase the understanding and appreciation of the Depot's heritage significance and its rare collections, and should enhance the appearance of the overall Depot site.

LVR has also increased marketing and liaison with Cowra Council and Cowra Tourism Corporation, thereby enhancing the Depot's public profile and appreciation of its heritage significance. These initiatives, which include web-based and print media, are improving both visitor numbers and the Depot's reputation with tourism operators as a living and working industrial heritage attraction.

A number of continuing and new strategies for increasing local community engagement were discussed during the workshop meetings held with LVR volunteers. These strategies included hosting the following events and activities:

- Visitor and family events at Cowra Railway Station and/or the Depot, such as afternoon teas, Santa trains and Halloween activities.
- Rail Safety Week training for schoolchildren, for which grant funding is available.
- Garden events during spring; in particular, participation as a visitor site during the annual Cowra Garden Weekend, with refreshments available at the Depot.

## **11.2 Future development works**

The next stage in this process should be a series of investments in facilities. With a creative design approach, these facilities would serve both visitors and volunteers with a standard of amenity expected at regional Australian tourism centres. These upgrades are essential for visitor and volunteer numbers to increase, and should also deliver an increased share of the 35,000 visitors to Cowra and the associated revenue.

The provision of a 12 x 18 metre Volunteer and Visitor Centre is recommended as the key future project for providing a sustainable foundation for LVR and the Depot. The Volunteer and Visitor Centre could be built to the south of the Main Visitor Parking Area with a fully-accessible entrance, ticketing and merchandise area, flexible display area, central open space, self-service café lounge, meeting room for 60 people, toilets and showers, two administration offices, archives facility and records storage area. Visitors would enter the Centre through an accessible rear entrance and exit from the front, facing the Depot Entrance and Display Shed, Roundhouse and railway heritage exhibits. The Centre should also attract new volunteers to engage with the wide variety of opportunities at the Depot. These activities include conserving and operating the locomotive and rolling stock collections, developing and maintaining the gardens and landscape, photographic recording and visitor engagement.

As discussed in Section 11.1, a key tourism-related objective will be to generate additional income streams from visitors and heritage train operations, which could include the following:

- Increasing the range and attractiveness of merchandise available on-site in well-lit displays with adequate circulation areas.
- Selling merchandise online via the LVR website,
- Ensuring that the Depot is open on train running days and is actively marketed to passengers, such as by offering a combined ticket for train rides, Depot entry and a guided tour.
- Marketing the Depot as a training centre for rail organisations and operators in the region.
- Hiring Depot facilities as a meeting venue for external organisations.

LVR has been successful in obtaining grant funding from Heritage NSW and Transport Heritage NSW for conservation works on buildings and locomotives. It is recommended that wider funding opportunities be sought; for example, Destination NSW for regional tourism development; State and Federal Departments of Veterans' Affairs for conservation of the Memorial Fountain and associated Gardens; Museums and Galleries of NSW to assist with collection management activities (when a Collections Policy is in place); presenting to Cowra Council and Cowra Tourism Corporation to emphasise LVR's commitment to developing its local presence, and seeking sponsorships from local businesses. Adopting a standardised grant application process with high-quality documentation should assist with this.

It is also recommended that a comparative assessment be made of other railway sites where visitor access and conservation of heritage assets co-exist; for example, at the Junee and Goulburn workshops. This assessment could provide useful guidance on how potentially-conflicting activities can be effectively managed.

There have been substantial increases in LVR's collection of locomotives, rolling stock and moveable engineering items over a long period; however, storage capacity is now limited and hindering the ability of LVR and its volunteers to conserve the existing assets and Depot site. By implementing an effective Collection (and De-accession) Policy as recommended in Section 8.2.2, Policy 16, an increased focus on the quality of collected items, their rarity and/or representativeness should improve storage capacity and management, and free resources to concentrate on two fundamental goals:

- Operating an outstanding heritage railway offering a full range of regular travelling experiences in the region, and
- Enhancing the Depot to a standard required of the best heritage railway operations in regional Australia.

This should benefit extended development of the Depot and LVR's heritage train operations, and further contribute to public awareness and heritage tourism in Cowra and the region.

### **11.3 Interpretation strategy**

LVR generally has a high level of engagement with its members. These relationships should be developed to offer a more extended range of information and services to members and visitors. Recommended enhancements (which align with the guidelines in Section 8.2.4, Policy 21) include the following:

- Encouraging members and visitors to sign up to the mailing list on LVR's website for news updates.
- Sending regular news updates and newsletters, which are then accessible on the web-site. As many members and guest are external to Cowra, this is important in maintaining interest and engagement.
- As commercial heritage train travel providers grow, it is important to mutually support these groups with marketing initiatives that attract additional visitors to the Depot.
- Group visitation is key to providing a sustainable income and reputation. The three primary markets are (1) coach travellers; (2) special interest groups such as Rotary, Lions and car clubs, historical societies and rail heritage groups, and (3) educational visits for primary and secondary schools in the region. Web-based learning tools and information to

encourage and support such visits are important to include on the website and associated visitation websites.

- Make greater use of web-based social and other media.

Cowra Locomotive Depot forms the primary source for heritage interpretation by visitors. Interpretation of the key visitor elements is currently provided by brochures, interpretive signs, and guided tours when these are available. The proposed interpretive projects for key visitor elements are listed below:

The primary set piece elements and their potential for enhanced interpretation are as follows:

- Interpretive walking trails for visitors should be comprehensive and allow for both self-guided and guided tours. The working areas must be secured, pathways must be accessible and all potential hazards identified.
- Interpretive devices should be minimal so as not to detract from the visual character and integrity of the site. Future interpretation should be provided on apps downloaded to smartphones.
- The Roundhouse:
  - Guided tours recommended for the interior.
  - Self-guided and guided tours for the exterior.
  - An audio-visual display for evening running as an event, and based upon the Peterborough ‘light and sound show’ example.
- Significant locomotives and rolling stock items, including examples associated with the Cowra region:
  - Self-guided and guided tours for viewing these items.
  - Guided tour of a restoration project in progress, to demonstrate mechanical features of the item and the trade skills required.
- Small object collections of railway memorabilia:
  - Preferred location to be determined.
  - A highly professional display should be the objective and, where there is the capacity, a small exhibition area which periodically changes and focuses on a particular collection or aspect of railway history. This should provide a high quality exhibition and promote increased visitation with an event for each opening.
  - Durable small objects can be used as display items near the interpretive walking trail through the Depot and in garden settings.
- The Blacksmith’s Shop:
  - External viewing and the ability to offer demonstrations when a qualified blacksmith is available.
  - Interpretation of specialised tools and equipment used in this trade.
- Oral histories with a focus on former railway staff:



- A grant assistance system could be established for those seeking to prepare and write railway histories of the region. This may be supported by Cowra Council, heritage agencies, other museums and history organisations.

The proposed Volunteer and Visitor Centre should also improve interpretation through flexible displays and an audio-visual display providing the site history.

There is currently little interpretation of historical archaeological elements, particularly those situated south of the main Depot complex. This area is within the 'lot boundary heritage curtilage' and forms part of the rail corridor, but is not included in LVR's current occupancy agreement. The primary historical archaeology elements and their potential for enhanced interpretation are as follows:

- The former Elevated Coal Bunker and De-ashing Plant:
  - An illustrated set of drawings and photos to explain the dependence of steam locomotives on this key element.
  - A gravel pathway with viewing points to key features of this element.
  - Interpretive panels and signs with smartphone-accessible QR codes at viewing points with photographs.
- The former 200,000 Gallon Concrete Reservoir:
  - An illustrated set of drawings and photos to explain the dependence of steam locomotives on this element (and the associated 20,000 Gallon Water Tanks in the main Depot precinct).
  - A gravel pathway to the element.
  - Interpretive panels and signs with smartphone-accessible QR codes at viewing points with photographs.

The above historical archaeological elements are within the natural vegetation area south of the main Depot complex. The following comments assume that LVR enters into an occupancy agreement for the area containing this element.

The natural vegetation area has considerable potential for:

- Developing an accessible circuit visitor trail, botanical walk and local arboretum.
- Revegetating degraded areas using best-practice bush regeneration techniques.
- Liaising with the Cowra Local Aboriginal Land Council and Cowra Council on providing interpretation related to culture and bush foods, recognising the relationship between the Wiradjuri people and their natural environment.
- The Recreation Ground:
  - An interpretive panel with a smartphone-accessible QR code at the end of an interpretive walking trail to the Recreation Ground.
  - Opportunities to celebrate the annual railway sports day and cricket match.

## 11.4 Enhancement strategy

The Depot enhancement strategy relies upon three critical objectives:

- Operate working railway maintenance and restoration programs to limited numbers of significant, rare and valued locomotives and rolling stock;
- Continuing to operate and extend the heritage train operations; and
- Improving the volunteer and visitor experience.

The key strategies include the following precinct improvements:

- A short (up to 45 minutes) self-guided, accessible and clearly-marked interpretive walking trail through the Depot site.
- A longer (up to 90 minutes) self-guided, accessible and clearly-marked interpretive walking trail through the Depot site.
- A guided interpretation visit for groups including schools.
- Making the overall Depot site as attractive as possible, by removing unwanted material and consolidating materials that are stored in visible areas.
- Developing the Volunteer and Visitor Centre, thereby offering a standard of facilities consistent with regional tourism attractions.
- Developing the proposed 10 x 30 x 5.5 metre Parts Storage Shed, with a concrete slab floor, pallet racking and good lighting, should provide a solution for the storage of moveable engineering items currently located throughout the Depot site. The Parts Storage Shed would be located behind the Volunteer and Visitor Centre, with parking spaces located between the two buildings.

Landscaping and grounds:

The site is a large landscape with a range of plantings and grass areas. The site would benefit from an overall Landscape Plan with individual plans for the following areas:

- Traditional railway gardens: the Office of Rail Heritage guide ‘Railway gardens’ establishes the principles and history of these gardens, which were planted and maintained by staff. There is the capacity to restore the existing Memorial Garden. There is also the capacity to establish new forms of gardens designed to celebrate LVR’s management of the Depot.
  - Locations for these new gardens should be reviewed and agreed, and generally mark the areas already developed by LVR volunteers. A proposed garden area in the vicinity of the former 20,000 Gallon Water Tanks has been nominated. It is discrete from the original buildings and structures, and would adapt and re-use demolished remnants from these structures.
- The Main Visitor Parking Area and adjacent site for the proposed Parts Storage Building and Volunteer and Visitor Centre:
  - The site includes significant groups of *eucalyptus spp* and the proposed building footprints are identified in the Master Plan. The perimeter can be prepared with planting and mulched ground covers established.
  - Visitor car parking areas should be sealed in the longer term.

- Trail through the Recreation Ground to the 200,000 Gallon Concrete Reservoir and return:
  - The route offers an opportunity to develop an interpretive walking trail as a loop. Interpretive stations and panels with smartphone-accessible QR codes along the trail should provide photographs and stories of railway life in Cowra during the steam and diesel periods.
- Proposed revegetation of the existing Rest Centre and Accommodation Precinct for visiting volunteer workers:
  - When the new Volunteer and Visitor Centre is established, the Accommodation Precinct can be further adapted for LVR volunteers. This will require an Access and Landscape Plan to screen the precinct from historic and operational areas of the Depot site.
- Stormwater drainage improvements are required throughout the Depot site.

## 12. Bibliography

### Primary Sources

#### Archival sources

Lachlan Valley Railway Archives record series 'Cowra Locomotive Depot: Heritage Action Asset Plan'.

#### Conservation management and research guides

Australia ICOMOS *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance*, rev. edn, Burwood, Victoria, Australia ICOMOS, 2013, <http://australia.icomos.org/publications/>, accessed 25 July 2019.

Australia ICOMOS *Understanding and Assessing Cultural Significance*, Burwood, Victoria, Australia ICOMOS, 2013, <http://australia.icomos.org/publications/>, accessed 25 July 2019.

Cumming, D.A. 'Recording of engineering and industrial heritage sites, adapted from field instructions of the Historic American Engineering Record (HAER)', in *Papers in Australian Historical Archaeology*, Judy Birmingham and Damaris Bairstow (eds), Sydney, Australian Society for Historical Archaeology, 1987, pp. 149-152, <http://www.asha.org.au/occasional-papers.html>, accessed 25 July 2019.

Engineers Australia, Sydney Division *Engineering and Industrial Heritage*, Parramatta, NSW Heritage Office, 2005, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 14 June 2019.

Heritage NSW, *Statement of Best Practice for Heritage Asset Action Plans*, Parramatta, Heritage NSW, Department of Premier and Cabinet, 2021, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 23 December 2021.

Kerr, James Semple 'Understanding and marketing the Burra Charter', in *Cultural Conservation: Towards a National Approach*, Sharon Sullivan (ed.), Canberra, Australian Government Publishing Service, 1995, pp. 411-419.

Kerr, James Semple *Conservation Plan: A Guide to the Preparation of Conservation Plans for Places of European Cultural Significance*, 7th edn, Burwood, Victoria, Australia ICOMOS, 2013, <http://australia.icomos.org/publications/>, accessed 20 June 2017.

Milner, Peter 'Researching industrial sites', in *The National Trust Research Manual: Investigating Buildings, Gardens and Cultural Landscapes*, Celestina Sagazio (ed.), St Leonards, Allen and Unwin, 1992, pp. 90-106.

- NSW Heritage Office and Department of Urban Affairs and Planning ‘Conservation Management Documents’, ‘Heritage Curtilages’, ‘Heritage Terms and Abbreviations’, ‘History and Heritage’, ‘Investigating Fabric’ and ‘Investigating History’, in *NSW Heritage Manual*, Sydney, NSW Heritage Office and Department of Urban Affairs and Planning, 1996, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 10 June 2019.
- NSW Heritage Office *How to Carry Out Work on Heritage Buildings and Sites*, Parramatta, NSW Heritage Office, 1995, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 25 July 2019.
- NSW Heritage Office *A Guide to the Heritage System*, Parramatta, NSW Heritage Office, 1996, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 25 July 2019.
- NSW Heritage Office *Revealing the Past: An Introduction to Historical Archaeology*, Parramatta, NSW Heritage Office, 1998, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 24 December 2020.
- NSW Heritage Office *Minimum Standards of Maintenance and Repair*, Parramatta, NSW Heritage Office, 1999, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 17 March 2020.
- NSW Heritage Office *Objects in Their Place*, Parramatta, NSW Heritage Office, 1999, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 10 June 2019.
- NSW Heritage Office ‘Assessing Heritage Significance’, in *NSW Heritage Manual*, Parramatta, NSW Heritage Office, 2001, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 14 June 2019.
- NSW Heritage Office *Conservation Management Strategy, Part 1: Investigation and Assessment Sections*, and *Conservation Management Strategy, Part 2: Conservation policy and management sections*, Parramatta, NSW Heritage Office, 2002, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 10 June 2019.
- NSW Heritage Office *Investigating Heritage Significance*, Parramatta, NSW Heritage Office, 2004, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 10 June 2019.
- NSW Heritage Office *Preparing a Maintenance Plan*, rev. edn, Parramatta, NSW Heritage Office, 2004, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 17 March 2020.
- NSW Heritage Office *Design in Context: Guidelines for Infill Development in the Historic Environment*, Parramatta, NSW Heritage Office, 2005, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 13 March 2020.
- NSW Heritage Office *Photographic Recording of Heritage Items Using Film or Digital Capture*, Parramatta, NSW Heritage Office, 2006, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 13 March 2020.

NSW Office of Environment and Heritage *Guide to Photo Monitoring of Heritage Projects*, Sydney, Office of Environment and Heritage, 2018, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 13 March 2020.

Office of Rail Heritage *Conservation Guide: Maintenance and Repairs*, Sydney, Office of Rail Heritage, 2013, <http://www.transportheritagensw.com.au/rail-conservation-guides>, accessed 21 June 2017.

Transport for NSW *Unexpected Heritage Finds Guideline*, rev. edn, Chippendale, Transport for NSW, 2015, <https://www.transport.nsw.gov.au/>, accessed 13 March 2020.

Walker, Meredith and Marquis-Kyle, Peter *The Illustrated Burra Charter: Good Practice for Heritage Places*, Burwood, Victoria, Australia ICOMOS, 2004.

#### Other published works

Anon. 'Cowra Locomotive Depot', *The Staff*, issued by the Office of the Commissioner of Railways and Tramways, vol. 3, iss. 2, 1926, pp. 73-74.

Booth, R. K. 'Byways of steam: Cowra', *Roundhouse*, vol. 17, iss. 1, 1980, pp. 4-27.

Paddison, Leonie I. (ed.) *The Railways of New South Wales, 1855-1955*, Sydney, Department of Railways New South Wales, 1955.

Rail Industry Safety and Standards Board *Glossary of Railway Terminology*, Brisbane, Rail Industry Safety and Standards Board, 2010, <https://ara.net.au/content/glossary-rail-terminology>, accessed 22 April 2019.

#### Photographs

'State Heritage Register – SHR 01122, Plan 2767, Cowra Railway Station and Yard Group', aerial photograph, n.d., <https://www.environment.nsw.gov.au/heritageapp/HeritageItemImage.aspx?ID=5011979#ad-image-8>, accessed 16 December 2019.

Lachlan Valley Railway Archives photographic record series 'Cowra Locomotive Depot: Heritage Action Asset Plan'.

#### Statutory heritage listings

Cowra Local Environmental Plan 2012 (NSW), <https://legislation.nsw.gov.au/view/html/inforce/current/epi-2013-0022>, accessed 13 March 2023.

Heritage NSW 'Cowra Railway Station and Yard Group', State Heritage Register listing no. 01122, updated 2 April 1999, <https://www.environment.nsw.gov.au/>, accessed 23 June 2022.

## Secondary Sources

### Scholarly books and articles

- Apperly, Richard, Irving, Robert and Reynolds, Peter *A Pictorial Guide to Identifying Australian Architecture: Styles and Terms from 1788 to the Present*, North Ryde, Angus and Robertson, 1989.
- Armstrong, Neville 'Local government', in *Cowra on the Lachlan*, Joan Marriott (ed.), Cowra, Cowra Shire Council with Cowra and District Historical Society, 1988, pp. 213-234.
- Blainey, Geoffrey *The Tyranny of Distance: How Distance Shaped Australia's History*, 3rd edn, Sydney, Pan Macmillan, 2001.
- Burke, David *Making the Railways*, Sydney, State Library of New South Wales Press with State Rail Authority of New South Wales, 1995.
- Burman, Peter 'Philosophies for conserving the railway heritage', in *Conserving the Railway Heritage*, Peter Burman and Michael Stratton (eds), London, E. and F.N. Spon, 1997, pp. 18-33.
- Craze, Barry 'The Aborigines', in *Cowra on the Lachlan*, Joan Marriott (ed.), Cowra, Cowra Shire Council with Cowra and District Historical Society, 1988, pp. 1-7.
- Croft, David 'Agriculture', in *Cowra on the Lachlan*, Joan Marriott (ed.), Cowra, Cowra Shire Council with Cowra and District Historical Society, 1988, pp. 61-80.
- Davison, Graeme *The Use and Abuse of Australian History*, Crows Nest, Allen and Unwin, 2000.
- Fittler, Ross 'Cowra Rocks' and 'Squatters and Settlers', in *Cowra on the Lachlan*, Joan Marriott (ed.), Cowra, Cowra Shire Council with Cowra and District Historical Society, 1988, pp. 15-28.
- Gunn, John *Along Parallel Lines: A History of the Railways of New South Wales*, Carlton, Melbourne University Press, 1989.
- Hall, C. Michael and McArthur, Simon 'Heritage management: An introductory framework', in *Heritage Management in New Zealand and Australia: Visitor Management, Interpretation, and Marketing*, C. Michael Hall and Simon McArthur (eds), Auckland, Oxford University Press, 1993, pp. 1-17.
- Haskell, John 'What is heritage?', *National Trust Quarterly*, iss. 59, May 1991, pp. 17-18.
- Kass, Terry *A Thematic History of the Central West: Comprising the NSW Historical Regions of Lachlan and Central Tablelands*, Parramatta, NSW Heritage Office, 2003, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 30 July 2019.

- Marriott, Joan and Ryan, Lawrance 'Teamsters and transport', in *Cowra on the Lachlan*, Joan Marriott (ed.), Cowra, Cowra Shire Council with Cowra and District Historical Society, 1988, pp. 81-94.
- McKillop, Robert F. *Thematic History of the NSW Railways*, Sydney, Office of Rail Heritage, 2009.
- Prescott, Tony 'Railway heritage in NSW', *Heritage Conservation News*, vol. 6, iss. 1, 1990, pp. 8-9.
- Richards, Bill 'NSW's railways: The dismantling of a great heritage', *National Trust Magazine*, vol. 54, April 1990, pp. 10-13.
- Ryan, Lawrance *Lines to the Lachlan*, rev. edn, Sydney, Australian Railway Historical Society (New South Wales Division), 1993.
- Shaw, A.G.L. *The Economic Development of Australia*, 5th edn, Croydon, Victoria, Longmans Australia, 1966.
- Spearritt, Peter 'Money, taste and industrial heritage', in *Packaging the Past: Public Histories*, John Rickard and Peter Spearritt (eds), Carlton, Melbourne University Press, 1991, pp. 33-45.
- Spennemann, Dirk H.R. *Risk Assessments in Heritage Planning in New South Wales: A Rapid Survey of Conservation Management Plans Written in 1997-2002*, Albury, Johnstone Centre, Charles Sturt University, 2003, <http://golum.riv.csu.edu.au/~dspennem/ReportStore/JCReport184.pdf>, accessed 28 August 2019.
- Walker, James 'Australian railway development: Originality or adaptation?', in *Papers in Australian Historical Archaeology*, Judy Birmingham and Damaris Bairstow (eds), Sydney, Australian Society for Historical Archaeology, 1987, pp. 35-42, <http://www.asha.org.au/occasional-papers.html>, accessed 25 July 2019.
- White, Vera and Marriott, Joan 'Wartime', in *Cowra on the Lachlan*, Joan Marriott (ed.), Cowra, Cowra Shire Council with Cowra and District Historical Society, 1988, pp. 239-244.

#### Unpublished works

- B Cubed Sustainability, 'Locomotive roundhouses: Heritage conservation strategy', unpublished report prepared for Australian Rail Track Corporation, 2006.
- Godden, Don and Associates, 'Railway workshops [and] railway locomotive roundhouses', unpublished report prepared for State Rail Authority of NSW, 1989.
- Love, Ray 'Locomotive roundhouse at Cowra: Heritage assessment', unpublished report prepared for the Rail Infrastructure Corporation, 2001.
- Love, Ray 'Locomotive roundhouse at Cowra', NSW State Heritage Inventory form, 2002.



Mitchell, Ernie 'Cowra Depot complex', unpublished report, circa 2000.

Palmer, Stephen 'Development of a conservation management strategy for Cowra Locomotive Depot', application for heritage grant to the New South Wales Government, Heritage NSW, 2021.

Palmer, Stephen and Scobie, David 'Cowra Locomotive Depot Store Building: Conservation Management Plan', unpublished report prepared for Lachlan Valley Railway Society, 31 July 2020.

Scobie, David, Ryan, Lawrance and Love, Ray 'Cowra Railway Station: A conservation management plan', unpublished report prepared for the State Rail Authority of New South Wales, 2003.

#### Websites

Heritage NSW, State Heritage Inventory database, <https://www.environment.nsw.gov.au/>.

Heritage NSW, 'Heritage', <https://www.environment.nsw.gov.au/topics/heritage/>

Lachlan Valley Railway Society, <https://www.lvr.com.au/cowra/>.

## 13. Appendices and Master Plan drawings

### Appendix 1 Definitions

#### (a) *Burra Charter* definitions

The following terms have been used in this report from the *Burra Charter*:<sup>74</sup>

Term	Description
Place	A geographically defined area. It may include elements, objects, spaces and views. Place may have tangible and intangible dimensions.
Cultural significance	Aesthetic, historic, scientific, social or spiritual value for past, present and future generations. Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects. Places may have a range of values for different individuals or groups.
Fabric	All the physical material of the place including elements, fixtures, contents and objects.
Conservation	All the processes of looking after a place so as to retain its cultural significance.
Maintenance	The continuous protective care of a place, and its setting. Maintenance is to be distinguished from repair which involves restoration or reconstruction.
Preservation	Maintaining a place in its existing state and retarding deterioration.
Restoration	Returning a place to a known earlier state by removing accretions or by reassembling existing elements without the introduction of new material.
Reconstruction	Returning a place to a known earlier state and is distinguished from restoration by the introduction of new material.
Adaptation	Changing a place to suit the existing use or a proposed use.
Use	The functions of a place, including the activities and traditional and customary practices that may occur at the place or are dependent on the place.
Compatible use [or reuse]	A use which respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.
Setting	The immediate and extended environment of a place that is part of or contributes to its cultural significance and distinctive character.
Related place	A place that contributes to the cultural significance of another place.
Related object	An object that contributes to the cultural significance of a place but is not at the place.
Associations	The connections that exist between people and a place.
Meanings	What a place signifies, indicates, evokes or expresses to people.
Interpretation	All the ways of presenting the cultural significance of a place.

<sup>74</sup> Australia ICOMOS, *Burra Charter*, articles 1.1-1.17, pp. 2-3.

## (b) Specialised railway, technical and heritage terms

Term	Description
Curtilage	‘The area of land (including land covered by water) surrounding an item or area of heritage significance which is essential for retaining and interpreting its heritage significance. It can apply to either land which is integral to the heritage significance of items of the built heritage, or a precinct which includes buildings, works, relics, trees or places and their setting’. A ‘lot boundary heritage curtilage ... comprises the boundary of the property containing the heritage item as shown on the lot plan’. An ‘expanded heritage curtilage ... [can exist in] circumstances where the heritage curtilage may need to be greater than the property boundary’; for example, to protect ‘views to and from the heritage item’, and where two related heritage items are functionally linked but physically separate (as in the case of Cowra Locomotive Depot and Cowra Railway Station). <sup>75</sup>
HAAP	Heritage Action Asset Plan.
Historical archaeology	‘An international discipline concerned with studying the past using physical evidence in conjunction with other types of historical sources such as documents, maps, illustrations, photographs and oral history. It focuses on the objects used by people in the past and the places where they lived and worked. It can tell us about the way things were made and used and how people lived their daily lives’. <sup>76</sup>
LVR	Lachlan Valley Railway Society Co-operative Limited.
Moveable engineering items	Transportable tools and equipment used in technological applications. <sup>77</sup> In the context of Cowra Locomotive Depot, the term includes all types of parts, tools and consumables stored and used at the depot in maintaining and repairing locomotives (both steam and diesel) and other rolling stock.
NSWGR	New South Wales Government Railways; a generic term referring to successive state government agencies responsible for operating and maintaining railways in New South Wales, including the Department of Railways (1932-1972), Public Transport Commission (1972-1980) and the State Rail Authority of New South Wales (1980-1995). <sup>78</sup>
Permanent way	‘The system of earthworks, drainage, structures, and trackwork (but excluding signalling and communications systems)’ used for railway operations. <sup>79</sup>

<sup>75</sup> NSW Heritage Office, ‘Heritage Curtilages’, pp. 3, 5, 7.

