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Mount Victoria Railway Station Remodelling—Geotechnical Investigations

Archaeological Monitoring Report

Prepared for Sydney Trains

March 2019 – Final

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Document Control Page

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PROJECT: Geotechnical Investigations and Archaeological Monitoring – Mount Victoria Railway Station Group, Station Street, Mount Victoria Final Excavation Report

SITE NAME: Mount Victoria Railway Station

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Ngaire Richards Anita Yousif	29/01/2019	Draft v1	Peter Douglas Libby Percival (Sydney Trains)			18/02/2019
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Executive Summary

This excavation report presents the results of historical archaeological monitoring undertaken in association with geotechnical investigations for Stage 1 of the Mount Victoria Area Remodelling (MVAR) project between January-March 2018.

The subject area includes the 'Mount Victoria Railway Station Group', which is listed on the NSW State Heritage Register (SHR) (Item No 01203); and five kilometres of associated rail corridor, 2.4km to the north and 2.6km to the south of the station.

The geotechnical testing and monitoring was carried out in accordance with the conditions of an s63 Approval (Application No: s60/2017/260) and s141 Excavation Permit (Application No: 2017/s140/42) issued by the NSW Heritage Division, Office of Environment and Heritage (OEH).

The investigations were guided by an archaeological research design and methodology outlined in 'Mount Victoria Railway Station, Heritage Impact Assessment and Archaeological Research Design', prepared by Extent Heritage in December 2017.

This report has been prepared in response to Condition 1 of the s63 Approval (Application No: s60/2017/260); and Conditions 16-18 Analysis and Reporting of the s141 Excavation Permit (Application No: 2017/s140/42).

Key findings

The monitoring found subsurface soil profiles typical of the active rail corridor and stabling yard, with residual natural soils identified on the western boundary of the site and in the cutting adjacent to (east) of the railway line. Historical surface artefact scatters were also observed to the west of the station in the vicinity of the septic tank (BHC 1), and within the stabling yards to the north of the station and east of the former coal stage (BHC 11).

Three artefact fragments were identified in two test locations (TP55 and BHC 103), in areas assessed as having low-moderate and low archaeological potential. The artefacts are likely to be associated with the station's Railway Refreshment Rooms, which operated at Mount Victoria from 1873 -1960.

No intact archaeological relics of State or local significance were exposed during the archaeological monitoring. No evidence of Aboriginal objects was identified during the works.

Recommendations

- The investigations within the subject area were limited to the location of geotechnical investigations and depths of impact of those works. The site retains potential to contain significant archaeological relics, the locations of which are identified in the 'Mount Victoria Railway Station: Historical Archaeological Management Plan', Draft (Extent Heritage 2018). The archaeological resources should be managed in accordance with the policies and procedures the AMP, relevant heritage and archaeological reports prepared for future works, and associated approvals.

- Copies of this report should be lodged with The Heritage Council of NSW, and The Blue Mountains Library and/or The Mount Victoria and District Historical Society Museum, in accordance with Condition 17 of the s141 Excavation Permit.

Contents

1. Introduction

1.1 Project Initiation

Extent Heritage has been commissioned by Sydney Trains to prepare a report on the results of archaeological monitoring of geotechnical investigations for Stage 1 of the Mount Victoria Area Remodeling (MVAR) project. The works area incorporates the Mount Victoria Railway Station Group, Station Street, Mount Victoria NSW which is listed on the State Heritage Register (SHR) (Item No 01203); and five kilometres of associated rail corridor, 2.4km to the north of the station and 2.6km to the south (hereafter the 'subject area' or 'site').

The investigations took place between January and March 2018, with works scheduled during track possession and yard isolation/power out. They were carried out in accordance with the conditions of a s63 Approval (Application No: s60/2017/260) and s141 Excavation Permit (Application No: 2017/s140/42) (Appendix 1), and methodology outlined in 'Mount Victoria Railway Station, Heritage Impact Assessment and Archaeological Research Design' (Extent Heritage, December 2017). This report has been prepared in compliance with the s60 Approval Condition 1 and the s141 Excavation Permit Conditions 16-18 — Analysis and Reporting.

1.2 Site Location and Identification

The Mount Victoria Railway Station is on the Blue Mountains line approximately 126.720 km from Sydney. The site is located opposite (east of) the junction of Darling Causeway and Cobb Lane, Mount Victoria, NSW, Parish of Hartley in the County of Cook, within Lot 1, DP 1186030. It contains the 'Mount Victoria Railway Station Group', which is listed on the NSW State Heritage Register (SHR) (Item No 01203), principally for its built heritage values; however, the SHR listing also notes the potential for significant historical archaeological relics to exist at the site.

The SHR curtilage encompasses the Mount Victoria Railway Station complex of buildings, and extends to the fence of the Barracks Building to the north, the Patrick Street overbridge to the south, Station Street and Darling Causeway to the west, and Patrick Street to the east (Figure 1). In addition, the subject area includes five kilometres of rail corridor, 2.4km north of the station and 2.6km to the south (Figure 2).

1.3 Description of Geotechnical Investigations

Geotechnical investigations were undertaken for Stage 1 of the MVAR project, which involves major re-signalling works and area remodelling at Mount Victoria Railway Station.

Specifically, the investigations included the following (JK Geotechnics 2018, 1-2):

- Boreholes, consisting of borehole and cored borehole series, drilled predominantly using hand augering or spiral augering techniques. The boreholes were 150mm in diameter, drilled to depths between 0.4m and 5.10m.
- Test Pit Sampling using a 300mm diameter pendulum auger fitted to a rubber tracked 5 tonne or 8 tonne excavator, drilled to depths between 0.4m and 2.0m.
- Dynamic Cone Penetrometer (DCP) testing completed to depths between 0.05m and 2.0m, with the majority of the DCP tests refusing prior to achieving the target depth of 2.0m.

1.4 Previous Investigations

The site has been the subject of a number of previous heritage investigations. This report mainly draws on the following reports:

- Extent Heritage Pty Ltd. 2017a. 'Mount Victoria Railway Station: Heritage Impact Assessment and Archaeological Research Design'. Sydney Trains (2017 HIA&ARD).
- Extent Heritage Pty Ltd. 2017b. 'Mount Victoria Railway Station: Historical Archaeological Management Plan (Draft)'. Transport for NSW.

1.5 Limitations

This report presents the results of historical archaeological monitoring of the geotechnical investigations for Stage 1 of the Mount Victoria Area Remodeling (MVAR) project only.

1.6 Excavation Team and Author Identification

The excavation team included:

- Anita Yousif, Excavation Director
- Ngaire Richards, Senior Archaeologist

This report was prepared by Anita Yousif (Senior Associate, Historical Archaeology Team Leader) and Ngaire Richards (Senior Heritage Advisor). The report was reviewed by Peter Douglas (Director).

1.7 Acknowledgements

Extent Heritage acknowledges the assistance of the project team, including David McHugo (Project Manager, Sydney Trains), Anthony Matthews (Senior Signalling Project Engineer, Sydney Trains), Dennis Thompson (Protection Officer, Sydney Trains), and Nicholas Smith (Senior Associate, Geotechnical Engineer, JK Geotechnics).

Figure 1. Aerial imagery showing location of Mount Victoria Railway Station Group.

Figure 2. Aerial imagery showing full extent of geotechnical works.

2. Historical Context

2.1 Historical phases of development

Four major phases of site development have been identified and are summarised below (Table 1). A detailed history of the site was provided in the 2017 HIA&ARD and is reproduced in Appendix 2.

Table 1. Phases of site development.

Phase	Year	Description
Aboriginal occupation (pre-1788)	Pre-1788	Traditionally, the area was visited, occupied and exploited by three Aboriginal language groups; the Dharug of the Cumberland Plain, the Gandangara of the Southern Highlands and the Burragorang and the Wiradjuri of the Central Tablelands.
	1788-1800	Influx of displaced Aboriginal people from the Sydney region into the Blue Mountains.
Phase 1: Exploration and Settlement (1832-1867)	1830-1833	Convict road gangs established at Mount Victoria to build Victoria Pass, under Major Thomas Mitchell.
	1832-67	The town of Mount Victoria established in 1832, land cleared for agriculture for settlers and their families.
	1851-1865	Various structures and a Toll Bar built near Cox's Road to service passing travellers; land resumed for the railway in 1861.
	1861	Sheppeard's Inn established near Cox's Road.
	1866	Mount Victoria Post Office opened.
Phase 2: Early station development (1867-1910)	1867	Construction of: ♦ Platform 2 in stone; and ♦ Platform 2 Station Building including a waiting room and ticket office.
	1868	Construction of: ♦ Station Master's Residence; ♦ Carriage Dock; ♦ Goods Shed on Down side (Platform 2); and ♦ 40' turntable – first turntable.
	1869	Platform 2 reconstructed in stone due to poor condition.
	1873	Refreshment rooms added to the Platform 2 Station Building. The general waiting room was enlarged into the refreshment room, and a kitchen and pantry were added at the southern end of the building along with a ticket office and station master's office.
	1881	Platform 2 lengthened in brick.
	1883	Platform 1 constructed in stone.
	1884-85	Second-storey added to Platform 2 station building, to include a private dining room, eight bedrooms, two servant's rooms, bathrooms and the station masters

		room, a new kitchen, scullery, detached toilets and telegraph office.
	1885	50' turntable constructed – second turntable. Sheep and cattle races in use.
	1891	Platform 2 Station Building awning extension.
	1895	Carriage Shelter Shed constructed at rear of Platform 2.
	1897	Construction of: ♦ Single-track Engine Shed; ♦ Coal stage; and ♦ Associated sidings. Mount Victoria locomotive yard established.
	1898	Duplication of the Western line between Blackheath and Mount Victoria. Lavatories added to the Platform 2 Station Building.
	1900	Boiler House constructed. Men's lavatories added to Platform 2, on the northern side of the Platform 2 Station Building.
	1901	Carriage Shelter Shed extended to 58 metres.
	1902	60' turntable constructed – third turntable to replace the second (50ft turntable).
	1910	Duplication of the Western line between Mount Victoria and Hartley Vale. Construction of Temporary Refreshment Room and Engine Shed.
Phase 3: Line Duplication (1911-1957)	1911	Construction of Signal Box, New Carriage Shelter Shed, Footbridge, and Substation. Platform 2 replaced with a wider, brick-faced platform.
	1911-1913	Barracks constructed. Platform 1 Station Building constructed, including a general waiting room, ladies room, station master's room, porter's room, the kitchen, pantry, store room and cellar and ladies' lavatories. Platform 1 and Platform 2 extended in brick. Mens lavatory constructed on the northern side of the Platform 1 Station Building.
	1912	New foot warmer boiler installed.
	1913	Platform 2 Station Building refreshment rooms refurbished. Construction of: ♦ Engine Room; and ♦ Boiler House.
	1917-1919	Platform 2 Station Building renovated. The kitchen and scullery were moved to the northern side of the refreshment room, the lavatories were extended and a wine

		room and serving room were added.
	1921	Electric light and power installed.
	1926	Platform 2 Station Building renovated. The original ladies' room became a bar, the dining room was moved to the original area of the lavatories, the wine room became a store and pantry and extra bedrooms were added to the second storey of the building. Awning and associated posts to Platform 2 Station Building removed.
	1927	Hipped awning supported on verandah posts on Platform 2 Station Building replaced with cantilevered awning.
	1935	75' turntable constructed - fourth turntable which was used in conjunction with the third (60ft turntable).
	1934	Station Master's Residence demolished in Errol Barden Park.
	1936	Removal of 60ft turntable - third turntable.
	1937	Platform 2 Station Building renovations to the dining room, kitchen and ladies room.
	1943	Staff accommodation added to the rear of Platform 2 Station Building.
	1952	Communications building constructed south of the Barracks.
Phase 4: Electrification (1957-Present)	1957	Electrification of the line including overhead wiring structures throughout and a substation to the south of the station precinct.
	1958	Aerial imagery shows steel rail post and concrete panel style platform extensions to both Platform 1 and Platform 2.
	1957-60	Refreshment rooms on both platforms closed.
	1970	Mount Victoria District Historical Museum moves into the Platform 2 Station Building
	1984	Verandah to the Barracks enclosed. New wash room added to Barracks.
	1993	Internal upgrade works to Platform 1 and Platform 2 Station Buildings.
	2013	Footbridge refurbishment including corrosion removal, replacement of components which were beyond repair, replace existing timber and CFC decking with Carbonic decking, replace timber bears supporting the concrete panels, relay and/or replace concrete stair treads, replace deteriorated timber balustrade posts, relace chain link panelling with new infill panel, and new paint.
	2014	Conversion of commuter and staff carpark. The works included the removal of a metal framed carport, adjoining storage shed and security access gate, the provision of new asphalt, pavement resurfacing, new fencing, new wheel stops and steel guard rail, new bicycle storage rack at station entrance and replacement of lighting.
	2015	Refurbishment of the Platform 1 Station Building.

3. Excavation Methodology

3.1 Introduction

Archaeological monitoring of the Stage 1 geotechnical investigations was undertaken in accordance with the MVAR Geotechnical Scope of Works, and the methodology outlined in the 2017 HIA&ARD.

3.2 Investigation Strategy

The 2017 HIA&ARD formulated an investigation strategy for the areas that would be impacted upon by the planned works. Although the potential archaeological impacts by the proposed geotechnical investigations were considered to be low, a cautious approach was adopted to ensure that no impact was caused to any relics that had not been identified by previous studies, but may still survive at the site.

Geotechnical investigations were undertaken in conjunction with archaeological monitoring and site inspections in the areas assessed to be of low-moderate and moderate archaeological potential, and in accordance with Sydney Trains Unexpected Archaeological Finds Procedure, as explained below.

Not all of the project area shown in Figure 2 was subject to archaeological works. The extent of archaeological works was limited to the SHR curtilage of the site and immediate north and south extensions, as this zone was deemed to contain known and potential archaeological remain associated with the 1867 Mount Victoria Station (Figure 3).

