

## **Assignment 2: Relationship between heritage conservation planning and heritage conservation practice – City of Sydney Fire Station.**

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### **1.0 Account one: History and Conservation Planning**

#### **1.1 - Analysis of Documentary Evidence**

Research was carried out at these repositories and the following records encountered:

1) NSW Fire Brigades Historical Archive:

Fire Brigade Annual Reports; Archival Boxes (correspondence and reports) 11-16, 669-674, 815, 933, 984; *Fire News* Magazines; Historical Photographs; Plans; Oral Histories; Station and Land Registers; Personnel Records, Property Cards.

2) City of Sydney Archives:

Dove's Plans of Sydney; Rate Assessment Books; Photographs; Planning Street Cards.

3) Museum of Fire (Penrith):

Photographs; Secondary sources; Union and Fire Brigade periodicals.

4) State Records (NSW):

Fire Brigade Board Minutes; Colonial Secretary's Correspondence; Superintendent's Reports; Sands Directory; Fire Station & Site Cards, Architectural Drawings.

5) Mitchell Library:

Historical Newspapers and Periodicals; Architectural and Technical Drawings.

6) Heritage Branch (formerly Heritage Office), Department of Planning:

State Inventory (online); Conservation Management Plans; Heritage Impact Statements; Survey of Heritage Fire Stations; Archaeological Survey.

#### **1.2 - Analysis of Physical Evidence**

An examination was made of the following features of the Fire Station:

- Streetscape
- Front and rear facades
- Internal areas and roof of 1888 building
- Stairwell and portions of internal areas of 1912 building
- Engine bays of all three buildings

- Conversations with Superintendent P. Stathis, Zone Commander, ME 1.

### 1.3 - Research not undertaken

- For security reasons, internal inspection of the 2003 building was not possible, nor was photography permitted in some sections of the 1888, and 1912, buildings.
- No search of the lands titles office was undertaken, since a comprehensive record of previous ownership was obtained from brigade documents and registers, as well as the Colonial Secretary's Correspondence.

### 1.4 - History of City of Sydney Fire Station

The enactment of the Fire Brigades Act 1884 brought Sydney's fire protection under statutory control and instituted the Metropolitan Fire Brigade under the control of the Fire Brigades Board.<sup>1</sup> Gazetted on the 24 June 1884, the Board consisted of six members: a government appointed Chairman, and representatives from Sydney Municipal Council, suburban municipalities, volunteer firemen, and the major financial contributors to the new brigade - Sydney's insurance companies.<sup>2</sup> The newly appointed Superintendent of the Metropolitan Fire Brigade, William Bear, subsequently summarised the composition of Sydney's fire protection under the new Act, reporting that it comprised thirty firemen of the permanent staff, 'including Superintendent, Secretary, and Coachman'; sixteen registered volunteer fire companies; and six unregistered volunteer fire companies.<sup>3</sup> He boasted that the permanent brigade owned 'three horses, instead of two, as was in the case of the late [Insurance Companies] brigade'.<sup>4</sup>

One of the first concerns of the new Board and its Superintendent was the erection of three fire stations.<sup>5</sup> The Metropolitan Fire Brigade was initially based in the former Insurance Companies Fire Station, in Bathurst Street, opposite St Andrews Cathedral. Superintendent

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<sup>1</sup> State Records NSW: Colonial Secretary, Correspondence; NRS906, Special Bundles 1874-1900; [4/864.2] Central Fire Station, *Fire Brigades Act 1884*.

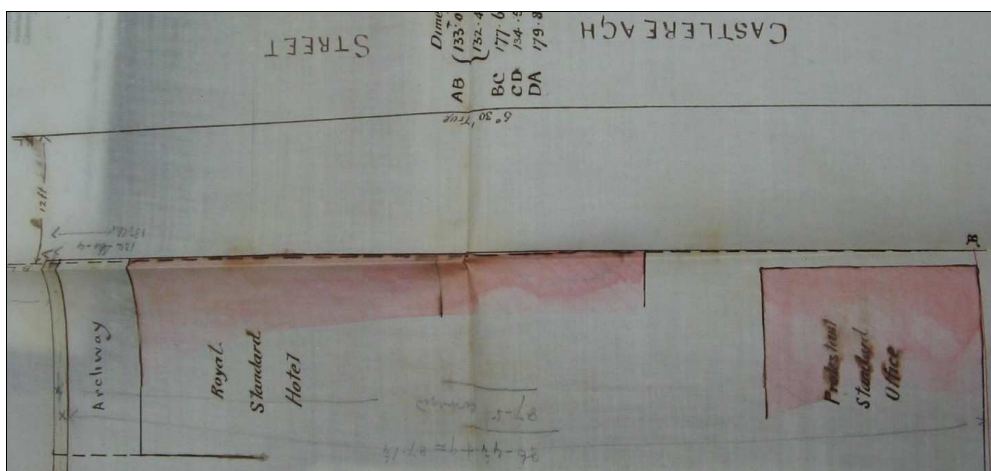
<sup>2</sup> *Ibid.*; Fire Brigades Board, *Annual Report for 1884*, Sydney, 1885, p.1.

<sup>3</sup> *Ibid.*, pp.15-16.

<sup>4</sup> *Ibid.*, p.15.

<sup>5</sup> SRNSW: NRS906, [4/864.2], A. Bone to Colonial Secretary, letter, 10 May 1885.

Bear described it as 'totally inadequate to the requirements of the Metropolitan Brigade'.<sup>6</sup> The Board, meanwhile, was based some distance away, in temporary premises at the corner of Bridge and Elizabeth Street South (now Phillip Street).<sup>7</sup> Whilst recommending that the Government resume a northern site for a fire station in George Street, Circular Quay, the Board purchased a southern site at George Street West, engaging architects Rowe and Green to prepare plans for a fire station under the supervision of Superintendent Bear.<sup>8</sup> The Government, meanwhile, purchased two adjacent lots on the western side of Castlereagh Street for the erection of a centrally located fire station.<sup>9</sup> Situated upon these two lots were



**Figure 1 – Plan showing sites of Royal Standard Hotel and Protestant Standard Office. Plan of 217 Castlereagh Street, Department of Public Works, 3 February 1884, located at State Records NSW: Colonial Secretary, Correspondence; NRS906, Special Bundles 1874-1900; [4/864.2].**

the Protestant Standard Office, on a site first developed in 1864, and purchased from W.H. Paling & A.H. McCulloch for £5,000; and the Royal Standard Hotel, on a site first

<sup>6</sup> Fire Brigades Board, *Annual Report for 1884*, p.14; SRNSW: NRS906, [4/864.2], William Bear to Principal Under Secretary, letter, 29/1/1885.

<sup>7</sup> SRNSW: NRS906, [4/864.2], A. Bone to Colonial Secretary, letter, 5 May 1884; Board of Fire Commissioners of NSW, 'Property Cards: Headquarters', NSW Fire Brigade Historical Archive; H. Webb to T. Smith, letter, 2 June 1925, original at NSW Fire Brigades Historical Archive, Archival Box 671: 'Correspondence and Reports'.

<sup>8</sup> Fire Brigades Board, *Annual Report for 1884*, p.2.

<sup>9</sup> Fire Brigades Board, *Annual Report for 1885*, Sydney, 1886, p.1.

developed in 1831, and purchased from C.J. Royle for £5,500.<sup>10</sup> The Board's strategy for Sydney's fire protection was taking shape.

The following year, the Chairman of the Board, Charles Bown, expressed frustration concerning the delay in erecting the much-needed central station:

The whole system for the protection of the city and suburbs as worked out carefully after much consulting with the Superintendent, depends upon the carrying out of plan proposed by the Board.<sup>11</sup>

Designs had been approved, and tenders had been sought and accepted by the Government; however, when the successful tenderer, White and Coghill realised that they had underquoted, they withdrew their tender.<sup>12</sup> The Board, at the time, was of the opinion that the cost of the original design was excessive, and following White and Coghill's withdrawal, the Board took the opportunity to reduce expenditure by reviewing the plans and recommending a reduction of ornamentation.<sup>13</sup> Following the revision, tenders were once again sought, and the tender of Millet Bros, for £13,150 was accepted.<sup>14</sup> Unfortunately, Millet Bros became insolvent after commencing the removal of the earlier buildings and this, together with 'a change of Ministry and the dissolution of Parliament', served to further delay construction, prompting Charles Bown to remind the Government that the Insurance Brigade's old premises were occupied 'on suffrance (sic) only'.<sup>15</sup> Fresh tenders were sought and that of John Baldwin, for £12,999 was subsequently accepted;

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<sup>10</sup> Board of Fire Commissioners of NSW, Land and Station Registers, Book 4, p.1; SRNSW: NRS906, [4/864.2], C. Royle to Under Secretary, letter, 23 September 1884; SRNSW: NRS906, [4/864.2], C. Royle to C. Walker, letter 11 December 1884; SRNSW: NRS906, [4/864.2], Department of Public Works, Minute Paper, 22 March 1885; SRNSW: NRS906, [4/864.2], Crown Solicitor to Principal Under Secretary, letter, 18 December 1884; SRNSW: NRS906, [4/864.2], Plan of Castlereagh Street Sydney, 27 July 1885, Department of Public Works.

