

## FOOT

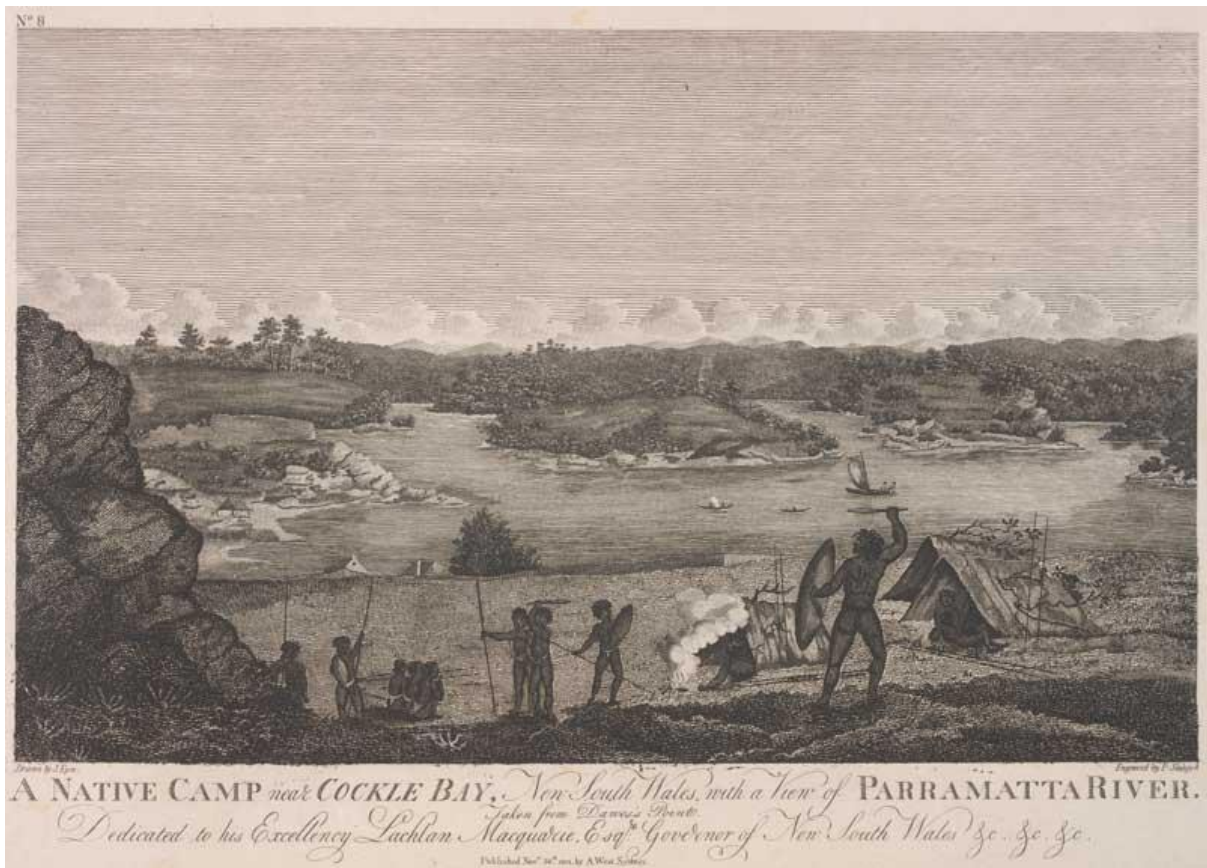
<https://jacksonslanding.net.au/wp-content/uploads/2012/08/1788-Harbour-from-Millers-Point-1798-rev110.jpg>



Not only did generations of Aboriginal people traverse this peninsula on their (bare) feet: so did most of the new population. Pyrmont's early industries employed large numbers for long hours, and rather little pay. Commuting was not an option: until 1900 there was no public transport and the Pyrmont bridge charged a toll on pedestrians, so workers and their families crowded into small houses in narrow streets, within sight and sound and walking distance of their work. A parliamentary committee in 1860 was shocked that a working man would rent a whole house, then "live in one room himself with his family – perhaps carrying on a trade... and underlet the other three rooms to separate families."

A witness regretted that "it would be utterly impossible for a housewife to keep a bad [i.e. badly built] house tidy. When she is placed in such a house, she soon ceases to strive to preserve order and cleanliness...the husband does not care about coming home to his wife; she becomes careless and neglects her children; their diet is also neglected."

