



View of Signal Box 1A, part of the Albury Railway Station and Yard Group (OzArk: May 2024).

## **INLAND RAIL: ALBURY TO ILLABO (A2I)**

### **A2I | ALBURY RAILWAY STATION AND YARD GROUP REPORT**

ALBURY CITY LOCAL GOVERNMENT AREA

APRIL 2025



Report prepared by

OzArk Environment & Heritage

For the Australian Rail Track Corporation



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### **Acknowledgement**

OzArk acknowledge the Traditional Custodians of the area on which this assessment took place and pay respect to their beliefs, cultural heritage, and continuing connection with the land. We also acknowledge and pay respect to the post-contact experiences of Aboriginal people with attachment to the area and to the Elders, past and present, as the next generation of role models and vessels for memories, traditions, culture and hopes of local Aboriginal people.

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# 1 INTRODUCTION

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OzArk Environment & Heritage (OzArk) has been engaged by Martinus Rail (MR, the client), on behalf of Australian Rail Track Corporation (ARTC, the proponent), to complete a non-Aboriginal Heritage Report following a revision to the scope of works for the Albury Railway Station and Yard Group, part of the Albury to Illabo (A2I) Inland Rail (IR) Project (the Project). The Albury Railway Station and Yard Group is within the Albury City Local Government Area.

The Albury Station and Yard Group is listed on the State Heritage Register (item 01073) (**Figure 1-1**); the Australian Rail and Track Corporation (ARTC) and Transport for NSW (TfNSW) s170 Register (item 4280274); and as a Railway Conservation Area on the Albury Local Environmental Plan (LEP) item C13

The A2I section of the Inland Rail project is Critical State Significant Infrastructure (SSI-10055) and was approved on 8<sup>th</sup> October 2024 (Infrastructure Approval).

The intent of this report is to review the findings of previous heritage assessments relating to the impacts of the Project on the Albury Railway Station and Yard, with particular reference to the remaining Broad-Gauge tracks (1.6 metre width) and Signal Box 1A.

In addition, this report will present the revised designs for Albury Yard and determine the direct and indirect impact of these on the aforementioned heritage items, before recommending appropriate mitigation measures.

Figure 1-1. Map showing the State Heritage Register curtilage and A2I Construction Impact Zone.



Figure 1-2: Map showing the LEP Railway Conservation curtilage and A2I Construction Impact Zone.



## 1.1 BACKGROUND

The historic heritage impacts of the A2I project within the approved Construction Impact Zone (CIZ) were assessed by GML Heritage in the *Inland Rail: Albury to Illabo Non-Aboriginal Heritage Assessment* (2022), which formed part of the Environmental Impact Statement (EIS). This study assessed all then known potential impacts to both registered and unregistered historical heritage items within the Albury Railway Station and Yard Group.

The GML study demonstrated that the Albury Signal Box pairs 1 and 2 are not specified under the SHR listing however they were identified by GML Heritage (2022: 80) as of potential state significance:

*The Albury Signal Box pairs 1 and 2 represent a rare sub-type of a modest railway Signal Box typology. While they are un-prepossessing in appearance, their contribution to the Albury Railway Station and Yard Group is through their functionality. The Albury Railway Station precinct is a prominent railway hub in the NSW and Victorian networks and requires precise management of multiple track lines. The Albury Signal Box pairs 1 and 2 provide support to the larger Albury Signal Boxes to enable the continual management of the railway network as it passes through Albury. The Albury Signal Box pairs 1 and 2 are valuable contributory elements to a larger railway heritage landscape.*

Additionally, GML Heritage (2022: 79) describes an area of archaeological potential within the railway yard in proximity to the north Signal Box and summarised the significance of the deposit as:

*The remnant Broad Gauge railway archaeological site represents an uncommon element of nineteenth century NSW railway history. The use of both broad- and standard-gauge railway track in the yard facilitated the movement of goods and passengers across the NSW and Victoria border, demonstrating the important role the railway precinct played in the NSW economy. It is likely to be significant at a state level.*

GML Heritage drew the following conclusions in relation to the impacts of the proposed work within the Albury Railway Station and Yard Group:

*Realignment of the track within the yard would require the demolition of Signal Box 1A as well as disturbance of archaeological material associated with the Broad Gauge railway track. The demolition of Signal Box 1A would have a major impact on its significance and would disrupt the visual continuity and relationship between the supporting signal boxes*

*The removal of the redundant track would remove the connection between the existing North Signal Hut and its lever system (although disconnected). This would have a moderate impact on the heritage significance of the hut.*

*The removal of the redundant track and addition of a temporary construction compound has the potential to have a major impact on the significance of potential archaeological material associated with the Broad Gauge railway track (2022: 15).*

In their mitigation measure NAH8, GML Heritage made the following recommendation:

*Where impacts cannot be avoided on areas of archaeological potential, test excavation will be carried out prior to the commencement of works that disturb these areas, in accordance with the archaeological research design.*

*Test excavation will be carried out by an appropriately qualified excavation director, in accordance with the NSW Heritage Council's excavation director criteria.*

*This applies to:*

- *Remnant Broad Gauge railway track archaeological sites in the Albury Railway Station and Yard Group (SHR 01073)*
- *The Yerong Creek Railway Station archaeological site<sup>1</sup>.*

*If remains are found to be extensive and/or highly significant, they would be salvaged through further excavation.*

Following submission of the EIS, Heritage NSW recommended that test excavations at Albury Railway Station and Yard Group be undertaken prior to any approval granted for the application.

In response, further detailed historical research was undertaken by GML Heritage in 2023 to better understand this archaeological site (GML 2023). From a thorough review of historic sources and photographic imagery, it was concluded that there is “unlikely to be any buried evidence of these Broad Gauge rail lines (shunting lines Nos 5, 6 and 7), as they were on the same level as the current lines and have been removed in their entirety” (GML 2023). However, Broad Gauge shunting line No 3 was identified as partially extant adjacent to the goods shed, and another two unnamed Broad Gauge rail lines between gantry roads 8 and 9. While the report indicates that the A2I design avoids shunting line No 3 and the Broad Gauge shunting lines between gantry roads 8 and 9, the latter are noted as being near the construction zone (2 metres).

To address this, in 2024 Extent were commissioned by ARTC Inland Rail to prepare a Heritage Asset Action Plan (HAAP) regarding the remnant Broad Gauge railway track located at Albury Yard (**Appendix 1 Figure 1**). The HAAP determined the heritage significance of the Broad Gauge, and developed strategies, guidelines and actions for conservation. Following a

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<sup>1</sup> Yerong is not addressed within this report.

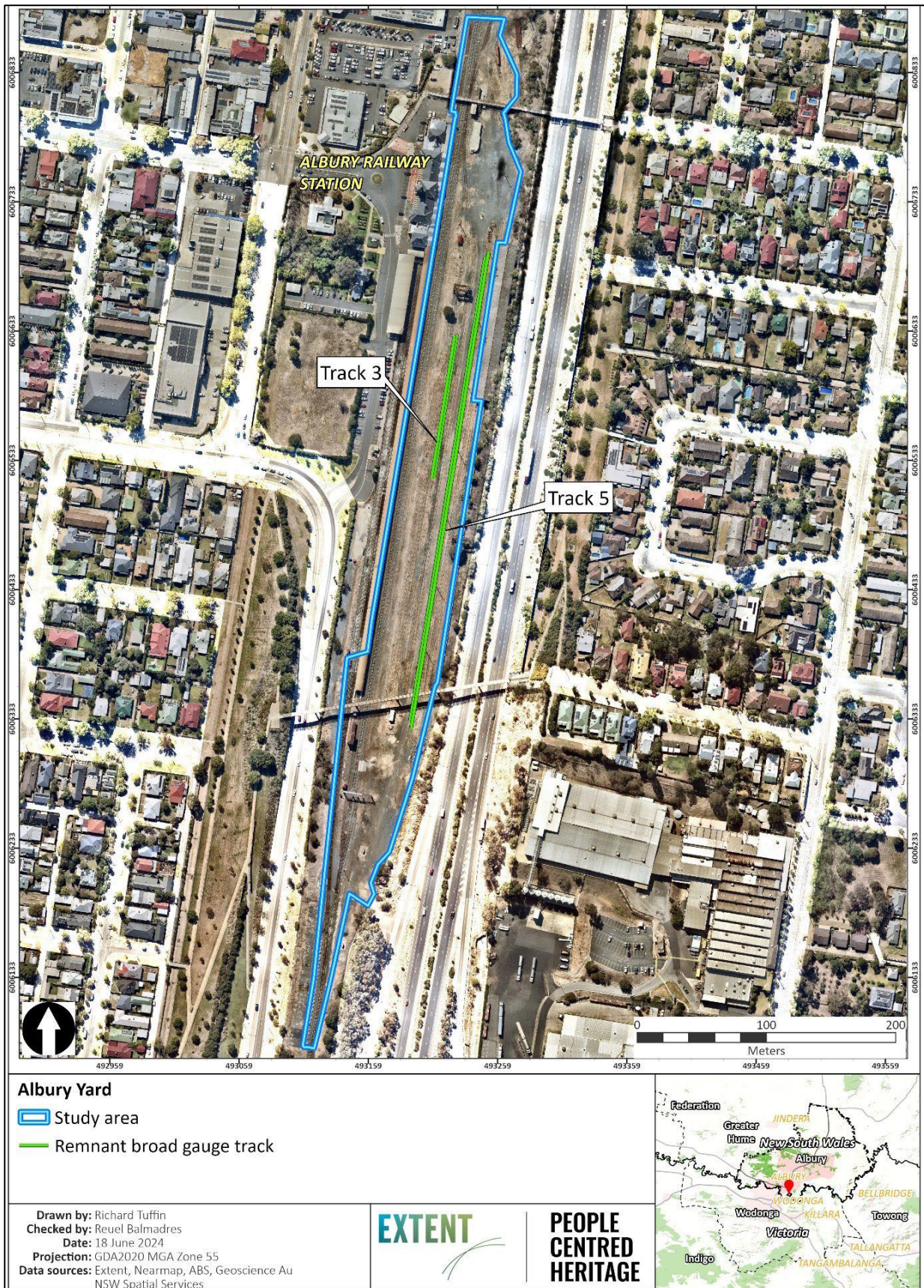
comparative analysis of other sites with Broad Gauge rail tracks, Extent made the following conclusion:

*Similar to remnant Broad Gauge at Albury Yard these remnant Broad Gauge lines have some historical significance as they provide evidence of the interstate rivalry between NSW and Victoria and the subsequent need for transportation of goods and passengers from the border regions of both states to Sydney, Melbourne, and beyond. However, given the extent of remnant Broad Gauge lines within NSW, the presence of remnant Broad Gauge railway track specifically within Albury Yard is not considered rare (2024: 35).*

The visual inspection carried out by Extent determined that remnant Broad Gauge existed in two separate alignments (**Figure 1-3**) including:

- An approximate 374 m alignment (referred to as Track 5); and
- An approximate 112 m alignment (referred to as Track 3).

Figure 1-3: Map showing the extent of the remnant Broad Gauge alignments (Track 3 and Track 5).



Extent found that, in addition to the rail tracks, timber sleepers are extant along Track 5. The timber sleepers extended beyond the tracks at both sides to a variable width of approximately 0.5 m, however the sleepers were not always visible due to a build-up of ballast (Extent 2024: 37). A third remnant alignment of Broad Gauge exists at the 'cripple siding' which was used to facilitate the movement of storage of trains, located on the western side of the platform. This alignment has been re-laid as an interpretive display of the Broad Gauge, which includes comparative tracks (Standard and Broad Gauge lines) and an interpretive panel.

Extent presented the following constraints and opportunities (**Table 1-1**).

**Table 1-1: Overview of constraints and opportunities relevant to the management of the Broad Gauge at Albury Yard.**

Constraint/Opportunity	Commentary
The identified Broad Gauge railway track at Albury Yard is located within the wider SHR listed Albury Railway Station precinct	The identified Broad Gauge railway track is located within the SHR curtilage of for the wider Albury Railway Station precinct. As such, future proposed works that may potentially impact the identified Broad Gauge railway track is subject to statutory assessment
The Broad Gauge at Albury Yard meets the threshold for local heritage significance for its historic and rarity values	The significance assessment identifies the Broad Gauge as having moderate heritage significance for its historic and rarity values at a local level. As such, there is an obligation to retain and conserve the element and its heritage significance as part of the wider Albury Railway Station and Yard Group
The identified remnant Broad Gauge railway track is presently considered in fair to very poor condition overall	<p>At present the condition and integrity of the remnant Broad Gauge is in a fair to very poor condition.</p> <p>Track 3 is in a fair condition but lacks visibility due to being covered over with ballast and/or grass. Track 5 is in very poor condition with several sections severely bent, knocked over or covered by debris, ballast or grass.</p> <p>There is therefore an opportunity to integrate the remnant Broad Gauge railway track into the detailed design of future proposed works – which may consider the possible repair and reinstatement of the remnant Broad Gauge railway track. This provides the opportunity to greatly improve the condition of the remnant Broad Gauge and its visibility within Albury Yard</p>
There is existing interpretation related to the Broad Gauge railway track at the Albury Railway Station	<p>Interpretation of the Broad Gauge is currently provided on the platform in the form of an information board, and at the cripple siding where a section of the Broad Gauge has been re-laid.</p> <p>At present, the standard and Broad Gauge tracks are not easily identifiable or visible by pedestrians from the station platform and there is an opportunity to improve the interpretation by providing additional signage identifying each track. There is also the opportunity to refer visitors to more recent research and information which has been undertaken and relates to the Broad Gauge such as the 2023 documentary 'Connecting Victoria and NSW' by Transport Heritage NSW (THNSW). This could be implemented through a QR code to the existing interpretation</p>
The existing remnant Broad Gauge railway track at Albury Yard provides a unique opportunity for reinstatement of the Broad Gauge railway to Albury Railway Station.	<p>The remnant Broad Gauge railway track exists in two substantial alignments within Albury Yard. There is the opportunity for the future reinstatement of the Broad Gauge railway track from Victoria, via the existing alignment on the Murray River Rail Bridge into Albury Railway Station.</p> <p>This provides the unique opportunity to reintegrate the Broad Gauge railway network in Victoria into NSW which could be used to facilitate tourism at the Albury Railway Station using heritage rolling stock/tourist trains. This also provides the opportunity to allow visitors to the transshipment shed and brick siding, and facilitate the</p>

Constraint/Opportunity	Commentary
	understanding of the Yard and its historical role in the transportation of goods and services
There are general opportunities to undertake a detailed assessment of the social values of the Broad Gauge railway track	A detailed assessment of the social values of Albury Yard could yield further understanding into the intangible values, social history and people associated with the Broad Gauge railway track
There is the opportunity to undertake further study into the extent of the Broad Gauge railway track within NSW	A detailed study into the extent of the Broad Gauge railway track within NSW could yield further understanding into its heritage significance. The findings from any future study could be utilised as part of a heritage assessment in support of a blanket listing of all Broad Gauge railway track in NSW
There is the opportunity to improve the interpretation of the cripple siding area	The existing cripple siding is not easily identified as an interpretive Broad Gauge element, presently located beside the active standard gauge railway. There is the opportunity to improve the interpretation of the cripple siding through establishment of a sign that clearly identifies the Broad Gauge and the standard gauge railway lines.

The most pertinent of Extent's final recommendations are presented in **Table 1-2**.

**Table 1-2: Recommendations relating to Broad Gauge remnants.**

Policy Number	Recommendation
Policy 2.2	Proposals for work which may impact the identified remnant Broad Gauge should be accompanied by a Statement of Heritage Impact and be consistent with this HAAP
Policy 4.1	Broad Gauge Tracks 3 and 5 is recommended to be protected and conserved in-situ where possible
Policy 5.1	Concept and detailed design planning for any future works within the study area are recommended to take into consideration the identified remnant Broad Gauge (Track 3 and 5) alignments in full. The remnant identified alignments are recommended to be integrated as part of any future design planning to avoid or minimise any impacts to the Broad Gauge.
Policy 5.2	New works which impact on the Broad Gauge may be permissible if: alternatives have been thoroughly assessed and discounted due to lack of feasibility or higher adverse impacts to other significant elements within Albury Railway Station and yard; sufficient mitigation measures have been put in place to protect the identified remnant Broad Gauge; the proposed works are necessary for safety reasons
Policy 7:1	Future works to the Broad Gauge do not require a Historical Archaeological Impact Assessment (HAIA).
Policy 7:2	Future works to the Broad Gauge do not require a section 140 Excavation Permit granted under section 141 of the <i>Heritage Act 1977</i> .
Policy 10:1	Heritage inductions are to provide clear and accessible information on the significance and statutory obligations relating to the Broad Gauge to all relevant personnel and contractors involved with work at Albury Yard and/or within the wider Albury Railway Station precinct prior to the commencement of any works that may directly or indirectly impact the Broad Gauge.

## 1.2 REPORT COMPLIANCE

As demonstrated above, assessment of the Broad Gauge tracks and Signal Hut 1A within the Albury Railway Station and Yard Group have been undertaken at various stages within the A2I Project, with different recommendations made at each stage. While acknowledging prior recommendations, this report specifically addresses the Condition of Consent E52 as put forward by the Department of Planning, Housing and Infrastructure on 8 October 2024 for the Albury to Illabo Inland Rail Project and the Updated Mitigation Measures, NAH2, NAH5, NAH6, NAH8 and NAH10. **Table 1-3** presents the Condition of Consent and Updated Mitigation Measures specifically related to the Broad Gauge tracks and Signal Box 1A and demonstrates how they've been addressed.

**Table 1-3: Condition of Consent and Updated Mitigation Measures.**

Reference	Context of the requirement	Concordance
Requirement E52	<p>Work within the Albury Railway Station and Yard Group must aim to avoid, to the greatest extent practicable, impacts to remaining Broad Gauge track/s and Signal Box 1A. The Proponent must prepare an Albury Railway Station and Yard Group Report:</p> <ul style="list-style-type: none"> <li>• Confirming the location of the Broad Gauge track/s;</li> <li>• Demonstrating how the Work will avoid, or minimise impacts to the greatest extent practicable, to the Broad Gauge track/s and Signal Box 1A; and</li> <li>• Where impacts to the Broad Gauge track/s or Signal Box 1A are unavoidable, determine appropriate mitigation measures, relocation, sympathetic reuse or display and/or heritage interpretation in consultation with Heritage NSW.</li> </ul>	This report meets this requirement
Updated mitigation measures AH3	Cultural and historic heritage awareness training will be carried out for all personnel working on the proposal. This training will provide information on known heritage sites and places, along with specific requirements to avoid impacts and the heritage unexpected finds protocol (UFP). The training will specifically note the protection requirements of the A2I-site.	This recommendation will be fulfilled prior to construction
Updated mitigation measure NAH2	<p>The relocation of Signal Box 1A in the Albury Railway Station and yard (SHR 01073) would be investigated during detailed design and documented through a Statement of Heritage Impact (SoHI).</p> <p>If practicable, the new location will be identified in consultation with a heritage specialist and positioned in the yard so that it maintains its proximity and visual relationship with the Albury Railway Station, Signal Box 1B, and tracks.</p>	Due to the design prepared by Martinus, the relocation of Signal Box 1A is no longer required.
Updated mitigation measure NAH5	<p>Detailed design and construction planning will seek to identify refinements that further minimise impacts on heritage items and areas of archaeological potential as far as reasonably practicable. This includes:</p> <ul style="list-style-type: none"> <li>• Remnant Broad Gauge railway track archaeological sites in the Albury Railway Station and yard Group (SHR 01073)</li> <li>• The Yerong Creek Railway Station archaeological site.</li> </ul>	Refinements to the design were made minimising the impact on the remnant Broad Gauge railway tracks.
Updated mitigation measure NAH6	<p>A heritage interpretation strategy for non-Aboriginal heritage will be prepared. This will provide a framework for interpreting the heritage items (listed and unregistered potential heritage items) impacted by the proposal, set out the key interpretive themes and identify communication strategies.</p> <p>The strategy will include interpretation requirements for specific parts of the proposal, particularly where heritage items are proposed to be removed, or archaeological sites are proposed to be excavated. The strategy will include approaches to incorporate heritage interpretation</p>	A Heritage Interpretation Plan (HIP) was prepared by OzArk (2025) which includes reference to the remnant Broad Gauge railway tracks in Section 4.2 and Appendix 1 of HIP.