3.3 Archaeological Methodology

The investigations included the following:

- Prior to the works commencing, a brief site induction of all contractors on site was delivered by the Excavation Director, who explained the significance of the site and the obligations of all personnel under the *Heritage Act 1977* (NSW) (the Heritage Act).
- Archaeological monitoring was undertaken in conjunction with ground disturbance works to allow for further investigation and recording of any exposed remains in areas with moderate and low-moderate archaeological potential.
- Sydney Trains *Unexpected Archaeological Finds Procedure* was followed in areas with nil-low archaeological potential, to manage the discovery of any unforeseen remains, when potential relics were discovered by contractors during ground disturbance work. Archaeological site inspections were conducted to assess any unexpected finds, and to provide specialist advice.
- All of the monitoring locations were photographically recorded.
- Stratigraphic relationship of exposed sediments was observed and recorded.

3.3.1 Archaeological monitoring and recording

Boreholes were mechanically drilled with an augur, and the monitoring archaeologist inspected the extracted soil column and the exposed soil profile in the borehole wall to identify if historical artefacts were present, and if there was any evidence of historical features or deposits. The stratigraphy of the extracted soil column was recorded, a soil sample was taken by the geotechnical engineer, and the excavated material was placed adjacent to the borehole. If the wall of the borehole had not collapsed, a photograph of the soil profile was taken by the archaeologist, before the borehole was backfilled.

3.1 Post excavation analysis and reporting

Data collected by the archaeological monitoring program is presented in the following format:

- a description of works undertaken;
- a detailed account of the results of the investigation, including a discussion of the nature of the archaeological remains recorded;
- a response to the research questions applicable to the monitored areas only;
- site records, including photographs;
- conclusions relating to the nature and extent of the investigated archaeological remains, and recommendations for further management or the site's archaeological resources.

Archaeological monitoring resulted in the discovery of three undecorated artefact fragments, generic in shape and with no research value, and as such they were recorded but not catalogued for retention.

3.1.1 Public engagement

No Public Open Days were held during the investigations as access to the active rail corridor was restricted due to safety reasons. In addition, no significant or well preserved historical archaeological resources were identified that warranted public access to the subject area.

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Historical Archaeological Potential
Mt Victoria Railway Greater Area

SHR Curtilage

Site Boundary

Drawn by:	Lorna Cooper
Checked by:	Anita Yousif
Date:	20 December 2017
Projection:	GDA 1994 MGA Zone 56
Data sources:	Extent Heritage, Nearmap

0 100 200 300 400
Metres

Figure 3. Sheet Map of the Mt Victoria Railway Area showing areas of archaeological motioning.

4. Excavation Results

4.1 Introduction

This section describes the results of the archaeological investigations and includes a description of the identified soil profiles, and results of the artefact analysis. The images used to illustrate this section were all taken by the members of the Extent team, unless noted otherwise.

4.2 Results

4.2.1 Geotechnical Investigation

The geotechnical investigation for Stage 1 of the MVAR project was undertaken by JK Geotechnics (2018). A summary of works is presented below in Table 2.

Figure 4 - Figure 7 show the test locations.

Table 2. Summary of geotechnical testing locations.

Heritage Approval	Location	Geotechnical Investigations	ID
Section 63 Approval	Within SHR curtilage in areas with moderate and low-moderate archaeological potential	Borehole	BH 101, BH 102
		Cored borehole	BHC 01, BHC 02, BHC 03, BHC 20, BHC 21B#, BHC 22
		DCP testing	DCP 05, DCP 06
		Test Pit Sampling	TP 54, TP 55, BHC 24, BHC 25
Section 141 Excavation Permit	Outside SHR curtilage in areas with moderate and low-moderate archaeological potential	Cored borehole	BHC 11, BHC 12A^
		DCP testing	DCP 07, DCP 18, DCP 13
		Test Pit Sampling	TP 07, TP 08, TP 10, TP 11, TP 13, TP 16, TP 17, TP 50, TP 59
No approval required	Outside SHR curtilage in areas with nil-low archaeological potential	Borehole	BH 103, BH 104, BH 105, BH 106
		Cored borehole	BHC 04, BHC 05, BHC 06, BHC 07, BHC 09, BHC 10, BHC 11, BHC 12B, BHC 13, BHC 14, BHC 15, BHC 16, BHC 17, BHC 18, BHC 19, BHC 23, BHC 50, BHC 51, BHC 60, BHC 61, BHC 62
		DCP testing	DCP 26, DCP 28, DCP 33

Heritage Approval	Location	Geotechnical Investigations	ID
		Test Pit Sampling	TP 01, TP 02, TP 03, TP 04, TP 20, TP 21, TP 24, TP 25, TP 28, TP 29, TP 32, TP 33, TP 36, TP 37, TP 40, TP 43, TP 46, TP 47*, TP 51, TP 52, TP 53, TP 64, TP 65, TP 66, TP 67, TP 69, TP 72, TP 73, TP 74, TP 77, TP 78, TP 79, TP 80, TP 81, TP 82

Numbered BCH 21 in the MVAR Geotechnical Scope of Works. ^ Numbered BCH 12 in the MVAR Geotechnical Scope of Works. * Excavated using hand tools as location inaccessible to the rubber tracked excavators.

4.2.2 Amended program

The investigation strategy was adopted for the locations identified in Table 2 with minor modifications. Specifically, works were abandoned at DCP 05, DCP 06, and DCP 07; as the DCP testing could not be undertaken in ballast.

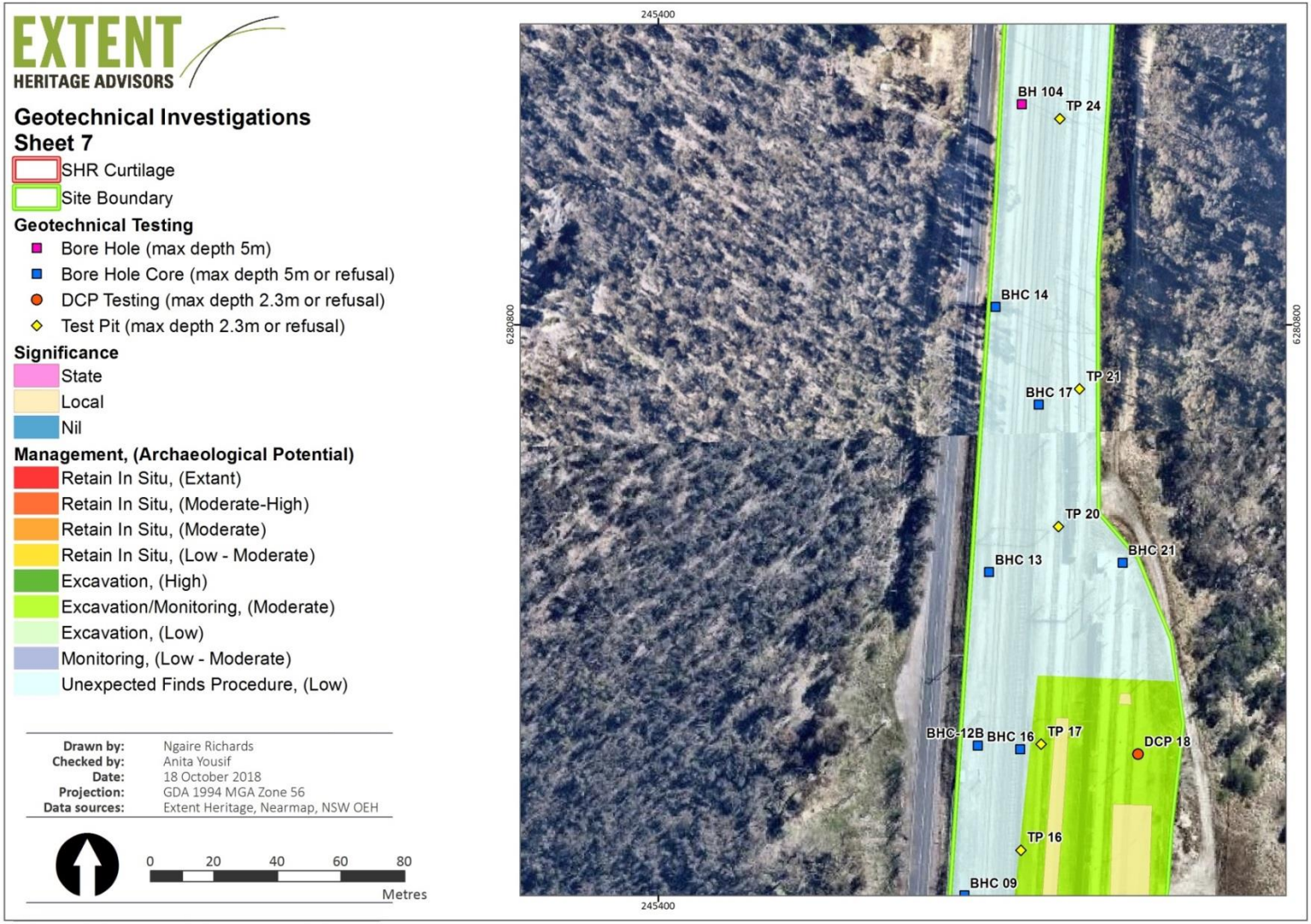

Figure 4. Location of geotechnical investigations—northern portion of the investigative area.

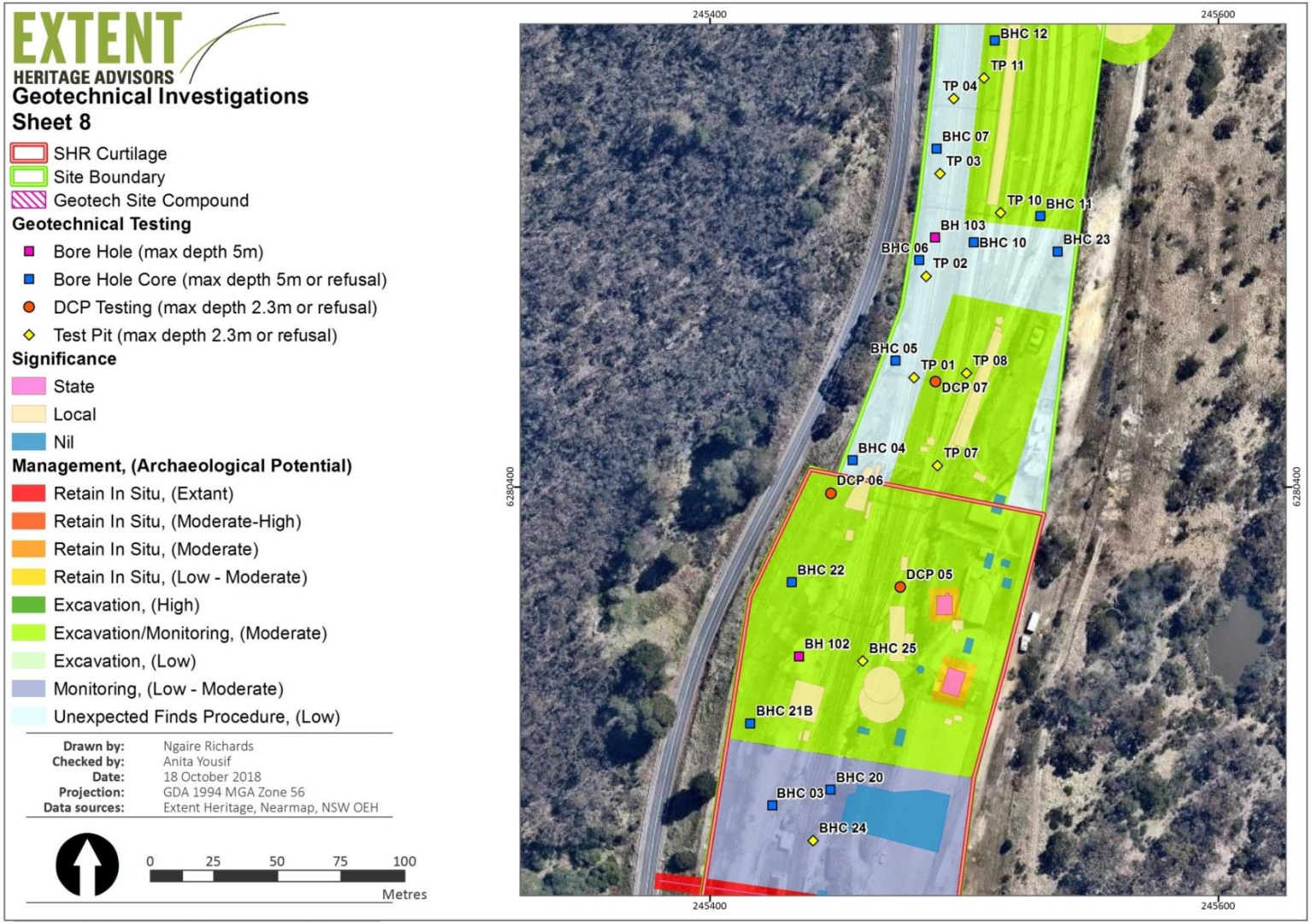

Figure 5. Location of geotechnical investigations—central portion of the investigative area including the north part of the SHR curtilage.