<https://jacksonslanding.net.au/wp-content/uploads/2012/08/1788-native-camp-1812-rev110.jpg>



## SHIPS

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<https://jacksonslanding.net.au/wp-content/uploads/2012/08/SS-Fiona-3-ca-1930s1.jpg>



It is impossible to overstate the symbolic as well as the real significance of shipping in Australia, a country 'girt by sea'. British colonists arrived in world-class ships, and for many years relied absolutely on sea-borne supplies. Many imagined that Australian history began with the First Fleet: they were not very impressed by the canoes in which Aboriginal people criss-crossed the harbour and caught fish. Shipping shaped the Pyrmont settlement as much as anywhere: economic development spread from Pyrmont Point, served by water, rather than Ultimo, relying on roads. That development included quarrying for ships' ballast, and then ship-building. Thomas Chowne's shipyard built the first Manly ferry: the Australian Steam Navigation Company reshaped Darling Island and built the yard that assembled Australia's first iron ship.

Pyrmont's leading industry, CSR, came here precisely because deep water moorings allowed ships to bring sugar from northern New South Wales, Queensland and Fiji to unload their cargoes directly to the refinery. To accommodate these vessels, an additional jetty was built, in effect an extension of Harris Street into Elizabeth Macarthur Bay. When CSR moved out, the Water Police remained as the sole maritime tenants, until 2010 when the City redeveloped the site as a park.

On the other side of the peninsula, Jones Bay Wharf linked rail, road and sea transport, embodying waterfront technology at its most developed. It includes a double row of two storeyed steel and timber sheds with central roadways to both levels. The Wharf linked to Darling Harbour and to the state's railway network, to carry large volumes of wool and wheat for export.

The Wharf embarked troops for the Second World War and welcomed migrants afterwards. However, from the 1960s containers were better handled at Botany Bay and

passengers better served at the new overseas passenger terminal at Circular Quay. In 1991 it was declared surplus to government requirements, and a few years later Jones Bay Wharf was redeveloped for offices.

For more information, visit the [Pyrmont History website](http://pyrmont-history.com.au).

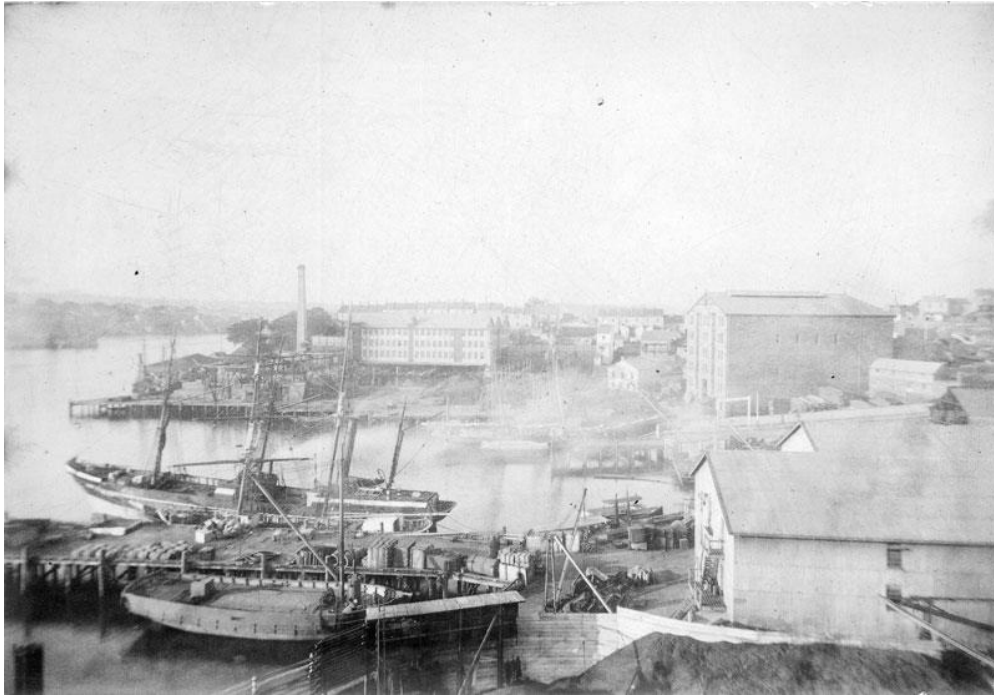
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<https://jacksonslanding.net.au/wp-content/uploads/2012/08/unloading-on-the-wharf1.jpg>



<https://jacksonslanding.net.au/wp-content/uploads/2012/08/142-3955-Free-Wharf-at-Pyrmont-Refinery-ca-18851.jpg>