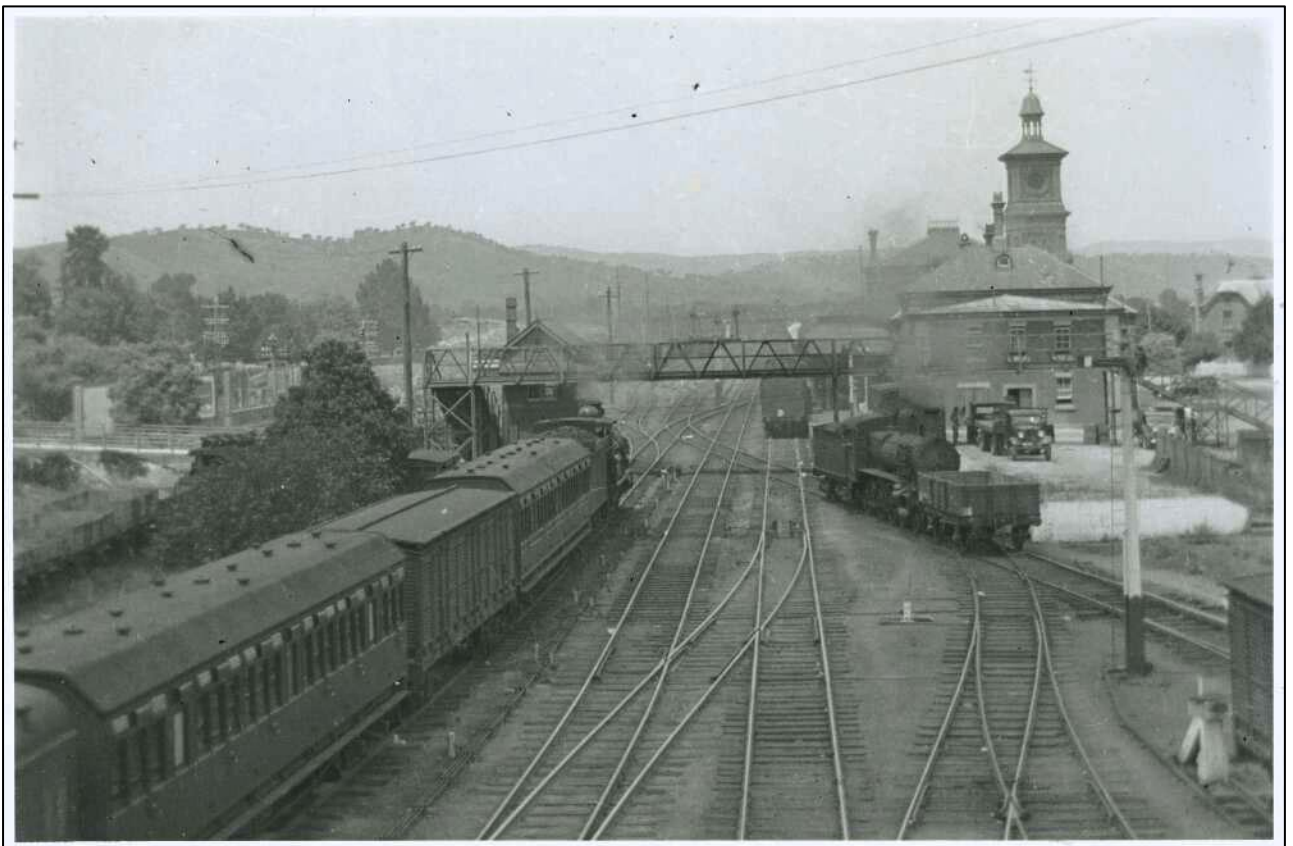
Reference	Context of the requirement	Concordance
	<p>and management outcomes into the urban design of the new structures, and the interpretation response for removed items or removed components of a heritage item.</p> <p>This includes:</p> <ul style="list-style-type: none"> <li>• New and removed structural components at the Albury rail bridge over the Murray River (SHR 01020)</li> <li>• New pedestrian bridge in the Albury Railway Station and Yard Group (SHR 01073)</li> <li>• The remnant Broad Gauge railway track in the Albury Railway Station and Yard Group (SHR 01073) (where impacts cannot be avoided (NAH8))</li> <li>• Removed pedestrian bridge at the Cassidy Parade and Brookong Avenue site</li> <li>• New Edmondson Street bridge</li> <li>• New pedestrian bridge in the Wagga Wagga Railway Station and Yard Group (SHR 01173)</li> <li>• New Kemp Street bridge</li> <li>• Removed pedestrian bridge in the Junee Railway Station, Yard and Locomotive Depot Group (SHR 01173).</li> </ul> <p>These may include approaches such as interpretive signage at heritage items that have been removed or excavated, historical/artefact displays at local museums or visitor centres, and online media about heritage items and history in the vicinity of the proposal.</p> <p>The strategy will be prepared with regard to <i>Interpreting Heritage Places and Items: Guidelines</i> (NSW Heritage Office, 2005a), and the NSW Heritage Council's <i>Heritage Interpretation Policy</i> (NSW Heritage Office, 2005b).</p>	
Updated mitigation measure NAH7	<p>Archival photographic recording of buildings to be removed would be carried out prior to removal in accordance with <i>Photographic recording of Heritage Items Using Film or Digital Capture</i> (Heritage Council of NSW, 2006), and <i>How to prepare archival records of heritage items</i> (NSW Heritage Office, 1998a) at the following sites [refined for this report]:</p> <ul style="list-style-type: none"> <li>• Signal Box 1A in Albury Railway Station and Yard Group (SHR 01073)</li> <li>• Slew track in the Albury Railway Station and Yard Group (SHR 01073)</li> </ul>	A Photographic Archival Report was prepared by OzArk (Heritage Council of NSW, 2025) which includes Signal Box 1A and slewed tracks at Albury Railway Station.
Updated mitigation measure NAH8	<p>Where impacts cannot be avoided on remnant Broad Gauge railway track in the Albury Railway Station and Yard Group (SHR 01073), then these tracks would be archivally recorded prior to works commencement and a contextual study undertaken on Broad Gauge tracks within the Albury Yard.</p>	Not applicable as impact has been avoided
Updated mitigation measure NAH10	<p>Exclusion zones for retained heritage items or structures within the proposal site will be marked on the environmental control maps, site plans and avoided.</p> <p>Prior to the commencement of construction, retained heritage items will be inspected by a suitably qualified person to demarcate the exclusion measures (such as fencing).</p> <p>Exclusion measures would be inspected regularly during construction to ensure protection of these heritage items.</p>	This recommendation will be fulfilled prior to construction
Updated mitigation measure NAH11	<p>If at any time during the proposed works, any items of potential historical heritage significance or human remains are discovered they will be managed in accordance with the heritage unexpected finds protocol.</p> <p>The heritage unexpected finds protocol will be included in the heritage sub-plan of the CEMP and would detail notification obligations to the NSW Police and Heritage NSW according to the nature of the unexpected find.</p>	This recommendation will be fulfilled prior to and during construction. The Unexpected Finds Protocol is included in the CCHMP.

## 2 HERITAGE ITEMS

### 2.1 BROAD GAUGE TRACK REMNANTS

The late 19<sup>th</sup> century colonial rivalry between Victoria and New South Wales played a major contributing factor in the grandeur of Albury Station. The lack of cooperation between the two states played a significant role in the size of the platform and the collection of items placed within the yard, such as remnants of the Victorian Broad Gauge lines, the engine turntable, multiple signal huts, and the large transshipment shed (**Figure 2-1**).

**Figure 2-1: Albury Station north end, c. 1920, with Broad Gauge locomotive and truck on right, and Standard gauge locomotive and train on left. Source: National Library of Australia, Obj-155029274.**



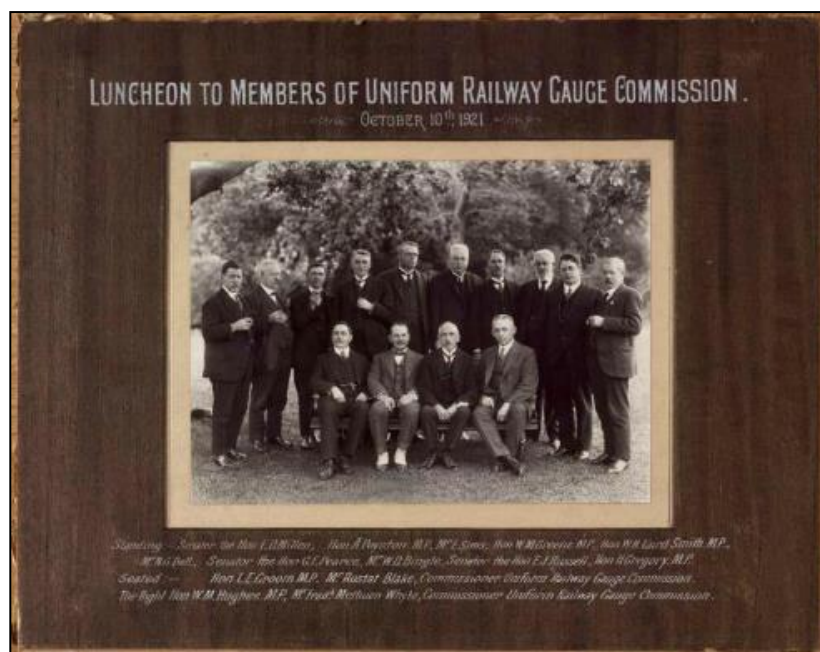
The co-development of the Standard and Broad Gauge lines reflects a complex epoch in Australian history. The timeline below is provided to summarise the key events of this development.

- In 1845, due to defence concerns, the United Kingdom conducted a Royal Commission on Railway Gauges, resulting in the desire for a uniform gauge. The outcome of that Commission was the use of lines that were 4 foot (ft) 8 ½ inches (in) in England, Scotland and Wales and 5 ft 3 in in Ireland (*The South Australian*. December 1845).
- In 1846 Australian newspapers discussed the break of gauge problem in the United Kingdom and in 1847 South Australia adopted the 4 ft 8 ½ in gauge as law (*South Australian Register*. August 1846).

- In 1848, Earl Grey, the Secretary of State for the Colonies in London, advised Charles Fitzroy, the Governor of New South Wales (which also include Victoria and Queensland at that time) that one uniform gauge should be adopted in Australia, this being the British standard 4 ft 8 ½ in gauge. Noting that South Australia had already planned to use that gauge ('Break of Gauge', *The Argus*. April 1911).
- In 1849, the private Sydney Railway Company, employed an Irishman, Francis Shields, as their chief engineer and he preferred a wider gauge. The company asked the NSW legislature to change to the Irish standard gauge of 5 ft 3 in. A decision that was endorsed by the NSW Governor and Earl Grey in 1851 (Mills 2007: 99).
- Following a cut in salary, Shields resigned, and the company selected a new Scottish engineer, James Wallace as his replacement. Wallace preferred the British standard gauge, and the government was persuaded to make the change back to 4 ft 8½ in in January 1853, advising that the Act requiring 5 ft 3 in would be repealed (Mills 2007)
- In February 1853, the other colonies (Victoria separated from NSW in 1851) were sent a memo advising them to adopt the 4 ft 8 ½ in gauge. The memo was sent to three railway companies and only one of them showed a preference for the 5 ft 3 in option. The Melbourne and Hobson's Bay Railway Company asked for a quick determination from the government as they had prepared to send an order for locomotives in April. The Victorian government told the company that they preferred the 5 ft 3 in option and the order was placed (Mills 2007: 91–111).
- In July 1853, the Government of Victoria advised NSW that they would be using the broader gauge, and they appealed to the British Government to force a reversal of New South Wales's decision (Mills 2007: 91–111).
- In 1854, the Melbourne and Hobson's Bay Railway Company opened the first railway in Australia, as a 5 ft 3 in Broad Gauge line, and South Australian Railways used the same gauge on its first steam-hauled railway in 1856.
- Despite a request by the Secretary of State for the Colonies to reconsider, in 1855 the NSW Governor gave the go-ahead for the 4 ft 8 ½ in Sydney to Parramatta railway (Laird 2001: 186).
- In 1857, NSW railway engineer John Whitton suggested that the short length of railway then operating in NSW (23 miles) be altered from 4 ft 8 ½ gauge to 5 ft 3 in to conform with Victoria, but despite being supported by the NSW Railway Administration, he was ignored (Australian Academy of Technological Sciences and Engineering).
- In 1865 Queensland Railways introduced a 3 ft 6 in narrow gauge line, believing that it was cheaper, faster and tighter on curves (Pollard 2014: 4).
- In 1867 South Australia adopted the narrow gauge line (The South Australian Advertiser January 1867)
- In 1871 Tasmania opened its first railway line, using the 5 ft 3 in Broad Gauge (Laird 2001: 186).
- In 1879 Western Australia adopted the narrow gauge line (Laird 2001: 186).

- It was not until 1883, when the broad and standard gauge lines from Melbourne and Sydney met at Albury that the break of gauge became apparent. At that time passengers had to pass through customs and immigration at the intercolonial border, and all goods had to be removed for customs inspection, so the inconvenience of changing trains was just one element of the crossing.
- By 1889, John Whitton had built almost 1,950 miles (3,500 km) of standard gauge line in New South Wales (Laird 2001: 186)
- Following Federation in 1901 and the introduction of free trade between the states, the impediment of different gauges became more apparent.
- In 1920 a miners' strike forced NSW and Victorian governments to exchange coal across the border, and the break of gauge problem showed the inefficiency of the network. At the encouragement of Prime Minister Billy Hughes, the premiers agreed that gauge unification was necessary, and the Royal Commission on the Matter of Uniform Railway Gauge was formed (Gigacz 2022).
- In 1921 the Royal Commission proposed that every state convert its lines to the New South Wales standard gauge, splitting the costs equally (**Figure 2-2**). The report was not received favourably by any of the states and alarmed at the backlash Billy Hughes organised a celebratory lunch for the commissioners and sympathetic politicians in the Albury engine sheds, right next to the most notorious break of gauge (Gigacz 2022).
- Despite a series of reviews in the following century, only a small portion of the Australian rail network has been converted to standard gauge, due to ongoing difficulties in achieving an agreement.

**Figure 2-2: Royal Commission celebratory luncheon at Albury Engine Rooms. 1921. Source: National Library of Australia.**



A 1962 unscaled diagram of the railway corridor shows several Broad Gauge railway lines at the Albury Railway Station and Yard (**Figure 2-3, Figure 2-4**).

Figure 2-3: 1962 unscaled railway diagram of Albury Railway Station (note Sydney is at the right and Melbourne at the left of the diagram). Broad Gauge railway track was indicated with the solid lines while standard gauge tracks with the dashed line. Source: Victorian Railways.

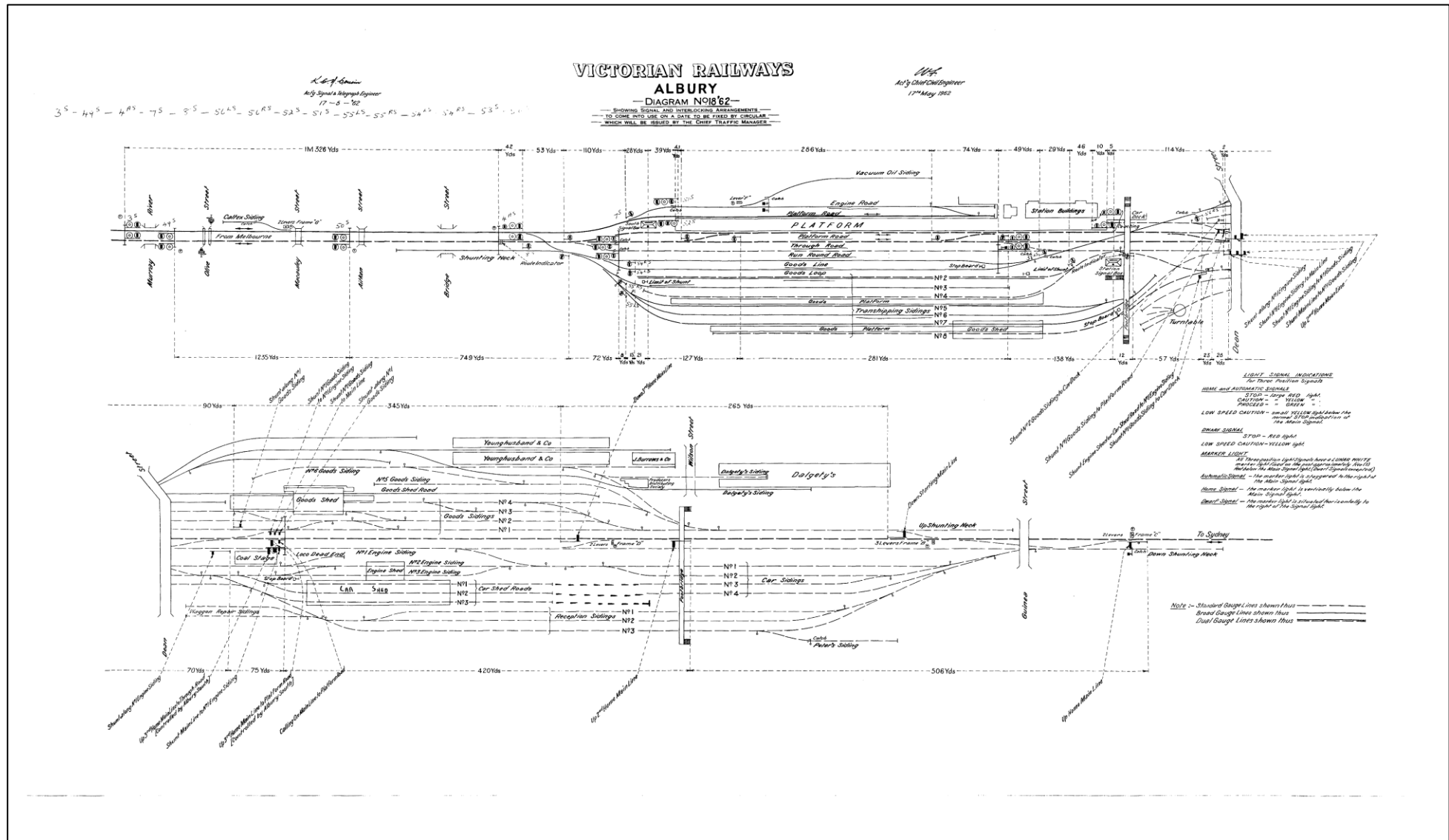
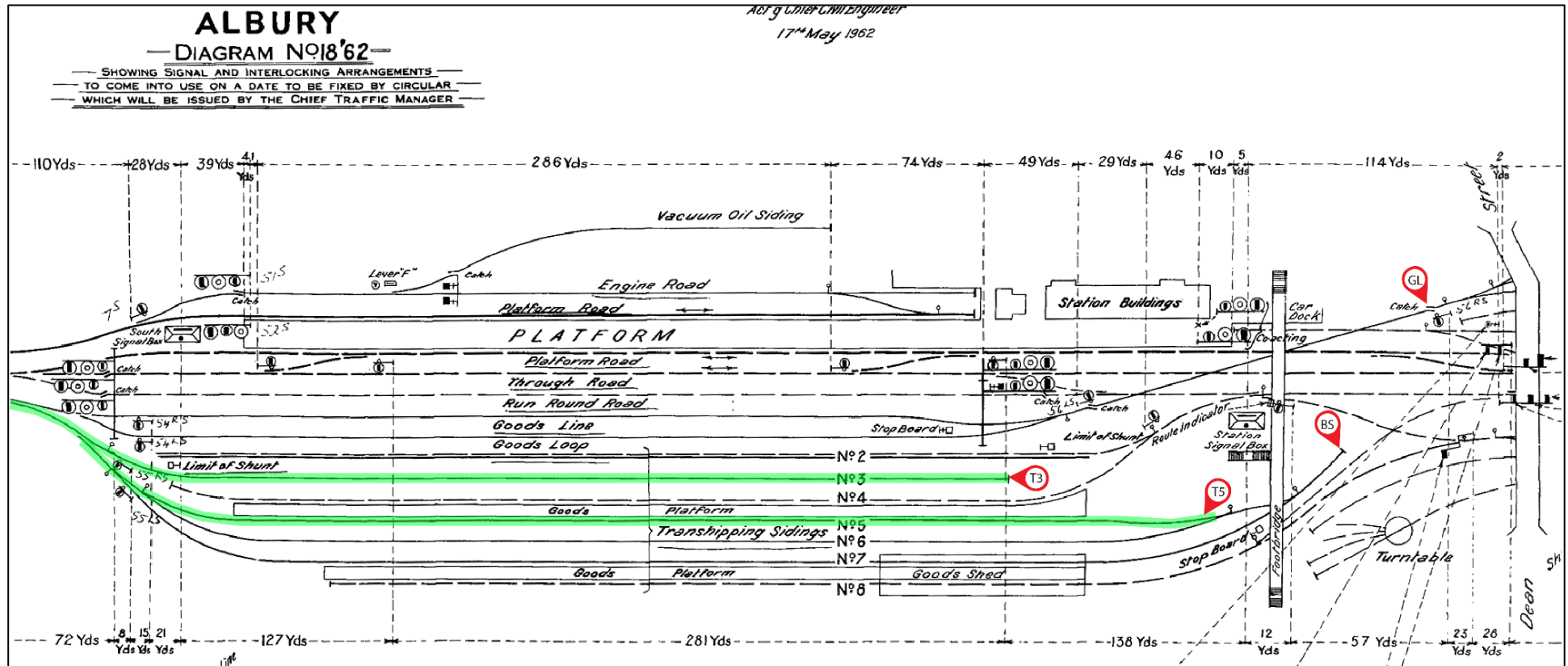


Figure 2-4: Extract of the 1962 unscaled railway diagram with Track 3 and Track 5 highlighted and the Goods line and Buffer Stop. Source: Extent Heritage (2024: 23).



As shown in **Figure 2-4**, the transhipping sidings known as Track 3 and Track 5 were directly accessed by trains from Victoria. Track 3 extended parallel to, but did not have direct access to, the Goods Platform between Tracks 4 and 5. Track 5 had direct access to the Goods Platform.

Both Tracks 3 and 5 terminated within the Yard with the northern extent of Track 3 adjacent to the Goods Shed and Track 5 south of the footbridge. The Broad Gauge Goods Line, diagonally traversed the standard line tracks and terminated north of the pedestrian bridge (**Figure 2-5**).

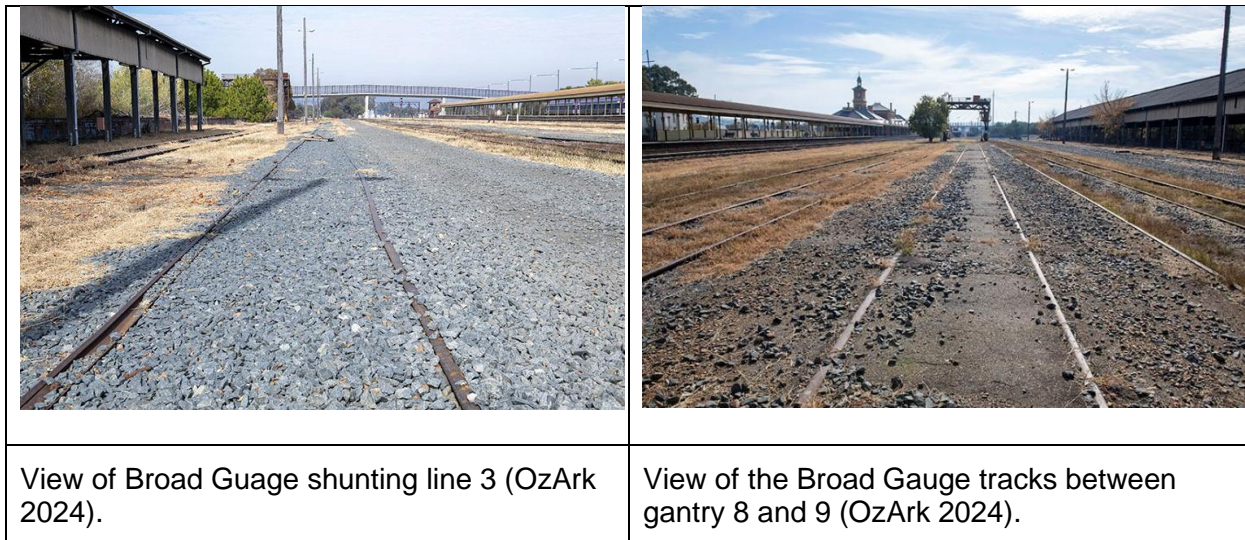
**Figure 2-5: c. 1980s photograph of the Yard viewed south from the pedestrian bridge. The Track 3 and 5 alignments are obscured from view. However, the Goods Line (GL), Transhipping line buffer stop (BS) and Track 6, are visible and labelled accordingly. Source: Extent 2024: 27.**



By 2001, the Victorian State Government announced the conversion of the Broad Gauge line to standard, but action was stifled due to complex leasing arrangements and speed restrictions. After February 2008, train services on the line terminated at Wangaratta station, with road coaches operating from Wangaratta to Albury.

On November 2008, Broad Gauge passenger trains ceased after the evening V/Line service from Melbourne to Albury. In December 2008, standardisation works commenced and during the disestablishment of the Broad Gauge system, sections of the Broad Gauge railway tracks were removed from the Albury Railway Station and Yard Group (**Figure 2-6**).