<sup>76</sup> NSW Heritage Office, *Revealing the Past: An Introduction to Historical Archaeology*, Parramatta, 1998, p. 2, <https://www.environment.nsw.gov.au/Heritage/publications/>, accessed 24 December 2020.

<sup>77</sup> Engineers Australia, *Engineering and Industrial Heritage*, p. 5.

<sup>78</sup> McKillop, *Thematic History of the NSW Railways*, pp. 11, 71-74.

<sup>79</sup> ‘Permanent way’, Rail Industry Safety and Standards Board (hereinafter referred to as RISSB), *Glossary of Railway Terminology*, Brisbane, 2010, p. 167, <https://ara.net.au/content/glossary-rail-terminology>, accessed 22 April 2019.

Term	Description
Pioneer line	A lower-cost railway line built in New South Wales from the 1890s to develop new wheat cultivation districts. Pioneer lines were typically unfenced and laid with light rail on earth ballast or, as in the case of pioneer lines in the Cowra region, ash sourced from the Cowra Locomotive depot. <sup>80</sup>
Rolling stock	A collective term for vehicles that operate on railway lines, including passenger carriages and freight wagons of all types. Depending on the context, the term may also include locomotives. <sup>81</sup>

### (c) Metric conversion

As most of the railway structures referred to in this HAAP were designed and built using imperial measurements and dimensions, this system has been retained throughout where appropriate. Under the imperial system, a mile was divided into 80 chains (ch.) of 22 yards (66 feet) each.

1 inch = 25.4 mm

1 foot = 305 mm

1 mile = 1.609 km

1 gallon = 4.546 litres

1 pound = 0.454 kg

1 ton = 1.016 t

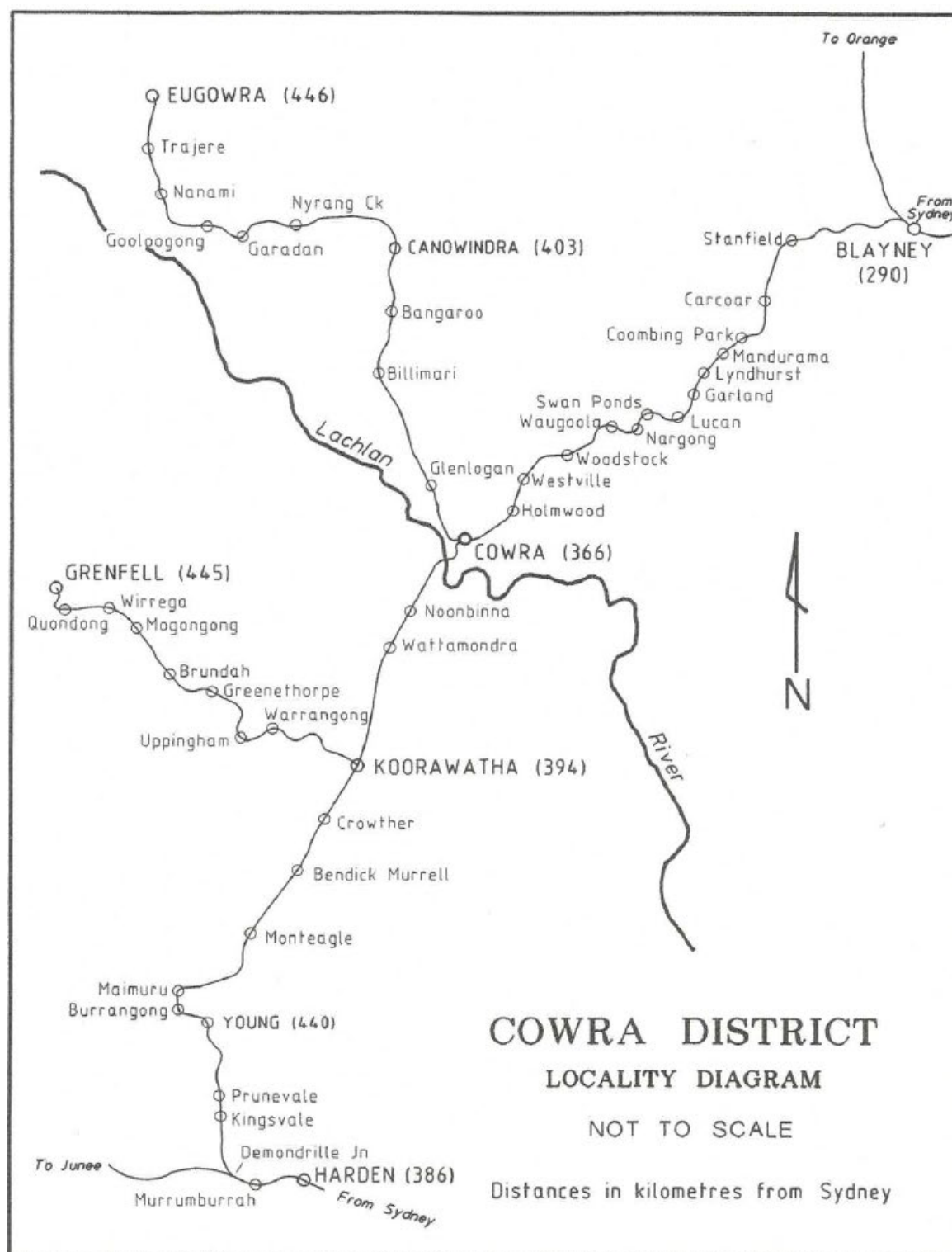
1 horsepower = 0.746 kW

<sup>80</sup> Burke, *Making the Railways*, pp. 117, 133-134; Gunn, *Along Parallel Lines*, p. 235; McKillop, *Thematic History of the NSW Railways*, pp. 4, 46; Ryan, *Lines to the Lachlan*, p. 62.

<sup>81</sup> 'Rolling stock', RISSB, *Glossary of Railway Terminology*, p. 202.

## Appendix 2

### Cowra regional railway lines and localities<sup>82</sup>



<sup>82</sup> John R. Newland, 'Cowra District locality diagram', map, 1993, reproduced in Ryan, *Lines to the Lachlan*, frontispiece. The diagram was commissioned specifically for Mr Ryan's book, and is reproduced here with the permission of its author.

### Appendix 3

#### Grading of significance

Owing to the complexity of the Depot's built and landscape elements, and areas with historical archaeology potential, a grading system has been applied to categorise key elements with a hierarchy of significance. The grading system reflects the relative significance that each identified element contributes to the overall cultural significance of the Depot, and has been determined by assessing the element against the criteria in Table 2.<sup>83</sup>

Table 2.  
*Key to grading of significance*

Grading	Criteria
A	Exceptional, where the element is rare or outstanding; it demonstrates clear original integrity or makes a direct contribution to the Depot's cultural significance, or the element demonstrates a major past technical use.
B	High, where the element possesses a high degree of original integrity; it is a key component of the Depot's cultural significance and any alterations do not detract from significance, or the element demonstrates a past technical use.
C	Moderate - Original, where the element has been substantially altered, has low cultural significance by itself or is commonplace, but still contributes to the Depot's overall cultural significance.
D	Moderate - Contemporary, where the element is a recent addition, but still contributes to the Depot's overall cultural significance.
E	Little, where the element does not contribute to or detract from the Depot's cultural significance.
F	Intrusive, where the element damages the Depot's cultural significance.

<sup>83</sup> Australia ICOMOS, *Understanding and Assessing Cultural Significance*, p. 5; Kerr, *Conservation Plan*, pp. 19-20; NSW Heritage Office, 'Assessing Heritage Significance', p. 11; NSW Heritage Office, 'Conservation Management Documents', pp. 3, 9; Walker and Marquis-Kyle, *Illustrated Burra Charter*, pp. 27, 30.

## **Appendix 4**

### **Inventory forms for Depot elements**

#### **Index to precincts, built and landscape elements**

##### Precincts

- A. Visitor entrance and display area.
- B. Roundhouse and adjacent buildings.
- C. Carriage sheds and nearby elements.
- D. Offices and nearby elements.
- E. Memorial fountain and garden.
- F. Turntable and turntable roads.
- G. Other rail lines and sidings.
- H. Rest centre, caretaker's cottage and administration buildings.
- I. Recreation area, natural vegetation area and included elements.
- J. Other open areas and included elements.

##### Built and landscape elements

- 1. Entrance Area and Rose Garden.
- 2. Depot Entrance and Display Shed.
- 3. Roundhouse.
- 4. Blacksmith's Shop.
- 5. Men's Toilets.
- 6. Fitters' Shed.
- 7. Small office building at Roundhouse door.
- 8. Small skillion attachment to small office building at Roundhouse door.
- 9. Electrical Switch Room.
- 10. Sand Furnace and Shed.
- 11. West Cowra Station building.
- 12. Platform.
- 13. Diesel Refuelling Point.
- 14. Elevated Coal Bunker and De-ashing Plant.
- 15. Carriage Shed and Workshop.
- 16. Carriage Shed.
- 17. Offices.
- 18. Store and kits area.
- 19. Materials Stacking Site.
- 20. 20,000 Gallon Water Tank.
- 21. 20,000 Gallon Water Tank.
- 22. Oil Store.
- 23. Water Columns (3).
- 24. Amenities Building.
- 25. Garden Shed.
- 26. Memorial Fountain.
- 27. Memorial Garden.
- 28. Turntable.
- 29. Turntable Roads to Roundhouse and other associated sidings.


30. Departure Road.
31. Arrival Roads.
32. Other rail lines and sidings throughout Depot site.
33. Rest Centre.
34. Caretaker's Cottage.
35. Train Operations Offices.
36. Archives Building.
37. Recreation Ground.
38. Natural Vegetation Area.
39. 200,000 Gallon Concrete Reservoir and associated Brick Pumphouse.
40. Lower Lawn Area (north-east).
41. Road to Depot.
42. Parking Areas (3).
43. Air Reservoir.
44. Coal Loading Area.
45. Upper Lawn Area.
46. Way and Works Shed.
47. Gardens and other open areas near Rest Centre.
48. Car Park Garden.
49. Visitor Trail Interpretive Garden.
50. Upper Lawn Area (east).
51. Small Garden east of Amenities Building.

Other demolished elements with little or no visible remnants:


52. Fire Brick and Lime Store.
53. Lavatories.
54. Oil Heater and Gantry.
55. Oiled Chip Shed and Racks.
56. Old Van as Shed.
57. Petrol Bowser and Stage.
58. Miscellaneous Sleeper Stages, Ramps and Paving.
59. Aviary.
60. Tennis Courts.
61. Garden Paths (demolished).
62. Fitters' Office and Ambulance Room.
63. Meals Room.




Element details	
Depot precinct	A
Element number	1
Element name	Entrance Area and Rose Garden
Element type	Landscape area
Purpose of element	The area forms part of an attractive and functional main visitor entry point to the Depot.
Approximate years of original construction	Commenced 2017 and developed to 2023
Modifications and approximate years	None to date
Thematic period	LVR
Designer and builder	LVR volunteers
Statement of significance	The Entrance Area and Rose Garden have moderate aesthetic significance as a recent addition because they contribute to the Depot's overall cultural significance as an integrated element of the Cowra Rail Heritage Centre. The element provides an attractive area for visitors, and softens the visual impact of the modern Depot Entrance and Display Shed (element 2) on view lines to the Roundhouse (element 3).
Significance grading	D
Element description	
Physical description	The area is defined by an outer garden bed planted with Bottlebrush ( <i>Callistemon spp</i> ), a white picket fence (repainted 2022), an inner garden bed planted with Rose varieties (including some revitalised Roses transplanted from element 27), and a landscaped hill feature with varied plantings. The area includes a pedestrian and wheelchair ramp to the DEB diesel railcar (which currently serves as the visitor shop), and concrete and gravel visitor pathways accessible by people with disabilities.
Significant fixtures	None
High-level condition assessment	Good

<b>Archaeological potential</b>	There is no visible evidence of earlier structures on the site of this element. The demolished Lavatories (element 53) were previously located near this site. The demountable train operations facility was previously located in this area.
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. Continue regular mowing and weed maintenance to the lawn area.</li> <li>2. Continue regular mulching and weed maintenance to the areas of planting.</li> <li>3. Continue regular maintenance to the Rose collection.</li> </ol>
<b>Proposed modifications</b>	<ol style="list-style-type: none"> <li>1. Continued development of landscaped areas, reflecting the spirit of former railway gardens.</li> <li>2. Continue preference for low-maintenance plantings.</li> </ol>
<b>Further comments</b>	<ol style="list-style-type: none"> <li>1. A documented and visible Landscape Plan should assist with planning and development of this element, and discourage unapproved modifications.</li> </ol>
<b>Images</b>	 <p>View looking South to the entry area, picket fence and Depot Entrance and Display Shed (element 2).</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
<b>Depot precinct</b>	A
<b>Element number</b>	2
<b>Element name</b>	Depot Entrance and Display Shed
<b>Element type</b>	Building
<b>Purpose of element</b>	The Shed was originally built for carriage and locomotive maintenance purposes, but is now used as the main visitor entry point to the Depot. The Shed also displays heritage rolling stock exhibits, one of which (a DEB diesel railcar) also serves as the visitor shop.
<b>Approximate years of original construction</b>	Circa 1995
<b>Modifications and approximate years</b>	None to date; a Development Application had been approved to extend the Shed (see proposed modifications below).
<b>Thematic period</b>	LVR
<b>Designer and builder</b>	Lachlan Steel Fabrications Pty Ltd for LVR
<b>Statement of significance</b>	The Depot Entrance and Display Shed has moderate significance as a recent addition because it contributes to the Depot's overall cultural significance as an integrated element of the Cowra Rail Heritage Centre, by providing an attractive display and functional area for visitors when they first come to the Depot complex.
<b>Significance grading</b>	D
Element description	
<b>Physical description</b>	The Shed is of open all-steel construction and approximately 35 metres in length, formed with seven 5-metre portal frame bays. The vertical support posts and gable roof beams are 'Dogbone' structural steel members, and are covered by deck steel roof cladding. There are three railway lines through the Shed, terminating at its southern elevation, and the covered and immediately-surrounding ground areas have a gravel surface.
<b>Significant fixtures</b>	None

<b>High-level condition assessment</b>	<ol style="list-style-type: none"> <li>1. Some corrosion is evident to exposed 'Dogbone' structural steel members and at bases of posts.</li> <li>2. Paint finishes have deteriorated.</li> <li>3. Condition otherwise appears to be good.</li> </ol>
<b>Archaeological potential</b>	There is no visible evidence of earlier structures on the site of this element. The demolished Oil Heater and Gantry (element 54) and Oiled Chip Shed and Racks (element 55) were previously located near this site.
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. Assess condition of covered post base connections.</li> <li>2. Treat corrosion in structural steel members and post bases.</li> <li>3. Repaint structural steel members in a neutral grey shade.</li> </ol>
<b>Proposed modifications</b>	<ol style="list-style-type: none"> <li>1. Extend the Shed at the southern end by adding one bay of 5 metres in length, to complement the existing design.</li> <li>2. Improve access to rolling stock exhibits within Shed.</li> <li>3. Possible installation of solar panels for resilience.</li> <li>4. Allow for a fully accessible entry to the site that is external to the rolling stock exhibits. The proposed Visitor and Volunteer Centre in the Main Visitor Car Park will accommodate this and allow for a café lounge and merchandise area.</li> </ol>
<b>Further comments</b>	None
<b>Images</b>	 <p>View of the northern elevation of the Depot Entrance and Display Shed.</p>



<b>Images</b>	 <p>View looking east across the front of the Depot Entrance and Display Shed to illustrate the Entrance Area and Rose Garden (element 1).</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
Depot precinct	B
Element number	3
Element name	Roundhouse
Element type	Building
Purpose of element	Locomotive repairs and maintenance
Approximate years of original construction	Circa 1922 (original Roundhouse covering roads 1-4). <sup>1</sup>
Modifications and approximate years	<ol style="list-style-type: none"> <li>1. 1949 (extension to Roundhouse covering roads 5-8).<sup>2</sup></li> <li>2. 1964 (railmotor siding extended through rear wall of Roundhouse and connected to road 3; resulting opening fitted with roller-door).<sup>3</sup></li> <li>3. Circa 1994-2010 (progressive replacement of roof timbers and cladding; replacement of several roof trusses with equivalent items salvaged from demolished Muswellbrook Locomotive Depot; replacement of wall cladding above windows).</li> <li>4. Unknown (replacement of original lighting).</li> </ol>
Thematic period	O/SP
Designer and builder	NSWGR
Statement of significance	<p>The Roundhouse has exceptional historic significance as an original and critical element of Cowra Locomotive Depot, which replaced a smaller depot at Cowra, and provided an essential intermediate locomotive servicing facility on the Blayney-Murrumburrah cross-country railway line between the main southern and western lines. The Roundhouse demonstrates aesthetic significance through the generally-original integrity of its functional design. With its significant heritage fixtures intact, the Roundhouse has technical and research significance because it demonstrates major past engineering uses associated with the repairs, maintenance and operation of steam locomotives. The Roundhouse is representative of locomotive workshops that were common on the railway network, but are now rare owing to technical obsolescence and demolition.<sup>4</sup></p>

<sup>1</sup> Ryan, *Lines to the Lachlan*, pp. 56-57.

<sup>2</sup> Ryan, *Lines to the Lachlan*, p. 61.

<sup>3</sup> Ryan, *Lines to the Lachlan*, p. 64.

<sup>4</sup> Godden, 'Railway workshops', pp. 2, 180-182; Love, 'Locomotive Roundhouse at Cowra', pp. 21, 23.

<b>Significance grading</b>	A
<b>Element description</b>	
<b>Physical description</b>	Roundhouse built to 1915 standard design with 8 covered roads (numbered 1 to 8 clockwise) and 2 external roads, open to eastern elevation, heavy hardwood timber frame construction of timber support posts, beams and roof trusses supporting a saw-tooth corrugated steel roof with two peaks; brickwork to height of approximately 1.5 metres at south-western to south-eastern elevation, corrugated painted galvanised iron wall cladding to northern and south-eastern elevations, large timber-framed multi-sash windows arranged in two rows with louvre vents above along south-western elevation, concrete floor, inspection and drop pits on roads 1-4, inspection pits on roads 5-8, railmotor inspection pits on external roads 9-10. <sup>5</sup>
<b>Significant fixtures</b>	Two hydro-pneumatics drop pit jacks, a small compressor with Crompton Parkinson electric motor for external air reservoir (element 43), elevated line shafting affixed to inner south-eastern elevation with Crompton Parkinson electric motor, large belt-driven Craven lathe, Hoefer belt-driven press drill, small lathe with attached electric motor, Brehaut emery wheel grinding machine, wash basins, 5 ton runway trolley and chain block over road 1, timber trapezoid smoke hood over road 2, original incandescent lighting above road 8, oil storage cage, diesel cleaning stages either side of road 5 (1960s addition), roller door (1966 addition). <sup>6</sup>
<b>High-level condition assessment</b>	<ol style="list-style-type: none"> <li>1. An engineering assessment is required to determine the condition of significant fixtures.</li> <li>2. Overall structure of building appears to be in reasonable condition, with roof sheeting and some roof trusses replaced in last 20 years.</li> <li>3. Some loss of integrity at base of posts from stormwater damage.</li> <li>4. Some corrosion evident to external cladding and some sheets require refixing.</li> <li>5. Window frames and other previously-painted joinery need repainting.</li> <li>6. Some guttering and downpipes require repair.</li> <li>7. Condition otherwise appears to be fair to good.</li> </ol>



<sup>5</sup> Love, 'Locomotive Roundhouse at Cowra', pp. 15-16, 18-19; Mitchell, 'Cowra Depot complex', pp. 3-6; Ryan, *Lines to the Lachlan*, pp. 57-58, 65. A comprehensive description of the element's built fabric is provided in Godden, 'Railway workshops', pp. 84-93.

<sup>6</sup> Ryan, *Lines to the Lachlan*, pp. 56-58, 61, 66. A comprehensive description of the element's significant fixtures is provided in Godden, 'Railway workshops', pp. 88, 90, 98 and Appendix B(ii).

<b>Archaeological potential</b>	There is no visible evidence of earlier structures on the site of this element.
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. It is recommended that the condition of significant fixtures continues to be assessed and then managed in accordance with workplace safety and maintenance procedures for these types of equipment.</li> <li>2. Corrosion treatment and reinstatement of external cladding.</li> <li>3. Repaint window frames and other joinery.</li> <li>4. Repaint external cladding.</li> <li>5. Assess and upgrade fire protection system throughout Depot site.</li> <li>6. Upgrade termite protection system around Roundhouse and throughout Depot site, and inspect annually.</li> <li>7. Assess stormwater system throughout Depot site and upgrade as necessary.</li> <li>8. Implement a Maintenance Plan for the Roundhouse and other buildings within the Depot site. This should include regular maintenance inspection of the ground level pits and concrete slab in active work areas; regular visual inspection of the wall structure and sheeting to ensure the sheeting is securely fixed; regular visual inspection of the roof structure for termites and structural deformation; regular lamp maintenance to the light fittings to ensure they are operational; regular visual inspection of the internal conditions to ensure the interiors are pigeon and pest resistant to suit the work environment.</li> <li>9. General conserve and restore the workshop (inside and outside), and rearrangement of work spaces.</li> <li>10. Repair guttering and downpipes as necessary; implement 3-year maintenance cycle for guttering and downpipes.</li> <li>11. Reactivate the line shafting and heritage machinery for demonstration purposes.</li> <li>12. Ensure one drop pit jack is operational; reassemble the second as a display item.</li> <li>13. A Conservation Management Plan (CMP) should be prepared for this element, including its significant fixtures.<sup>7</sup></li> </ol>

<sup>7</sup> Godden, 'Railway workshops', pp. 5, 181-182; Mitchell, 'Cowra Depot complex', pp. 2-6.



<b>Proposed modifications</b>	<ol style="list-style-type: none"> <li>1. Upgrade barriers to demarcate visitor and work areas.</li> <li>2. Evening ‘sound and light show’ on parts of the roundhouse (roads 5-8, with some illumination of the workshop area), as at Steamtown Peterborough (<a href="https://www.steamtown.com.au/">https://www.steamtown.com.au/</a>).</li> <li>3. New energy-efficient LED lighting to improve illumination and reduce costs.</li> <li>4. Possible extension of the Roundhouse over roads 9-10 (as originally intended by NSWGR).</li> <li>5. Consider the installation of solar panels and future battery system for resilience and cost reduction.</li> </ol>
<b>Further comments</b>	Management of the work areas to ensure that they are not utilised for random temporary storage.
<b>Images</b>	 <p>View of the south-western to south-eastern elevation of the Roundhouse.</p>  <p>View of the open eastern elevation of the Roundhouse.</p>

## Images



View of the south-eastern elevation to illustrate the sawtooth roof of the Roundhouse.



View of the northern elevation and roads 6 to 8 in the eastern elevation of the Roundhouse, noting the roof form.

**Compiler of inventory form**

Stephen Palmer

**Date last modified**

4 March 2023

Element details	
<b>Depot precinct</b>	B
<b>Element number</b>	4
<b>Element name</b>	Blacksmith's Shop
<b>Element type</b>	Building
<b>Purpose of element</b>	Locomotive repairs and maintenance
<b>Approximate years of original construction</b>	Circa 1922 <sup>8</sup>
<b>Modifications and approximate years</b>	Circa 2000 (removal of dilapidated fabric from entrance).
<b>Thematic period</b>	O
<b>Designer and builder</b>	NSWGR
<b>Statement of significance</b>	The Blacksmith's Shop has exceptional significance as an original and critical element of Cowra Locomotive Depot. It demonstrates clear original integrity and makes a direct contribution to the Depot's cultural significance. With its significant heritage fixtures intact and in working order, the Blacksmith's Shop demonstrates a major past technical use.
<b>Significance grading</b>	A
Element description	
<b>Physical description</b>	Skillion attachment to eastern elevation of Roundhouse with timber frame construction, corrugated steel skillion roof, corrugated steel wall cladding to southern and south-eastern elevations, concrete slab floor, open entrance to northern elevation, windows fitted with locomotive spark arrester mesh, louvre vent to south-eastern elevation, internal concrete coke bunker, three external coal or coke bins. <sup>9</sup>
<b>Significant fixtures</b>	Large cast iron Allday forge with cast iron cowl and chimney above, smaller forge with square steel cowl and chimney above; both in working order. <sup>10</sup>

<sup>8</sup> Ryan, *Lines to the Lachlan*, p. 56.

<sup>9</sup> Godden, 'Railway workshops', pp. 93-94.

<sup>10</sup> Godden, 'Railway workshops', p. 93 and Appendix B(ii).

<b>High-level condition assessment</b>	<ol style="list-style-type: none"> <li>1. Unable to determine condition of significant fixtures without an engineering assessment.</li> <li>2. Some evidence of decay in building structure.</li> <li>3. Some corrosion evident to external cladding and some sheets require refixing.</li> <li>4. Drainage and waterproofing problems evident in and around the building.</li> <li>5. Window frames and other previously-painted joinery need repainting.</li> <li>6. Condition otherwise appears to be fair.</li> </ol>
<b>Archaeological potential</b>	The concrete floor of the demolished Fire Brick and Lime Store (element 52) is visible adjacent to the south-western elevation of the building. There is no visible evidence of other earlier structures on the site of this element.
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. Significant heritage fixtures, tools and equipment should be conserved for use by a working blacksmith.</li> <li>2. It is recommended that the condition of significant fixtures continues to be determined and managed in accordance with workplace safety and maintenance procedures for these types of equipment.</li> <li>3. Corrosion treatment and reinstatement of external cladding.</li> <li>4. Clean previously-painted internal surfaces and prepare for repainting.</li> <li>5. Repaint window frames and other joinery.</li> <li>6. Repaint external cladding.</li> <li>7. General tidy-up (inside and outside); relocate redundant items not required for consistent and regular use.</li> <li>8. Maintain floor, walls and ceiling to provide suitable working conditions.</li> <li>9. Interpretation of the building, and its former (and continuing) use as a blacksmith's shop.</li> <li>10. A Conservation Management Plan (CMP) should be prepared for this element, including significant fixtures.<sup>11</sup></li> </ol>
<b>Proposed modifications</b>	Construct suitable shelving for the tools of trade.
<b>Further comments</b>	Management of the work areas to ensure that they are not utilised for random temporary storage.

