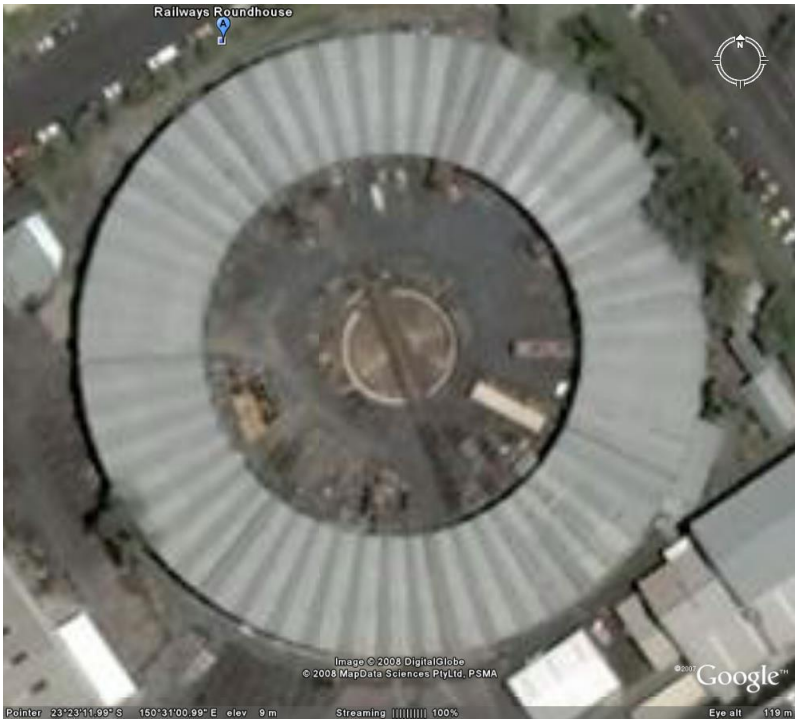
ENGINEERS AUSTRALIA

Engineering Heritage Queensland

NOMINATION OF THE

ROCKHAMPTON RAILWAY ROUNDHOUSE

Engineering Heritage Australia
Engineering Heritage Recognition Program



Aerial View of the Rockhampton Railway Roundhouse

Submitted by; Engineering Heritage Australia (Queensland Branch).
Prepared for EHQ by S.L Wallace.
January 2025

Table of Contents

1. Introduction

Within the Engineering Heritage group in Queensland, it was decided in 2015 to investigate nominating the Rockhampton Railway Roundhouse as part of the Engineering Heritage Recognition Program under the auspices of Engineering Heritage Australia. A railway roundhouse is a building commonly used throughout Australia (and other parts of the world) in the days when steam locomotives were the primary source of motive power. When a locomotive required maintenance, it was moved onto a turntable surrounded by work bays radiating off the axis of the turntable. Most "roundhouses" did not form a full circle, typically being a semicircle or perhaps three quarters however the roundhouse in Rockhampton was one that did indeed form a complete circle and is one of only two in Australia surviving to this day; the other being in Junee in New South Wales.

The Roundhouse is a legacy of the way Queensland developed in the late 19th and early 20th centuries with a series of ports up the coast serving the hinterland and in this case, the port at Rockhampton serving an area as far west as Longreach and railways were integral to this development. With this emphasis, there was a delay in connections of the railway north and south and thus Rockhampton became the epicentre of a large and growing regional railway system with its own administrative centre, General Manager and Divisional Engineers. The steam locomotives of the day required frequent servicing and the state-of-the-art roundhouse that is the subject of this nomination was constructed in 1914 and superseded a smaller one built only a few years before.

Roundhouses represented the pinnacle of development of railways in Central Queensland in the early 20th century and as railways evolved over subsequent years, so did the roundhouse. The incredible feature is not only is it a rare example of a full circle roundhouse but that it remains generally intact to this day and is a worthy reminder of how important railways were to the development of Queensland in general and in Rockhampton in particular.

The proposal to seek Engineering Heritage recognition was accepted by EHA on 16 March 2016.

2. Heritage Assessment

2.1 Basic Data

Item Name:
Rockhampton Railway Roundhouse

Location:
Rockhampton, Central Queensland.