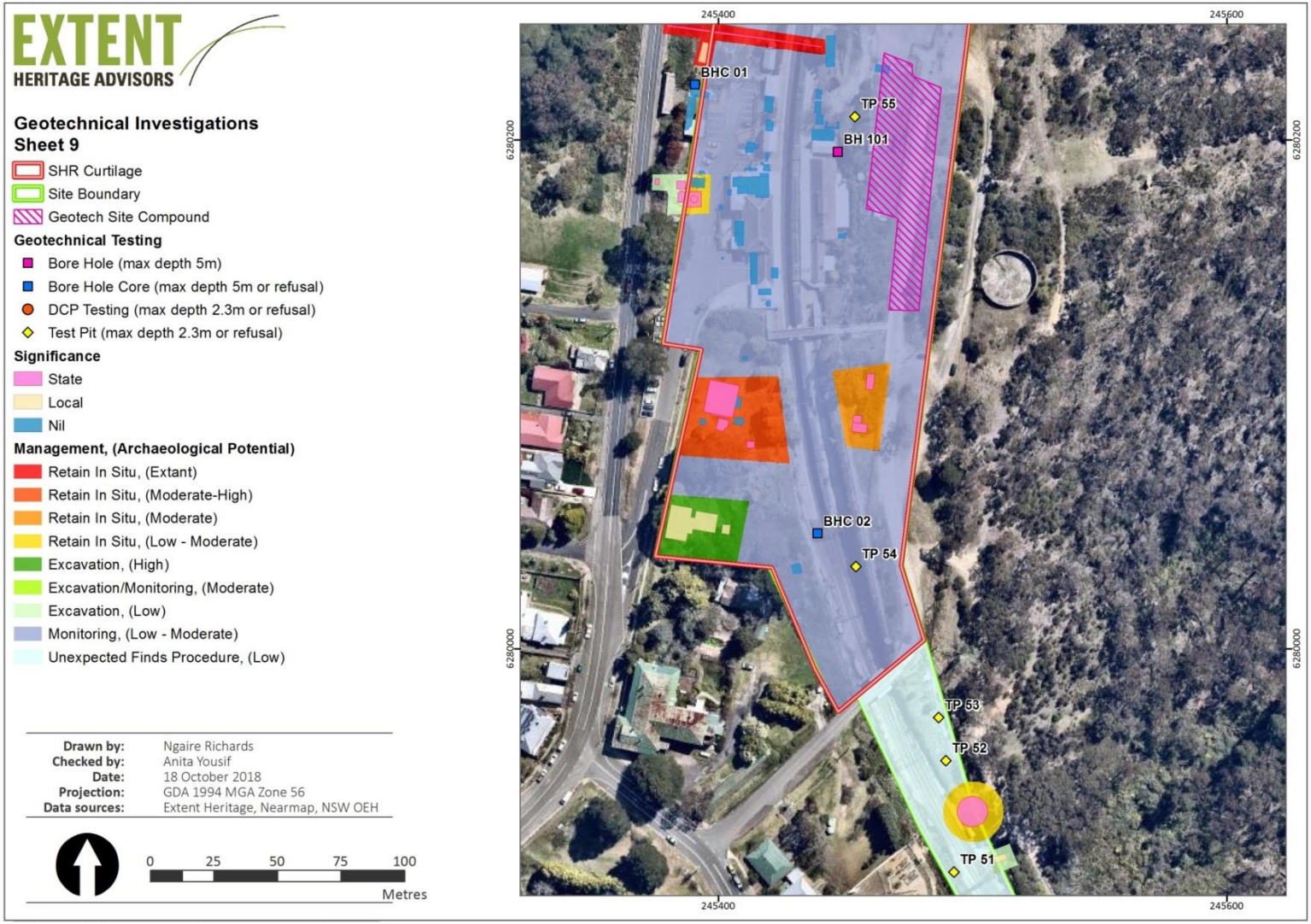

Figure 6. Location of geotechnical investigations—southern portion of the investigative area including the southern end of the SHR curtilage.

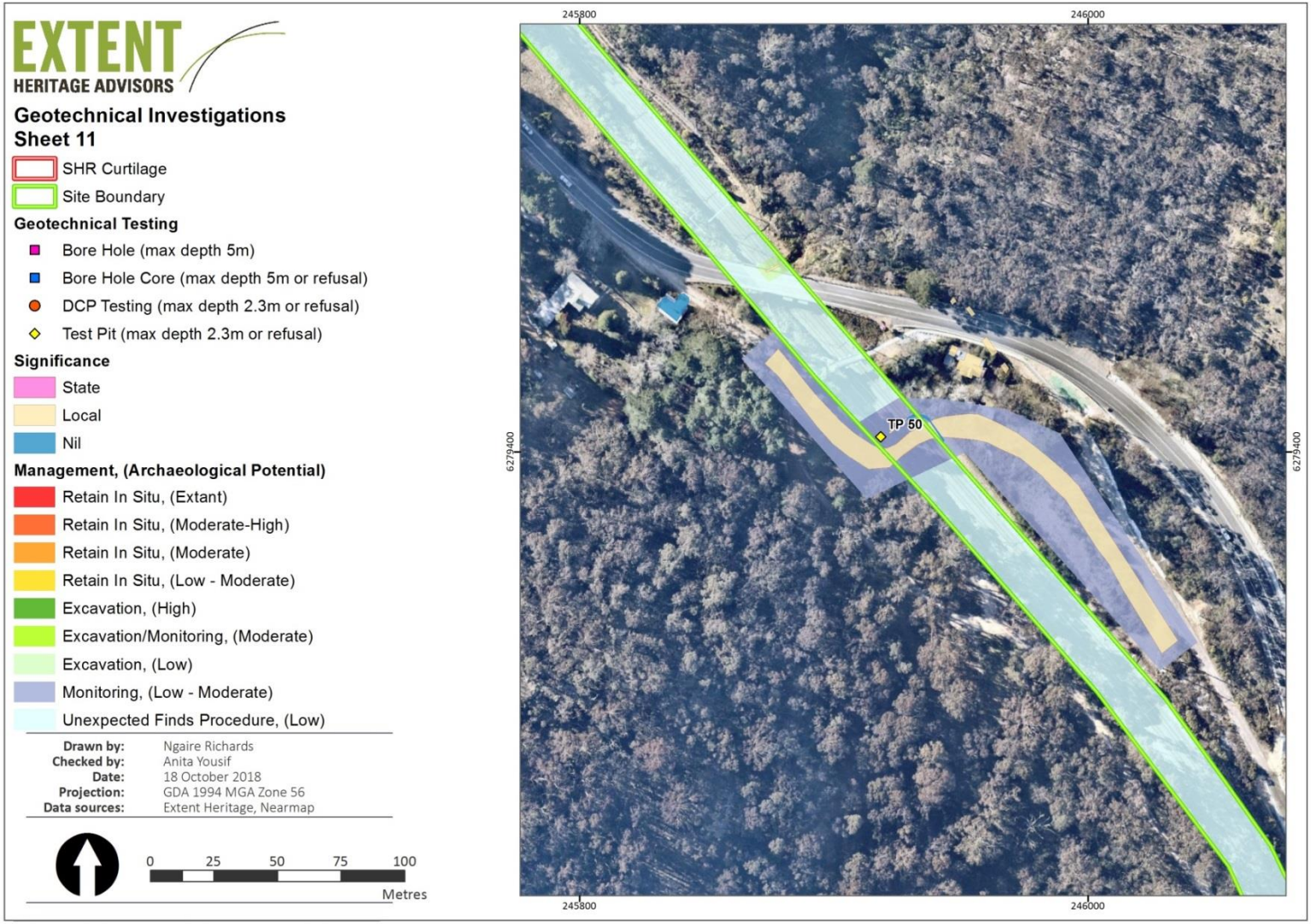

Figure 7. Location of geotechnical investigations—southernmost portion of the investigation area.

The typical subsurface soil profile at geotechnical testing locations within the active rail corridor and stabling yard is summarised in Table 3 and shown in Figure 8.

Table 3. Summary of typical subsurface profile within the rail corridor.

Layer	Description
Ballast	Grey medium to coarse grained gravel, with igneous cobbles
Drainage Layer	Grey fine to coarse grained silty sandy gravel, fine to coarse grained sand, with slag
Geotextile	Layer of geofabric
Fill	Fine to coarse grained gravelly sand, fine to coarse grained sandstone gravel
Subgrade	Natural bedrock of fine to coarse grained Banks Wall Sandstone

Figure 8. TP 11, showing stratigraphy within rail corridor.

Residual natural soils (comprising silty, clayey and gravelly sand), were identified in boreholes on the western boundary of the site in BHC 1 and BHC 09; and in the cutting adjacent to (east) of the railway line in BHC 20, BHC 24, and BHC 25 (Table 4) (Figure 9-Figure 10).

Table 4. Residual soils identified within the site (summarised from JK Geotechnics 2018).

ID	Description	Depth Below Surface (m)
BHC 1	Fine to coarse grained orange brown and light grey clayey sand	0.4-1.1
BHC 09	Fine to coarse grained orange brown clayey sand, trace of fine to medium grained ironstone gravel (possibly fill)	0.5-2.9
BHC 20	Fine to coarse grained orange brown and light grey clayey sand	0.8-1.1
BHC 24	Fine to coarse grained clayey sand, trace of fine to coarse grained ironstone gravel	0.8-1.1
BHC 25	Fine to coarse grained light grey clayey sand (possibly fill)	1.9-2.5

Figure 9. Excavation of BHC 24.

Figure 10. Excavation of BHC 25.

No intact archaeological relics of State or local significance were exposed during the archaeological monitoring. No evidence of Aboriginal objects was identified during the works.

4.2.3 Artefact Analysis

Three artefact fragments were identified in two test locations, TP55 and BHC 103 (Table 5). The archaeological monitoring identified a ceramic sherd and glass fragment in one test pit, TP 55. An additional ceramic sherd was identified in BHC 103, and a preliminary assessment of the find undertaken in accordance with Sydney Trains *Unexpected Archaeological Finds Procedure*.

Table 5. Description of archaeological finds.

ID	Description of Finds	Photograph
TP 55	bottle, brown, curved body fragment with vertical mould seam saucer, basal sherd with foot ring, undecorated institutional porcelain	
BH 103	saucer, basal sherd with foot ring, undecorated institutional porcelain	

TP 55 is located to the north east of the Up platform (Platform 1) on a ramp to the overflow car park, in an area identified as having moderate archaeological potential. The soil profile in this location is predominantly fill, consisting of well compacted brown gravelly silty sand with sandstone gravel and traces of sandstone cobbles and slag (0-30cm), overlying moderately compacted brown silty sand with sandstone gravel and slag (30-85cm) on sandstone bedrock (JK Geotechnics 2018) (Figure 11-Figure 12). Highly fragmented sherds of institutional porcelain are visible in the soil profile, and are also present in a surface scatter in the vicinity of the borehole (Figure 13).

Historical features identified in the vicinity of TP 55 consist of the Platform 1 station buildings (extant), which are located approximately 40m to the south west and which housed one of the Mount Victoria Railway Refreshment Rooms from 1921 to 1960. Other features formerly

located at the base of the ramp adjacent to the station building include a coal bin, footwarmer and boilers, and two unidentified rectangular structures.

Figure 11. Soil profile, TP 55.

Figure 12. Excavation of TP 55 to the north east of the Up platform (Platform 1).

Figure 13. Surface artefact scatter in vicinity of TP 55.

BHC 103 is located to the north of Mount Victoria station between the western goods siding and Down line, in an area identified as having low archaeological potential. The soil profile in this location is typical of the active rail corridor (outlined above in Table 3), and consists of ballast cover of dark grey/grey sandy gravel with igneous cobbles (0-90cm), overlying dark brown gravelly silty sand with ironstone gravel (90-130cm) on sandstone bedrock (JK Geotechnics 2018). No historical features have been identified in the vicinity of this borehole.

The bottle fragment is classified as having a *food storage* function (bottles and jars), and has a *terminus post quem* (*TPQ*) of c.1920. The ceramic sherds have been identified as undecorated, institutional porcelain (c.1880 *TPQ*), and are classified as having a *food consumption* function (tableware items). Fragments of vessels of comparable shape with monogrammed decoration associated with the Mount Victoria Railway Refreshment Rooms (RRR) are in the Sydney Trains' Mount Victoria moveable heritage collection (Figure 14 - Figure 15), and complete vessels in the Mount Victoria and District Historical Society Museum (Figure 16). The examples in the moveable heritage collection were manufactured by Dunn Bennett on behalf of Sydney importer and mercantile broker J. Leigh Jones, and have a TPQ of 1887.

Figure 14. New South Wales Railways (N.S.W.R.) monogrammed Mount Victoria tableware from the Sydney Trains moveable heritage collection (Source: Sydney Trains, 2018).

Figure 15. Dunn Bennett & Co. (Ltd) makers mark, 1887-? (Source: Sydney Trains, 2018).

Figure 16. Table settings from the old Mount Victoria Station Dining Room (Source: Mount Victoria and District Historical Society Museum 2011, http://mountvictoriamuseum.info/collections/).

The RRR opened at Mount Victoria in 1873, and were leased to private vendors until the early twentieth century (Banger 2003, 301). In 1916, the Railway Refreshment Room Service (R.R.R.S.) was established by the Railway Department, and by 1917 had assumed direct control over all the refreshment rooms in NSW (Banger 2003, 259-260; *The Sydney Morning Herald* 25 March 1916, 18).

In addition to the meal room at Mount Victoria, a wicker luncheon basket service was offered so patrons could eat on the train; and by 1932, certain trains running from Sydney offered on-train catering facilities providing morning and afternoon teas (*Coffs Harbour Advocate* 29 November 1940, 1; Banger 2003, 256, 263). Foodstuffs and equipment were stored at Central Station for distribution across the state (Banger 2003, 261; *Coffs Harbour Advocate* 29 November 1940, 1), and tenders issued by the Office of the Railway Commission included "Crockery and Chinaware" on the list of supplies required by the service (*Government Gazette of the State of New South Wales* 3 June 1921, 3246).

By 1940, it was estimated nearly 2,000,000 meals and over 2,000,000 light refreshments were served annually by the R.R.R.S. (*Coffs Harbour Advocate* 29 November 1940, 1). Despite a 1916 regulation covering deposits for crockery obtained from railway stations, enabling a refund to be granted by any station master on presentation of a ticket, a newspaper article

from 1945 noted huge losses from railway refreshment rooms through breakage or theft; including “35,244 tea cups, 15,984 10oz. mugs, 16,236 bread and butter plates, 12,732 tea saucers” (*Maitland Daily Mercury* 28 June 1916, 4; *Sun* 23 October 1945, 2).

By the mid-twentieth century the R.R.R.S. was the largest catering establishment in Australia (*Lithgow Mercury* 28 November 1952, 5), and institutional porcelain would have been ubiquitous. However, a decline in country patronage in the late 1940s/50s saw a reduction in service levels, and the Mount Victoria RRR eventually closed in 1960 (Banger 2003, 265).

Surface artefact scatters at Mount Victoria railway station were also noted at two additional locations: in the vicinity of BHC 1, to the west of the station in the vicinity of the septic tank, approximately 9m south of the location of a former refuse bin; and BHC 11, within the stabling yards to the north of the station and east of the former coal stage. Artefacts observed included a Codd bottle body fragment (c.1880 *TPQ*), a ceramic fragment with brown banded decoration, and window glass fragments approximately 2m west of BHC 1 (Figure 17), and a scatter of highly fragmented surface finds immediately north of BHC 11. Neither of the scatters was impacted by the geotechnical investigations.

