

134 Macquarie Street (GPO Box 618)
Hobart Tasmania 7001
Phone: 1300 850 332 (local call cost)
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Name: Hobart Railway Goods Shed
Status: Permanently Registered
Tier: State

THR ID Number: 10995
Municipality: Hobart City Council
Boundary: CPR11428

Location Addresses

10 EVANS ST, HOBART 7000 TAS
10 EVANS ST, HOBART 7000 TAS

Title References

45404/1
179192/3

Property Id

9126826
9126826



Hobart Railway Goods Shed from south-east on Evans Street.
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Hobart Railway Goods Shed from north-west.
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The sole remaining externally-mounted head-track at a former sliding goods door opening.
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Perimeter walls' alternating braced and unbraced bays indicate the former locations of goods doors.
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The remnant buffer blocks of board-marked concrete.

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Broken concrete slab-edges and stubs of former sub-floor walls within the Shed's northern end.

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Paving changes from concrete slabs to segmental pavers at the edges of former loading platforms.

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Looking southward within the Goods Shed.

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Hobart Railway Goods Shed from the west.

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1915: 'IMPROVEMENTS AT HOBART RAILWAY STATION. New Goods Shed.' Weekly Courier, 23 December 1915, p.23



between 1915 and mid-1920s: the 'Gasworks Straits', with Railway Goods Shed at left. Tasmanian Archives item number NS1231/1/19



1920s: looking across railyard, with the Goods Shed's inward (east-facing) side at left. Source: arhnsnw.com.au – and Melanie Dennis



undated but between 1924 and mid-1930s: the long roofs of the Goods Shed are visible at upper right.

Tasmanian Archives item number NS892/1/64



c1930: Hobart Railway Station (THR 2187) at bottom left, with Round House and Goods Shed top left.

UTAS S&RC Dennison slide collection



1968: the northern end of the Goods Shed.

Tasmanian Archives item number P2121/1/4 – p. 5



1968: the Goods Shed's east elevation, viewed from Evans Street.

Tasmanian Archives item number P2121/1/4 – p. 4

Statement of Significance: (non-statutory summary)

The Hobart Railway Goods Shed is a notable example in Tasmania of the development of rail transport from World War I onwards, and was integral to the railway system's cartage of general goods up until the 1970s.

The Goods Shed building's conversion in the 1980s to a transit warehouse for road transport is illustrative of broader changes in Tasmania during the later decades of the 20th century. The Hobart Railway Goods Shed is rare in the Tasmanian context, illustrating a historical function which is no longer practised, and it is an unusually extensive building within its class of place.

Why is it significant?:

The Heritage Council may enter a place in the Heritage Register if it meets one or more of the following criteria from the Historic Cultural Heritage Act 1995:

a) The place is important to the course or pattern of Tasmania's history.

The Hobart Railway Goods Shed is a notable example of the development of rail transport, and of the development of Sullivans Cove and Hobart as a centre for trade, including the export of fruit, from World War I onwards. The Goods Shed's use by the Tasmanian Government Railways was integral to the railway system's cartage of general goods up until the 1970s, which made a strong contribution to the development of the State.

In the 1980s, the Goods Shed's conversion into a transit warehouse for road transport is illustrative of broader changes in Tasmania during the 20th century's later decades – particularly the transition of land transport away from railways to road-based networks, and the increasing dominance of shipping containers for freight. Recent use of the Goods Shed for various forms of entertainment reflects the Hobart waterfront's evolution from a working port to a precinct increasingly used for recreation.

b) The place possesses uncommon or rare aspects of Tasmania's history.

As a building associated with the State's former rail transport network, the Hobart Railway Goods Shed is rare in the Tasmanian context. Within its class of place it is an unusually extensive building.

The Goods Shed illustrates a historical function which is no longer practised. It is one of very few comparable places across Tasmania that still demonstrates evidence of the operations of the Tasmanian Government Railways during the 20th century.

c) The place has the potential to yield information that will contribute to an understanding of Tasmania's history.

No data recorded.

d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.

No data recorded.

e) The place is important in demonstrating a high degree of creative or technical achievement.

No data recorded.

f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.

No data recorded.

g) The place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history.

No data recorded.

h) The place is important in exhibiting particular aesthetic characteristics.

No data recorded.