Coordinates:
-23.3870066, 150.51727931

Address:
Corner of Bolsover and South Streets, Depot Hill

City:
Rockhampton, 4700

State:
Queensland

Local Gov't:
Rockhampton Regional Council

Owner:
Department of Transport and Main Roads (TMR), Queensland Government

Current Use:
Until perhaps 2015, mostly storage for the railway workshop complex of which the roundhouse formed a part but since 2022, TMR as the new owners is rejuvenating the site's Industrial and Heritage precincts for commercial and community use.

Former use:
The roundhouse was built to provide storage, servicing, and running maintenance of up to 52 steam locomotives at a time although the full capacity was never used as some bays were used for storage and/or support facilities e.g. tinsmiths and coppersmiths. In later years it was also used for rail wagon maintenance.

Designer:
Chief Railway's Engineer office of the Railways Department, Queensland Government.

Builder:
R.E. Sexton, Engineer in Charge of Construction for the Railways Department using day labour.

Year Started:
Estimates and plans were drawn up in 1911 with construction beginning in 1913. Sexton reported on 12 October 1914 that 18 stalls were ready for use, on 4 November that 48 were ready and on 17 November that all 52 stalls were available for occupation. (1)

Year Completed:
Continuously evolving to meet contemporary requirements and use.

Physical Description:
The building consists of 52 radial bays within seven segments of a complete circle; each segment having seven or eight bays. Each bay is 19.5m deep with a frontage of 3.7m widening to a rear elevation of 5.8m wide. The circle has a radius of 55.5m overall and the yard internally has a radius of 36m and occupies an area of nearly one hectare in total with 5,637m^2 under cover. The height of the valley beams is 6m internally and 6.7m externally and the ridges are 7.5m above ground. Each segment is separated from each other by brick walls 350mm thick carried through to the parapet. Each bay is supported on four round timber poles approximately 300mm in diameter and the roof and wall construction is of sawn timber. The use of round poles for the columns (basically trees) was a common QR practice including for bridges whereas many other railways would dress the timber to a square or rectangular cross section. Cladding to the roof and walls is in corrugated galvanised steel although there is evidence that the original roof cladding was in asbestos cement shingles. (2)

Structurally the building derives its stability from knee braces arranged in radial and circumferential directions. The standard of carpentry is notable for the care and attention to detail that has evidently been taken by the craftsmen. Posts are very straight and appear to have been selected and hewed to form a consistent profile. Valley and perimeter beams exhibit close-fitting scarf joints and rafters feature birds-mouth notches and bolted tie-downs which have performed well in this cyclonic region. It is an excellent example of timber construction on a grand scale. (3)

Located centrally and enclosed by the roundhouse was a turntable 18.3m in diameter which enabled each engine to be “spotted” into the radial stall required for washing out the boiler or for necessary repairs, while it also protected the engine and workers from the weather. Each stall had a concrete floor with rails and pits to enable access under the locomotive. The roundhouse featured five entry and exit tracks (called “roads” in railway parlance) leading from the central turntable to the depot yards. The major exit and entry road was situated near the South Street entry gates.

The design of the roundhouse featured external cladding of the walls with corrugated steel sheeting. Milled timber was supplied from the North Ipswich Railway Workshops and bricks for construction of piers and to divide off locomotive segments were most likely supplied from Mount Morgan brickworks. Departmental day labour was used on construction.

The whole of the roundhouse was lighted with electricity and the smoke from the engine funnels was carried to the atmosphere through vents. At the time of commissioning, the roundhouse was equipped with up to date plant, including a cylinder boring machine, pneumatic tools and oxywelding plant. (4)

Physical Condition:
Owners of a Queensland Heritage Place have a duty to "maintain it in active use, good repair and optimal operational condition", and protect it from "serious or irreparable damage or deterioration caused by weather, fire, vandalism or insects". (3) To better understand these obligations the owners prior to TMR, Aurizon, commissioned AECOM in 2012 to undertake a condition survey of the roundhouse. As reported in the references (3) inter alia, it was said that "Initial inspections identified rotting timber, missing and damaged members, deteriorating downpipes and cladding and a variety of visible defects warranting attention. Through the inspections … it was confirmed that, whilst the majority of the building fabric was in a reasonable and serviceable condition, significant localised issues existed. The majority of defects were systemic of poor weatherproofing, poor water management, termite attack or simple degradation over time. Particular areas of concern included rotting post bases, termite attack to rafters and poor condition of gutters and downpipes. Significantly, the removal of cladding over one third of the internal elevation had left timber members exposed to the elements and degradation was severe, leading to complete loss of member integrity in many cases. Termite damage was evident in many locations and was being managed through periodic treatment. In total, over 800 defects were identified requiring repairs to 426 building elements"

In 2017 Aurizon advised that works to satisfy their obligations as the owners of a Queensland Heritage Place had been completed. TMR, as the current owners, fully understand these obligations and are conforming with the requirements of the legislation.