<sup>11</sup> Godden, 'Railway workshops', pp. 5, 181-182.



## Images



View of the south-eastern elevation and eastern elevations of the Blacksmith's Shop, attached to the eastern elevation of the Roundhouse (element 3).



Interior of the Blacksmith's Shop illustrating Allday and smaller forges.

**Compiler of inventory form**


Stephen Palmer

**Date last modified**

4 March 2023


Element details	
Depot precinct	B
Element number	5
Element name	Men's Toilets
Element type	Building
Purpose of element	Staff amenities
Approximate years of original construction	Circa 1922 (originally constructed as urinals). <sup>12</sup>
Modifications and approximate years	Circa 1980s (new shelter and elevated concrete floor for toilet stalls built to address stormwater flooding). Circa 2010s (replacement and modernisation of cisterns).
Thematic period	O
Designer and builder	NSWGR
Statement of significance	The Men's Toilets have moderate significance. They have been substantially altered, and their original shelter was removed. The element has low cultural significance and is commonplace, but contributes to the Depot's overall cultural significance because it remains an essential workplace element of the Depot. The alterations were a necessary modernisation of the facilities, and do not detract from significance.
Significance grading	C
Element description	
Physical description	Skillion attachment to Roundhouse with steel frame construction, corrugated steel skillion roof, corrugated steel wall cladding, original masonry urinal, concrete slab floor, elevated concrete floor for four toilet stalls.
Significant fixtures	None
High-level condition assessment	Condition appears to be good.
Archaeological potential	There is no visible evidence of earlier structures on the site of this element.

<sup>12</sup> Ryan, *Lines to the Lachlan*, p. 56.

<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. Continue cleaning to maintain sanitary and safe use of the flooring and fixtures.</li> <li>2. Maintain lamps to light fittings.</li> </ol>
<b>Proposed modifications</b>	1. Covering of drainage from urinal and washbasin.
<b>Further comments</b>	None
<b>Images</b>	 <p>Men's Toilets on the eastern elevation of the Roundhouse (element 3).</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023


Element details	
Depot precinct	B
Element number	6
Element name	Fitters' Shed
Element type	Building
Purpose of element	Storage of tools and equipment used in locomotive repairs and maintenance.
Approximate years of original construction	Circa 1970s
Modifications and approximate years	None to date
Thematic period	DP
Designer and builder	NSWGR
Statement of significance	The Fitters' Shed has moderate significance as an addition in the last period of NSWGR operations at the Depot, and still contributes to the Depot's overall cultural significance because it continues to support locomotive conservation and maintenance activities at the Depot, and thereby helps demonstrate past technical uses.
Significance grading	D
Element description	
Physical description	The Fitters' Shed is a free-standing shed with steel frame construction, corrugated steel gable roof, corrugated steel wall cladding, concrete slab floor and two louvre glazed windows.
Significant fixtures	None
High-level condition assessment	<ol style="list-style-type: none"> <li>1. Interior could not be effectively inspected owing to poor lighting and the large volume of stored contents.</li> <li>2. Condition otherwise appears to be good.</li> </ol>
Archaeological potential	The Fitters' Shed is built on the footprint of the former Fitter's Office and Ambulance Room (element 62); however, there is no visible evidence of earlier structures on the site of this element.
Proposed conservation works	<ol style="list-style-type: none"> <li>1. General tidy-up (inside and outside).</li> </ol>



<b>Proposed modifications</b>	None
<b>Further comments</b>	None
<b>Images</b>	 <p>View of the eastern and northern elevations of the Fitter's Shed.</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
Depot precinct	B
Element number	7
Element name	Small office building at Roundhouse door
Element type	Building
Purpose of element	Original purpose unknown; now used by LVR to store brake fittings and other locomotive parts.
Approximate years of original construction	Circa 1922 <sup>13</sup>
Modifications and approximate years	None to date
Thematic period	SP
Designer and builder	NSWGR
Statement of significance	The small office building has high significance as an early addition that possesses a high degree of original integrity. The element is typical of smaller buildings built around railway infrastructure for specific uses, and thereby contributes to the Depot's overall cultural significance.
Significance grading	B
Element description	
Physical description	The element is a small, possibly prefabricated office building with timber frame construction, corrugated steel skillion roof, corrugated steel wall cladding, timber floor, timber door and two glazed windows (one now internal owing to shared wall with element 8).
Significant fixtures	None
High-level condition assessment	<ol style="list-style-type: none"> <li>1. Part of the floor has collapsed owing to excessive weight of non-ferrous brake fittings stored in shelving above.</li> <li>2. Glazing missing from internal window.</li> <li>3. Window frames and other previously-painted joinery need repainting.</li> <li>4. Some external cladding sheets require refixing at base.</li> <li>5. Condition otherwise appears to be fair.</li> </ol>

<sup>13</sup> Ryan, *Lines to the Lachlan*, pp. 56, 58.


<b>Archaeological potential</b>	There is no visible evidence of earlier structures on the site of this element.
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. Relocate stored brake fittings and other locomotive parts.</li> <li>2. Repair floor.</li> <li>3. Reinstate glazing to internal window.</li> <li>4. Refix external cladding.</li> <li>5. Repaint window frames and other joinery.</li> <li>6. General tidy-up (inside and outside).</li> <li>7. The future functional uses of this element should be resolved.</li> </ol>
<b>Proposed modifications</b>	None
<b>Further comments</b>	None
<b>Images</b>	 <p>View of the northern (rear) elevation of the small office building adjacent to the pre-cast concrete Electrical Switch Room (element 9).</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
<b>Depot precinct</b>	B
<b>Element number</b>	8
<b>Element name</b>	Small skillion shed attachment to small office building at Roundhouse door (element 7)
<b>Element type</b>	Building
<b>Purpose of element</b>	Original purpose unknown; now used by LVR for storage of non-ferrous locomotive parts.
<b>Approximate years of original construction</b>	Unknown
<b>Modifications and approximate years</b>	Circa 1980s (replacement of roof and wall cladding, as evidenced by use of TEK screw fastenings and modern cladding). 2022 (installation of steel-framed internal shelving).
<b>Thematic period</b>	SP
<b>Designer and builder</b>	NSWGR
<b>Statement of significance</b>	The small skillion shed has only moderate significance as it has been substantially altered, and the nature and appearance of its original fabric is unknown. The element is typical of smaller buildings built around railway infrastructure for specific uses, and thereby contributes to the Depot's overall cultural significance.
<b>Significance grading</b>	C
Element description	
<b>Physical description</b>	The shed is a skillion attachment to office building at roundhouse door (element 7) with timber frame construction, corrugated steel skillion roof, corrugated steel wall cladding, concrete slab floor and timber door. The shed is also adjacent to the Electrical Switch Room (element 9). The shed may have incorporated reused building materials from earlier demolished structures on the Depot site.
<b>Significant fixtures</b>	None

<b>High-level condition assessment</b>	<ol style="list-style-type: none"> <li>1. Flashing is missing from the roof over the northern elevation where the shed is adjacent to the Electrical Switch Room (element 9), allowing stormwater intrusion.</li> <li>2. Condition otherwise appears to be good.</li> </ol>
<b>Archaeological potential</b>	There is no visible evidence of earlier structures on the site of this element.
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. Install flashing to roof where the shed is adjacent to the Electrical Switch Room.</li> </ol>
<b>Proposed modifications</b>	None
<b>Further comments</b>	None
<b>Images</b>	
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
<b>Depot precinct</b>	B
<b>Element number</b>	9
<b>Element name</b>	Electrical Switch Room
<b>Element type</b>	Building
<b>Purpose of element</b>	Former main electrical supply to the Depot.
<b>Approximate years of original construction</b>	Circa 1922 <sup>14</sup>
<b>Modifications and approximate years</b>	2020-2021 (decommissioned when electrical supply system was modernised and upgraded).
<b>Thematic period</b>	SP
<b>Designer and builder</b>	NSWGR
<b>Statement of significance</b>	The Electrical Switch Room has exceptional significance as an early and critical element of Cowra Locomotive Depot. It demonstrates clear original integrity and, although decommissioned in 2020-2021, it retains significant heritage fixtures and demonstrate a major past technical use. The element is typical of smaller, pre-cast concrete buildings built around railway infrastructure for specific uses, and makes a direct contribution to the Depot's cultural significance.
<b>Significance grading</b>	A
Element description	
<b>Physical description</b>	The Electrical Switch Room is a free-standing shed of pre-cast concrete construction, pressed steel gable roof (with simulated tile effect), concrete slab floor and timber door. The Electrical Switch Room is adjacent to the small office building at Roundhouse door (element 7) and small skillion shed attachment (element 8).
<b>Significant fixtures</b>	Original circuit breaker assembly and meters.

<sup>14</sup> Ryan, *Lines to the Lachlan*, p. 56.

<b>High-level condition assessment</b>	<ol style="list-style-type: none"> <li>1. Non-original timber door is failing and beyond economic repair.</li> <li>2. Barge boards have deteriorated.</li> <li>3. One concrete panel has slipped forward in its housing.</li> <li>4. Condition otherwise appears to be fair to good.</li> </ol>
<b>Archaeological potential</b>	There is no visible evidence of earlier structures on the site of this element.
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. Replace timber door.</li> <li>2. Install barge roll flashings to gable.</li> <li>3. Install lighting to showcase significant heritage fixtures.</li> <li>4. General tidy-up (inside and outside).</li> </ol>
<b>Proposed modifications</b>	None
<b>Further comments</b>	None
<b>Images</b>	 <p>View of the northern elevation of the pre-cast concrete Electrical Switch Room adjacent to the small office building (element 7).</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023


Element details	
Depot precinct	C
Element number	10
Element name	Sand Furnace and Shed (with adjacent coal bin)
Element type	Building
Purpose of element	Drying of sand for use on locomotives to aid adhesion.
Approximate years of original construction	Circa 1922 <sup>15</sup>
Modifications and approximate years	Unknown (removal of coal bin). 1995-1996 (minor alterations to accommodate new Carriage Shed and Workshops (element 15)).
Thematic period	O
Designer and builder	NSWGR
Statement of significance	The Sand Furnace and Shed has exceptional significance as an early and critical element of Cowra Locomotive Depot. It demonstrates clear original integrity, retains significant heritage fixtures, and demonstrate a major past technical use. The element makes a direct contribution to the Depot's cultural significance, and is likely to be very rare.
Significance grading	A
Element description	
Physical description	The Sand Shed is a free-standing shed with timber and bullhead rail frame construction, corrugated steel gable roof (one plane truncated), corrugated steel wall cladding, concrete floor, partially open to the north and south elevations. The enclosed Sand Furnace is integral to its construction. <sup>16</sup>
Significant fixtures	Original large Sand Furnace of brick and cast iron construction with fire chamber below. <sup>17</sup>

<sup>15</sup> Ryan, *Lines to the Lachlan*, p. 56, 58.

<sup>16</sup> Godden, 'Railway workshops', p. 98.

<sup>17</sup> Godden, 'Railway workshops', p. 98.




<b>High-level condition assessment</b>	<ol style="list-style-type: none"> <li>1. Unable to determine condition of Sand Furnace without an engineering assessment.</li> <li>2. Some wall and roof cladding sheets have holes and/or require refixing.</li> <li>3. Condition otherwise appears to be fair to good.</li> </ol>
<b>Archaeological potential</b>	There is no visible evidence of earlier structures on the site of this element.
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. Some conservation works are required (e.g. refixing of loose cladding).</li> <li>2. Interpretation of the building, furnace and contents.</li> <li>3. Conservation of existing finishes (not removal).</li> <li>4. General conservation is needed (inside and outside), including removal of rubbish from inside furnace, and removal of later works such as decorative paint.</li> </ol>
<b>Proposed modifications</b>	None
<b>Further comments</b>	Further technical assessment of the element, its engineering features and method of operation is required. This assessment should include review of textual, photographic evidence and interview evidence (if available).
<b>Images</b>	 <p>View of eastern and northern elevations of the Sand Furnace and Shed, with part of the Carriage Shed and Workshop (element 15) visible in right background.</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
<b>Depot precinct</b>	C
<b>Element number</b>	11
<b>Element name</b>	West Cowra Station building
<b>Element type</b>	Building
<b>Purpose of element</b>	Former station building from West Cowra on the Eugowra branch line; relocated to Cowra Locomotive Depot in 1988 and returned to use as a Bicentennial project by Cowra Lions Club. Until 2021, the building was the main visitor entrance to the Cowra Rail Heritage Centre, but is now used to display photographs and small exhibits to visitors.
<b>Approximate years of original construction</b>	Circa 1910
<b>Modifications and approximate years</b>	Unknown (double doors to western elevation removed and replaced with weatherboards) 1988 (relocation to Cowra Locomotive Depot and return to use; alterations to southern elevation as evidenced by use of Hardie Plank wall cladding). <sup>18</sup>
<b>Thematic period</b>	LVR
<b>Designer and builder</b>	NSWGR
<b>Statement of significance</b>	West Cowra Station building has moderate significance. Although representative of smaller station buildings used on Cowra regional lines, the building has been removed from its original context and is a recent addition to the Depot. The building still contributes to the Depot's overall cultural significance as an integrated element of the Cowra Rail Heritage Centre, and is an appropriate place to display photographs and small exhibits.
<b>Significance grading</b>	D

<sup>18</sup> Godden, 'Railway workshops', p. 97.

Element description	
<b>Physical description</b>	West Cowra Station is a free-standing building with timber frame construction, corrugated steel skillion roof with awning extension over platform, Hardie Plank wall cladding on the southern elevation, weatherboard wall cladding on the other elevations, timber floor, timber ceiling, timber door and glazed windows (with a small ticket window on the western elevation). The building is located on the southern end of the Platform (element 12). <sup>19</sup>
<b>Significant fixtures</b>	None
<b>High-level condition assessment</b>	Small holes are visible in the awning roof. Mould on the ceiling and walls may indicate some water intrusion. Condition otherwise appears to be fair.
<b>Archaeological potential</b>	There is no visible evidence of earlier structures on the site of this element.
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. Assess roof sheeting and repair as needed.</li> <li>2. Conservation of existing internal finishes (not removal).</li> <li>3. Interpretation of the building and its former use as a station at West Cowra.</li> <li>4. A general tidy-up and repainting are needed (inside and outside).</li> </ol>
<b>Proposed modifications</b>	<ol style="list-style-type: none"> <li>1. Further development of the building as a museum with small exhibits and photographic displays.</li> </ol>
<b>Further comments</b>	None

<sup>19</sup> Godden, 'Railway workshops', p. 97.

<b>Images</b>	 <p>View of the southern and eastern elevations of the former West Cowra Station building, with part of the ‘Cowra gold’ pebble-surfaced Platform (element 12) and the Carriage Shed and Workshop (element 15) visible in background.</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
<b>Depot precinct</b>	C
<b>Element number</b>	12
<b>Element name</b>	Platform
<b>Element type</b>	Other structure
<b>Purpose of element</b>	Prior to 2009, the Platform was used occasionally for passenger shuttle services between Cowra Railway Station and the Depot. Since then, the Platform has been used for visitor access to heritage passenger carriages displayed in the Carriage Shed (element 15).
<b>Approximate years of original construction</b>	Circa 1986
<b>Modifications and approximate years</b>	None
<b>Thematic period</b>	LVR
<b>Designer and builder</b>	LVR
<b>Statement of significance</b>	The Platform has moderate significance as a recent addition because it contributes to the Depot's overall cultural significance as an integrated element of the Cowra Rail Heritage Centre, and it facilitates the display of heritage passenger carriages within a recreated period station setting.
<b>Significance grading</b>	D
Element description	
<b>Physical description</b>	The Platform is approximately 35 metres in length, and is formed with a timber sleeper wall to its western elevation, fill of unknown material, and a 'Cowra gold' pebble surface. The former West Cowra Station building (element 11) is located on the southern end of the Platform, and a white painted timber fence with two period station lights extends along its eastern elevation.
<b>Significant fixtures</b>	None
<b>High-level condition assessment</b>	Some erosion evident to gravel areas at northern end of the Platform. Upgrading is needed if the Platform is to be used for heritage train operations in the future. Condition otherwise appears to be fair.

<b>Archaeological potential</b>	The platform covers the end of the former Diesel Refuelling Point (element 13), the demolished Petrol Bowser and Stage (element 57), and miscellaneous Sleeper Stages and Ramps (element 58); otherwise, there is no visible evidence of earlier structures on the site of this element.
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. Improve drainage and resurface eroded gravel areas of Platform.</li> <li>2. The future functional uses of this element should be resolved.</li> <li>3. If required for future heritage train operations, heighten the platform level to improve accessibility and reduce the gap between carriage doors and the Platform surface.</li> <li>4. Alternatively, provide steps for passenger egress.</li> </ol>
<b>Proposed modifications</b>	None
<b>Further comments</b>	None
<b>Images</b>	
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
Depot precinct	C
Element number	13
Element name	Diesel Refuelling Point
Element type	Archaeological remnant
Purpose of element	Refuelling of diesel locomotives
Approximate years of original construction	Circa 1964-1966 (installation of full-sized, gravity-fed diesel refuelling plant with small corrugated steel gabled structure, supplied by four-wheeled oil tanker, built in replacement of 1920s Petrol Bowser and Stage (element 57)). <sup>20</sup>
Modifications and approximate years	Circa 1995-96 (removal of corrugated steel gabled structure).
Thematic period	DP
Designer and builder	NSWGR
Statement of significance	The archaeological remnant of the Diesel Refuelling Point has moderate significance. The element has low cultural significance by itself owing to demolition of the majority of its above-surface fabric, but it still contributes to the Depot's overall cultural significance as a former critical element of the Depot in the final stage of its NSWGR operations.
Significance grading	C
Element description	
Physical description	The concrete foundation, approximately 20 metres in length, remains <i>in situ</i> .
Significant fixtures	Some remnant equipment items remain <i>in situ</i> .
High-level condition assessment	Unable to determine condition without an archaeological or engineering assessment.
Archaeological potential	There is no visible evidence of earlier structures on the site of this element other than those described above.

<sup>20</sup> Godden, 'Railway workshops', p. 97; Ryan, *Lines to the Lachlan*, pp. 64, 66, 68.

<b>Proposed conservation works</b>	Technical and/or archaeological assessment of the element may provide further information about its engineering features and method of operation. This assessment should include review of textual, photographic evidence and interview evidence (if available).
<b>Proposed modifications</b>	None
<b>Further comments</b>	None
<b>Images</b>	
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023



Element details	
Depot precinct	C
Element number	14
Element name	Elevated Coal Bunker and De-ashing Plant
Element type	Archaeological remnant
Purpose of element	Coaling and de-ashing of steam locomotives
Approximate years of original construction	Circa 1922 <sup>21</sup>
Modifications and approximate years	1967 (Structure condemned and placed out of use). <sup>22</sup> 1974 (structure demolished). <sup>23</sup>
Thematic period	O
Designer and builder	NSWGR
Statement of significance	The archaeological remnant of the Elevated Coal Bunker and De-ashing Plant has only moderate significance owing to demolition of the majority of its fabric, but still contributes to the Depot's overall cultural significance as a former critical element of the Depot.
Significance grading	C
Element description	
Physical description	Stepped brick piers near the Carriage Shed and Workshop (element 15), formed from dry pressed bricks and approximately five metres in height; bolt and nut assemblies projecting from the top of each pier. Abutments and footings associated with the former timber trestle approach bridge are located to the south within the natural vegetation area (element 38). <sup>24</sup>
Significant fixtures	None
High-level condition assessment	Condition generally appears to be poor. It was not possible to conduct a close examination of the remnant owing to local ground conditions.

<sup>21</sup> Ryan, *Lines to the Lachlan*, pp. 56-57.

<sup>22</sup> Ryan, *Lines to the Lachlan*, pp. 66.

<sup>23</sup> Ryan, *Lines to the Lachlan*, pp. 66.

<sup>24</sup> Love, 'Locomotive Roundhouse at Cowra', p. 15; Ryan, *Lines to the Lachlan*, p. 66.

<b>Archaeological potential</b>	The element has considerable historical archaeological potential related to its original structure and remnant foundations. There may be remnant items of engineering equipment present that were associated with the element's operations, but now cannot be seen owing to local ground conditions. The immediate area of the element may have also some minor archaeological potential associated with locomotive equipment and tools lost during coaling and de-ashing activities.
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. Conduct an archaeological and condition assessment of this element and its immediate area.</li> <li>2. Technical and/or archaeological assessment of the element may provide further information about its engineering features and method of operation. This assessment should include review of textual, photographic evidence and interview evidence (if available).</li> <li>3. Clear vegetation growth from the remnant foundations.</li> </ol>
<b>Proposed modifications</b>	<ol style="list-style-type: none"> <li>1. Install interpretive signs at three points on the proposed walking trail.</li> <li>2. Install interpretive signs with clear views to this element in the natural vegetation area (element 38).</li> <li>3. Construct a visitor walking trail along the route of the former structure.</li> </ol>
<b>Further comments</b>	None

## Images



View of the eastern elevation of the Elevated Coal Bunker and De-ashing Plant illustrating remnant brick piers.



Continuation view of remnant brick piers.

**Compiler of inventory form**


Stephen Palmer

**Date last modified**

4 March 2023


Element details	
<b>Depot precinct</b>	C
<b>Element number</b>	15
<b>Element name</b>	Carriage Shed and Workshop
<b>Element type</b>	Building
<b>Purpose of element</b>	The Carriage Shed and Workshop was originally built for carriage maintenance purposes, and to display heritage rolling stock exhibits. Heritage passenger carriages are currently displayed alongside the Platform (element 12) at the western elevation of the Shed.
<b>Approximate years of original construction</b>	circa 1995
<b>Modifications and approximate years</b>	None to date
<b>Thematic period</b>	LVR
<b>Designer and builder</b>	Lachlan Steel Fabrications Pty Ltd for LVR
<b>Statement of significance</b>	The Carriage Shed and Workshop has moderate significance as a recent addition, but still contributes to the Depot's overall cultural significance as an integrated element of the Cowra Rail Heritage Centre.
<b>Significance grading</b>	D
Element description	
<b>Physical description</b>	The Shed is of open all-steel construction and approximately 105 metres in length, formed with twenty-one 5-metre portal frame bays. The vertical support posts and gable roof beams are 'Dogbone' structural steel members, and are covered by deck steel roof cladding. The western elevation is enclosed with corrugated steel wall cladding. There are three railway lines through the Shed, and the floor is partially a concrete slab with the remainder formed from earth. A Workshop annexe is attached to the western elevation of the Carriage Shed with steel frame construction, deck steel skillion roof, corrugated steel wall cladding and a concrete floor.
<b>Significant fixtures</b>	None

<b>High-level condition assessment</b>	<ol style="list-style-type: none"> <li>1. Some corrosion is evident to exposed ‘Dogbone’ structural steel members and at bases of posts.</li> <li>2. Paint finishes have deteriorated.</li> <li>3. Drainage problems are evident along length of the structure; flooding occurs at the base ground level of the Shed and requires a drainage plan.</li> <li>4. Condition otherwise appears to be fair to good.</li> </ol>
<b>Archaeological potential</b>	The Carriage Shed and Workshop is partially adjacent to the archaeological remnant of the Elevated Coal Bunker and De-dashing Plant (element 14). There is no visible evidence of other earlier structures on the site of this element.
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. Assess condition of covered post base connections.</li> <li>2. Treat corrosion in structural steel members and post bases.</li> <li>3. Paint structural steel members in a neutral grey shade.</li> <li>4. Develop a drainage plan to address drainage problems along length of the structure.</li> <li>5. Reactivate Workshop annexe for rolling stock maintenance work.</li> </ol>
<b>Proposed modifications</b>	<ol style="list-style-type: none"> <li>1. The future functional uses of the Carriage Shed (e.g. maintenance, storage of rolling stock for functions and active use on the adjacent railway line, visitor access areas, and/or use as the Depot railway station) should be resolved before planning building alterations.</li> <li>2. Potential uses could include using rolling stock items for a photographic display, or hosting an ‘artist in residence’ in conjunction with Cowra Regional Art Gallery.</li> <li>3. Re-arrange the rolling stock to improve visitor access to significant exhibits and worker access for rolling stock restoration and conservation. The new layout should allow for the safe movement of rolling stock for heritage train operations, in accordance with LVR’s Rail Safety Management Plan.</li> <li>4. Concrete flooring could be extended for safe access (this may have insurance cost implications, if the Carriage Shed is then deemed an industrial shed rather than a storage shed).</li> <li>5. New energy-efficient LED lighting is needed to improve illumination and reduce costs.</li> <li>6. Paint structural steel members in a neutral grey shade (grant funding required).</li> <li>7. Carriage Shed could be extended south past the Sand Shed to accommodate significant rolling stock.</li> <li>8. Possible installation of solar panels for resilience.</li> </ol>
<b>Further comments</b>	None

<b>Images</b>	 <p>Northern elevation of Carriage Shed and Workshop.</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023



Element details	
Depot precinct	C
Element number	16
Element name	Carriage Shed
Element type	Building
Purpose of element	The Carriage Shed was originally built to store heritage rolling stock, and is still used for this purpose.
Approximate years of original construction	circa 1977-1978
Modifications and approximate years	None to date
Thematic period	LVR
Designer and builder	Lachlan Steel Fabrications Pty Ltd for LVR
Statement of significance	The Carriage Shed has moderate significance as a recent addition, but still contributes to the Depot's overall cultural significance because it fulfills an important function in protecting LVR's collection of heritage passenger carriages, several of which are very rare.
Significance grading	D
Element description	
Physical description	The Carriage Shed is of closed all-steel construction with steel frame, corrugated steel gable roof and corrugated steel wall cladding. There are three railway lines (centre line presently removed) through the Shed, and the floor is formed from earth.
Significant fixtures	None
High-level condition assessment	<ol style="list-style-type: none"> <li>1. It was not possible to conduct a close examination of the element owing to local ground conditions; this assessment is therefore based on verbal reports.</li> <li>2. Drainage problems reported along length of the structure.</li> <li>3. Some skylights need repairing.</li> <li>4. Condition otherwise is thought to be fair.</li> </ol>

<b>Archaeological potential</b>	The Carriage Shed is partially adjacent to the archaeological remnant of the Elevated Coal Bunker and De-ashing Plant (element 14).
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. Clear vegetation growth from around the building fabric.</li> <li>2. Conduct an archaeological and condition assessment of this element and its immediate area.</li> <li>3. Reinstate the centre railway line.</li> <li>4. Drainage improvements are needed.</li> <li>5. Repair broken skylights.</li> <li>6. Assess base of wall cladding and rectify any gaps to prevent unauthorised access.</li> </ol>
<b>Proposed modifications</b>	None
<b>Further comments</b>	None
<b>Images</b>	 <p>Partial view of the eastern and northern elevations of the Carriage Shed.</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023




Element details	
Depot precinct	D
Element number	17
Element name	Offices
Element type	Building
Purpose of element	Depot management and administration
Approximate years of original construction	Circa 1922 <sup>25</sup>
Modifications and approximate years	Circa 1986 (LVR converted the former Enginemen's signing-on room for use as a kitchen area with gas stove and sinks).
Thematic period	O
Designer and builder	NSWGR
Statement of significance	The Offices building has exceptional significance as an original and critical element of Cowra Locomotive Depot. It demonstrates clear original integrity and makes a direct contribution to the Depot's cultural significance. Through its design layout and interpretation, the Offices building demonstrates how Cowra Locomotive Depot was managed and administered over the long period of NSWGR operations at the Depot.
Significance grading	A
Element description	
Physical description	The element is built on brick piers and has a square floor plan with central brick fireplace and chimney, corrugated steel roof, verandah, weatherboard exterior, four external and two internal timber doors, two screen doors, eight four-pane sash windows with glazing bars, timber interior walls and ceiling. The verandah has a screen enclosure with washbasin at its north-western corner. The interior has four rooms comprising former offices for Steam Shed Inspector (District Locomotive Superintendent), Timekeeper and Chargeman, and the Enginemen's signing-on room. <sup>26</sup>

<sup>25</sup> Ryan, *Lines to the Lachlan*, p. 56.