Figure 17. Excavation of BHC 1 with surface artefact scatter in foreground.

5. Response to Archaeological Research Design

This section provides further discussion and analysis of the excavation results through the response to historic themes and questions outlined in the 2017 HIA&ARD. The HIA&ARD adopted relevant research questions from the draft Historical Archaeological Management Plan (AMP) for Mount Victoria Railway Station (Extent 2017, 25).

The information recovered from the site is discussed below in response to the research questions raised in the historical archaeological 2017 HIA&ARD.

5.1 Introduction

The Heritage Council of New South Wales has published a list of historical themes, to provide direction and guidance for heritage assessment and management. The historical themes relevant to the development of the subject area are listed below (Table 6). Details of the phases of occupation associated with each theme are also included.

Table 6. Historical themes relating to the subject area.

National Themes (Australian Heritage Commission 2001)	State Themes (Heritage Council of New South Wales 2001)	Local (Railcorp) Themes (McKillop, RF 2009)	Relevant Occupation Phase
Developing local, regional and national economies	Commerce		All phases
Developing local, regional and national economies	Communication	3.7.3 Signalling and safe working	Phase 2, 3 & 4
Developing local, regional and national economies	Industry		Phase 1, 2, 3 & 4
Developing local, regional and national economies	Transport	3.8.1 Building the railway network 3.8.4 Maintaining the railway network 3.8.5 Making railway journeys 3.8.6 Transport of goods	Phase 1, 2, 3 & 4
Building settlements, towns and cities	Towns, suburbs and villages	4.1.1 Shaping inland settlements 4.1.3 Creation of railway towns	All phases
Building settlements, towns and cities	Accommodation	4.3.1 Servicing and accommodating railway employees 4.3.2 Servicing and accommodating passengers	Phase 1, 2, 3 & 4
Working	Labour	5.1.1 Railway operations workers 5.1.2 Rail heritage volunteers	Phase 1, 2, 3 & 4

5.1.1 Broad Research Questions

What features or deposits are present on the site?

Artefact fragments were recovered during archaeological monitoring in two test locations, including two undecorated institutional porcelain saucer sherds (from TP 55 and BH 103), and one brown glass bottle body fragment (from TP 55). No historical features have been identified in the immediate vicinity of these locations; however TP 55 is located approximately 40m to the north east of the Platform 1 station buildings, which housed the Mount Victoria Railway Refreshment Rooms from 1921-1960.

What is the nature and extent of these?

The functional classification of the artefacts suggests that they relate to food storage and consumption activities. Given their location (TP 55 within a layer of fill forming a ramp from Platform 1 to the overflow car park, and BH 103 from subsurface layers typical of the active rail corridor), they are unlikely to be *in situ*. They may be connected to the operation of the Mount Victoria Railway Refreshment Rooms; however, the absence of decoration (such as a RRR monogram) and the context of the fragments are such that a direct association cannot be established.

How intact are the identified features and/or deposits?

No intact features or archaeological deposits were identified during monitoring.

What is their significance?

The artefact analysis identified ceramic and glass fragments that may be associated with the Railway Refreshment Rooms at Mount Victoria Station in the late nineteenth and early to mid-twentieth century, but does not add any significant information.

What date can be assigned to them?

The artefacts can be assigned a date based on manufacturing techniques; the brown glass bottle fragment has a *TPQ* of c.1920 and the institutional porcelain saucer fragments a *TPQ* of c.1880.

How does this information compare to available historical information relating to the site?

The *TPQ* assigned to the artefact fragments fall within the period that historical information indicates the Mount Victoria Station Railway Refreshment Rooms were operating (1873-1960), corresponding to Phases 2, 3 & 4 at Mount Victoria Station: Early station development (1867-1911), Line Duplication (1911-1957), and the transition to Electrification (1957-Present).

5.1.2 Site Specific Research Questions

What evidence is there for activities on site prior to 1867 construction of the Station?

No evidence of activities on site prior to the construction of Mount Victoria Railway Station in 1867 was identified during the archaeological monitoring.

Does the archaeological record expand our understanding of settlement in Mount Victoria?

The material identified during archaeological monitoring has limited research value, with little to contribute to the history of the site that could not be derived from other sources.

What does the archaeological record tell us about infrastructure maintenance?

The results of the geotechnical investigation suggest that disturbances resulting from track construction and reconditioning (involving the repair or replacement of rail, sleepers, and ballast), are likely to reduce the potential for survival of archaeological relics within the active rail corridor, sidings and stabling yards, outside the footprint and area immediately surrounding former structures.

How does the archaeology inform our understanding of the system of organisation associated with the management of the station's refreshment rooms?

The nature and distribution of the artefacts does not provide any additional information regarding the system of organisation associated with management of the refreshment rooms, which is mainly due to the limits of the localised investigations.

What evidence is there for domestic life of the railway workers?

No evidence for domestic life of the railway workers was identified during the archaeological monitoring.

How did the technology of the site change over time?

The evidence from the archaeological monitoring is not sufficient to answer this research question.

Is there evidence of the original turntable, was it constructed according to the standard techniques and materials, is there evidence of any imported elements?

No evidence of the original 1867 40' turntable was identified during the archaeological monitoring.

Is there evidence for other unrecorded structures and features (e.g. wells and cess pits)?

No evidence for other unrecorded structures and features was identified during the archaeological monitoring.

How legible and useful is the information obtained from this type of testing?

The relatively narrow diameter of the boreholes and test pits (150mm and 300mm, respectively), in addition to the placement of test locations in areas of moderate and low-moderate archaeological potential (i.e. away from locations where former historical structures have been identified), resulted in limited recovery of legible and useful archaeological information. Further, visibility of the soil profile was partially obscured as a result of displacement of soil ahead of the augur. Poorly compacted fill and loose sandy soil also affected borehole wall stability, and increased the risk of borehole collapse and disturbance of the soil profile. While observations can be made regarding the gross stratigraphy of a given area, it is not a suitable method to obtain archaeologically significant data.

6. Reassessment of Archaeological Potential

Based on the results of the archaeological monitoring of the geotechnical investigations, the archaeological potential of the subject area can be reassessed. Specifically, for areas within the active rail corridor and stabling yards where no historical features have been identified, disturbances from track construction and reconditioning are likely to have reduced the potential for relics to be present. The reassessment of archaeological potential has been used to inform the Mount Victoria Railway Station Historical Archaeological Management Plan.

7. Heritage Significance

7.1 Existing Statement of Significance

The following Statement of Significance is from the NSW Office of Environment and Heritage State Heritage Register (SHR) listing for the Mount Victoria Railway Station Group:

> *Mount Victoria Railway Station Group is of state significance as a large complex of buildings illustrating clearly the pattern of development of railway facilities in the Blue Mountains area. It is the most substantial railway station complex in the Blue Mountains and indicates the former importance of the location with the former locomotive depot (now demolished) to service terminating trains for railway tourism associated with Jenolan Caves and handling goods trains over the steep grades of the Blue Mountains, particularly the section to Lithgow. The structures indicate the importance of Mt Victoria as a health and holiday resort, the RRR accommodation provided in the station building reinforcing this.*
>
> *The Mount Victoria Railway Station Group has a high degree of research potential for its ability to demonstrate construction techniques and architectural character of various types of buildings in one station. The station is a fine example of railway architecture including Victorian Regency and Federation buildings and is an important landmark in the townscape of Mt Victoria being located at the lower end of the town at the termination of the main street vista. The Mount Victoria Railway barracks is an unusual surviving example of a purpose built rest-house still used by the railways for staff accommodation. The signal box is one of a few examples of brick on platform elevated signal boxes that remain in operation in the state. The footbridge is rare as an intact example of a standard Warren Truss trestle and stairway with channel iron stair stringers. The overall aesthetic character of the station is further enhanced by the setting of the station within the rock escarpment, a typical natural setting of the Blue Mountains stations, featuring a collection of numerous flora ranging from mature trees, shrubs and potted plants along both platforms. The Mount Victoria Railway Station is associated with John Whitton, Engineer-in-Chief of the NSW Railways, as the original station building was built to a design from his time, and with George Cowdery, Engineer-in-Chief for Existing Lines, as the two-level stone addition containing the Railway Refreshment Room was built under his supervision.*

1.1 Statement of Historical Archaeological Significance

The following summary statement of significance of the Mount Victoria Station Group has been reproduced from the 2017 HIA&ARD:

> *The construction of the station required significant transformation of the original landform to provide suitable ground and passageway for the railway line. The station site has undergone a number of alterations and improvements over its lifespan in response to growing demands on its operations and adjustment to modernisation of the NSW railway. These alterations and improvements by and large involved demolition of old and construction of new buildings and infrastructure.*
>
> *Although the development history of the Mount Victoria Railway Station group has been well documented in station plans, written records and photographs, the site has the ability to offer new or enhance the existing information through its archaeological resources. The tangible remains that have accumulated over the years as a result of the site's evolution would have the ability to provide additional information that is often not part of official records, and includes details about everyday activities associated with the station's operations and people that carried them out* (Extent 2017, 21).

The significance of the site's archaeological resources has not changed as a result of the findings of the archaeological monitoring, and the above statement of significance remains current.

8. Conclusions and Recommendations

8.1 Conclusions

This report presents the results of historical archaeological investigations undertaken in conjunction with geotechnical investigations for Stage 1 of the MVAR project between January-March 2018. The archaeological monitoring was guided by an archaeological research design and methodology contained in a Heritage Impact Assessment and Archaeological Research Design prepared for the site by Extent in December 2017.

This report has been prepared to satisfy Condition 1 of the s63 Approval (Application No: s60/2017/260 and Conditions 16-18 of the s141 Excavation Permit (Application No: 2017/s140/42) issued by the Heritage Division as delegate of the NSE Heritage Council.

The following conclusions have been reached:

- No intact archaeological relics of State or local significance were exposed during the archaeological monitoring.
- No evidence of Aboriginal objects was identified during the works.

8.2 Recommendations

The following recommendations are made:

- The investigations within the subject area were limited to the location of geotechnical investigations and depths of impact. Further archaeological potential is still present on site and should be managed in accordance with the relevant heritage and archaeological reports prepared for future works including 'Mount Victoria Railway Station: Historical Archaeological Management Plan', Draft (Extent Heritage 2018) and associated approvals.
- Copies of this report should be lodged with The Heritage Council of NSW, and The Blue Mountains Library and/or The Mount Victoria and District Historical Society Museum, in accordance with Condition 17 of the s141 Excavation Permit (Application No: 2017/s140/42).

9. References

Australian Heritage Commission. 2001. 'Australian Historic Themes: A Framework for Use in Heritage Assessment and Management'. Canberra: Commonwealth of Australia.

Australian Museum Consulting. 2015. 'Heritage Platforms Conservation Management Strategy'. Sydney Trains.

Banger, Chris. 2003. 'The Railway Refreshment Rooms of New South Wales 1885-1995'. *ARHS Bulletin* 54 (789): 255–65.

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JK Geotechnics. 2018. 'Report to Sydney Trains on Geotechnical Investigation for Proposed Mount Victoria Area Modelling at Main West Line, Mount Victoria, NSW'. Sydney Trains.

Heritage Council of New South Wales. 2001. 'New South Wales Historical Themes'. Sydney: Heritage Office.

Isles, Ebena. 1982. *One Tree Hill (Mount Victoria)*. Mt. Victoria: Mount Victoria and District Historical Society.

Love, R. 2009. 'The Steam Locomotive Depots in NSW: Locomotive Output: Mount Victoria'. *Byways of Steam 26: On the Railways of New South Wales*. Matraville, NSW: Eveleigh Press.

Low, John. 1994. *Pictorial Memories: Blue Mountains*. 2nd ed. Crows Nest: Atrand Pty Ltd..

McKillop, Robert F. 2009. 'Thematic History of the NSW Railways'. Office of Rail Heritage (RailCorp).

Sue Rosen & Associates. 1997. 'No.2 Stockade Cox's River- Its Life and Times: An Archaeological Investigation'. Pacific Power.

Appendix 1: Excavation Permit

Heritage Council of New South Wales

Level 6, 10 Valentine Avenue
Parramatta NSW 2150
Locked Bag 5020
Parramatta NSW 2124

Telephone: 61 2 9873 8500
Facsimile: 61 2 9873 8599
heritagemailbox@environment.nsw.gov.au
www.heritage.nsw.gov.au

Our File No: EF14/4456
Our ref: DOC17/632435

Mr David McHugo
Project Manager, Sydney Trains
Clyde Hub, 146-148
Manchester Road
AUBURN NSW 2144

E: <david.mchugo@transport.nsw.gov.au>

Dear Mr McHugo

APPLICATION UNDER S60 OF THE *HERITAGE ACT 1977*
MOUNT VICTORIA RAILWAY STATION GROUP, STATE HERITAGE REGISTER № 01203

RE: MOUNT VICTORIA RAILWAY STATION GROUP
Proposal: Geotechnical testing and monitoring
Section 60 Application No: s60/2017/260, received 18/12/2017
Information received with the application: As per Condition No. 1
Additional information requested: No
Additional information received: N/A

As delegate of the Heritage Council of NSW (the Heritage Council), I have considered the above Section 60 application. Pursuant to section 63 of the *Heritage Act 1977,* approval is granted subject to the following conditions:

1. **All work shall comply with the information contained within:**

   A: Full SHR database Statement of Significance – refer to http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801007

   B: 'Mount Victoria Railway Station, Heritage Impact Assessment and Archaeological Research Design', Final, prepared for Sydney Trains, prepared by Extent Heritage, dated December 2017

   C: Drawings MVAR Geotechnical Scope of Works prepared by Transport of NSW, dated 14 December 2017, as listed in the table below:

Dwg No	Dwg Title	Date	Rev
Project Name: MVAR Geotechnical Scope of Works			
1	MVAR Geotechnical Scope of Works, Sheet 1, prepared by Transport of NSW	14.12.17	Rev 3
2	MVAR Geotechnical Scope of Works, Sheet 2, prepared by Transport of NSW	14.12.17	Rev 3
3	MVAR Geotechnical Scope of Works, Sheet 3, prepared by Transport of NSW	14.12.17	Rev 3

4	MVAR Geotechnical Scope of Works, Sheet 4, prepared by Transport of NSW	14.12.17	Rev 3
5	MVAR Geotechnical Scope of Works, Sheet 5, prepared by Transport of NSW	14.12.17	Rev 3
6	MVAR Geotechnical Scope of Works, Sheet 6, prepared by Transport of NSW	14.12.17	Rev 3

EXCEPT AS AMENDED by the conditions of this approval:

1. **ARCHAEOLOGY**

   All works shall be in accordance with the approved research design and methodology outlined in 'Mount Victoria Railway Station, Heritage Impact Assessment and Archaeological Research Design', Final, prepared for Sydney Trains, by Extent Heritage, dated December 2017 except as amended by the following conditions:

   a) **This approval covers archaeological monitoring and salvage during geotechnical investigations and testing and does not cover the removal of any State significant relics.**
   b) **The Heritage Council of NSW or its Delegate must be informed in writing within five (5) days of the completion of on-site archaeological work.**
   c) **The Applicant must ensure that if substantial intact archaeological deposits and/or State significant relics not identified in 'Mount Victoria Railway Station, Heritage Impact Assessment and Archaeological Research Design', Final, prepared for Sydney Trains, by Extent Heritage, dated December 2017 are discovered, work must cease in the affected area(s) and the Heritage Council of NSW must be notified. Additional assessment and approval may be required prior to works continuing in the affected area(s) based on the nature of the discovery.**
   d) **The Applicant must ensure that the nominated Primary and Secondary Excavation Directors, Ms Anita Yousif and Dr Matthew Kelly are present at the site supervising all excavation activity likely to expose archaeology.**
   e) **The Applicant must ensure that the nominated Primary and Secondary Excavation Directors, Ms Anita Yousif and Dr Matthew Kelly, take adequate steps to record in detail relics, structures and features discovered on the site during the archaeological works in accordance with current best practice. This work must be undertaken in accordance with the NSW Heritage Office guidelines, 'How to Prepare Archival Records of Heritage Items' (1998) and 'Guidelines for Photographic Recording of Heritage Items' (2006).**
   f) **The Applicant is responsible for the safe-keeping of any archaeology of local significance recovered from the site.**

   Reason: To ensure the archaeological information is protected before during and after the project works.

