

Ultimo Tram Depot (The Harwood Building)

History and Significance

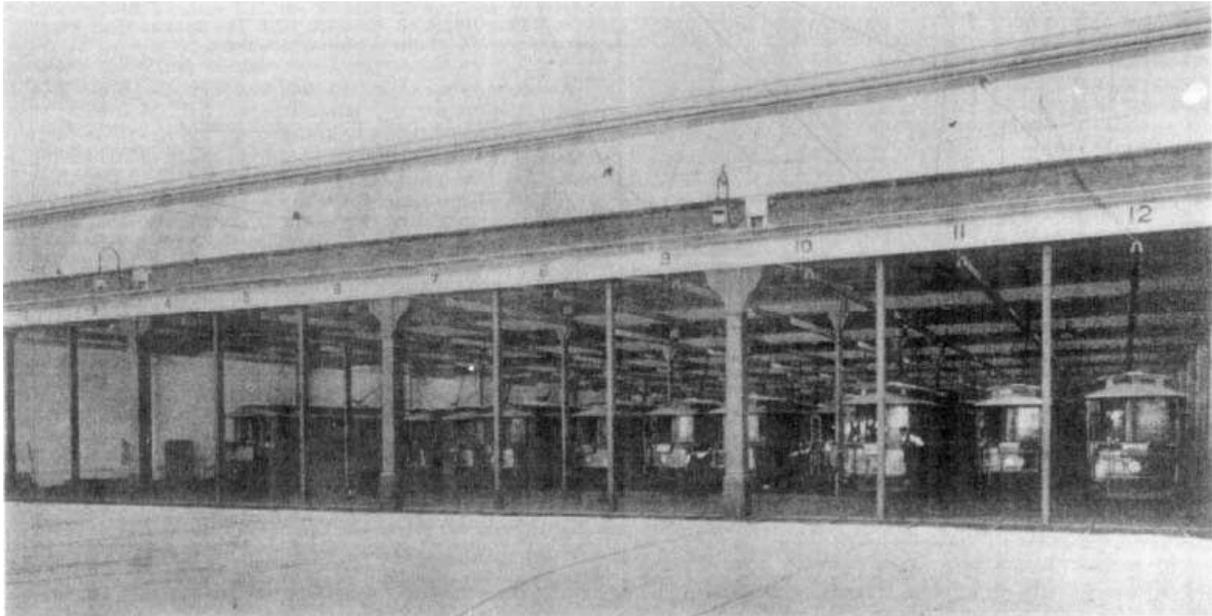
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April, 2019

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1.0 History of the Harwood Building



The following text is based upon a summary document produced by the Institution of Engineers Australia in 1994, in support of a plaque to be erected for the whole Ultimo complex. This document itself claims to be extracts from "Ultimo, The Power House; Ultimo, the Tram Depot", compiled by the Department of Public Works. It has been amended and updated as necessary.

Ultimo Depot was built for the electric tramcar fleet used on the then newly-constructed George Street, City – to – Harris Street, Pyrmont line. Including its front yard, the depot occupied the whole site bounded by Mary Ann Street, Omnibus Lane, a prolongation eastward of Macarthur Street and Darling Harbour Railway Goods Yard. The constructing authority was the Railway Construction Branch of the Public Works Department, which reported in June 1897 that sketch plans for the building had been approved by the Railway Commissioners.

Below is a summary of the position relating to progress on building the Depot as at June 1898, some eighteen months before it became operational, quoting verbatim from official reports but with interpolations from N. S. W. Government Gazettes added:

"The contract for the Car House was let to Stewart and Company (whose offices were in Castlereagh Street, Sydney: on 3rd January, 1898 and the work is well advanced; the main walls are completed, also the offices. The ironwork for the roof and columns is well advanced and the erection will be gone on with almost immediately. The track layout for the entrance to the Car House has been obtained from Wharton and Company, Philadelphia, U.S.A., while H. W. Peabody & Company are the local contractors. Arrangements have been made for the erection of a store and repair shop in connection with the Car House at an estimated cost of about £3,000. Plans for this are now being prepared." (This was towards the north east.)

It was opened as an operational depot on Friday 8th December, 1899. With the expansion of the electric tram line network, it provided cars for other routes such as Drummoyne, Gladesville, Ryde, Golden Grove and Erskineville and Darling Street, Balmain to Canterbury, as well as the Central Railway to Coogee service on a partial weekend basis (as well as the George Street, City to Pyrmont line).

