

INVENTORY of SITES & ITEMS


AG

ARGENTON

INVENTORY SUMMARY - LIST OF SITES & ITEMS

ARGENTON - AG

ITEM No.	DESCRIPTION and LOCATION	TYPE	SIGNIFICANCE
			S R L
ARGENTON - AG	ARGENTON - AG		
AG-01	NEWCASTLE MINES RESCUE STATION, 533 LAKE Rd, ARGENTON	GO	H V
AG-02	Former COCKLE CREEK RAILWAY BRIDGE, ARGENTON Until the recent destruction of the girders and deck, this bridge had the potential to continue serving the community as a footpath and cycleway. The piers remain in situ, and the deck could be rebuilt as a lightweight structure, as part of a community cycleway and heritage trail based on the colliery railways.	w BR	H V
AG-03	COCKLE CREEK RAILWAY BRIDGE, ARGENTON	w BR	M H
AG-04	WEST WALLSEND RAILWAY at OLD COCKLE Ck STATION (also see RT-09) The 1st Cockle Creek Station platforms survive & the railway route is clearly visible to the former Cockle Creek bridge piers. (The bridge girders & deck were demolished in 1992). If the old bridge had not been demolished recently, this section of the railway would have had considerable potential for use as a junction & railway connection for a cycleway & heritage trail across Cockle Creek. It could still serve this purpose if a creek crossing could be re-established.	a RT	M
AG-05	CHURCH & CHURCH HALL, 475/7 LAKE Rd, ARGENTON More information needed	CH	H
AG-06	SPEERS POINT TRAM ROUTE, WINDING CREEK, ARGENTON (also see RT-02) Recommended that the tramway easement be retained, & consideration be given to the development of a cycleway along the tramway route to Speers Point.	a RT	M H
INVENTORY SUMMARY - LIST OF SITES & ITEMS			

NAME/IDENTITY: NEWCASTLE MINES RESCUE STATION, ARGENTON		ITEM No. AG - 01
PREVIOUS/OTHER NAMES OR USES:		
ADDRESS: 533 Lake Road Argenton 2284		S.H.I.P. REF. No.
		DATE INSPECTED: October 1992
PARISH: Kahibah	COUNTY: Northumberland	BY: Doring
PRESENT OWNER (Name & Address): Mines Rescue Service GPO Box 4853 Sydney NSW 2001		REAL PROPERTY DESCRIPTION: Lot 2 DP 599235 SITE AREA: 1.299ha CURRENT ZONING: Residential 2(a)
CATEGORY: Building		MAP 1:25000 No. 9232-3-S
SUBCATEGORY: Other mining		NAME: WALLSEND GRID: 715545
HISTORICAL THEMES: S.H.I.P. Themes: Extraction & processing of minerals. Technological development. LOCAL Themes: Coal mining. Industrial safety.		
HISTORICAL PERIOD - BUILT: 1927. Re-built 1985 USED: 1927 to now		
BUILDER: 1927 - L.E.Branders. 1985 - Civil & Civic DATE BUILT: April 1927		
ARCHITECT/DESIGNER: 1927 - Pitt & Merewether. 1985 - K. Snell		
PHOTOGRAPH &/OR SKETCH PLAN (and caption):		
		<p>Decorated gable-end of the Rescue Station facing west across Lake Rd</p> <p>This is the only part of the 1927 rescue station building to survive the 1985 re-building. (Doring Neg.431.10a)</p> <p>Original staff houses are shown in supplementary photographs.</p>
		ITEM No. AG - 01