**Figure 2-6: View of Broad Gauge Track 3 and Broad Gauge line between Gantry 8 and 9 (Source: OzArk 2024).**



## 2.2 SIGNAL BOX 1A

### 2.2.1 History of Signal Boxes

According to the *NSW Heritage Railway Station and Infrastructure News*, with the development of rail in NSW from 1850s, a system to control the trains was needed to ensure separation, safety and scheduling. Whitton's arrival in 1856 saw the expansion of the NSW rail network but minimal focus on safety and signalling. A series of first generation signal huts Type B and Pointsman Shelters were constructed at Redfern, Parramatta and Newcastle around 1869 and new technology, such as interlocking mechanisms were proposed to the NSW Government. This led to further signal box developments between 1881-1910 until more technically advanced, larger capacity boxes were constructed.

Early signal boxes were built in timber, then brick, and a mixture of timber and brick. By the mid-1910s pre-cast concrete would become the new material, along with cement-fibro cladding. Ground level signal boxes generally had an entry door and some windows for line-of-sight operations on the track. With more technology appearing in the 1910s to 1950s, elevated and ground level signal boxes shrunk in size and manpower needed. By the 1970 - 2000 era, signalling had transformed due to the introduction of CTC operations, which saw the closure of many signal boxes across NSW (NSWHRSI Newsletter 27: 22).

#### 2.2.1.1 Albury Signal Box 1A

GML Heritage drew the following conclusions during their 2022 assessment of the Albury Railway Station and Yard Group.

*The Albury Railway Station is a substantial and ornate structure, built in the Victorian Italianate style. It comprises a highly symmetrical, single-storey building and the platform is a mixture of brick and stone construction. Immediately adjacent to the station platform is the North Signal Hut (also known as the Albury signal box in the Albury LEP). The hut is a two-storey brick and timber structure with a gabled roof, which is in an increasingly dilapidated condition.*

*The South Signal Hut is a one- and two-storey brick structure with a tiled roof, which is in a poor condition with evidence of extensive vandalism.*

*Signal huts played a crucial role in the railway system, serving as control centres for signalling operations. They housed equipment, including relays, switches and communications systems and are essential for maintaining and managing the rail network, safely and efficiently.*

*In addition to the Signal Huts, which were designed to accommodate an operator for an extended period of time, there are an additional four signal boxes in Albury Railway Station Yard. The signal boxes are smaller structures that can accommodate an operator for immediate requirements but not for an extended period of time.*

*The signal boxes at Albury Station are arranged in two set of pairs comprising Signal Boxes 1A and 1B and Signal Boxes 2A and 2B.*

**Figure 2-7: Albury Signal Box 1A (left) and Albury Signal Box 1B (right) (Source: GML Heritage 2022: 4).**



## 2.2.2 Signal Box Pair 1

Signal Box 1A (**Figure 2-7**) is the larger signal box located in the centre of the railway yard opposite the platform. It comprises a rectangular building constructed from concrete slabs which were cast into a pattern to appear like weatherboard panels. These have been dropped into slotted uprights and stand on a concrete slab floor. The hipped roof is clad in corrugated iron sheets and a double door is placed off centre in the north-facing short wall of the structure. It is in good condition.

Signal Box 1B is a smaller signal box located at the southern end of the platform in line with the South Signal Hut. It comprises a rectangular building in the same style as Signal Box 1A, but with a single door centred in the north-facing short wall. It is in good condition.

**Figure 2-8: Albury Signal Box 2A (left) and Albury Signal Box 2B (right). Source: GML Heritage 2022: 4).**



### 2.2.2.1 Signal Box Pair 2

Signal Box 2A (**Figure 2-8**) is located at the far southern extent of the railway yard. It comprises a narrow rectangular building constructed from cast concrete panels, with decorative pieces around the door frame, which have been dropped into slotted uprights, a concrete slab floor and a gabled roof. A single door is centred in the south-facing short wall. It sits on cast concrete piers and steel rail bearers on the western

side of the railway corridor. The roof is clad with flat asbestos-cement fibro sheeting. It is in poor condition with extensive vandalism.

Signal Box 2B is located on the western side of the southern extent of the platform. It comprises a rectangular building in the same style as Signal Box 2A, but in better condition.

A 2010 audit and conservation strategy prepared for regional NSW signal huts and boxes identified 14 distinct styles of signal boxes, which could be located either on the platform or within the railway corridor. The four signal boxes within the Albury Railway Station and Yard Group belong to the Type K and Type Q typologies (Table 2-1).

**Table 2-1: Signal box typologies: BCS, 2010).**

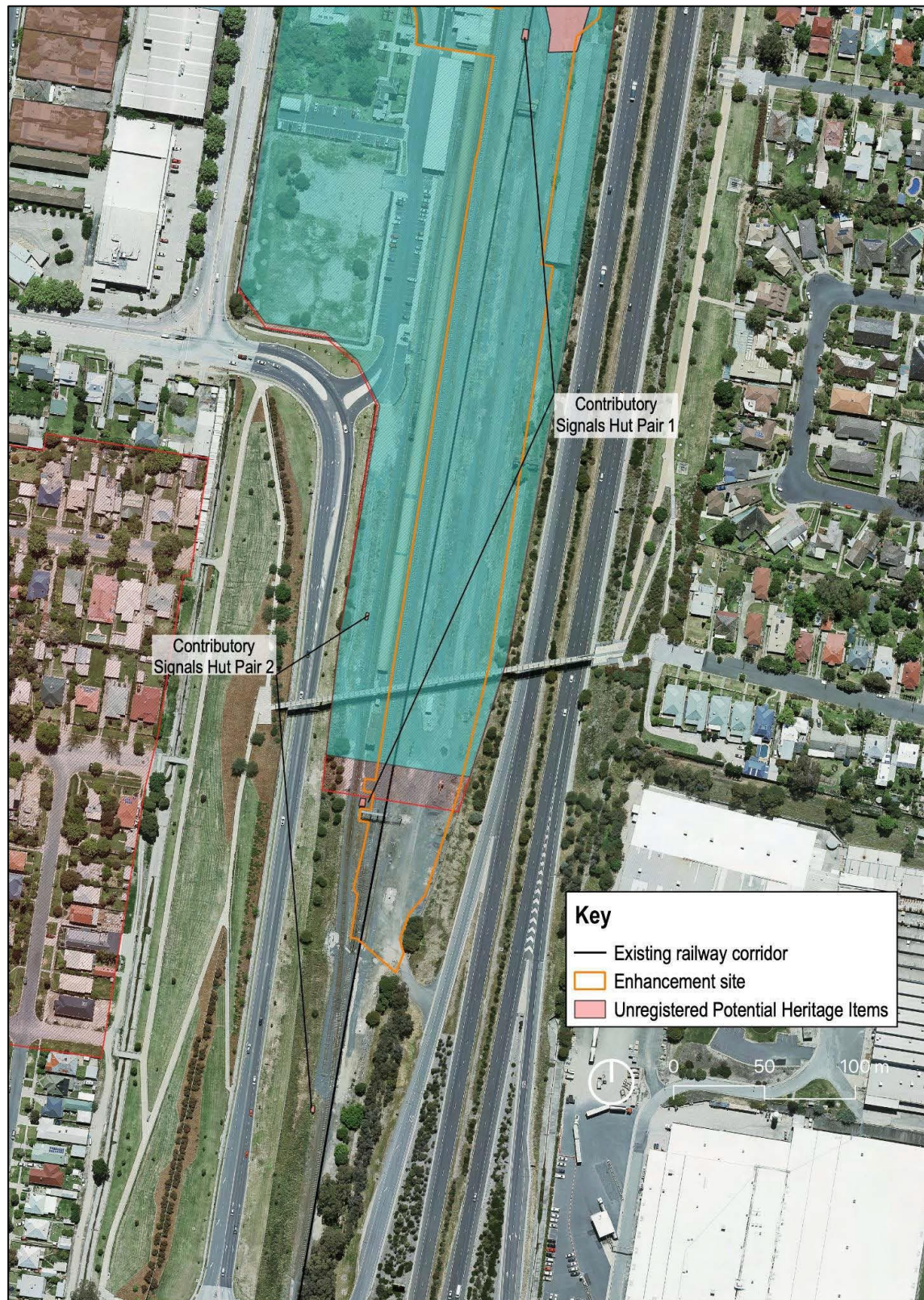
Signal Box Type	Time Period	Description	Albury Station Signal Boxes
K	1920s	Type K structures are manufactured from concrete drop slabs with a gable roof clad in corrugated steel sheets	Signal Box pair 2
Q	1930s	Type Q structures are generally similar to Type K structures. The main difference is the replacement of the gable room with a hipped roof	Signal Box pair 1

Other Type K signal boxes identified in regional NSW in the conservation strategy included Leeton (1922), Bombala (1921), Coolamon (c1920) and Narrandera (1925). These structures are generally much larger in scale and are of a more complex construction than the example demonstrated by Albury signal box pair 2, with slightly different orientations, larger footprints and the addition of windows; however, they do share the same general construction methods of decorative concrete drop panels and gable roofs. It is likely that the Albury signal box pair 2 were not required to be as substantial as Type K signal boxes at other locations— their function was to support the Albury North signal hut, rather than provide full signal control capabilities. In order to fulfil this function, the Type K template was simplified to suit the necessary capabilities.

The case of the Albury signal box pair 1 is similar. The conservation strategy identified one other Type Q signal box located in regional NSW. The Tarago signal box (1938) is of a similar scale and overall design to the Albury examples but has a number of key differences. The Tarago signal box includes at least one window and has been constructed from fibrous cement sheet, rather than concrete drop slabs. Where there is only one signal box at Tarago Railway Station, the Albury signal box pair 1 provide support to other signal structures within the railway precinct.

*As both Albury signal box pairs are not directly comparable to either Type K or Type Q, they may be considered as sub-types. Additionally, their function as support signal boxes makes them unlike the other boxes —they represent the operation of a prominent railway hub that requires multiple signal boxes to maintain performance.*

**Figure 2-9: Location of Albury Station Signal box pairs (Source: GML Heritage 2022: 69).**



## 3 SIGNIFICANCE ASSESSMENT

### 3.1 STATEMENT OF SIGNIFICANCE

Both the Broad Gauge tracks and Signal Box 1A were assessed for significance by GML Heritage in 2022 (**Table 3-1**, **Table 3-2**). OzArk are in agreeance with their findings, which are presented below.

#### 3.1.1 Broad Gauge tracks

**Table 3-1: Significance assessment for the Albury remnant Broad Gauge tracks. (Source: GML Heritage 2022: 78)**

State Heritage Register Criteria	Significance Assessment
<p><b>Criterion A</b> An item is important in the course, or pattern, of NSW's cultural or natural history.</p>	<p>The Albury Railway Station and Yard is a prominent railway hub in the NSW and Victorian railway networks. The use of both broad- and standard-gauge railway track in the yard facilitated the movement of goods and passengers across state borders.</p> <p><i>These item meets this criterion.</i></p>
<p><b>Criterion B</b> An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history.</p>	<p>The Broad Gauge railway track in the Albury Railway Station and Yard is not known to be associated with a particular person or group of persons.</p> <p><i>The item does not meet this criterion.</i></p>
<p><b>Criterion C</b> An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW.</p>	<p>The inclusion of two different railway gauges in the Albury Railway Station and Yard demonstrated a degree of economical strategy but was not a technical achievement.</p> <p><i>The item does not meet this criterion.</i></p>
<p><b>Criterion D</b> An item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons.</p>	<p>The Broad Gauge railway track in the Albury Railway Station and Yard is not known to be associated with a particular community or cultural group.</p> <p><i>The item does not meet this criterion.</i></p>
<p><b>Criterion E</b> An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history.</p>	<p>The remnant Broad Gauge railway track may contribute to an understanding of how the nineteenth century Albury Railway Station and Yard was arranged. This may reveal how different spaces and functions within the yard were delineated, contributing to the overall function of the railway precinct.</p> <p><i>The item is likely to meet this criterion.</i></p>
<p><b>Criterion F</b> An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history.</p>	<p>The remnant Broad Gauge railway track in the Albury Railway Station and Yard represents an uncommon aspect of NSW's nineteenth century railway history. Few railway stations possessed multiple gauges. The presence of two gauges demonstrates the important role the Albury precinct played in the economic relationship between NSW and Victoria.</p> <p><i>The item meets this criterion.</i></p>
<p><b>Criterion G</b> An item is important in demonstrating the principal characteristics of a class of NSW's:  <ul style="list-style-type: none"> <li>• cultural or natural places</li> <li>• cultural or natural environments.</li> </ul> </p>	<p>The extent and integrity of the archaeological remains of the remnant Broad Gauge railway track are unknown; however, even if the remains are well preserved and/or extensive, they are unlikely to be demonstrative of the principal characteristics of nineteenth century NSW railway precincts.</p> <p><i>The item is unlikely to meet this criterion.</i></p>
<p><b>Summary statement</b></p>	<p>The remnant Broad Gauge railway archaeological site represents an uncommon element of nineteenth century NSW railway history. The use of both broad- and standard-gauge railway track in the yard facilitated the movement of goods and passengers across the NSW and Victoria border, demonstrating the important role the railway precinct played in the NSW economy.</p> <p><i>It is likely to be significant at a state level.</i></p>

### 3.1.2 Signal Box 1A

The Albury Signal Box pairs 1 and 2 have not been specifically identified within the current SHR listing for the Albury Railway Station and Yard Group. The following table presents a significance assessment prepared by GML for the items as a collective group, which should be viewed as a component of the wider railway setting.

**Table 3-2: Significance assessment for the Albury Signal Box pairs 1 and 2 (Source: GML Heritage 2022: 79).**

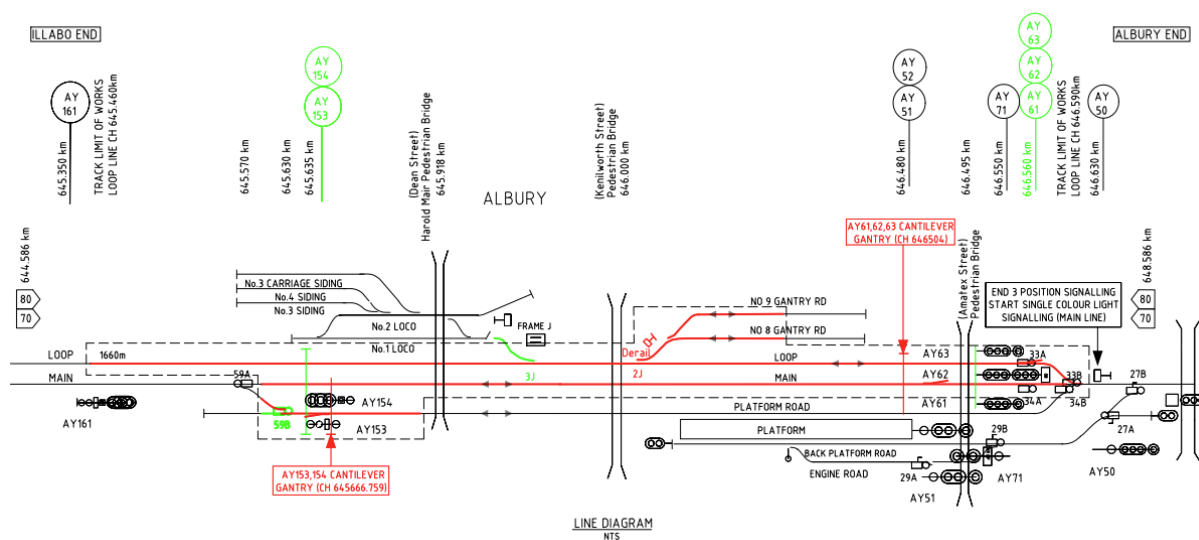
State Heritage Register Criteria	Significance Assessment
<p><b>Criterion A</b></p> <p>An item is important in the course, or pattern, of NSW's cultural or natural history.</p>	<p>The Albury Railway Station and Yard is a prominent railway hub in the NSW and Victorian railway networks. The Albury signal box pairs 1 and 2 contributed directly to the operation of the yard, providing support to additional signal huts.</p> <p><i>These item meets this criterion.</i></p>
<p><b>Criterion B</b></p> <p>An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history.</p>	<p>The Albury signal box pairs 1 and 2 are not known to be associated with a particular person or group of persons.</p> <p><i>The item does not meet this criterion.</i></p>
<p><b>Criterion C</b></p> <p>An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW.</p>	<p>The Albury signal box pairs 1 and 2 are a sub-type of a modest railway signal box typology. They are constructed from simple materials, designed for function rather than form</p> <p><i>The item does not meet this criterion.</i></p>
<p><b>Criterion D</b></p> <p>An item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons.</p>	<p>The Albury signal box pairs 1 and 2 are not known to be associated with a particular community or cultural group.</p> <p><i>The item does not meet this criterion.</i></p>
<p><b>Criterion E</b></p> <p>An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history.</p>	<p>The Albury signal box pairs 1 and 2 represent previously unrecognised sub-types of established railway signal box typologies. They may contribute further information to the understanding of the design and construction of railway signal boxes and may facilitate the recognition of additional sub-types.</p> <p><i>The item meets this criterion.</i></p>
<p><b>Criterion F</b></p> <p>An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history.</p>	<p>The Albury signal box pairs 1 and 2 are not directly comparable to other signal boxes, with regards to either their form or their function. Their simple appearances likely derive from their function as support signal structures within a large railway precinct that already possesses other, larger signal huts.</p> <p>Despite their simple appearances, the Albury signal box pairs 1 and 2 contributed to the setting and operation of the Albury Railway Station and Yard as a prominent railway hub. Examples of other support signal boxes have not been identified in the course of this assessment, indicating they are of a rare typology.</p> <p><i>The item meets this criterion.</i></p>
<p><b>Criterion G</b></p> <p>An item is important in demonstrating the principal characteristics of a class of NSW's:</p> <ul style="list-style-type: none"> <li>• cultural or natural places</li> <li>• cultural or natural environments.</li> </ul>	<p>The Albury signal box pairs 1 and 2 are contributory elements to a wider heritage landscape.</p> <p><i>These items meet this criterion.</i></p>
<p><b>Summary statement</b></p>	<p>The Albury signal box pairs 1 and 2 represent a rare sub-type of a modest railway signal box typology. While they are un-prepossessing in appearance, their contribution to the Albury Railway Station and Yard Group is through their functionality. The Albury Railway Station precinct is a prominent railway hub in the NSW and Victorian networks, and requires precise management of multiple track lines.</p> <p>The Albury signal box pairs 1 and 2 provide support to the larger Albury signal huts to enable the continual management of the railway network as it passes through Albury. The Albury signal box pairs 1 and 2 are valuable contributory elements to a larger railway heritage landscape.</p> <p><i>They are likely to be significant at a state level.</i></p>

## 4 HERITAGE IMPACT ASSESSMENT

### 4.1 PROPOSED WORKS

As part of the Inland Rail Project, the proposed design prepared by Martinus at Albury Yard aims to improve the passing clearances between the double-stacked rolling stock on the Main Line and the Plate D rolling stock on the adjacent Loop Line and Platform Road. The integration of the F2M Plate on the Main Line has resulted in slews to all three tracks and additional changes in connections to Gantry Lines 8 and 9. Loco Lines 1 and 2, along with the associated siding tracks, are intended to be made non-operational to accommodate the proposed design (**Figure 4-1**).

**Figure 4-1: Albury Yard Existing schematic with proposed changes.**



The Platform Road is being slewed between approximately CH 645.588km and CH 645.820km to allow for the minimum track centres from the Main Line to accommodate Plate F2M. Beyond CH 645.820km, the Platform Road ties into the existing alignment to maintain its original position, as it is constrained by and required to service Albury Station platform.

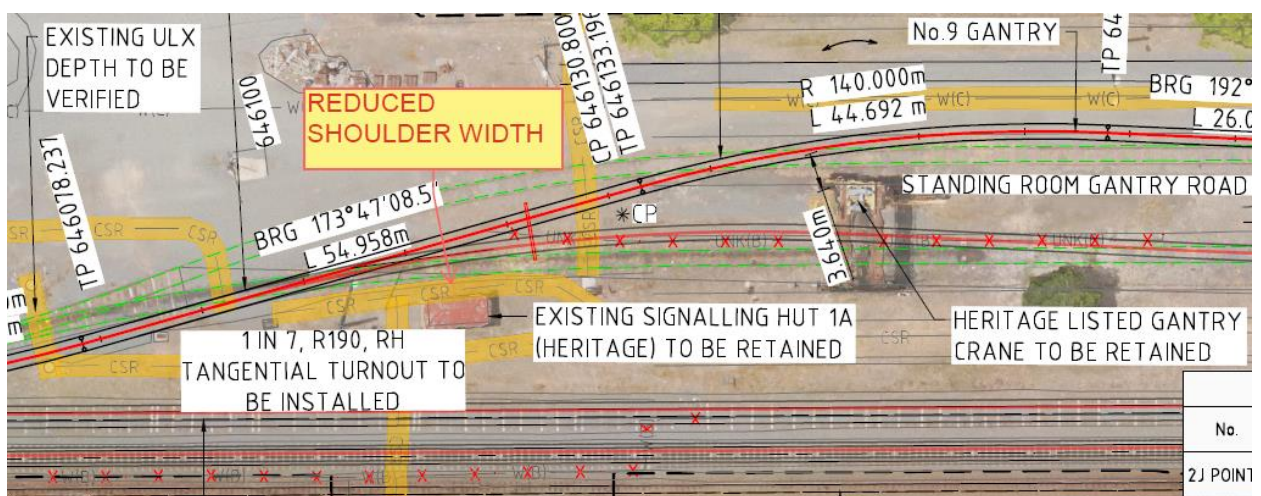
As the Platform Road is constrained by the Albury Station building and the platform, the Main Line and Loop Line must be slewed to allow for the minimum horizontal clearances between the two track lines to accommodate Plate F2M. The existing turnout 2J and connection will be retained, with adjustments to its' location to facilitate the nominated slews. Gantry Road 9 is set to transition from the Loop Line using the existing turnout. Similarly, Gantry Road 8 is nominated to diverge from Gantry Road 9 at approximately CH 646.086km. This is to achieve adequate clearance to the existing rail-mounted gantry crane at CH 646.160km, which is heritage-listed and cannot be relocated.

#### 4.1.1.1 Proposed works relevant to Signal Box 1A

As the proposed demolition of Signal Box 1A was assessed by GML as having a major impact on its heritage significance and would disrupt the visual continuity and relationship between the supporting signal boxes, the track design developed by Martinus avoided direct impact to the Signal Box 1A, along with all other signal boxes.

A clearance assessment of Signal Box 1A was undertaken by the track team, due to the proximity of the modified track. Findings indicate that Signal Box 1A is clear of both KE+200 and the structure gauge outline, however a minimum 3m track formation width is not achieved (**Figure 4-2**). A waiver has been sort from ARTC for this non-compliant track formation width.