<sup>26</sup> Godden, 'Railway workshops', p. 93; Ryan, *Lines to the Lachlan*, p. 58.

<b>Significant fixtures</b>	Marble-backed brass plaque with Superintendents' names, <sup>27</sup> cast iron fireplaces, wall-mounted telephone formerly giving direct access to the Cowra Railway Station switchboard, railway circuit telephone, partly-intact telephone circuit board, original door and window furniture, original notice boards and signs affixed to external walls.
<b>High-level condition assessment</b>	<ol style="list-style-type: none"> <li>1. Building requires new guttering, window repairs, some refastening of roof sheeting, and repainting.</li> <li>2. Some verandah posts are rotten at ground level, and the screen enclosure at the north-western corner is badly deteriorated.</li> <li>3. Garden earth is built up against verandah posts along the southern elevation.</li> <li>4. Vermin proofing around the building is incomplete.</li> <li>5. The kitchen is unsuitable for visitor catering purposes.</li> <li>6. Condition otherwise appears to be fair.</li> </ol>
<b>Archaeological potential</b>	There is no visible evidence of earlier structures on the site of this element.
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. Likely to be the next built heritage project for which a Conservation Management Plan and Schedule of Conservation Works should be prepared and grant funding sought from Heritage NSW.</li> <li>2. External conservation works should include repairs to the verandah structure, posts and screen enclosure, window and door restoration or reinstatement, replacement gutters and traditional downpipes, window repairs, roofing, flooring, internal wall lining, and repainting.</li> <li>3. Cautious excavation of garden earth away from verandah posts along the southern elevation.</li> <li>4. Remove timber stored underneath building, and reinstate vermin proofing.</li> <li>5. Install or upgrade termite control system.</li> <li>6. Internal conservation works could include reinstatement of the Enginemen's signing-on room including its fireplace and internal furniture.</li> <li>7. Restore and refurnish the rooms to represent occupancy by the Steam Shed Inspector and other office staff.</li> </ol>

<sup>27</sup> Ryan, *Lines to the Lachlan*, p. 67.

<b>Proposed modifications</b>	<ol style="list-style-type: none"> <li>1. The future functional uses for each room of the building should be resolved before making any substantial modifications.</li> <li>2. Front rooms (Steam Shed Inspector and Chargeman's offices) could be used as visitor areas with exhibits.</li> <li>3. Rear room (Timekeeper's office) could be retained as the plan room (current usage).</li> <li>4. Kitchen will be unavailable during building works, when—the Amenities Building (element 24) can become the main volunteers' kitchen and meals area.</li> <li>5. Provide suitable interpretation of the building, with one room available for a changing/temporary exhibition of memorabilia related to Depot operations.</li> </ol>
<b>Further comments</b>	None
<b>Images</b>	 <p>View of eastern elevation of the Offices building.</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
<b>Depot precinct</b>	D
<b>Element number</b>	18
<b>Element name</b>	Store and kits area
<b>Element type</b>	Building
<b>Purpose of element</b>	Locomotive repairs and maintenance
<b>Approximate years of original construction</b>	Circa 1922 <sup>28</sup>
<b>Modifications and approximate years</b>	Circa mid-1920s (upper store's eastern end extended by a single bay, internal stairs realigned, and a timber partition replaced the counter originally dividing the kits area, thereby creating a vestibule for kits collection by enginemen). <sup>29</sup>
<b>Thematic period</b>	O
<b>Designer and builder</b>	NSWGR


---


<sup>28</sup> Ryan, *Lines to the Lachlan*, pp. 56, 58.

<sup>29</sup> Palmer and Scobie, 'Store Building: Conservation Management Plan', p. 15.

<b>Statement of significance</b>	The Store has exceptional cultural significance as a key element of Cowra Locomotive Depot. The Store is a purpose-designed industrial building that demonstrates continuing uses associated with locomotive servicing and repairs since 1922. Its historic significance derives from uses that were crucial to local railway operations, which drove social and economic development in the region. The Store has aesthetic significance because its design demonstrates an innovative and unified architectural style that matched functional workflow requirements. The Store and its contents have scientific significance as they demonstrate past engineering activities and the twentieth-century development of railway technologies. Surviving documentary records in the Store have considerable research potential to provide technical information on locomotive depot uses and moveable engineering items, which may not be available from other sources. The Store retains most original built fabric in usable condition, and is not materially impaired by subsequent alterations. The Store also has social significance owing to its associations with past employees and those interested in rail heritage, and because it demonstrates the management hierarchy and practices of NSWGR as a large government institution. The Store retains an integrated relationship with its setting, and contributes to the overall cultural significance of Cowra Locomotive Depot. The Store is representative of similar facilities that existed in other NSWGR steam period locomotive depots. Moreover, with its integrity of fabric, continuing uses, and many of its contents and records intact, the Store is likely to be very rare in New South Wales. <sup>30</sup>
<b>Significance grading</b>	A
<b>Element description</b>	
<b>Physical description</b>	Refer Section 4.1 'Analysis of the store's historical and physical evidence' in the Conservation Management Plan dated 31 July 2020 (CMP).
<b>Significant fixtures</b>	Complex joinery elements for storage, management desk, cupboard, and shelving in upper store; complex joinery element comprising zinc-lined workbench and shelving for storage in kits area.
<b>High-level condition assessment</b>	Refer Sections 6.1 'Conservation, interpretation and management practices', 7.2 'Photographic survey' and 9 'Conservation works schedule' in the CMP.

<sup>30</sup> Palmer and Scobie, 'Store Building: Conservation Management Plan', p. 24.

<b>Archaeological potential</b>	Four remnant masonry footings from the Store's demolished loading platform are visible; otherwise, there is no visible evidence of earlier structures on the site of this element.
<b>Proposed conservation works</b>	Refer Section 9 'Conservation works schedule' in the CMP.
<b>Proposed modifications</b>	<ol style="list-style-type: none"> <li>1. When conservation works are completed, the upper store area will remain a secure storage area for locomotive parts (present usage).</li> <li>2. The ground floor kits area can be accessible by visitors on a guided tour, with interpretation provided on its past uses. This will allow visitors to access and engage with the kits area and obtain an appreciation of the activities of the storemen and enginemmen.</li> <li>3. Heritage engineering items and small objects can be displayed in lower kits area.</li> <li>4. The reconstructed loading platform could be used as a railmotor platform for passengers/visitors.</li> </ol>
<b>Further comments</b>	None
<b>Images</b>	 <p>View of the western and southern elevations of the Store.</p>


<b>Images</b>	 <p>View of the southern and eastern elevations of the Store.</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023



Element details	
Depot precinct	D
Element number	19
Element name	Materials Stacking Site
Element type	Landscape area
Purpose of element	Storage of bulky materials for use in the Depot.
Approximate years of original construction	Circa 1922 <sup>31</sup>
Modifications and approximate years	Unknown (removal of paling fence surrounding the Materials Stacking Site)
Thematic period	O
Designer and builder	NSWGR
Statement of significance	The Materials Stacking Site has little significance. The element does not contribute to or detract from the Depot's cultural significance.
Significance grading	E
Element description	
Physical description	The Materials Stacking Site is partially covered by a non-heritage skillion extension to the northern elevation of the Store building (element 18). A derelict 20,000 gallon Water Tank (element 20) is currently stored on this area.
Significant fixtures	None
High-level condition assessment	Poor
Archaeological potential	Building plans for the Store and Kits Area (element 18) indicate that a paling fence was built around the Materials Stacking Site; however, there is no visible evidence of the fence or other earlier structures on the site of this element.
Proposed conservation works	1. The skillion extension is to be demolished as part of conservation works to the Store building.

<sup>31</sup> Ryan, *Lines to the Lachlan*, p. 56.



<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>2. It is recommended that the derelict Water Tank should be dismantled and unusable components removed from the site. Other stored materials should also be removed to a location external to the central Depot precinct, to allow for adapting this area as a visitors' garden.</li> <li>3. Utilise the available timber and cast iron remnants to provide seating and benches, and create a garden room.</li> <li>4. The Materials Stacking Site, together with area of the stand foundations (elements 20 and 21), can then be cleared and landscaped as a visitor area – the “Water Tanks Interpretive Garden”.</li> </ol>
<b>Proposed modifications</b>	<ol style="list-style-type: none"> <li>1. Continued development of landscaped areas, reflecting the spirit of former railway gardens. The future functional uses of this element should be resolved before making any substantial modifications.</li> <li>2. Utilise salvaged tank components from the adjoining elements 20 and 21 to provide for a visitors' garden, with interpretation of the nearby Arrival Roads (element 31).</li> </ol>
<b>Further comments</b>	<ol style="list-style-type: none"> <li>1. A documented and visible Landscape Plan should assist with planning and development of this element, and discourage unapproved modifications.</li> </ol>
<b>Images</b>	 <p>View looking east across the Materials Stacking Site, illustrating part of the derelict Water Tank at left and the non-heritage skillion extension to the Store building at right.</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
Depot precinct	D
Element number	20
Element name	20,000 Gallon Water Tank
Element type	Archaeological remnant
Purpose of element	Water supply for use in steam locomotives and the Depot.
Approximate years of original construction	Tank casting dated 1887, tank and stand transferred from the original Cowra Locomotive Depot circa 1924. <sup>32</sup>
Modifications and approximate years	2008 (removal of tank from dilapidated timber stand; demolition of timber stand).
Thematic period	O
Designer and builder	Tank: Davy and Sands Founders, Albion Engine Works, Pyrmont, Sydney Foundation and stand: NSWGR
Statement of significance	The 20,000 Gallon Water Tank now has little significance. Although of considerable age and an original element of the Depot, the Tank is now in very poor condition and its demolition is recommended.
Significance grading	E
Element description	
Physical description	Cast iron water tank fabricated from panels (two with builder's mark), internal steel brackets and concrete floor, tank now located on Materials Stacking Site (element 19); remnant timbers from demolished stand, brick stand foundation <i>in situ</i> .
Significant fixtures	Depth measurement gauge, ladder and pipework
High level condition assessment	Condition appears to be very poor. Internal steel brackets are badly corroded. Some panels have broken and collapsed outwards; most other panels are fractured.
Archaeological potential	There is no visible evidence of earlier structures on the site of this element other than those described above.

<sup>32</sup> Ryan, *Lines to the Lachlan*, p. 56.

<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. It is recommended that the derelict tank should be dismantled and unusable components removed (subject to receiving approval from the Heritage Council of NSW and the site owner).</li> <li>2. Assess the tank components and grade them into items remnants of adaptive re-use and those to be disposed. Prepare a design for the mounting and display of the retained components.</li> <li>3. Present and treat the displayed cast iron components suitable for interpretation in the proposed garden room setting (element 19). Two panels with builder's mark, depth measurement gauge and ladder should be retained and incorporated into an interpreted landscape on the stand foundation. Other panels could be used for interpretation or garden ornamentation (Andrew Peverell of Wagga Foundry may be able to advise on dismantling for reuse of panels).</li> <li>4. The area of the stand foundations for this element and element 21, together with the Materials Stacking Site (element 19), could also be landscaped as a visitor area – the "Water Tanks Interpretive Garden".</li> <li>5. Relocate retained structural timbers to an ordered stack for later re-use as casual seating (remaining timbers to be removed from area).</li> <li>6. Remove all topsoil and weeds within the stand foundations and fill with roadbase, top with Deco-granite and compact a cement stabilised 50mm top layer. With improved access, this should provide an area suitable for interpretation and casual seating.</li> </ol>
<b>Proposed modifications</b>	Install interpretation to narrate the importance of the water supply to steam locomotives.
<b>Further comments</b>	None

## Images




View of western elevation of the derelict Water Tank illustrating a broken and collapsed corner panel.




View of northern elevation of the derelict Water Tank illustrating a broken panel with builder's mark.




<b>Images</b>	 <p>View of southern and eastern elevations of the derelict Water Tank illustrating another broken and collapsed corner panel, with part of the non-heritage skillion extension to the Store building (element 18) at left.</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
Depot precinct	D
Element number	21
Element name	20,000 Gallon Water Tank
Element type	Archaeological remnant
Purpose of element	Water supply for use in steam locomotives and the Depot.
Approximate years of original construction	Tank casting dated 1887, tank and stand transferred from the original Cowra Locomotive Depot circa 1924. <sup>33</sup>
Modifications and approximate years	2008 (removal of tank from dilapidated timber stand; demolition of timber stand).
Thematic period	O
Designer and builder	Tank: Davy and Sands Founders, Albion Engine Works, Pyrmont, Sydney Foundation and stand: NSWGR
Statement of significance	The 20,000 Gallon Water Tank has moderate significance. The Tank is of considerable age and an original element of the Depot, but has been substantially altered by removal from its stand, and the stand's subsequent demolition. The Tank now has low cultural significance by itself, but still contributes to the Depot's overall cultural significance and its retention is warranted.
Significance grading	C
Element description	
Physical description	Cast iron water tank fabricated from panels (two with builder's mark), internal steel brackets and concrete floor, tank now located near the Oil Store (element 22); remnant timbers from demolished stand, brick stand foundation <i>in situ</i> .
Significant fixtures	Depth measurement gauge, ladders and pipework (to be confirmed when vegetation has been removed and water tank is accessible).
High-level condition assessment	Unable to determine condition without an engineering assessment.

<sup>33</sup> Ryan, *Lines to the Lachlan*, p. 56.


<b>Archaeological potential</b>	There is no visible evidence of earlier structures on the site of this element other than those described above.
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. It is recommended that an engineering assessment be conducted in conjunction with the site owner to determine the tank's condition and whether it can be re-erected.</li> <li>2. The area of the stand foundations for this element and element 20, together with the Materials Stacking Site (element 19), could be landscaped as a visitor area – the “Water Tanks Interpretive Garden”.</li> <li>3. Relocate retained structural timbers to an ordered stack for later re-use as casual seating (remaining timbers to be removed from area).</li> <li>4. Remove all topsoil and weeds within the stand foundations and fill with roadbase, top with Deco-granite and compact a cement stabilised 50mm top layer. With improved access, this should provide an area suitable for interpretation and casual seating.</li> </ol>
<b>Proposed modifications</b>	Install interpretation to narrate the importance of the water supply to steam locomotives.
<b>Further comments</b>	Subject to a satisfactory engineering assessment, the element's present condition appears to warrant its conservation.
<b>Images</b>	 <p>View looking north at the remnant timbers and brick foundations from the demolished stands for the Water Tanks (elements 20 and 21), with the Oil Store (element 22) in background.</p>

<b>Images</b>	 <p>Detail view of the remnant timbers and brick foundations.</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023



Element details	
Depot precinct	D
Element number	22
Element name	Oil Store
Element type	Building
Purpose of element	Storage of flammable liquids; the building is now used by LVR to store locomotive boiler tubes.
Approximate years of original construction	Circa 1922 <sup>34</sup>
Modifications and approximate years	None
Thematic period	O
Designer and builder	NSWGR
Statement of significance	The Oil Store has exceptional significance as an original and critical element of Cowra Locomotive Depot. It demonstrates clear original integrity and makes a direct contribution to the Depot's cultural significance.
Significance grading	A
Element description	
Physical description	The Oil Store is a free-standing shed with corrugated steel gable roof, corrugated steel wall cladding, concrete slab floor, two steel framed windows with 20 panes each. It was not possible to closely examine the building exterior and interior owing to local ground conditions.
Significant fixtures	None
High-level condition assessment	<ol style="list-style-type: none"> <li>1. Glazing broken or missing from some window panes.</li> <li>2. Window frames and other previously-painted joinery need repainting.</li> <li>3. Some external cladding sheets may require refixing.</li> <li>4. Condition otherwise appears to be fair.</li> </ol>
Archaeological potential	There is no visible evidence of earlier structures on the site of this element.


<sup>34</sup> Ryan, *Lines to the Lachlan*, p. 56.

<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. A Schedule of Conservation Works should be prepared to restore the condition of the building.</li> <li>2. Clear vegetation growth from around the building fabric.</li> <li>3. Reinstate glazing to windows.</li> <li>4. Refix external cladding as needed.</li> <li>5. Repaint window frames and other joinery.</li> <li>6. General tidy-up (inside and outside).</li> <li>7. The future functional uses of this element should be resolved.</li> </ol>
<b>Proposed modifications</b>	None
<b>Further comments</b>	None
<b>Images</b>	 <p>View of the eastern elevation of the Oil Store.</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
Depot precinct	D
Element number	23
Element name	Three Water Columns, two of which are adjacent to inspection pits in the Arrival Roads (element 31), and the third is within the Upper Lawn Area (north-east, element 45) and adjacent to the Departure Road (element 30) beside a filled-in inspection pit.
Element type	Other structure
Purpose of element	Filling of locomotive water tanks
Approximate years of original construction	1924 <sup>35</sup>
Modifications and approximate years	None
Thematic period	O
Designer and builder	NSWGR
Statement of significance	The Water Columns have exceptional significance as an original and critical element of Cowra Locomotive Depot. They demonstrate clear original integrity and make a direct contribution to the Depot's cultural significance. They also demonstrate a major past technical use associated with the filling of locomotive water tanks prior to their departure and on arrival at the Depot.
Significance grading	A
Element description	
Physical description	Standard NSWGR pattern Water Columns with valve set and swing arms for filling locomotive water tanks. Hand wheels and leather hoses are missing from the two Water Columns adjacent to the Arrival Road inspection pits. <sup>36</sup> Hand wheel and remnant leather hose are present on the Water Column adjacent to the Departure Road.
Significant fixtures	None other than those described above.


<sup>35</sup> Ryan, *Lines to the Lachlan*, pp. 56, 59.

<sup>36</sup> Two hand wheels are stored elsewhere at the Depot.

<b>High-level condition assessment</b>	<ol style="list-style-type: none"> <li>1. Unable to determine condition without an engineering assessment.</li> <li>2. Painted finishes are showing signs of deterioration on all Water Columns.</li> <li>3. Condition otherwise appears to be fair.</li> </ol>
<b>Archaeological potential</b>	Apart from a filled-in inspection pit in the Departure Road next to the adjacent Water Column, there is no visible evidence of earlier structures on the site of this element.
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. Rectify sources of any water egress and staining.</li> <li>2. Repaint in original colour scheme.</li> <li>3. Otherwise maintain in present condition.</li> </ol>
<b>Proposed modifications</b>	Provide interpretation which can be viewed from an accessible pathway in the vicinity.
<b>Further comments</b>	None
<b>Images</b>	 <p>View looking west at one Water Column adjacent to an Arrival Road.</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023


Element details	
Depot precinct	D
Element number	24
Element name	Amenities Building
Element type	Building
Purpose of element	Staff amenity
Approximate years of original construction	1947 <sup>37</sup>
Modifications and approximate years	Circa 2015 (asbestos roof removed by agent of site owner; extensive conservation works carried out by LVR).
Thematic period	SP
Designer and builder	NSWGR
Statement of significance	The Amenities Building has high significance as a later addition that possesses a reasonable degree of original integrity in its design and conserved fabric. It is a key component of the Depot's cultural significance because it demonstrates an improvement to the quality of amenities provided to Depot employees, and its recent conservation works do not detract from its significance.
Significance grading	B
Element description	
Physical description	The Amenities Building is a free-standing building with timber frame construction, corrugated steel hipped roof, waist-height weatherboard wall cladding with battened fibre cement sheeting above, timber floor, entry vestibule, two external timber doors, two sets of louvre windows to toilet and vestibule, eleven four-pane sash windows with glazing bars to remainder of building. Internal rooms comprise the former locker room, washroom, shower room, toilet and laundry with electric hot water service.
Significant fixtures	Three enamelled cast iron wash basins.

<sup>37</sup> Ryan, *Lines to the Lachlan*, pp. 56, 58.

<b>High-level condition assessment</b>	<ol style="list-style-type: none"> <li>1. Some window furnishings need refixing.</li> <li>2. Window frames and other previously-painted joinery will require repainting in the short to medium term.</li> <li>3. Condition otherwise appears to be good.</li> </ol>
<b>Archaeological potential</b>	There is no visible evidence of earlier structures on the site of this element.
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. This building should be conserved as a multi-purpose area; e.g. volunteers' kitchen and meals area, furnished lounge area and television, and convertible to a meeting room as needed.</li> </ol>
<b>Proposed modifications</b>	<ol style="list-style-type: none"> <li>1. Clear vegetation growth from around the building fabric.</li> <li>2. Otherwise maintain in present condition.</li> </ol>
<b>Further comments</b>	<ol style="list-style-type: none"> <li>1. In the short term, the Amenities Building will continue to be used as an area for Volunteers.</li> <li>2. The Amenities Building could also be used for provisioning of rolling stock used in heritage train operations and for catered functions.</li> <li>3. In the long term, the proposed Visitor and Volunteer Centre should provide an alternate area for Volunteers. The Amenities Building would remain available for meetings, and also visitor presentations using audio-visual equipment.</li> </ol>
<b>Images</b>	 <p>View of the southern and western elevations of the Amenities Building.</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
<b>Depot precinct</b>	D
<b>Element number</b>	25
<b>Element name</b>	Garden Shed
<b>Element type</b>	Building
<b>Purpose of element</b>	Storage of landscape maintenance equipment and supplies
<b>Approximate years of original construction</b>	circa 1970s
<b>Modifications and approximate years</b>	None to date
<b>Thematic period</b>	DP
<b>Designer and builder</b>	NSWGR
<b>Statement of significance</b>	The Garden Shed has little significance as a recent addition, and does not contribute to or detract from the Depot's cultural significance. It nonetheless fulfils an important function, through its essential use for storing tools and equipment used in landscape maintenance at Cowra Locomotive Depot.
<b>Significance grading</b>	E
Element description	
<b>Physical description</b>	The Garden Shed is a free-standing shed with timber and steel frame construction, corrugated Zincalume steel gable roof and wall cladding, concrete slab floor, malthoid flashing at base and three louvre glazed windows.
<b>Significant fixtures</b>	Early fire hydrant box at south-western corner of Garden Shed.
<b>High-level condition assessment</b>	<ol style="list-style-type: none"> <li>1. Lower internal timber rails have failed owing to termite damage.</li> <li>2. Some termite damage to window frames.</li> <li>3. Condition otherwise appears to be fair.</li> </ol>
<b>Archaeological potential</b>	The Garden Shed is built on the footprint of the former Meals Room (element 63); however, there is no visible evidence of earlier structures on the site of this element.



<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. Relocate or dispose redundant materials stored in and behind the Garden Shed.</li> <li>2. General tidy-up (inside and outside).</li> <li>3. Replace lower internal timber rails and repair window frames.</li> <li>4. Install or upgrade termite control system.</li> <li>5. Otherwise maintain in present condition.</li> </ol>
<b>Proposed modifications</b>	None
<b>Further comments</b>	None
<b>Images</b>	 <p>View of northern and western elevations of the Garden Shed, illustrating early fire hydrant box at south-western corner.</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023



Element details	
<b>Depot precinct</b>	E
<b>Element number</b>	26
<b>Element name</b>	Memorial Fountain
<b>Element type</b>	Other structure
<b>Purpose of element</b>	Commemoration of Depot employees who fell in service of their country during both World Wars. <sup>38</sup>
<b>Approximate years of original construction</b>	1925 <sup>39</sup>
<b>Modifications and approximate years</b>	Unknown (increase in height and additional decorative features).
<b>Thematic period</b>	EA
<b>Designer and builder</b>	NSWGR Depot staff
<b>Statement of significance</b>	The Memorial Fountain has exceptional significance as an early and intact element of Cowra Locomotive Depot, and makes a direct contribution to the Depot's cultural significance. It is the centerpiece the formal Memorial Garden (element 27), and has a view line to the nearby flagpole. The Memorial Fountain augments the traditional characteristics of railway gardens that were designed and maintained by railway personnel (often in a volunteer capacity). The Memorial Fountain has continuing spiritual significance through commemoration of Depot employees who lost their lives in war, and through annual Anzac Day services that are still held in the Memorial Garden.
<b>Significance grading</b>	A

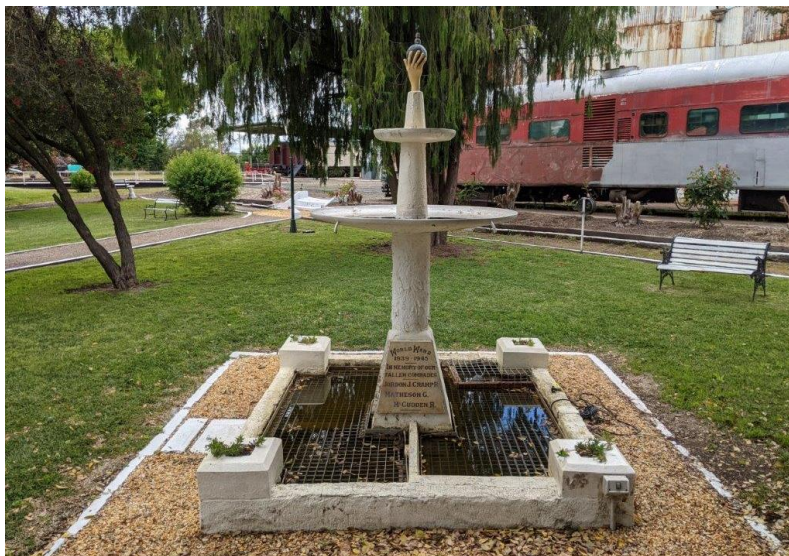
<sup>38</sup> Ryan, *Lines to the Lachlan*, p. 58-59.