The depot was originally erected as a structure 275 feet long and 130 feet wide, having 9 bays and accommodating 108 cars. At this time, ground space was provided to extend the building to accommodate a further 72 cars when this became necessary in the future.

The building accommodated 12 tracks across in a low brick walled structure with engaged piers and constructed in English Bond. The front or southern elevation was always completely open until June 1953, when security barriers were installed. The uninsulated roof was sheeted in galvanised iron with some glass skylights (replaced during the mid 1970s with fibreglass sheets) in a sawtooth pattern. It had inclined southern faces to give an asymmetrical profile to each bay. The roof was carried on light steel trusses. These were supported on transversely placed, fabricated plate web joists, intermediately resting on metal columns between.

As had been earlier planned, the depot was extended 150 feet northwards during the financial year ended June, 1908, in externally matching brickwork. Along the eastern side of the Depot building was a series of skillion roofed brick offices. Part of this accommodation was built in 1899 to provide amenities for drivers and conductors but the remainder was built subsequently.

At the northern end of the eastern side, the walling was stepped in plan and clad in galvanised iron. Towards the north east corner of the car shed, there was a section walled-off from the rest of the depot, with the floor level raised up to rail head level. To allow the lifting of car bodies off their trucks, two travelling cranes extending over three bays were provided here. It is understood that, in this area, tramcar repairs, overhauls and painting were carried out, until expansion at Randwick Workshops allowed this work to be centralised there from circa 1902.

Belonging to the depot and situated separately along the eastern side of its yard were the former Traffic Offices previously accommodating the Depot Master, Chargeman, Revenue Room and Roster Room. This was a brick building built in single storey in 1898 but to which was added an extra storey towards the south end in circa 1908. Along the western side of this building was a galvanised iron verandah roof with balustered frieze but this was demolished during the mid 1950s.

Until circa 1930, one of the tram tracks in the depot (designated "10 Road") continued northward through a doorway and out of the building to connect up with the railway line running from Darling Harbour Goods Yard into the adjoining Ultimo Power House. This connection was removed to allow construction of the coal storage bin for the Power House.

As part of the policy of abandoning the whole Sydney tramway system, Ultimo became the first victim among a total of twelve depots on the main system. Accordingly, it closed on Saturday 27th June, 1953 as an operational depot. Thereafter, it was used as a non-operating storage-depot for stabling over 70 surplus tramcars awaiting scrapping at Randwick Tramway

Workshops. It served this purpose until removal of the last batch of these tramcars in October, 1956.

Immediately the Transport Department had removed the last trams from the depot, the rails, walkways between the tracks and supporting beams and piers were removed from the building to enable the depot to be used for storage. In addition, access ramps were put in from the depot yard down to the floor of the building to allow road vehicle access. Following these alterations, the depot was used for storage concurrently by the Museum of Applied Arts and Sciences and Brambles Industries Limited during the 1960s. Later, the Museum was the sole occupier and actually stored two of their own preserved Sydney tram cars, "O" class 805 and "R" class 1738, until their removal on 19th April, 1979. This event marked the last direct association of the Depot in its un-rebuilt form with tram cars.



Ultimo Tram Depot in 1943

In July 1964, the Tram Depot was vested in the Board of Trustees of the Museum of Applied Arts and Sciences for the purpose of establishing a transport museum. In 1964, the Government Architect's Branch prepared plans and an item was included in the Loans Estimates so that work could proceed in the following year on the construction of the Museum. In 1965, however, the Trustees were informed by the Department of Main Roads that the depot was in the path of the proposed Western Distributor and the project was suspended indefinitely in 1967. With the curtailment of Freeway plans in 1977, the depot again became available for development of a Museum.

In 1979, the NSW Government announced that the derelict Ultimo Power House and the tramshed would be adapted to house a re-invigorated Museum of Applied Arts and Sciences, the new establishment to be known as the Powerhouse Museum. The first stage of this project was the refurbishment and adaptation of the tramshed for a cost of \$5.2 million.

The converted tramshed was opened on the 4th September, 1981 by the NSW State Premier, Neville Wran. It originally operated as a display space, with exhibits including the first railway locomotive in Australia, the first motor car manufactured in Australia, Bleriot's monoplane and a replica of Lawrence Hargrave's Box-kite. The tramshed continued as the primary exhibition space until the opening of the second stage of the Museum in the former Powerhouse buildings in March, 1988. Exhibits were progressively moved into the new buildings and the tramshed was subsequently converted into office space and conservation laboratories for the Museum.