Heritage approval is required for work that will result in changes to the nature or appearance of the fabric of a Heritage place, both internal and external.

Please refer to the Heritage Council's Works Guidelines (www.heritage.tas.gov.au) for information about the level of approval required and appropriate outcomes.

Heritage Advisors are also available to answer questions and provide guidance on enquiries@heritage.tas.gov.au or Tel 1300850332

This data sheet is intended to provide sufficient information and justification for listing the place on the Heritage Register. Under the legislation, only one of the criteria needs to be met. The data sheet is not intended to be a comprehensive inventory of the heritage values of the place, there may be other heritage values of interest to the Heritage Council not currently acknowledged.

Setting:

The Hobart Railway Goods Shed is situated about 600 metres to the north-east of the city's GPO, within the waterfront promontory known as Macquarie Point. At the time of writing in 2023: to the Goods Shed's immediate east, north and west are the extensive asphalt, concrete and gravel-paved areas of the now largely-cleared former railyards. Further to the east are the large storage buildings of Macquarie Wharf, and further to the north is the escarpment of the hill upon which are located the Cenotaph, Anzac Parade and Queen's Battery (THR 7137). The Goods Shed's southwest-facing elevation is coincident with its cadastral parcel's Evans Street site boundary, and on the opposite side of this roadway are sited the Evans Street-facing buildings of both the UTAS Centre for the Arts, formerly part of H Jones & Co (THR 2397) and of the Henry Jones & Co IXL Jam Factory (THR 11961).

The Hobart Railway Goods Shed and the railyards which surrounded it had relationships with a range of other places nearby, including buildings and sites such as the former Hobart Railway Station (THR 2187) and the Royal Engineers building (THR 2280). Other nearby historic features – such as the Hobart Gas Works (THR 2464), the Hobart Rivulet, and the former Hunter Island and Old Wharf areas – are also closely linked to the history of this place.

Description:

With a timber-framed structure – and walls and roof clad mostly in painted corrugated steel sheeting – the Hobart

Railway Goods Shed is a single-storey building of rectangular plan-shape, approximately 115 metres long and 24 metres wide.

FEATURES OF HIGH HISTORIC CULTURAL HERITAGE SIGNIFICANCE

For the entirety of its approximately 115-metre length, the Goods Shed's roof is a pair of side-by-side gabled volumes, with roof ridges and a central valley-gutter parallel to the long sides. Open to view from much of the Shed's interior, these roofs are supported by timber trusses, comprising top and bottom chords and intermediate diagonal struts of timber with vertical tension-rods of metal. At the Shed's perimeter walls, and at the mid-line of the building beneath the valley gutter, the ends of the roof-trusses are supported by heavy, square timber posts.

The west, north and east elevations feature continuous 1.2m-high horizontal bands of fixed windows within white-painted timber framing. Beneath this, the walls are clad with painted corrugated steel sheeting. There are two remaining of the original openings formerly occupied by timber sliding goods doors – and above one of these openings, on the Shed's west elevation, is what may be an original externally-mounted head-track. In other locations, the timber wall-framing visible from the Shed's interior clearly demonstrates the former locations of now infilled goods doors.

At the Evans Street-facing end elevation of the Goods Shed, the two gables contain tall and narrow panes of textured glass panels within white-painted timber frames, with fine louvres of timber at the apexes. The wall bases at this end of the Shed, clad in painted horizontal timber planks with small ventilation gaps, are co-located with two structural bays in which the sub-floor structure appears to also be timber. These planks themselves are not significant fabric, but their similarity to the original cladding in this area is of value in alluding to the Goods Shed's initial timber-framed sub-floor structure.

On the northern side of the internal wall that separates the office area from the majority of the Shed's volume, buffer blocks of board-marked concrete protrude above the floor of interlocking pavers.

FEATURES OF CONTRIBUTORY HISTORIC CULTURAL HERITAGE SIGNIFICANCE

The Hobart Railway Goods Shed contains features that are of **contributory** cultural heritage significance in their own right. Changes to these features may potentially impact the significant fabric of this place.