<sup>39</sup> Ryan, *Lines to the Lachlan*, pp. 58-60.

Element description	
<b>Physical description</b>	Fountain structure with rough-cast finish painted white, centrally placed over a square fishpond incorporating square flowerpots at each corner. The structure includes two upturned dishes, the larger being a reused locomotive smokebox door and the smaller added at a later date. The fountain top has a cast-metal hand holding an upturned orb that functions as the fountain rose. <sup>40</sup>
<b>Significant fixtures</b>	Two marble tables inscribed with memorial commemorations.
<b>High-level condition assessment</b>	<ol style="list-style-type: none"> <li>1. A structural assessment is recommended to confirm the element's condition.</li> <li>2. The Fountain and fishpond have received periodic maintenance.</li> </ol>
<b>Archaeological potential</b>	There is no visible evidence of earlier structures on the site of this element. The fishpond may have been formed from reused stock feed or water troughs.
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. Grant funding sources may be available for conservation works to this element (e.g. Federal and State Departments of Veterans' Affairs).</li> <li>2. Conduct a structural assessment of the element's condition and undertake remediation works as needed.</li> <li>3. Repainting of the Fountain structure and cleaning of the marble tablets.</li> <li>4. Otherwise maintain in present condition.</li> </ol>
<b>Proposed modifications</b>	Replace pump to improve operation of the Fountain.
<b>Further comments</b>	None

<sup>40</sup> Ryan, *Lines to the Lachlan*, pp. 59-61.

## Images



Detail view of the Memorial Fountain and its plaque.



View looking north-east at the Memorial Fountain within its context of the Memorial Garden (element 27).

**Compiler of inventory form**

Stephen Palmer

**Date last modified**

4 March 2023

Element details	
<b>Depot precinct</b>	E
<b>Element number</b>	27
<b>Element name</b>	Memorial Garden
<b>Element type</b>	Landscape area
<b>Purpose of element</b>	The area was originally developed by Depot staff as an exotic garden with an Aviary (element 59), and regularly won prizes in railway annual garden competitions between 1936 and 1959. The garden fell into disrepair in the 1960s-1970s period, but has since been regularly maintained by LVR, and remains an attractive and informative feature of the Depot. <sup>41</sup>
<b>Approximate years of original construction</b>	1920s-1930s attributed
<b>Modifications and approximate years</b>	1950s (demolition of Aviary) Unknown (realignment of some paths) Circa 1995 (construction of brick barbeque by former Cowra engineman Kurt Schubert) Circa 2017-2020 (addition of information boards) Various (installation of monuments)
<b>Thematic period</b>	EA
<b>Designer and builder</b>	NSWGR Depot staff
<b>Statement of significance</b>	The Memorial Garden has exceptional significance as an early element of Cowra Locomotive Depot, and makes a direct contribution to the Depot's cultural significance. With its formal setting, Memorial Fountain (element 26) and flagpole, the Memorial Garden remains an original and intact garden area at the Depot. It typifies the traditional characteristics of railway gardens that were designed and maintained by railway personnel (often in a volunteer capacity), and retains its principal design elements. The Memorial Garden has social significance owing to the pride taken by Depot staff in its design and maintenance up to prize-winning standards. It also has continuing spiritual significance through associations with the Memorial Fountain and the annual Anzac Day services that are still held in the Memorial Garden.
<b>Significance grading</b>	A

<sup>41</sup> Love, 'Locomotive Roundhouse at Cowra', p. 17; Ryan, *Lines to the Lachlan*, pp. 59-61.

Element description	
<b>Physical description</b>	The area includes the Memorial Fountain, flagpole, gravel paths with white-painted concrete edging, monuments bearing memorial plaques to deceased NSWGR employees and LVR volunteers, established ornamental trees, shrubs and lawns. <sup>42</sup> There is a brick barbeque, seating and an occasional parking area for use by LVR members at the northern boundary of the garden.
<b>Significant fixtures</b>	None other than the heritage inclusions described above.
<b>High-level condition assessment</b>	Good. The Garden is regularly maintained and its lawns mowed.
<b>Archaeological potential</b>	There is no visible evidence of earlier structures on the site of this element.
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. Grant funding sources may be available for conservation works to this area (e.g. Federal and State Departments of Veterans' Affairs).</li> <li>2. Restore the damaged edge details to the paths.</li> <li>3. Reinstate plantings to the southern side of the garden.</li> <li>4. Otherwise maintain in present condition, reflecting the spirit of former railway gardens.</li> </ol>
<b>Proposed modifications</b>	<ol style="list-style-type: none"> <li>1. Upgrading of visitor seating and barbeque facilities within or near the Memorial Garden.</li> </ol>
<b>Further comments</b>	<ol style="list-style-type: none"> <li>1. A documented and visible Landscape Plan should assist with planning and development of this element, and discourage unapproved modifications.</li> <li>2. Low-maintenance plantings by Cowra Council that grow well in the area include Prunus Plum (<i>Prunus spp</i>) and Crepe Myrtle (<i>Lagerstroemia spp</i>).</li> </ol>

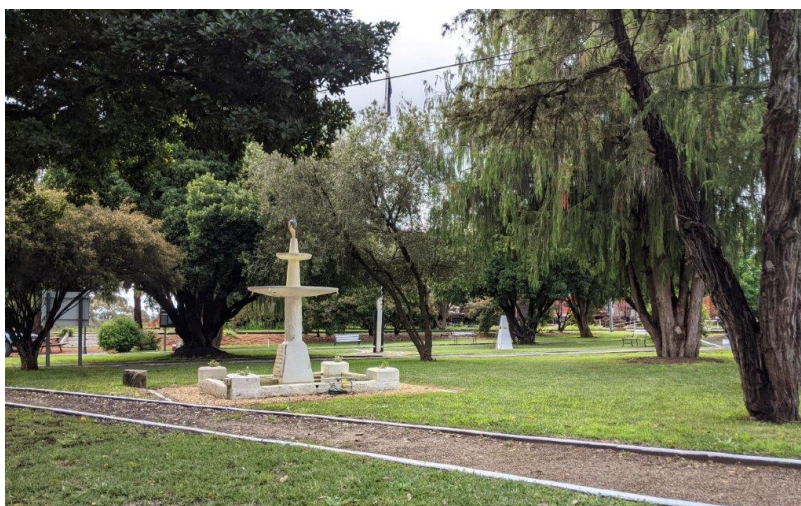
<sup>42</sup> Love, 'Locomotive Roundhouse at Cowra', p. 17.



## Images



View looking south-west at the flagpole, with a monument bearing memorial plaques at right.



View looking south-west at the Memorial Fountain (element 26) within its context of the Memorial Garden.

**Compiler of inventory form**

Stephen Palmer

**Date last modified**

4 March 2023

Element details	
Depot precinct	F
Element number	28
Element name	Turntable
Element type	Other structure
Purpose of element	Turning of locomotives prior to entry into or departure from the Roundhouse or other Turntable Roads.
Approximate years of original construction	Circa 1922 <sup>43</sup>
Modifications and approximate years	Unknown (replacement of some handrail stanchions with non-original material).
Thematic period	O
Designer and builder	NSWGR
Statement of significance	The Turntable has exceptional significance as an original and critical element of Cowra Locomotive Depot. Although some stanchions have been replaced with non-original material, the Turntable demonstrates clear original integrity and makes a direct contribution to the Depot's cultural significance. With its significant heritage fabric intact and in working order, the Turntable demonstrates a major past technical use that was once common to all roundhouses and elsewhere on the railway network, and continues with LVR's heritage train operations.
Significance grading	A
Element description	
Physical description	Manually-operated 75 foot diameter turntable of riveted steel plate construction with angle iron braces and joiners, steel chequer-plate decking, stanchions and handrails, steel pawls at either end, cast-iron pawl-blocks mounted on timber capping at Turntable Roads and sidings (element 29). The Turntable is positioned in a brick-lined convex concrete pit, and turns on an inner ring rail mounted on shortened timber sleepers. <sup>44</sup>
Significant fixtures	None

<sup>43</sup> Ryan, *Lines to the Lachlan*, pp. 56-57.

<sup>44</sup> Godden, 'Railway workshops', p. 91; Ryan, *Lines to the Lachlan*, pp. 57, 61.

<b>High-level condition assessment</b>	<ol style="list-style-type: none"> <li>1. The condition should be determined by way of an engineering and safety assessment. The following comments are based on visual observations and previous heritage reports.</li> <li>2. Some corrosion is evident to decking and internal steel members.</li> <li>3. Some stanchions and handrails are loose.</li> <li>4. Ring rail sleepers were recently replaced but some are missing fastenings.</li> <li>5. Some evidence of poor drainage from the pit area.</li> <li>6. Cracks are evident to brick retaining wall.</li> <li>7. Condition otherwise appears to be fair.</li> </ol>
<b>Archaeological potential</b>	There is no visible evidence of earlier structures on the site of this element.
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. It is recommended that the condition of this element continues to be determined and maintained in accordance with LVR's rail safety management plan and maintenance procedures.</li> <li>2. It is also recommended that an engineering and safety assessment be conducted in conjunction with the site owner's agent to determine the Turntable's condition and to prepare an agreed Schedule of Conservation Works.</li> <li>3. Repairs to decking, internal steel members, stanchions and handrails as determined from the engineering assessment.</li> <li>4. Reinstate any missing or damaged sleepers, and fasten ring rail to all sleepers.</li> <li>5. Improve drainage from Turntable pit.</li> <li>6. Repair retaining wall as necessary.<sup>45</sup></li> <li>7. Otherwise maintain condition to a standard suitable for operations.</li> </ol>
<b>Proposed modifications</b>	None
<b>Further comments</b>	None

<sup>45</sup> Mitchell, 'Cowra Depot complex', p. 6.



## Images



View looking east at the Turntable, with Turntable Roads in foreground and “bull ring” roads in background (all part of element 29), illustrating rolling stock stored on the latter.



View looking south over the Turntable, with Depot Entrance and Display Shed (element 2) in background.

**Compiler of inventory form**

Stephen Palmer


**Date last modified**

4 March 2023

Element details	
<b>Depot precinct</b>	F
<b>Element number</b>	29
<b>Element name</b>	Turntable Roads 1 to 10 accessing the Roundhouse area, and other associated sidings, and the “bull ring” roads to the east of the Turntable.
<b>Element type</b>	Permanent way
<b>Purpose of element</b>	Storage of locomotives (original purpose) and other rolling stock (since 1985)
<b>Approximate years of original construction</b>	Circa 1922 <sup>46</sup>
<b>Modifications and approximate years</b>	None
<b>Thematic period</b>	O
<b>Designer and builder</b>	NSWGR
<b>Statement of significance</b>	The Turntable Roads to the Roundhouse and other Turntable sidings are integral to the functioning of the Turntable, and therefore have exceptional significance as an original and critical element of Cowra Locomotive Depot. Although some bull ring roads are in poor condition, the Turntable Roads and associated sidings generally demonstrate clear original integrity and makes a direct contribution to the Depot’s cultural significance. They demonstrate a major past technical use that was once common to all roundhouses and throughout the railway network, and continues with LVR’s heritage train operations.
<b>Significance grading</b>	A
Element description	
<b>Physical description</b>	Railway lines comprising steel rails affixed to mostly timber sleepers, with ballast generally consisting of locomotive ash or river gravel.
<b>Significant fixtures</b>	None other than those described above.

<sup>46</sup> Ryan, *Lines to the Lachlan*, p. 56.


<b>High-level condition assessment</b>	<ol style="list-style-type: none"> <li>1. The condition should be determined by way of an engineering and safety assessment. The following comments are based on visual observations only.</li> <li>2. Sleepers in some bull ring roads are missing or are otherwise in poor condition, and require reballasting.</li> <li>3. The ballast of river gravel covers most sleepers on Turntable Roads 1 to 10, and determining their condition will require some excavation.</li> </ol>
<b>Archaeological potential</b>	There is no visible evidence of earlier structures on the site of this element.
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. It is recommended that a permanent way assessment be conducted in accordance with LVR's Rail Safety Management Plan and maintenance procedures to determine the condition of the Turntable roads and sidings, and to prepare a Schedule of Conservation Works.</li> <li>2. Conduct repairs determined from the permanent way assessment and specified in the Schedule of Conservation Works.</li> <li>3. Reinstate missing or damaged sleepers.</li> <li>4. Otherwise maintain condition to a standard suitable for heritage train operations.</li> </ol>
<b>Proposed modifications</b>	<ol style="list-style-type: none"> <li>1. Allow for pathway inserts to reduce trip hazard risk in nominated visitor trail location (as per Valley Heights Museum).</li> <li>2. Possible covering of bull ring roads (as originally intended by NSWGR) for the display of heritage rolling stock. The purpose would be to put high-quality items under cover (with interpretation), and make them fully accessible to visitors.</li> <li>3. Rolling stock items should be selected for display based on an assessment of their heritage significance.</li> <li>4. The structure should complement the building style of the Roundhouse (but must not detract from its heritage significance).</li> </ol>
<b>Further comments</b>	None

<b>Images</b>	 <p data-bbox="587 728 1396 840">View looking east at the Turntable (element 28), with Turntable Roads in foreground and “bull ring” roads in background, illustrating rolling stock stored on the latter.</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
<b>Depot precinct</b>	G
<b>Element number</b>	30
<b>Element name</b>	Departure Road
<b>Element type</b>	Permanent way
<b>Purpose of element</b>	Egress from the Roundhouse or Turntable Roads to the main line.
<b>Approximate years of original construction</b>	Circa 1922 <sup>47</sup>
<b>Modifications and approximate years</b>	Filling-in of inspection pit in the departure road next to the easternmost water column (part of element 23).
<b>Thematic period</b>	O
<b>Designer and builder</b>	NSWGR
<b>Statement of significance</b>	The Departure Road is integral to the function of the Depot complex and its relationship with the railway network, and therefore has exceptional significance as an original and critical element of Cowra Locomotive Depot. The Departure road demonstrates clear original integrity and makes a direct contribution to the Depot's cultural significance. It also demonstrates a major past technical use that was once common to all locomotive depots, and continues with LVR's heritage train operations.
<b>Significance grading</b>	A
Element description	
<b>Physical description</b>	Railway lines comprising steel rails affixed to mostly timber sleepers, with ballast generally consisting of locomotive ash.
<b>Significant fixtures</b>	None other than those described above.
<b>High-level condition assessment</b>	<ol style="list-style-type: none"> <li>1. The condition should be determined by way of an engineering and safety assessment. The following comments are based on visual observations only.</li> <li>2. The Departure road appears to be in fair condition following extensive resleepering in 2020.</li> </ol>


<sup>47</sup> Ryan, *Lines to the Lachlan*, pp. 56-57.



<b>Archaeological potential</b>	Apart from the filled-in inspection pit in the departure road next to the easternmost water column, there is no visible evidence of earlier structures on the site of this element.
<b>Proposed conservation works</b>	1. It is recommended that the condition of this element continues to be determined and maintained in accordance with LVR's rail safety management plan and maintenance procedures.
<b>Proposed modifications</b>	None
<b>Further comments</b>	None
<b>Images</b>	 <p>View to the north along the Departure Road, illustrating the border of the Memorial Garden (element 27) to the left, also the Water Column and Way and Works Shed (element 46) in the right background.</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
<b>Depot precinct</b>	G
<b>Element number</b>	31
<b>Element name</b>	Arrival Roads
<b>Element type</b>	Permanent way
<b>Purpose of element</b>	Entry to Depot complex from the main line.
<b>Approximate years of original construction</b>	Circa 1922 <sup>48</sup>
<b>Modifications and approximate years</b>	Circa 1970s (removal of one original arrival road and rationalisation of trackwork).
<b>Thematic period</b>	O
<b>Designer and builder</b>	NSWGR
<b>Statement of significance</b>	The Arrival Roads are integral to the function of the Depot complex and its relationship with the railway network, and therefore have exceptional significance as an original and critical element of Cowra Locomotive Depot. Although modified in the 1970s, the Arrival Roads otherwise demonstrate considerable original integrity and make a direct contribution to the Depot's cultural significance. They also demonstrates a major past technical use that was once common to all locomotive depots and continues with LVR's heritage train operations.
<b>Significance grading</b>	A
Element description	
<b>Physical description</b>	Railway lines comprising steel rails affixed to mostly timber sleepers, with ballast generally consisting of locomotive ash. There are two concrete inspection pits adjacent to two Water Columns (parts of element 23) at the northern end of the Depot complex.
<b>Significant fixtures</b>	None other than those described above.

<sup>48</sup> Ryan, *Lines to the Lachlan*, pp. 56-57.


<b>High-level condition assessment</b>	<ol style="list-style-type: none"> <li>1. The condition should be determined by way of an engineering and safety assessment. The rail lines comprising this element were not inspected.</li> <li>2. Some resleepering has taken place between 2015 and 2022.</li> <li>3. The ballast of locomotive ash covers many sleepers within the Depot site, and determining their condition will require some excavation.</li> </ol>
<b>Archaeological potential</b>	There is no visible evidence of earlier structures on the site of this element.
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. It is recommended that the condition of this element continues to be determined and maintained in accordance with LVR's rail safety management plan and maintenance procedures.</li> </ol>
<b>Proposed modifications</b>	None
<b>Further comments</b>	None
<b>Images</b>	 <p>View looking north along one Arrival Road located left of the Store building (element 18).</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023




Element details	
Depot precinct	G
Element number	32
Element name	Other rail lines and sidings throughout Depot site
Element type	Permanent way and archaeological remnants
Purpose of element	Access to various part of the Depot.
Approximate years of original construction	Circa 1922 – prior to 1985
Modifications and approximate years	Circa 1970s (removal of most trackwork in the natural vegetation area (element 38) south of the main Depot complex, and rationalisation of trackwork generally within the Depot site).
Thematic period	O/SP/DP
Designer and builder	NSWGR
Statement of significance	The other rail lines and sidings throughout the Depot site have moderate to high significance, depending on their degree of intactness. Removed trackwork has low cultural significance owing to the demolition of its fabric, but the archaeological remnants still contribute to the Depot's overall cultural significance as evidence of steam locomotive operations by NSWGR at the Depot site.
Significance grading	B
Element description	
Physical description	<ol style="list-style-type: none"> <li>1. For railway lines still <i>in situ</i>, they comprise steel rails affixed to mostly timber sleepers, with ballast generally consisting of locomotive ash.</li> <li>2. For removed railway lines, they comprise archaeological remnants that are represented by the former track formation and related earthworks.</li> </ol>
Significant fixtures	None other than those described above.

<b>High-level condition assessment</b>	<ol style="list-style-type: none"> <li>1. For railway lines still <i>in situ</i>, their condition should be determined by way of an engineering and safety assessment. The rail lines comprising this element were not inspected.</li> <li>2. For removed railway lines, the archaeological remnants comprising this element were not inspected.</li> </ol>
<b>Archaeological potential</b>	The element has strong archaeological potential as a large and formerly critical element of the Depot, and can demonstrate the functioning of the Depot during earlier periods of operation. There may be remnant items of engineering equipment present that were associated with the element's operations, but now cannot be seen owing to local ground conditions.
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. For railway lines still <i>in situ</i>, it is recommended that their condition continues to be determined and maintained in accordance with LVR's rail safety management plan and maintenance.</li> <li>2. For removed railway lines, conduct an archaeological and condition assessment of their site and surrounding area.</li> </ol>
<b>Proposed modifications</b>	None
<b>Further comments</b>	None
<b>Images</b>	
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
Depot precinct	H
Element number	33
Element name	Rest Centre
Element type	Building
Purpose of element	The structure was originally built for use by NSWGR permanent way staff, but is now used for women's toilets, a shower block and the staff kitchen.
Approximate years of original construction	circa 1970s
Modifications and approximate years	None to date
Thematic period	DP
Designer and builder	NSWGR
Statement of significance	The Rest Centre has moderate significance as a recent addition in the last period of NSWGR operations at the Depot, but it still contributes to the Depot's overall cultural significance as an integrated element of the Cowra Rail Heritage Centre, by providing amenities for both visitors and LVR volunteer workers.
Significance grading	D
Element description	
Physical description	The Rest Centre is a free-standing shed with timber frame construction, Brownbilt galvanised steel wall and skillion roof cladding, concrete slab floor, two external and one internal timber doors, two screen doors, six self-ventilating windows to the toilets and shower block, wall-mounted air ventilators and two aluminium sliding windows to the kitchen. The internal lining of all rooms is battened fibre cement sheeting. The southern end contains three toilet stalls with doors and a disused urinal, two shower stalls, electric hot water service and laundry area; the northern end has a kitchen area and sink.
Significant fixtures	None
High-level condition assessment	<ol style="list-style-type: none"> <li>1. Guttering to western elevation is missing.</li> <li>2. Condition otherwise appears to be fair.</li> </ol>


<b>Archaeological potential</b>	The element is built on the site of the former tennis courts and an earlier coal stockpile area, and the immediate area may have some minor archaeological potential.
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. Reinstall guttering to western elevation and connect to stormwater system.</li> <li>2. Otherwise allow for regular maintenance to suit use.</li> <li>3. Provide interpretation of the former tennis courts and coal stockpile area.</li> </ol>
<b>Proposed modifications</b>	<ol style="list-style-type: none"> <li>1. Installation of split-system reverse cycle air-conditioning (using an existing air ventilator), to improve the amenity of the staff kitchen.</li> <li>2. In the medium term, a Volunteer and Visitor Centre could be built to the south of the Main Visitor Parking Area (part of element 42) with a fully-accessible entrance, ticketing and merchandise area, flexible display area, central open space, self-service café lounge, meeting room for 60 people, toilets and showers, two administration offices, archives facility and records storage area. This would provide better amenities for volunteers, and free up the Offices (element 17) and the Amenities Building (element 24) for museum and visitor uses.</li> <li>3. Following construction of the Volunteer and Visitor Centre, this element is to be conserved and can be adapted as part of an Accommodation Precinct for visiting volunteer workers that is ancillary to their work at the Depot.</li> </ol>
<b>Further comments</b>	None
<b>Images</b>	 <p>View of the eastern elevation of the Rest Centre with entrance to toilets and showers at left, and entrance to kitchen at right.</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
Depot precinct	H
Element number	34
Element name	Caretaker's Cottage
Element type	Building
Purpose of element	The structure was originally built for use by permanent way staff, but is now used as the onsite caretaker's cottage.
Approximate years of original construction	circa 1970s
Modifications and approximate years	None to date
Thematic period	DP
Designer and builder	NSWGR
Statement of significance	The Caretaker's Cottage has little significance as a recent addition, and does not contribute to or detract from the Depot's cultural significance. It nonetheless fulfils an important function, by providing onsite accommodation for a full-time caretaker to safeguard the Depot complex and movable heritage items within the site.
Significance grading	E
Element description	
Physical description	The Caretaker's Cottage is a demountable, self-contained pavilion building of three rooms on concrete brick piers and steel chassis, skillion steel roof, plastic wall cladding, sliding aluminium doors and windows. The internal lining of all rooms is plasterboard, and the building has an air conditioner.
Significant fixtures	None
High-level condition assessment	The building was internally refurbished in late 2021, and its condition appears to be fair to good.
Archaeological potential	The element is built on the edge of the former tennis courts and an earlier coal stockpile area, and the immediate area may have some minor archaeological potential.


<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. Allow for regular maintenance to suit use.</li> <li>2. Refurbishment of building exterior.</li> <li>3. Landscape planting to screen the immediate area as a self-contained precinct.</li> </ol>
<b>Proposed modifications</b>	None
<b>Further comments</b>	None
<b>Images</b>	 <p>View of the southern elevation of the Caretaker's Cottage, with part of the Rest Centre (element 33) at right.</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
Depot precinct	H
Element number	35
Element name	Train Operations Offices
Element type	Building
Purpose of element	Providing administrative facilities for LVR
Approximate years of original construction	circa 1970s or 1980s
Modifications and approximate years	Unknown (conversion of two former shipping containers to office buildings).
Thematic period	LVR
Designer and builder	Unknown
Statement of significance	The Train Operations Offices have little significance as a recent addition, and do not contribute to or detract from the Depot's cultural significance. They nonetheless fulfil an important function, by providing administrative facilities that support both conservation activities at Cowra Locomotive Depot and LVR's heritage train operations.
Significance grading	E
Element description	
Physical description	Former shipping containers converted to office buildings, each with one door and two shutters for ventilation. The Train Operations Offices are connected to the Archives Building (element 36) by a paved area and corrugated steel verandah roof. Both containers have an air conditioner.
Significant fixtures	None
High-level condition assessment	<ol style="list-style-type: none"> <li>1. Flashing is missing or ineffective where the verandah joins elements 35 and 36, allowing stormwater intrusion to the covered area.</li> <li>2. The paved area is damaged along its eastern edge.</li> <li>3. Condition otherwise appears to be fair.</li> </ol>
Archaeological potential	The elements are built on the edge of the former tennis courts and an earlier coal stockpile area, and the immediate area may have some minor archaeological potential.