CITY OF LAKE MACQUARIE

HERITAGE STUDY

NAME/IDENTITY	NEWCASTLE MINES RESCUE STATION, ARGENTON		ITEM No.	AG - 01																				
KNOWN HERITAGE LISTINGS: Hunter REP Heritage Schedule 2 (Regional Significance)																								
PHYSICAL CHARACTERISTICS Architectural Style: 1927 building - a late version of "Federation Anglo-Dutch" Houses - late Federation Bungalows. MATERIALS - Frame: Double brick Roof: Hipped & gabled. TC tiles Walls/Cladding: dark red face bricks Windows: double-hung timber hoods on house windows Interior: altered Floors: altered																								
DESCRIPTION: The surviving Dutch gable gives an idea of the original form of the first Rescue Station. The roof pitch & squared pattern strapping decorating minor gable ends in the new building reflects the similar pitch and pattern used in the houses. The new observation gallery is a replica of that in the original station. The Superintendent's residence is a substantial bungalow with an enclosed verandah on the street frontage. A row of six identical staff cottages is built across the back of the site.																								
MODIFICATIONS: Rescue Station rebuilt 1985. Houses modified with new ceilings, floors, kitchens, bathrooms etc. inside, but unchanged externally.																								
PRESENT USE: Unchanged for both Rescue Station and staff housing																								
HISTORICAL NOTES: Foundation stone 22nd January 1927. Original design of station based on plans of Dinas Rescue Station, Porth, Rhondda Valley, South Wales. The station has a simulated mine under the south side. Training for all kinds of underground emergencies has been done since 1927. Bricks for Station & houses said to be from former Neath Brickworks.																								
REFERENCES: Geale, R. "The First Rescue Station", Newcastle History Monographs No.13, 1989. Author ?, pamphlet printed for the 1985 opening of the new Rescue Station. Verbal information - J W Shoebridge, Superintendent, Mines Rescue Station.																								
EVALUATION CRITERIA: <table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">HISTORIC</td> <td style="width: 25%;">Rare ()</td> <td style="width: 25%;">Associative (X)</td> <td style="width: 25%;">Representative (X)</td> </tr> <tr> <td>AESTHETIC</td> <td>Rare ()</td> <td>Associative ()</td> <td>Representative ()</td> </tr> <tr> <td>SOCIAL</td> <td>Rare (X)</td> <td>Associative (X)</td> <td>Representative (X)</td> </tr> <tr> <td>SCIENTIFIC</td> <td>Rare ()</td> <td>Associative ()</td> <td>Representative (X)</td> </tr> <tr> <td>OTHER</td> <td>Rare ()</td> <td>Associative ()</td> <td>Representative ()</td> </tr> </table>					HISTORIC	Rare ()	Associative (X)	Representative (X)	AESTHETIC	Rare ()	Associative ()	Representative ()	SOCIAL	Rare (X)	Associative (X)	Representative (X)	SCIENTIFIC	Rare ()	Associative ()	Representative (X)	OTHER	Rare ()	Associative ()	Representative ()
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STATEMENT OF SIGNIFICANCE: Important to the dominant industry of the region - coal mining. Contributed to the safety and security of coal miners in the district for more than 60 years. Important in the training and education of mine workers at all levels. Consistent in the early introduction of new ideas and developments in mine safety and in encouraging a high standard of mine safety in the district. The concept of on-the-job housing for workers and their families was becoming rare in 1927. Such housing, still in its original use, is now extremely rare. Regional Significance - High Local Significance - Very High.																								
			ITEM No.	AG - 01																				

NAME/IDENTITY:

NEWCASTLE MINES RESCUE STATION, ARGENTON

ITEM No.

AG - 01

Top: Mines Rescue Station Superintendent's house, west elevation facing Lake Road. The main alterations to the outside are the large fixed panes in several window openings. (Doring Neg.431.13a)

Bottom: The southernmost three of a row of six staff cottages across the back (east) boundary of the station land. The cottages are all virtually identical, and are characterised by their bungalow style verandahs and window hoods. (Doring Neg.453.27)



ITEM No.

AG - 01

CITY OF LAKE MACQUARIE

HERITAGE STUDY

NAME/IDENTITY: **FORMER COCKLE CREEK RAILWAY BRIDGE**ITEM No. **AG - 02**

PREVIOUS/OTHER NAMES OR USES:

ADDRESS: **Cockle Creek
Argenton 2284**

S.H.I.P. REF. No.