<https://jacksonslanding.net.au/wp-content/uploads/2012/08/142-3957-Unloading-raw-sugar-1930s1.jpg>



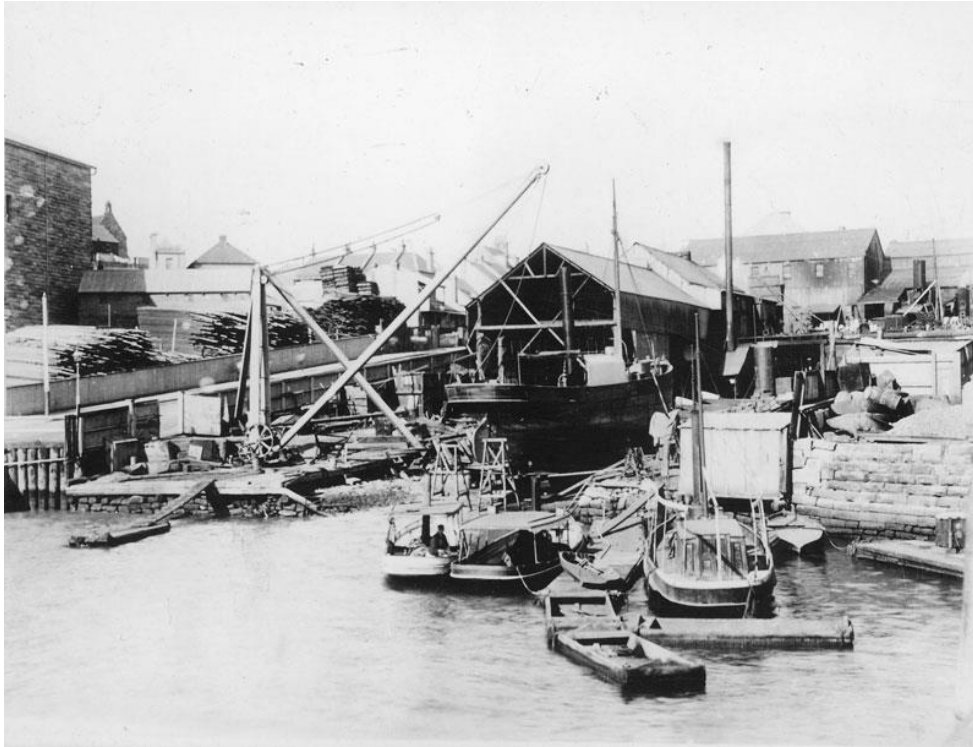
<https://jacksonslanding.net.au/wp-content/uploads/2012/08/Z303-A5-1-36-Discharging-raw-sugar-from-SS-Rona-Sep-19351.jpg>



<https://jacksonslanding.net.au/wp-content/uploads/2012/08/Z303-NS353-View-of-Johnstons-Bay-Balmain-from-Pyrmont-1880s1.jpg>



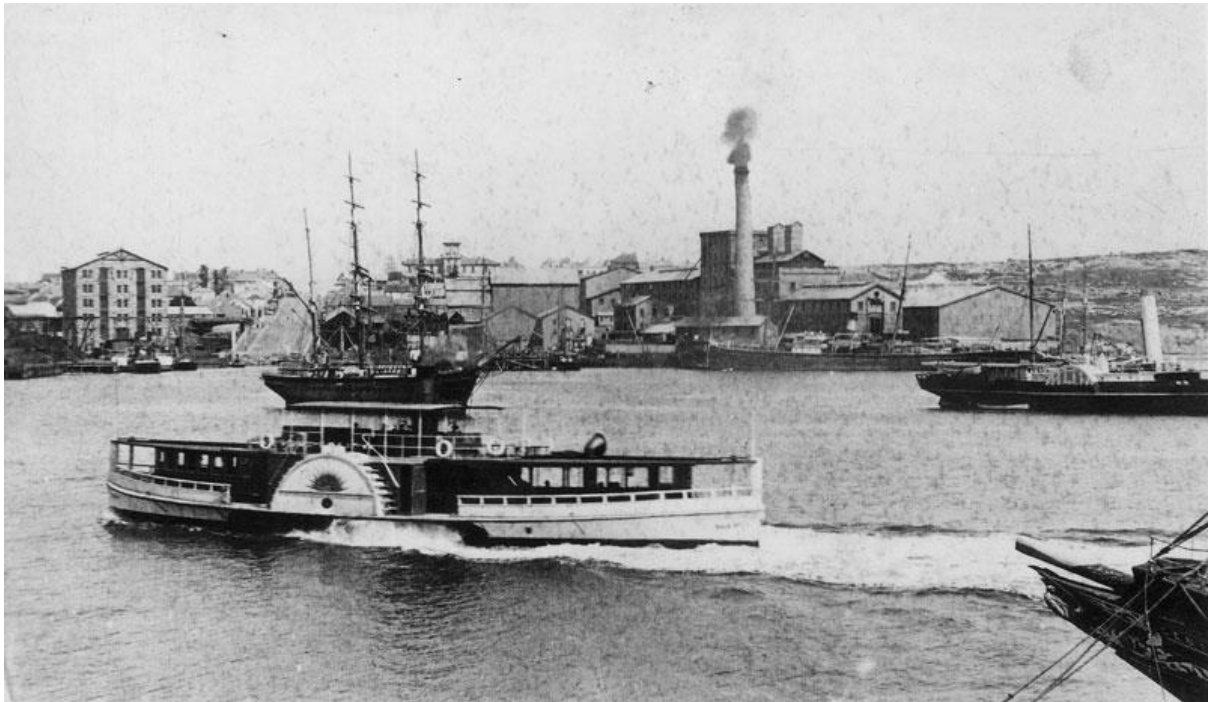
<https://jacksonslanding.net.au/wp-content/uploads/2012/08/171-890-Small-boats-moored-atPyrmont-refinery-wharf-ca18781.jpg>