<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. Install effective flashing to verandah roof.</li> <li>2. Allow for regular maintenance to suit use.</li> <li>3. Landscape planting to fully screen this precinct along its eastern border.</li> </ol>
<b>Proposed modifications</b>	<ol style="list-style-type: none"> <li>1. Following construction of the Volunteer and Visitor Centre, this area can be adapted as an Accommodation Precinct for visiting volunteer workers, subject to Council approval.</li> <li>2. The Volunteer and Visitor Centre would replace these elements, allowing removal and sale of the shipping containers if they are no longer needed.</li> </ol>
<b>Further comments</b>	None
<b>Images</b>	 <p>View of the Train Operations Offices, centre and right, and the Archives Building (element 36) at left.</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023


Element details	
Depot precinct	H
Element number	36
Element name	Archives Building
Element type	Building
Purpose of element	Repository for archival material kept at the Depot
Approximate years of original construction	circa 1970s or 1980s
Modifications and approximate years	Mid-1990s (acquired second-hand by LVR and converted for use as a train operations office). Circa 2008 (building was damaged by fire and then used for storage purposes). 2017-2018 (building rewired and converted for use as an archives building and office).
Thematic period	LVR
Designer and builder	Unknown
Statement of significance	The Archives Building has little significance as a recent addition, and does not contribute to or detract from the Depot's cultural significance. It nonetheless fulfils an important function, by providing a repository for archival material associated with NSWGR activities at Cowra, LVR's heritage train operations since 1974, and railway activities and heritage conservation generally.
Significance grading	E
Element description	
Physical description	The Archives Building is a demountable office building of three rooms on concrete brick piers and shipping container chassis, flat steel roof with ventilated corrugated steel skillion addition, refrigerator panel walls, two doors of similar material and two aluminium windows, sheet steel internal partitions, and timber floor with carpeting. The Archives Building is connected to the Train Operations Offices (element 35) by a paved area and corrugated steel verandah roof. The building has an air conditioner.
Significant fixtures	None

<b>High-level condition assessment</b>	<ol style="list-style-type: none"> <li>1. Fire damage to the floor in one room.</li> <li>2. Carpeting throughout the building has deteriorated beyond economic repair.</li> <li>3. Flashing is missing or ineffective where the verandah joins elements 35 and 36, allowing stormwater intrusion to the covered area.</li> <li>4. The paved area is damaged along its eastern edge.</li> <li>5. Condition otherwise appears to be fair.</li> </ol>
<b>Archaeological potential</b>	The element is built on the edge of the former tennis courts and an earlier coal stockpile area, and the immediate area may have some minor archaeological potential.
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. Repair floor and recarpet throughout.</li> <li>2. Install effective flashing to verandah roof.</li> <li>3. Allow for regular maintenance to suit use.</li> <li>4. Landscape planting to fully screen this precinct along its eastern border.</li> </ol>
<b>Proposed modifications</b>	<ol style="list-style-type: none"> <li>1. Following construction of the Volunteer and Visitor Centre, this area can be adapted as an Accommodation Precinct for visiting volunteer workers, subject to Council approval.</li> <li>2. The Volunteer and Visitor Centre would replace this element, allowing removal and sale of the demountable office building if it is no longer needed.</li> </ol>
<b>Further comments</b>	None
<b>Images</b>	 <p>View of the Archives Building at left, and the Train Operations Offices (element 35) at centre and right.</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
Depot precinct	I
Element number	37
Element name	Recreation Ground (the “Cricket Pitch Common”)
Element type	Landscape area
Purpose of element	Provision of amenities for recreational activities to NSWGR employees.
Approximate years of original construction	Circa 1922 <sup>49</sup>
Modifications and approximate years	None to date
Thematic period	O
Designer and builder	NSWGR
Statement of significance	Owing to its neglected condition, the Recreation Ground now has little significance, and does not contribute to or detract from the Depot’s cultural significance.
Significance grading	E
Element description	
Physical description	The area of seven acres originally comprised a cricket ground, concrete cricket pitch and a shelter shed (now demolished). <sup>50</sup> Part of the area is now used by LVR as a car park and for storage of equipment and waste material.
Significant fixtures	None
High-level condition assessment	<ol style="list-style-type: none"> <li>1. The concrete cricket pitch remains <i>in situ</i>.</li> <li>2. The area is otherwise in poor condition with extensive weed growth.</li> </ol>
Archaeological potential	The element is likely to contain some archaeological evidence of the demolished shelter shed, and may contain commonplace small artefacts such as bottles. There is no visible evidence of other earlier structures in this area.

<sup>49</sup> Ryan, *Lines to the Lachlan*, p. 56.

<sup>50</sup> Ryan, *Lines to the Lachlan*, p. 59.

<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. General tidy-up of the area, with reorganisation, rationalisation and/or disposal of stored equipment and waste material.</li> <li>2. Allow for regular fire risk inspection and hazard reduction.</li> <li>3. The area's condition and significance could be improved through weed removal, sympathetic landscaping and interpretation of its former recreational uses.</li> </ol>
<b>Proposed modifications</b>	<ol style="list-style-type: none"> <li>1. Continue development of landscaped areas, reflecting the spirit of former railway gardens. The future functional uses of this element should be resolved before making any substantial modifications.</li> <li>2. Construct an extendable Parts Storage Shed (with concrete floor and pallet racking) to the north of this element.</li> <li>3. Future reinstatement of recreation concept through active recreation uses, in conjunction with walking trails accompanied by interpretation.</li> </ol>
<b>Further comments</b>	<ol style="list-style-type: none"> <li>1. A documented and visible Landscape Plan should assist with planning and development of this element, and discourage unapproved modifications.</li> </ol>
<b>Images</b>	 <p>View looking south across the Recreation Ground, with the Cricket Pitch in the right middle ground and part of the Natural Vegetation Area (element 38) in the right background.</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
<b>Depot precinct</b>	I
<b>Element number</b>	38
<b>Element name</b>	Natural Vegetation Area
<b>Element type</b>	Landscape area
<b>Purpose of element</b>	The area formerly contained several railway sidings (part of element 32) and brick remnants that were associated with the Elevated Coal Bunker and De-ashing Plant (element 14) and the return of locomotives into the Depot complex, and a later siding (also part of element 32) to the nearby former wool scouring plant.
<b>Approximate years of original construction</b>	1922 (original rail lines and sidings). Circa 1960s (siding to wool scouring plant).
<b>Modifications and approximate years</b>	None to date
<b>Thematic period</b>	O
<b>Designer and builder</b>	N/A
<b>Statement of significance</b>	The natural vegetation area has moderate significance as a bushland area having archaeological potential associated with the Depot. The area has been substantially altered from its former natural state; it has low cultural significance by itself and is commonplace, but still contributes to the Depot's overall cultural significance owing to the importance of its included elements and their former uses.
<b>Significance grading</b>	C
Element description	
<b>Physical description</b>	Large area of degraded bushland forming the southern extent of the site containing archeological remnants associated with the Depot. This area is south of main Depot complex.
<b>Significant fixtures</b>	None
<b>High-level condition assessment</b>	<ol style="list-style-type: none"> <li>1. The element is generally in poor condition.</li> <li>2. The element has been substantially altered through past industrial degradation and the intrusion of weeds and non-native plant species.</li> </ol>

<b>Archaeological potential</b>	The element contains the disused 200,000 gallon concrete reservoir (element 39), some remnant trackwork (part of element 32), and has view lines to the archaeological remnant of the Elevated Coal Bunker and De-ashing Plant (element 14). There is no visible evidence of other earlier structures in the natural vegetation area. There may be potential services remnants.
<b>Proposed conservation works</b>	None
<b>Proposed modifications</b>	<ol style="list-style-type: none"> <li>1. The following comments assume that LVR enters into an occupancy agreement for the area containing this element.</li> <li>2. The future functional uses of the element should be resolved before making any substantial modifications, which could include the following mutually-inclusive options:</li> <li>3. Bush regeneration and extensive weed-treatment strategy using best-practice Bradley and/or Landcare methods.</li> <li>4. Developing an accessible circuit visitor trail, which in part in part could follow the former trackwork in this area.</li> <li>5. Developing a botanical walk (with plants identified by botanical and common names) and/or a local arboretum displaying trees and shrubs from the Cowra region (in association with the Cowra Garden Club and/or other local community organisations).</li> <li>6. Liaising with the Cowra Local Aboriginal Land Council and Cowra Council on providing interpretation related to culture and bush foods, recognising the relationship between the Wiradjuri people and their natural environment (Cowra Council to coordinate).</li> <li>7. Implementing an improvement program based on project areas of 10-30m<sup>2</sup> spaces.</li> <li>8. Installing interpretive signs for the former Elevated Coal Bunker and De-ashing plant (element 14) on the western portion of the circuit trail.</li> <li>9. Grant funding sources may be available for this area (including TfNSW and Heritage NSW).</li> </ol>
<b>Further comments</b>	<ol style="list-style-type: none"> <li>1. A documented and visible Landscape Plan should assist with planning and development of this element, and discourage unapproved modifications.</li> </ol>





<b>Images</b>	 <p data-bbox="587 840 1396 952">View looking south across the Recreation Ground (element 37), with the Cricket Pitch in the right middle ground and part of the Natural Vegetation Area in the right background.</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
<b>Depot precinct</b>	I
<b>Element number</b>	39
<b>Element name</b>	200,000 Gallon Concrete Reservoir and associated Brick Pumphouse (both disused).
<b>Element type</b>	Other structure
<b>Purpose of element</b>	Main water supply for use in locomotives and the Depot
<b>Approximate years of original construction</b>	Circa 1922-1924 <sup>51</sup>
<b>Modifications and approximate years</b>	Unknown (disconnection of pipeline at the reservoir). Unknown (diversion and reconnection of reservoir to former wool scouring plant?).
<b>Thematic period</b>	O
<b>Designer and builder</b>	NSWGR
<b>Statement of significance</b>	The Reservoir and associated brick pumphouse have high significance as original and critical elements of Cowra Locomotive Depot. They possess a high degree of original integrity, and are a key component of the Depot's cultural significance. They demonstrates a major past technical use in supplying the large volume of water needed for operating steam locomotives and other uses at the Depot.
<b>Significance grading</b>	B
Element description	
<b>Physical description</b>	The Reservoir is a large concrete cylindrical tank of around 15 metres in diameter, poured in situ (approximately 6 pours of one metre each). The Brick Pumphouse is located near the Lachlan River and was not inspected.
<b>Significant fixtures</b>	Cast iron off-take and no. 12 valve set at north-western corner, rail-built depth gauge, smaller and later valve set at north-eastern corner, larger depth gauge at eastern corner, remnant ladder access at south-eastern corner, and 1.2 metre square concrete base at south-western corner.

<sup>51</sup> Ryan, *Lines to the Lachlan*, pp. 56-57.


<b>High-level condition assessment</b>	Unable to determine without an engineering assessment, but the Reservoir appears to be in poor condition.
<b>Archaeological potential</b>	There is no visible evidence of earlier structures on the site of this element. There may be potential services remnants.
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. Include in the bush regeneration and weed-treatment strategy for the natural vegetation area (element 38).</li> <li>2. Minimal conservation works to reduce decay of the remnant engineering items.</li> <li>3. Exposure of service lines.</li> <li>4. Provision of road base to allow for walking trail and weed suppression.</li> </ol>
<b>Proposed modifications</b>	<ol style="list-style-type: none"> <li>1. Future extension of the visitor trail with interpretation.</li> <li>2. The immediate context of the Reservoir has potential as an attractive visitor seating area.</li> </ol>
<b>Further comments</b>	None
<b>Images</b>	
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
<b>Depot precinct</b>	J
<b>Element number</b>	40
<b>Element name</b>	Lower Lawn Area (the “Entry Area Common”)
<b>Element type</b>	Landscape area
<b>Purpose of element</b>	The area provides an attractive open area for visitors, with a first view of the Depot site. If needed for a major visitor event, 30 cars and 4 buses can be parked in this area. More buses could be accommodated with a consequent reduction in car capacity.
<b>Approximate years of original construction</b>	N/A
<b>Modifications and approximate years</b>	None to date
<b>Thematic period</b>	O
<b>Designer and builder</b>	NSWGR
<b>Statement of significance</b>	The Lower Lawn Area has moderate significance as a commonplace feature, but still contributes to the Depot’s overall cultural significance as an integrated element of the Cowra Rail Heritage Centre. The area is an attractive landscape feature with some Depot elements and movable heritage items visible in the background, and thereby provides a good first impression to visitors as they approach the Depot.
<b>Significance grading</b>	C
Element description	
<b>Physical description</b>	Large grassed area at the lower site entrance, with a gentle slope from west to east. The element contains covered pipes and absorption pit(s) associated with the original Depot stormwater system.
<b>Significant fixtures</b>	Cosmetically-restored steam traction engine next to site entrance.
<b>High-level condition assessment</b>	Good
<b>Archaeological potential</b>	Apart from the covered pipes and absorption pit(s), there is no visible evidence of other earlier structures in this area.

<b>Proposed conservation works</b>	None
<b>Proposed modifications</b>	1. Continued development of landscaped areas, reflecting the spirit of former railway gardens.
<b>Further comments</b>	1. A documented and visible Landscape Plan should assist with planning and development of this element, and discourage unapproved modifications.
<b>Images</b>	 <p>View looking south across the Lower Lawn Area from Parkes Street East at the site entrance, with the Road to Depot (element 41) at left, and the traction engine at right.</p>  <p>View looking south across the Lower Lawn Area.</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023


Element details	
<b>Depot precinct</b>	J
<b>Element number</b>	41
<b>Element name</b>	Road to Depot
<b>Element type</b>	Other structure
<b>Purpose of element</b>	To provide visitor, supplier and volunteer access to Parking Areas (element 42) and the overall Depot site.
<b>Approximate years of original construction</b>	Unknown (prior to the 1980s, NSWGR employees used an unpaved track here for road access to the Depot).
<b>Modifications and approximate years</b>	Circa 1980s (sealing of road surface with bitumen)
<b>Thematic period</b>	LVR
<b>Designer and builder</b>	NSWGR (original unpaved track) LVR (sealing of road surface)
<b>Statement of significance</b>	The sealed Road has moderate significance as a later addition, but still contributes to the Depot's overall cultural significance as an integrated element of the Cowra Rail Heritage Centre. The Road is essential for visitor, supplier and volunteer access to Parking Areas and the overall Depot site.
<b>Significance grading</b>	D
Element description	
<b>Physical description</b>	Bitumen-sealed road from Depot through front gates to Parking Areas and the overall Depot site.
<b>Significant fixtures</b>	None
<b>Condition assessment</b>	<ol style="list-style-type: none"> <li>1. The Road was resurfaced circa 2019, but has since developed some potholes and broken edges.</li> <li>2. There is some erosion around drainage areas to the edge of the Road.</li> <li>3. Condition otherwise appears to be fair.</li> </ol>
<b>Archaeological potential</b>	There is no visible evidence of earlier structures on the site of this element.



<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. Repair potholes and broken edges of bitumen.</li> <li>2. Reform drainage along the edge of the Road.</li> </ol>
<b>Proposed modifications</b>	<ol style="list-style-type: none"> <li>1. Extend sealed area to garden borders near the Depot Entrance and Display Shed.</li> </ol>
<b>Further comments</b>	None
<b>Images</b>	 <p>View looking south along the Road to the Depot, illustrating potholes and broken edges.</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023




Element details	
<b>Depot precinct</b>	J
<b>Element number</b>	42
<b>Element name</b>	Parking Areas
<b>Element type</b>	Other structure
<b>Purpose of element</b>	To provide vehicle parking areas for visitor, supplier and volunteer use when accessing the Depot site.
<b>Approximate years of original construction</b>	Circa 1922 (levelling of area in front of Roundhouse).
<b>Modifications and approximate years</b>	Circa 1986 (development of Parking Areas).
<b>Thematic period</b>	LVR
<b>Designer and builder</b>	NSWGR (levelling of area in front of Roundhouse) LVR (development of Parking Areas)
<b>Statement of significance</b>	The Parking Areas have moderate significance as a recent addition, but they still contributes to the Depot's overall cultural significance as an integrated element of the Cowra Rail Heritage Centre. The Parking Areas are essential for visitor, supplier and volunteer access to the Depot site.
<b>Significance grading</b>	D
Element description	
<b>Physical description</b>	The three principal gravel-surfaced onsite Parking Areas for visitors and staff have an approximate total capacity of 68 cars and 2 buses. These areas comprise the Main Visitor Parking Area south of the Depot Entrance and Display Shed (30 cars and 2 buses); a Parking Area in front of the Roundhouse (30 cars), and the Staff Parking Area (8 cars) near the Rest Centre and Train Operations Offices. More buses could be accommodated in the Main Visitor Parking Area with a consequent reduction in car capacity.
<b>Significant fixtures</b>	None

<b>High-level condition assessment</b>	<ol style="list-style-type: none"> <li>1. Water accumulation and pooling occurs in the Parking Area in front of the Roundhouse during wet weather.</li> <li>2. The Main Visitor Parking Area has some uneven surface areas.</li> <li>3. Condition otherwise appears to be fair to good.</li> </ol>
<b>Archaeological potential</b>	The Main Visitor Parking Area is near the site of the former Recreation Ground, which is likely to contain some archaeological evidence of the demolished shelter shed, and may contain commonplace small artefacts such as bottles. There is no visible evidence of other earlier structures in this area.
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. Improve drainage of the Parking Area in front of the Roundhouse in conjunction with another stormwater works at the Depot site.</li> <li>2. Grade the Main Visitor Parking Area surface.</li> </ol>
<b>Proposed modifications</b>	1. Further develop accessible trails to current standards.
<b>Further comments</b>	None
<b>Images</b>	 <p>View looking south-east across the Main Visitor Parking Area, with a portion of the Road to Depot (element 41) visible in left foreground and the Car Park Garden (element (48) in left background.</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
Depot precinct	D
Element number	43
Element name	Air Reservoir
Element type	Other structure
Purpose of element	Supply of compressed air to the Roundhouse and Blacksmith's Shop
Approximate years of original construction	1924 <sup>52</sup>
Modifications and approximate years	None
Thematic period	O
Designer and builder	NSWGR
Statement of significance	The Air Reservoir has exceptional significance as an original and critical element of Cowra Locomotive Depot. It demonstrates clear original integrity and makes a direct contribution to the Depot's cultural significance. The Air Reservoir is in working order, and demonstrates a major past and continuing technical use. With its heavy riveted plate construction, it also represents pressure vessel manufacturing techniques used in the production of locomotive boilers and similar items.
Significance grading	A
Element description	
Physical description	Cylindrical pressure vessel no. A995 of heavy riveted plate construction, approximately 2.3 metres in length and 1.2 metres in diameter, painted silver, on brick and concrete base.
Significant fixtures	Safety valve and pipe connections to Roundhouse and Blacksmith's Shop (elements 3-4).
High-level condition assessment	<ol style="list-style-type: none"> <li>1. Unable to determine condition without an engineering assessment.</li> <li>2. Silver paint is showing signs of deterioration.</li> </ol>

<sup>52</sup> Ryan, *Lines to the Lachlan*, p. 56.


<b>Archaeological potential</b>	There is no visible evidence of earlier structures on the site of this element.
<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. It is recommended that the element's condition continues to be assessed, maintained and managed in accordance with workplace safety inspection requirements and maintenance procedures for this type of pressure vessel.</li> <li>2. Clean and repaint element.</li> </ol>
<b>Proposed modifications</b>	None
<b>Further comments</b>	None
<b>Images</b>	 <p>View of Air Reservoir at left of the Roundhouse (element 3) and Blacksmith's Shop (element 4).</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
Depot precinct	D
Element number	44
Element name	Coal Loading Area
Element type	Other structure
Purpose of element	Filling of locomotive tenders with coal
Approximate years of original construction	Circa 2000 attributed
Modifications and approximate years	None
Thematic period	LVR
Designer and builder	LVR
Statement of significance	The Coal Loading Area has moderate significance as a recent addition, but it still contributes to the Depot's overall cultural significance as an integrated element of the Cowra Rail Heritage Centre, by providing a functional area for the coaling of operational steam locomotives.
Significance grading	D
Element description	
Physical description	The element is a square concrete bin approximately 36 square metres in area, with three prefabricated walls approximately 1.5 metres in height, and open at its north-eastern elevation for tractor access.
Significant fixtures	None
High-level condition assessment	Condition appears to be fair.
Archaeological potential	There are some masonry fragments near this element that are thought to be from the demolished Lavatories (element 53). There is also evidence of an earlier coal loading stage near the element, possibly associated with stockpiling during the 1949 coal miners' strike. There is no visible evidence of other earlier structures on the site of this element.
Proposed conservation works	1. Relocate sleepers and track fittings stored in and around the element.

<b>Proposed modifications</b>	None
<b>Further comments</b>	None
<b>Images</b>	
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
<b>Depot precinct</b>	J
<b>Element number</b>	45
<b>Element name</b>	Upper Lawn Area (north-east)
<b>Element type</b>	Landscape area
<b>Purpose of element</b>	The area provides an attractive open area for visitors.
<b>Approximate years of original construction</b>	Circa 1922 (levelling of area adjacent to turntable roads)
<b>Modifications and approximate years</b>	<p>Circa 1990s (grassing of area for visitor use and access)</p> <p>Circa 2000s (erection of covered picnic shelter with concrete floor; shelter since moved and reused as attachment to Way and Works Shed (element 46)).</p>
<b>Thematic period</b>	O
<b>Designer and builder</b>	NSWGR
<b>Statement of significance</b>	The Upper Lawn Area (north-east) has moderate significance as a commonplace feature, but it still contributes to the Depot's overall cultural significance as an integrated element of the Cowra Rail Heritage Centre. The area is an attractive landscape feature with view lines to the Roundhouse, Offices building, Memorial Fountain and Gardens, Turntable, Turntable Roads and Departure Road (elements 3, 17 and 26-30).
<b>Significance grading</b>	C
Element description	
<b>Physical description</b>	The element is a generally-level grassed area, triangular in shape (pointing north), and bordered by the Turntable Roads to the south, the Departure Road to the west, and wire-mesh boundary fencing to the east and north. The area has some screen planting west of the Departure Road, but is otherwise without any plantings.
<b>Significant fixtures</b>	One Water Column (part of element 23) adjacent to the Departure Road.
<b>High-level condition assessment</b>	Good.




<b>Archaeological potential</b>	There is no visible evidence of earlier structures on the site of this element.
<b>Proposed conservation works</b>	1. Continue regular mowing and weed maintenance to the lawn area.
<b>Proposed modifications</b>	<ol style="list-style-type: none"> <li>1. Continue development of landscaped areas, reflecting the spirit of former railway gardens. The future functional uses of this element should be resolved in the Landscape Plan before making any substantial modifications.</li> <li>2. Relocate or dispose redundant materials stored in the area.</li> <li>3. Installation of visitor seating within the lawn area, taking advantage of view lines towards other elements.</li> <li>4. Installation of interpretive panels describing the history and function of visible elements.</li> <li>5. Install displays of durable engineering and/or signalling items with interpretive signs.</li> <li>6. Further develop accessible trails to current standards.</li> </ol>
<b>Further comments</b>	1. A documented and visible Landscape Plan should assist with planning and development of this element, and discourage unapproved modifications.
<b>Images</b>	 <p>View looking north-east towards the Upper Lawn Area, with the Way and Works Shed (element 46) in the left background.</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
Depot precinct	J
Element number	46
Element name	Way and Works Shed
Element type	Building
Purpose of element	Storage of permanent way maintenance equipment and supplies
Approximate years of original construction	Circa 1990s
Modifications and approximate years	2021 (Shed moved to present location)
Thematic period	LVR
Designer and builder	LVR
Statement of significance	The Way and Works Shed has little significance as a recent addition, and does not contribute to or detract from the Depot's cultural significance. It nonetheless fulfils an important function, through its essential use for storing tools and equipment used in permanent way maintenance at Cowra Locomotive Depot and on its associated railway lines.
Significance grading	E
Element description	
Physical description	The Way and Works Shed is a free-standing shed with steel frame construction, corrugated steel gable roof, corrugated steel wall cladding and a concrete floor. A former picnic shelter is attached to the Way and Works Shed to provide additional storage space.
Significant fixtures	None
High-level condition assessment	Condition appears to be fair to good.
Archaeological potential	There is no visible evidence of earlier structures on the site of this element.
Proposed conservation works	None

<b>Proposed modifications</b>	1. Landscaping and screening to southern elevation of building.
<b>Further comments</b>	None
<b>Images</b>	
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
Depot precinct	J
Element number	47
Element name	Gardens (the “Loco Heights Gardens”) and other open areas near Rest Centre
Element type	Landscape area
Purpose of element	The garden area immediately north of the Rest Centre (element 33) is thought to have been disused prior to the 1990s. The area outside and east of the staff kitchen was originally used by NSWGR permanent way staff, but is now used as a garden and outdoor seating area for volunteers.
Approximate years of original construction	Circa 1990s-2022 (development of garden areas)
Modifications and approximate years	None
Thematic period	LVR
Designer and builder	LVR
Statement of significance	The Gardens and other open areas near Rest Centre currently have little significance as a partially developed feature, and do not contribute to or detract from the Depot’s cultural significance. With continued development, they should contribute to the Depot’s overall cultural significance as an integrated element of the Cowra Rail Heritage Centre, by providing an attractive landscape feature for visitors.
Significance grading	E
Element description	
Physical description	The garden area immediately north of the Rest Centre (element 33) slopes down an embankment towards the north and includes stairs to the rest area. This area is planted with <i>Agapanthus spp</i> , <i>Grevillea spp</i> , and various other trees and shrubs. The area outside and east of the staff kitchen is generally level, and is planted with succulent plant varieties, with several mature <i>Eucalyptus spp</i> and <i>Acacia spp</i> nearby.
Significant fixtures	None
High-level condition assessment	Fair to good.

<b>Archaeological potential</b>	The element is near to the site of the former tennis courts and an earlier coal stockpile area, and the immediate area may have some minor archaeological potential.
<b>Proposed conservation works</b>	1. Continue regular mulching and weed maintenance to the areas of planting.
<b>Proposed modifications</b>	<ol style="list-style-type: none"> <li>1. Continue development of landscaped areas, reflecting the spirit of former railway gardens. The future functional uses of this element should be resolved before making any substantial modifications.</li> <li>2. Install displays of durable engineering and/or signalling items with interpretive signs.</li> </ol>
<b>Further comments</b>	1. A documented and visible Landscape Plan should assist with planning and development of this element, and discourage unapproved modifications.
<b>Images</b>	 <p>View looking south towards the Gardens and embankment, with the Rest Centre (element 33) in the left background and the Caretaker's Cottage (element 34) in the right background.</p>
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
Depot precinct	J
Element number	48
Element name	Car Park Garden
Element type	Landscape area
Purpose of element	The element enhances the appearance of the Main Visitor Parking Area.
Approximate years of original construction	Circa 2018-2022
Modifications and approximate years	None
Thematic period	LVR
Designer and builder	LVR
Statement of significance	The Car Park Garden currently has little significance as a partially developed feature, and does not contribute to or detract from the Depot's cultural significance. With continued development, it should contribute to the Depot's overall cultural significance as an integrated element of the Cowra Rail Heritage Centre, by providing an attractive landscape feature for visitors when they first arrive at the Depot site.
Significance grading	E
Element description	
Physical description	The Car Park Garden is approximately 100 square metres, generally level, oval in shape and within the main visitor car park. The element includes several <i>Eucalyptus spp</i> of varying maturity, with a ground cover of hardy low-growing shrubs and succulents.
Significant fixtures	None
High-level condition assessment	Good
Archaeological potential	There is no visible evidence of earlier structures on the site of this element.