Modifications and dates:
Throughout its life of over 100 years, the Roundhouse has been at the centre of a railway that has experienced significant technological change and thus the Roundhouse itself has undergone modifications to match. In addition, because of its age and construction materials, changes over the years have taken place simply as part of routine maintenance.

The central point of the roundhouse, the turntable, was replaced in 1953 with a new turntable bridge capable of handling locomotives with heavier axle loadings. In the mid-1950s the locomotive storage capacity of the Rockhampton depot was further increased when a special purpose steam shed was erected for the use of longer Beyer-Garratt engines transferred from the Southern Division for haulage of goods and passenger trains in central Queensland. A new steam shed was required as the overall length of the Beyer-Garratt locomotives exceeded the length of the turntable. Beyer-Garratt locomotives therefore could only use stalls in the roundhouse which did not require the turntable to spot them into the available roads.

In the early 1950s, new technological motive power was introduced onto Queensland Railways when the first diesel-electric locomotives (DEL) arrived from the General-Electric Company. The new motive power was revolutionary and did not require the labour intensive maintenance and preparation, nor produce the dirty environment of steam locomotives. The first DELs to be based at Rockhampton were in 1966 for use on export coal traffic. Prior to this, DELs were worked through on the main line from Brisbane to Cairns and diesel-electric locomotives were serviced at a separate location in the Rockhampton yard. With the introduction of the new technology, withdrawals of steam locomotives took place and the final steam locomotive was overhauled in Rockhampton Workshops in 1969.

The roundhouse was officially closed to steam traction on 29 September 1969.

Following closure as a steam depot, the roundhouse was then used as a wagon repair and maintenance centre for timber bodied vehicles from 1969 until 1988. The roof was completely rebuilt in 1976-8 with hardwood timber being used to replace original pine framing. In 1982-3 old concrete slabs were replaced in several stalls with mass concrete following complaints from employees. Carriage lifting gear and machinery was also installed at this time as a partial modernisation of the working environment. In 1983 an office for sub-foremen was also built into one of the stalls in the roundhouse and in 1988 one of the bays was converted into a store area for breakdown equipment. The roundhouse was utilised as a wagon repair shop until 1990. In 1992-3 as part of a $20 million redevelopment of the Rockhampton Workshops an administration complex was inserted into two segments of the south-eastern axis of the roundhouse adjacent to the entry/exit road.

The railway workshops continued to function as an operational railway workshop maintaining and repairing railway rolling stock with the buildings used for the repair of wagons, modification of wagons and locomotives and for general running maintenance. However, in the years from about 2017, the owner, Aurizon, commenced a review of their maintenance requirements generally and the Rockhampton facilities came under review and were downgraded. The roundhouse remains today as a surviving infrastructural element of the steam era on Queensland Rail and as part of the adaptive working environment of the railway workshops. Now, TMR has developed a Hertiage Precinct Master Plan to celebrate and preserve this rich rail history of the site, including the Roundhouse.

2.2 History

In 1863 the Parliament of Queensland passed the *Railway Bill* and the first section of the Queensland railway network was opened between Ipswich and Bigges Camp on 31 July 1865. The projected development of the railway network was to link the towns of the south of the State and the 5000 citizens of Rockhampton objected to having no provision made for the construction of a railway to their hinterland as a railway was thought to ensure further economic development of the interior.

Consequently, the first length of line from Rockhampton to Westwood (50 km distant) was opened in 1867 to serve copper mining at Peak Downs and was progressively extended further west reaching Longreach in 1892. With its headquarters at Rockhampton, its own General Manager and Divisional Engineers, the Central Railway remained an isolated railway system with no connection to the southern division of Queensland railways until 1903.