2.0 Depots of the Sydney Electric Tramway System

The Ultimo Tramway Depot was erected in 1898 and opened in December, 1899 in conjunction with the Harris Street-Circular Quay Electric Tramway, the first non-experimental electric tram line in Sydney (a number of electric systems were trialled in parts of Sydney over the previous ten years).

The Ultimo Depot was the first of the new electric tram depots in Sydney and it provided a model for the design of the subsequent eleven electric depots erected over the ensuing fifteen years. The depots provided indoor stabling and storage for trams and all regular inspections and service activities were carried out within the sheds. The Depots were also the workplace for the tramway staff, including drivers, conductors, inspectors, engineers, cleaners and the administration officers.

The Sydney Electric Tramway system reached its peak in the 1920s, in terms of distances served and number of services operating. At this time, it was the largest in Australia, the second largest in the Commonwealth of Nations (after London), and one of the largest in the world. The network was heavily worked, with about 1,600 cars in service at any one time at its peak during the 1930s (cf. about 500 trams in Melbourne today). Patronage peaked in 1945 at 405 million passenger journeys. It had a maximum street mileage of 181 miles (291 km), in 1923¹.

The Sydney Electric Tramway Depots (in order of commission as an electric depot, with date of closure) were located at:

1. Ultimo Depot (1899 – 1953) – Now the Harwood Building of the Powerhouse Museum.
2. Newtown Depot (1900 – 1957) – now derelict. In 2012 the forecourt was converted into a public plaza and entrance to Newtown railway station.
3. Fort Macquarie Tram Depot (1902 – 1958) – Demolished – now the site of the Opera House.
4. Waverley Depot (1902 – 1959) – part retained and incorporated into a bus depot.
5. Rozelle Depot (1904 – 1958) – now the “Tramsheds” shopping centre.
6. Rushcutters Bay Depot (1905 – 1960) – Demolished.
7. North Sydney-Neutral Bay Depot (1909 – 1958) – part retained and incorporated into a supermarket.
8. Dowling Street Depot (1909 – 1961) – Demolished – Now Moore Park ‘Supacentra’.
9. Manly Depot (1911 – 1939) – part retained and incorporated into a supermarket.
10. Tempe Depot (1912 – 1954) – now a Bus depot.
11. Enfield Depot (1912 – 1948) – Demolished.
12. Leichhardt Storage and Stores Depot (1915 – 1937) – now part derelict and part Bus depot.

¹ Wikipedia

Amongst other values, these twelve tramshed buildings at each depot were all built to a common form, adjusted as necessary to suit the particular needs and characteristics of the location. They are generally of brick walls with south-facing saw-tooth roofs and most of them exhibit common architectural themes in their brickwork and their parapet and/or gable-end designs, which makes them visually distinctive (nb Fort Macquarie was given a special architectural treatment, in view of its location but close examination reveals small details which maintain the 'house' look). The last building erected was the Stores Building at Leichhardt Depot, which encapsulates the evolution of the architectural design theme already established.