DATE INSPECTED: **October 1992**PARISH: **Teralba - West
Kahibah - East** COUNTY: **Northumberland**BY: **Doring**

PRESENT OWNER (Name & Address):

**State Rail Authority
Transport House, York Street
Sydney NSW 2000**

REAL PROPERTY DESCRIPTION:

SITE AREA:

CURRENT ZONING: **5(d) Railway Uses**CATEGORY: **Other Works**MAP 1:25000 No. **9232-3-S**SUBCATEGORY: **Other Rail**NAME: **Wallsend**GRID: **710 541**

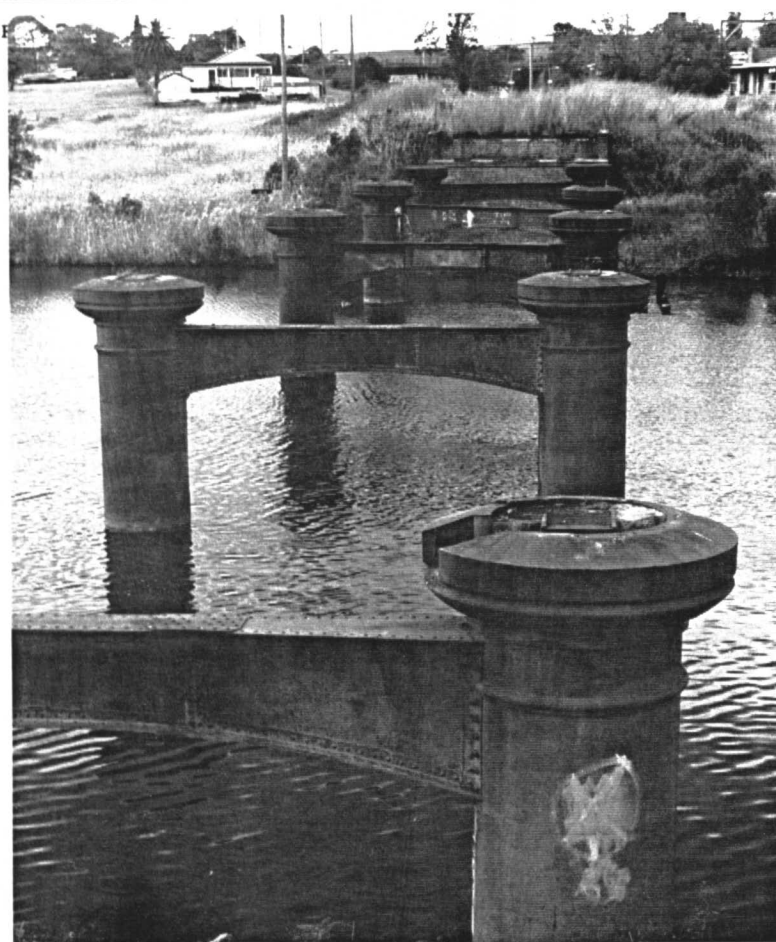
HISTORICAL THEMES:

S.H.I.P. Themes: **Transport**LOCAL Themes: **Transport, railways**HISTORICAL PERIOD - BUILT: **1876 - 1900**USED: **1876 - 1961 or 1976**

BUILDER:

DATE BUILT: **probably 1887**

ARCHITECT/DESIGNER:



After standing in place & complete for over 100 years the girders & deck of the bridge were removed in 1992. Only the cast-iron piers & riveted steel(?) cross-bracing are left.

This photo is taken from the west bank of Cockle Creek looking at the site of the 1st Cockle Creek station on the east side.

The main line & later station and bridge are to the right (downstream).