The Central Railway continued to expand throughout the early part of the twentieth century and new workshop and running sheds were required to maintain and service the extra rollingstock. A partial roundhouse consisting of seven roads had been erected in 1877 but was reported as being too small by 1878 and additional stalls were added in 1880. The extension of the railway network saw further stalls added with further improvements made in 1903. Available space at the roundhouse was at a premium and inaccessibility to servicing roads meant that storage problems were further compounded.

In October 1909 estimates and plans were prepared for a new roundhouse with triple the capacity of the existing building. Drawings were prepared by the Chief Railway's Engineer for additional workshop buildings constructed as part of the redevelopment of the site in conjunction with the roundhouse, including the blacksmiths' shop and the machine shop. Expenditure to 1915 on the alterations to station yards and construction of the workshops at Rockhampton was £23,000. The local newspaper, *The Capricornian,* described the work in progress in July 1914, mentioning that 'the finishing touches' were being put on the roundhouse and workshops roofing, brick piers and concrete flooring.

The new locomotive roundhouse was opened in late 1914, while work continued on the rest of the workshop buildings. The original plan had called for two roundhouses to be built in Rockhampton, however only one was constructed.

Whilst the roundhouse was constructed with a capacity to hold 52 locomotives under cover with additional storage space on roads radiating from the central turntable, the work environment was never fully utilised for the use of steam locomotives alone as traffic demands within the Central Division did not require that the entire roundhouse be given over to exclusive occupancy by the running staff. Whilst the roundhouse was intended as a servicing and preparation area for locomotives, tinsmiths and coppersmiths were also accommodated in bays not needed for locomotives. This adaptation was unique in the Queensland experience as all other semi-roundhouses constructed were utilised as steam locomotive sheds only.

In the early 1950s, the introduction of the new technology, Diesel Electric Locomotives, saw withdrawals of steam locomotives and the final steam locomotive was overhauled in Rockhampton Workshops in 1969 and the roundhouse closed the same year.

Following closure as a steam depot, the roundhouse was then used as a wagon repair and maintenance centre for timber bodied vehicles from 1969 until 1988. In 1983 an office for sub-foremen was also built into one of the stalls in the roundhouse and in 1988 one of the bays was converted into a store area for breakdown equipment. The roundhouse was utilised as a wagon repair shop until 1990. In 1992-3 as part of a $20 million redevelopment of the Rockhampton Workshops, an administration complex was inserted into two segments of the south-eastern axis of the roundhouse, adjacent to the entry/exit road.

The adjacent railway workshops continued to function as an operational railway workshop maintaining and repairing railway rolling stock. Buildings were used for the repair of wagons, modification of wagons and locomotives and for general running maintenance. Particularly, the roundhouse remains today as a surviving infrastructural element of the steam era on Queensland Rail and as part of the adaptive working environment of the railway workshops.

2.3 Heritage Listings

Name: Queensland Heritage Register
Title: Rockhampton Railway Workshops; Rockhampton Roundhouse
Number: 600783
Date: 21 August 1992

3. Assessment of Significance, using EHA Guidelines

3.1 Historical Significance

Already recognised under State Heritage legislation, the Rockhampton Railway Roundhouse also demonstrates a continuum of significant engineering activity being integral to the development of railways in central Queensland for over a century. The railways around Rockhampton were initially developed as a system isolated from other railway systems in Queensland and thus the workshops at Rockhampton and the Roundhouse in particular, became the focal point for the maintenance of steam locomotives and other rollingstock. As the Queensland system and technology evolved, the Roundhouse similarly evolved to suit contemporary needs and retained its pivotal role, keeping in mind that throughout its history, rail based systems represented the state of the art transport mode, particularly for long haul and heavy haul services prevalent in the region.

Starting in the late 19th century the railways were a catalyst for the development of Rockhampton as an important port serving the region and particularly the west. Being a part of the very fabric of the developing population centre, the railway workshops and roundhouse were a major employer and added significantly to the local economy.

3.2 Historic Association

The impact of railways on the economies and societies of the 19th century and into the 20th century was very significant. They provided connectivity, faster communication and ease of getting primary production to market and the Rockhampton Railway Roundhouse was at the centre of this revolution and ongoing evolution in central Queensland. The need for the large circular roundhouse was precipitated by the success of the railways in the Rockhampton region and as the various networks in Queensland were subsequently integrated.