The Goods Shed contains evidence of additions and alterations made in the post World War II years up until the late 1970s. During these decades the Shed continued to be used and occupied by the Tasmanian Government Railways (TGR). Features added during those years – such as the internal concrete slab floors, and the 0.9 metre-high unpainted concrete surfaces at the bases of most of the Shed's exterior walls – remained in place until the Goods Shed left the TGR's custodianship. The transitions in flooring from concrete slabs to areas of non-significant interlocking pavers demarcate the edges of the Shed's former internal platforms, and assist in understanding how the building operated.

Other features of contributory historic cultural heritage significance at the Hobart Railway Goods Shed include:

- the broken concrete slab-edges and stubs of former sub-floor walls that are visible at the perimeters of the Shed's north-most six structural bays; and
- any framing material within the mezzanine areas which demonstrates the initial construction of habitable space within the roof volumes above the Shed's south-end offices.

FEATURES OF LOW-LEVEL AND NO HISTORIC CULTURAL HERITAGE SIGNIFICANCE

The Hobart Railway Goods Shed contains features that are of low-level or no cultural heritage significance in their own right. Nevertheless, changes to these features may also potentially impact the significant fabric of this place.

All of the elements, features and finishes added during adaptive re-use works in the 1980s and 1990s are of **low-level** historic cultural heritage significance. Specific features of identified low-level historic cultural heritage significance include the:

- wall cladding of painted corrugated steel sheeting;
- aluminium-framed windows of the Shed's office areas;
- ground-level concrete paving slabs within the Shed's north-most six structural bays; and
- flat-roofed amenities block, with external walls of painted brick, that adjoins the Goods Shed's east elevation.

Historical aerial photographs indicate that the amenities block was constructed in the early 1990s.

Features at the Hobart Railway Goods Shed of **no** historic cultural heritage significance include elements, features and finishes added during adaptive re-use works in the 21st century, such as the:

- external access ramps and stairs, and other additions and alterations associated with the Shed's 2019-onwards use as an events space and as offices for the Macquarie Point Development Corporation; and
- new, galvanised corrugated steel sheeting installed across the top of the gable roofs.

History:

Macquarie Point, on the western side of the Derwent estuary, is within the contiguous region formerly occupied by Tasmanian Aboriginal people of what in the present day are known as the South East nation (Boyce 2010, p. 32; Ryan 2012, pp. 17, 39-41).

In mid-February 1804, Lieutenant-Governor David Collins established the British settlement of Hobart Town, alongside the bay to which he gave the name Sullivans Cove. In the centre of the cove was a small island, which the settlers named Hunter's Island. Connected to the shore by a broad sand bar, the island protected the mouth of a stream which came to be known as the Hobart Town Rivulet. A second stream, later to be known as the Domain Rivulet (and also the Park Street Creek) also emptied into this flat and marshy area (WHG 1994, pp. 3, 4).

A rocky reef extended northwards from the mouth of the rivulets to a promontory with a small hill at its centre. In the 1810s this promontory was named Macquarie Point. Over the next two-and-a-half decades the sand bar and Hunter's Island disappeared under extensive land reclamation (WHG 1994, pp. 4 and 8).

Uses of the area during the period of Colonial consolidation

In the early 1820s the Colonial Government began to acquire land at Macquarie Point (Terry 1999, p. 7). The government stockyards were established there, and shortly afterwards the settlement's Public Slaughterhouse was constructed nearby, sited beside the Domain Rivulet (WHG 1994, pp. 29-30, 32). In 1825 the natural course of the Hobart Town Rivulet was diverted to flow into the Domain Rivulet along a channel, constructed using convict labour, named the 'New Cut'. The combined streams then emptied into the cove alongside the causeway that by this time linked Hunter Island to the adjacent shore (Freeman 2001, p.13).

In the mid-19th century, the area around the mouth of the Rivulets had come to be viewed as best suited for commercial and industrial development. The Hobart Gas Company, upon which construction work began in 1856, was the first of such major developments. By 1858 the gas it generated was being distributed to nearby hotels, shops and other larger institutions, as well as supplying some 220 street lights in Hobart Town (Austral Tasmania 2013, p. 22).

Also in 1858, the government constructed new and larger slaughterhouses at Macquarie Point (WHG 1994, pp. 30 & 32) with surrounding expansive stock and sale yards sited on areas of further reclaimed land alongside Macquarie Point and the mouth of the Rivulets (Austral Tasmania 2013, pp. 24, 25).