2. **UNEXPECTED HISTORICAL ARCHAEOLOGICAL RELICS**

   The Applicant must ensure that if unexpected archaeological deposits or relics not identified and considered in the supporting documents for this approval are discovered, work must cease in the affected area(s) and the Heritage Council of NSW must be notified. Additional assessment and approval may be required prior to works continuing in the affected area(s) based on the nature of the discovery.

   Reason: This is a standard condition to ensure the appropriate management of significant historical archaeological resources at this site.

3. **ABORIGINAL OBJECTS**

   Should any Aboriginal 'objects' be uncovered by the work, excavation or disturbance of the area is to stop immediately and the Office of Environment & Heritage is to be informed in accordance with Section 89A of the National Parks and Wildlife Act, 1974 (as amended). Works affecting Aboriginal 'objects' on the

site must not continue until the Office of Environment and Heritage has been informed. Aboriginal 'objects' must be managed in accordance with the National Parks and Wildlife Act, 1974.
Reason: This is a standard condition to identify to the Applicant how to proceed if Aboriginal objects are unexpectedly identified during works

4. **COMPLIANCE**
If requested, the Applicant and nominated Heritage Consultant may be required to participate in audits of Heritage Council approvals to confirm compliance with conditions of consent.
Reason: To ensure completion of the works in accordance with the approved plans and to improve the approvals process through a better understanding of the implementation of conditions of approval.

5. **DURATION OF APPROVAL**
This approval shall be void if the activity to which it refers is not substantially commenced within five years after the date of the approval, or within the period of consent specified in any relevant development consent granted under the *Environmental Planning and Assessment Act 1979*, whichever occurs first.
Reason: To comply with legislation.

ADVICE
Your attention is drawn towards the powers of entry and inspection under s.148 of the Heritage Act 1977 for authorised persons. If entry and inspection are required, reasonable notice will be provided as per the Act. The owner could voluntarily agree to allow non-authorised persons, such as Heritage Division (Office of Environment and Heritage) staff who are acting in a supporting role to the authorised persons, to enter their property for the purpose of inspection. Owners may also voluntarily grant permission to take photograph, take samples or request records.
Reason: Section 148 of the Heritage Act 1977, allows people authorised by the Minister to enter and inspect, for the purposes of the Act, with respect to buildings, works, relics, moveable objects, places or items that is or contains an item of environmental heritage. Reasonable notice must be given for the inspection.

It should be noted that an approval under the Heritage Act is additional to that which may be required from other Local Government and State Government Authorities in order to undertake works.

If you have any questions regarding the above matter please contact Anna Foroozani at the Heritage Division, Office of Environment and Heritage, on telephone (02) 9895 6479 or by e-mail: Anna.Foroozani@environment.nsw.gov.au.

Yours sincerely

19 January 2018
Dr Siobhan Lavelle OAM
Senior Team Leader, Specialist Services
Heritage Division
Office of Environment and Heritage
As Delegate of the Heritage Council of NSW

Cc: The Chief Executive Officer, Blue Mountains Local Council, 2-6 Civic Place, Katoomba NSW 2780, E: council@bmcc.nsw.gov.au
Primary Excavation Director, Ms Anita Yousif, Extent Heritage, 3/73 Union Street, Pyrmont NSW 2009, E: info@extent.com.au
Regional Manager, Heritage North, Ms Cheryl Brown, E: Cheryl.Brown@environment.nsw.gov.au

Heritage Council of New South Wales

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Our File No: EF14/4456
Our ref: DOC17/632435

Mr David McHugo
Project Manager, Sydney Trains
Clyde Hub, 146-148
Manchester Road
AUBURN NSW 2144

E: <david.mchugo@transport.nsw.gov.au>

Dear Mr McHugo

Re: Excavation Permit – S140 for archaeological excavation, salvage and monitoring at Mount Victoria Railway Station Group, Station Street, Mount Victoria, Blue Mountains Council (LGA)

Reference is made to your application under Section 140 of the *Heritage Act* 1977 (the Act), to undertake archaeological work at the above property (Application number 2017/s140/42).

Under delegated authority approval is given for the S140 application for an archaeological excavation permit. Please note this permit is subject to the conditions attached. Acceptance of these statutory conditions by the Applicant and Excavation Director is a requirement of this permit. It should be noted that as the Applicant, this Approval (and the fulfilment of all subsequent conditions) rests with you and not the Land which is the subject of the works.

You are reminded that it is a condition of this permit that the Applicant is responsible for the safe keeping of artefacts recovered from this site. You are required to nominate a repository for archaeologically excavated material, as well as referencing the final location in the excavation report as per section 146(b) of the Act. This is to enable a record to be kept of the location of all archaeologically excavated material.

It should be noted that an approval for an archaeological permit under the Act covers only those archaeological works described in the application. Any additional archaeological investigations will require a further approval. It should also be noted that an approval for an archaeological permit under the Act is additional to those which may be required from other local, State or Commonwealth Government authorities. Inquiries about any other approvals needed should, in the first instance, be directed to the local council, State and Commonwealth Government where appropriate.

You are also requested to provide the following information:

(1) The estimated total cost of the archaeological investigations (both in the field and laboratory), including GST;

(2) The estimated total cost of the development/redevelopment, including GST;

(3) Whether this project creates new long term jobs (for example through providing a new service or facility);

(4) If this project creates new long term jobs, how many? and

(5) How many construction and professional workers will be engaged on this project during the life of the project*?*

This information will help the Heritage Council of NSW determine the economic role of heritage in development in NSW and should be submitted to the Director of the Heritage Division within one (1) month of the completion of the field excavation programme. This information should be updated at the end of the project and updated figures should be submitted with the Final Excavation Report to the Heritage Council for approval within one (1) year of the completion of the field excavation programme.

This permit, issued by the Heritage Council of NSW, does not give approval to harm Aboriginal objects. Aboriginal objects and Aboriginal places in NSW are protected under the *National Parks and Wildlife Act 1974* (NPW Act). It is an offence to do any of the following without an exemption or defence (penalties apply):

- knowingly harm or desecrate an Aboriginal object (the 'knowing' offence)
- harm or desecrate an Aboriginal object or Aboriginal place (the 'strict liability' offence)

The NPW Act provides a number of exemptions and defences to these offences and also excludes certain acts and omissions from the definition of harm. For more information about the regulation of Aboriginal cultural heritage, go to the OEH website: http://www.environment.nsw.gov.au/licences/achregulation.htm

This permit is issued to the applicant on the condition that the nominated Excavation Director is present at the site supervising all archaeological fieldwork activity likely to expose significant relics. Permits are not transferable without the written consent of the Heritage Council of New South Wales. Your attention is drawn to the right of appeal against these conditions in accordance with section 142 of the *Heritage Act, 1977*.

Inquiries on this matter may be directed to Anna Foroozani, Archaeologist on (02) 9895 6479 or via email at Anna.Foroozani@environment.nsw.gov.au.

Yours sincerely

19 January 2018

Dr Siobhan Lavelle OAM
Senior Team Leader, Specialist Services
Heritage Division
Office of Environment and Heritage
As Delegate of the Heritage Council of NSW

Enclosure: Approval Conditions for S140 Permit

CC: The Chief Executive Officer, Blue Mountains Local Council, 2-6 Civic Place, Katoomba NSW 2780,
E: council@bmcc.nsw.gov.au
Primary Excavation Director, Ms Anita Yousif, Extent Heritage, 3/73 Union Street, Pyrmont NSW 2009,
E: info@extent.com.au
Regional Manager, Heritage North, Ms Cheryl Brown
E: Cheryl.Brown@environment.nsw.gov.au

Mount Victoria Railway Station Group – Geotechnical testing and salvage
Conditions of Approval 2017/S140/42

Approved Archaeological Works

01. All works shall be in accordance with the approved research design and methodology outlined in 'Mount Victoria Railway Station, Heritage Impact Assessment and Archaeological Research Design', Final, prepared for Sydney Trains, prepared by Extant Heritage, December 2017

except as amended by the following conditions:

02. This permit covers excavation, salvage and monitoring of relics of Local significance only. Relics of State significance are not allowed to be removed.

03. This archaeological approval is valid for five (5) years from the date of approval. Requests for extensions beyond this time must be made in writing prior to expiry of the permit.

Fieldwork

04. The Heritage Council of NSW or its delegate must be informed of the completion of the archaeological program within 5 days of the completion of work on site. The Heritage Council and staff of the Heritage Division, Office of Environment & Heritage authorised under section 148(1) of the *Heritage Act, 1977*, reserve the right to inspect the site and records at all times and to access any relics recovered from the site.

05. The Applicant must ensure that if substantial intact archaeological deposits and/or State significant relics not identified in 'Mount Victoria Railway Station, Heritage Impact Assessment and Archaeological Research Design', Final, prepared for Sydney Trains, prepared by Extant Heritage, December 2017, are discovered, work must cease in the affected area(s) and the Heritage Council of NSW must be notified. Additional assessment and approval may be required prior to works continuing in the affected area(s) based on the nature of the discovery.

06. Should any Aboriginal objects be uncovered by the work, excavation or disturbance of the area is to stop immediately and the Office of Environment & Heritage (Enviroline 131 555) is to be notified in accordance with Section 89A of the *National Parks and Wildlife Act, 1974* (NPW Act). Aboriginal objects in NSW are protected under the NPW Act. Unless the objects are subject to a valid Aboriginal Heritage Impact Permit, work must not recommence until approval to do so has been provided by the Office of Environment & Heritage.

07. The Heritage Council of NSW must approve any substantial deviations from the approved research design outlined in 'Mount Victoria Railway Station, Heritage Impact Assessment and Archaeological Research Design', Final, prepared for Sydney Trains, prepared by Extant Heritage, December 2017, including extent and techniques of excavations, as an application for the variation or revocation of a permit under section 144 of the *Heritage Act, 1977*.

08. The Applicant must ensure that the approved Primary and/or Secondary Excavation Director nominated in the section 140 application 2017/s140/42, Ms Anita Yousif and Dr Matthew Kelly, is present at the site supervising all archaeological fieldwork activity likely to expose significant relics.

09. The Applicant must ensure that the approved Primary and Secondary Excavation Directors nominated in the section 140 application 2017/s140/42, Ms Anita Yousif and Dr Matthew Kelly, takes adequate steps to record in detail relics, structures and features discovered on the site during the archaeological works in accordance with current best practice. This work must be undertaken in accordance with relevant Heritage Council guidelines.

10. The Applicant must ensure that the nominated Excavation Directors briefs all personnel involved in the project about the requirements of the NSW *Heritage Act, 1977* in relation to the proposed archaeological program. This briefing should be undertaken prior to the commencement of on-site excavation works.

11. The Applicant must ensure that the nominated Excavation Directors and the excavation team is given adequate resources to allow full and detailed recording to be undertaken to the satisfaction of the Heritage Council.

12. The Applicant must ensure that the site under archaeological investigation is made secure and that the unexcavated artefacts, structures and features are not subject to deterioration, damage, destruction or theft during fieldwork.

13. The Applicant is responsible for the safe-keeping of all relics recovered from the site.

Analysis and Reporting

14. The Applicant must ensure that the approved Primary and Secondary Excavation Directors or an appropriate specialist, cleans, stabilises, labels, analyses, catalogues and stores any artefacts recovered from the site in a way that allows them to be retrieved according to both type and provenance.

15. The Applicant must ensure that a summary of the results of the field work, up to 500 words in length, prepared by the approved Primary and Secpmdary Excavation Directors nominated in the section 140 form, Ms Anita Yousif and Dr Matthew Kelly, is submitted to the Heritage Council of NSW for approval within one (1) month of completion of archaeological field work. This information is required in accordance with section 146(b) of the *Heritage Act, 1977*.

16. The Applicant must ensure that a final excavation report is written by the approved Primary and Secondary Excavation Directors nominated in the section 140 application 2017/s140/42, Ms Anita Yousif and Dr Matthew Kelly, to publication standard, within one (1) year of the completion of the field based archaeological activity unless an extension of time or other variation is approved by the Heritage Council of NSW in accordance with section 144 of the *Heritage Act, 1977*.