<sup>11</sup> Fire Brigades Board, *Annual Report for 1885*, p.1.

<sup>12</sup> State Records NSW: Fire Brigades Board; NRS4255, Minute Books 1885 - 1909; [6/13067] Minutes 26/10/1885, pp.42-43; SRNSW: NRS906, [4/864.2], White and Coghill to W. Coles, memorandum, 28 September 1885.

<sup>13</sup> SRNSW: NRS4255, [6/13067], Minutes 7 September 1885, p.29; SRNSW: NRS906, [4/864.2], A. Bone to Colonial Secretary, letter, 29 September 1885; Fire Brigades Board, *Annual Report for 1885*, p.1

<sup>14</sup> SRNSW: NRS906, [4/864.2], W. Bear to Principle Under Secretary, letter, 26 October 1885.

<sup>15</sup> SRNSW: NRS4255, [6/13067], Minutes 4 January 1886, p.60; SRNSW: NRS906, [4/864.2], James Barnet to Under Secretary for Public Works, letter, 29 June 1888; SRNSW: NRS906, [4/864.2], A. Bone to Principal Under Secretary, letter, 4 August 1886; Fire Brigades Board, *Annual Report for 1885*, p.1; SRNSW: NRS906, [4/864.2], Department of Public Works, Minute Paper, 21 March 1888.

construction commenced in late 1886.<sup>16</sup> Completed by 17 February 1888, it was occupied on 1 March.<sup>17</sup> Charles Bown noted in his annual report that the station was erected under the supervision of the Colonial Architect's Department and Superintendent Bear, and that he regarded it as 'one of the finest and modern of its kind'.<sup>18</sup> Superintendent Bear anticipated greater efficiency with the Board now operating under the same roof as the Brigade.<sup>19</sup>



**Figure 2 – The opening of Central Fire Station (1888). Note the watchtower on the roof, which was set back from the façade to facilitate symmetry following revision of the plans by Barnet at the Board's request. Note also the cottage to the right, NSW Fire Brigades Historical Archive (uncatalogued).**

<sup>16</sup> SRNSW: NRS4255, [6/13067], Minutes 1 November 1886, p.139; SRNSW: NRS4255, [6/13067], Minutes 6 December 1886, p.147; SRNSW: NRS906, [4/864.2], Department of Public Works, Minute Paper, 21 March 1888.

<sup>17</sup> SRNSW: NRS906, [4/864.2], J. Baldwin to Under Secretary for Works, letter, 17 February 1888; Fire Brigades Board, *Annual Report for 1888*, Sydney, 1889, p.10; SRNSW: NRS4255, [6/13067], Minutes 5 March 1888, p.16.

<sup>18</sup> Fire Brigades Board, *Annual Report for 1887*, p.2.

<sup>19</sup> *Ibid.*, p.13.

Described as a 'model of completeness' by Charles Bown, Central Fire Station was in every aspect a state of the art, nineteenth century fire station.<sup>20</sup> The ground floor was very much the operational area of the station, consisting of three engine bays for the horse drawn fire engines.<sup>21</sup> At the rear of the engine bays were stables, thereby accommodating efficient access and quick harnessing of the horses to the engines, enabling a quick response to a fire.<sup>22</sup> The offices of the Board Secretary and Superintendent Bear adjoined the engine bays, as did the Watchroom, which, with its telecommunications and electrical controls, was the nerve centre of the station.<sup>23</sup> From the Watchroom, the spring-loaded doors to the stables were activated via an electrical switch; whilst a trapdoor of two weighted flaps, located in the engine bay ceiling, were released via Watchroom controls, allowing the men to descend the fireman's pole from the first floor bedrooms.<sup>24</sup> Speaking tubes connected the Watchroom to the Superintendent's office, whilst fire bells and gas lamps in all sections of the building, could also be activated from the Watchroom 'in an instant'.<sup>25</sup> The ground floor also included a recreation room, containing a billiard table.<sup>26</sup> The first, second and third storeys were primarily for the accommodation of the firemen.<sup>27</sup> Also located on the first floor was the Boardroom, whilst the roof area comprised a drying area for laundry.<sup>28</sup> A watchtower was erected on the roof, from which firemen would perform shifts during the night, looking for that red glow on the horizon.<sup>29</sup>

The design of the fire station was completed under the supervision of the Colonial Architect, James Barnet who successfully reflected the Board's economic concerns, as well as functional aspects of the fire station. The first plans were completed in February 1885.<sup>30</sup> Barnet was the architect of such significant buildings as the Lands Department, Public

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<sup>20</sup> *Ibid.*, p.2.

<sup>21</sup> SRNSW: NRS906, [4/864.2], extracted plan of the Sydney Metropolitan Fire Brigade Head Station, 1885, at [SR Plan No. 2423].

<sup>22</sup> *Ibid.*

<sup>23</sup> *Ibid.*

<sup>24</sup> *Sydney Morning Herald*, 2 March 1888, p.4; 'Sydney Fire Brigades', *Illustrated Sydney News*, 31 May 1888, p.10.

<sup>25</sup> *Ibid.*; *Ibid.*

<sup>26</sup> *Sydney Morning Herald*, 2 March 1888, p.4; SRNSW: NRS 906, [4/864.2] Central Fire Station (extracted plan).

<sup>27</sup> SRNSW: NRS 906, [4/864.2] Central Fire Station (extracted plan).

<sup>28</sup> *Ibid.*; *Sydney Morning Herald*, 2 March 1888, p.4.

<sup>29</sup> *Ibid.*; *Ibid.*

<sup>30</sup> SRNSW: NRS 906, [4/864.2], Central Fire Station (extracted plan).

Library, Garden Palace, and General Post Office; however, Central Fire Station, as it became known, was his only fire station, and was much less elaborate than his other buildings. It is one of only two Sydney fire stations to be designed in the Victorian Free Classical style.<sup>31</sup> Originally designed in the Victorian Italianate style, the plans were altered at the request of the Fire Board; the Italianate design being considered too costly.<sup>32</sup> At the time, Board Secretary Andrew Bone wrote, 'the Board is of the opinion that the building to be erected as a Fire Station should be of plain a style as possible, consistent with the plans'.<sup>33</sup> A comparison of the two plans demonstrates the transformation from Italianate to Victorian Free Classical style. Gone was the asymmetry, with the dominant tower being replaced by a tower of lighter construction, which was set back from the façade to facilitate symmetry.<sup>34</sup> The Italianate bracketed eaves were removed; the round arches of the engine bay doors were replaced with segmental arches; and small windows with flat arches were introduced at ground level.<sup>35</sup> Other cost saving changes included the elimination of the decorative accent on the skyline, as well as the balustrade from the parapet, and the removal of some of the smooth faced ashlar from the astylar façade, which had expressed load-bearing walls.<sup>36</sup> Notwithstanding the Board's desire for a simple design, the aesthetics of the new façade, and the interior, denoted the building's functionality and importance. The surviving fabric features a keystone decorated with a bust of Queen Victoria over the arch of the central engine bay door, whilst the keystones of the outer arches each feature a fireman's helmet, axe, torch, and other firefighting tools. The internal tiling of the engine bay features a number of fire brigade motifs.

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<sup>31</sup> Jennifer McMonnies, 'Heritage Survey of Fire Stations: Sydney Metropolitan Area', unpublished report prepared for the National Trust of Australia, 1988, p. 2.2.