(Doring Neg.433.05)

ITEM No. **AG - 02**


CITY OF LAKE MACQUARIE

HERITAGE STUDY

NAME/IDENTITY	FORMER COCKLE CREEK RAILWAY BRIDGE, ARGENTON	ITEM No.	AG - 02
KNOWN HERITAGE LISTINGS:			
PHYSICAL CHARACTERISTICS	Formerly a 6-span riveted steel girder bridge with cast-iron piers and brick abutments.		
DESCRIPTION: Formerly a 6-span riveted steel girder bridge with cast-iron piers and brick abutments. The last (west) span over Racecourse Rd was removed after the bridge became disused. However, until recently the bridge could have easily been repaired for use as a foot & cycle path. The 5 pairs of cross braced piers now step across the creek, visually linking the relics of the old station and the still existing rail embankment on the west side. The piers are visible from Racecourse Rd & from trains on the main line.			
MODIFICATIONS: Girders, deck and rails removed in 1992			
PRESENT USE: Disused			
HISTORICAL NOTES: Built c1887 as the first major water crossing on the new railway line from Broadmeadow to Gosford. Served the mainline and the West Wallsend Branch line from its opening until replaced in 1957, and thereafter served the West Wallsend Railway and Cockle Creek Power Station, at least until 1961 and possibly until 1976.			
REFERENCES: C & MJ Doring, "Garden Valley Project, Ind. Arch. Report, 1991 B R Andrews, "The Railways & Collieries of the West Wallsend District", Aust. Railway Hist Soc Bulletin, Apr.1975. Mitchell Library Videodisc GPO-1 "Bridge near Newcastle", Still 45607.			
EVALUATION CRITERIA:			
HISTORIC	Rare ()	Associative ()	Representative ()
AESTHETIC	Rare ()	Associative ()	Representative ()
SOCIAL	Rare ()	Associative ()	Representative ()
SCIENTIFIC	Rare ()	Associative ()	Representative ()
OTHER	Rare ()	Associative ()	Representative ()
STATEMENT OF SIGNIFICANCE: Important as the first major water crossing to be built on the Great Northern Line. Served the major transport link between Newcastle & Sydney for 70 years. Served the local community, carrying passengers from 1888 to 1930 and coal until at least 1961 and possibly later.			
Until the recent destruction of the deck, the bridge had the potential to continue serving the community as a footpath and cycleway. The piers remain in situ, and the deck could be rebuilt as a lightweight structure, as part of a community cycleway and heritage trail based on the colliery railways.			
Regional Significance - High		ITEM No. AG - 02	
Local Significance - Very High			

CITY OF LAKE MACQUARIE

HERITAGE STUDY

NAME/IDENTITY: COCKLE CREEK RAILWAY BRIDGE		ITEM No. AG - 03
PREVIOUS/OTHER NAMES OR USES:		
ADDRESS: Cockle Creek Argenton 2284		S.H.I.P. REF. No.
PARISH: Teralba - West Kahibah - East COUNTY: Northumberland		DATE INSPECTED: October 1992
PRESENT OWNER (Name & Address): State Rail Authority Transport House, York Street Sydney NSW 2000		BY: Doring
CATEGORY: Other Works SUBCATEGORY: Other Rail		REAL PROPERTY DESCRIPTION: SITE AREA: CURRENT ZONING: 5(d) Railway Uses
HISTORICAL THEMES: S.H.I.P. Themes: Transport LOCAL Themes: Transport, railways		MAP 1:25000 No. 9232-3-S NAME: Wallsend GRID: 710 540
HISTORICAL PERIOD - BUILT:		USED:
BUILDER:		DATE BUILT:
ARCHITECT/DESIGNER:		
PHOTOGRAPH &/OR SKETCH PLAN (and caption): Cockle Creek Railway Bridge viewed from Racecourse Road on the west bank of the creek, looking south-east.		
		