17. The Applicant must ensure that one (1) electronic copy of the final excavation report is submitted on CD to the Heritage Council of NSW together with two (2) printed copies of the final excavation report. These reports are required in accordance with section 146(b) of the *Heritage Act, 1977*. The Applicant must also ensure that further copies are lodged with the local library and/or another appropriate local repository in the area in which the site is located. It is also required that all digital resources (including reports, context and artefact data, scanned field notes, other datasets and documentation) should be lodged with a sustainable, online and open-access repository.

18. The Applicant must ensure that the information presented in a final excavation report includes the following:
    a/. An executive summary of the archaeological programme;
    b/. Due credit to the client paying for the excavation, on the title page;
    c/. An accurate site location and site plan (with scale and north arrow) and including geo-reference data;
    d/. Historical research, references, and bibliography;
    e/. Detailed information on the excavation including the aim, the context for the excavation, procedures, treatment of artefacts (cleaning, conserving, sorting, cataloguing, labelling, scale photographs and/or drawings, location of repository) and analysis of the information retrieved;
    f/. Nominated repository for the items;
    g/. Detailed response to research questions (at minimum those stated in the Heritage Council approved Research Design);
    h/. Conclusions from the archaeological programme. This information must include a reassessment of the site's heritage significance; statement(s) on how archaeological investigations at this site have contributed to the community's understanding of the Mount Victoria Railway Station Group and other mid to late 19th century railway stations; recommendations for the future management of the site and how much of the site remains undisturbed;
    i/. Details of how this information about this excavation has been publicly disseminated (for example, provide details about Public Open Days and include copies of press releases, public brochures and information signs produced to explain the archaeological significance of the site).

Compliance

19. Officers of the Office of Environment and Heritage, Heritage Division are to be permitted entry to the site at any time as a condition of this approval.

20. Officers of the Office of Environment and Heritage, Heritage Division may photograph, take samples or request records in relation to any aspects of the approved activity.

Appendix 2: Site History

Mount Victoria Township

The first phase of European settlement at Mount Victoria was by convicts who worked in chain gangs on the second phase of construction of Cox's Road, the Great Western Highway. William Cox with thirty convicts completed the road by 1815, which became an important highway as settlement spread westwards, however by 1827 was considered dangerous and inconvenient for wheeled transport.

As a result, a new line was surveyed by Mitchell in 1830 at the request of Governor Darling. Mitchell proposed a new deviation of the road 'along the tongue southward of Mt York by which a gently inclined road could be made my lowering a narrow crest of loose rock which joins two parts of ridge'. He named the point of the hill Mount Victoria and despite being under instruction from the governor to mark out the entire line, and seek the Governor's approval prior to commencing work, Mitchell ordered assistant surveyor Elliot to place iron gangs there to commence work on the decent immediately.[1]

There were a number of convict gangs established along the Great Road. Largely in locations that required extensive rock cutting. The stockade at Mount Victoria was describe as having a large fence with 219 men in irons and 21 unironed.[2]

As the roads developed, Toll Bars were constructed to raise money for maintenance. The Toll Bar at Mount Victoria was built to face the original alignment of the highway and was manned by George Sheppeard between 1851-1865. During that time, Sheppeard purchased 5acres of land opposite the toll-bar cottage and built a number of structures that serviced his growing family and passing travellers. This land was later resumed by the Railway Commissioners for the railway line in 1861. In compensation, Sheppeard was granted a conditional purchase of 40acres of land to the west of the Toll Bar Cottage, where he built the "Welcome Inn". Sheppeard's Inn and store were built with the intention to service the new railway, however as the railway line diverged from the parallel running along the Great Western Highway and terminated at the eastern edge of the town.

While the land was subdivided, and settled in some areas, development was slow to occur at Mount Victoria. The towns expansion was a response to the emerging tourist industry aided by the railway. In response to increased tourism, guesthouses and hotels sprang up everywhere, and members of the elite built fashionable summer residences. One guidebook from the 1880's describes Mount Victoria as "a busy thriving country resort" possessing "high-class hotels, stores, boarding-houses and villa residences".[3] To meet the needs of the growing community, a commercial sector of shops, skilled tradesmen and other business enterprises emerged. Alongside schools, churches and courthouses appeared a vast array of services including butchers, bakers, dairymen, blacksmiths, bankers and so on.[4] The is One Tree Hill Post Office opened in 1866.[5]

Mount Victoria Railway Station

[1] Sue Rosen & Associates, *No.2 Stockade Cox's River- Its Life and Times: An Archaeological Investigation*, prepared for Pacific Power. 1997. p.21.
[2] Sue Rosen & Associates, *No.2 Stockade Cox's River*, 22-23.
[3] John Low, (1994) *Blue Mountains: Pictorial Memories*, 2nd ed. (Atrand: Crows Nest) 22.
[4] Ibid, 82.
[5] Ebena Isles, (1982), 3.

1867–1911: Early Station Development

Mount Victoria Railway Station opened on the 1 May 1868, as the terminus of the new single-track line running from Wentworth Falls to Mount Victoria.[6] The initial station complex comprised of a single roadside platform with a second-class station building on the Down (western) side of the track, a station masters residence and a goods shed.[7]

The original station building was a single storey Victorian Regency building constructed of sandstone. This contained a porter's room, parcels office, booking office, waiting room, ladies waiting room and lavatories. The station buildings design was consistent with designs made by the Engineer-in-Chief of the NSW Railways, John Whitton. In 1868, Mount Victoria was described by Sydney Morning Herald at the opening ceremony as a 'model station':

[…] it would be well if the Government would repeat it as often as they have got occasion to build a railway station in the future. It is a plain structure, with a verandah and stone platform. It is built of coursed rubble, tuck-pointed and roofed with slate (SMH 1868:7).]

Illustration of Mount Victoria Railway Station in 1879 (Source: The Railway Guide of New South Wales 1879:54)

In 1873, the station building underwent its first alteration, with the addition of a refreshment room.[8] The 1868 structure was then flanked on either side with several new spaces. The general waiting room enlarged into the refreshment room and a kitchen and pantry was added, along with a ticket office and station masters office. A bedroom was also added behind the ladies waiting room at the northern end of the building.

Railway Refreshment Rooms were provided at stations great distances away from Sydney or where shunting locomotives were required, providing passengers with a 30-minute break

[6] Cottee J M; *Stations on the Track: Selected New South Wales Country Railway Stations – A Historical Overview*; Ginninderra Press: Charnwood; 2004; p125-126.
[7] State Rail Archives, West Line Notes.
[8] State Rail Archives, West Line Notes.

for refreshments. Refreshment Rooms were expected to be readily able to serve such foods as sandwiches, chops, steaks, soups and cold meats to passengers, as well as tea, coffee and liquors.

The Mount Victoria Railway Refreshment Room was leased to John Castner, who held the lease on various refreshment rooms across NSW. It was the responsibility of the private lessee to furnish, operate and keep the building in good repair. The Refreshment Rooms at Mount Victoria were known to have employed up to forty staff at any one time, in addition to casuals. This staff base contributed towards an increase in the local population of Mount Victoria. The staff had 25 minutes to serve a three-course meal, while the train was shunted from one siding to another.[9]

In 1878, Castner indicated his desire to add an extra storey to the existing rooms in Mittagong and Mount Victoria at his own expense, provided the lease was revised to only cover the use of the land and not the building. By 1883, construction of the second storey had yet to commence, only adding to the growing tensions between the Railway Commission and John Castner. Consequently, a new contract was adopted with new conditions that saw the construction of the second storey at Mount Victoria between 1884 and 1885 at an estimated cost of £1500.[10] The upper floor had a private dining room, eight bedrooms, two servant's rooms, bathrooms and the station masters room. The ground floor renovations included a new kitchen, scullery, detached toilets and telegraph office on the ground floor. Extra lavatories were added to the station building in 1898. They were later refurbished in 1913 and closed in 1960.

The original platform (now known as Platform 2) underwent various alterations that similarly followed the historic development of the site. The platform was originally built of sandstone in 1867. Whilst the material of choice for platform construction was usually timber, the abundance of sandstone in the region justified its use.[11] Responding to various alterations and additions on site, the platform was altered in 1870, lengthened in 1881 and eventually replaced with a wider, brick-faced platform in 1911. A stone platform was included along the up siding in 1883, this came to be Platform 1.[12]

Situated to the south of the station building, atop the cutting embankment, was the Station Master's Cottage. The contract to erect the station master's cottage was let to A. MacLean, who finished construction in 1868. The cottage featured a steep-pitched gabled roof, decorative barge boards, finials, stone quoins and stone door window reveals and mullions. The design one of a set of standard designs approved by Whitton and is reflected in the many gatekeepers cottages and Stationmasters residences extant along the Blue Mountains line.[13] The dwelling was demolished in 1934 and left as a grassed park area.

[9] Chris Banger, "The Railway Refreshment Rooms of New South Wales 1885-1995", *ARHS Bulletin,* July 2003, p.256-257
[10] Banger, "The Railway Refreshment Rooms of New South Wales 1885-1995", 257-258
[11] Australian Museum Business Consulting; *Heritage Platforms Conservation Management Strategy-Appendix B- Historic Context of Railway Platforms in NSW;* for Sydney Trains; 2015;
[12] Cottee, J M; op cit; p.126, also see; State Rail Archives, West Line Notes
[13] Cottee, J M; op cit; p.126.

Another prominent feature of the Mount Victoria Railway precinct was the locomotive depot at the northern end of the station, established in 1897.[14] As a major passenger and goods interchange of the Great Western Line, the depot serviced the passenger and goods trains crossing the Blue Mountains; as well as stock and goods yards which catered for the transport of local freight to and from Sydney. The roads over the mountains during this period were rudimentary and made it difficult to transport local produce and livestock to Sydney. The railway station at Mount Victoria alleviated these issues by providing a quick, reliable and cost-effective way of transporting livestock. Sheep and cattle races appear listed on a working timetable of Mount Victoria as early as 1885.[15]

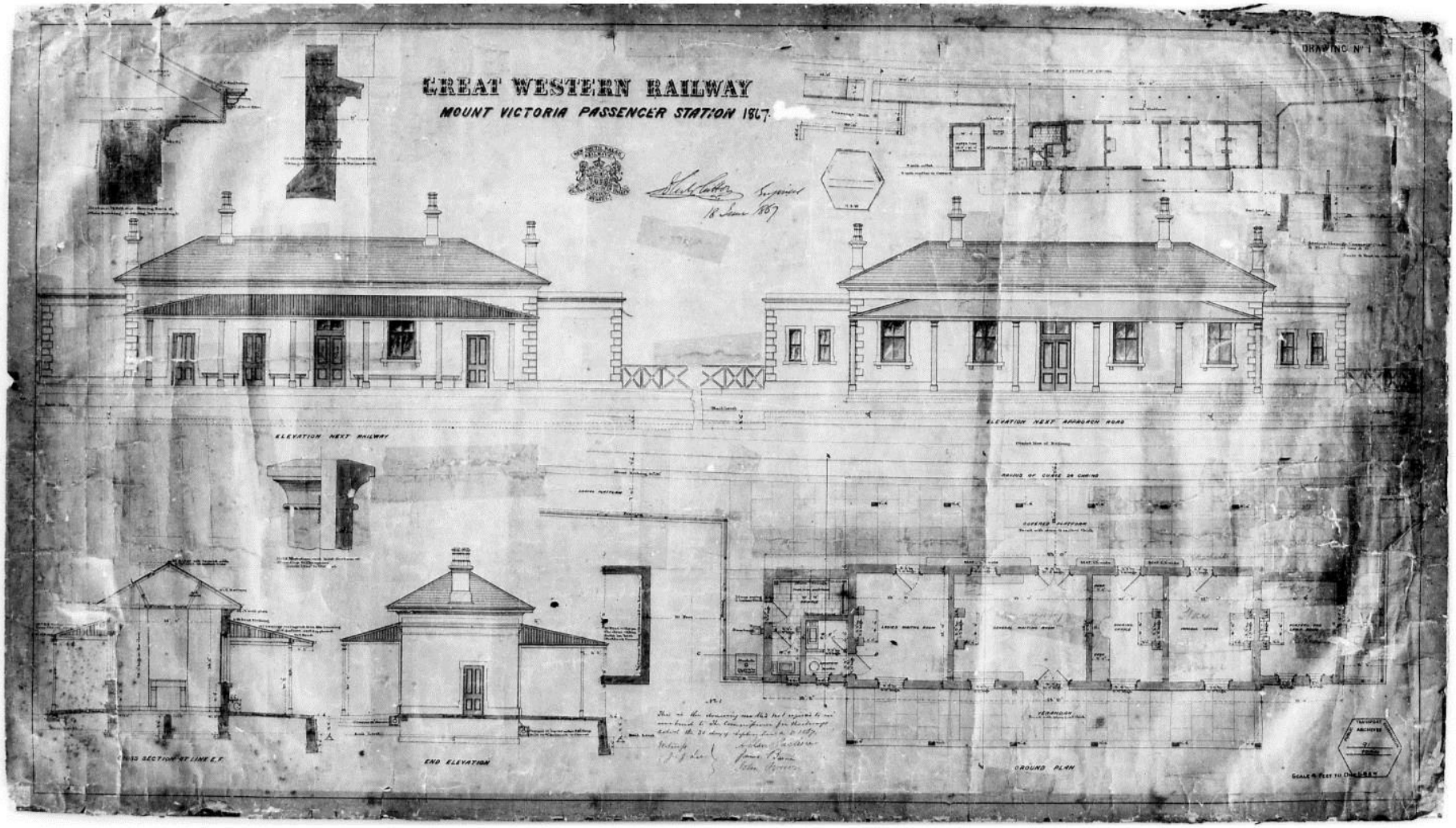
The locomotive depot contained various ancillary structures. These included the Goods Shed, the first of four turntables, a single-track Engine Shed and a Carriage Shelter Shed.[16] The first turntable was installed in 1867 to the south of the station, however this was replaced in 1885 with a larger turntable in the locomotive depot. A larger turntable was approved for construction in 1902, however was not installed until 1913. This was situated in the central area of the locomotive yard, below the barracks building.

A larger engine shed was commissioned in 1910 and contained two tracks entering the gabled roof structure, measuring 37 metres (120 feet) long and 11 metres (36 feet) wide.[17] The roof also contained a monitor with four smoke chutes. The exact location of these structures is unclear, however, they were located along the sidings on the Up side (east) of the track.