1870s and 1880s: the Hobart terminus of the Tasmanian Main Line Railway

During the 1850s there had been much talk in Tasmania about building a railway line from Hobart to Launceston. Eventually in March 1872, an English company – the Tasmanian Main Line Railway (TMLR) Company – signed a contract with the Colonial Government to build the line (Reynolds 2012, pp. 194-195; Walters 2022a, p. 6).

The first through passenger service from Hobart to Launceston operated on the occasion of the line's 1st November 1876 official opening. The TMLR Company began utilising the 1840s-constructed Royal Engineers building (THR 2280), close to the Hobart terminus, as its headquarters (Walters 2022a, p.7).

In the 1880s further works were undertaken to retain and channel the nearby Hobart Rivulet, with the portion of it along the Gas Company site's southern edge becoming known as the 'Gasworks Straits' (Austral Tasmania 2013, pp. 23).

1890 onwards: the Tasmanian Government Railways at Hobart

In 1885, the colony's railway operations began to be referred to collectively as the Tasmanian Government Railways, and were more familiarly thereafter known as the 'TGR' (see Rae & Coen 2021, p. 23; Walters 2022a, p. 7). In late 1890 the government took over the TMLR Company, and from that time until 1978 managed and operated most of Tasmania's railway network (Reynolds 2012, p. 195; Walters 2022b, p. 14).

The process of land reclamation alongside Macquarie Point continued. A seawall of stone built out into the Derwent enclosed a large area that became the City of Hobart's refuse tip. This was largely filled by 1904, and the Hobart Railway Goods Shed would in the next decade be built on this fill (AHI 2021, p. 31; Austral Tasmania 2013, p. 25 and 43; MPDC 2021, p. 10). By 1906, with the construction of new slaughter yards further upriver at Derwent Park well advanced, the State Government turned its attention to a major reorganisation of Hobart's railways.

During the prior decades portions of Macquarie Point had, in addition to the slaughter yards and the municipal refuse tip, been the site of a drill yard for volunteer forces and of the Metropolitan Drainage Scheme's septic tanks (Austral Tasmania 2015, p.11). Following the relocation of slaughtering operations to Derwent Park in 1909 (WHG 1994, p. 30), the government determined that the Macquarie Point areas occupied by the septic tanks, municipal tip and now-redundant slaughter yards would become Hobart's expanded railway goods yard, containing a new large Goods Shed building. A separate new Round House for locomotives would also be built nearby, on the former drill yard site. Construction of these new rail facilities commenced in late 1911, as part of broader expansion plans for Hobart's waterfront. An intended parallel outcome of this scheme was connecting the rail network directly with Sullivans Cove

to service interstate and international export markets, and this would involve the construction of new pier and wharf facilities within the cove by the Hobart Marine Board (Austral Tasmania 2015, pp. 11, 12).

1914 to 1915: construction of the Hobart Railway Goods Shed

The 300-foot (approximately 91 metre) long, timber-framed Goods Shed building was sited at the southern boundary of the expanded railyards. Clad and roofed with short sheets of corrugated iron, it was constructed on timber pile footings (NAA P1330, 810, cited in Austral Tasmania 2015, pp. 16-18).

Two rail lines entered the Goods Shed through large rectangular openings in its northern end. Within the Shed, a row of timber columns between these lines supported a central valley between the roof's parallel pair of gables. Abutting the Shed's northern end were two outdoor timber-framed loading platforms with flanking sidings.

The Shed contained two platforms, with frames and decking of timber – one for outward transport of goods from the railyards to elsewhere, and the other for inward. Large sliding timber doors on the Shed's west and east elevations served a series of loading docks on each side. Every second door opened onto a loading dock that had a large recess within the adjacent platform, and these recessed docks allowed carts and lorries to manoeuvre into the shed. The twin gabled roofs contained rows of skylights, with four above each of the structural bays that contained the recessed loading docks.

Two structural bays at the Shed's southern end contained a dedicated office area, accommodating the inward and outward clerks, porters and goods agent (NAA P1330, 810, cited in Austral Tasmania 2015, pp. 16-18). For the first decade or so following its construction, the southern end of the Goods Shed faced a narrow laneway between it and the Gasworks Straits. At the centre of the Shed's southern elevation, an entry stair and corridor provided direct access from this laneway to the offices and internal platforms.