Doring Neg. 433.14		ITEM No. AG - 03

CITY OF LAKE MACQUARIE

HERITAGE STUDY

NAME/IDENTITY	COCKLE CREEK RAILWAY BRIDGE, ARGENTON		ITEM No.	AG - 03																				
KNOWN HERITAGE LISTINGS:																								
PHYSICAL CHARACTERISTICS		2-span, riveted steel, Pratt truss bridge on concrete piers & abutments.																						
<p>DESCRIPTION: Double track, 2-span, riveted steel, Pratt truss bridge. Spans seated on pairs of rocker bearings, fixed at the east end, sliding on west end Lattice girder cross-bracing to main trusses in plane of deck & top chord. Concrete pier and abutments carefully finished with sandstone render to resemble ashlar stonework. Timber cross bearers form a deck for the two tracks</p> <p>The sliding bearings have "3036 CSC" cast into the surface.</p>																								
MODIFICATIONS:		None noticed																						
PRESENT USE:		Railway bridge on the main northern line - Sydney to Newcastle																						
<p>HISTORICAL NOTES: Opened 15th February 1957. Replaced the original bridge which presumably was no longer strong enough for modern train loads. Because the original bridge remained in use for the power station & colliery, the new bridge was built on a deviation which necessitated building a new Cockle Creek Railway Station as well.</p>																								
REFERENCES:		Nilsen, L.(ed), "Lake Macquarie: Past & Present", pub. LMCC 1985																						
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<p>STATEMENT OF SIGNIFICANCE: The 2nd Cockle Creek Railway Bridge is important as an essential part of the main northern line linking Newcastle and Sydney.</p> <p>It is a fine looking bridge, and although the riveted construction is outdated for 1957, it is nevertheless a fine example of craftsmanship. This is seen particularly in the finish of the base structure, which demonstrates a regard for appearance seldom found in contemporary engineering structures.</p> <p>The bridge is something of a local landmark, being overlooked from Lake Rd</p>																								
<p>Regional Significance - Moderate</p> <p>Local Significance - High</p>				ITEM No. AG - 03																				

CITY OF LAKE MACQUARIE


HERITAGE STUDY

NAME/IDENTITY: WEST WALLSEND RAILWAY at OLD COCKLE CREEK STATION		ITEM No. AG - 04
PREVIOUS/OTHER NAMES OR USES: (see also Item RT-09)		
ADDRESS: Cockle Creek Railway Station Argenton		S.H.I.P. REF. No.
PARISH: Kahibah COUNTY: Northumberland		DATE INSPECTED: April 1993
PRESENT OWNER(S) (Name & Address): State Rail Authority Transport House, York Street, Sydney NSW 2000		BY: Doring
CATEGORY: other works SUBCATEGORY: railway		REAL PROPERTY DESCRIPTION: SITE AREA: CURRENT ZONING: 5(d) Railway
HISTORICAL THEMES: S.H.I.P.: LOCAL:		MAP 1:25000 No. 9232-3-S NAME: WALLSEND GRID: 712 541
HISTORICAL PERIOD - BUILT: 1876 - 1900		USED: 1887 - 1968
BUILDER: Amos - permanent way, McDonald - station		DATE BUILT: 1887
ARCHITECT/DESIGNER: NSWGR Design Office		
PHOTOGRAPH &/OR SKETCH PLAN (and caption): no photo		
ITEM No. AG - 04		