Ultimo Depot (on Left) – Corrugated iron gable ends



Ultimo Depot – altered but similar gable-end detail



Newtown Depot



Newtown Depot – triangular parapets on saw-tooth profile



DEMOLISHED

Fort Macquarie Depot – showing ornate ‘Harbour’ frontage



Waverley Depot



Waverley Depot – parapet detail



Rozelle Depot



Rozelle Depot – parapet detail



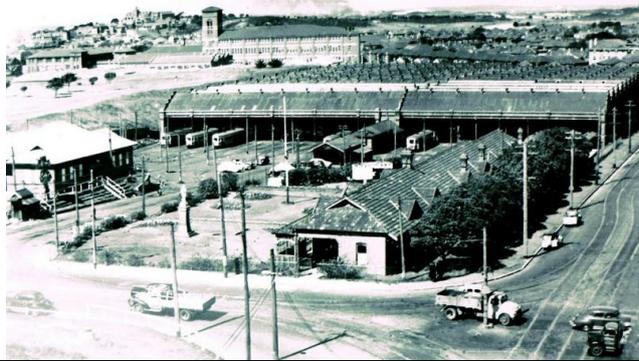
DEMOLISHED

Rushcutters Bay Depot



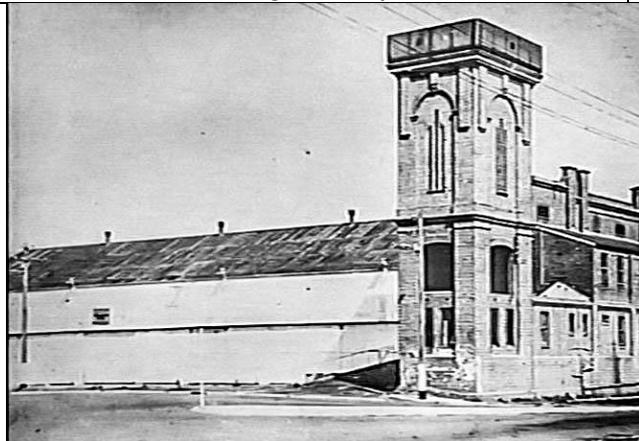
North Sydney - Neutral Bay Depot

North Sydney - Neutral Bay Depot – parapet detail



Dowling Street Depot

DEMOLISHED



Manly Depot



Manly Depot - Parapet



Tempe Depot



Tempe Depot – parapet detail



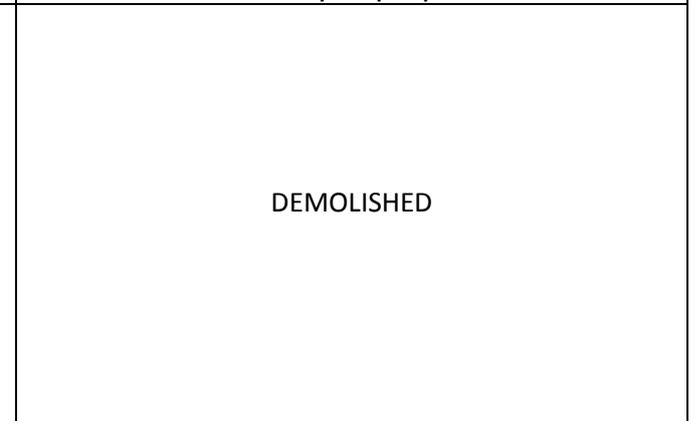
Leichhardt Depot



Leichhardt Depot – parapet detail



Enfield Depot



DEMOLISHED

2.0 The Current Situation

Of the original twelve depots, four have been demolished and no trace remains today. These are:

1. Fort Macquarie Tram Depot (1902 – 1958) – Demolished – now the site of the Opera House.
2. Rushcutters Bay Depot (1905 – 1960) – Demolished – now site of ‘Vibe’ hotel
3. Dowling Street Depot (1909 – 1961) – Demolished – Now Moore Park ‘Supacentra’.
4. Enfield Depot (1912 – 1948) – Demolished – Now an apartment complex

A small number have been converted to a new use, retaining the whole building. These are:

1. Ultimo Depot (1899 – 1953) – Now the Harwood Building of the Powerhouse Museum.
2. Rozelle Depot (1904 – 1958) – Now the “Tramsheds” shopping centre.
3. Tempe Depot (1912 – 1954) – Now a Bus depot.
4. Leichhardt Storage and Stores Depot (1915 – 1937) – Now a Bus depot.

One remains vacant and derelict (although the Offices and forecourt have been adapted for new uses associated with the adjacent railway station. This is:

1. Newtown Depot

Several others have been truncated in various ways and some are incorporated into new buildings, retaining only vestigial remnants. These are:

1. Waverley Depot (1902 – 1959) – part retained and incorporated into a bus depot.
2. North Sydney-Neutral Bay Depot (1909 – 1958) – part retained and incorporated into a supermarket.
3. Manly Depot (1911 – 1939) – part retained and incorporated into a supermarket.