**Figure 4-2: Location of track slewing adjacent to Signal Box 1A.**



#### 4.1.1.2 Proposed works relevant to Broad Gauge remnants

As noted in **Section 1.1**, GML Heritage and Extent Heritage undertook comprehensive research and review of available information to determine the presence of remnant Broad Gauge track within Albury Yard.

The analysis indicates that:

- The reference design for the proposed new track formation avoids direct impacts to the Broad Gauge No. 3 shunting line.
- While the reference design also avoids direct impacts to the Broad Gauge rail line between gantry roads 8 and 9, the proposed new line is close to the Broad Gauge line.
- The proposal has a moderate likelihood of impacting one or more of these lines, although further design work in the next phase is needed to confirm this.

Further design work has been undertaken by Martinus during the detailed design phase which has determined no impact to the remnant Broad Gauge (Martinus 2024: 86).

## Concordance with Conditions of Approval

In accordance with the CoA E52:

*Work within the Albury Railway Station and Yard Group must aim to avoid, to the greatest extent practicable, impacts to remaining Broad Gauge track/s and Signal Box 1A. The Proponent must prepare an Albury Railway Station and Yard Group Report:*

*(a) confirming the location of the Broad Gauge track/s (refer Section 4.12.3.3)*

*(b) demonstrating how the Work will avoid, or minimise impacts to the greatest extent practicable, to the Broad Gauge track/s and Signal Box 1A; and*

*(c) where impacts to the Broad Gauge track/s or Signal Box 1A are unavoidable, determine appropriate mitigation measures, relocation, sympathetic reuse or display and/ or heritage interpretation in consultation with Heritage NSW.*

*The Albury Railway Station and Yard Group Report must be submitted to and approved by the Planning Secretary prior to work commencing within Albury Railway Station and Yard Group.*

As stated above, there will be no direct impact to the Broad Gauge and Signal Box 1A pending ARTC acceptance of the formation waiver.

## **4.2 IMPACT ASSESSMENT**

### **4.2.1 Considerations for specific works – works adjacent to a heritage item**

*Will the proposed works affect the heritage significance of the adjacent heritage item or the heritage conservation area?*

The heritage significance of the items is largely attributed to their functional values in association with their contribution to the Albury Railway Station and Yard operations. The proposal will be introducing a change in the track alignments; however, these are separated from the heritage items and will not overshadow or dominate the heritage items. The proposal will not impact the original fabric of the heritage items. While not heritage listed it has been proposed by GML (2022) that the items hold potential state heritage significance, therefore the retention of the original fabric has been maximised by the revised designs.

*Will the proposed works affect views to, and from, the heritage item? If yes, how will the impact be mitigated?*

The proposed works will bring double-stacked freight trains close to the heritage items; however, the heritage items will remain easily visible from the station while no trains are passing. Therefore, views to the heritage items will be largely unaffected by the proposal as they have always been located within a working railway station.

*Will the proposed works impact on the integrity or the streetscape of the heritage conservation area?*

The proposed works will not impact on the integrity of the heritage conservation area.

---

## 5 CONCLUSIONS

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The proposed yard works at Albury Railway Station have been assessed in relation to the remnant Broad Gauge tracks and Signal Hut 1A. These proposed works avoid all heritage fabric, and any values identified in the heritage significance documentation attached to the items.

As a result, it can be concluded that the design prepared by Martinus would have no direct or indirect impact on the remnant Broad Gauge railway tracks or Signal Hut 1A and may be considered a good heritage outcome.

## 6 MANAGEMENT MEASURES

---

To ensure that the proposed works within Albury Railway Station Yard do not inadvertently impact the Broad Gauge track or Signal Box 1A, the following recommendations should be adhered to:

1. None of the original fabric of the Broad Gauge tracks or Signal Box 1A is to be harmed in any way.
2. Heritage inductions are to provide clear and accessible information on the significance and statutory obligations relating to the Broad Gauge tracks and Signal Hut 1A to all relevant personnel and contractors involved with work at Albury Yard and/or within the wider Albury Railway Station precinct prior to the commencement of any works that may directly or indirectly impact the Broad Gauge.
3. Demarcation (using barricading or flagging) of the heritage sites during construction to ensure no inadvertent impacts.
4. In the unlikely event that excavation work encounters potential heritage items, the *Unexpected Heritage Finds and Human Remains Procedures*, Appendix B of the Construction Cultural Heritage Management Plan (CCHMP) should be followed.

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## 7 APPENDIX 1

Appendix 1 Figure 1: Albury Yard Broad Gauge Railway Track - Heritage Asset Action Plan (Extent 2024).

**EXTENT**

**ALBURY YARD**  
**BROAD GAUGE RAILWAY TRACK -**  
**HERITAGE ASSET ACTION PLAN**  
**5-0008-210-ECH-B2-PJ-0001\_0**

Prepared for ARTC Inland Rail  
September 2024 — Final For Use

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## 1. INTRODUCTION

### 1.1. Background

Extent Heritage Pty Ltd has been commissioned by Inland Rail to prepare a Heritage Asset Action Plan (HAAP) in regard to the remnant Broad Gauge railway track (hereafter also referred to as the 'Broad Gauge') located at Albury Yard (hereafter referred to as the 'Yard' or 'the study area'). Albury Yard comprises the active rail corridor which forms part of the wider Albury Railway Station precinct.

This HAAP is informed by a site inspection undertaken by Extent Heritage in June 2024 to determine the extent of the remnant Broad Gauge at the Yard. It is noted that the Broad Gauge refers to all elements of the railway lines including the tracks and associated fabric such as timber sleepers. This HAAP will also determine the heritage significance of, and develop strategies, guidelines, and actions for the conservation of the remnant Broad Gauge railway lines within the Albury Railway Station precinct.

This document is intended to provide a contextual framework for managing the heritage significance of the Broad Gauge railway lines within the setting of the wider significance of Albury Railway Station precinct. It is intended to be a concise document which sets out the assessed heritage significance of the Broad Gauge and provide appropriate policies to enable the significance of this element to be retained, conserved, and enhanced throughout the precinct's ongoing use as an active railway station and any future development.

This has been achieved through the:

- preparation of a targeted history to understand the historical development, use, and significance of the Broad Gauge in NSW;
- undertaking a site inspection to determine the extent and condition of the remnant Broad Gauge railway line at the Yard and the extent of alterations which have occurred;
- assessing the significance of the Broad Gauge at Albury Yard;
- determining of opportunities and constraints in regard to heritage matters that apply to the Broad Gauge; and
- developing of policies to uphold the significance of the Broad Gauge.

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## 1.2. Site identification

Albury Yard is located within the wider Albury Railway Station precinct (Figure 1). Within the town of Albury, in the Riverina region of New South Wales (NSW), north of the shared border with Victoria along the Murray River.

The Albury Railway Station precinct is located at the eastern extent of the Albury Central Business District (CBD) and is situated to the east of the main intersection between Smollett Street and Railway Place. The Albury Railway Station precinct and active railway corridor occupies a linear extent along a north-south axis.

The defined study area of this report is limited to a section of the Yard shown in Figure 2, which occupies the active rail corridor within the precinct. The study area is generally defined as the active rail corridor which is bordered by the main railway station building and the Hume Highway to the east. Refer to Figure 2 below which defines the extent of the study area subject to this HAAP.



Figure 1. Overview of the Albury Railway Station and Yard taken from the southern pedestrian overpass looking north. *Source:* Extent Heritage 2024.



<p><b>Albury Yard</b></p> <p> Study area</p>	
<p>Drawn by: Richard Tuffin                  Checked by: Reuel Balmadres                  Date: 12 June 2024                  Projection: GDA2020 MGA Zone 55                  Data sources: Extent, Nearmap, ABS, Geoscience Au                  NSW Spatial Services</p>	<p><b>PEOPLE CENTRED HERITAGE</b></p>

Figure 2. Study area within the Yard at Albury Railway Station. Source: Extent Heritage.



### 1.3. Heritage status

Albury Railway Station and Yard is listed on the NSW State Heritage Register (SHR) as the *Albury Railway Station and yard group* (SHR# 01073). In addition, the wider precinct also includes multiple heritage listings on Schedule 5 of the *Albury Local Environmental Plan 2010* (Albury LEP 2010) and various Section 170 Heritage and Conservation Registers.

The details of the relevant listed items are included in Table 1 and the SHR curtilage and local heritage curtilages are shown in Figure 3 and Figure 4 respectively.

Table 1. Summary of statutory heritage listings for Albury Railway Station and surrounds.

Register/listing	Item name	Item number
NSW State Heritage Register	Albury Railway Station and Yard Group	SHR 01073
	Station Masters Residence	I205
Schedule 5 of the Albury LEP 2010	Albury Railway Station	I206
	Signal Box, Footbridge	I207
	Transshipment Shed	I208
	Railway Turntable	I209
	Railway Workers Hut	I210
	Railway Conservation Area	C13
TAHE S170 Register	Albury Railway Precinct	4806274
ARTC S170 Register	Albury Railway Precinct	4806274

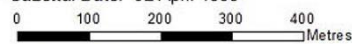


Heritage Council of New South Wales



State Heritage Register - SHR 01073, Plan 2649  
 Albury Railway Station and Yard Group

Gazettal Date: 02 April 1999



Scale: 1:6,000  
 Datum/Projection: GCS GDA 1994



**Legend**

- SHR Curtilage
- Land Parcel

Figure 3. Map showing the SHR heritage curtilages of Albury Railway Station precinct. Source: SHR.





Several significant structures and buildings are located within the SHR and local heritage curtilage of the Albury Railway Station precinct and Yard. Principally this includes the:

- main Italianate railway station building, refreshment rooms, and platform (1881-1882);
- south signal box (1962);
- station master's residence (1881);
- engine drivers' barracks (c.1890);
- footbridge at the northern end of the platform;
- turntable;
- transhipment shed (c.1920s); and
- gantry crane.

In addition, the remnant Broad Gauge track alignments (identified in Part 3.2 - and recorded as part of the site investigation undertaken by Extent Heritage on 4 June 2024) are wholly located within the defined SHR and local heritage curtilage for the Albury Railway Station precinct.

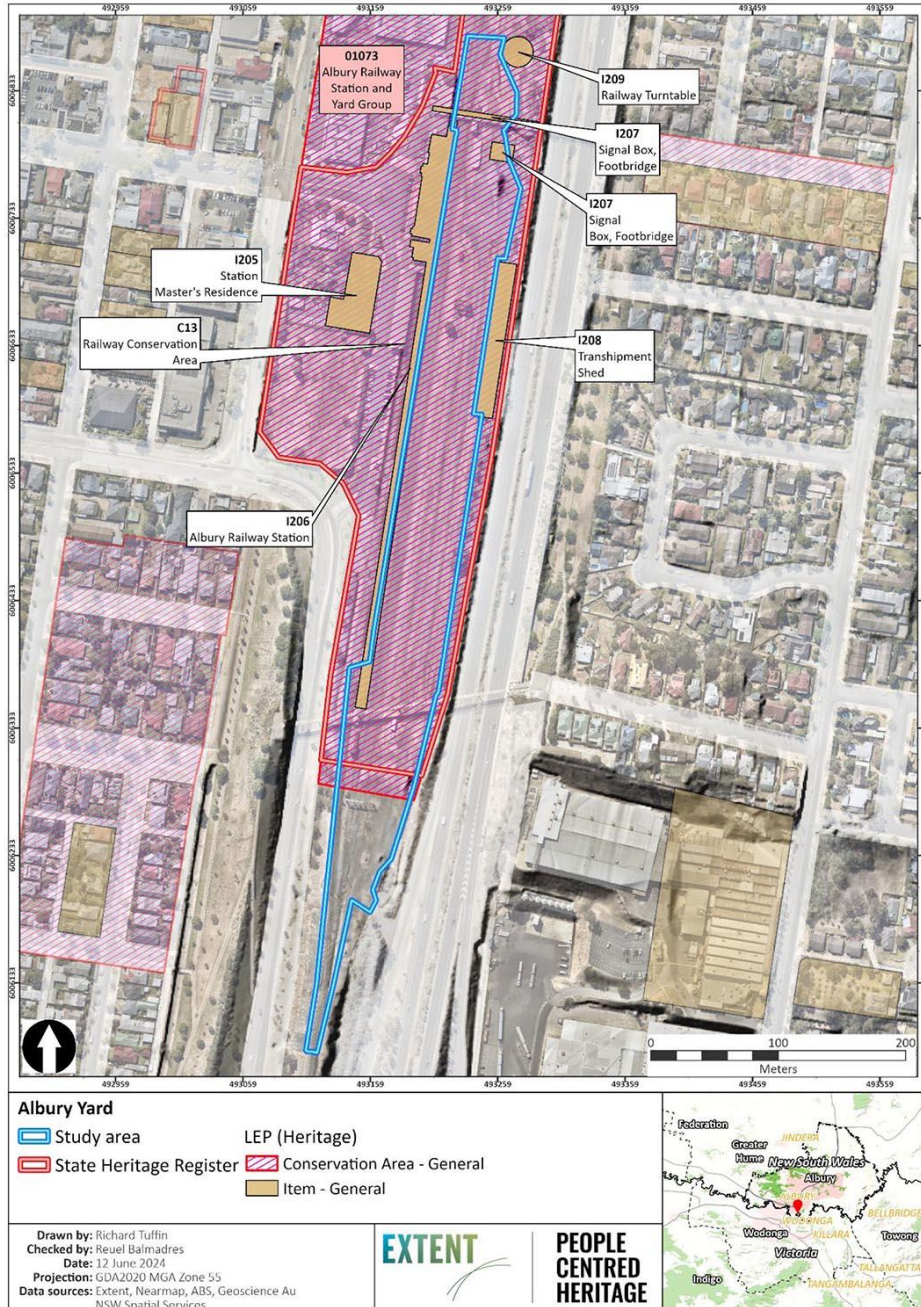


Figure 5. Map showing the study area within the Yard within the context of the SHR and local heritage curtilage of the heritage items forming the Albury Railway Station precinct. Source: Extent Heritage.



## 1.4. Approach and methodology

The methodology used in the preparation of this HAAP is in accordance with the principles and definitions as set out in *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013 (Burra Charter)* (Australia ICOMOS 2013).

The HAAP has been prepared in accordance with the NSW Heritage Council guidelines '*Statement of best practice for heritage asset action plans, 2021*', the Department of Planning and Environment, '*Guidelines for assessing places and objects against the Heritage Council of NSW criteria*' and the principles of *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013* (Australia ICOMOS 2013).

The terminology in this report follows definitions presented in the *Burra Charter*.

This report relied on information presented in the following resources:

- GML Heritage. 2023. 'Inland Rail, Albury to Illabo Appendix F: Detailed Response to Non-Aboriginal cultural heritage matters'. Unpublished report prepared by GML Heritage for ARTC Inland Rail;
- Heritage NSW. 2013a. NSW State Heritage Inventory entry for 'Albury Railway Station and yard'. Accessed 5 May 2024. <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5045002>; and
- O.H.M Consultants. 2009. 'Albury Station Change of Gauge Archival Photographic Recording'. Unpublished report prepared by O.H.M for the Australian Rail Track Corporation.

## 1.5. Limitations

The remnant Broad Gauge tracks at the Yard were inspected and photographed by Kate Long and Reuel Balmadres on 4 June 2024. The inspection was undertaken as a visual study only. No intrusive testing such as archaeological testing or the use of ground penetrating radar (GPR) was undertaken as part of the investigatory process.

Surface visibility was fair to good overall. However, surface visibility within the Yard was limited in sections due to accumulation of spoil and stockpiles of ballast and miscellaneous railway elements. Although the length of the Broad Gauge was able to be identified, the full extent of the width could not be measured as it was covered by ballast.

Real-time kinematic positioning (RTK) was utilised to record the alignment of the remnant Broad Gauge.

The area subject to the inspection was defined by the study area. Within the study area, safe access was limited to the area along the active rail corridor defined by the Riverina Highway to the north and the signals (adjacent to the south signal box) to the south only.



The historical overview presents sufficient historical background to form an understanding of the place in order to assess the significance and provide relevant recommendations, however, it is not intended as an exhaustive history of the site.

This HAAP does not intend to repeat information already contained within the existing reports for Albury Railway Station but provides a contextual study presenting targeted information relevant to the Broad Gauge.

## 1.6. Authorship

The following staff members at Extent Heritage have prepared this HAAP report:

- Kate Long, senior heritage advisor;
- Reuel Balmadres, heritage advisor; and
- Clare Fitzpatrick, heritage advisor.

This HAAP report was reviewed by Mike Hincks, Principal Heritage Advisor, and Jacqueline Pearce, Associate Director.

## 1.7. Acknowledgements

Extent Heritage would like to acknowledge Hannah Morris from Inland Rail for facilitating and assisting with the site inspection and contributions towards the development of this HAAP report.

## 1.8. Ownership

The wider Albury Railway Station precinct is owned by the Australian Rail Track Corporation (ARTC). Rail operations are jointly managed and operated by ARTC and Transport for New South Wales (TfNSW).

The track enhancement works is being managed and developed by Inland Rail and Martinus.



## 2. HISTORICAL CONTEXT

### 2.1. Albury Railway Station

The following historical context of the Albury Railway Station is quoted from the SHR inventory sheet for the place.

The railway precinct at Albury was the terminus for the Main Southern Line from 1881 until 1962. It remains as an operational railway yard and passenger station and is the last station before the NSW/Victoria border.

By the late 19th century, colonial rivalry between Victoria and NSW, particularly with regard to the competition for wool trade from the Riverina, was the catalyst for the rapid expansion of rail networks in both states in the direction of the Victoria/ NSW border. In Victoria, a proposal for a line to Belvoir (Wodonga) was approved in 1869 and completed by 1873. In April 1873 John Sutherland, the Minister for Public Works, set out a policy to complete 'the main trunk railways'. The policy included the Great Southern Line and was in response to the threat that wool from the Riverina and the west would be diverted to Melbourne via river boats and the Victorian railway. By 1877 the Great Southern Railway extended from Sydney to as far as Cootamundra and rapidly continued on to Bethungra (1878), Junee (1878), Bomen (1878), Wagga Wagga (1879), and Gerogery (1880) (Forsyth, 1989; SRA, 1993; Pennay, 2006; Lee, 2000, p98).

The construction contract for the Wagga Wagga to Albury section was awarded to George Cornwell & F Mixner on 14 February 1878. The single line opened from Gerogery to Albury on 3 February 1881. The line finally reached the border with the extension across the River Murray on 14 June 1883 as a single track, the contract being awarded to Alex Frew on 1 May 1882 (Forsyth, 2009).

The station and yard at Albury opened with a loop, stockyards, toilet, wool stage and a temporary platform on 1 March 1881. Albury and Wodonga were both used as change stations, with the interchange of passengers and goods to take place at Albury and livestock at Wodonga (Forsyth, 1989; SRA, 1993; Pennay, 2006).

A contract for construction of a temporary station building, crew barracks, porters' cottages, Station Master's residence, and carriage shed at Albury was let to a J. Stevens in May 1880. In 1882, a 10 tonne crane and a cart weighbridge were installed, the temporary passenger platform converted to a loading stage, and the signal box moved from the temporary platform to a new location near the station (Forsyth, 1989).

On 26 February 1882 the new station building was opened. Designed in an Italianate style under the direction of John Whitton, the grandeur of the new building stood as a symbol of NSW's colonial pride (Pennay, 2006).

Early changes to the station precinct included construction of refreshment rooms, a goods shed and a temporary customs office in 1883, and an engine shed, new covered platform and new goods shed in 1884. In 1887, the station and southern end of the yard were interlocked and the southern yard remodelled. Other changes at Albury in the late 19th

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century included alterations to the barracks (1890), provision of a furnace for heating foot warmers (1890), provision of a special booking office on the platform for sleeping berth tickets for passengers from Victorian trains (1890), new drivers' barracks (1890), interlocking of the North Yard (1891), and the extension of the platform (1892 and 1902) (Forsyth, 1989).

A contract for the construction of an engine shed, turntable pit, and coal stage was let to A. Frew in October 1880, with the original engine shed built as a two-track structure with the capacity to accommodate eight locomotives. The original 15.240m turntable was increased in size to 18.288m in 1904 and then to 22.860m in 1926. A coal stage was introduced in c1950 (Forsyth, 1989).

Numerous changes were made to the station and yard in the 20th century, with some of the major alterations or additions including extension of the carriage shed (1905), extension of the platform and awning at the Country (southern) end (1907), erection of an additional carriage shed (1912), provision of an Institute building (1921), and extension of the awning (1944) (Forsyth, 1989).

Major improvements were made to railway infrastructure at Albury and Wodonga during, and immediately prior to, World War II. The importance of improving railway links between states had been understood by military planners since Federation and became more acute after Japan entered World War II. The threat posed to coastal shipping by enemy ships and submarines, combined with restrictions on petrol and rubber, made rail transport increasingly important during the war. Rail traffic (for civilian and military purposes) increased significantly between Victoria and NSW during World War II with the number of passengers at Albury trebling from 1938 to 1941 and goods traffic increasing from 25,000 to 123,000 tonnes during the same period. The increased volume of traffic and the military presence at the border had significant implications for Albury with the Australian defence forces virtually commandeering the station for the duration of World War II (Pennay, 2006).

Many changes were made to the station precinct and goods yard at Albury prior to and during World War II. Some of the major changes included the addition of a timber transshipment platform, lengthening of the station platform by 66m, and expansion of the goods yard on the western side of Parkinson Street. The railway transshipment platform remained in use after the war but activity within the Albury yard declined as road transport gradually displaced rail transport in the second half of the 20th century. Another important change was the introduction of Standard Gauge track between Wodonga and Melbourne in 1961, reducing the need for transshipment facilities at Albury, although not entirely as the transshipment platform remained in use after the introduction of Standard Gauge in Victoria. However, by the 1970s and 1980s some of the transshipment facilities at Albury were demolished (including the goods shed, wool depot and engine house) (Pennay, 2006).

In recent decades, major changes to the station precinct at Albury included conservation works to the RailCorp owned station building in 1995 and the construction of the Hume Highway bypass in 2005 and 2006 which involved the demolition of the Wilson Street footbridge and Dean Street overbridge, and modifications to the eastern end of the footbridge at the station (Pennay, 2006; Dreghorn, pers. comm 2008).

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In 2022 the 27m high clock tower on the station building is being restored, with the help of photographs and materials uncovered during repair work in 2020. Sections of roof fell into decay, prompting Transport for NSW to begin restoration work in 2018. Worn roof sheets were being replaced to fix roof and platform leaks. After replacing the central east roof and north pavilion with a slate roof and iron crest in 2018-2019, stage 2, repairs to the clock tower are starting, including 8 Oregon timber posts holding up the cupola. Exposed sections needed replacement, by splicing into existing hardwood, removing decayed sections and replacing with a new (section of) column. Works are expected to continue into 2023 (Jesser, 2022).



Figure 6. 1883 photograph of the Albury Railway Station. *Source:* State Library of New South Wales (SLNSW), Ref Code: 388593.

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Figure 7. Albury Railway Station c.1900. *Source:* Museums of History NSW, State Archives, NRS 4481-3.