The railyards reorganisation works also included, between the new goods yards and the existing station building, construction of a 41-road locomotive Round House with electric-powered central turntable (Walters 2022a, p.11). Hobart's new rail and coal yards, and the Round House, were completed by June 1915 (Austral Tasmania 2015, p.18), followed by the Goods Shed in December (*Examiner* 24 Dec 1915, p. 8).

The new railyards and Goods Shed handled a wide variety of products from all over Tasmania – including the export of fruit – and from 1922 onwards both the raw materials to and the finished chocolate from the Cadbury chocolate factory at the northern Hobart suburb of Claremont (*Mercury* 3 March 1923, p. 11).

A distinctive feature of the Hobart railyards was its produce auctions. This practice had originated under the TMLR Company and it continued following the network's acquisition by the government. Originally envisaged as a way of bringing farmers into direct contact with consumers, and by default, popularising the use of the railways, it involved auctioneers selling chaff, potatoes and other produce straight from the rail trucks every morning at 10.00 o'clock. At the time, Sydney was reputedly the only other Australian capital city to conduct auctions within its railyards in this manner (*Mercury* 18 April 1916, p. 4).

Hobart Rivulet diverted again, and the creation of Evans Street

In 1911 another new project to further divert the Hobart Rivulet had been announced – a joint effort by the City Council, the Hobart Marine Board and the State Government. The work was carried out in three consecutive stages. The first stage, construction of a tunnel under Macquarie Point to an outflow point near the junction of the Regatta Grounds and Macquarie Point was completed in 1916. The second stage – a tunnel under the railyards – was begun soon afterwards, and was finished in 1918.

The third and final stage then began. This involved the construction of twin culverts to carry the waters of the Rivulet under a new proposed roadway in lower Collins Street to Campbell Street, where they emerged once more. The work in Collins Street was finally completed in 1924. This project also involved filling in a substantial portion of the Gasworks Straits to form a new road for better land access to the southern areas and shoreline of Macquarie Point (Hudspeth & Scripps 1987, pp. 305-306) and after its completion in about 1928 this newly-made road was given the name Evans Street (HW&CL 1928, p. 62). The substantial improvement in vehicular access to the Hobart Railway Goods Shed contributed to its operation from this time onward.

mid to late 1940s: Goods Shed extension and improvements

Across a period of time between late 1946 and mid-1949, substantive alterations and additions were made to the Hobart Goods Shed. These included:

- placing reinforced concrete strip-footings and walls beneath the shed's platforms and external walls;
- adding six new structural bays to the shed's northern end, increasing its length by 72 feet (22 metres);
- dismantling and rebuilding the outdoor loading platforms at the shed's north; and
- rearranging the main office facilities, including the provision of two toilets in the area formerly occupied by the

south-side entry stair and corridor (TA: TC10/1/10430).

Areas of the Goods Shed's timber floor were reported to be 'somewhat uneven and rough' after the footing replacement work was completed. In August 1948, following a request by the Executive of the Australian Railways Union, the District Engineer within the Transport Department's Railway Branch advised that these areas had been satisfactorily rounded off with an adze (TA: TC10/1/10430).

Further changes in the post-War decades

From the late 1950s and throughout the 1960s, a series of alterations were made to the office areas within the Goods Shed. These included the addition of mezzanine rooms within the volume of the west-side gabled roof in the mid-1960s (TA: P1332/1/783; P1332/1/824; P1332/1/829). Nevertheless, photographs of the Goods Shed's exterior taken in the late 1960s indicate there had been little change to the building's external appearance since 1915. The available evidence also indicates that at some point between 1963 and 1983 the timber decking and sub-floor framing of the Shed's internal platforms were replaced by concrete slabs. At a later time, in the northern 1946-to-1949-built portion of the building, this concrete floor was then broken up and removed, and concrete-slab paving installed at ground level.

Railway goods traffic had increased greatly through the post-War boom, but by the 1960s road transport was making its presence felt and by 1970 passenger trains had become economically unviable in Tasmania (Anchen 2020, p. 8). In 1978 the Federally-funded and operated Australian National Railways assumed control of the TGR. From late July that year Tasmania became the only Australian state or territory served by rail but not also hosting regularly scheduled rail passenger services. The *Transport Act 1978* abolished the former TGR, effective 1st November 1978 (Walters 2022b, p. 14).