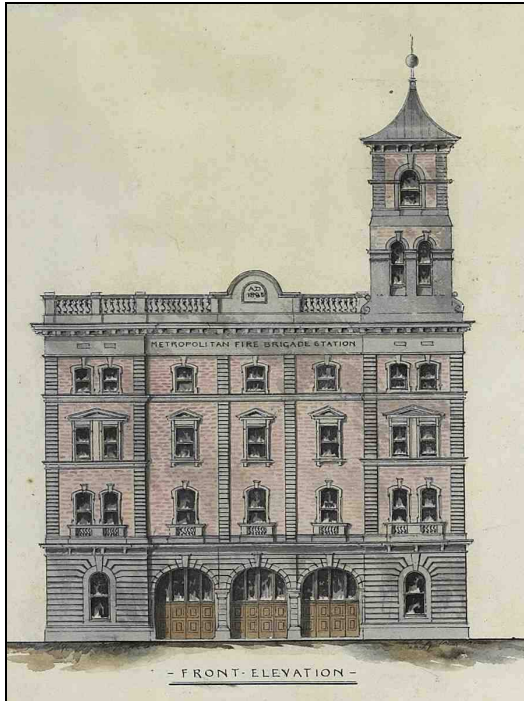
<sup>32</sup> SRNSW: NRS 906, [4/864.2], W. Bear to Colonial Secretary, letter 7 July 1885; Fire Brigades Board, *Annual Report for 1885*, p.1.

<sup>33</sup> SRNSW: NRS906, [4/864.2], A. Bone to Principle Under Secretary, letter, 16 March 1885.

<sup>34</sup> R. Apperly, R. Irving, and P. Reynolds, *A Pictorial Guide to Identifying Australian Architecture*, Pymble, 1994, pp.56-59, 70-73; SRNSW: NRS 906, [4/864.2] Central Fire Station (extracted plan); Plan of Metropolitan Fire Station, 23 February 1888, Public Works Department, Mitchell Library, PXD 532, Series 4, Folder 29.

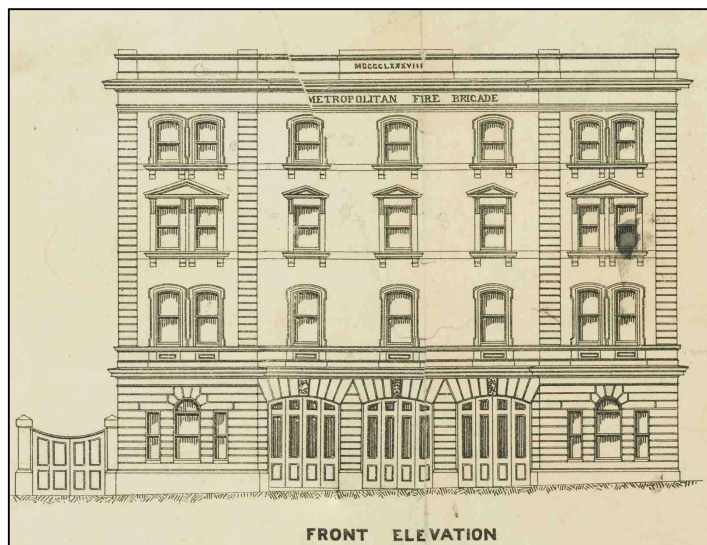
<sup>35</sup> Apperly et al., *A Pictorial Guide*, pp.56-59, 70-73.

<sup>36</sup> *Ibid.*



**Figure 3 – Barnet’s original Victorian Italianate style façade (1885), SRNSW: NRS906, [4/864.2], extracted plan of the Sydney Metropolitan Fire Brigade Head Station, 1885, at [SR Plan No. 2423].**

**Figure 4 – Revised façade in Victorian Free Classical style, Plan of Metropolitan Fire Station, 23 February 1888, Department of Public Works, Spain, Stewart and Lind, ‘Architectural Drawings and Photographs – 1859-1866’, Collection, Mitchell Library, PXD532, Series 4, Folder 29: Fire Stations.**







**Figure 5 (left) – Fire Brigade motif on internal wall tiling of engine bay, (2010), original held by Gary Boyce, 17 Singleton Ave, Werrington County.**



**Figure 6 (right) – Fire Brigade motif decorating keystone of engine bay arch, (2010), original held by Gary Boyce, 17 Singleton Ave, Werrington County.**

The floor plan of the building reflects both functionality and social aspects of the early Metropolitan Fire Brigade. The ground floor was primarily the sphere where the operational duties were carried out: supervision, maintenance of equipment, care of horses, and communications. The upper floors, however, were predominantly residential and elucidate aspects of brigade life. The design demonstrates social division and rank. The Superintendent occupied the northern portion of the first floor, comprising nine spacious rooms incorporating private bathroom and cooking facilities, whilst the Foreman (second in command) occupied the second floor directly above the Superintendent, but with fewer rooms.<sup>37</sup> Both officers' quarters were completely segregated from those of the firemen,

<sup>37</sup> SRNSW: NRS 906, [4/864.2] Central Fire Station (extracted plan).

who were accommodated in interconnected bedrooms, with communal kitchens, bathrooms, and laundry facilities.<sup>38</sup> The various offices denoted division of authority. Initially, the station accommodated the Superintendent, Foreman, five married men, and eight single men; four other married men lived in cottages nearby.<sup>39</sup> Fire stations in that era were commonly communities of firemen and their families; retired fireman Lew Phillips recalled that he was born above a watchroom, and was one of twenty-two children in a fire station.<sup>40</sup> Marie McCarthy, the daughter of fireman John McCarthy, lived at Central Station from 1910 until 1916 (by then known as Headquarters), and her memoirs elucidate a lack of homeliness in the station. She commented, 'of the seven fire stations which we rented and resided in, only two I would deem reasonable accommodation, the other five were unacceptable'.<sup>41</sup> The design of Central Fire Station might be compared to that of an 'onshore ship', and for good reason.<sup>42</sup> Firemen were on duty twenty-four hours a day, seven consecutive days; they were then allowed twenty-four hours leave.<sup>43</sup> Accordingly, they were required to live on the station premises, or if space was unavailable, in a rented residence nearby.<sup>44</sup> Forbidden to leave their station without the permission of an officer, 'much of their work at the station was menial and included the duties of a servant, such as keeping officers' quarters and gear clean'.<sup>45</sup> Such constrained living conditions perhaps explains why many of the early firemen were former seamen.<sup>46</sup>

Although Central Station had been a showpiece in 1888, increasing demands upon the Fire Brigade necessitated alterations and additions. In early 1902, Board President, Charles Bown, criticised government inaction concerning the matter, asserting that 'procrastination is accentuating the evil and making the remedy more costly'.<sup>47</sup> Headquarters station, as it

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<sup>38</sup> *Ibid.*

<sup>39</sup> *Sydney Morning Herald*, 2 March 1888, p.4.

<sup>40</sup> Lew Phillips, 'The Ghost of Pyrmont', *Fire News*, Autumn 1990, p.37.

<sup>41</sup> Marie McCarthy, interview by Peter McCarthy, June 2006, manuscript located at NSW Fire Brigades Historical Archive.

<sup>42</sup> Debra Jopson, *The Red Brigade: The Official History of the New South Wales Fire Brigade Employee's Union*, Sydney, 1994, p.3.

<sup>43</sup> *Ibid.*, p.17.

<sup>44</sup> *Ibid.*, p.3.

<sup>45</sup> *Ibid.*, p.4.

<sup>46</sup> State Records NSW: Board of Fire Commissioners of NSW; NRS 510, Personnel Record Books, 1884 - 1955; [11/16226] Volume A, 1884 - 1900; Fiche 2053-2058.

<sup>47</sup> Fire Brigades Board, *Annual Report for 1901*, Sydney, 1902, p.3.

had become known, did not have sufficient space to accommodate the firemen and their families; neither could it accommodate the horses and equipment necessary to cope with the demands consequent upon increased population and larger buildings, within the developing city.<sup>48</sup> Mr Bown was adamant that what was sufficient fifteen years earlier, had become 'utterly inadequate'.<sup>49</sup> The Government's ongoing inaction, and the refusal of the Board's request for the resumption of property to facilitate an outlet to Bathurst Street, was largely due to the lingering effects of the 1890s depression, which had significantly diminished the public purse.<sup>50</sup>

The first significant expansion commenced in 1904. In that year, the Board secured a twenty-one year lease of a three-storey building at 211 Castlereagh Street for £286 per year.<sup>51</sup> Dove's Plan reveals that, in 1880, number 211 contained a single-storey, u-shaped, bedding factory at the rear of the site, and a single-storey house with verandah at the front.<sup>52</sup> The house was later demolished and a three-storey brick building erected, which the Board commenced renting, on a yearly basis from 1902, for £6 per week after making 'considerable alterations to render them suitable ... [to] ... brigade requirements'.<sup>53</sup> It was, from that time, known as the 'Boot Factory'.<sup>54</sup> The rental of the Boot Factory afforded some temporary relief from the congested state of the original workshops, and facilitated the installation of electric-powered workshop machinery for the manufacture and repair of items such as boots, uniforms, hoses, and ropes.<sup>55</sup> The building was also initially used as a dormitory for unmarried firemen; however, this arrangement was only considered a temporary one, since the dormitory was separated from the fire station, and the fire engines,

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<sup>48</sup> Z. Barry to Principal Under Secretary, letter, 13 December 1899, original at NSW Fire Brigades Historical Archive, Archival Box 672: 'Correspondence and Reports'.