CITY OF LAKE MACQUARIE

HERITAGE STUDY

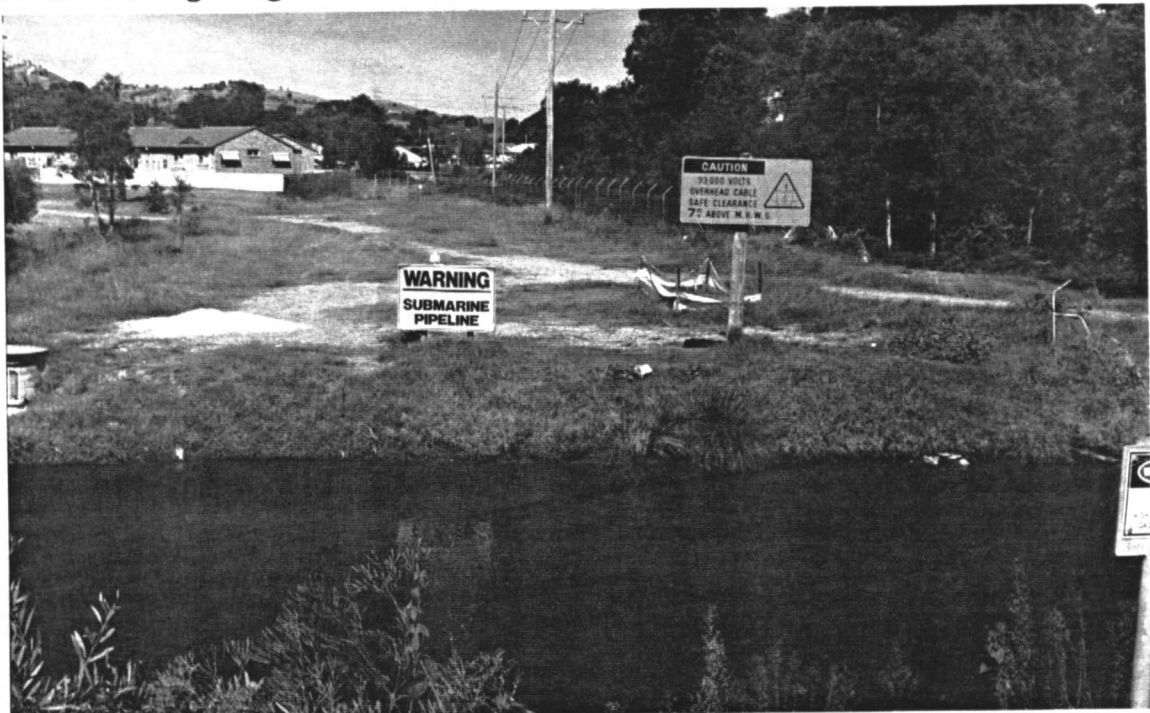
NAME/IDENTITY	WEST WALLSEND RAILWAY at OLD COCKLE CREEK STATION	ITEM No.	AG - 04																				
KNOWN HERITAGE LISTINGS:																							
<p>PHYSICAL CHARACTERISTICS</p> <p>The former location of the first Cockle Creek Railway Station is still clearly visible just to the north of the existing station. The first station was demolished in c1960, after the deviation & new bridge were built. The 2nd station buildings were demolished in March 1993.</p> <p>The 1st station platform survives & the railway route is clearly visible to the former Cockle Creek bridge piers. (The girders & deck were demolished in 1992). If the old bridge had not been demolished recently, this section of the old railway would have had considerable potential for use as a junction & railway connection for a cycleway & heritage trail across Cockle Creek.</p>																							
INTERPRETATION: none																							
CONSERVATION ACTIVITY: none																							
PRESENT USE: disused																							
<p>HISTORICAL NOTES: West Wallsend & Monkwearmouth Railway Act, 1886, allowed the building of a railway to mines at West Wallsend & Seahampton from Cockle Creek. The coal railway joined the new main line on the west side of Cockle Creek, & coal trains &/or passenger trains on the West Wallsend & Main lines used the old bridge & station for nearly seventy years.</p>																							
<p>REFERENCES: Nilsen, L.(ed), "Lake Macquarie: Past & Present", pub. LMCC 1985. C&MJ Doring, "Garden Valley Project I.A. Report: 1991", unpub. (formerly R-2 to R-3 at Cockle Creek Bridge in G.V. I.A. Report) W.Wallsend Pub Schl Centenary Comm "'Neath Mt Sugarloaf" Bk.2 1988, pp.100/1</p>																							
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<p>STATEMENT OF SIGNIFICANCE:</p> <p>The 1st Cockle Creek Station platforms survive & the railway route is clearly visible to the former Cockle Creek bridge piers. (The bridge girders & deck were demolished in 1992). If the old bridge had not been demolished recently, this section of the old railway would have had considerable potential for use as a junction & railway connection for a cycleway & heritage trail across Cockle Creek. It could still serve this purpose if a creek crossing could be re-established.</p>																							
Local Significance - moderate			ITEM No. AG - 04																				