Across the State, most railway station buildings, housing, and sheds were removed or sold (Clements 2017). This process also occurred at the Hobart railyards during the 1980s, with the removal of the majority of the rail buildings, including the locomotive Round House (*Mercury* 23 Nov 1983, p. 1; Rae & Coen 2021, p. 97, 167-168). Hobart's Goods Shed, however, was retained.

1980s: the Goods Shed's reconfiguration for road transport use

Tasmania's railways quickly transitioned from operating as a common carrier that transported passengers and 'general goods' to concentrating instead on containers and bulk commodities – in particular, minerals, woodchip logs, cement, sulphuric acid, superphosphate, paper, coal and liquid clay. By the mid-1980s on 'Tasrail', as the system was by that time known, freight tonnage had reached record levels – but the carrying of goods that required a goods shed had drastically declined (Anchen 2020, pp. 8-9; Rae & Coen 2021, pp. 90, 93-94).

At about this time, the Hobart Railway Goods Shed was converted into a transit warehouse for road transport use. Most of the loading bay openings were filled in, with a few others replaced by roller shutters. The building's exterior was reclad in pre-painted corrugated steel sheeting and, on the Evans Street frontage, new aluminium-framed windows were installed (Austral Tasmania 2015, p.23).

Other substantive changes were made to the Goods Shed's interior. The pit between the platforms was filled with sand and re-surfaced with concrete pavers. Most of the recessed loading docks on the former platforms were filled with concrete slabs. The office partitions at the Shed's southern end were again reorganised, and the office area expanded northwards into the former goods-handling area (TA: AE417/8/475).

Analysis of historical aerial photos indicates that the brick-walled, flat-roofed addition at the midpoint of the Goods Shed's eastern elevation was built slightly later, in the early 1990s.

Occupation and use in the 21st century

In 2009 works began on constructing a road-and-rail interchange and freight-distribution hub for southern Tasmania at Brighton, about 20 km to the north-west of Hobart. Operations at the Macquarie Point railway goods yard ceased and were relocated to Brighton in 2014 (Harris 2021, p. 15).

In the late 2010s, the office areas of the Hobart Railway Goods Shed were again renovated, and new toilet facilities were installed in the 1990s brick extension on the Shed's eastern side. From 2019, personnel from the Macquarie Point Development Corporation (the 'MPDC') have occupied the offices in the Shed. The MPDC, established in 2013, is charged with the remediation and redevelopment of the old railyards site.

In recent years the Goods Shed has also been adapted for use in a range of community events including concerts, art exhibitions, theatre performances, and product launches. In 2021 the MPDC issued a Request for Proposals seeking venue management and commercial lessors (MPDC 2021, p. 28). The Hobart Railway Goods Shed, together with the 1870s-built former Hobart Railway Station (THR 2187) building, about 500 metres to the Goods Shed's north-west –

and which at the time of preparing this datasheet in 2023 is part of the ABC Broadcast Centre – are the only substantive purpose-built remnants of the formerly extensive Hobart terminus and railyards complex.

COMPARATIVE ANALYSIS:

In Australia, railways historically have existed for two reasons: to connect hinterland areas with major existing seaports, and to create a suburban network. To service these railways, station buildings were constructed.

Railway stations comprised, at a general minimum, a platform with or without covered shelter, a ticket office and stationmaster's offices. Depending on the size of a town, extra facilities might include a booking hall, waiting and luggage rooms, rest rooms, tea rooms, and a stationmaster's residence – with railyards, signal boxes and goods sheds often forming part of the complex – and then in larger cities, offices, function rooms, and multiple platforms (Goad 2012a, p. 581). Warehouse and store buildings located close to harbours or waterways also formed a key component of infrastructure (Goad 2012b, p. 658).

Railways required buildings – sometimes, particularly large ones – to store goods that they carried. From the first, the majority of such railway buildings in Tasmania were built of timber and roofed and clad with heavy-gauge corrugated iron which was left unpainted. Larger goods sheds had doors at the end through which the goods wagons were shunted to be loaded and unloaded, one or more platforms from end to end, and outside loading stages at the same level. On the rail side, the floor level was suitable to the rolling stock, and the exterior ground surfaces were graded to facilitate loading via carts and lorries (Ratcliff 2015, p. 1997).