<sup>49</sup> Fire Brigades Board, *Annual Report for 1901*, Sydney, 1902, p.3.

<sup>50</sup> Fire Brigades Board, *Annual Report for 1904*, Sydney, 1905, p.3.

<sup>51</sup> *Ibid.*; SRNSW: NRS4255, [6/13067], Minutes 20 October 1904, p.325; L. Wickham to H. Webb, letter 2 May 1916, original at NSW Fire Brigades Historical Archive, Archival Box 671: 'Correspondence and Reports'.

<sup>52</sup> Plan of Blocks 31 & 32, City of Sydney, 1880, City of Sydney Archives, 'Historical Atlas of Sydney: Doves Plans of Sydney - 1880', <http://www.photosau.com/cosmaps/scripts/home.asp>, accessed 6 April 2010.

<sup>53</sup> Spain and Cosh to Z. Barry, letter, 19 October 1904, original at NSW Fire Brigades Historical Archive, Archival Box 671: 'Correspondence and Reports'; SRNSW: NRS4255, [6/13067], Minutes 14 August 1902, p.310; Fire Brigades Board, *Annual Report for 1902*, Sydney, 1903, p.5.

<sup>54</sup> 'City of Sydney History', *Fire News*, June 2003, p.6.

<sup>55</sup> *Ibid.*







**Figure 8 – View of Castlereagh Street looking north, showing 1888 building (217); cottage (213-215); and the ‘Boot Factory’ (211), (circa 1902-1911), NSW Fire Brigades Historical Archive (uncatalogued).**

In 1912, a more permanent remedy was found via the addition of an administration building, at 213-215 Castlereagh Street. In 1909, the government purchased this site from the Countess of Carnarvon, for £4675.<sup>59</sup> Shortly after, with the passing of the Fire Brigades Act 1909, the Fire Brigades Board was dissolved and replaced by the Board of Fire Commissioners of NSW which, unlike its predecessor, had statewide responsibility for fire protection in NSW. The Metropolitan Fire Brigade accordingly became the NSW Fire Brigades.<sup>60</sup> Consequently, the fire station evolved from a metropolitan headquarters, to a state headquarters, and necessitated a major addition to accommodate the additional administrative facilities. The new ‘Administration Building’, as it became known, was designed by architects, Spain, Cosh and Minnett. The development application was lodged on 14 June 1912.<sup>61</sup> Erected by Wall and Sons for £9668, it was designed to facilitate

<sup>59</sup> Crown Solicitor to Z. Barry, letter, 7 May 1909, original at NSW Fire Brigades Historical Archive, Archival Box 671: ‘Correspondence and Reports’; SRNSW: NRS4255, [6/13067], Minutes 13 May 1909, p.9; Board of Fire Commissioners of NSW, Land and Station Registers, Book 4, p.1; Board of Fire Commissioners of NSW, *Annual Report for 1912*, Sydney, 1913, p.2.

<sup>60</sup> Board of Fire Commissioners of NSW, *Annual Report for 1910*, Sydney, 1911, p.1.

<sup>61</sup> City of Sydney Archives, ‘Planning Street Cards: City 1908-1928’, [http://www.infocity.nsw.gov.au/streetcards/City\\_1908\\_1928/CastlereaghSt.pdf](http://www.infocity.nsw.gov.au/streetcards/City_1908_1928/CastlereaghSt.pdf), accessed 8 April 2010.

administrative functions as well as firemen's accommodation.<sup>62</sup> The first two floors comprised the Board's offices and boardroom, whilst the upper floors provided sleeping quarters and bathrooms that were only accessible by external stairs at the rear of the building.<sup>63</sup> There was no internal access between the buildings, an internal link not being constructed until 1928; however a passage between the two buildings at street level provided access to the rear yard.<sup>64</sup> Spain and Cosh designed the building sympathetically to the style of the 1888 building, not only in terms of the front façade, but also in terms of the iron balconies of the rear façade, together with the two rear wings, containing toilets and bathrooms, and the staircase respectively.<sup>65</sup> The addition was completed in July 1913, and occupied the following month.<sup>66</sup>

**Figure 9 – 1888 Building, and the 1912 Administration Building. Note the original façade to the Administration Building. This façade, was altered in 1927 to incorporate vehicular entrances, (circa 1913 – 1927), NSW Fire Brigades Historical Archive (uncatalogued).**



A number of alterations were made to the 1888 building and the Boot Factory.

Modification of the 1888 building had taken place as early as 1909. The advent of trams in

<sup>62</sup> F. Coghlan to Spain and Cosh, letter, 12 August, 1912, original at NSW Fire Brigades Historical Archive, Archival Box 671: 'Correspondence and Reports'; Board of Fire Commissioners of NSW, *Annual Report for 1912*, p.2.

<sup>63</sup> H. Webb to T. Smith, letter, 2 June 1925, original at NSW Fire Brigades Historical Archive, Archival Box 671: 'Correspondence and Reports'; Colin Adrian, *Fighting Fire: A Century of Service*, Sydney, 1984, p. 92.

<sup>64</sup> Plan of Headquarters Fire Station, 23 February 1888, Board of Fire Commissioners of NSW, Mitchell Library, PXD 532, Series 4, Folder 29.

<sup>65</sup> Plan of Headquarters Fire Station, August 1924, Board of Fire Commissioners of NSW, Mitchell Library, PXD 532, Series 4, Folder 29.

<sup>66</sup> F. Hain to Spain and Cosh, letter, 18 July 1913, original at NSW Fire Brigades Historical Archive, Archival Box 672: 'Correspondence and Reports'; Board of Fire Commissioners of NSW, *Annual Report for 1913*, Sydney, 1914, p.2.

Castlereagh Street in 1902, and the associated vibration created as they passed, had caused havoc with the fire alarms located in the watchroom.<sup>67</sup> Consequently, in 1909, the watchroom was relocated to the billiard room, and the billiard table relocated to the gymnasium located in the Boot Factory.<sup>68</sup> In 1913, to relieve some of the pressure upon accommodation, the laundry on the third floor was converted into residential quarters, and two laundries were constructed on the roof.<sup>69</sup> Meanwhile, the Board's old offices were converted into living quarters for married firemen.<sup>70</sup> The second storey of the original stables were removed; its rear wall was converted into a vehicular access; its side doors and windows were bricked up; and a flat roof was erected over both the stables and passageways on either side, thereby creating two extra engine bays.<sup>71</sup> Plans reveal that bathroom and lavatory facilities were erected over the stables; however, photographic evidence reveals that, by the 1920s, these had been replaced by an infill (figure 14).<sup>72</sup> Modifications also took place at the Boot Factory. The firemen were removed from the dormitory to the new quarters, and the stables at the rear of the Boot Factory, first occupied in 1902, were upgraded.<sup>73</sup> New workshops were constructed at the rear of this site, and the workshops already located within the Boot Factory were improved.<sup>74</sup>

Stables



**Figure 10 – View of rear yard facing south showing original stables (circa 1890s), NSW Fire Brigades Historical Archive (uncatalogued).**

<sup>67</sup> David Keenan, *Tramways of Sydney*, Sydney 1979, p.50.

<sup>68</sup> A. Webb to Z. Barry, letter, 11 May 1908, original at NSW Fire Brigades Historical Archive, Archival Box 672: 'Correspondence and Reports'; Fire Brigades Board, *Annual Report for 1909*, Sydney, 1910, p.3.

<sup>69</sup> Board of Fire Commissioners of NSW, *Annual Report for 1912*, p.2.

<sup>70</sup> Plan of Headquarters Fire Station, 26 September 1913, Board of Fire Commissioners of NSW, Mitchell Library, PXD 532, Series 4, Folder 29.

<sup>71</sup> *Ibid*; Z. Barry to N. Sparkes, letter, 21 November 1913, original at NSW Fire Brigades Historical Archive, Archival Box 672: 'Correspondence and Reports'.