<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. Continue regular mulching and weed maintenance to the areas of planting.</li> <li>2. Dispose rails stored at the southern side of the element.</li> </ol>
<b>Proposed modifications</b>	<ol style="list-style-type: none"> <li>1. Continue development of landscaped areas, reflecting the spirit of former railway gardens.</li> </ol>
<b>Further comments</b>	<ol style="list-style-type: none"> <li>1. A documented and visible Landscape Plan should assist with planning and development of this element, and discourage unapproved modifications.</li> </ol>
<b>Images</b>	
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023



Element details	
<b>Depot precinct</b>	J
<b>Element number</b>	49
<b>Element name</b>	Visitor Trail Interpretive Garden
<b>Element type</b>	Landscape area
<b>Purpose of element</b>	To provide an attractive, informative and functional area for visitors to the Depot.
<b>Approximate years of original construction</b>	Circa 2018-2022
<b>Modifications and approximate years</b>	None
<b>Thematic period</b>	LVR
<b>Designer and builder</b>	LVR
<b>Statement of significance</b>	The Visitor Trail Interpretive Garden currently has little significance as an undeveloped feature, and does not contribute to or detract from the Depot's cultural significance. With continued development, it should contribute to the Depot's overall cultural significance as an integrated element of the Cowra Rail Heritage Centre, by providing an attractive landscape feature for visitors. The area has view lines to the Entrance Area and Rose Garden, heritage rolling stock exhibits displayed within the Depot Entrance and Display Shed, the Roundhouse, Blacksmith's Shop, Men's Toilets, Fitters' Shed and Turntable (elements 1-6 and 28).
<b>Significance grading</b>	E
Element description	
<b>Physical description</b>	The area is generally level, triangular in shape (pointing north), and bounded by the Depot Entrance and Display Shed to the east, the Entrance Area and Rose Garden to the south, the Roundhouse and attached elements to the west, and the Turntable to the north. The area includes a concrete path that forms part of the visitor trail, several established gum trees, and a large, mulched area with some plantings.
<b>Significant fixtures</b>	None

<b>High-level condition assessment</b>	Good. Levels in the area were recently adjusted to mitigate flooding of the Men's Toilets (element 5) in heavy rain.
<b>Archaeological potential</b>	There is no visible evidence of earlier structures on the site of this element.
<b>Proposed conservation works</b>	1. Continue regular mulching and weed maintenance to the areas of planting.
<b>Proposed modifications</b>	<ol style="list-style-type: none"> <li>1. Continue development of landscaped areas, reflecting the spirit of former railway gardens. The future functional uses of this element should be resolved before making any substantial modifications.</li> <li>2. Install visitor seating within the garden area.</li> <li>3. Install interpretive panels describing the regional railway lines (completed), and with photographic evidence showing the area as originally developed with former elements 54 and 55.</li> <li>4. Plantings that complement the Entrance Area and Rose Garden (element 1) and screen views towards the Men's Toilets.</li> <li>5. Install displays of durable engineering and/or signalling items with interpretive signs.</li> <li>6. Further develop accessible trails to current standards.</li> </ol>
<b>Further comments</b>	1. A documented and visible Landscape Plan should assist with planning and development of this element, and discourage unapproved modifications.
<b>Images</b>	
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
<b>Depot precinct</b>	J
<b>Element number</b>	50
<b>Element name</b>	Upper Lawn Area (east)
<b>Element type</b>	Landscape area
<b>Purpose of element</b>	The area provides an attractive open area for visitors.
<b>Approximate years of original construction</b>	Circa 1922 (levelling of area adjacent to turntable roads)
<b>Modifications and approximate years</b>	Circa 1990s (grassing of area for visitor use and access)
<b>Thematic period</b>	O
<b>Designer and builder</b>	NSWGR
<b>Statement of significance</b>	The Upper Lawn Area (east) has moderate significance as a commonplace feature, but it still contributes to the Depot's overall cultural significance as an integrated element of the Cowra Rail Heritage Centre. The area is an attractive landscape feature with view lines to heritage rolling stock exhibits displayed within the Depot Entrance and Display Shed, the Roundhouse, Memorial Gardens, Turntable, Turntable Roads and Departure Road (elements 2-3 and 27-30).
<b>Significance grading</b>	C
Element description	
<b>Physical description</b>	The element is a generally-level grassed area, triangular in shape (pointing south), and bounded by the Depot Entrance and Display Shed to the west, the Entrance Area and Rose Garden (element 1) to the south-west, and wire-mesh boundary fencing to the east. The area has some screen planting alongside the fence at its southern point, but is otherwise without any plantings.
<b>Significant fixtures</b>	None
<b>High-level condition assessment</b>	Good, with some redundant materials stored at the northern boundary of the area.

<b>Archaeological potential</b>	There is no visible evidence of earlier structures on the site of this element.
<b>Proposed conservation works</b>	1. Continue regular mowing and weed maintenance to the lawn area.
<b>Proposed modifications</b>	<ol style="list-style-type: none"> <li>1. Continue development of landscaped areas, reflecting the spirit of former railway gardens. The future functional uses of this element should be resolved before making any substantial modifications.</li> <li>2. Relocate or dispose redundant materials stored in the area.</li> <li>3. Install visitor seating within the lawn area, taking advantage of view lines towards other elements.</li> <li>4. Install interpretive panels describing the history and function of visible elements.</li> <li>5. Plantings that continue screening along the wire-mesh fencing and provide partial screening of rolling stock stored in the Turntable Roads.</li> <li>6. Install displays of durable engineering and/or signalling items with interpretive signs.</li> <li>7. Further develop accessible trails to current standards.</li> </ol>
<b>Further comments</b>	1. A documented and visible Landscape Plan should assist with planning and development of this element, and discourage unapproved modifications.
<b>Images</b>	
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
Depot precinct	J
Element number	51
Element name	Small Garden east of Amenities Building
Element type	Landscape area
Purpose of element	The element enhances the appearance of the Amenities Building.
Approximate years of original construction	Circa 2018-2022
Modifications and approximate years	None
Thematic period	LVR
Designer and builder	LVR
Statement of significance	The Small Garden currently has little significance as a partially developed feature, and does not contribute to or detract from the Depot's cultural significance. With continued development, it should contribute to the Depot's further overall cultural significance as an integrated element of the Cowra Rail Heritage Centre, by providing an attractive landscape feature for visitors to the Amenities Building.
Significance grading	E
Element description	
Physical description	The area is approximately 16-20 square metres, generally level, triangular in shape (pointing north), and bounded by the Amenities Building (element 24) to the west, the Garden Shed (element 25) to the south, wire-mesh fencing along the Departure Road (element 30) to the east, and screen planting along element 30 to the north. The area has some plantings of Bottlebrush ( <i>Callistemon spp</i> ) and similar natives.
Significant fixtures	Large covered stormwater pit and associated surface drainage.
High-level condition assessment	Good
Archaeological potential	There is no visible evidence of earlier structures on the site of this element.

<b>Proposed conservation works</b>	<ol style="list-style-type: none"> <li>1. Plant lawn turf to improve the appearance of this element and reduce wind-borne dust.</li> <li>2. Continue regular mowing and weed maintenance to the lawn area.</li> </ol>
<b>Proposed modifications</b>	<ol style="list-style-type: none"> <li>1. Continue development of landscaped areas, reflecting the spirit of former railway gardens.</li> <li>2. Relocate or dispose redundant materials stored in the area and behind the Garden Shed (element 25).</li> </ol>
<b>Further comments</b>	<ol style="list-style-type: none"> <li>1. A documented and visible Landscape Plan should assist with planning and development of this element, and discourage unapproved modifications.</li> </ol>
<b>Images</b>	
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
Depot precinct	B
Element number	52
Element name	Fire Brick and Lime Store
Element type	Archaeological remnant
Purpose of element	Locomotive repairs and maintenance
Approximate years of original construction	Circa 1922-1924 attributed
Modifications and approximate years	Unknown (element demolished circa 1970s)
Thematic period	O
Designer and builder	NSWGR
Statement of significance	The archaeological remnant has low cultural significance owing to its demolition, but still contributes to the Depot's overall cultural significance as a former purpose-designed and functional element of the Depot.
Significance grading	C
Element description	
Physical description	Remnant concrete floor of this element is visible adjacent to the south-western elevation of the Blacksmith's Shop (element 4). There are no other visible remnants of this element. Its location has been determined from documentary and/or photographic evidence.
Significant fixtures	None
High-level condition assessment	Condition of visible remnant is poor. Unable to determine the existence or condition of any sub-surface remnants without an archaeological assessment.
Archaeological potential	The Fire Brick and Lime Store may have some archaeological potential as a former element of the Depot.
Proposed conservation works	None
Proposed modifications	None



<b>Further comments</b>	Technical and/or archaeological assessment of the element may provide further information about its engineering features and method of operation. This assessment should include review of textual, photographic evidence and interview evidence (if available).
<b>Images</b>	
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
<b>Depot precinct</b>	B
<b>Element number</b>	53
<b>Element name</b>	Lavatories
<b>Element type</b>	Archaeological remnant
<b>Purpose of element</b>	Staff amenity
<b>Approximate years of original construction</b>	Circa 1922 attributed
<b>Modifications and approximate years</b>	Unknown (element demolished circa 1947, attributed to construction of the new Amenities Building (element 24)).
<b>Thematic period</b>	O
<b>Designer and builder</b>	NSWGR
<b>Statement of significance</b>	The archaeological remnant has low cultural significance owing to its demolition, but still contributes to the Depot's overall cultural significance because it was an essential workplace element of the Depot.
<b>Significance grading</b>	C
Element description	
<b>Physical description</b>	There are some masonry fragments near the Coal Loading Area (element 44) that may be from the demolished Lavatories. There are no other visible remnants of this element. Its location has been determined from documentary and/or photographic evidence.
<b>Significant fixtures</b>	None
<b>High-level condition assessment</b>	Unable to determine the existence or condition of any sub-surface remnants without an archaeological assessment.
<b>Archaeological potential</b>	The element may have some archaeological potential as a former element of the Depot.
<b>Proposed conservation works</b>	None
<b>Proposed modifications</b>	None

<b>Further comments</b>	Technical and/or archaeological assessment of the element may provide further information. This assessment should include review of textual, photographic evidence and interview evidence (if available).
<b>Images</b>	
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
<b>Depot precinct</b>	C
<b>Element number</b>	54
<b>Element name</b>	Oil Heater and Gantry
<b>Element type</b>	Archaeological remnant
<b>Purpose of element</b>	Steam locomotive operation and maintenance
<b>Approximate years of original construction</b>	Circa 1922-1924 attributed
<b>Modifications and approximate years</b>	Unknown (element demolished at unknown date)
<b>Thematic period</b>	O
<b>Designer and builder</b>	NSWGR
<b>Statement of significance</b>	The archaeological remnant has low cultural significance owing to its demolition, but still contributes to the Depot's overall cultural significance as a former purpose-designed and functional element of the Depot.
<b>Significance grading</b>	C
Element description	
<b>Physical description</b>	There are no visible remnants of this element. Its location has been determined from documentary and/or photographic evidence.
<b>Significant fixtures</b>	None
<b>High-level condition assessment</b>	Unable to determine the existence or condition of any sub-surface remnants without an archaeological assessment.
<b>Archaeological potential</b>	The element may have some archaeological potential as a former element of the Depot.
<b>Proposed conservation works</b>	None
<b>Proposed modifications</b>	1. Install an interpretive panel with photographic evidence of the element in its context (see also elements 49 and 55).

<b>Further comments</b>	Technical and/or archaeological assessment of the element may provide further information about its engineering features and method of operation. This assessment should include review of textual, photographic evidence and interview evidence (if available).
<b>Images</b>	
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
<b>Depot precinct</b>	C
<b>Element number</b>	55
<b>Element name</b>	Oiled Chip Shed and Racks
<b>Element type</b>	Archaeological remnant
<b>Purpose of element</b>	Steam locomotive operation and maintenance
<b>Approximate years of original construction</b>	Circa 1922-1924 attributed
<b>Modifications and approximate years</b>	Unknown (element demolished at unknown date)
<b>Thematic period</b>	O
<b>Designer and builder</b>	NSWGR
<b>Statement of significance</b>	The archaeological remnant has low cultural significance owing to its demolition, but still contributes to the Depot's overall cultural significance as a former purpose-designed and functional element of the Depot.
<b>Significance grading</b>	C
Element description	
<b>Physical description</b>	There are no visible remnants of this element. Its location has been determined from documentary and/or photographic evidence.
<b>Significant fixtures</b>	None
<b>High-level condition assessment</b>	Unable to determine the existence or condition of any sub-surface remnants without an archaeological assessment.
<b>Archaeological potential</b>	The element may have some archaeological potential as a former element of the Depot.
<b>Proposed conservation works</b>	None
<b>Proposed modifications</b>	<ol style="list-style-type: none"> <li>1. Install an interpretive panel with photographic evidence of the element in its context (see also elements 49 and 54).</li> <li>2.</li> </ol>

<b>Further comments</b>	Technical and/or archaeological assessment of the element may provide further information about its engineering features and method of operation. This assessment should include review of textual, photographic evidence and interview evidence (if available).
<b>Images</b>	
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
<b>Depot precinct</b>	C
<b>Element number</b>	56
<b>Element name</b>	Old Van as Shed
<b>Element type</b>	Archaeological remnant
<b>Purpose of element</b>	Storage of Depot records
<b>Approximate years of original construction</b>	Circa 1950 attributed for location of van to Depot site
<b>Modifications and approximate years</b>	Unknown (element demolished, early-1980s attributed)
<b>Thematic period</b>	SP
<b>Designer and builder</b>	NSWGR
<b>Statement of significance</b>	The archaeological remnant has low cultural significance owing to its demolition, but still contributes to the Depot's overall cultural significance as a former records store and functional element of the Depot.
<b>Significance grading</b>	C
Element description	
<b>Physical description</b>	There are no visible remnants of this element. Its location has been determined from documentary and/or photographic evidence.
<b>Significant fixtures</b>	None
<b>High-level condition assessment</b>	Unable to determine the existence or condition of any sub-surface remnants without an archaeological assessment.
<b>Archaeological potential</b>	The element may have some archaeological potential as a former element of the Depot.
<b>Proposed conservation works</b>	None
<b>Proposed modifications</b>	None



<b>Further comments</b>	Technical and/or archaeological assessment of the element may provide further information. This assessment should include review of textual, photographic evidence and interview evidence (if available).
<b>Images</b>	
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
Depot precinct	C
Element number	57
Element name	Petrol Bowser and Stage
Element type	Archaeological remnant
Purpose of element	Refuelling of railmotors
Approximate years of original construction	Late 1920s (1,570 gallon below-ground tank installed for railmotor fuel with hand-operated pump). <sup>53</sup>
Modifications and approximate years	Circa 1964-1966 (demolished when replaced by Diesel Refuelling Point (element 13)). <sup>54</sup>
Thematic period	EA
Designer and builder	NSWGR
Statement of significance	The archaeological remnant has low cultural significance owing to its demolition, but still contributes to the Depot's overall cultural significance as a former purpose-designed and functional element of the Depot.
Significance grading	C
Element description	
Physical description	There are no visible remnants of this element. Its location has been determined from documentary and/or photographic evidence.
Significant fixtures	None
High-level condition assessment	Unable to determine the existence or condition of any sub-surface remnants without an archaeological assessment.
Archaeological potential	The element may have some archaeological potential as a former element of the Depot.
Proposed conservation works	None
Proposed modifications	None

<sup>53</sup> Ryan, *Lines to the Lachlan*, p. 61.

<sup>54</sup> Ryan, *Lines to the Lachlan*, p. 64.

<b>Further comments</b>	Technical and/or archaeological assessment of the element may provide further information about its engineering features and method of operation. This assessment should include review of textual, photographic evidence and interview evidence (if available).
<b>Images</b>	
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
<b>Depot precinct</b>	B
<b>Element number</b>	58
<b>Element name</b>	Miscellaneous Sleeper Stages, Ramps and Paving
<b>Element type</b>	Archaeological remnants
<b>Purpose of element</b>	Access to other Depot elements
<b>Approximate years of original construction</b>	Circa 1922-1924 attributed
<b>Modifications and approximate years</b>	Unknown (elements demolished or removed at unknown date)
<b>Thematic period</b>	O
<b>Designer and builder</b>	NSWGR
<b>Statement of significance</b>	The archaeological remnants have low cultural significance owing to their demolition, but contribute to the Depot's overall cultural significance as a former purpose-designed and functional element of the Depot.
<b>Significance grading</b>	E
Element description	
<b>Physical description</b>	There are no visible remnants of these elements. Their location has been determined from documentary and/or photographic evidence.
<b>Significant fixtures</b>	None
<b>High-level condition assessment</b>	Unable to determine the existence or condition of any sub-surface remnants without an archaeological assessment.
<b>Archaeological potential</b>	The Sleeper Stages, Ramps and Paving may have some archaeological potential as former elements of the Depot.
<b>Proposed conservation works</b>	None
<b>Proposed modifications</b>	None

<b>Further comments</b>	Technical and/or archaeological assessment of the element may provide further information. This assessment should include review of textual, photographic evidence and interview evidence (if available).
<b>Images</b>	
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
Depot precinct	C
Element number	59
Element name	Aviary
Element type	Archaeological remnant
Purpose of element	The large Aviary was located outside the Offices building (element 17), and was associated with the Memorial Garden (element 27). The Aviary was stocked and maintained by railway personnel in a voluntary capacity. <sup>55</sup>
Approximate years of original construction	1930s attributed
Modifications and approximate years	1950s (element demolished)
Thematic period	SP
Designer and builder	NSWGR
Statement of significance	The archaeological remnant has low cultural significance owing to its demolition, but still contributes to the Depot's overall cultural (social) significance owing to the pride taken by railway personnel in its display of exotic birds.
Significance grading	C
Element description	
Physical description	There are no visible remnants of this element. Its location has been determined from documentary and/or photographic evidence.
Significant fixtures	None
High-level condition assessment	Unable to determine the existence or condition of any sub-surface remnants without an archaeological assessment.
Archaeological potential	The element may have some archaeological potential as a former element of the Depot.
Proposed conservation works	None

<sup>55</sup> Ryan, *Lines to the Lachlan*, pp. 59-61.

<b>Proposed modifications</b>	None
<b>Further comments</b>	Technical and/or archaeological assessment of the element may provide further information. This assessment should include review of textual, photographic evidence and interview evidence (if available).
<b>Images</b>	
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
Depot precinct	C
Element number	60
Element name	Tennis Courts
Element type	Archaeological remnant
Purpose of element	Staff amenities
Approximate years of original construction	Circa 1950 attributed
Modifications and approximate years	Unknown (element ceased being used and was removed at unknown date)
Thematic period	SP
Designer and builder	NSWGR
Statement of significance	The archaeological remnant has low cultural significance owing to its removal, but still contributes to the Depot's overall cultural (social) significance as a recreational facility for railway personnel.
Significance grading	C
Element description	
Physical description	There are no visible remnants of this element. Its location has been determined from documentary evidence.
Significant fixtures	None
High-level condition assessment	Unable to determine the existence or condition of any sub-surface remnants without an archaeological assessment.
Archaeological potential	The element may have some archaeological potential as a former element of the Depot.
Proposed conservation works	None
Proposed modifications	None
Further comments	Technical and/or archaeological assessment of the element may provide further information. This assessment should include review of textual, photographic evidence and interview evidence (if available).



<b>Images</b>	
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
Depot precinct	C
Element number	61
Element name	Garden Paths (demolished)
Element type	Archaeological remnants
Purpose of element	Original pathways within the Memorial Garden (element 27).
Approximate years of original construction	1920s-1930s attributed
Modifications and approximate years	Unknown (elements demolished at unknown date)
Thematic period	EA
Designer and builder	NSWGR
Statement of significance	The archaeological remnants have low cultural significance owing to their demolition, but still contribute to the Depot's overall cultural significance through their association with the Memorial Garden.
Significance grading	C
Element description	
Physical description	There are no visible remnants of these elements. Their location has been determined from documentary and/or photographic evidence.
Significant fixtures	None
High-level condition assessment	Unable to determine the existence or condition of any sub-surface remnants without an archaeological assessment.
Archaeological potential	The Garden Paths may have some archaeological potential as a former element of the Depot.
Proposed conservation works	None
Proposed modifications	None

<b>Further comments</b>	Technical and/or archaeological assessment of the element may provide further information. This assessment should include review of textual, photographic evidence and interview evidence (if available).
<b>Images</b>	
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

Element details	
Depot precinct	C
Element number	62
Element name	Fitters' Office and Ambulance Room
Element type	Archaeological remnant
Purpose of element	Storage of tools and equipment used in locomotive repairs and maintenance; first aid facility for Depot employees.
Approximate years of original construction	Circa 1922-1924 attributed
Modifications and approximate years	Circa 1970s (element demolished)
Thematic period	O
Designer and builder	NSWGR
Statement of significance	The archaeological remnant has low cultural significance owing to its demolition, but still contributes to the Depot's overall cultural significance because it supported locomotive maintenance activities at the Depot, and provided an essential care facility for railway personnel in the event of injury.
Significance grading	C
Element description	
Physical description	There are no visible remnants of this element, as it was replaced by the Fitters' Shed (element 6). Its location has been determined from documentary and/or photographic evidence.
Significant fixtures	None
High-level condition assessment	Unable to determine the existence or condition of any sub-surface remnants without an archaeological assessment.
Archaeological potential	The element may have some archaeological potential as a former element of the Depot.
Proposed conservation works	None
Proposed modifications	None

<b>Further comments</b>	Technical and/or archaeological assessment of the element may provide further information. This assessment should include review of textual, photographic evidence and interview evidence (if available).
<b>Images</b>	
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023

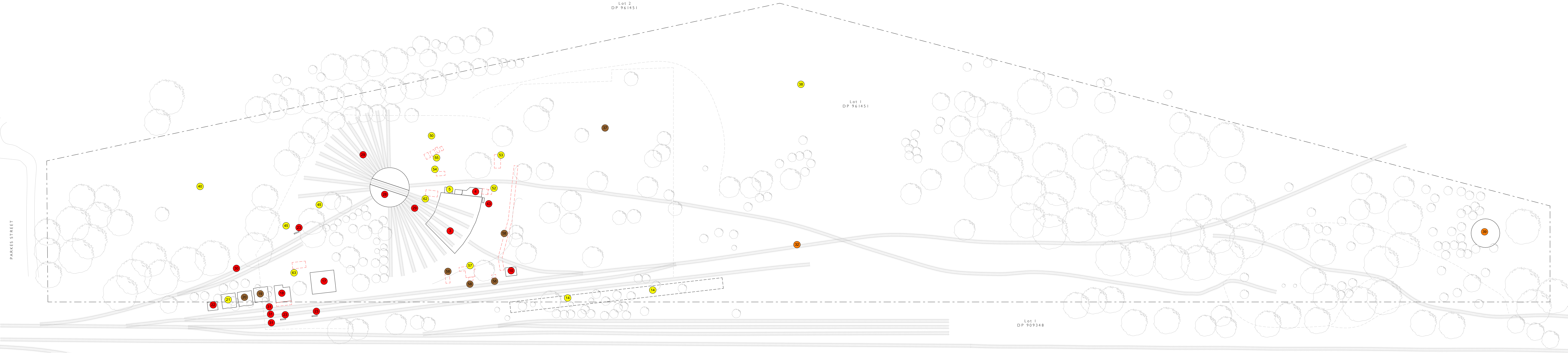
**Cowra Locomotive Depot**  
**Element inventory form**

Element details	
Depot precinct	D
Element number	63
Element name	Meals Room
Element type	Archaeological remnant
Purpose of element	Staff amenity
Approximate years of original construction	Circa 1922-1924 attributed
Modifications and approximate years	Circa 1970s (element demolished)
Thematic period	O
Designer and builder	NSWGR
Statement of significance	The archaeological remnant has low cultural significance owing to its demolition, but still contributes to the Depot's overall cultural significance because it was an essential workplace element of the Depot.
Significance grading	C
Element description	
Physical description	There are no visible remnants of this element, as it was replaced by the Garden Shed (element 25). Its location has been determined from documentary and/or photographic evidence.
Significant fixtures	None
High-level condition assessment	Unable to determine the existence or condition of any sub-surface remnants without an archaeological assessment.
Archaeological potential	The element may have some archaeological potential as a former element of the Depot.
Proposed conservation works	None
Proposed modifications	None

<b>Further comments</b>	Technical and/or archaeological assessment of the element may provide further information. This assessment should include review of textual, photographic evidence and interview evidence (if available).
<b>Images</b>	
<b>Compiler of inventory form</b>	Stephen Palmer
<b>Date last modified</b>	4 March 2023