The Hobart Railway Goods Shed retains its external form, principal structural elements of timber, and much of its timber-framed bands of high windows. It is a now rare example of its class of place. As noted by Eric Ratcliff (2015, p. 2000), with the exception of Probation Stations of the later convict era, no category of Tasmanian buildings constructed in the 19th century has suffered so much alteration and destruction as those belonging to the railways.

Railway sheds and workshop buildings

Buildings within the Launceston Railway Workshops (THR 4400) complex at Invermay – including the c1870s Carpenters' Group, 1911 Tramsheds, 1911 Blacksmith Shop, and portions of the 1930s Sheet, Panel and Wheel Shop Group – demonstrate some characteristic features of Tasmania's larger shed and workshop buildings. The 1923 Stones Building, also part of this complex, was one of the largest reinforced concrete buildings in Australia at the time of its construction (Walters 2022a, p.13). Also within this precinct was a large goods shed. Prior to its demolition in 1991, that goods shed's remnants were documented in photographs and measured drawings (see TA: P1332/1/1478 to P1332/1/1489 inclusive; and P1332/1/1512) by architecture students from the University of Tasmania.

Some smaller examples of railway buildings used for similar purposes also remain in Tasmania, including the

- corrugated-iron clad Railway Carriage Shed (THR 5363) at Sorell;
- Railway Shed (nomination: THR 8767) at Melton Mowbray, still standing on its original site within what is reported to be the much-altered remains of a former railway yard;
- stand-alone shed alongside Bromley Street within the Regatta Point Station, Engine Shed and Steam Crane (THR 10127) complex at Strahan; and
- repurposed railway shed within 'Bonaventure' (THR 9930) at Flowerdale.

Other early 20th-century single-storey warehouse and storage buildings

Further to the south within Sullivans Cove, the Elizabeth Street Wharf and the Princes Wharf No.1 Shed are buildings of similar form and scale to the Hobart Railway Goods Shed, although at the time of preparing this datasheet in 2023 neither are listed in the Tasmanian Heritage Register.