<sup>72</sup> Plan of Headquarters Fire Station, 26 September 1913, *op.cit*.

<sup>73</sup> SRNSW: NRS4255, [6/13067], Minutes 31 July 1902, p.302; *Sands Sydney & NSW Directory 1902*, Sydney, 1902, p.27, Fiche No. 320, copy at State Records NSW.

<sup>74</sup> H. Webb to T. Smith, letter, 2 June 1925, original at NSW Fire Brigades Historical Archive, Archival Box 671: 'Correspondence and Reports'.

**Figure 11 – View of rear yard facing south, showing the stables following conversion into an engine bay. The second storey has been removed and a flat roof erected over both the stables and passageways. Note the vehicular entrance in the rear wall of the stables, (circa 1920s), NSW Fire Brigades Historical Archive (uncatalogued).**

Former Stables



Plans for modification of the Administration Building were prepared in 1924; however, no action was taken until 1927, when new working conditions for firemen brought about a shift in operational and residential requirements at Headquarters.<sup>75</sup> On 28 June 1927, Sydney and Newcastle firemen were awarded a reduced working week of eighty-four hours.<sup>76</sup> The introduction of a two-platoon system followed, negating the need for firemen to live at the station.<sup>77</sup> This significantly reduced the need for residential accommodation at Headquarters. Additionally, the days of horse-drawn fire engines at Headquarters, ended in 1915, and more space was consequently needed to accommodate the increasing number of motorised engines, which were required to meet the developing city's needs.<sup>78</sup> The Board accordingly embarked on modifications designed to address the changed requirements. The alterations and additions were carried out under the supervision of William McNiven, the brigade's first in-house architect.<sup>79</sup> Joining the brigade as a probationary fireman in 1900, McNiven, who had carpentry experience, became registered as an architect in 1923; the

<sup>75</sup> F. Jackson to H. Webb, letter, 9 September 1924, original at NSW Fire Brigades Historical Archive, Archival Box 671: 'Correspondence and Reports'.

<sup>76</sup> Jopson, *The Red Brigade*, p.26.

<sup>77</sup> *Ibid.* p.27.

<sup>78</sup> Board of Fire Commissioners of NSW, *Annual Report for 1915*, Sydney, 1916, p.11; Board of Fire Commissioners of NSW, *Annual Report for 1928*, Sydney, 1929, p.3; Board of Fire Commissioners of NSW, *Annual Report for 1929*, Sydney, 1930, pp.2-3.

<sup>79</sup> W. McNiven to H. Webb, letter, 5 May 1925, original at NSW Fire Brigades Historical Archive, Archival Box 671: 'Correspondence and Reports'.



Board subsequently ceased its practice of employing contracted architects.<sup>80</sup> The remodelling of the Administration Building included the alteration of the front façade to incorporate two vehicular entrances to Castlereagh Street; the interior of the ground floor was modified to accommodate two additional engine bays.<sup>81</sup> The upper floors were remodelled as offices, mess rooms, and recreation rooms, whilst a rear addition incorporated eating, reclining and storage areas.<sup>82</sup> Whilst the alterations had only a minor sympathetic impact upon the front façade, the interior fabric was considerably altered and much of it lost.<sup>83</sup>



**Figure 12 – Castlereagh Street, showing the 1888 building façade and the 1927 modifications to the façade of Administration Building, (mid 1950s), NSW Fire Brigades Historical Archive (uncatalogued).**

Further modifications occurred during the ensuing decades. These mainly comprised alterations to the layout and use of the interior of the buildings. The main contributing

<sup>80</sup> State Records NSW: Board of Fire Commissioners of NSW; NRS 510, Personnel Record Books, 1884 - 1955; [3/12672] Volume B, 1900 - 1909, p.15; Fiche 2059, copy located at NSW Fire Brigades Historical Archive; Adrian, *Fighting Fire*, pp. 96-97.

<sup>81</sup> Plan of Headquarters Fire Station, August 1924, Board of Fire Commissioners of NSW, Mitchell Library, PXD 532, Series 4, Folder 29.

<sup>82</sup> *Ibid.*

<sup>83</sup> *Ibid.*

factors were the increasing relocation of the workshop activities to other sites, such as Pyrmont and Five Dock; the transferral of all training to a new Training College at Paddington in 1956; the increasing requirement for administrative space; and new rosters and awards, which facilitated the complete removal of residential quarters.<sup>84</sup> In 1962, the Board finally obtained four properties fronting Bathurst Street for increased access.<sup>85</sup>

In 2003, major works were completed to meet the needs of a twenty first century fire brigade. These involved demolition, significant alterations, adaptive re-use, and restoration. In July 1999, an application was lodged with City of Sydney Council, proposing 'refurbishment, adaptive re-use and new accommodation'.<sup>86</sup> The redevelopment retained the 1888 building through adaptive re-use, with the ground floor becoming a small museum. The building was restored to an earlier configuration, retaining such items as a World War 1 Honour Board and original wall tiles and doors; removal of obtrusive accretions revealed long-hidden fabric. The upper floors of the 1888 building were utilised for administrative functions.<sup>87</sup> The façade of the Administration Building, as well as the engine bays, front rooms and main staircase were retained, whilst much of the fabric of the rear of the building was demolished.<sup>88</sup> The Boot Factory, purchased by the Board in 1923, was demolished and replaced with a building incorporating state of the art, twenty-first century, firefighting facilities.<sup>89</sup>

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## 1.5 - Statement of Significance

City of Sydney Fire Station is of high cultural significance. Its historical significance is derived from a sequence of additions and modifications. These demonstrate a process of the development of fire protection, in response to the increasing demands of a developing City of Sydney, and state of New South Wales. This process involved the improvement

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<sup>84</sup> Jopson, *The Red Brigade*, p.67; Board of Fire Commissioners of NSW, *Annual Report for 1955*, Sydney, 1956, pp.5-6; Board of Fire Commissioners of NSW, *Annual Report for 1956*, Sydney, 1957, p.4; Board of Fire Commissioners of NSW, *Annual Report for 1957*, Sydney, 1958, pp.4, 6; Board of Fire Commissioners of NSW, *Annual Report for 1958*, Sydney, 1959, p.8.

<sup>85</sup> Board of Fire Commissioners of NSW, *Annual Report for 1962*, Sydney, 1963, p.5.

<sup>86</sup> 'City of Sydney History', p.7.

<sup>87</sup> P. Stathis, Zone Commander (ME1), NSW Fire Brigades, pers.comm., conversation, 15 April 2010.

<sup>88</sup> *Ibid.*

<sup>89</sup> 'City of Sydney History', p.7; H. Webb to E. Harkness, letter, 4 September 1923, original at NSW Fire Brigades Historical Archive, Archival Box 671: 'Correspondence and Reports'; Adrian, *Fighting Fire*, p. 92.

and upgrading of operational facilities for firefighting staff and equipment, and provision for increasing administrative requirements as the station progressed from a metropolitan, to a statewide, headquarters. The station is also historically significant through its association with architects James Barnet, and Spain and Cosh. The station is scientifically significant. The fabric of the station demonstrates functional and operational aspects of state of the art, nineteenth century firefighting, such as the dependency upon efficient deployment of horse drawn fire brigade vehicles. Comparatively, the fire station is unique as the only New South Wales fire station to function as Fire Brigade Headquarters, and also as the only fire station designed by Colonial Architect James Barnet. It is also the state's oldest continually operational, purpose-built fire station. Representatively, it is a fine example of a Victorian industrial building. The station is also aesthetically significant, demonstrating James Barnet's innovations in the design of public buildings, being one of only two fire stations to be erected in the Victorian Free Classical style. The facades of the 1888 and 1912 buildings are largely intact, whilst that of the 2003 building has been designed to sympathetically complement them. The station is socially significant to firemen and their families, including those still living who were born in, or who resided, worked, or simply visited at the station, throughout its history. There is moderate possibility of the provision of archaeological information, since the site was occupied prior to the erection of the fire station, and certain portions of the rear yard have not undergone major disturbance.

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## **2.0 Account two: Heritage and Conservation Practice**

During the late 1990s, the NSW Fire Brigades were faced with the problem of achieving the fundamental operational requirements of a modern city fire station in premises that were no longer adequate for that purpose. Thus, a balance was required between the need to conserve a heritage place, and the needs of its owner.<sup>90</sup> Two options were available: relocation to another site in the city, or continued operations from the Castlereagh Street

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<sup>90</sup> M. Pearson and S. Pearson, 'Implementing Heritage Place Management', *Looking After Heritage Places: the Basics of Heritage Planning for Managers*, Carlton, 1995, p. 265; Marquis-Kyle and Walker, *The Illustrated Burra Charter*, article 7.2, p.34.

site. As no other suitable sites were identified, and as Sydney Council regarded redevelopment of the fire station as preferable to high-rise development on the site, retention of the current fire station was adopted.<sup>91</sup> Consequently, a conservation plan, comprising preservation, restoration, reconstruction, adaptive re-use, demolition, and ongoing maintenance, was formulated.