3.3 Creative or Technical achievement

Roundhouses were utilised for the erection and maintenance of railway locomotives and rollingstock for several decades before the subject roundhouse was commissioned; in fact it replaced a similar but semicircular facility. However, as locomotives became more powerful they became longer and heavier and the subject roundhouse reflected these developments when compared to other roundhouses including the one it replaced. In addition, as the fleet size increased on the system, the roundhouse designs increased from semicircular, to two-thirds to the ultimate but relatively rare, full circle as we see in Rockhampton. The ambitious 1909 plans for two roundhouses at Rockhampton was similarly mirrored in the development of the Mayne steam locomotive depot in Brisbane where 3 semi-circular roundhouses were planned. However, these plans were later altered with the construction of a through engine shed design based on American patterning (c.1918) which allowed more flexibility with the length of the locomotive being serviced.

When constructed, roundhouses represented best practice in locomotive maintenance and a comparatively rare full circle roundhouse demonstrates applying this best practice to a very large fleet. Subsequently, roundhouses lost favour to the more space-efficient linear “running sheds” meaning that

not many more roundhouses were constructed after 1914. This applies worldwide and not just to Queensland or Australia and the Rockhampton Railway Roundhouse represents the pinnacle of roundhouse technology in Queensland.

3.4 Research Potential

The concept of having a railway locomotive maintenance facility centred on a turntable is unique to the railway industry but within the industry itself, was not remarkable and at the end of the day, such facilities, even a full circle facility, can only be described as a large (circular) tin shed. As such, it does not present any special research opportunities.

3.5 Social/Cultural

The railways played a major role in the development of Rockhampton and the workshop complex, of which the Roundhouse is a part, has been a significant source of employment in the community for over 100 years. From a relatively slow beginning when the railway stretched only 50km as far as Westwood, the Central Railway centred on Rockhampton expanded west, north and south and connected mining and primary industries to population centres and ports on the Fitzroy River near Rockhampton. As the railway grew so did the facilities to service it, including the Roundhouse, and as such, became such a large employer in Rockhampton that the term 'a good job in the railway' was coined. Research reveals that perceptions of a job there as being 'good' derived from not only the terms and conditions of employment but also extended into the socio-cultural realm, where mateship, pride in trade and perceived valued service to the State contributed to both work satisfaction and notions of identity (8).

It could be said the roundhouse was the most easily identifiable structure within the workshops complex and the one the community identifies with the most.

3.6 Rarity

The Rockhampton Railway Roundhouse is significant as the only full circle roundhouse ever constructed in Queensland. It is also the last remaining structure of its type in Queensland (full circle or otherwise) and it is a significant and rare example of this type of structure; the only other full circle example still extant in Australia being in Junee in New South Wales.

Specifically,

- It provides physical evidence of a technology developed to erect, service and maintain railway locomotives that was utilised in the later part of the 19th century but which became obsolete in the second decade of the 20th. Importantly and despite this, it demonstrates how support facilities evolve to meet current needs of an industry.
- Operating steam locomotives are now a rarity and demonstrating how they were maintained in operational condition to suit traffic demands of the day is even rarer but easily demonstrated by the Rockhampton Railway Roundhouse. When viewed, it is not difficult for the layman to envision how a locomotive would be brought into the Roundhouse, spotted into a maintenance bay and worked on above and below rail by a skilled workforce totally unaffected by weather.
- It is the only one of its exact type ever built in Queensland and is the only Roundhouse type structure still in existence in Queensland.

- It was built to serve a large and expanding fleet of locomotives and benefited from experience of building and operating other similar but smaller structures locally and elsewhere in the State. However, within less than a decade of completion, the concept of a roundhouse was superseded by a linear running sheds because of more efficient space utilisation and throughput. Consequently, the Rockhampton Railway Roundhouse demonstrates the pinnacle of roundhouse development.
- Transportation is at the forefront of human activity and the Rockhampton Railway Roundhouse epitomises how maintenance of a major transport mode was undertaken from the early 20th century and supported population growth.

3.7 Representativeness

The Rockhampton Railway Roundhouse is a significant element of the development and decline of the steam locomotive as a mode of traction power for Queensland Railways in the years 1914-69. The roundhouse was a purpose-built building designed for the storage, servicing, and running maintenance of steam locomotives allocated to the Central Railway (later Division) based on Rockhampton.