<https://jacksonslanding.net.au/wp-content/uploads/2012/08/171-891-Pyrmont-Refinery-Wharf-ca-18781.jpg>



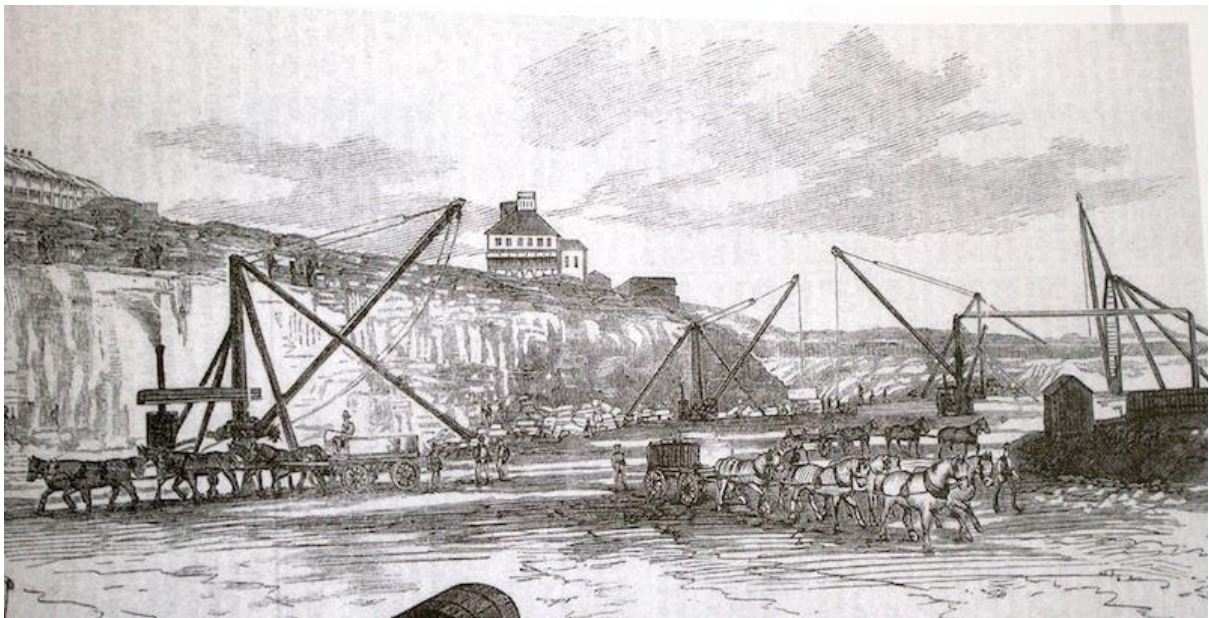
<https://jacksonslanding.net.au/wp-content/uploads/2012/08/171-892-Pyrmont-Refinery-ca18781.jpg>



## HORSES

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Like other quarries, Saunders used Clydesdale horses to pull blocks of stone to building sites: it was common – if awe-inspiring – to see timber jinkers haul huge loads through