Tempe Tramshed – now Tempe Bus Depot



Leichhardt Tramshed – now Leichhardt Bus Depot

Derelict Tramsheds



Newtown Depot - Tramshed

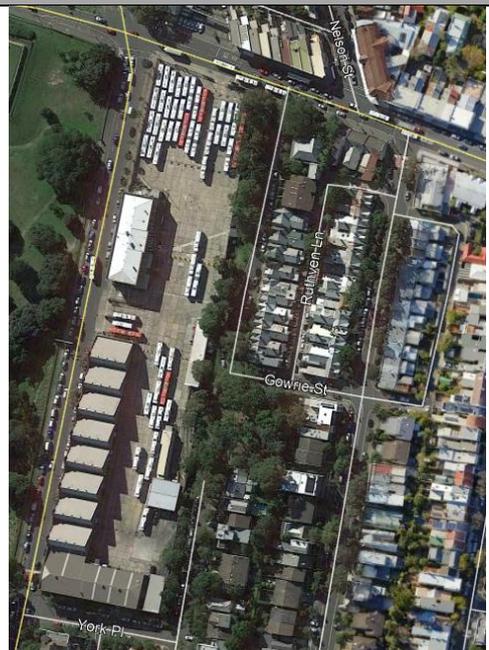


Newtown Depot – Forecourt to Newtown Railway Station

Vestigial Tramsheds



Waverley Depot - 1943



Waverley Depot - 2015



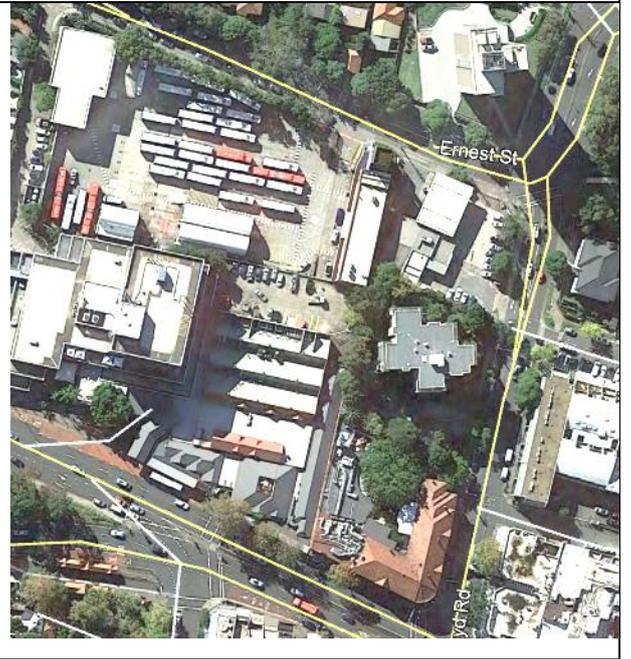
Manly Depot - 1943



Manly Depot - 2015



North Sydney - Neutral Bay Depot - 1943

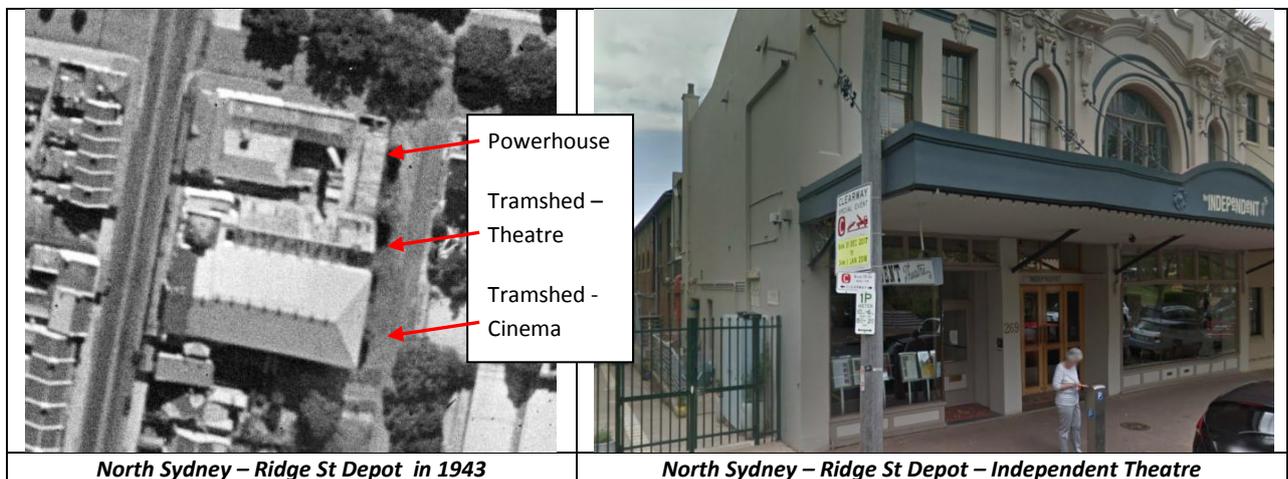


North Sydney - Neutral Bay Depot - 2015

3.0 Two Other Tramsheds

Ridge Street, North Sydney

Prior to 1909, the North Sydney Tram Depot was on the corner of Ridge and Miller Streets, North Sydney. Originally built as a Cable Tram Powerhouse and Tramshed in 1886, the line was converted to electric operation in 1900 and the Depot was electrified. Electric trams led to an expansion of the depot in 1902, with a large new tramshed, but this proved to be inadequate and a replacement Depot was developed on a new site at Neutral Bay. After the new depot was commissioned and operations transferred, the Old Tram depot was then sold. The powerhouse on the corner of Ridge St was demolished some years later; the northern part of the tramshed became the Coliseum Theatre, using the older northern tramshed with a new foyer and facade section up to the street frontage. The southern tramshed was similarly altered with a new facade to become the Coliseum Cinema. The Coliseum Theatre became the Independent Theatre in 1939, a notable local institution. The Coliseum Cinema was demolished in the 1990s and replaced by an apartment complex. The Independent Theatre retains vestigial evidence of its origins as a tramshed.



Hamilton Depot

The NSW Tramway system had a second independent system operating in the Newcastle area, which was also electrified in the early twentieth century. A modern electric tram depot was built at Hamilton in 1918. This depot was converted to a bus depot in the 1950 and the tramshed survives in modified form and in use for bus operations.



4.0 Depot Office Buildings

Every tramway depot had, in addition to the tramshed, a separate range of office buildings housing the depot managers, the revenue collection office and the amenities and facilities for drivers and conductors. At most depots, the office buildings have been demolished. There are three surviving Office buildings; these are at:

- Tempe Depot;
- Newtown Depot; and
- Leichhardt Depot.

The offices at Tempe are in good condition, having been restored to a high standard and reused for offices for the bus depot. The Offices at Newtown depot have been rebuilt and adapted for retail and cafe uses relating to the entrance to Newtown Railway Station. The Offices at Leichhardt Depot remain derelict and in poor condition.



Leichhardt Depot was unique, in that it had a role as the central stores facility for the tramway network and it had a unique building, specially designed to have a tram line through the centre for works cars to be loaded with cables, rails, sleepers and other necessary maintenance equipment and components. This building also remains derelict.



5.0 Tramway Substations

The electrification of the tramway networks required a number of large electrical substations to distribute the electrical power generated at Ultimo Power Station (and later, White Bay Power Station also). Most of these were redundant when the tramways ceased to operate and, as these buildings were relatively specialised, the majority did not survive for long afterwards. However, there are a number of exceptions. These are:

- Rozelle Substation – Derelict for many years, it was converted for residential use in the 1990s.
- Darlinghurst Substation – Converted for residential uses.
- Rose Bay Substation – Taken over by Sydney County Council and continues in use as a local electrical distribution substation.
- Hunter St, Newcastle Substation – Converted for Commercial uses.



Former Rozelle Tramway Substation



Former Darlinghurst Tramway Substation



Former Rose Bay Tramway Substation



Former Newcastle Tramway Substation

6.0 Statutory Heritage Protection Status (2019)

All of the surviving tramway depot buildings and tramway substation buildings identified above are Listed by the National Trust of Australia (NSW).

Of the ten tramway depots and four tramway substations surviving in NSW, most have been given statutory recognition as heritage items in Local Environmental Plans (LEPs). One has been included in the NSW State Heritage Register (SHR). The Darlinghurst Substation is only listed as part of a Heritage Conservation Area (HCA). Only one Depot is not recognised in any form: Ultimo Depot – now known as the Harwood Building. The places, and their relevant statutory instruments, are listed in Table 1 below.