‘The aim of conservation is to retain the cultural significance of a place’; thus, a conservation plan should seek to retain or enhance all of the ‘elements of the place’s cultural significance’.<sup>92</sup> Accordingly, the City of Sydney Fire Station Conservation Plan seeks to conserve the fire station in accordance with Burra Charter principles. It states that any redevelopment of the site should not exceed four storeys. This is aimed at retaining ‘an appropriate visual setting’, which enhances aesthetic values.<sup>93</sup> The erection of a ‘tall unsympathetic building’ would damage the significance of the earlier buildings; accordingly, the façade of the 2003 building was designed to complement the facades of the older buildings, allowing them to be ‘read separately’.<sup>94</sup> The historical significance of the 1888 and 1912 buildings has also been addressed by their being integrated into the redevelopment in such a way that they retain their context in the evolution, and continued service, of the fire station.<sup>95</sup> The retention of the facades of the older buildings, together with the complementary façade of the 2003 building, thus provides a streetscape that demonstrates the development, expansion, and operation of the fire station, for over one hundred years.

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<sup>91</sup> Graham Brooks and Associates Pty Ltd, ‘Conservation Plan and Heritage Impact Assessment: No. 1 Fire Station, Castlereagh Street, Sydney’, unpublished report prepared for NSW Fire Brigades, June 1999, pp.122-123, located at Department of Services, Technology and Administration, Sydney.

<sup>92</sup> P. Marquis-Kyle and M. Walker, *The Illustrated Burra Charter*, Burwood, 2004, articles 2 & 5, pp.16, 27; Pearson, ‘Implementing Heritage Place Management’, p. 230.

<sup>93</sup> Brooks, ‘Conservation Plan’, p.136; Marquis-Kyle and Walker, *The Illustrated Burra Charter*, article 8, p.37.

<sup>94</sup> Pearson, ‘Implementing Heritage Place Management’, pp.225, 230; P. Marquis-Kyle and M. Walker, *The Illustrated Burra Charter*, Burwood, 2004, p.38.

<sup>95</sup> Brooks, ‘Conservation Plan’, p.136.



**Figure 13 – View of current streetscape looking south. The façade of the 2003 building has been designed in a style that is sympathetic with the facades of the 1888 and 1912 buildings, (2010), original held by Gary Boyce, 17 Singleton Ave, Werrington County.**

Respect for the existing fabric has also been demonstrated along Burra Charter principles; related to this is the balance between traditional and adaptive re-use.<sup>96</sup> Pearson suggests that the removal of fabric should only be entertained if it can be ‘justified by the far greater significance of the fabric that is revealed’.<sup>97</sup> Young, moreover, suggests that later additions to a building should not be ‘automatically ripped off in purist frenzies of restoration’.<sup>98</sup> Spaces of the 1888 building that reflect the original layout have been retained and/or restored, whilst any fabric that was considered to be an obtrusive accretion, such as a 1920s infill erected above the original stables, and window-mounted air conditioning units, has

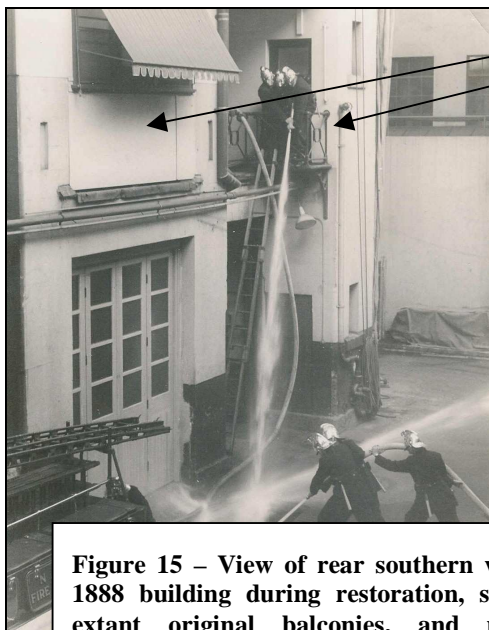
<sup>96</sup> Marquis-Kyle and Walker, *The Illustrated Burra Charter*, articles 3 & 7, pp.20, 34.

<sup>97</sup> Pearson, ‘Implementing Heritage Place Management’, p.227; Marquis-Kyle and Walker, *The Illustrated Burra Charter*, article 18, p.60.

<sup>98</sup> Linda Young, ‘House Museums in Australia’, *Public History Review*, 3, 1994, p.175.



been removed to reveal the original form of the building. Although the restoration of the 1888 building has been largely directed towards recovering its original form, it could not be described in terms of Young's 'frozen moments'.<sup>99</sup> It was recognised that 'the whole history' of the place should be interpreted by retaining features of later eras that were not considered obtrusive, such as signage on officers' doors, the First World War Honour Board, and the vehicular rear opening to the former stables.<sup>100</sup> As Pearson suggests, consideration must also be given to 'whether it is the form or the fabric [of a place] which is important'.<sup>101</sup> Accordingly, some reconstruction of the fire station was considered justified. Whilst existing balcony fabric was retained, missing elements of the balconies, that had been removed from the 1888 building, were reconstructed.<sup>102</sup> Removable partition walls and doors were constructed to match the location of original walls and doors, which had been demolished.<sup>103</sup>



**Figure 15 – View of rear southern wing of 1888 building during restoration, showing extant original balconies, and missing balcony components, (2002), NSW Fire Brigades Historical Archive (uncatalogued).**

**Figure 14 – View of rear of 1888 building showing the 1920s infill above the former stables, and balcony that was later removed, (circa 1920s), NSW Fire Brigades Historical Archive (uncatalogued).**



<sup>99</sup> Young, 'House Museums in Australia', p.175.

<sup>100</sup> M. Davies, 'Cultural Tourism, History, and Historic Precincts', in *Heritage Management in New Zealand and Australia*, ed. C. Michael Hall and S. McArthur, Auckland, 1993, pp.193-194; Marquis-Kyle and Walker, *The Illustrated Burra Charter*, article 10, p.42.

<sup>101</sup> Pearson, 'Implementing Heritage Place Management', p.224.

<sup>102</sup> Brooks, 'Conservation Plan', p.167; Z. Barry to N. Sparkes, letter, 21 November 1913, original at NSW Fire Brigades Historical Archive, Archival Box 672: 'Correspondence and Reports'.

<sup>103</sup> Brooks, 'Conservation Plan', p.167.

A further consideration regarding fabric is use of a place. Where the traditional use of a place is significant, it should be retained, or as Pearson suggests, a compatible use that requires minimal disturbance to original fabric should be sought.<sup>104</sup> Accordingly, whilst a section of the ground floor of the 1888 building has been adapted as a museum, the remainder of the building has largely been 'retained and conserved as an integral part of the continuing operation of the overall fire station', and its original fabric preserved and restored.<sup>105</sup> The façade, staircase and front rooms of the 1912 building, have been retained in a like manner; however, the rear sections of that building have been demolished in order to meet current operational requirements.

Although its conservation was desirable, the Boot Factory was demolished to enable the erection of the 2003 building. Pearson suggests that the 'planned destruction or damage' to a place is legitimate when 'the proposed land use that will destroy a place is judged to be more important to society than the conservation of the place'.<sup>106</sup> Thus, the ability of the NSW Fire Brigade to function efficiently in its role of emergency response was considered to be of greater value to the City of Sydney, than the conservation of the Boot Factory. Another related consideration is the social significance of the place as an operational fire station. The social value of City of Sydney Fire Station can be 'enhanced by the contributions of succeeding generations' of the fire brigade, for as Davison suggests, heritage does not exclude future choices, but rather it can be created, as well as saved.<sup>107</sup> The replacement of the Boot Factory by modern facilities for operational reasons, preserves 'the spirit and purpose of the original form', and thus may enhance the fire station's significance.<sup>108</sup>

The ongoing management of the City of Sydney Fire Station includes maintenance and public interpretation, which are fundamental to conservation.<sup>109</sup> The conservation plan

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<sup>104</sup> Pearson, 'Implementing Heritage Place Management', p.226; Davies, 'Cultural Tourism, History, and Historic Precincts', p.192; Heritage Branch, Department of Planning, 'Altering Heritage Assets, in *NSW Heritage Manual*, p.3, [http://www.heritage.nsw.gov.au/03\\_index.htm](http://www.heritage.nsw.gov.au/03_index.htm), accessed 16 April 2010.