## 2.2. Development and use of differing gauge railway at Albury

Construction of the Main South Line originating in Sydney began in 1853 with the main station at Cleveland Fields (now Central Station) opened on 26 September 1855 in conjunction with the stations at Newtown, Ashfield, Burwood, and Homebush. By 1863, the line reached Picton, 85 kilometres south of Sydney. With improving economic conditions of the c.1870s, the Main South Line extended southwards to Goulburn (by 1869) and reached Wagga Wagga by 1879 (GML Heritage 2022).

The opening of the Murrumbidgee River railway bridge at Wagga Wagga in 1881 allowed the Main South Line to extend further south, reaching Albury within the same year (GML Heritage 2022). The gauge employed throughout the railway system in NSW had a 1.435 metre internal width (also referred to as the Standard Gauge) (Ryan 2017).

Separately, a Broad Gauge (consisting of a 1.60 metre) width was employed on the Victorian side of the border, with the railway line reaching Wodonga from Melbourne by 1873 (Ryan 2017). The

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construction of the wrought iron lattice Murray River railway bridge in 1883-1884 connected the towns and effectively the respective railway lines of both Victoria and NSW (Heritage NSW 2013b).

Despite the physical connection between the two states via the Murray River railway bridge, Victoria and NSW maintained different gauges. Wodonga was initially made the goods changeover station; however, all goods and passengers were eventually made to change at Albury (Albury & District Heritage Society [A&DHS] 2001). The differing rail gauges of both states meant crossing the border would require passengers and goods to disembark and transfer trains at Albury, where the change of gauge was located.



Figure 8. Albury Railway Station c.1920, with broad-gauge locomotive and truck on right and Standard Gauge locomotive and track on the left. *Source:* National Library of Australia, Bib ID 3422852.

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Figure 9. Albury Bridge connecting Victoria and NSW. Source: Museums of History NSW, State Archives, NRS 4481-3.

By the mid-1950s, the intercity connection included the *Riverina Daylight Express* service between Sydney to Albury and the *Inter-Capital Daylight Express* between Melbourne to Albury. In March 1956, the journey was completed in a record 13 hours, including the change at Albury (A&DHS 2001).

The Government Members Rail Standardisation Committee was established in 1956, chaired by William Wentworth, to consider the practicability and desirability of standardising the rail line throughout Australia (Parliament of Australia 1956). The line between Albury to Melbourne was a priority for the committee to connect seamlessly to the Standard Gauge railway network of NSW and the project was formalised with the enactment of the *Sydney to Melbourne Railway Standardisation Agreement Act 1958 No 48* (NSW legislation n.d.). Construction of the Standard Gauge line between Wodonga and Melbourne was completed by 1961 and the first Melbourne to Sydney freight service began in January 1962 (A&DHS 2001).

In April 1962, the *Inter-Capital Daylight Express*, *Southern Aurora* and *Spirit of Progress* began to operate without the need to change trains. However, the *Riverina Daylight Express* continued to terminate at Albury until November 1993, with passengers transferring to V/Line services to continue into Victoria.

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Figure 10. 1962 photograph of the first Standard Gauge passenger train, the *Southern Aurora*, to depart Albury southbound to Melbourne. *Source:* National Library of Australia (NLA) in Victorian Railways n.d.

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Figure 11. c.1950 aerial photograph looking south over the Albury Railway Station railway corridor. *Source:* John J. Dallinger, Foto Supplies (flickr).

## EXTENT



Figure 12. View of Albury Yard in 1962 facing north taken from the steel footbridge located adjacent to the signal box, noting the turntable in the right middle ground. *Source:* Museums of History NSW, State Archives NRS-22474-2-4-S2603.



Figure 13. View along rail yard in front of station facing south taken from the steel footbridge located adjacent to the signal box. *Source:* Museums of History NSW, State Archives NRS-22474-2-4-S2603.



### 2.3. Broad Gauge Tracks at Albury Railway Station from 1962

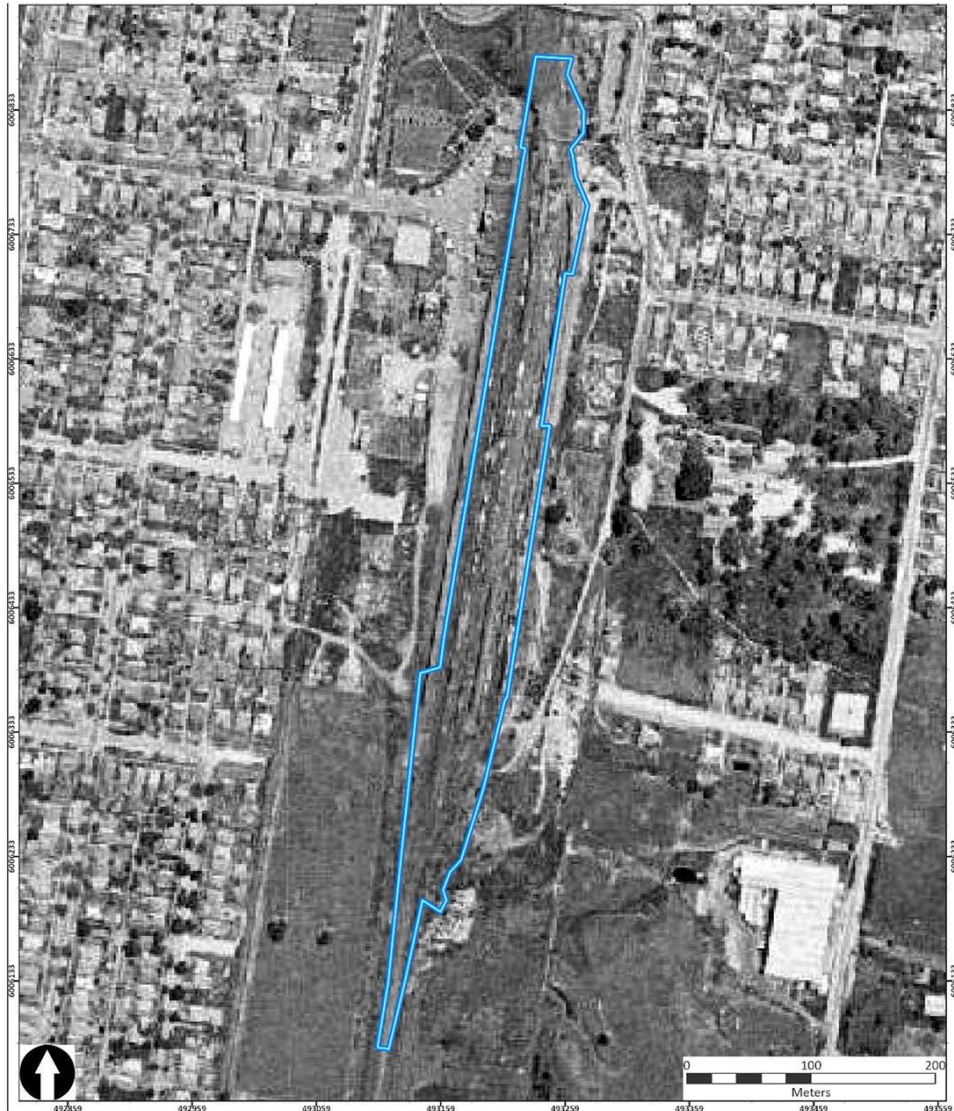
Albury Railway Station functioned as the change of gauge for passengers and cargo transportation between NSW and Victoria from its establishment in the 1880s. The break of gauge allowed for the transfer of passengers and goods between the Standard Gauge (1.435 metre width) of NSW and the Broad Gauge (1.60 metre width) of Victoria, and vice versa.

A 1962 unscaled diagram of the railway corridor (Figure 15) shows several Broad Gauge railway lines at the Albury Railway Station and Yard including (aligned from west to east) the:

- vacuum oil siding;
- engine road;
- platform road;
- goods line and goods loop; and
- transshipping sidings No. 3, 5, 6, and 7.

The alignment of the Broad Gauge railway tracks indicated on the 1962 diagram terminated at various points including the:

- vacuum oil siding terminating south of the Station Masters' Residence;
- engine road and platform road terminating alongside the platform, south of the main railway station building;
- goods line and goods loop extending north with several branch lines terminating at the to the Younghusband and Co., J. Burrows and Co., Producer's Distributing, and Dalgety's sidings; and
- transshipping sidings No. 2, 3, 5, 6, and 7 terminating at the Yard.



<b>Albury Yard</b> Study area Historic aerial: 1961		
Drawn by: Richard Tuffin Checked by: Reuel Balmadres Date: 17 June 2024 Projection: GDA2020 MGA Zone 55 Data sources: Extent, Nearmap, ABS, Geoscience Au, NSW Spatial Services		
		<b>PEOPLE CENTRED HERITAGE</b>

Figure 14. 1961 historical aerial of the Yard with the study area outlined in blue. Source: Extent Heritage.

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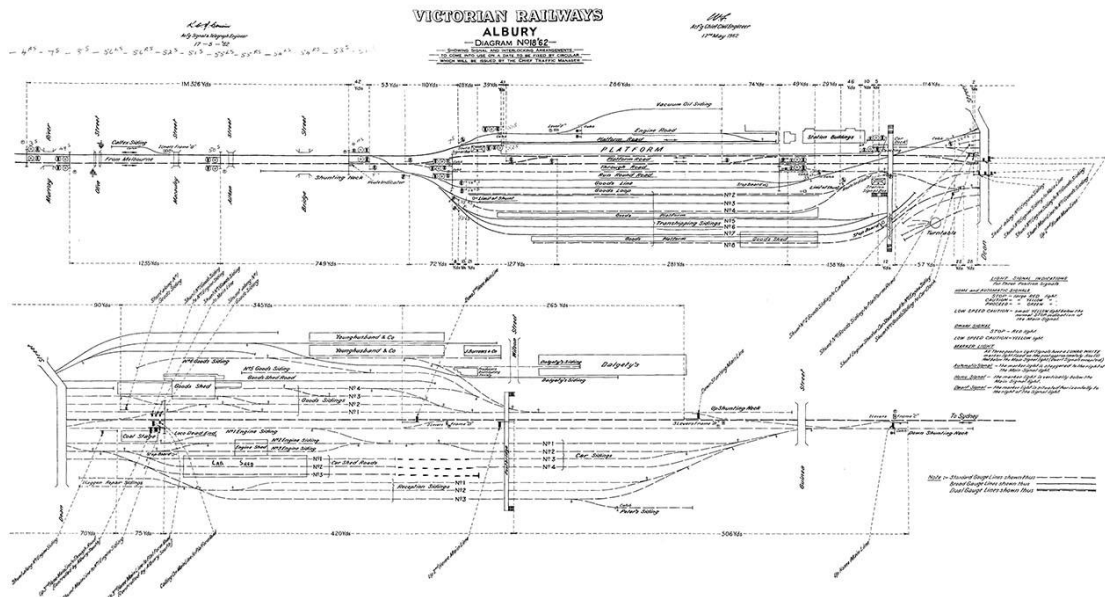


Figure 15. 1962 unscaled railway diagram of Albury Railway Station (note Sydney end is at the right and the Melbourne end at the left of the diagram). Broad Gauge railway track was indicated with the solid lines while Standard Gauge tracks with the dashed line. Source: Victorian Railways, <https://victorianrailways.net/signaling/completedia/albury62.html>

EXTENT

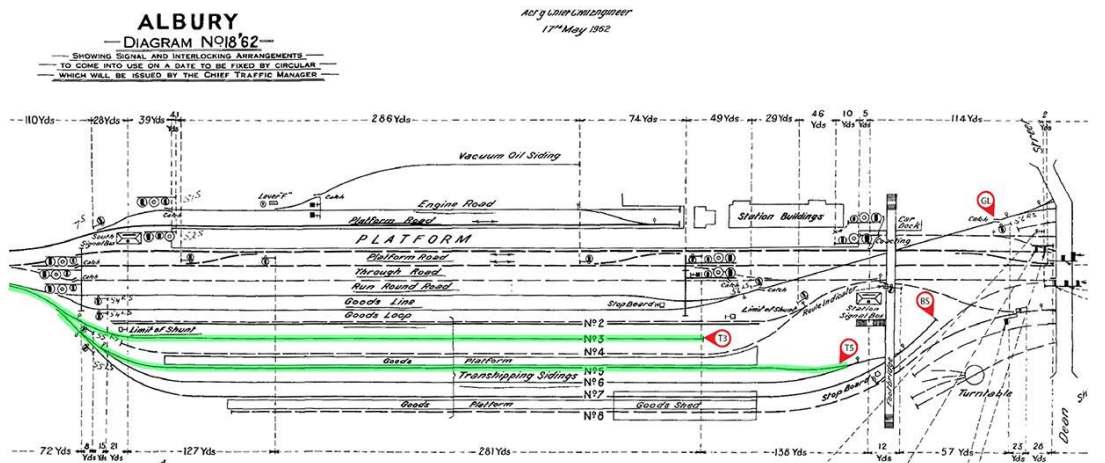


Figure 16. Extract of the 1962 unscaled railway diagram with Track 3 and Track 5 highlighted in green and labelled accordingly. Source: Victorian Railways, <https://victorianrailways.net/signaling/completedia/albury62.html> with Extent Heritage overlay.

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As shown in the 1962 unscaled railway diagram (Figure 16), the transshipping sidings known as Track 3 and Track 5 were directly accessed by trains from Victoria (to the south). Track 3 extended parallel to, but did not have direct access to, the Goods Platform between Tracks 4 and 5.

Track 5 had direct access to the Goods Platform with the Goods Shed. Both Tracks 3 and 5 terminated within the Yard with the northern extent of Track 3 adjacent to the Goods Shed and Track 5 just due south of the footbridge. The c.1960 oblique aerial photographs show high railway traffic within the Yard with trains actively using and along both the Track 3 and Track 5 alignments (Figure 17 and Figure 18).



Figure 17. c.1960 oblique aerial photograph looking north over the Albury Railway Station and Yard. The northern extents of Track 3 and 5 alignments are visible in the aerial, indicated in green, and labelled accordingly. *Source:* John J. Dallinger, Foto Supplies (flickr), with Extent Heritage overlays.

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Figure 18. c.1960 oblique aerial photograph looking north over the Albury Railway Station and Yard. *Source:* John J. Dallinger, Foto Supplies (flickr).


The 1975 and 1995 historical aerial photographs of the railway station and Yard (Figure 19 and Figure 22) does not provide a resolution that is adequate in providing a detailed summary of the Broad Gauge arrangement at the Yard during this period. However, it does illustrate the consolidation of the railway corridor to the north of the Yard which originally included numerous private sidings and structures (as shown in the 1962 unscaled railway track diagram) (Figure 15).

The 1981 photograph (Figure 20) of the Yard shows the Broad Gauge Goods Line in situ at the time. Another c.1980 photograph (Figure 21) of the Yard also shows the presence of the Broad Gauge Goods Line. However, it shows the removal of the buffer stop associated with the Transshipping lines Tracks 5, 6, and 7, suggesting its removal by this time. In addition, the line adjacent to the western side of the Goods Shed (Track 6) appears in use and is realigned with the Standard Gauge line (Track 8) servicing the Goods Shed. The photograph (Figure 21) shows a train, the Locomotive 8105 on the track, which is a Standard Gauge NSW locomotive, suggesting that the original Broad Gauge Track 6 was not only realigned but reconfigured into Standard Gauge by this time.<sup>1</sup>

The 1995 aerial photograph shows the demolition of the structures and sidings associated with the Goods Line (Figure 22). This also likely coincided with the removal of the original Broad Gauge railway tracks associated with the Goods Line (as shown in Figure 15) by this time. While Track 3 and 5 remained in situ as Broad Gauge railway tracks, it is likely that the tracks remained inactive and did not accommodate live railway traffic.

<sup>1</sup> The presence of the former Track 6, parallel to the western side of the Goods Shed, was confirmed on site by Extent Heritage as Standard Gauge rail.



**Albury Yard**  
 Study area  
 Historic aerial: 1975

Drawn by: Richard Tuffin  
 Checked by: Reuel Balmadres  
 Date: 17 June 2024  
 Projection: GDA2020 MGA Zone 55  
 Data sources: Extent, Nearmap, ABS, Geoscience Au  
 NSW Spatial Services



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Figure 19. 1975 historical aerial of the Albury Railway Station and Yard. Source: Extent Heritage.

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Figure 20. 1981 photograph of the railway corridor looking south from the pedestrian footbridge. The photograph shows the presence of the Broad Gauge Goods Line (highlighted in green) remaining in situ at the Yard during this period. *Source:* Victorian Railways, <https://www.victorianrailways.net/photogallery/northeast/albury/albury.html>, with Extent Heritage overlay.



Figure 21. c.1980s photograph of the Yard viewed south from the northern pedestrian bridge. The Track 3 and 5 alignments are obscured from view in this photograph. However, other key elements including the Goods Line (GL), Transshipping line buffer stop (BS), and Track 6 (T6) are visible and labelled accordingly. *Source:* GML 2023, 6, with Extent Heritage overlay.



**Albury Yard**  
 Study area  
 Historic aerial: 1995

Drawn by: Richard Tuffin  
 Checked by: Reuel Balmadries  
 Date: 17 June 2024  
 Projection: GDA2020 MGA Zone 55  
 Data sources: Extent, Nearmap, ABS, Geoscience Au  
 NSW Spatial Services



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Figure 22. 1995 historical aerial of the Albury Railway Station and Yard. Source: Extent Heritage.

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### 2.4. End of the Broad Gauge services at Albury

Maintaining two parallel railways between Seymour and Albury drew criticism, noting inefficiencies in maintaining the track, operating trains, and duplicated train control centres. By 2001, the Victorian State Government announced the conversion of the broad gauge line to standard, but action was stifled, due largely to complex leasing arrangements, and speed restrictions were eventually applied to the Broad Gauge line due to track deterioration (Victorian Auditor General, August 2006). After February 2008, train services on the line terminated at Wangaratta station, with road coaches operating from Wangaratta to Albury.

In May 2008, it was announced that the tracks would be upgraded, including a 5 km bypass around Wodonga and the conversion of 200 kilometres of the North East railway line from Broad to Standard Gauge between Seymour and Albury (V/Line Voice 2008).

On 8 November 2008, Broad Gauge passenger train services ceased after the evening V/Line service from Melbourne to Albury and a special train operated by the Seymour Railway Heritage Centre (refer to Figure 23). In December 2008, standardisation works commenced, contracted by ARTC to the Southern Improvement Alliance.

An archival recording of the Broad Gauge at Albury Yard was undertaken by O.H.M Consultants in 2009 prior to the conversion to Standard Gauge. A copy of the archival recording is currently held at Albury Library Museum. An image of the end of the Broad Gauge and buffer stops is shown in Figure 24 below. As part of the removal of the Broad Gauge an interpretive panel has been installed and a section of the line retained.



Figure 23. Last Broad Gauge Vline to Albury, 2008. *Source:* Wongm's Rail Gallery 2008.

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Figure 24. View of northern end of Broad Gauge platform 2 with buffer stops. *Source:* O.H.M Consultants, 2009.

## 2.5. Comparative analysis

A comparative analysis of similar places is undertaken to assist in determining the relative values of a place in relation to other similar sites. This is particularly important in the overall assessment of significance of places, as types or elements become increasingly rare.

The following table outlines other Broad Gauge railway lines in NSW. All the below examples are located at or near the Victoria-NSW border. The information has primarily been sourced from NSWrail.net and the NSW State heritage Inventory listings for relevant items.

Refer to the relevant SHI inventory sheets for the respective heritage listed comparative examples in the URL links provided.

Table 2. Comparative analysis of broad gauge railway track within NSW.

## EXTENT

### Comparative analysis example

#### Murray River Rail Bridge

##### Listing

Albury Rail Bridge over Murray River (SHR# 01020)

##### Statement of significance

*"...It is one of only two double track bridges of this design, the other being the wrought iron lattice Parramatta River bridge at Meadowbank (no longer in use for rail traffic) and is still in use, carrying both Standard Gauge (NSW) and broad gauge (Victorian) railway lines. It is the 7th oldest lattice bridge in the NSW rail system, being constructed in the second phase of wrought iron lattice bridge construction..."*

##### Description

The Murry River Rail Bridge was designed by Whitton & Fowler. It was built to carry the Standard Gauge of NSW and the Broad Gauge of Victoria. The bridge was first used by a Melbourne train October 1884. The bridge is now only used for rail traffic on the Standard Gauge which is located to the eastern side. The Broad Gauge railway track has been left in-situ on the bridge but is no longer used.

##### SHI Inventory Sheet

<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5045524>

<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=4280312>

### Photograph



Figure 25. Standard and broad gauge lines on the Murry River Rail Bridge. Source: Inland Rail.

## EXTENT

### Comparative analysis example

#### Oaklands Line

Oaklands, NSW to Yarrawonga, Victoria\*

\*Unlisted

#### Statement of significance

N/A

#### Description

The Oaklands to Yarrawonga was a freight only Broad Gauge line from northeastern Victoria which crosses the border to Oaklands, NSW. The first section of line opened in 1883 as a 32-kilometre branch line to St James from Benalla, Victoria.

Under the 1922 *Border Railways Act* the line was extended in 1922 from Yarrawonga to Oaklands where it met the existing NSW branch line to become a break of gauge location.

The construction of the extension was completed in 1932, however trains were operated by the Railway Construction Branch, mostly using a rail tractor as motive power, until the line was formally handed over to the Victorian Railways in August 1938.

The line was converted to Standard Gauge around 2009 and now carries seasonal grain traffic.

### Photograph



Figure 26. Dual gauge railway line at Oaklands Station, 1960. Source: Weston Langford Railway Photography n.d.

#### Tocumwal Line

Tocumwal Bridge to Tocumwal NSW

#### Listings

Tocumwal Railway Station Group (SHR # 01270), Tocumwal Road and rail bridge over Murray River (SHR# 01061).

#### Statement of significance

*The river bridge was a combined road and rail structure. It is of very high significance because of its*



Figure 27. Tocumwal Railway Station. Source: Jeffrey Grenfell (Flickr).

## EXTENT

### Comparative analysis example

*technological value and its importance in the history of transport in the State and inter State rivalries.*

#### Description

Approximately 2.5 kilometres of Broad Gauge railway line extending from Tocumwal Bridge to Tocumwal Railway Station and a former grain silo located to the north.

The line crosses the Tocumwal Railway Bridge which was constructed in 1895. Tocumwal was the site in 1915 of early tests with third-rail devices to enable Standard Gauge and Broad Gauge trains to share the same tracks. The Broad Gauge line still exists on the bridge and tracks into Tocumwal Railway Station.

#### SHI Inventory Sheet:

<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5012248>

<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5012247>

#### Deniliquin Line

Deniliquin, NSW to Echuca, Victoria\*

\*Unlisted

#### Statement of significance

N/A

#### Description

The Deniliquin line is a Broad Gauge railway line which runs north from the Victorian town of Echuca to the terminus at Deniliquin, NSW. In March 1874, the Government of NSW passed an Act which allowed private enterprise to construct a railway from Moama to Deniliquin, connecting with the Victorian Railways line at the bridge over the Murray River near Echuca. Work commenced on the line in late 1875 and it opened in 1876.