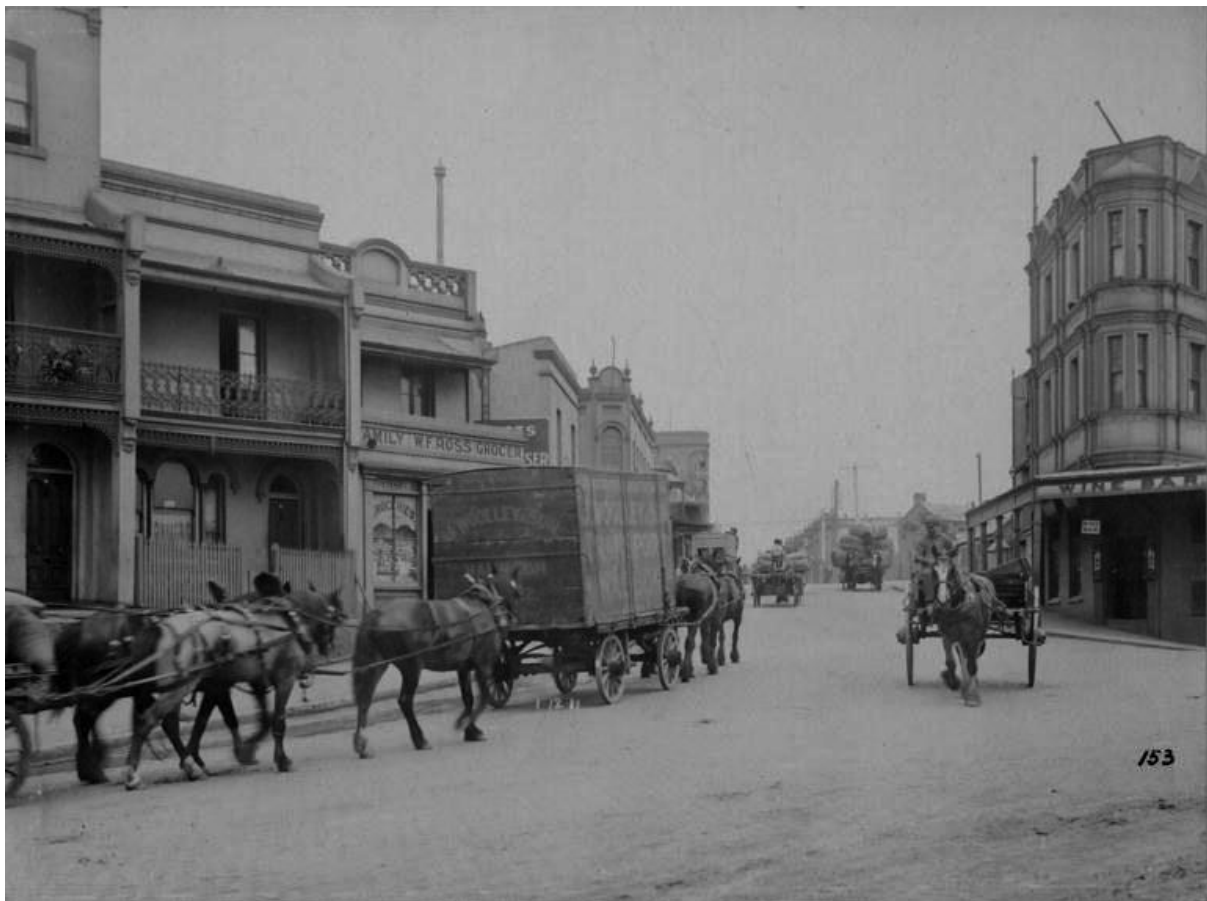
the streets.

In 1875 CSR began to build its Pymont refinery. The C. J. McCaffery haulage company followed and established its premises on what is now McCafferys Hill. The company was built on horse-power and a contract with CSR, which eventually absorbed it. By 1914, they had 152 horses pulling bulk sugar through the refinery complex, and taking refined and bagged sugar to wholesalers and retailers in the City. This extensive enterprise engaged many local families. Teams of horses straining up the Jones Street hill from the wharves were a striking sight, often photographed. In 1991 Laurie Vella recalled that the horses knew their way from wharf to stables, would complain by turning their heads if a load was not placed exactly in the middle of the tray, and could back up to the weighbridge with military precision.

In 1921 the McCaffery's stables building was "the latest in stable accommodation from an engineering point of view". The centre block housed a feed loft above ground floor accommodation. The wings housed the horse stalls. The central office was a two storey brick office and administration block flanked by a single storey garage wing on each side. However, in 1937 CSR began to purchase trucks. The last draft horse departed in 1955 and the depot was converted to a garage.