<sup>105</sup> Brooks, 'Conservation Plan', p.137.

<sup>106</sup> Pearson, 'Implementing Heritage Place Management', p.265.

<sup>107</sup> *Ibid.*, pp. 224-225; G. Davison, 'Heritage: From Patrimony to Pastiche', in *The Use and Abuse of Australian History*, St Leonards, 2000, p.117.

<sup>108</sup> Pearson, 'Implementing Heritage Place Management', pp. 224-225.

<sup>109</sup> Marquis-Kyle and Walker, *The Illustrated Burra Charter*, articles 16 & 25, pp.56, 74.

requires cyclical maintenance works, involving the regular inspection, monitoring of condition, cleaning, repainting and refinishing, and repair of all external and internal fabric.

<sup>110</sup> The plan states, ‘the heritage significance of the Fire Brigade Headquarters complex should be interpreted on site by appropriate signage and displays’.<sup>111</sup> Upon inspection of the 1888 and 1912 buildings, no signage or interpretation was observed. Moreover, public access is greatly restricted. The ground floors of these buildings are, however, opened to the public on occasions such as an annual open day, and also as part of the biennial Historic Houses Trust, Sydney Open Tour.<sup>112</sup> On these occasions, removable historic displays, signage and information leaflets are provided.<sup>113</sup> The place has also been listed on the NSW Fire Brigades s.170 Register.<sup>114</sup>



**The Boot  
Factory**

**Figure 16 – Pre 2003 streetscape showing 1888 building, Administration Building, and the now demolished ‘Boot Factory’, (circa 1913-1928), NSW Fire Brigades Historical Archive (uncatalogued).**

<sup>110</sup> Brooks, ‘Conservation Plan’, pp.163-165.

<sup>111</sup> *Ibid.*, p. 151; Marquis-Kyle and Walker, *The Illustrated Burra Charter*, articles 1.17, 24.1 & 25, pp.12, 70, 74.

<sup>112</sup> Stathis, pers.comm., 15 April 2010.

<sup>113</sup> *Ibid.*

<sup>114</sup> Heritage Branch, Department of Planning, ‘State Inventory: City of Sydney Fire Station’, [http://www.heritage.nsw.gov.au/07\\_subnav\\_01\\_2.cfm?itemid=4690014](http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=4690014), accessed 16 April 2010.



The heritage management of City of Sydney Fire Station successfully addresses the historic, scientific, aesthetic, comparative, representational, and social values identified in the above Statement of Significance; however, some differences are evident between planning and practice. There has been no review of the Conservation Management Plan (1999), although the plan recommends review every five years.<sup>115</sup> The lack of a review may result in a failure to address future management issues affecting the place's significance. The engine bays of the 1888 building were recommended for continued traditional use by brigade vehicles of a smaller size; this would have enhanced the place's significance.<sup>116</sup> Instead, the bays have been converted into a museum, since it was considered no longer 'feasible to operate response vehicles' from that building.<sup>117</sup> Restriction of public access and interpretation are determined by security and operational concerns, and thus there is no interpretive signage to explain the place's significance, although the museum does contribute towards interpretation. Given the restriction of access, however, an interpretive sign is proposed for the façade of the 1888 building, following further restoration.<sup>118</sup> These disparities do not adversely affect the significance of the place greatly.

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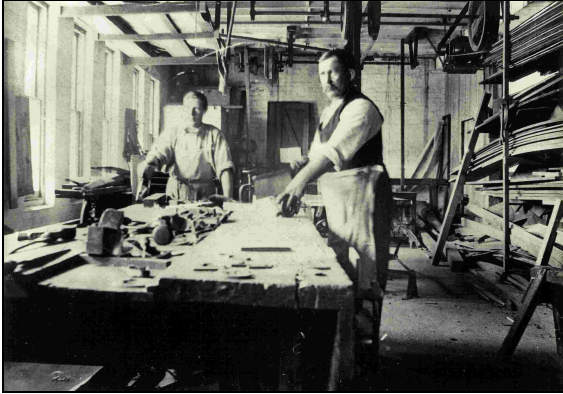
<sup>115</sup> Brooks, 'Conservation Plan', p.153.

<sup>116</sup> *Ibid.*, p. 144; Marquis-Kyle and Walker, *The Illustrated Burra Charter*, article 7, p.34.

<sup>117</sup> P. Stathis to G. Boyce, email, 16 April 2010, original held by Gary Boyce, 17 Singleton Ave, Werrington County.

<sup>118</sup> *Ibid.*; Marquis-Kyle and Walker, *The Illustrated Burra Charter*, article 25, p.74.

### 3.0 Appendix: Photographs



**Top:** Original Workshops, (circa 1884-1900), NSW Fire Brigades Historical Archive (uncatalogued).

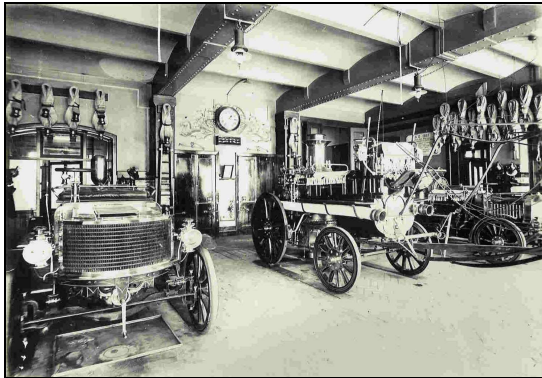


**Centre:** City of Sydney (Headquarters) was usually the first station to be involved with new innovations and developments in fire brigade technology. This photo shows the Governor General inaugurating the NSWFB's first two way radio, initially installed at Headquarters, (1948), NSW Fire Brigades Historical Archive (uncatalogued).

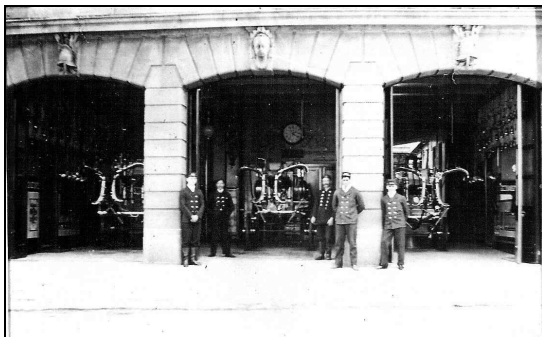


**Above & right:** Headquarters was the NSWFB's training centre until the opening of a training college at Paddington in 1956, (circa 1940s), NSW Fire Brigades Historical Archive (uncatalogued).





**Top:** Engine bays of 1888 building showing stable doors at rear, and 'state-of-the-art' late nineteenth and early twentieth century firefighting equipment, (circa 1906), NSW Fire Brigades Historical Archive (uncatalogued).



**Left:** An example of a Victorian industrial building: horse-drawn steam fire engines on the ready, (circa 1890s), NSW Fire Brigades Historical Archive (uncatalogued).



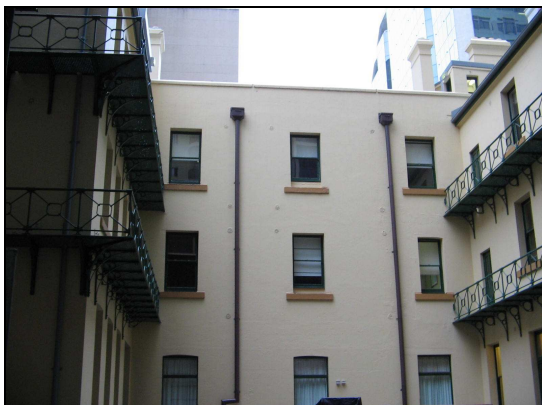
**Bottom:** View of Castlereagh Street, looking north, showing modern streetscape. The 2003 building has been designed sympathetically to the older buildings, (2010), original held by Gary Boyce, 17 Singleton Ave, Werrington County.



**Top:** View showing original 1888 engine bay doors. Also, decorative keystones, featuring Queen Victoria and Fire Brigade Helmets, which denote the building's functionality and importance, (2010) original held by Gary Boyce, 17 Singleton Ave, Werrington County.