Table 1:

Site	State Heritage Register	Statutory Listing
Leichhardt Storage and Stores Depot		Leichhardt LEP
Manly Depot		Manly LEP
Newtown Depot	01213	Sydney LEP
North Sydney – Neutral Bay Depot		North Sydney LEP
North Sydney – Ridge St Depot		North Sydney LEP
Rozelle Depot		Sydney LEP
Tempe Depot		Marrickville LEP (Inner West Council)
Ultimo Depot		-
Waverley Depot		Waverley LEP
Hamilton Depot		Newcastle LEP
Rozelle Tramway Substation		Leichhardt LEP
Darlinghurst Tramway Substation		Part of HCA only Sydney LEP -
Rose Bay Tramway Substation		Woollahra LEP
Newcastle Tramway Substation		Newcastle LEP

7.0 Other Tramway Elements and Relics

There are a range of other tramway relics and features throughout Sydney that are recognised as Heritage Items in LEPS and State Agency (S170) Heritage and Conservation Registers. These are mostly former tram-stop waiting sheds, cuttings, formations and former tramway routes. These are listed below in Table 2.

Table 2 – Other Tramway Elements

Site/ Item	Street Address	Suburb
Abandoned Tramway Cutting (including culvert, embankment and sandstone walls)	The Esplanade	Mosman
Archaeological Item - Bus Or Tram Shelter.	Argyle Street At Watson Road	Millers Point
Athol Wharf Tram Terminus (including escarpment and retaining wall)	Athol Wharf Road	Mosman
Baulkham Hills Tramway Cutting	George Suttor Reserve No 84, 9Z Old Northern Road	Baulkham Hills
Bondi Road Tram Overbridge	Bondi Road	Bondi
Bus Shelter	Argyle Street	Millers Point
Bus Shelter (former tram shelter)	1417 Pittwater Road (near Berry Reserve carpark)	Narrabeen
Bus stop shelter, former tram stop	New South Head Road, at intersection with Kent Road	Rose Bay
Bus stop shelter, former tram stop	New South Head Road, opposite intersection Wolseley Road	Double Bay
Bus stop shelter, former tram stop	New South Head Road, opposite intersection with Captain Piper's Road	Vaucluse
Bus stop shelter, former tram stop	New South Head Road, opposite intersection with Serpentine Parade	Vaucluse
Bus Terminus Office & Shelter	The Esplanade	Balmoral
Cremorne Point Ferry Wharf Site	Milson Road	Cremorne
Cremorne Point Wharf Shops	2 Milson	Cremorne
Dunbar anchor, tramway cutting	Gap Park	Watsons Bay
Former Tram Shelter Including Interior	110 Elizabeth Street	Sydney
Former tram turning circle and McMahons Point ferry wharf	Henry Lawson Avenue	McMahons Point
Former tram turning loop and ferry interchange	Milson Road	Cremorne Point
Former Tramways Repair Shop	22-32 King Street	Randwick
Former Tramways Workshop	22-32 King Street	Randwick
McMahons Point Ferry Wharf Site	Henry Lawson Avenue	McMahons Point
Taronga Bus Shelter and Office	Bradleys Head Road, Taronga Zoo Carpark	Mosman

Tram alignment	Grand Avenue	Rosehill
Tram Lines	Great North Road	Abbotsford
Tram Route Relics, Tram Shelter, Island and Plantings	Clareville Avenue (cnr Russell Avenue)	Sans Souci
Tram Shelter Shed	378 Great North Road	Abbotsford
Tram Terminus and Wharf for Tram Punt	The Spit Bridge	Seaforth
Tram Track on Blaxland Road, Ryde	Blaxland Road	Ryde
Tramway	Narellan Road	Various
Tramway	Camden Valley Way	Elderslie
Tramway formation	Anzac Parade	Little Bay
Tramway Monument (Obelisk)	1 Devlin Street	Ryde
Tramway Bridge Pier (Former)	1a - 1b (off) Redbank Road	Northmead
Tramway Staff War Memorial	Pittwater Road (bus depot)	Brookvale
Wynyard Former Tram Tunnels	Cumberland Street	Wynyard

8.0 Assessment of Heritage Significance

8.1 – The NSW State Heritage Assessment Criteria

The criteria for assessment of the heritage significance of items and places in NSW² are:

Criterion a) Historical significance

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) Associative significance

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) Aesthetic significance

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) Social significance

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) Research potential

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) Rarity

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) Representativeness

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.)*

The criteria are each considered in the following section.

² Assessing Heritage Significance; NSW Heritage Office; 2001

8.2 Assessment against Criteria

SHR Criterion a) [Historical significance]

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);

Built to service the new electric tram fleet operating in central Sydney, the former Tram Depot at Ultimo is of state historical significance for its association with the replacement of steam trams with electric traction in Sydney in 1899. Ultimo Tram Depot represents the introduction of the new, quiet and safe electric trams that were to become a major public transport facility in Sydney and a part of one of the largest electric tramway networks in the world.