For more information, visit the [Pymont History website](#).

[https://jacksonslanding.net.au/wp-content/uploads/2012/08/Horse-drawn-carriages-and-carts-1911-Union-St\\_PYrmont-Bridge-Rd.-CofS-archives1.jpg](https://jacksonslanding.net.au/wp-content/uploads/2012/08/Horse-drawn-carriages-and-carts-1911-Union-St_PYrmont-Bridge-Rd.-CofS-archives1.jpg)



<https://jacksonslanding.net.au/wp-content/uploads/2012/08/Z303-NS781-1-Horses-in-Refinery-Square-1930s1.jpg>



<https://jacksonslanding.net.au/wp-content/uploads/2012/08/171-880a-Horses-and-wagons-up-Jones-St-into-John-St-1920s1.jpg>



<https://jacksonslanding.net.au/wp-content/uploads/2012/08/171-880b-Horses-haul-wagons-up-Jones-St-1920s1.jpg>



## TRAINS

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<https://jacksonslanding.net.au/wp-content/uploads/2012/08/Railway-yard-showing-Darling-Harbour1.jpg>



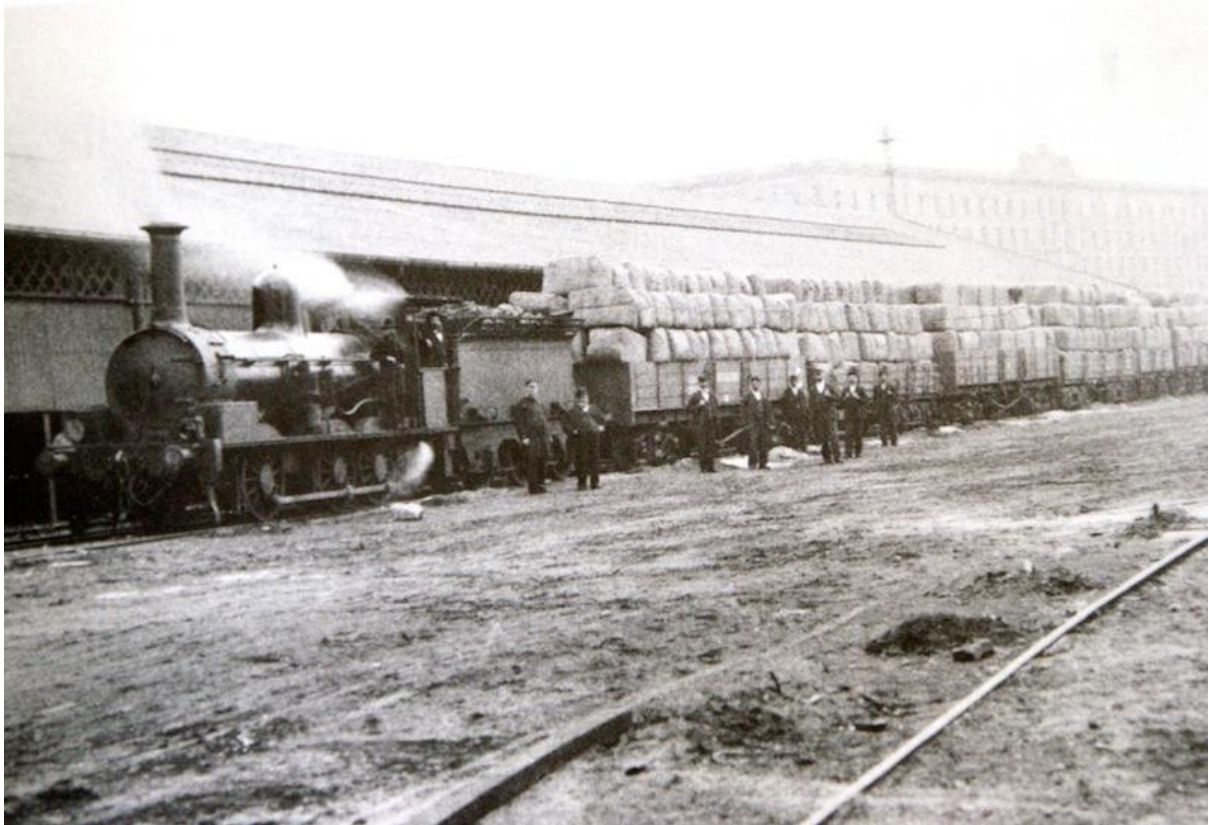
The Sydney Railway Company (formed in 1848) built a freight terminal at Darling Harbour and opened the access rail line in 1855. Tied to the fate of Darling Harbour, the rail service struggled for custom in the 1860s, but revived in the 1870s to handle farm produce and wool. By 1891, all Sydney's exports passed through Darling Harbour. Soon a new line was needed, from Liverpool to Darling Harbour. In the event a route around Rozelle Bay and Pyrmont was approved in 1914 and opened in January 1922. This line was heavily used until freight terminals were built at Port Botany and Chullora. Darling Harbour traffic mainly ended in 1984, although it was used occasionally, such as a weekly wheat train to the Edwin Davey Flour Mill until 1996 when the loop closed. The rails enjoy a second life as the Metro Light Rail, carrying passengers. The first section, from Central to Wentworth Park opened in 1997. In 2000, it extended to Lilyfield, and it uses the full extent of the old line, to Dulwich Hill.