**Centre:** View showing the Victorian Free Classical façade of the 1888 building, which features: pediments over grouped windows; segmental window arches; aedicule style windows; stucco modelling; and the 'bearing walls expressed as solid predominating over void' (Apperly et. al., p. 58-59), (2010), original held by Gary Boyce, 17 Singleton Ave, Werrington County.

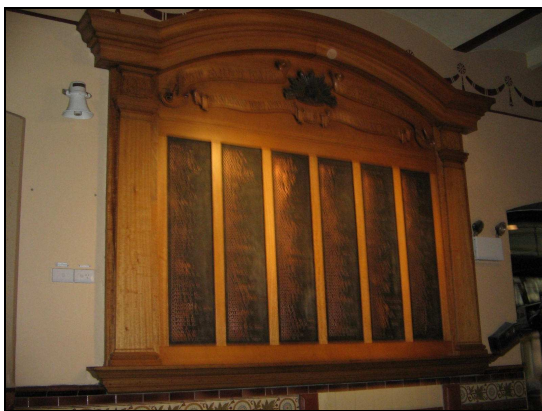


**Bottom:** Rear façade of 1888 building. Intrusive accretions have been removed, and portions of balconies have been reconstructed, to reveal the building's original form, (2010), original held by Gary Boyce, 17 Singleton Ave, Werrington County.

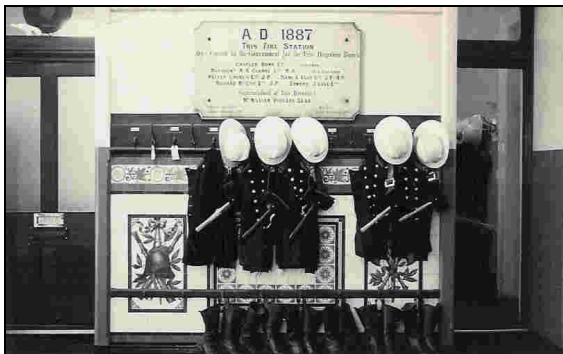




**Top:** One of the two laundries that were constructed on the roof in 1913, (2010), original held by Gary Boyce, 17 Singleton Ave, Werrington County.



**Left:** Accretions that were considered to be significant have been retained, such as the WW1 Honour Board, (2010), original held by Gary Boyce, 17 Singleton Ave, Werrington County.



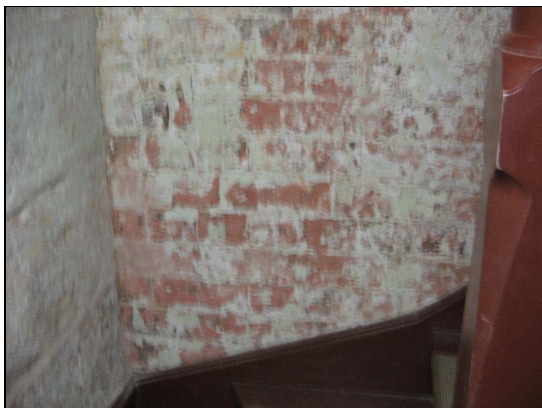
**Lower left:** View of marble plaque, Superintendent's doorplate, and tiling featuring fire brigade motifs, (circa 1980s), NSW Fire Brigades Historical Archive (uncatalogued).



**Bottom:** The marble plaque has been preserved. Note the 'anticipated' completion date (1887). The annual report for 1887 reveals that the fire station was not completed until 1888, (2010), original held by Gary Boyce, 17 Singleton Ave, Werrington County.



**Top:** The Superintendent's doorplate has been preserved in its original location, (2010), original held by Gary Boyce, 17 Singleton Ave, Werrington County.



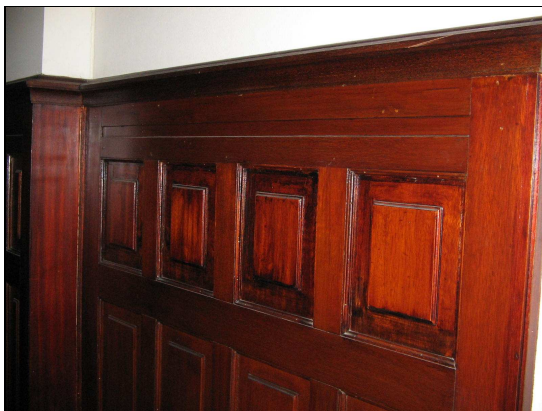
**Centre:** the walls of the basement under the 1888 building reveal early paint schemes, (2010), original held by Gary Boyce, 17 Singleton Ave, Werrington County.



**Bottom:** The walls of the basement feature graffiti left there by several generations of firemen who lived and worked there, (2010), original held by Gary Boyce, 17 Singleton Ave, Werrington County.



**Top:** Original doors of the 1888 engine bays still feature the original hinges, (2010), original held by Gary Boyce, 17 Singleton Ave, Werrington County.



**Centre:** Original, wooden panelling in the front corridors of the 1912 Administration Building, were preserved during the 2003 alterations, (2010), original held by Gary Boyce, 17 Singleton Ave, Werrington County.

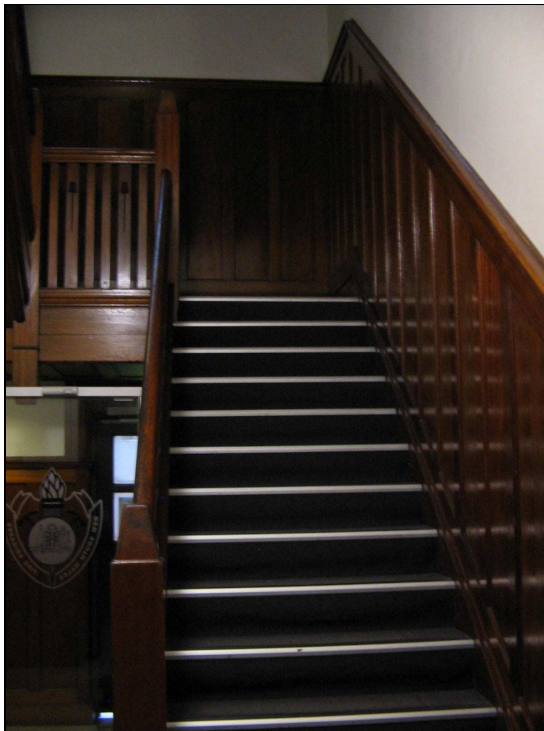


**Bottom:** Original fabric of 1888 northern staircase. After the fireman's pole was removed (circa 1912) this, and its southern equivalent, were the only means of descent for the firemen, (2010), original held by Gary Boyce, 17 Singleton Ave, Werrington County.



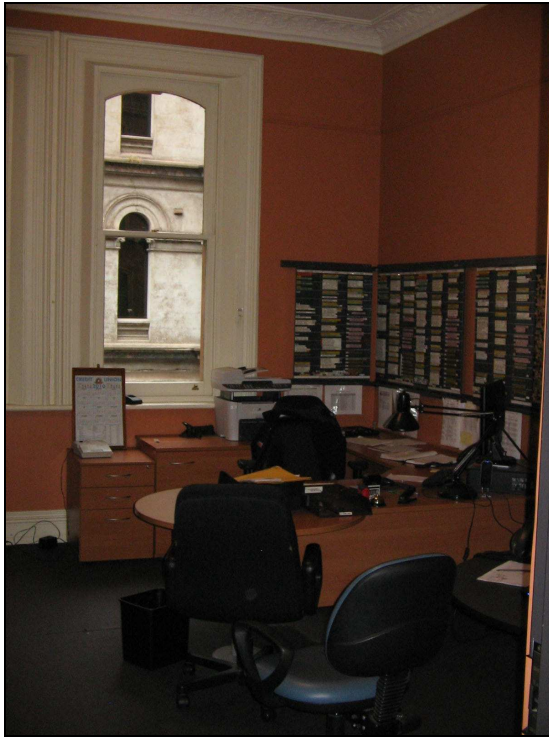


**Top:** Stained glass window in the northern wall of the 1888 building. These windows were added during the erection of the 1912 building and have been retained, (2010), original held by Gary Boyce, 17 Singleton Ave,



**Bottom:** Original wooden stairs and wall panelling, in the 1912 Administration Building, were preserved during the 2003 alterations, (2010), original held by Gary Boyce, 17 Singleton Ave, Werrington County.





**Left: This room was originally The Superintendent's main bedroom. It is now the Duty Commander's Office, (2010), original held by Gary Boyce, 17 Singleton Ave, Werrington County.**

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