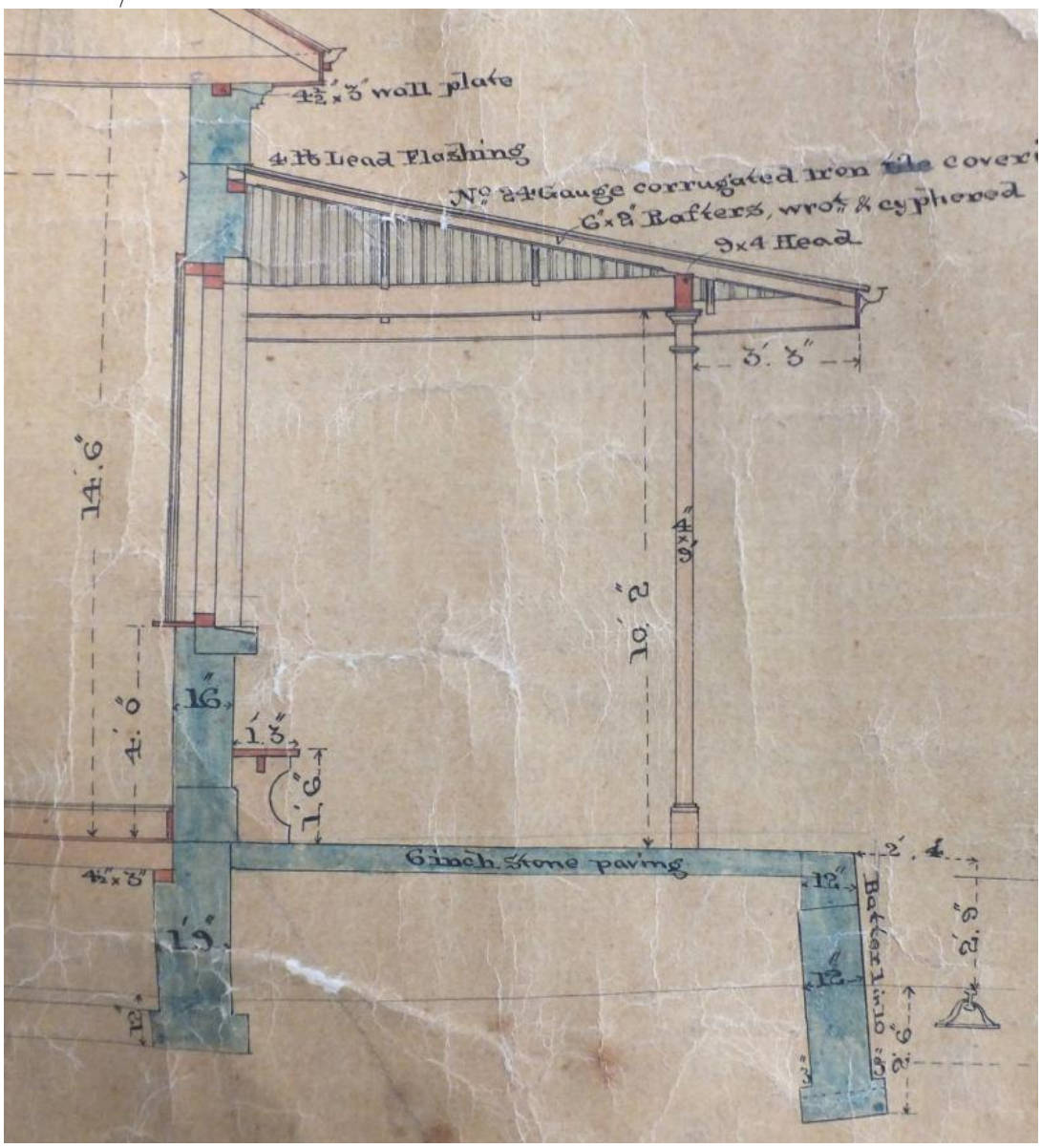
Overlooking the locomotive yard on a low hill on the east side of the yard was the Barracks. The Barracks was built between 1911 and 1913 as staff accommodation and reflects the increased use of the railway yard. The building is of a standard design for the early twentieth century, with eight bedrooms laid out as four adjacent rooms in a back-to-back arrangement facing verandas at the front and rear, with a kitchen, washroom, bathroom and mess area at the western end. The current building replaced a previous Barracks, which stood where the Communications Building remains today. The Barracks have continuously functioned as staff accommodation since construction.

[14] Love R; "*The Steam Locomotive Depots in NSW: Locomotive Output: Mount Victoria*" in *Byways of Steam: No. 26,* Eveleigh Press, Matraville; 2009; p.81.
[15] State Rail Archives, West Line Notes.
[16] State Rail Archives, West Line Notes.
[17] Love R; p.81.

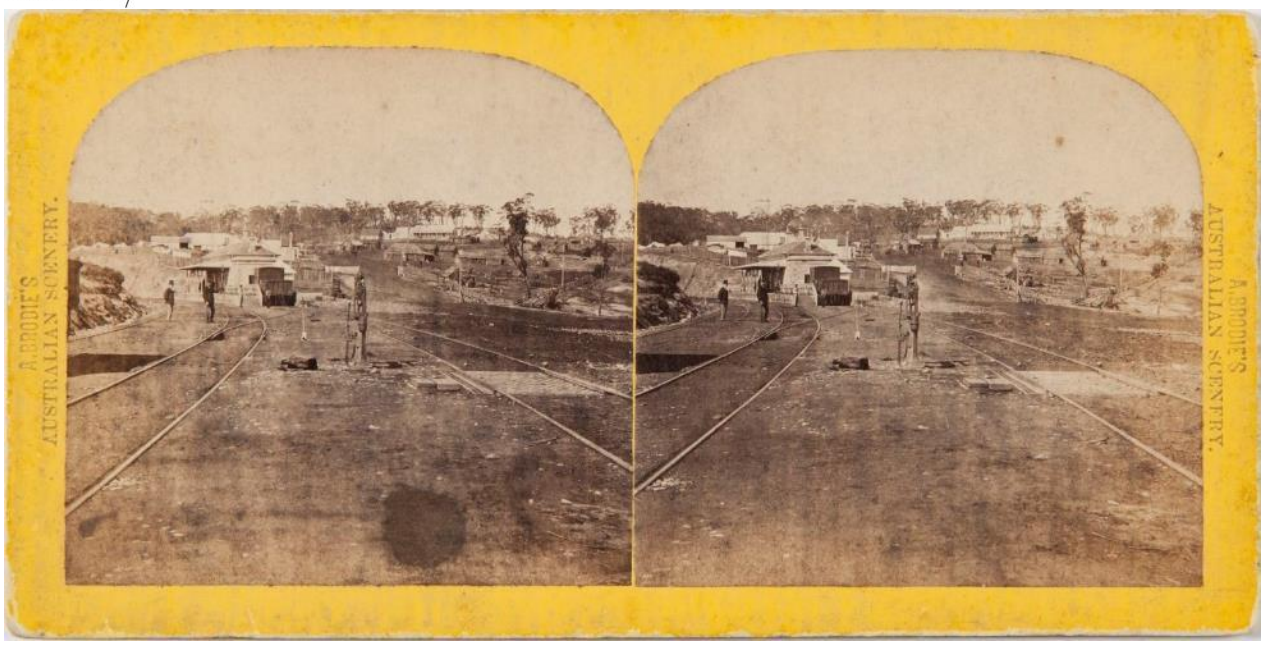
Undated image of the Barracks prior to the enclosure of the verandah. Image taken pre-electrification (Source: Australian Railway Historical Society (ARHS) NSW, Image ID 012109).



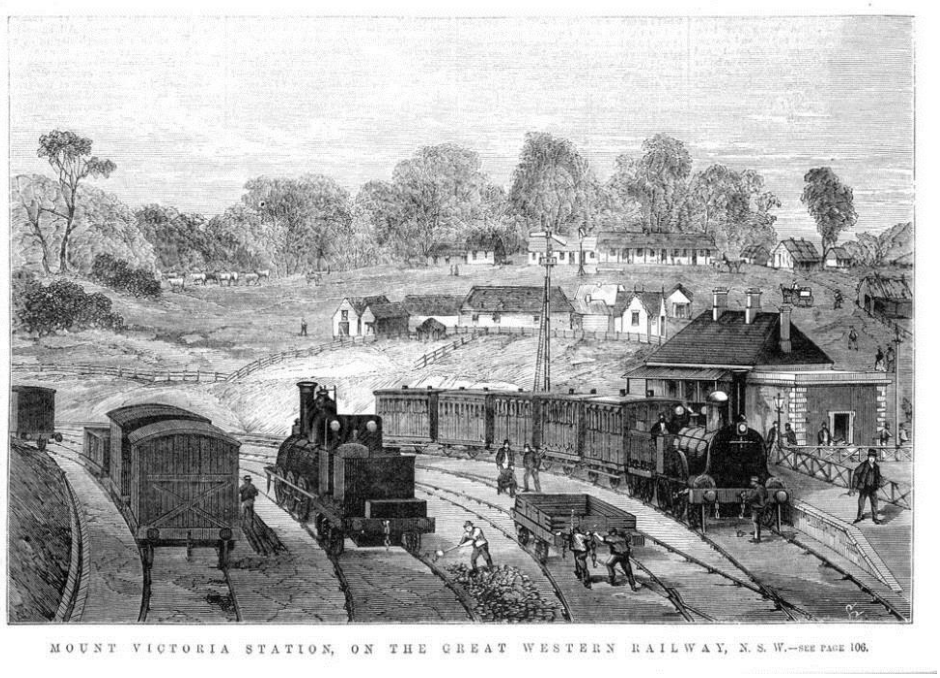
1867 plan of the station building (Source: Public Transport Commission Archives 91, Australian Railway Historical Society NSW)



Platform and awning construction at Mount Victoria, dated 1867 (Source: SRNSW, Permanent Way Plans and Drawings of Railway Infrastructure, R301/1/248/100) in Australian Museum Consulting (2015) Heritage Platforms Conservation Management Strategy, prepared for Sydney Trains, Appendix B- Historic Context of Railway Platforms in NSW, p.12).

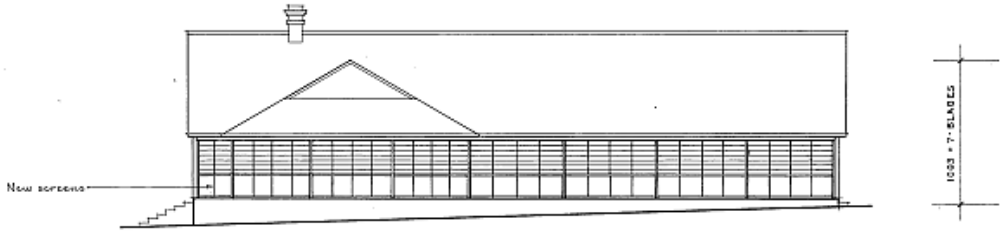


c.1871 photograph of Mount Victoria Railway Station showing the original station building, stone platform and tracks (Source: Historic Houses Trust, "Railway Station, Mount Victoria", record 46431 - photograph taken by Alexander Brodie, c.1871)

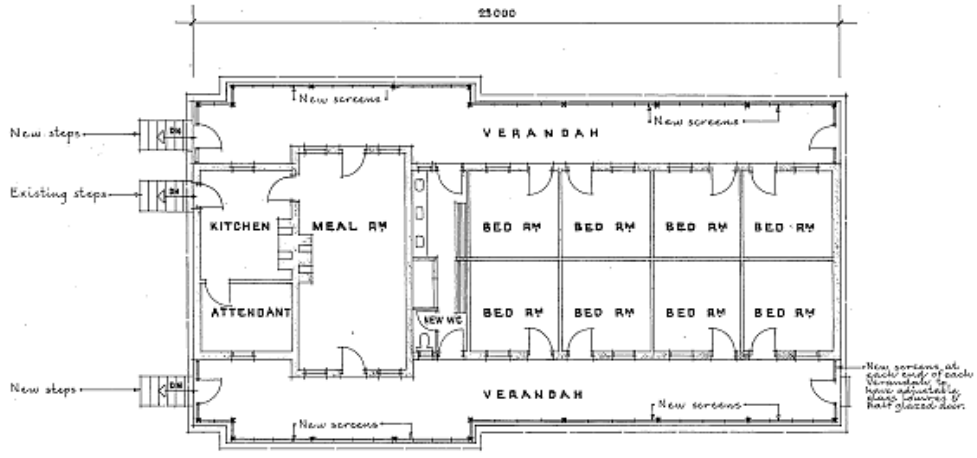


1871 etching of Mount Victoria Railway Station before major modifications from 1873-74 (Source: Samuel Calvert, 1871, "Mount Victoria Station, On the Great Western railway N.S.W." – State Library of Victoria, Image ID IAN20/05/71/104).