NAME/IDENTITY: CHURCH & CHURCH HALL, 475/7 LAKE Rd, ARGENTON		ITEM No. AG - 05
PREVIOUS/OTHER NAMES OR USES: Anglican Church & Church Hall		
ADDRESS: 475-7 Lake Road Argenton		S.H.I.P. REF. No.
PARISH: Kahibah COUNTY: Northumberland		DATE INSPECTED:
PRESENT OWNER (Name & Address): Trustees of Church Property P.O. Box 817 Newcastle 2300		BY: Doring
CATEGORY: building SUBCATEGORY: church & hall		REAL PROPERTY DESCRIPTION: Lot 2 DP 125686 SITE AREA: 657,600m CURRENT ZONING: 2(a) Residential
HISTORICAL THEMES: S.H.I.P. Themes: LOCAL Themes:		
HISTORICAL PERIOD - BUILT: 1901 - 1925		USED: ?
BUILDER:		DATE BUILT: c1910 ?
ARCHITECT/DESIGNER:		
PHOTOGRAPH &/OR SKETCH PLAN (and caption): Church Hall at Argenton, viewed from the north		Anglican Church & (Doring Neg.494.19)
		
		ITEM No. AG - 05

NAME/IDENTITY	CHURCH & CHURCH HALL, 475/7 LAKE Rd, ARGENTON	ITEM No. AG - 05																				
KNOWN HERITAGE LISTINGS:																						
<p>PHYSICAL CHARACTERISTICS</p> <p>Architectural Style: vernacular version of Victorian Gothic</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">MATERIALS - Frame: timber</td> <td style="width: 33%;">Roof: church - corr.ac, gables hall - cgi, gable</td> <td style="width: 33%;"></td> </tr> <tr> <td>Walls/Cladding: rebated weatherboards</td> <td>Windows: hall-some pointed arch some Al. Church- fixed, col.gl.</td> <td>Floors:</td> </tr> <tr> <td>Interior: not seen</td> <td></td> <td></td> </tr> </table>			MATERIALS - Frame: timber	Roof: church - corr.ac, gables hall - cgi, gable		Walls/Cladding: rebated weatherboards	Windows: hall-some pointed arch some Al. Church- fixed, col.gl.	Floors:	Interior: not seen													
MATERIALS - Frame: timber	Roof: church - corr.ac, gables hall - cgi, gable																					
Walls/Cladding: rebated weatherboards	Windows: hall-some pointed arch some Al. Church- fixed, col.gl.	Floors:																				
Interior: not seen																						
<p>DESCRIPTION: The church has a steep pitched main gable with subsidiary roofs over the sanctuary (east end), porch (west) & vestry (south). The fixed window sashes, & possibly frames, are not original. A "Foundation" stone in the front brick sub-wall was laid in 1952, & must relate to repairs. The Hall was also "Founded", with a stone dated 1930, but it retains a finial & two charming pointed Gothic windows from an earlier time. Other windows have been blocked or the sashes replaced with aluminium.</p>																						
<p>MODIFICATIONS: Church - corr.ac roofing, window sashes & yellow obscure glass, brick sub-wall, awning on porch. Hall - window sashes on side walls replaced by Aluminium, gothic windows at back removed, finials broken.</p>																						
<p>PRESENT USE: Appears still to be a church & church hall.</p>																						
<p>HISTORICAL NOTES: These two rather charming rural church buildings appear to have been built around 1910. The Hall foundation stone refers to 1930, and it is possible that church & hall were built then, but unlikely. The church had some major repairs/alterations in 1952.</p> <p style="text-align: center;">More information needed.</p>																						
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<p>STATEMENT OF SIGNIFICANCE: This pleasant, very rural group of small Church & adjoining Hall was the most substantial church group owned by the Anglican Church in the City of Lake Macquarie. The 1952 and later alterations detract from the aesthetic significance of the buildings, but in most instances are reversible. More information is needed about the history of the buildings.</p>																						
<p>Regional Significance - not assessed</p> <p>Local Significance - (could be high)</p>		ITEM No. AG - 05																				