The building is significant as the only full circle roundhouse ever constructed in Queensland for the use of steam locomotives and as one of the last two surviving examples of such a building in Australia.

4. Interpretation Plan

Interpretation Panel Content Outline.

Bolsover Street adjacent to the Roundhouse is relatively wide and there is ample parking on both sides of the street near the Roundhouse and it would be possible and recommended to place an Interpretation Panel (IP) on the footpath adjacent to the Roundhouse. This would provide views into the facility although it would be advantageous to slightly modify the chain wire fence to have some openings about 200mm wide x 100mm high to allow unobstructed camera placement. The TMR 2024 draft master plan proposes to open the historic roundhouse to the community for the first time in the sites 100-year history and a location for the Interpretation Panel within the confines may be possible some time in the future.

It is envisaged that the IP would feature

- A site plan showing the roundhouse and the various tracks that served the roundhouse and workshop complex.
- An engineering drawing of the Roundhouse in cross-section
- Brief details of the purpose of the Roundhouse and how it operated.
- Photographs of the Roundhouse when fully operational.
- Logos; Engineers Australia, TMR, Rockhampton Regional Council
- EHA heritage recognition marker
- EHA EHR QR Code

5. References

1. Kerr, J., (Manuscript 1991), *Rockhampton Roundhouse*, prepared for the Department of Environment and Heritage.
2. Allom Lovell Marquis-Kyle Architects, (1991), *Rockhampton Roundhouse Proposed Adaptation*. Prepared for Queensland Railways.
3. Hodsdon, T., Latham, P., Storey, T., (2014), *Rockhampton Roundhouse Heritage Stabilisation*. Paper presented at ASEC (Australasian Structural Engineering Conference) in Auckland, NZ.
4. Queensland Heritage Register. Place ID 600783*Rockhampton Railway Workshops; Rockhampton Roundhouse.*
5. Aurizon Operations Limited. (2016), *Recollections of the Rockhampton Roundhouse*.
6. Kerr J.S. *Triumph of Narrow Gauge: A History of Queensland Railways*. (1990), Brisbane. Boolarong Publications.
7. Lee, R., (2010), *Transport – An Australian History*. University of NSW.
8. Webster, B., (2005), *A good job in the railway: Rockhampton Railway Workshops 1938 to the 1980s.* Paper presented to the 2005 conference of the Association of Industrial Relations Academics of Australia and New Zealand (AIRAANZ).

6. Acknowledgements, Authorship and General Notes

Interest in recognising the Engineering Heritage importance of the Rockhampton Railway Roundhouse began with EHQ member, Brian McGrath, assisted by Dr Ray Boyle in Rockhampton and encouraged by a visit by Carl Doring and subsequent article in the EHA magazine issue #4 written by Margaret Doring. When the subject was raised at a 2015 meeting of EHQ, Stuart Wallace volunteered to assist as he was well aware of the work done by Architects Allom Lovell Marquis-Kyle in 1992 resulting in two bays being converted into offices as he was involved in a parallel study looking at wagon repair facilities on the site.

Just as the use of the workshops and roundhouses continued to evolve, since the decision to seek heritage recognition, so has the ownership and proposed uses. Under Aurizon ownership, several individuals were involved in the discussions and were sympathetic to the cause but gaining permission to have Engineering Heritage recognition did not materialise. Now with TMR and the Heritage Precinct Master Plan, engineering heritage recognition is an extremely good match and approval from TMR has been received and is attached.

The author, Stuart Wallace, would like to thank the Committee of EHQ for their support over this long drawn out and sometimes frustrating process.

Those members of EA interested in the process and living in Rockhampton were briefed on progress early on in September 2016.

7. Agreement of Owner

The attached letter from the Queensland Department of Transport and Main Roads (TMR) dated 20 May 2024 and signed by Sally Stannard, Director-General, Department of Transport and Main Roads "confirms acceptance of the award [for engineering heritage recognition] and offers support in progressing the award process."

Queensland Government

Our ref: DG46227

Office of the
Director-General

20 May 2024

Department of
Transport and Main Roads

Ms Hinu Komene
Stakeholder Engagement Manager QLD
Engineers Australia Queensland
hkomene@engineersaustralia.org.au

Dear Ms Komene

Thank you for your letter of 1 May 2024 co-signed by Mr Andrew Barnes, Chair, Engineering Heritage Queensland, proposing a heritage recognition award for the historic Rockhampton Roundhouse.