Within Deniliquin the line diverts on several sidings to grain silos. The section of the

### Photograph

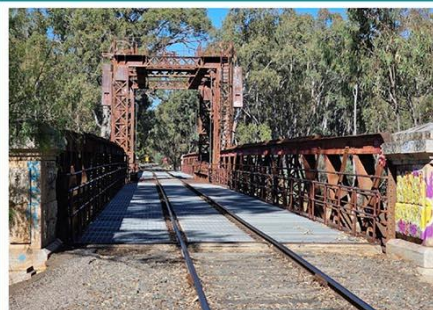




Figure 28. Tocumwal rail bridge. *Source:* Google Maps.



Figure 29. Section of Broad Gauge railway at Harfleur Street, Deniliquin. *Source:* Google Maps.

## EXTENT

Comparative analysis example	Photograph
<p>Deniliquin railway line from Echuca to Deniliquin closed on 6 August 2010. The line was again re-opened in 2013 to service the Sun Rice Factory and Grain Silos. The line is also used for irregular tourist services and special events.</p>	
<p><b>Balranald Line</b> Barnes NSW to Balranald NSW* <i>*Unlisted</i></p> <p><b>Statement of significance</b> N/A</p> <p><b>Description</b> The Balranald railway line was a Victorian Railways Broad Gauge line that branched from Barnes on the Deniliquin railway line and ran to Balranald. The building of the line was sanctioned under the <i>Border Railways Act 1922</i>.</p> <p>The Balranald branch line was opened on 26 March 1926. The section from Moulamein to Balranald was closed in 1986. The sections of the line between Caldwell and Moulamein, and Barnes and Caldwell, were closed in 2006 and 2008 respectively. Most of the line appears to remain extant.</p>	 <p>Figure 30. Broad gauge railway line near Moulamein. <i>Source: Google Maps.</i></p>
<p><b>Stony Crossing Line</b> Stony Crossing, NSW to Murrabit, Victoria* <i>*Unlisted</i></p> <p><b>Statement of significance</b> N/A</p> <p><b>Description</b> The Stony Crossing to Murrabit line was sanctioned as part of the Border Railways Act 1922. The first section from Kerang, Victoria to Murrabit was opened in December 1924, and the complete railway to Stony Crossing was opened in March 1928. Initially, there were three trains per week from Kerang to Murrabit, with one continuing to Stony Crossing. Services were suspended between Murrabit and Stony Crossing</p>	 <p>Figure 31. Timber rail bridge along the Stony Crossing Line. <i>Source: Weston Langford Railway Photography 2007.</i></p>

# EXTENT

Comparative analysis example	Photograph
in 1943. The track was closed in 1961 and has since been lifted.	

## 2.5.1. Conclusion

As outlined in the comparative analysis table above, historically, numerous Victorian broad gauge rail lines crossed into NSW at various points along the state border (refer to Figure 32). The lines operated as goods lines servicing various grain silos as well as providing passenger services to regional communities. Whilst most Broad Gauge lines have since been removed or replaced with Standard Gauge, sections of remain on the Balranald, Deniliquin and Tocumwal lines as well as the Murry River Rail Bridge. The only Broad Gauge line which appears to still be operational within NSW is the Deniliquin line which services the Sun Rice silos and is used for irregular tourist services and special events.

Similar to the remnant Broad Gauge at Albury Yard these remnant Broad Gauge lines have some historical significance as they provide evidence of the interstate rivalry between NSW and Victoria and the subsequent need for transportation of goods and passengers from the border regions of both states to Sydney, Melbourne, and beyond. However, given the extent of remnant Broad Gauge lines within NSW, the presence of remnant Broad Gauge railway track specifically within Albury Yard is not considered rare.

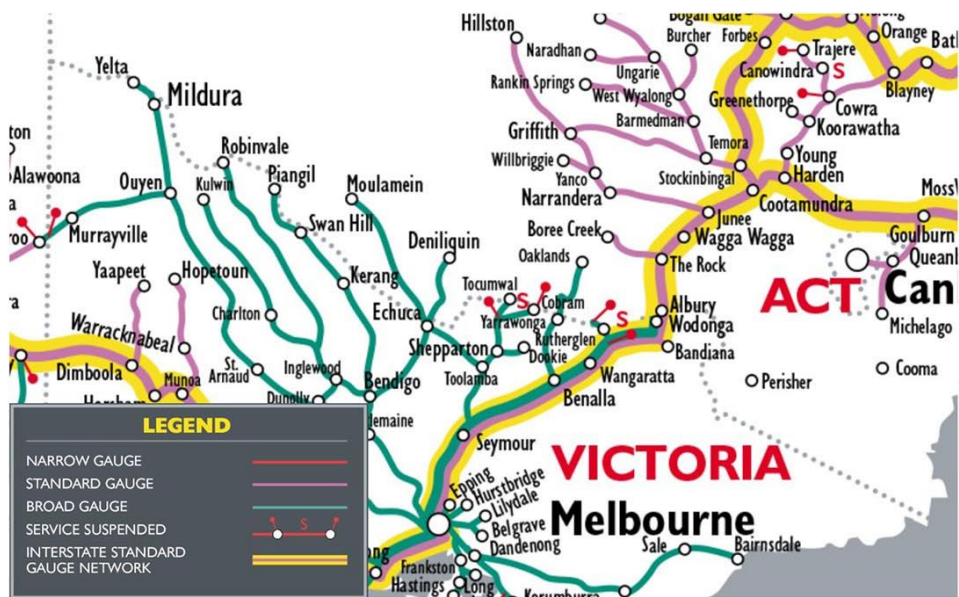


Figure 32. Map showing Broad Gauge railway lines at the border of NSW and Victoria, 2004. Source: Australasian Railway Association 2004.



## 3. PHYSICAL ANALYSIS

### 3.1. Context and setting

Albury Yard is located within the eastern section of the wider Albury Railway Station precinct. Albury Yard and the active railway corridor occupy a linear extent along a north-south axis. The study area is generally defined as the active rail corridor which is bordered by the main railway station building and the Hume Highway to the east.

The Albury Railway Station and its major original structures including the Station Masters Residence, Station Building and platform were constructed around 1881. The station is well known for its grand symmetrical Victorian Italianate style station building and for having one of the longest platforms in Australia.

Within the Yard are several ancillary structures and railway infrastructure including:

- an 1885 signal box comprising an elevated brick and timber building with gabled roof located opposite the platform;
- a 1962 signal box comprising a single storey brick building;
- a railway turntable;
- pedestrian footbridge;
- the former Transshipment Shed c. 1920, comprising a platform with corrugated iron shed; and
- gantry cranes.

A pedestrian footbridge known as the Harold Mair Bridge has recently been constructed over the southern end of Albury Yard which provides access over the railway yard and Hume Highway. This bridge, along with the pedestrian footbridge to the north provide broader views across Albury Yard.

## EXTENT



Figure 33. View of Albury Station building and platform from within the railway yard facing west. *Source:* Extent Heritage.



Figure 34. View of former Transshipment Shed and gantry crane within the railway yard facing south. *Source:* Extent Heritage.



Figure 35. View towards pedestrian footbridge and signalling box facing north. *Source:* Extent Heritage.



Figure 36. View towards pedestrian footbridge facing south from rail yard. *Source:* Extent Heritage.

### 3.2. Broad gauge railway track

Extent Heritage inspected the study area with the aim of identifying all remnant Broad Gauge railway tracks (1.6m width) and associated fabric such as timber sleepers.

The visual inspection determined the extent of the remnant Broad Gauge that exists, where visible on the ground surface level of the active rail corridor. The inspection determined that remnant Broad Gauge existed in two separate alignments including:

- an approximate 374 metre alignment (referred to as 'Track 5'); and
- an approximate 112 metre alignment (referred to as 'Track 3').

In addition to the rail tracks, timber sleepers are extant along Track 5. The timber sleepers extended beyond the tracks at both sides to a variable width of approximately .5m however the sleepers they were not always visible due to the build-up of ballast.

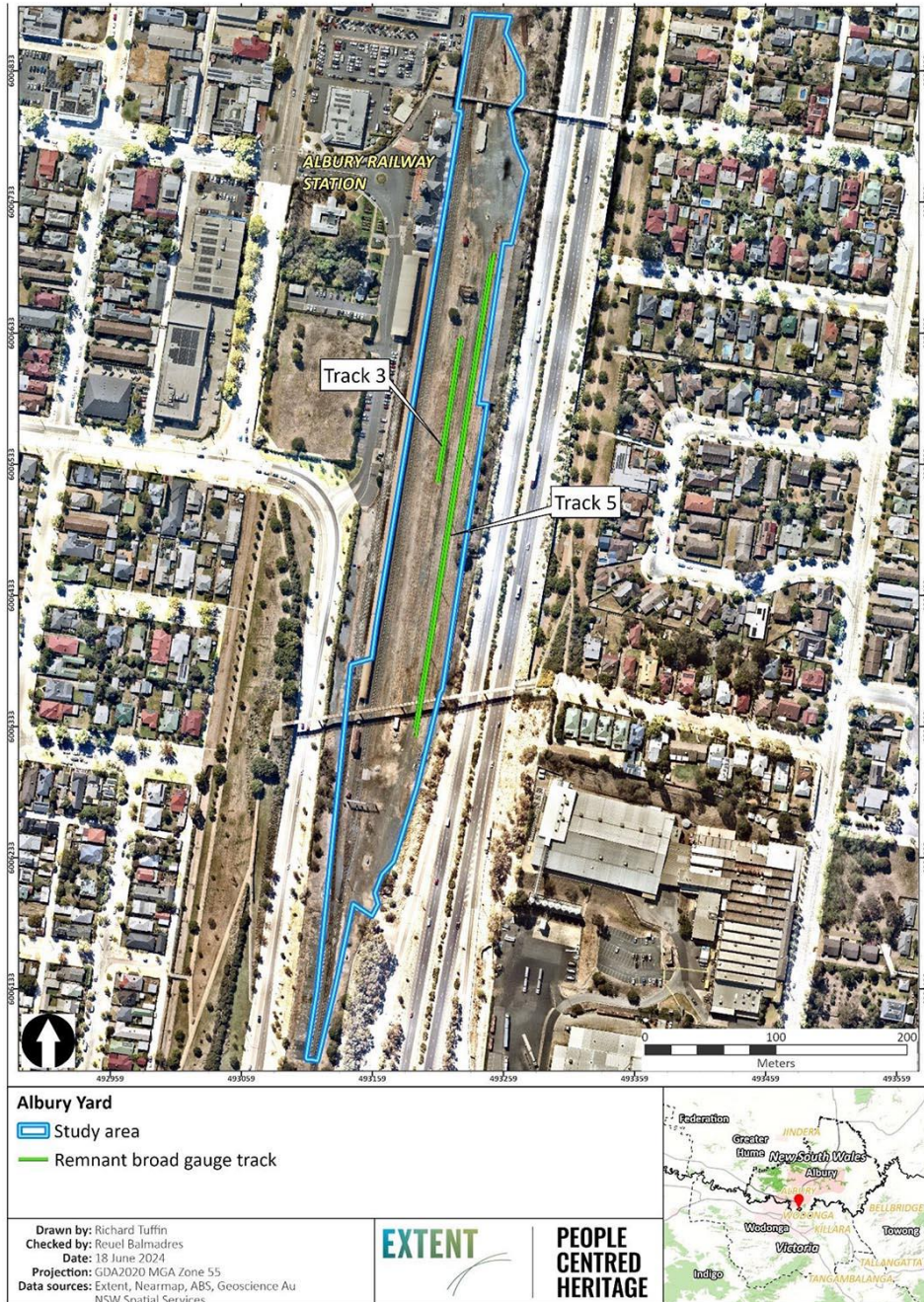


Figure 37. Map showing the extent of the remnant Broad Gauge alignments (Track 3 and 5) within the study area. Source: Extent Heritage.

## EXTENT

Both abovementioned alignments of the Broad Gauge are wholly located within the defined study area (as shown in Figure 37). The Broad Gauge was previously used in the Victorian railway system which extended into various border stations in NSW, including at the Albury Railway Station. The Victorian Broad Gauge, with a 1.60 metre width, differed from the NSW Standard Gauge which had a narrower 1.435 metre width arrangement. Refer to Part 2.2 for a brief history on the development of use of the Broad Gauge.

In addition to the abovementioned alignments, a third remnant alignment of Broad Gauge exists at the cripple siding<sup>2</sup> located on the western side of the dock platform which actively services V/Line trains from Victoria. This alignment has been re-laid as an interpretive display of the Broad Gauge (refer to Figure 47 and Figure 48).

Refer to Figure 37 above which indicates the length of the identified remnant Broad Gauge railway tracks (Tracks 3 and 5) identified by GML Heritage at the platform of Albury Station.

### 3.3. Fabric analysis

#### 3.3.1. Track 5

The northern extent of the Track 5 alignment is located adjacent to the northern end of the Goods Shed. It extends south, parallel to the Goods Shed and terminates to the south of the southern pedestrian bridge which crosses the Yard. The Track 5 alignment has an approximate total length of 364 m (eastern rail) and 374 m (western rail). The length of the Track 5 alignment is set in railway ballast. Only a few timber sleepers were visible along the Track 5 alignment, however they may still exist under the ballast, or they have disintegrated. The remnant track comprises of an 'I' shaped profile iron track which would have been fixed into each side of the timber sleepers with iron spikes (refer to Figure 43).

The condition of the Track 5 alignment is very poor. Both rails appear to have been impacted by vehicles or machinery and have long sections which have been knocked on their side (particularly along the eastern track) or bent (Figure 39). A large pile of debris, which includes what appears to be a former buffer stop, is piled on top of the rails at the northern end of the alignment (Figure 40). Several sections of the Track 5 alignment are also covered over with grass or ballast (Figure 41 and Figure 42). The amount of ballast covering the sleepers appears to be in excess and was likely surplus from when the ballast was placed to the west of Track 5 to allow vehicular access along the rail corridor.

The visible timber sleepers which were of varying condition, many appeared to be in a poor or heavily deteriorated state.

<sup>2</sup> A cripple siding is an extra track that is used to facilitate the withdrawal or storage of trains.

**EXTENT**

Figure 38. View north along Track 5. *Source:* Extent Heritage.



Figure 39. View south along Track 5 showing the easternmost rail to the left which is on its side and the western rail to the right which is bent. *Source:* Extent Heritage.

**EXTENT**



Figure 40. Northern end of Track 5 showing debris piled on top of track. *Source:* Extent Heritage.



Figure 41. View of Track 5 facing south showing sections covered with grass. *Source:* Extent Heritage.

**EXTENT**

Figure 42. View of Track 5 facing south showing section covered with ballast. *Source:* Extent Heritage.

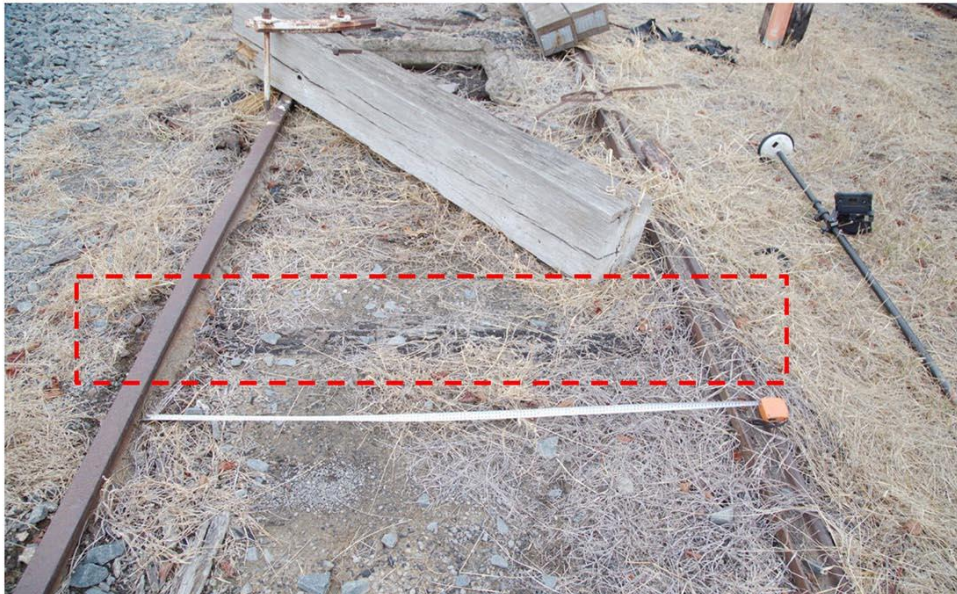


Figure 43. Closeup photograph of Track 5 showing with the 'I' profile track visible in the right track that has fallen. The photograph also shows the remnant timber sleeper and spikes (within the red dashed line). *Source:* Extent Heritage.

## EXTENT

### 3.3.2. Track 3

The northern extent of the Track 3 alignment is located adjacent to the present location of the gantry crane. It extends south and parallel to the Goods Shed. The Track 3 alignment has an approximate total length of 112 m. The length of the Track 3 alignment is mostly set within concrete and is situated between the gantry crane tracks. No sleepers are visible along the Track 3 alignment however a buffer would be appropriate as sleepers may remain present below the surface.

Due to the nature of the track being mostly set in concrete, the alignment has not suffered the same degree of damage as Track 5. Several sections of the rail are however difficult to interpret as they have been similarly covered over with ballast and/or grass (Figure 46).



Figure 44. View of Track 3 facing south. *Source:* Extent Heritage.

**EXTENT**

Figure 45. View of Track 3 facing north. *Source:* Extent Heritage.



Figure 46. View of Track 3 facing south, showing the rails covered with ballast and grass. *Source:* Extent Heritage.

## EXTENT

### 3.3.3. Cripple Siding Track

In addition to the abovementioned alignments, a third remnant alignment of Broad Gauge exists at the cripple siding, which was used to facilitate the movement or storage of trains, located on the western side of platform. This alignment has been re-laid as an interpretive display of the Broad Gauge which once existed in this location and was removed in 2009.

The Broad Gauge track is accompanied by an interpretive panel which outlines the history and significance of Albury as a change of gauge station (Figure 48). There is, however, no signage on site which easily identifies which line is the Broad Gauge and which line is the Standard Gauge to visitors.



Figure 47. View south along cripple siding showing Broad Gauge track to the right and Standard Gauge to the left. *Source:* Extent Heritage.

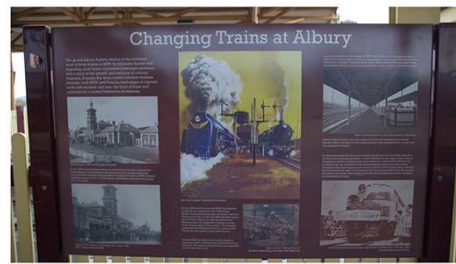


Figure 48. Interpretive display for the Broad Gauge, located near the platform. *Source:* Extent Heritage.



## 4. HISTORICAL ARCHAEOLOGY

### 4.1. What is historical archaeology?

Archaeology is the study of the human past through material remains. In Australia there are generally two major archaeological disciplines: Aboriginal archaeology and historical archaeology. Within these disciplines are a number of subset specialisations.

Historical archaeology is broadly defined as archaeology focusing on societies that have left behind written records. In the context of NSW, historical archaeology largely deals with the archaeological (physical) record following British colonisation in 1788. Historical archaeology is often complemented and informed by documentary records. It can also contradict or disprove historical records.

Sites and places defined as being historical archaeological items are classed differently from those listed as landscape or built heritage in that they usually comprise archaeological remains (deposits, artefacts, objects, or material evidence) principally present underground (often not visible on the ground surface). It is important to note that there can be overlap between categories.

The following section considers the historical archaeological potential within the study area.

### 4.2. Historical archaeological potential

Archaeological potential refers to the likelihood of a site containing evidence of previous phases of historical occupation. Archaeological features in the form of structural remains and artefact bearing deposits are tangible evidence of previous occupation and human activities. In NSW, these are called 'relics' and, depending on their significance, they are protected by the *Heritage Act 1977*.

Section 4 of the Heritage Act defines 'relic' broadly to mean:

any deposit, object or material evidence which relates to the settlement of the area that comprises NSW, not being Aboriginal settlement, and which is of State or local heritage significance.

The study area's archaeological potential is usually presented in accordance with:

- the types of potential archaeological remains associated with features or activities that may survive at the site,
- a date indicating the year by which the resource is known to have been constructed,
- the likely extent and integrity of relics, i.e., how much of an archaeological site has survived to yield data of value to addressing substantive research questions.

## EXTENT

The archaeological potential of the study area is expressed below in accordance with the following rankings:

- **Extant:** Archaeological relics associated with a particular historical phase or features that are known to survive intact and have been retained in situ.
- **High:** It is likely that archaeological relics associated with a particular historical phase or features survive intact.
- **Moderate:** It is possible that some archaeological relics associated with a particular historical phase or features survive, but they may have been subject to some disturbance.
- **Low:** It is unlikely that archaeological relics associated with a particular historical phase or features survive.
- **Nil:** The degree of ground disturbance indicates that there is no potential for any significant archaeological relics to be preserved.

This section identifies where archaeological evidence is likely to be found at the site, and to what extent it may be preserved.

### 4.2.1. Phases of development

Based on the historical context, the following phases of post-1788 development and use of the study area were identified:

Table 3. Phases of historical development in the study area.