COWRA LOCOMOTIVE DEPOT  
SCALE: 1:750



KEY TO BUILT ELEMENTS

- |  |   |  |   |
|--|---|--|---|
| 1. Entrance area and rose garden   | 18. Store & kits area   | 31. Arrival roads  | 48. Carpark Garden  |
| 2. Depot entrance and display shed   | 19. Material stacking site  | 32. Other rail lines & sidings throughout depot precinct                 | 49. Visitor Trail Interpretive Garden                                     |
| 3. Rondhouse   | 20. 20000 gallon water tank   | 33. Rest Centre comprising women's toilets, shower block & staff kitchen | 50. Upper Lawn Area (East)  |
| 4. Blacksmith's shop   | (stand demolished, tank now located on materials stacking site, brick foundation in situ) | 34. Caretaker's cottage  | 51. Small Garden east of Amenities Building                               |
| 5. Men's toilets   | 21. 20000 gallon water tank   | 35. Train operations offices   | 52. Fire Brick and Lime Store (demolished)                                |
| 6. Fitters' shed   | (stand demolished, tank now located adjacent to oil store, brick foundation in situ)      | 36. Archives building  | 53. Lavatories (demolished)   |
| 7. Small office building   | 22. Oil store   | 37. Recreation ground  | 54. Oil Heater & Gantry (demolished)                                      |
| 8. Small skillion building   | 23. Water columns (3)   | 38. Natural vegetation area south of main Depot complex                  | 55. Oiled Chip Shed & Racks (demolished)                                  |
| 9. Electrical switch room  | 24. Amenities building  | 39. 200000 gallon concrete reservoir                                     | 56. Old Van as Shed (demolished)  |
| 10. Sand furnace & shed  | 25. Garden shed   | 40. Lower lawn area  | 57. Petrol Bowser & Stage (demolished)                                    |
| 11. West Cowra station building  | 26. Memorial fountain   | 41. Road to Depot  | 58. Miscellaneous Sleeper Stages, Ramps & Paving (demolished)             |
| 12. Platform   | 27. Memorial garden (including gravel paths & flagpole)                                   | 42. Parking areas (3)  | 59. Aviary (demolished)   |
| 13. Diesel refuelling point  | 28. Turntable   | 43. Air reservoir  | 60. Tennis Courts (demolished)  |
| 14. Elevated coal bunker & de-ashing plant (demolished 1974, brick foundations in situ). | 29. Turntable roads to roundhouse & bull ring   | 44. Coal loading area  | 61. Garden Paths (demolished)   |
| 15. Carriage shed & workshop   | 30. Departure road  | 45. Upper lawn area (north-east)   | 62. Fitter's Office & Ambulance Room (demolished & replaced by element 6) |
| 16. Carriage shed  |   | 46. Way & works shed   | 63. Meals Room (demolished & replaced by element 25)                      |
| 17. Offices building   |   | 47. Gardens & open areas near Rest Centre                                |   |

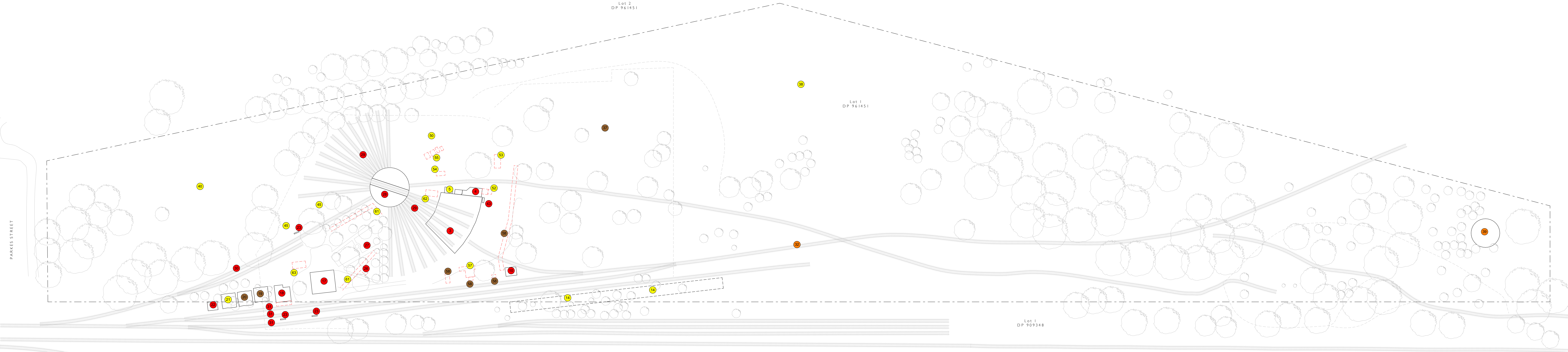
KEY TO SIGNIFICANCE

- |  |  |  |   |
|--|--|--|---|
|  | A. Exceptional, where the element is rare or outstanding; it demonstrates clear original integrity or makes a direct contribution to the Depot's cultural significance, or the element demonstrates a major past technical use.              |  | D. Moderate, where the element is a recent addition, but still contributes to the Depot's overall cultural significance as an integrated element of the Cowra Rail Heritage Centre. |
|  | B. High, where the element possesses a high degree of original integrity; it is a key component of the Depot's cultural significance and any alterations do not detract from significance, or the element demonstrates a past technical use. |  | E. Little, where the element does not contribute to or detract from the Depot's cultural significance.  |
|  | C. Moderate, where the element has been substantially altered, has low cultural significance by itself or is commonplace, but still contributes to the Depot's overall cultural significance.  |  | F. Intrusive, where the element damages the Depot's cultural significance.  |

1. (TIME PERIOD: Original Period 1922-1924)



COWRA LOCOMOTIVE DEPOT  
SCALE: 1:750



KEY TO BUILT ELEMENTS

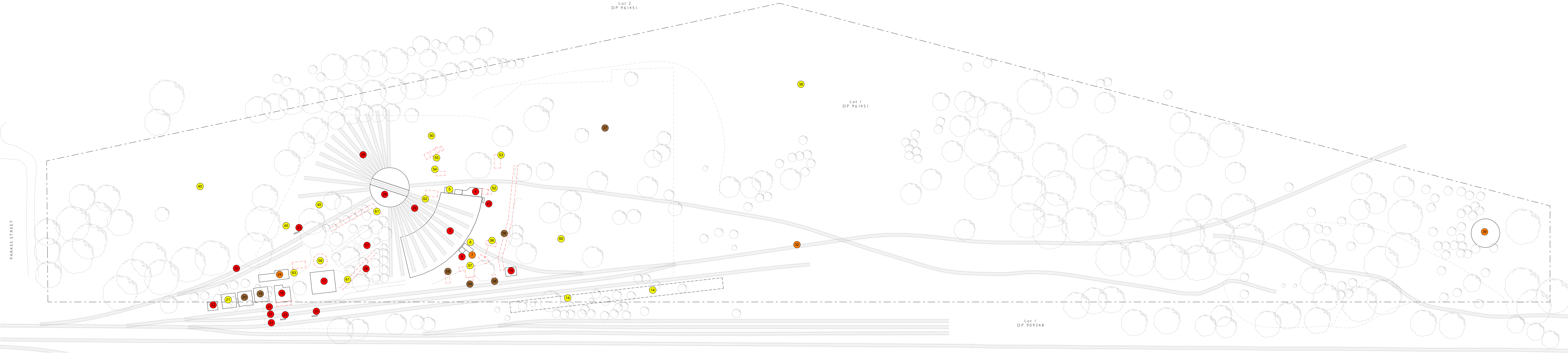
- |  |   |  |   |
|--|---|--|---|
| 1. Entrance area and rose garden   | 18. Store & kits area   | 31. Arrival roads  | 48. Carpark Garden  |
| 2. Depot entrance and display shed   | 19. Material stacking site  | 32. Other rail lines & sidings throughout depot precinct                 | 49. Visitor Trail Interpretive Garden                                     |
| 3. Rondhouse   | 20. 20000 gallon water tank   | 33. Rest Centre comprising women's toilets, shower block & staff kitchen | 50. Upper Lawn Area (East)  |
| 4. Blacksmith's shop   | (stand demolished, tank now located on materials stacking site, brick foundation in situ) | 34. Caretaker's cottage  | 51. Small Garden east of Amenities Building                               |
| 5. Men's toilets   | 21. 20000 gallon water tank   | 35. Train operations offices   | 52. Fire Brick and Lime Store (demolished)                                |
| 6. Fitters' shed   | (stand demolished, tank now located adjacent to oil store, brick foundation in situ)      | 36. Archives building  | 53. Lavatories (demolished)   |
| 7. Small office building   | 22. Oil store   | 37. Recreation ground  | 54. Oil Heater & Gantry (demolished)                                      |
| 8. Small skillion building   | 23. Water columns (3)   | 38. Natural vegetation area south of main Depot complex                  | 55. Oiled Chip Shed & Racks (demolished)                                  |
| 9. Electrical switch room  | 24. Amenities building  | 39. 200000 gallon concrete reservoir                                     | 56. Old Van as Shed (demolished)  |
| 10. Sand furnace & shed  | 25. Garden shed   | 40. Lower lawn area  | 57. Petrol Bowser & Stage (demolished)                                    |
| 11. West Cowra station building  | 26. Memorial fountain   | 41. Road to Depot  | 58. Miscellaneous Sleeper Stages, Ramps & Paving (demolished)             |
| 12. Platform   | 27. Memorial garden (including gravel paths & flagpole)                                   | 42. Parking areas (3)  | 59. Aviary (demolished)   |
| 13. Diesel refuelling point  | 28. Turntable   | 43. Air reservoir  | 60. Tennis Courts (demolished)  |
| 14. Elevated coal bunker & de-ashing plant (demolished 1974, brick foundations in situ). | 29. Turntable roads to roundhouse & bull ring   | 44. Coal loading area  | 61. Garden Paths (demolished)   |
| 15. Carriage shed & workshop   | 30. Departure road  | 45. Upper lawn area (north-east)   | 62. Fitter's Office & Ambulance Room (demolished & replaced by element 6) |
| 16. Carriage shed  |   | 46. Way & works shed   | 63. Meals Room (demolished & replaced by element 25)                      |
| 17. Offices building   |   | 47. Gardens & open areas near Rest Centre                                |   |

KEY TO SIGNIFICANCE

- |  |   |
|--|---|
| <span style="color: red;">●</span> A. Exceptional, where the element is rare or outstanding; it demonstrates clear original integrity or makes a direct contribution to the Depot's cultural significance, or the element demonstrates a major past technical use.                 | <span style="color: cyan;">●</span> D. Moderate, where the element is a recent addition, but still contributes to the Depot's overall cultural significance as an integrated element of the Cowra Rail Heritage Centre. |
| <span style="color: orange;">●</span> B. High, where the element possesses a high degree of original integrity; it is a key component of the Depot's cultural significance and any alterations do not detract from significance, or the element demonstrates a past technical use. | <span style="color: brown;">●</span> E. Little, where the element does not contribute to or detract from the Depot's cultural significance.   |
| <span style="color: yellow;">●</span> C. Moderate, where the element has been substantially altered, has low cultural significance by itself or is commonplace, but still contributes to the Depot's overall cultural significance.  | <span style="color: magenta;">●</span> F. Intrusive, where the element damages the Depot's cultural significance.   |

2. (TIME PERIOD: Early Alterations & Additions)



COWRA LOCOMOTIVE DEPOT  
SCALE: 1:750

## KEY TO BUILT ELEMENTS

- |  |   |  |
|--|---|--|
| 1. Entrance area and rose garden   | 18. Store & kits area   | 31. Arrival roads  |
| 2. Depot entrance and display shed   | 19. Material stacking site  | 32. Other rail lines & sidings throughout depot precinct                 |
| 3. Rondhouse   | 20. 20000 gallon water tank   | 33. Rest Centre comprising women's toilets, shower block & staff kitchen |
| 4. Blacksmith's shop   | (stand demolished, tank now located on materials stacking site, brick foundation in situ) | 34. Caretaker's cottage  |
| 5. Men's toilets   | 21. 20000 gallon water tank   | 35. Train operations offices   |
| 6. Fitters' shed   | (stand demolished, tank now located adjacent to oil store, brick foundation in situ)      | 36. Archives building  |
| 7. Small office building   | 22. Oil store   | 37. Recreation ground  |
| 8. Small skillion building   | 23. Water columns (3)   | 38. Natural vegetation area south of main Depot complex                  |
| 9. Electrical switch room  | 24. Amenities building  | 39. 200000 gallon concrete reservoir                                     |
| 10. Sand furnace & shed  | 25. Garden shed   | 40. Lower lawn area  |
| 11. West Cowra station building  | 26. Memorial fountain   | 41. Road to Depot  |
| 12. Platform   | 27. Memorial garden (including gravel paths & flagpole)                                   | 42. Parking areas (3)  |
| 13. Diesel refuelling point  | 28. Turntable   | 43. Air reservoir  |
| 14. Elevated coal bunker & de-ashing plant (demolished 1974, brick foundations in situ). | 29. Turntable roads to roundhouse & bull ring   | 44. Coal loading area  |
| 15. Carriage shed & workshop   | 30. Departure road  | 45. Upper lawn area (north-east)   |
| 16. Carriage shed  |   | 46. Way & works shed   |
| 17. Offices building   |   | 47. Gardens & open areas near Rest Centre                                |

## KEY TO SIGNIFICANCE


- |  |  |  |   |
|--|--|--|---|
|  | A. Exceptional, where the element is rare or outstanding; it demonstrates clear original integrity or makes a direct contribution to the Depot's cultural significance, or the element demonstrates a major past technical use.              |  | D. Moderate, where the element is a recent addition, but still contributes to the Depot's overall cultural significance as an integrated element of the Cowra Rail Heritage Centre. |
|  | B. High, where the element possesses a high degree of original integrity; it is a key component of the Depot's cultural significance and any alterations do not detract from significance, or the element demonstrates a past technical use. |  | E. Little, where the element does not contribute to or detract from the Depot's cultural significance.  |
|  | C. Moderate, where the element has been substantially altered, has low cultural significance by itself or is commonplace, but still contributes to the Depot's overall cultural significance.  |  | F. Intrusive, where the element damages the Depot's cultural significance.  |

## 3. (TIME PERIOD: NSWGR Steam Period 1922-1971)

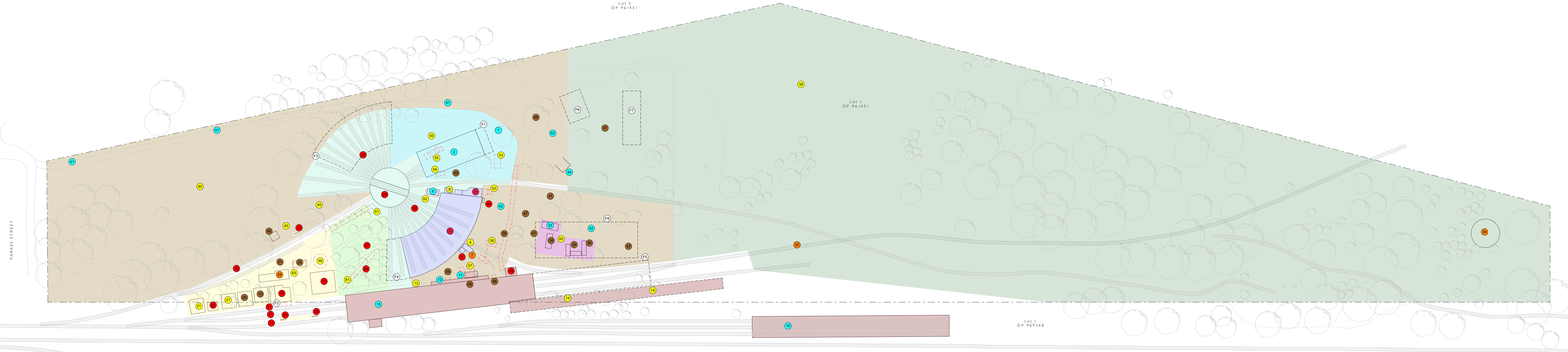




- KEY TO SIGNIFICANCE

- 





KEY TO BUILT ELEMENTS

- |  |   |  |
|--|---|--|
| 1. Entrance area and rose garden   | 18. Store & kits area   | 31. Arrival roads  |
| 2. Depot entrance and display shed   | 19. Material stacking site  | 32. Other rail lines & sidings throughout depot precinct                 |
| 3. Roundhouse  | 20. 20000 gallon water tank (stand demolished, tank now located on materials stacking site, brick foundation in situ) | 33. Rest Centre comprising women's toilets, shower block & staff kitchen |
| 4. Blacksmith's shop   | 21. 20000 gallon water tank   | 34. Caretaker's cottage  |
| 5. Men's toilets   | 22. Oil store   | 35. Train operations offices   |
| 6. Fitters' shed   | 23. Water columns (3)   | 36. Archives building  |
| 7. Small office building   | 24. Amenities building  | 37. Recreation ground  |
| 8. Small skillion building   | 25. Garden shed   | 38. Natural vegetation area south of main Depot complex                  |
| 9. Electrical switch room  | 26. Memorial fountain   | 39. 200000 gallon concrete reservoir                                     |
| 10. Sand furnace & shed  | 27. Memorial garden (including gravel paths & flagpole)   | 40. Lower lawn area  |
| 11. West Cowra station building  | 28. Turntable   | 41. Road to Depot  |
| 12. Platform   | 29. Turntable roads to roundhouse & bull ring   | 42. Parking areas (3)  |
| 13. Diesel refuelling point  | 30. Departure road  | 43. Air reservoir  |
| 14. Elevated coal bunker & de-ashing plant (demolished 1974, brick foundations in situ). |   | 44. Coal loading area  |
| 15. Carriage shed & workshop   |   | 45. Upper lawn area (north-east)   |
| 16. Carriage shed  |   | 46. Way & works shed   |
| 17. Offices building   |   | 47. Gardens & open areas near Rest Centre                                |

KEY TO SIGNIFICANCE

- |  |  |  |   |
|--|--|--|---|
|  | A. Exceptional, where the element is rare or outstanding; it demonstrates clear original integrity or makes a direct contribution to the Depot's overall cultural significance, or the element demonstrates a major past technical use.      |  | D. Moderate, where the element is a recent addition, but still contributes to the Depot's overall cultural significance as an integrated element of the Cowra Rail Heritage Centre. |
|  | B. High, where the element possesses a high degree of original integrity; it is a key component of the Depot's cultural significance and any alterations do not detract from significance, or the element demonstrates a past technical use. |  | E. Little, where the element does not contribute to or detract from the Depot's cultural significance.  |
|  | C. Moderate, where the element has been substantially altered, has low cultural significance by itself or is commonplace, but still contributes to the Depot's overall cultural significance.  |  | F. Intrusive, where the element damages the Depot's cultural significance.  |

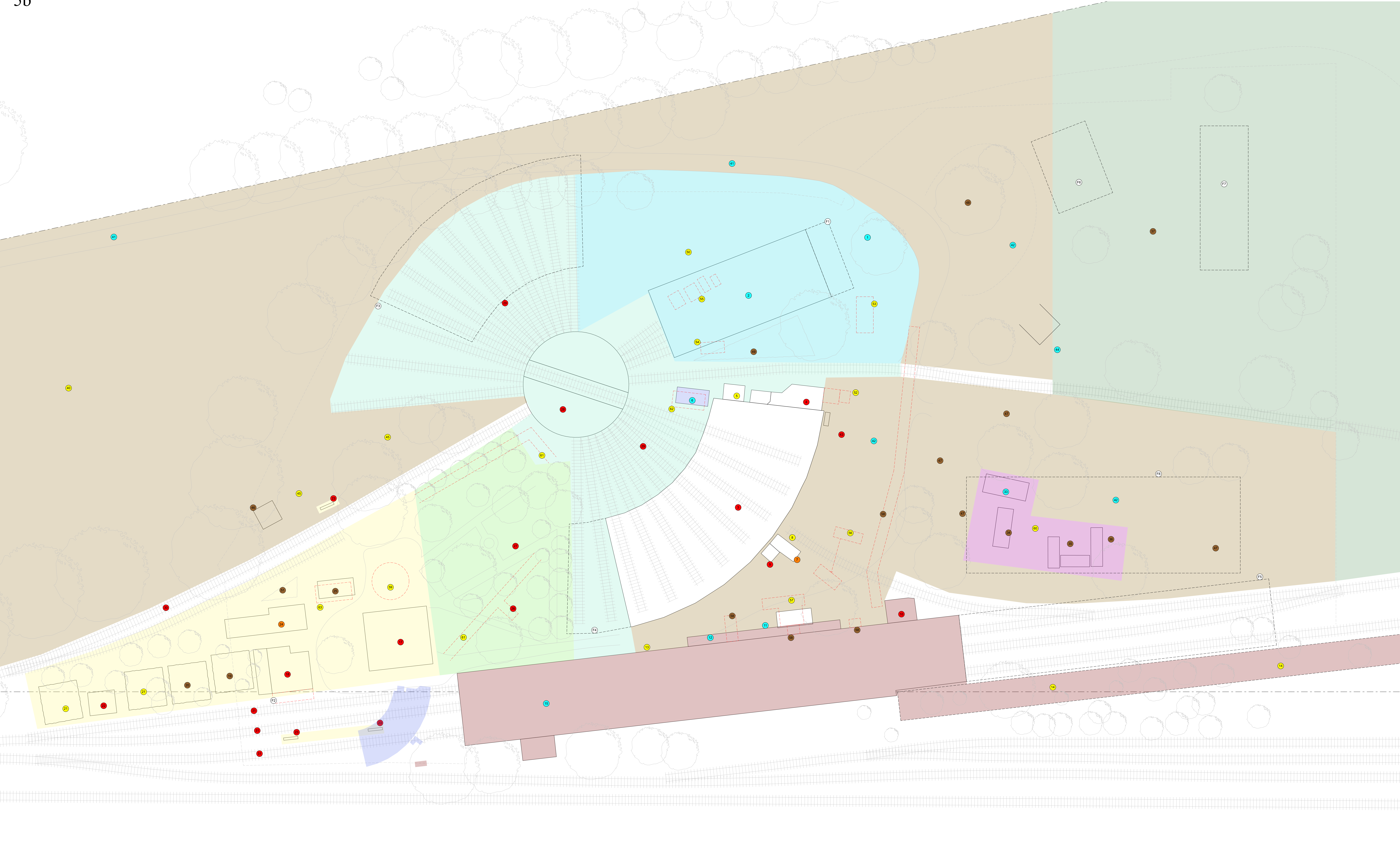
KEY TO PRECINCTS

- |  |                                     |  |   |
|--|-------------------------------------|--|---|
|  | A. Visitor entrance & display area  |  | F. Turntable & turntable roads                                  |
|  | B. Roundhouse & adjacent buildings  |  | G. Other rail lines & sidings                                   |
|  | C. Carriage sheds & nearby elements |  | H. Rest Centre, Caretaker's Cottage & Administration Buildings  |
|  | D. Offices & nearby elements        |  | I. Recreation area, natural vegetation area & included elements |
|  | E. Memorial fountain & garden       |  | J. Other open areas & included elements                         |

PROPOSED FUTURE MODIFICATIONS

- F1. Extend Depot Entrance & Display Shed (element 2) by 1x5m bay
- F2. Demolish skillion extension to store (Northern elevation), Reinstate Loading Platform to Store (element 18 - Western elevation) - Part of original structure when built
- F3. New shed over turntable roads (element 29)
- F4. Possible extension to Roundhouse (element 3)
- F5. Possible extension to Carriage Shed & Workshop (element 15)
- F6. New Volunteer and Visitor Centre
- F7. New Parts Storage Shed
- F8. Accommodation Precinct for visiting volunteer workers





**KEY TO BUILT ELEMENTS**

1. Entrance area and rose garden  
2. Depot entrance and display shed  
3. Roundhouse  
4. Blacksmith's shop  
5. Men's toilets  
6. Fitters' shed  
7. Small office building  
8. Small skillion building  
9. Electrical switch room  
10. Sand furnace & shed  
11. West Cowra station building  
12. Platform  
13. Diesel refuelling point  
14. Elevated coal bunker & de-ashing plant (demolished 1974, brick foundations in situ)  
15. Carriage shed & workshop  
16. Carriage shed  
17. Offices building  
18. Store & kits area  
19. Material stacking site  
20. 20000 gallon water tank (stand demolished, tank now located on materials stacking site, brick foundation in situ)  
21. 20000 gallon water tank (stand demolished, tank now located adjacent to oil store, brick foundation in situ)  
22. Oil store  
23. Water columns (3)  
24. Amenities building  
25. Garden shed  
26. Memorial fountain  
27. Memorial garden (including gravel paths & flagpole)  
28. Turntable  
29. Turntable roads to roundhouse & bull ring  
30. Departure road  
31. Arrival roads  
32. Other rail lines & sidings throughout depot precinct  
33. Rest Centre comprising women's toilets, shower block & staff kitchen  
34. Caretaker's cottage  
35. Train operations offices  
36. Archives building  
37. Recreation ground  
38. Natural vegetation area south of main Depot complex  
39. 200000 gallon concrete reservoir  
40. Lower lawn area  
41. Road to Depot  
42. Parking areas (3)  
43. Air reservoir  
44. Coal loading area  
45. Upper lawn area (north-east)  
46. Way & works shed  
47. Gardens & open areas near Rest Centre  
48. Carpark Garden  
49. Visitor Trail Interpretive Garden  
50. Upper Lawn Area (East)  
51. Small Garden east of Amenities Building  
52. Fire Brick and Lime Store (demolished)  
53. Lavatories (demolished)  
54. Oil Heater & Gantry (demolished)  
55. Oiled Chip Shed & Tacks (demolished)  
56. Old Van as Shed (demolished)  
57. Petrol Bower & Stage (demolished)  
58. Miscellaneous Sleeper Stages, Ramps & Paving (demolished)  
59. Aviary (demolished)  
60. Tennis Courts (demolished)  
61. Garden Paths (demolished)  
62. Fitter's Office & Ambulance Room (demolished & replaced by element 6)  
63. Meals Room (demolished & replaced by element 25)

**KEY TO SIGNIFICANCE**

**A.** Exceptional, where the element is rare or outstanding: it demonstrates clear original integrity or makes a direct contribution to the Depot's cultural significance, or the element demonstrates a major past technical use.

**B.** High, where the element possesses a high degree of original integrity: it is a key component of the Depot's cultural significance and any alterations do not detract from significance, or the element demonstrates a past technical use.

**C.** Moderate, where the element has been substantially altered, has low cultural significance by itself or is commonplace, but still contributes to the Depot's overall cultural significance.

**D.** Moderate, where the element is a recent addition, but still contributes to the Depot's overall cultural significance as an integrated element of the Cowra Rail Heritage Centre.

**E.** Little, where the element does not contribute to or detract from the Depot's cultural significance.

**F.** Invasive, where the element damages the Depot's cultural significance.

**KEY TO PRECINCTS**

**A.** Visitor entrance & display area

**B.** Roundhouse & adjacent buildings

**C.** Carriage sheds & nearby elements

**D.** Offices & nearby elements

**E.** Memorial fountain & garden

**F.** Turntable & turntable roads

**G.** Other rail lines & sidings

**H.** Rest Centre, Caretaker's Cottage & Administration Buildings

**I.** Recreation area, natural vegetation area & included elements

**J.** Other open areas & included elements

**PROPOSED FUTURE MODIFICATIONS**

F1. Extend Depot Entrance & Display Shed (element 2) by 1x3m bay

F2. Demolish skillion extension to store (Northern elevation), Reinstall Loading Platform to Store (element 18 - Western elevation) - Part of original structure when built

F3. New shed over turntable roads (element 29)

F4. Possible extension to Roundhouse (element 3)

F5. Possible extension to Carriage Shed & Workshop (element 15)

F6. New Volunteer and Visitor Centre

F7. New Parts Storage Shed

F8. Accommodation Precinct for visiting volunteer workers