The Department of Transport and Main Roads (TMR) acquired the Rockhampton Railyards, which includes the roundhouse, in 2022 and is rejuvenating the site's Industrial and Heritage precincts for commercial and community use. Several agreements are now in place for new tenants to take up residence in the industrial precinct, and a Heritage Precinct Master Plan has been developed to celebrate and preserve the rich rail history of the site, including the heritage-listed roundhouse.

The draft master plan proposes to open the historic roundhouse to the community for the first time in the site's 100-year history. Community feedback on the draft was resounding in its support for preserving the unique heritage value of the roundhouse and the final master plan is anticipated to be released later this year.

The Engineer's Australia award offered as part of the Engineering Heritage Recognition Program would closely align with TMR's efforts to preserve the roundhouse, a historic asset registered on the Queensland Heritage Register, celebrate its unique qualities and educate the public on its value.

On behalf the Rockhampton Railyards project team and the State of Queensland, TMR confirms acceptance of the award and offers its support in progressing the award process. I note this includes the costs associated with plaque installation and unveiling event, which is to be scheduled at a mutually agreed date. Please contact the project team by telephone on 1800 840 995 or email at rockhampton_railyards@tmr.qld.gov.au to arrange next steps.

1 William Street Brisbane
GPO Box 1549 Brisbane
Queensland 4001 Australia

Telephone +61 7 3066 7316
Website www.tmr.qld.gov.au
ABN 39 407 690 291

Thank you for your interest in the historic roundhouse, and for supporting TMR's ongoing efforts to preserve and celebrate the asset for future generations.

Yours sincerely

Sally Stannard
Director-General
Department of Transport and Main Roads

Appendix A - Photos

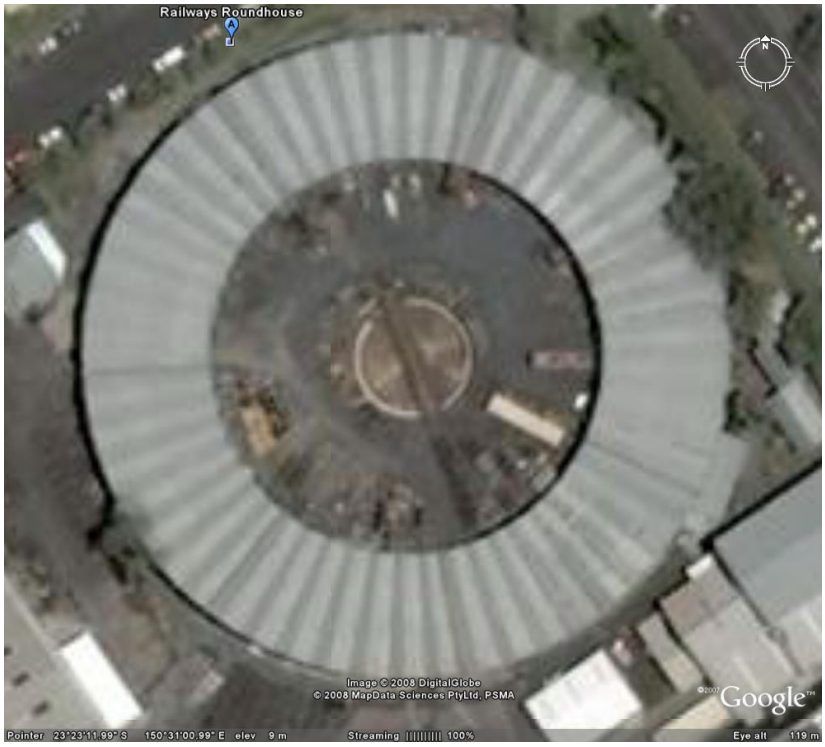


Photo 1 2016 Aerial view of the Roundhouse as per Google

Photo 2 The Roundhouse just prior to decommissioning as a steam locomotive servicing facility. c1969

Photo 3 The service bays viewed from the central turntable. c 1969

Photo 4 Wheelsets being stored in the Roundhouse. C1992

Photo 5 Looking across the turntable showing the maintenance pits in the closest bay. c1991

Photo 6 The central turntable with vacant bays behind. c1991

Photo 7. Roundhouse viewed from Bolsover Street in 2015.