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 - Drawing No 129083 - A2 (dated '21.12.83') 'Goods Shed Details';
 - Drawing No 129083 - A3 (dated '21.12.83') 'Goods Shed Details'; and
- JMG Consulting Engineers: Hammond Palmer Transport P/L relocation, Contract C 'Office Upgrading':
 - Drawing No 129083 / C1 (dated '27.1.84') 'Office Upgrading – Plan';
 - Drawing No 129083 / C2 (dated '27.1.84') 'Office Upgrading – Elevations';
 - Drawing No 129083 / C3 (dated '27.1.84') 'Office Upgrading – Details';
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- drawing ('checked 12·8·46'): Drg No WW B/3/C/h'/-/8, Hobart alterations to Goods Shed, Transport Department Tasmania, Railway Branch;
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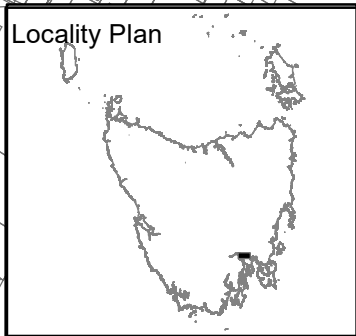
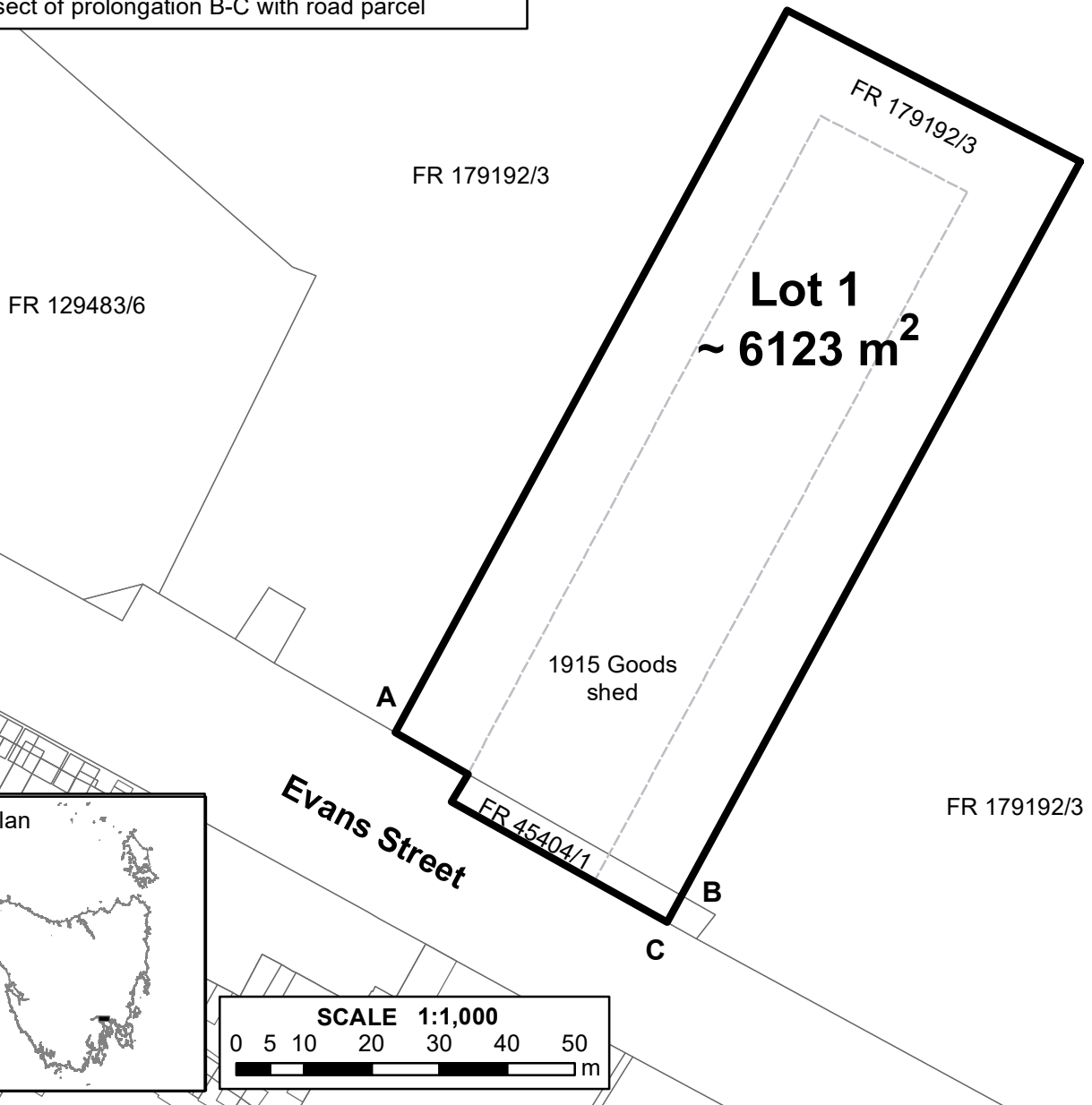
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Note

1. For the purpose of s15(4)(6) of the Historic Cultural Heritage Act 1995, Lot 1 represents the registered boundary for 'Hobart Railway Goods Shed, #10995 on the Tasmanian Heritage Register.
2. Lot 1 is the partial parcel of FR's 179192/3 & 45404/1, the boundary of which is marked by a heavy black line and described below.
3. All boundaries are parcel boundaries unless otherwise described, details of individual land parcel boundaries may be accessed through the Land Information System Tasmania (LIST).

Point & boundary description

- A. Point 12m from corner node of 45404/1
- A-B. Buffer 12m from external face of 1915 Goods shed
- B. Intersect of 12m buffer with 45404/1 boundary
- B-C. Prolongation
- C. Intersect of prolongation B-C with road parcel



TASMAP: HOBART - 5225	GRID: MGA94 / ZONE 55	DATUM: AHD	CONTOUR INTERVAL: N/A
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No.	PRODUCTION / AMENDMENT	AUTHORITY	REFERENCE	DRAWN	APPROVED	DATE
1	Production	THC	10995	AW	B.TOROSSI	6.12.23



Hobart Railway Goods Shed
10 Evans St, Hobart

PREPARED BY
HERITAGE TASMANIA

CENTRAL PLAN REGISTER

p.p. Surveyor General:

Date Registered: 11.12.23

CPR
11428