Phase	Summary
<b>Phase 1: Albury Railway Station and extension of Broad Gauge service into NSW (1881 – 1962)</b>	<ul style="list-style-type: none"> <li>▪ The Main South Line from Sydney was extended to Albury in 1881 using Standard Gauge.</li> <li>▪ Following the construction of the Murray River Rail Bridge between 1883 and 1884, the Broad Gauge line from Melbourne was extended across the border to Albury, connecting NSW and Victoria.</li> <li>▪ During this phase, Broad Gauge lines, including the extant remnant Broad Gauge (Track 5 and Track 3), were constructed within the study area, with Albury Railway Station functioning as the goods and passenger change over station.</li> </ul>
<b>Phase 2: Decline in use and the extension of Standard Gauge</b>	<ul style="list-style-type: none"> <li>▪ Following the construction of the Standard Gauge in Victoria in 1962, the use of Broad Gauge tracks generally declined.</li> <li>▪ Broad Gauge tracks remained in use at Albury Yard through the 1960s and 1970s as part of the station's transshipment facilities.</li> </ul>

## EXTENT

Phase	Summary
<b>service into Victoria (1962- 2008)</b>	<ul style="list-style-type: none"> <li>By the 1980s, the buffer stop associated with transshipping lines (servicing Tracks 5 – 7) was removed and several former Broad Gauge tracks were reconfigured into Standard Gauge.</li> <li>By 1995, structures and sidings associated with the Goods Line were demolished, coinciding with the removal of the Goods Line Broad Gauge tracks.</li> <li>During this phase, original Broad Gauge tracks within the study area were removed or reconfigured into Standard Gauge.</li> <li>Track 5 and Track 3 likely remained inactive post-1995. Although they remained in situ during this phase, lengths of the former track alignments were impacted and removed.</li> </ul>
<b>Phase 3: End of Broad Gauge services at Albury (2008 – present)</b>	<ul style="list-style-type: none"> <li>In 2008, the last remaining Broad Gauge passenger service between Albury and Seymour ceased operation and the final track standardisation works in Victoria commenced.</li> <li>During this phase, the remnant alignments of Broad Gauge (Track 5 and Track 3) within the study area remained extant.</li> </ul>

### 4.2.2. Summary of historical archaeological potential

Analysis of historical records, maps and aerial photographs, in conjunction with the site inspection undertaken in June 2024, has provided an indication of development within the study area from the late nineteenth century to the present. The earliest phase of development within the study area occurred during Phase 1 (1881-1962) following the extension of the Victorian Broad Gauge line to Albury, connecting NSW and Victoria. During Phase 2 (1962-2008), the use of Broad Gauge tracks declined, and several original alignments were removed or reconfigured into Standard Gauge. During this phase, lengths of the extant remnant alignments in the study area, Track 3 and 5, were likely impacted and removed. During Phase 3 (2008-present), Broad Gauge services ceased at Albury Yard.

Evidence of the Broad Gauge associated with Phase 1 (1881-1962) remains extant in the form of remnant alignments of Track 5 and Track 3, measuring up to 374m and 112m in length respectively. There is low potential for archaeological remains associated with additional lengths of Broad Gauge track to survive subsurface as they existed at the same level as present-day extant lines, suggesting they were removed in their entirety. The terminations of Broad Gauge Track 3 and Track 5 identified during the site visit likely define the extent of the track. There is low potential for sleepers and discrete portions of track disturbed during demolition to survive in the vicinity of the extant Broad Gauge alignment. There is a low potential for additional archaeological evidence associated the Broad Gauge and the use of the study area during Phase 1 (1881-1962). Evidence may include artefactual material in the form of isolated artefacts from loss or discard or rubbish pits. However,



any artefacts would likely be considered associated with the Albury Yard station precinct rather than specifically related to the Broad Gauge.



## 5. ASSESSMENT OF HERITAGE SIGNIFICANCE

This chapter outlines the methodology and process for assessing heritage significance in NSW, identifies the heritage significance criteria and applies these criteria to the Broad Gauge.

Cultural significance is defined in the Burra Charter, published by Australia ICOMOS (2013), as:

Aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects. Places may have a range of values for different individuals or groups.

### 5.1. Criteria for assessing cultural heritage significance (built heritage and historical archaeology)

The NSW heritage assessment criteria was developed by the (predecessors of) Heritage NSW to provide the basis for an assessment of heritage significance of an item or place. This is achieved by evaluating the place or item's significance in reference to eight criteria, which can be applied at a State or local level. They are outlined below:

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

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

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

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

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

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

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



## 5.2. Heritage assessment (built heritage and historical archaeology)

Table 4. Heritage assessment against the NSW Criteria.

Criterion assessment
<p><b>Criterion a</b></p> <p>Albury Railway Station and Yard have strong historical significance as a break-of-gauge station between the two different gauges used in Victoria and NSW from its establishment 1883.</p> <p>Following the rapid expansion of the railway network during the second half of the 19th century, the break of gauge at Albury and the Transshipment Shed was also strategically important during WWII in order to transfer military equipment and personnel from the nearby bases such as Bonegilla.</p> <p>There was a national effort to standardise the railway gauges between NSW and Victoria from the c.1950s resulting in the first Standard Gauge railway train service between Sydney and Melbourne via Albury in 1962. Despite this, Broad Gauge railway trains continued to service Albury Railway Station until 2008.</p> <p>The remnant Broad Gauge Tracks 3 and 5 within Albury Yard provides important in-situ physical evidence of these historical milestones and operations. While originally consisting of operational railway tracks, the remnant non-operational Broad Gauge fabric is an important surviving element that makes a contribution to the understanding the wider significance of Albury Railway Station.</p> <p><b>The remnant Broad Gauge lines and the conserved cripple siding are of importance in the history of Albury Yard and meet the significance threshold for listing under this criterion at a local level.</b></p>
<p><b>Criterion b</b></p> <p>Whilst the construction of Albury Railway Station and Yard has a strong association with John Whitton, Engineer-in-Chief of NSW Railways who oversaw the stations design, the Broad Gauge itself however has no special association with Whitton.</p> <p>Likewise, the linking of the NSW and Victoria by rail was advocated by several figures including politicians such as Henry Parkes but has no strong or special association with the actual Broad Gauge tracks.</p> <p><b>The remnant Broad Gauge lines at Albury Yard do not demonstrate any significant association with these people of importance and do not meet the threshold for listing under this criterion.</b></p>
<p><b>Criterion c</b></p> <p>The Broad Gauge track is defined through its arrangement to form an internal width of 1.60m and demonstrates in other respects, typical rail track construction techniques of the era. While distinct from the Standard Gauge arrangement of 1.435 m utilised in NSW, the width it in itself does not demonstrate an important aesthetic or technical achievement and represents standard operational railway elements.</p> <p>The Broad Gauge lines are difficult for the general public standing on the platforms to view and interpret given the current location within the Yard, which is a fair distance from the publicly accessible station building and platform.</p>



**The remnant Broad Gauge at Albury Yard does not contribute significantly to the wider Albury Station precinct and therefore does not meet the threshold for listing under this criterion.**

#### Criterion d

No detailed assessment of the social values of the Broad Gauge railway track was undertaken as part of this report. However, while the experience of changing trains at Albury may have some social significance for commuters and workers between the two states prior to 2008, the remnant Broad Gauge tracks themselves or any associated unidentified archaeological remains are unlikely to have a tangible social or cultural association with the local community nor to individuals who worked on the railways.

**The remnant Broad Gauge lines at Albury Yard is unlikely to demonstrate any important, distinctive community or social significance and do not meet the threshold for listing under this criterion.**

#### Criterion e

The extant remnant Broad Gauge railway tracks were used as part of the interstate transshipment network. Their construction and use are well attested in the historical record and captured on historical plans and aerial photographs.

Consequently, the extant Broad Gauge or any associated unidentified archaeological remains at Albury Yard is unlikely to provide additional information on the development and use of the study that is not already available from other historical resources.

**The remnant Broad Gauge lines at Albury Yard are unlikely to provide additional information or understanding of the history of Broad Gauge network and do not meet the threshold for listing under this criterion.**

#### Criterion f

At least 6 other known examples of Broad Gauge lines existed in NSW, however, most have since been removed or replaced with Standard Gauge. Sections of Broad Gauge railway track remain on the Balranald, Deniliquin and Tocumwal lines within NSW as well as the Murry River Rail Bridge which crosses the Murray River south of the Albury Railway Station and Yard. In addition, the comparative analysis identifies one other known Broad Gauge line which appears to still be operational at Deniliquin.

The comparative analysis establishes that the presence of Broad Gauge track is becoming uncommon within NSW, with surviving examples principally located within the above mentioned border regions and towns connecting with Victoria.

The presence of Broad Gauge railway track at Albury Yard includes the two identified remnant tracks (Track 3 and 5) along with the cripple siding section which has been conserved as part of the interpretation of the Albury Railway Station. These remnant rail track elements are rare surviving examples of Broad Gauge lines at this important junction, leading to the Murray River Rail Bridge that connected to the wider network into Victoria.

**The remnant Broad Gauge lines are important as surviving rare examples of the intersection with the Victorian Broad Gauge rail network at Albany Yard and meet the significance threshold for listing under this criterion at a local level.**



### 5.2.1. Bickford and Sullivan's questions (historical archaeology)

The above assessment criteria are supplemented by the established assessment framework developed by Anne Bickford and Sharon Sullivan (1984), who set three fundamental questions to assist in determining the research potential of an archaeological site. The emphasis in these three questions is on the need for archaeological research to add to the knowledge of the past in an important way, rather than merely duplicating known information or information that might be more readily available from other sources such as documentary records or oral history. These questions are as follows.

#### **Can the site contribute knowledge that no other resource can?**

The historical context of the Broad Gauge tracks, including their association with the overarching inter-state debate on the differing gauges, is well attested in the historical record. Remnant lengths of original Broad Gauge alignments remain extant within the study area and comprise 374m of Track 5 and 112m of Track 3. These original alignments and their use as part of the interstate transshipment network are attested in the historical record and captured on historical plans and aerial photographs. Consequently, the extant Broad Gauge at Albury Yard is unlikely to provide additional information on the development and use of the study that is not already available in other historical resources.

#### **Can the site contribute knowledge that no other site can?**

Additional remnant lengths of Broad Gauge survive intact outside the study area at Albury Railway Station, including the Broad Gauge track at the cripple siding that was re-laid as part of an interpretive display. Additionally, a remnant length of Broad Gauge is located on the Murry River Rail Bridge (SHR #01020), south of Albury Railway Station. Although Albury Railway Station served as an important interstate link between Sydney and Melbourne, the extension of Victorian Broad Gauge lines into NSW was not unique to Albury Railway Station. Comparative examples include Broad Gauge tracks at Stony Crossing, Oakland, Tocumwal, Deniliquin and Balranald. Of these railway stations, remnant Broad Gauge tracks remain extant at Tocumwal, Balranald and Deniliquin. Although uncommon in NSW more broadly, the extant Broad Gauge at Albury Yard is unlikely to contribute knowledge that no other comparative site can.

#### **Is the knowledge relevant to general questions about human history or other substantive questions relating to Australian history, or does it contribute to other major research questions?**

The remnant lengths of original Broad Gauge alignments remain extant within the study area and comprise 374m of Track 5 and 112m of Track 3 and do not meet threshold for significance at a local or State level when assessed against criterion (e) (research potential). As such, the study area and the extant Broad Gauge are unlikely to have the ability to contribute to substantive questions regarding the history of Albury Railway Station and Yard or Australian history more generally, nor any major research questions.



### 5.3. Statement of significance

Albury Railway Station and Yard historically served as the important break of gauge and changing point servicing the major regional town of Albury, connecting it to the state capitols of Sydney and Melbourne from 1883. It also represented the historical colonial rivalry between NSW and Victoria forming a key part of the railway network of both states during the rapid expansion of the railway network during the second half of the 19th century. This interface between the railway networks of both states was represented in the collection of Broad (VIC) and Standard (NSW) gauge railway tracks that serviced the transportation of goods and passengers through Albury Railway Station and Yard. Despite the national effort to standardise the railway gauges between NSW and Victoria from the c.1950s, Broad Gauge railway trains continued to service Albury Railway Station until 2008. As such, the remnant Broad Gauge Tracks 3 and 5 within Albury yard provides physical evidence of these historical milestones and events of the development and use of the railway between NSW and Victoria.

Whilst the construction of Albury Railway Station and Yard has a strong association with John Whitton, the Broad Gauge itself however has no special association with Whitton or other historical figures and politicians such as Henry Parkes, involved with the subsequent development of the railway in NSW and Victoria. In addition, the Broad Gauge is defined through its arrangement to form an internal width of 1.60m, which is distinct from the NSW Standard Gauge arrangement of 1.435m and is not considered to demonstrate an important aesthetic or technical achievement nor as an example of a principal class of place.

The study area has been assessed to have no archaeological significance in relation to the Broad Gauge, with any extant or potential archaeological remains not meeting the thresholds for archaeological significance at a local or State level. Additionally, the extant remnant Broad Gauge alignments would comprise a 'work' rather than a 'relic' under the Heritage Act. As such, the relics provision of the Heritage Act, which protects historical archaeological relics, does not apply.

The comparative analysis has established that numerous Broad Gauge tracks once extended into the border regions of NSW from Victoria. This includes six other known lines, one of which remains presently operational. The presence of Broad Gauge track is becoming uncommon within NSW, with surviving examples principally located within the few border regions and towns connecting rail with Victoria as identified in the comparative analysis.

The presence of Broad Gauge tracks at Albury Yard includes the two identified remnant tracks (Track 3 and 5) along with the cripple siding section which has been conserved as part of the interpretation of the Albury Railway Station. These remnant rail track elements are rare surviving examples of Broad Gauge lines at this important junction, leading to the Murray River Rail Bridge that connected to the wider network into Victoria.



## 5.4. Gradings of significance

Graded levels of significance are a management tool used to assess the relative significance of elements within an item, place, or site, and to assist in decision-making regarding elements of a place. The gradings of significance that have been used for elements within the site are based on the 2023 guidelines established in the Department of Planning and Environment's, *Assessing Heritage Significance: Guidelines for assessing places and objects against the Heritage Council of NSW criteria*.





Table 5. Gradings of significance definitions.

Grading	Justification
<b>Exceptional</b>	<ul style="list-style-type: none"> <li>Rare or outstanding element directly contributing to a place or object's significance</li> </ul>
<b>High</b>	<ul style="list-style-type: none"> <li>High degree of original fabric</li> <li>Demonstrates a key element of the place or object's significance</li> <li>Alterations do not detract from its significance</li> </ul>
<b>Moderate</b>	<ul style="list-style-type: none"> <li>Altered or modified elements</li> <li>Elements with little heritage value, but which contribute to the overall significance of the place or object</li> </ul>
<b>Little</b>	<ul style="list-style-type: none"> <li>Alterations detract from its significance.</li> <li>Difficult to interpret</li> </ul>
<b>Intrusive</b>	<ul style="list-style-type: none"> <li>Damaging to the place or object's significance</li> </ul>



The following table grades the contribution of specific elements within the study area associated with the identified remnant Broad Gauge Railway track within Albury Yard in relation to the heritage significance of the wider Albury Railway Station.

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Table 6. Summary of elements grading their contribution to the heritage significance of the wider Albury Railway Station.

Element	Grading	Justification	Representative photograph
<b>Track 5</b>			
Broad Gauge railway track remnant alignment – including remnant sleepers	High	<p>The remnant Broad Gauge railway track alignment (Track 5) represents part of the original / early Victorian Broad Gauge network which extended into Albury Yard.</p> <p>However, the Broad Gauge network at Albury Yard was progressively decommissioned from use in the late twentieth century and presently remains a non-operational railway element within the wider Albury Yard.</p>	
Remnant railway elements– located at the northern end of Track 5	Little	<p>The collection of remnant railway elements including the buffer stop, has been removed from the railway tracks and temporarily stored at the northern extent of Track 5. It formed part of the standard operational railway fabric and does is not considered significant built fabric specifically associated with the Broad Gauge.</p>	 
<b>Track 3</b>			
Broad Gauge railway track remnant alignment – including remnant sleepers	High	<p>The remnant Broad Gauge railway track alignment (Track 3) represents part of the original / early Victorian Broad Gauge network which extended into Albury Yard.</p> <p>However, the Broad Gauge network at Albury Yard was progressively decommissioned from use in the late twentieth century and presently remains a non-operational railway element within the wider Albury Yard.</p>	

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Element	Grading	Justification	Representative photograph
Concrete slab	Intrusive	The concrete slab encapsulating Track 3 is not considered historic or significant fabric associated with the Broad Gauge.	
<b>Cripple siding</b>			
Cripple siding – Interpretive Broad Gauge section	High	The existing cripple siding located adjacent to the main railway station and platform is a reconstruction of the Broad Gauge section and served as an interpretive element of the Broad Gauge at the Albury Railway Station and Yard.	

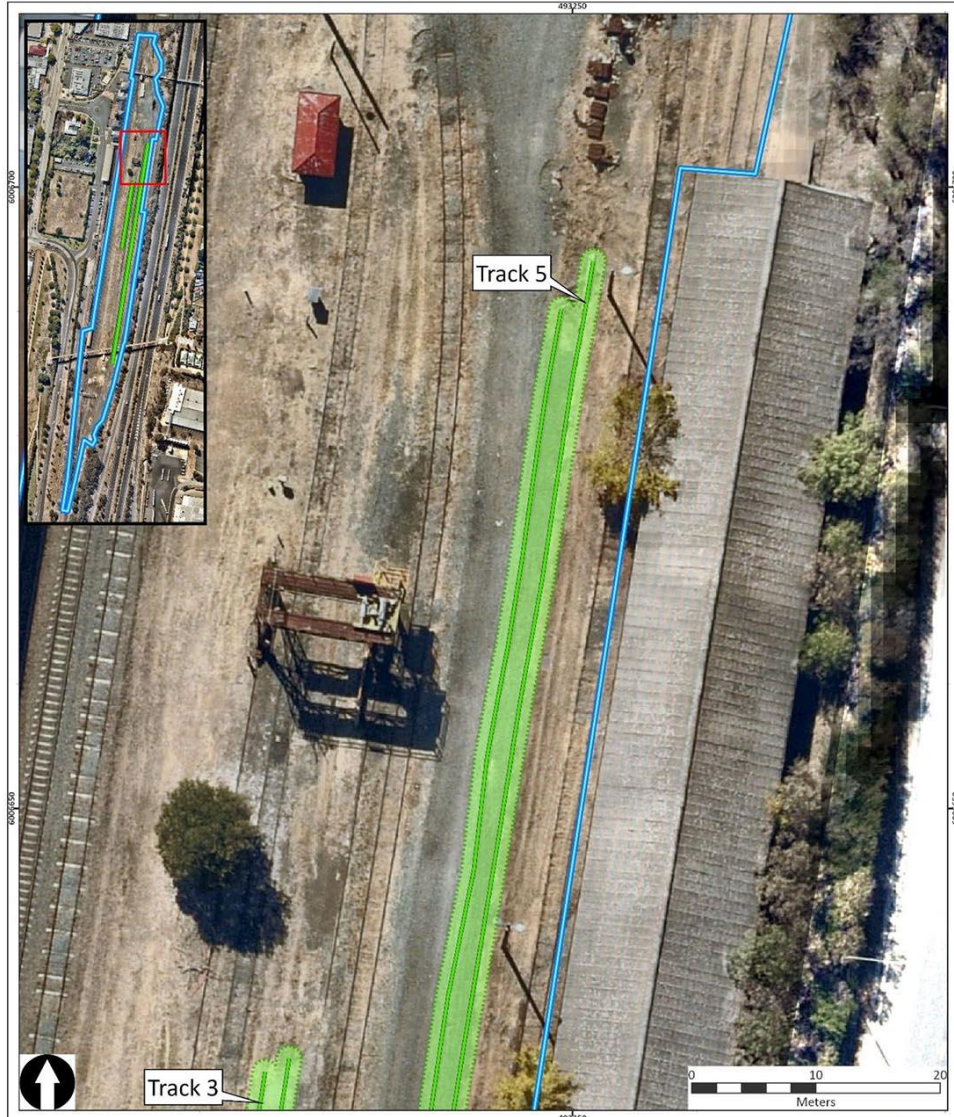
### 5.5. Curtilage

The definition for curtilage of a heritage item is established by the NSW Heritage Office as the 'setting' or space around an item or place that is required to preserve the significance of that place. The curtilage recognises the importance of the immediate and broader setting of the item to the retention of its significance.

Factors to be considered in determining the curtilage of an item or place include:

- views to and from the item;
- potential need for a buffer zone between the curtilage and adjoining properties; and
- visual and historical relationship between the item and its setting.

As part of this contextual study, a proposed curtilage for the Broad Gauge has been developed to ensure that the tracks and associated fabric such as the timber sleepers are adequately protected during future works. The recommended curtilage around the Broad Gauge includes a 1m buffer from the outer edge of the railway tracks as shown in Figure 49 to Figure 53. This buffer has been nominated in order to encompass the timber sleepers which extend beyond the tracks to a varying length of approximately 50cm from the edge of the tracks as well as any other evidence of the Broad Gauge that could not be seen due to ground coverage including ballast and vegetation.



<b>Albury Yard</b> Study area Remnant broad gauge track Remnant broad gauge track buffer (1m)		
Drawn by: Richard Tuffin Checked by: Reuel Balmadres Date: 18 June 2024 Projection: GDA2020 MGA Zone 55 Data sources: Extent, Nearmap, ABS, Geoscience Au NSW Spatial Services		
		<b>PEOPLE CENTRED HERITAGE</b>

Figure 49. Proposed curtilage of the Broad Gauge railway track at Albury Yard. Source: Extent Heritage 2024.

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<b>Albury Yard</b> Study area Remnant broad gauge track Remnant broad gauge track buffer (1m)		
Drawn by: Richard Tuffin Checked by: Reuel Balmadres Date: 18 June 2024 Projection: GDA2020 MGA Zone 55 Data sources: Extent, Nearmap, ABS, Geoscience Au NSW Spatial Services		
		<b>PEOPLE CENTRED HERITAGE</b>

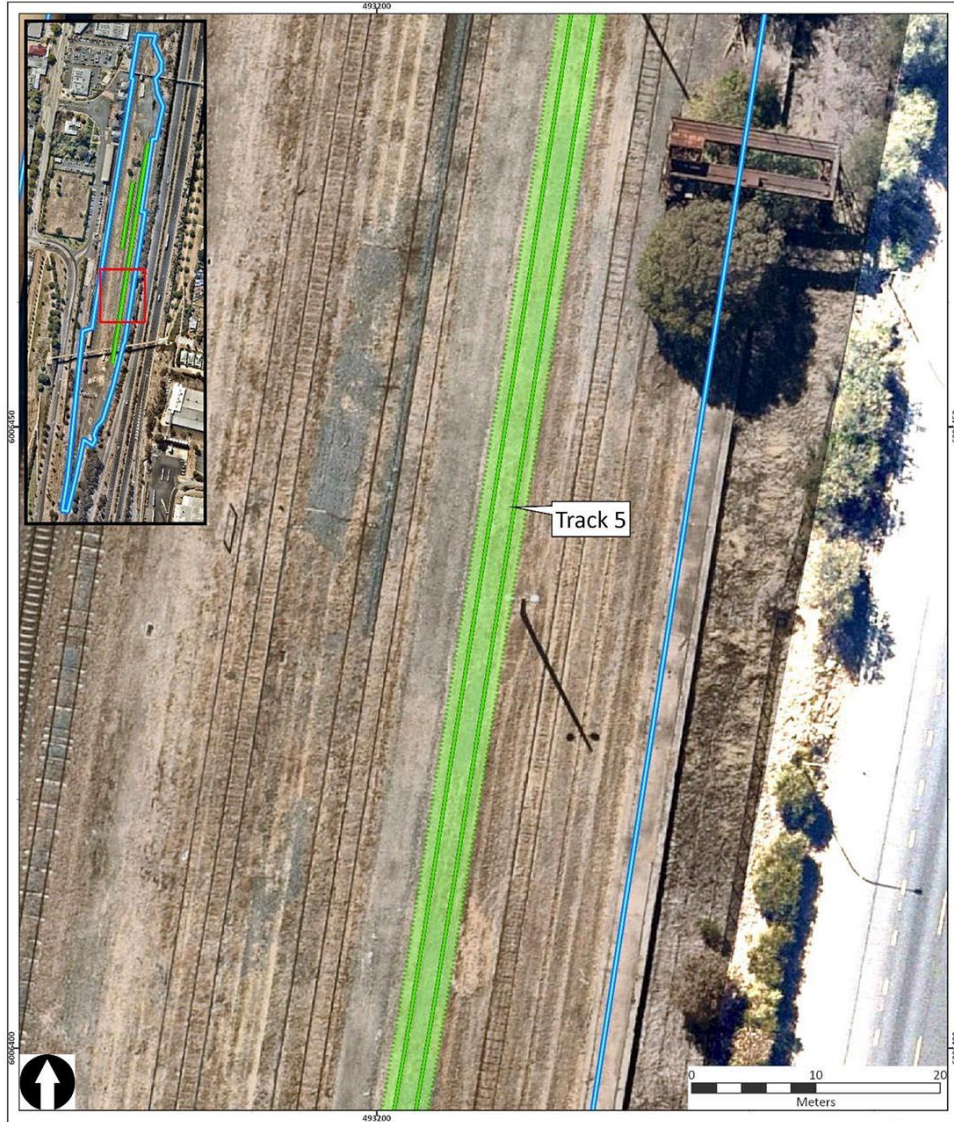
Figure 50. Proposed curtilage of the Broad Gauge railway track at Albury Yard. Source: Extent Heritage 2024.