The creation and operation of the Sydney electric tramway system had a significant and lasting impact on the landscape of Sydney, physically and geographically, as well as socially. The location of town centres and of shopping strips along main roads, the shape and route of roads and the location and distribution of types of housing can all be traced to their development as a result of the operation of trams in the vicinity.

Ultimo Tram Depot was the first of the new electric tramsheds erected in NSW and it established the design and layout parameters that were the template for all subsequent tramsheds. It operated as a tram depot for fifty years and was an important public transport facility throughout this time.

Ultimo Tram Depot was erected adjacent to the Ultimo Power House, the proximity illustrating the close association between the electricity generated at the Powerhouse and the trams that were the primary purpose of the powerhouse. Ultimo Tram Depot, with the adjacent powerhouse, demonstrate the scale of government commitment to the then new technology of electricity, at a time prior to its being generally available for public consumption.

The former Tram Depot at Ultimo was the first exhibition space created for the Powerhouse Museum and was the first step in the transition of the old Museum of Applied Arts and Sciences from its Harris St premises into the buildings of the former Ultimo Powerhouse. It has had a long association with the Powerhouse Museum, first as a Stage 1 exhibition hall and then as the primary administration space for the Museum for over twenty years.

SHR Criterion b) [Associative significance]

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

The former Tram Depot at Ultimo is significant for its association with railway engineer Henry Deane, a significant contributor to the development of the NSW Railways and the engineer responsible for the development and design of electric tramways in Sydney. Henry Deane was

the Chief Engineer for the NSW Railways and Tramways from 1890 – 1905, after which he designed the Wolgan Valley Railway line for the Commonwealth Oil Corporation and was largely responsible for the construction of the Transcontinental railway from Port Augusta to Perth.

SHR Criterion c) [Aesthetic significance]

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

The former Tram Depot at Ultimo has aesthetic significance as the original tramshed for the NSW electric tramway system and, as with each of the depot buildings, is a unique design which still contains the essential functional and operation requirements that are common to all of these buildings. Whilst the alterations made to adapt the building to its use as part of the Powerhouse Museum, particularly those to the arrangement of the roof cladding, are notable, they have not changed to essential individuality of the building, nor spoiled its original architectural lines.

SHR Criterion d) [Social significance]

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;

As a back-of-house facility for the Powerhouse Museum, the former Tram Depot building would have some social value for the many staff members that have been associated with the place since the creation of the Powerhouse Museum in from 1981 at Ultimo. It is unlikely that any of the former tramway system staff are still alive to express their connection to the place, however, the heritage of Sydney Trams is still maintained through organisations such as the Sydney Tramway Museum at Loftus, the Parramatta Park Tramway (now relocated to Valley Heights Loco Depot in the Blue Mountains west of Sydney) and the numerous and continuing publication of books and historic photographs of the former Sydney Tramway system. The continuing social significance of the Sydney Trams is expressed through the recent redevelopment of the Rozelle Tram Depot and its commercial reuse under the banner of “The Tramshed”.

SHR Criterion e) [Research potential]

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

The research potential of the site is not known to be a significant value.

SHR Criterion f)[Rarity]

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

The former Tram Depot at Ultimo is significant as the first and the oldest surviving tram depot shed in NSW.

The former Tram Depot at Ultimo is significant as one of only four of the original twelve (thirteen, counting Hamilton in Newcastle) tram depot buildings that survive relatively intact as a whole building.

The former Tram Depot at Ultimo is significant for its close association with the nearby Ultimo Powerhouse, a potent and visible expression of the close relationship between the Powerhouse and the trams for which it was built to supply.

The former Tram Depot at Ultimo is significant for its adaptation and reuse as part of the Powerhouse Museum, a rare, bold investment in heritage and the historic culture of the State by a Government in NSW.

SHR Criterion g)[Representativeness]

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.)*

The former Tram Depot at Ultimo is representative of the layout and arrangement pattern used to design electric tram depots of the NSW tramway system.

The architectural features of the former Tram Depot at Ultimo are representative of the specific architectural features and general treatment used for all subsequent tram depot buildings, with brickwork walls divided into panels by pilasters, segmental arches over openings, projecting cornices at ceiling level and a strong external expression of the saw-tooth roof arrangement.