1867 plan of the Station Master's Cottage (Source: Australian Railway Historical Society (ARHS) NSW)

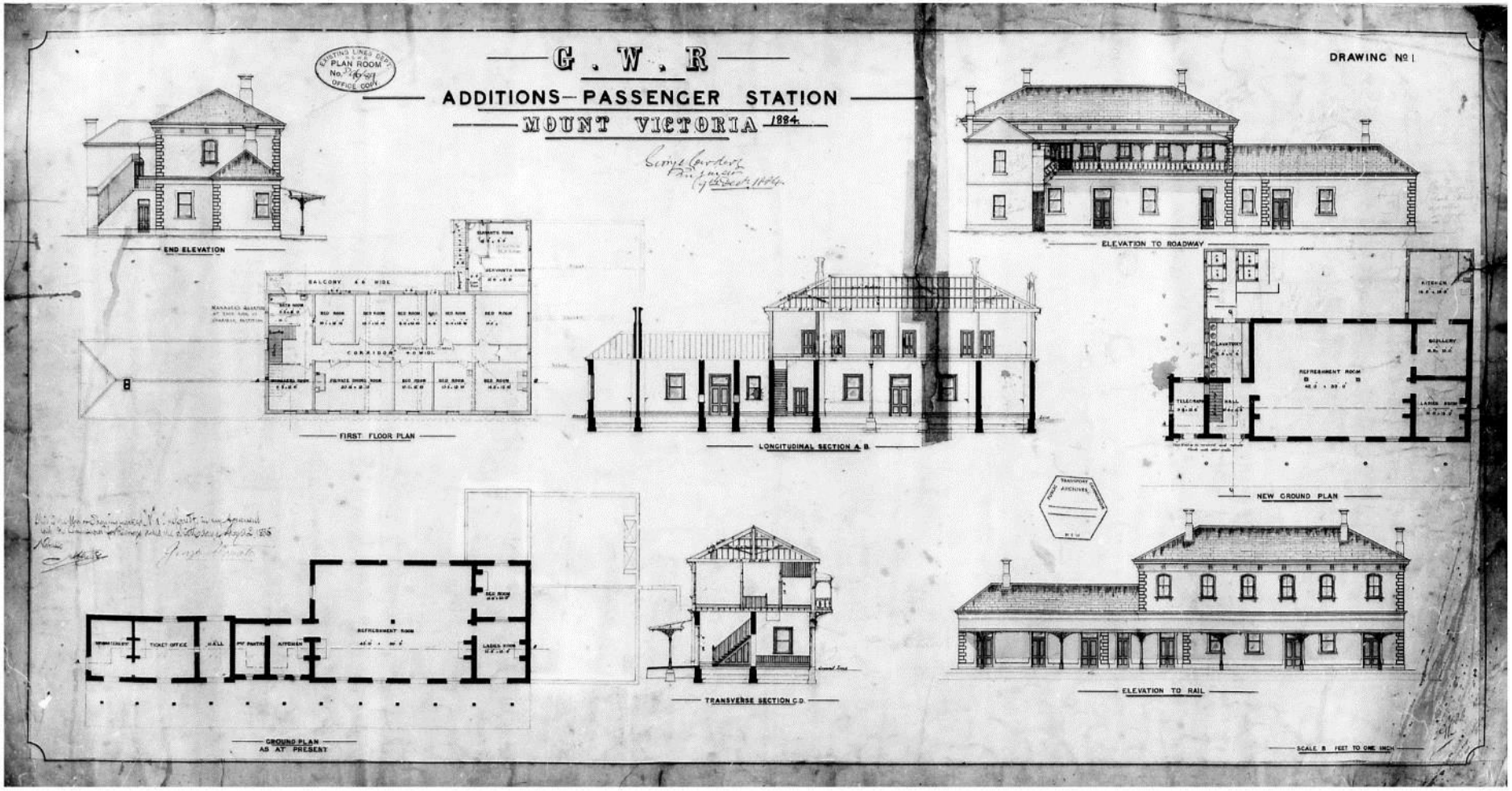


SIDE ELEVATION



PLAN OF REST HOUSE 1:50

Excerpt from plan of the Barracks/Rest House, dated 1984, showing the side elevation and floor plan (Source: Sydney Trains Plan Room, 0053988_AOc)



1884 plan showing the first floor addition to the Platform 2 station building (Source: Australian Railway Historical Society (ARHS) NSW)

1900s photograph of Mount Victoria Station showing the first-floor addition and sandstone platform (Source: Hall Collection: Photographs of Sydney Streets, Buildings and People, 1900s-1930s – State Library of NSW, Call Number 'Home and Away – 35265')

1903 photograph of Platform 2 station building from a high vantage point prior to the construction of the footbridge (Source: Australia Railway Historical Society, Image ID 051240)

1911–1957: Line Duplication

In 1910, the railway line between Mount Victoria and Hartley Vale was duplicated. The line duplication and modifications along the railway lines catered for increased travel along the Great Western Railway. These alterations were performed in conjunction with the major deviation replacing the Great Zig-Zag route down the western side of the mountains in 1910. The new rail line utilised tunnels to counteract the steep gradients and tight curves of Whitton's original construction from the western escarpment of the Mountains to Lithgow.[18]

These duplications created a faster route via rail to the Blue Mountains and enabled tourism to flourish in the surrounding areas. In response to the increase in traffic, a temporary refreshment room was built at Mount Victoria Railway Station in 1910 on the new eastern (Up) side platform. This was replaced in 1912 with the brick platform building, housing a general waiting room, ladies' room, station master's room, porter's room, refreshment room, kitchen, pantry, store room and cellar, ladies' lavatories and a separate building for the men's lavatories. The refreshment room, however, did not open until 1921.

Further technological developments at Mount Victoria included the construction of the Signal Box on the Down side platform in 1911. The signal box was built to the general design consistent for the period between 1910 and 1920. The signal box was originally operated by mechanical levers, which later evolved to operate through electrical connections. Additional features constructed include the footbridge, which required cutting into the sandstone outcrop, an engine room and a boiler house.

After this period of development, there appear to have been few changes at the station. The station building on the Down side was renovated several times. In 1917 or 1919, the kitchen and scullery were moved to the northern side of the refreshment room, the lavatories were extended and a wine room and serving room were added to the station building. In 1921, electric light and power were installed and remodelling occurred again in 1926.[19] At this time, the original ladies' room became a bar, the dining room was moved to the original area of the lavatories, the wine room became a store and pantry and extra bedrooms were added to the second storey of the building. In 1927, the veranda posts supporting the original platform awnings were removed and, in 1937, further renovations occurred to the dining room, kitchen and ladies' room.[20] Extra staff accommodation was added to the rear of the station building in 1943, before the refreshment room was closed in 1957[21].

Several other developments occurred at the station between 1911 and 1913. Electric lighting was installed in the shunting yard in 1933 and a new turntable was installed in 1935. This turntable was used for new, larger passenger trains terminating at Mount Victoria, such as *The Fish* and the *Caves Express.*[22] One of the earlier turntables was removed in 1936 and

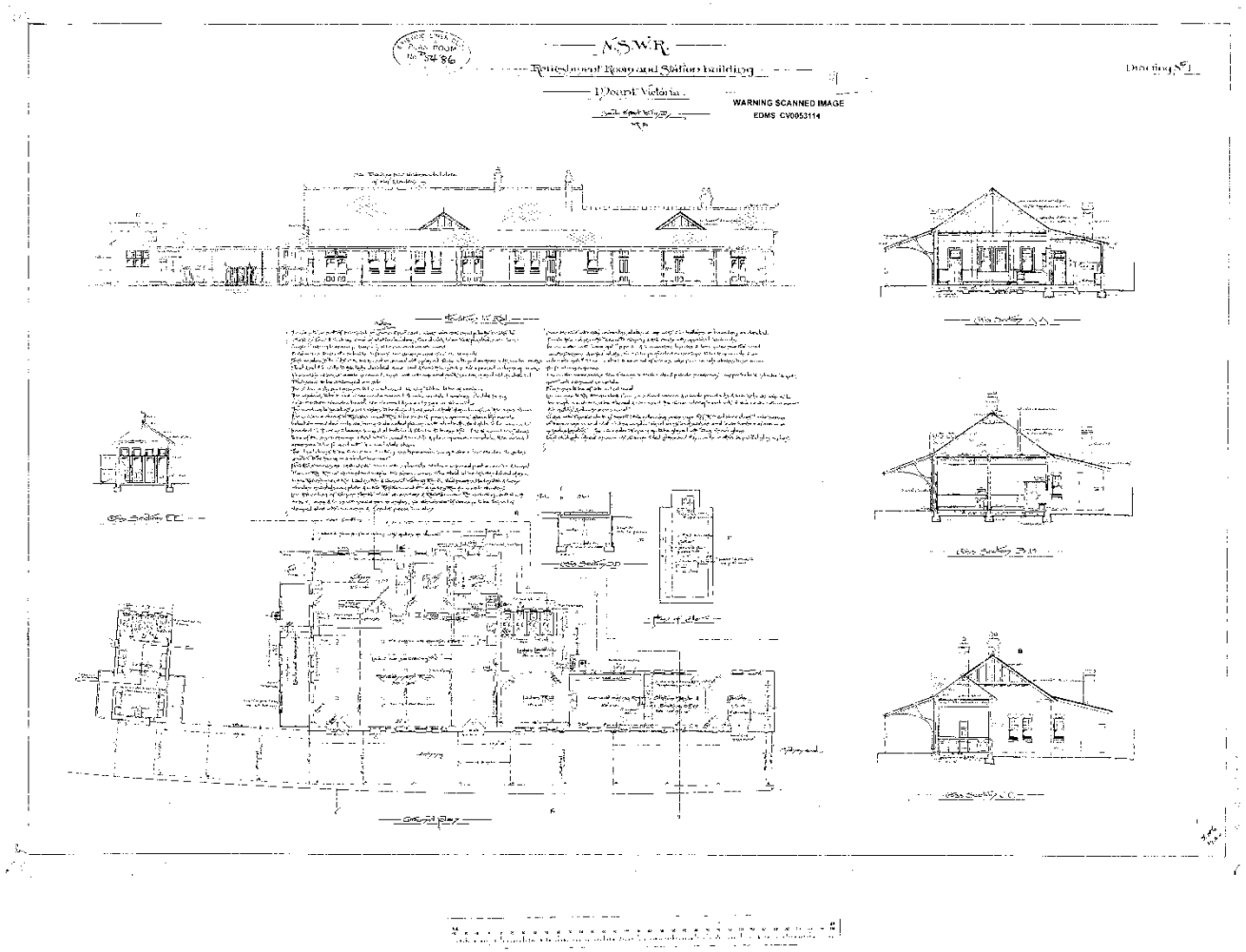
[18] Love, R; op cit; p76.
[19] State Rail Archives, West Line Notes.
[20] State Rail Archives, West Line Notes.
[21] NSW Office of Environment and Heritage, SHI Listing #01203
[22] Love, R; op cit; p.84.

electric lighting was installed at the engine shed in 1950.[23] By 1952, the Communications Building had been added to the Up yard to the south of the Barracks.

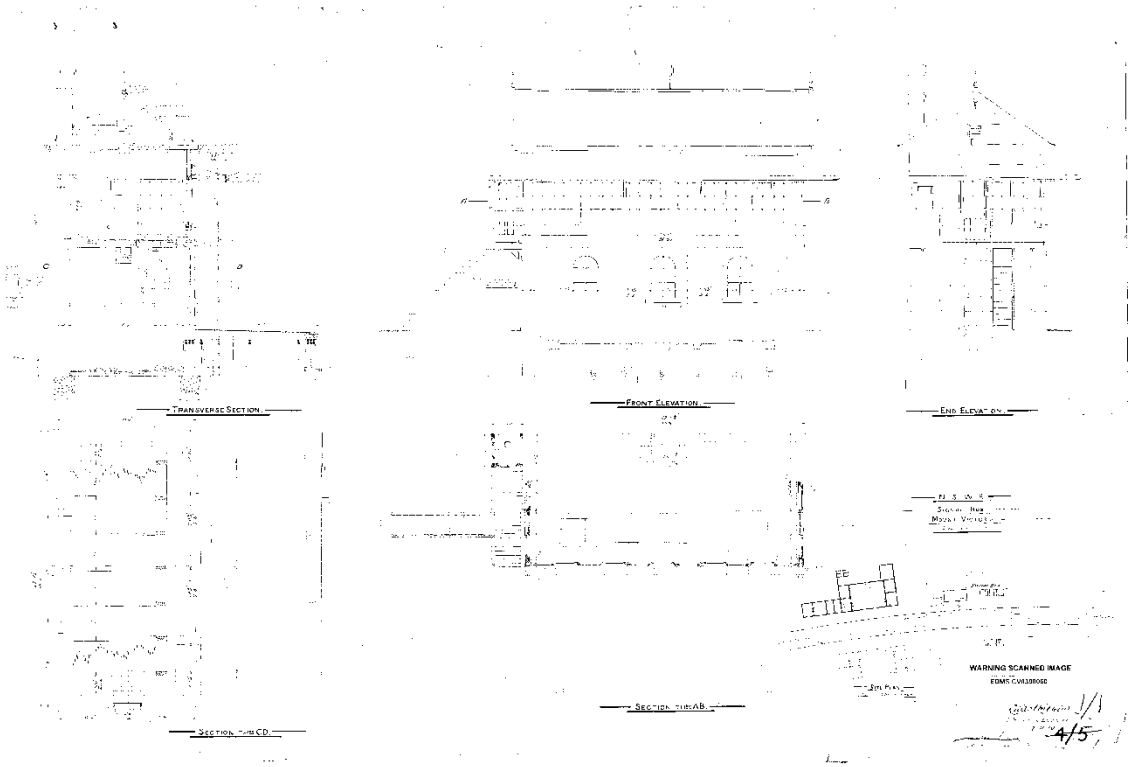
Undated photograph of Mount Victoria Railway Station, taken from Platform 2 pre-electrification (Source: National Museum Australia, Josef Lebovic Gallery Collection no. 1).

Pre 1950s (undated) photograph of the railway yard from Platform 2, showing several former yard structures and semaphore signals. (Source: Australian Railway Historical Society (ARHS) NSW, Image ID 00786).

[23] Love; Ibid.



1911 plan of the station building on Platform 1 (Source: Australian Railway Historical Society (ARHS) NSW).



1910 plan of the Signal Box (Source: Sydney Trains Plan Rooms, 0350391_111910c)

Undated photograph of the footbridge from Platform 2, taken pre-electrification (Source: Australian Railway Historical Society (ARHS) NSW, Image ID 012367).

1957-Present: Electrification

With the electrification of the line in 1957, much of the infrastructure associated with steam technology became redundant. The use of Mount Victoria as a locomotive depot to service passenger engines was over. The coming of electrification of the western line saw the demolition of the engine shed in 1956 and modification of the yard in 1960s.[24] It is also during this period that structures such as the turntables, coal stage, reservoirs and boiler house were removed. The Refreshment Room ceased operations in the 1960s.

The train crews that had originally worked out of and stayed at the Barracks at Mount Victoria Railway Station were no longer required.[25] However, station staff and crew members are still accommodated at the building, which was modified in 1984 to enclose the verandahs and improve bathroom facilities.

Today, the station building on the Down side (Platform 2) is home to the Mount Victoria District Historical Society, who operate the local museum. The museum has a wide range of moveable heritage, memorabilia and natural collections related to the Mount Victoria district.

[24] Love, R; op cit; p81.
[25] Love, R; op cit; p84.