For more information, visit the [Pyrmont History website](#).

<https://jacksonslanding.net.au/wp-content/uploads/2012/08/Railway-yards-to-Darling-Harbour-1932-CofS-1.jpg>



<https://jacksonslanding.net.au/wp-content/uploads/2012/08/Wool-Train-Darling-Harbour-19011.jpg>



## TRAMS



Between 1879 and the 1950s, trams carried most Sydney travellers. The first (1861-1866) was horse-drawn. In 1879 a steam tramway was initiated: electrification started in 1898. By the 1920s, the system had to compete with motor cars and buses, leading to

the gradual closure of lines. The last tram ran in 1961. Most services began at Fort Macquarie (the site of the Opera House) and Circular Quay down George Street, supplemented by services from Railway Square. Western routes ran along Broadway and Parramatta Road, veering off to Forest Lodge, Rozelle and Ryde.

The service from Railway Square along Harris Street to Pyrmont was connected in 1898 and came into operation the next year, powered by the Ultimo power station. From 1910, a branch turned left into Miller Street, right into Bank Street and crossed Glebe Island Bridge to Balmain.

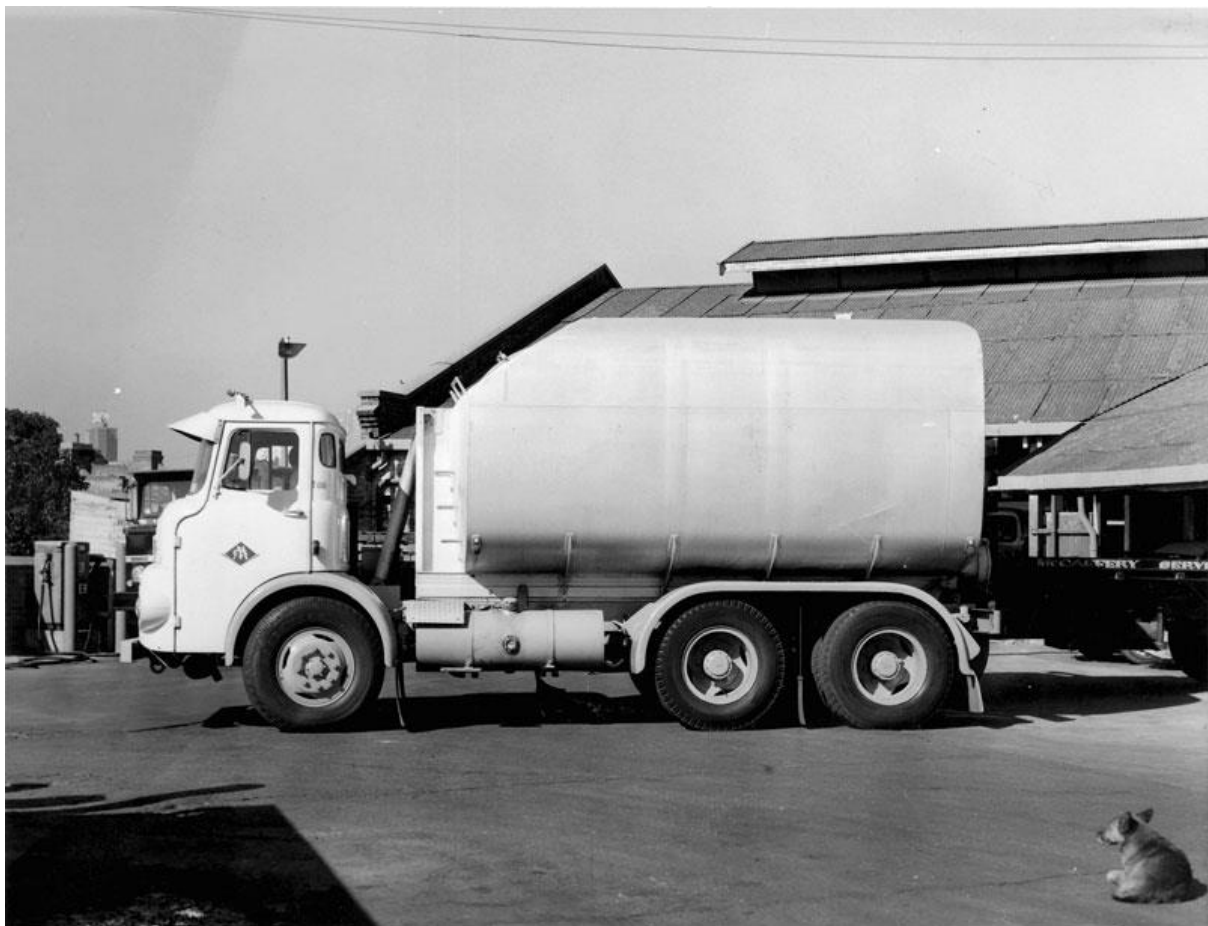
In 1917 the full-time service to Pyrmont was withdrawn, and in 1953 the last regular tram completed its journey and buses took over many routes pioneered by trams.