<b>Albury Yard</b> Study area Remnant broad gauge track Remnant broad gauge track buffer (1m)		
Drawn by: Richard Tuffin Checked by: Reuel Balmadres Date: 18 June 2024 Projection: GDA2020 MGA Zone 55 Data sources: Extent, Nearmap, ABS, Geoscience Au NSW Spatial Services		
		<b>PEOPLE CENTRED HERITAGE</b>

Figure 51. Proposed curtilage of the Broad Gauge railway track at Albury Yard. Source: Extent Heritage 2024.

# EXTENT



<b>Albury Yard</b> Study area Remnant broad gauge track Remnant broad gauge track buffer (1m)		
Drawn by: Richard Tuffin Checked by: Reuel Balmadres Date: 18 June 2024 Projection: GDA2020 MGA Zone 55 Data sources: Extent, Nearmap, ABS, Geoscience Au NSW Spatial Services		
		<b>PEOPLE CENTRED HERITAGE</b>

Figure 52. Proposed curtilage of the Broad Gauge railway track at Albury Yard. Source: Extent Heritage 2024.



<p><b>Albury Yard</b></p> <ul style="list-style-type: none"> <li><span style="color: blue;">▭</span> Study area</li> <li><span style="color: green;">—</span> Remnant broad gauge track</li> <li><span style="color: green;">- - -</span> Remnant broad gauge track buffer (1m)</li> </ul>	
<p>Drawn by: Richard Tuffin          Checked by: Reuel Balmadres          Date: 18 June 2024          Projection: GDA2020 MGA Zone 55          Data sources: Extent, Nearmap, ABS, Geoscience Au          NSW Spatial Services</p>	

Figure 53. Proposed curtilage of the Broad Gauge railway track at Albury Yard. Source: Extent Heritage 2024.



## 6. STATUTORY OBLIGATIONS

Works within the curtilage of the Broad Gauge may require approvals depending on the type and scope of the proposed works. Key legislation, policies, and other documents which relate to the planning context and statutory legislation are described below.

### 6.1. Heritage Act 1977 (NSW)

The identified Broad Gauge railway track subject to this report is located within Albury Yard which forms part of the wider Albury Railway Station precinct. The Albury Railway Station is listed on the NSW State Heritage Register (SHR #01073) which recognises the place as being of State significance and provides statutory protection under the *Heritage Act 1997*.

Under the *Heritage Act 1977*, any development proposal within an SHR curtilage, including ground disturbance of that may potentially impact the identified Broad Gauge railway tracks or possible archaeological relics, requires the consent from the Heritage Council of NSW unless the works proposed are covered by the Heritage Council Standard Exemptions, or agency specific exemptions provided in accordance with an NSW Government Gazette.

#### 6.1.1. Section 60 approval requirements

Albury Yard which contains the identified alignments of the Broad Gauge railway tracks (Tracks 3 and 5), is located within the heritage curtilage of the Albury Railway Station, which is listed on the NSW State Heritage Register (SHR #01073), as such the provisions of the Act apply.

While individual activities may meet the Rail Specific Exemptions under Section 57 of the Act, future proposed scope of works as a whole within the wider railway station precinct must be cumulatively assessed against the state heritage values of the Albury Railway Station which may require approval from Heritage NSW through an application under Section 60 of the *Heritage Act 1977*.

It is noted that State Significant Infrastructure (SSI) projects do not require approval under Section 60.

Section 60 applications can be made under two pathways:

- Fast track approval
- Major works

The fast track approval is for works that will have little or no adverse impact on the heritage significance of item, are not listed as an exemption under the *Heritage Act 1977* and have a cost of works of up to \$150,000.

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Major works approval applies to works that have, or would have the potential to have, a moderate or greater impact on the heritage significance of a State heritage item which will require assessment under the standard section 60 approval pathway. The section 60 approval pathway is for works and activities:

- to an item listed on the NSW State Heritage Register or subject to an interim heritage order;
- that have, or would have the potential to have, **a moderate or greater impact on the heritage significance of the item**, in the opinion of the Heritage Council (or its delegate);
- that are not listed as an exemption under the Heritage Act;
- that will exceed an estimated cost of \$150,000; and
- that accord with any relevant guidelines.

### 6.1.2. Section 57 approval requirements

Section 57 of the Heritage Act establishes approval requirements for works undertaken to items listed on the State Heritage Register. Depending on the proposed work to the Broad Gauge the following approval requirements may be required.

SSI projects do not require approval under Section 57.

#### Section 57 approval requirements

##### Approval

<b>Section 57(1)</b>	<p>Under Section 57(1), approval is required for the following activities:</p> <ul style="list-style-type: none"> <li>▪ Demolishing the building or work</li> <li>▪ Excavating any land to expose or move a relic</li> <li>▪ Carrying out any development in relation to the land on which the building, work or relic is situated</li> <li>▪ Altering the building, work, relic or moveable object</li> </ul> <p>Approval is obtained by way of an application under Section 60 of the Heritage Act.</p>
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##### Standard exemptions

<b>Section 57(2)</b>	<p>Under Section 57(2), certain activities are exempt from approval, providing they meet the required standards.</p> <p>The standard exemptions are for doing simple things such maintenance or vegetation control. These activities or work must have little to no impact on the item's heritage significance and support its ongoing management.</p>
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### 6.1.3. Relics Provision of the Heritage Act 1977

The *Heritage Act* 1977 affords automatic statutory protection to 'relics' which form part of archaeological deposits. The Heritage Act defines a 'relic' as any deposit, object, or material evidence that:

- relates to the settlement of the area that comprises NSW, not being Aboriginal settlement; and
- is of state or local heritage significance.

The study area has been assessed to have no archaeological significance, with any extant or potential archaeological remains, including the remnant Broad Gauge at Albury Yard, not meeting the thresholds for archaeological significance at a local or State level. Additionally, the remnant Broad Gauge at Albury Yard would comprise a 'work' rather than a 'relic' under the Heritage Act. As such, the relics provision of the Heritage Act does not apply.

## 6.2. Environmental Planning and Assessment Act 1979 (NSW)

The Environmental Planning and Assessment Act 1979 (NSW) (EP&A Act) is administered by the Department of Planning and Environment (DPE). Environmental planning instruments made under the EP&A Act include State Environmental Planning Policies (SEPPs), that deal with matters of State or regional environmental planning significance, and LEPs, that guide planning decisions for local government areas. The relevant environmental planning instrument is the *Albury Local Environmental Plan 2010* (Albury LEP 2010).

### 6.2.1. Albury Local Environmental Plan 2010

The Broad gauge is not identified as an individual item under the Albury LEP 2010, but forms part of the Albury Railway Station precinct which is listed as a place of State heritage significance (I206). In addition, the place also forms part of the heritage conservation area (HCA) - Railway Conservation Area (C13) listing.

Heritage items are managed under clause 5.10 of the LEP which requires that development consent is obtained to undertake particular works on places listed as heritage items in the LEP or places within a heritage conservation area.

Development consent therefore may be required for works which impact the Broad Gauge, however SSI projects may not require approval under the LEP.

### 6.2.2. Albury Development Control Plan 2010

The *Albury Development Control Plan 2010* (Albury DCP 2010) supports the application of LEP planning controls through detailed provisions, objectives, and controls. The Consent Authority is required to take into consideration the relevant provisions of the DPC in determining an application for

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development affecting a locally listed heritage item. Part 7 of the Albury DCP 2010 contains provisions relating to Heritage Items.

Part 7, Part 7.5.13 of the Albury DCP 2010 provides targeted objectives and controls in relation to the heritage management of the Railway Conservation Area (C13). While the Broad Gauge railway track is not specifically identified within Part 7.5.13 of the Albury DCP 2010, future works to Albury Yard should take into account all relevant provisions and objectives outlined in the DCP as a matter of best practice.

### 6.2.3. State Environmental Planning Policy (Transport and Infrastructure) 2021

Chapter 2 of the State Environmental Planning Policy (SEPP) (Transport and Infrastructure) 2021 contains planning rules and controls for infrastructure development carried out by or on behalf of a public authority that in NSW. Types of development include roads, railways, emergency services, water supply and electricity delivery.

Chapter 2, Part 2.3, Division 15 provides specific development controls which relate to railways and rail infrastructure and should be reviewed prior to any works proposed to the Broad Gauge.

### 6.3. State Significant Infrastructure

State Significant Infrastructure (SSI) includes transport and services development such as rail infrastructure which are either above a certain size or capital investment value or are in a sensitive environmental location.

It is noted that the Albury to Illabo project is listed as a critical SSI project under Schedule 5 of the *State Environmental Planning Policy (Planning Systems) 2021*. A standardised Secretary's Environmental Assessment Requirements (SEARs) applies to critical SSI projects. Assessments for works undertaken as part of the Albury to Illabo project must therefore adhere to the standardised SEARs.

Future projects which may be classed as SSI should follow the approval pathway and policy outlined in the *State Environmental Planning Policy (Planning Systems) 2021*.



## 7. OPPORTUNITIES AND CONSTRAINTS

### 7.1. Introduction

Several management considerations and constraints arise out of the history and heritage values of the Broad Gauge at Albury Yard. This includes the following factors, identified as part of the process for developing robust conservation policies relevant to the Broad Gauge such as the:

- responsibilities arising from the identified significance of the Broad Gauge;
- ongoing operational requirements;
- relevant statutory obligations and legislation which apply to the site;
- obligations and ongoing operational requirements of the site owners and managers;
- condition and integrity of the fabric;
- recommendations for repair; and
- opportunities for interpretation of the site.

This HAAP has been prepared to provide a contextual study of the Broad Gauge to inform the future management of the element within the context of Albury Railway Station and Yard Group and the planned future works to be undertaken by Inland Rail.

### 7.2. Heritage constraints

Table 7. Overview of the constraints relevant to the heritage management of the Broad Gauge at Albury Yard.

Constraint	Commentary
The identified Broad Gauge railway track at Albury Yard is located within the wider SHR listed Albury Railway Station precinct.	The identified Broad Gauge railway track is located within the SHR curtilage for the wider Albury Railway Station precinct. As such, future proposed works that may potentially impact the identified Broad Gauge railway track is subject to statutory assessment (refer to Section 6 above).
The Broad Gauge at Albury Yard meets the threshold for local heritage significance for its historic and rarity values.	The significance assessment in Section 5, above, identifies the Broad Gauge as having moderate heritage significance for its historic and rarity values at a local level. As such, there is an obligation to retain and conserve the element and its heritage significance as part of the wider Albury Railway Station and Yard Group.



### 7.3. Heritage opportunities

Table 8. Overview of the opportunities relevant to the heritage management of the Broad Gauge at Albury Yard.

Opportunity	Commentary
<p>The identified remnant Broad Gauge railway track is presently considered in fair to very poor condition overall.</p>	<p>At present the condition and integrity of the remnant Broad Gauge is in a fair to very poor condition (refer to Part 3.3). Track 3 is in a fair condition but lacks visibility due to being covered over with ballast and/or grass. Track 5 is in very poor condition with several sections severely bent, knocked over or covered by debris, ballast or grass. There is therefore an opportunity to integrate the remnant Broad Gauge railway track into the detailed design of future proposed works – which may consider the possible repair and reinstatement of the remnant Broad Gauge railway track. This provides the opportunity to greatly improve the condition of the remnant Broad Gauge and its visibility within Albury Yard</p>
<p>There is existing interpretation related to the Broad Gauge railway track at the Albury Railway Station.</p>	<p>Interpretation of the Broad Gauge is currently provided on the platform in the form of an information board, and at the cripple siding where a section of the Broad Gauge has been re-laid. At present, the Standard and Broad Gauge tracks are not easily identifiable or visible by pedestrians from the station platform and there is an opportunity to improve the interpretation by providing additional signage identifying each track. There is also the opportunity to refer visitors to more recent research and information which has been undertaken and relates to the Broad Gauge such as the 2023 documentary 'Connecting Victoria &amp; NSW' by Transport Heritage NSW (THNSW). This could be implemented through a QR code to the existing interpretation.</p>
<p>The existing remnant Broad Gauge railway track at Albury Yard provides a unique opportunity for reinstatement of the Broad Gauge railway to Albury Railway Station.</p>	<p>The remnant Broad Gauge railway track exists in two substantial alignments within Albury Yard. There is the opportunity for the future reinstatement of the Broad Gauge railway track from Victoria, via the existing alignment on the Murray River Rail Bridge into Albury Railway Station. This provides the unique opportunity to reintegrate the Broad Gauge railway network in Victoria into NSW which could be used to facilitate tourism at the Albury Railway Station using heritage rolling stock / tourist trains. This also provides the opportunity to allow visitors to the transshipment shed and brick siding, and facilitate the understanding of the Yard and its historical role in the transportation of goods and services.</p>
<p>There are general opportunities to undertake a detailed assessment of the social</p>	<p>A detailed assessment of the social values of Albury Yard could yield further understanding into the intangible values, social history and people associated with the Broad Gauge railway track.</p>

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Opportunity	Commentary
values of the Broad Gauge railway track	
There is the opportunity to undertake further study into the extent of the Broad Gauge railway track within NSW.	A detailed study into the extent of the Broad Gauge railway track within NSW could yield further understanding into its heritage significance. The findings from any future study could be utilised as part of a heritage assessment in support of a blanket listing of all Broad Gauge railway track in NSW.
There is the opportunity to improve the interpretation of the cripple siding area	<p>The existing cripple siding is not easily identified as an interpretive Broad Gauge element, presently located beside the active Standard Gauge railway.</p> <p>There is the opportunity to improve the interpretation of the cripple siding through establishment of a sign that clearly identifies the Broad Gauge and Standard Gauge railway lines.</p>

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## 8. POLICY

### 8.1. Preamble

This section sets out a policy framework for future management of the heritage significance of the Broad Gauge within its context in Albury Yard, as part of the wider Albury Railway Station precinct. The policies are based on the findings raised in the previous sections of this report, with particular emphasis on the significance of the element.

The policies provide advice on how to manage the identified remnant Broad Gauge (Track 3 and 5) and conserve its identified cultural heritage values. The policies aim to find a viable balance between the owner's requirements and need for change within the Yard, and the retention and conservation of the Broad Gauge.

### 8.2. Conserving heritage significance

The Broad Gauge has been assessed as having historic and rarity value at a local level and should be retained as a component of the wider Albury Railway Station and Yard precinct.

#### Policy 1 – Conserving heritage significance

Conservation activities and processes are to be guided by the policies in this HAAP and heritage best practice.

1.1	The future management, care, and conservation of the identified remnant Broad Gauge within the study area is recommended to be guided by the statement of significance and significance gradings detailed in this HAAP (refer to Part 5.2 and 5.3).
1.2	Future decisions are recommended to be based on a balanced understanding of the significance of the element and maintaining a working rail yard.
1.3	Refer to conservation guidelines and manuals prepared by the NSW heritage authority, including the following documents: <ul style="list-style-type: none"> <li>▪ the Burra Charter;</li> <li>▪ The NSW Heritage Manual; and</li> <li>▪ The Maintenance of Heritage Assets: A Practical Guide;</li> </ul>

### 8.3. Legislative and statutory requirements

Proposed works within the study area or to the identified remnant Broad Gauge will require compliance with legislative and statutory obligations.



#### Policy 2 – Statutory approval

Statutory approvals require assessment of heritage impacts in accordance with the NSW Heritage Council's guidelines for heritage impact assessment.

2.1	All relevant statutory approvals must be obtained prior to commencing any works.
2.2	Proposals for work which may impact the identified remnant Broad Gauge should be accompanied by a Statement of Heritage Impact and be consistent with this HAAP.
2.3	Project planning is recommended to allow adequate time for the required heritage approvals.

### 8.4. Document use

This HAAP should be made available those who manage and maintain the place as well as others assessing potential works to the identified remnant Broad Gauge in the future.

#### Policy 3 – Document use

3.1	This HAAP should be made available to all relevant people and agencies involved in maintenance, operation, management, and future works to the study area.
3.2	Conservation policies are to be reviewed within five years, and no later than ten years. The review should be consistent with the principles of the Burra Charter, heritage best practice, and any relevant government heritage policies and legislation.

### 8.5. Conservation and repairs

The conservation and maintenance of the identified remnant Broad Gauge is essential for the safeguarding of its heritage significance.

#### Policy 4 – Conservation and repairs

4.1	Broad Gauge Tracks 3 and 5 is recommended be protected and conserved in-situ where possible.
4.2	Repair or reconstruction of the remnant Broad Gauge, in particular Track 5, is appropriate and is recommended to be undertaken as part of mitigating impacts caused by planned future works. Existing material including the rail tracks and timber sleepers is recommended be reused where possible.
4.3	Remove excess ballast and overgrown grass which is covering the Broad Gauge.
4.4	Do not store excess ballast, spoil, or other materials on top of the Broad Gauge.



## 8.6. New work

The impact of proposed changes within Albury Yard should be assessed with reference to the statement of significance (refer to Part 5.3).

### Policy 5 – New works that will adversely impact on the Broad Gauge and are recommended be avoided.

5.1	<p>Concept and detailed design planning for any future works within the study area are recommended to take into consideration the identified remnant Broad Gauge (Track 3 and 5) alignments in full.</p> <p>The remnant identified alignments are recommended to be integrated as part of any future design planning to avoid or minimise any impacts to the Broad Gauge.</p>
5.2	<p>New works which impact on the Broad Gauge may be permissible if:</p> <ul style="list-style-type: none"> <li>▪ alternatives have been thoroughly assessed and discounted due to a lack of feasibility or higher adverse impacts to other significant elements within Albury Railway Station and Yard;</li> <li>▪ sufficient mitigation measures have been put in place to protect the identified remnant Broad Gauge;</li> <li>▪ the proposed works are necessary for safety reasons.</li> </ul>
5.3	<p>Where new works are expected to have an impact on the Broad Gauge refer to Policy 2 in Sections 8.3 and the guidelines presented in Section 6 of this HAAP.</p>

## 8.7. Interpretation

Interpretation of the Broad Gauge and its significance at Albury Station is recommended to be strengthened when the opportunity arises.

### Policy 6 - Interpretation

6.1	<p>Although recommended, future works to the Broad Gauge do not require the preparation of a comprehensive interpretation plan – unless it is determined as a condition of consent.</p>
6.2	<p>Opportunities to improve and expand the existing interpretation regarding the Broad Gauge are recommended to be explored wholistically as part of future upgrades to the interpretation of Albury Railway Station and Yard.</p>
6.3	<p>Further research into the social history and people associated with the Broad Gauge at Albury Yard is highly encouraged.</p>
6.4	<p>If the opportunity arises, salvaged fabric such as sleepers, rails, and buffer stop materials are recommended be recorded, retained and stored in a protected area or redeployed in interpretive elements.</p>



## 8.8. Historical archaeology

The identified archaeological resource within the study area has been assessed to have no archaeological significance, with any extant or potential archaeological remains not meeting the thresholds for significance at a local or State level.

Policy 7 – Requirements for historical archaeology	
7.1	Future works to the Broad Gauge do not require a Historical Archaeological Impact Assessment (HAIA).
7.2	Future works to the Broad Gauge do not require a section 140 Excavation Permit granted under section 141 of the <i>Heritage Act 1977</i> .
7.3	Should any unexpected archaeological finds not identified in this report be exposed during ground disturbing work, all works in the affected area are to stop and the exposed finds protected. A suitably qualified archaeologist is to be notified to undertake assessment. Based on the result of the archaeological assessment, Heritage NSW is to be notified under section 146 of the <i>Heritage Act 1977</i> .

## 8.9. Records management and documentation

Management records associated with the conservation of a place or element including scope of works and reasons for change are an important part of a management strategy. It is important that these records are stored in a safe, publicly accessible place and in an accessible format. It is noted that the 2009 Archival Recording by OHM could not be viewed as part of the preparation of this report. An archival recording was also undertaken by Extent Heritage in 2024 in conjunction with this HAAP.

Policy 8 – Documentary records	
Maintain an ongoing record of management and change for the Broad Gauge.	
8.1	All records and reports relevant to the history and management of the Broad Gauge are to be sought and copies included in the archival records of the place. These are recommended to be retained by Inland Rail and, where relevant, provided to Council and / or the Albury Library Museum

Policy 9 – Photographic Archival Recording	
Archival recording, in accordance with the NSW Heritage Division Guidelines, is recommended to be undertaken prior to any substantial changes within Albury Yard such as conservation works or removal/repair of significant fabric.	
9.1	Copies of archival records are to be maintained by Inland Rail and be provided to the Albury Library Museum in an accessible format.



## 8.10. Heritage Training and reporting

Due to the nature of the identified remnant Broad Gauge tracks being difficult to be visually distinguished from the Standard Gauge, as well as its intangible significance, it is important that all relevant personnel and contractors on site are provided with information and training regarding their identification and management of the Broad Gauge.

### Policy 10 – Heritage inductions

10.1	Heritage inductions are to provide clear and accessible information on the significance and statutory obligations relating to the Broad Gauge to all relevant personnel and contractors involved with work at Albury Yard and / or within the wider Albury Railway Station precinct prior to the commencement of any works that may directly or indirectly impact the Broad Gauge.
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There is evidence of the Broad Gauge Track 5 being impacted by heavy machinery which has caused the rails to become bent or fall over. Such incidents are to be reported in the future to prevent cumulative adverse impacts to the physical condition of the identified remnant Broad Gauge.

### Policy 11 – Incident reporting

11.1	Incidents which physically impact on the fabric of the remnant Broad Gauge are to be documented and reported to the station manager or appropriate heritage representative from Australian Rail Track Corporation.
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