For more information, visit the [Pyrmont History website](#).

## TRUCKS

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<https://jacksonslanding.net.au/wp-content/uploads/2012/08/Z303-NS782-10-Truck-outside-Pyrmont-Refinery-ca19601.jpg>



In 1937 CSR began to purchase motor vehicles, perhaps because horses found it difficult to gain a foothold on newly sealed roads. In any case the NSW Wide Tyre Ordinance of

1935 limited the loads that could be carried on metal tyres, and that restricted the utility of horse-drawn wagons. As draft horses were retired, their stables became a garage for trucks.

Trucks did not simply replace horse-power: purpose-built road tankers were needed, to be pumped full of flammable and toxic chemicals to be taken from Pymont to a range of industrial plants throughout Sydney and beyond.

For more information, visit the [\*\*Pymont History website\*\*](#).

<https://jacksonslanding.net.au/wp-content/uploads/2012/08/Z303-NS782-11-Truck-outside-Pymont-Refinery-ca19601.jpg>



<https://jacksonslanding.net.au/wp-content/uploads/2012/08/Z303-NS782-12-Refined-sugar-transportation-by-McCaffery-Sevices-Pty-Ltd-ca19601.jpg>



<https://jacksonslanding.net.au/wp-content/uploads/2012/08/Z303-NS782-13-Fltbed-of-McCaffery-Sevices-Pty-Ltd-laden-with-bagged-sugar-ca19601.jpg>





<https://jacksonslanding.net.au/wp-content/uploads/2012/08/Z303-NS782-14-Liquid-Sugar-transport-truck-19651.jpg>



<https://jacksonslanding.net.au/wp-content/uploads/2012/08/Z695-45-Methylated-spirits-tanker-1950s1.jpg>



<https://jacksonslanding.net.au/wp-content/uploads/2012/08/171-881-Fleet-of-Morris-Commercial-Leader-5-ton-Lorries-for-Sugar-cartage-Ltd-19391.jpg>



## CARS

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<https://jacksonslanding.net.au/wp-content/uploads/2012/08/cars-1940s-Miller-and-Bank-Sts1.jpg>



The first motor vehicle landed in Sydney in 1900, and well-to-do families quickly embraced the chance to travel as whole families; but Pyrmont's narrow streets and poor families were hardly affected. For another forty years children played in the streets. Two circumstances tipped the balance. Streets that were sealed and widened to support trucks could also support cars; and the chemists and engineers who manned the distillery, the caneite factory and the munitions plant preferred to commute from pleasanter suburbs. By the end of the war, houses and lanes in the CSR complex had been demolished to make space for car parks. The popular cars then squeezed out trams – on behalf of its members (66,000 by 1939), the NRMA lobbied effectively for private cars rather than public transport.

For more information, visit the [Pyrmont History website](https://jacksonslanding.net.au/wp-content/uploads/2012/08/New-Street-car-park-to-Distillery-Hill11.jpg).

<https://jacksonslanding.net.au/wp-content/uploads/2012/08/New-Street-car-park-to-Distillery-Hill11.jpg>