CITY OF LAKE MACQUARIE

HERITAGE STUDY

NAME/IDENTITY: SPEERS POINT TRAM ROUTE, WINDING CREEK, ARGENTON		ITEM No. AG - 06
PREVIOUS/OTHER NAMES OR USES: (see also Item RT-02)		
ADDRESS: off Frederick St, off Park Ave, & west side of Lake Road, Edgeworth & Argenton		S.H.I.P. REF. No.
PARISH: KAHIBAH COUNTY: Northumberland		DATE INSPECTED: April 1993
PRESENT OWNER(S) (Name & Address):		BY: Doring
		REAL PROPERTY DESCRIPTION: SITE AREA: CURRENT ZONING:
CATEGORY: Archaeological site	MAP 1:25000 No. 9232-3-S	
SUBCATEGORY: tramway	NAME: WALLSEND	
	GRID: 724 554	
HISTORICAL THEMES: S.H.I.P.: LOCAL:		Ref. Nos. for RELATED ITEMS
HISTORICAL PERIOD - BUILT: 1901 - 1925		USED: 1911 - 1930
BUILDER:		DATE BUILT: 1909 - 1910
ARCHITECT/DESIGNER: NSWGR&T Design Office		
PHOTOGRAPH &/OR SKETCH PLAN (and caption): <p>The former Speers Point tramroute at Winding Creek. The former bridge over the creek was in the right foreground but no obvious traces of it survive. The tramlines curved away to the south between the sites of the modern buildings on the left (on Park Avenue) & the trees on the right (golf course). (Doring Neg.494.13)</p>		
		
		ITEM No. AG - 06

CITY OF LAKE MACQUARIE

HERITAGE STUDY

NAME/IDENTITY	SPEERS POINT TRAM ROUTE, WINDING CREEK, ARGENTON	ITEM No.	AG - 06																				
KNOWN HERITAGE LISTINGS:																							
<p>PHYSICAL CHARACTERISTICS</p> <p>Archaeological Site Condition: The former tramway route is still quite obvious & the easement may still exist. Not known if any sections of track survive.</p> <p>Physical Archaeological Remains: There may be remains of bridge piers in the creek (above or below ground) or under the ground surface.</p> <p>Other physical details:</p>																							
<p>INTERPRETATION: none (if any)</p>																							
<p>CONSERVATION ACTIVITY: No. Recommended that the easement be retained, and consideration be given to the development of a cycleway along the route to Speers Point. (if any)</p>																							
<p>PRESENT USE: vacant land (if any)</p>																							
<p>HISTORICAL NOTES: Speers Point was a popular picnic spot for Newcastle residents & a place to catch ferries to other parts of the Lake. Its greatest popularity followed the inauguration of the steam tram from Newcastle City in 1912. The last trams ran in 1930 & were replaced by motor buses in 1931.</p>																							
<p>REFERENCES: Nilsen, L.(ed), "Lake Macquarie: Past & Present", pub. LMCC 1985. & SOURCES:</p>																							
<p>EVALUATION CRITERIA:</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">HISTORIC</td> <td style="width: 25%;">Rare ()</td> <td style="width: 25%;">Associative ()</td> <td style="width: 25%;">Representative ()</td> </tr> <tr> <td>AESTHETIC</td> <td>Rare ()</td> <td>Associative ()</td> <td>Representative ()</td> </tr> <tr> <td>SOCIAL</td> <td>Rare ()</td> <td>Associative ()</td> <td>Representative ()</td> </tr> <tr> <td>SCIENTIFIC</td> <td>Rare ()</td> <td>Associative ()</td> <td>Representative ()</td> </tr> <tr> <td>OTHER</td> <td>Rare ()</td> <td>Associative ()</td> <td>Representative ()</td> </tr> </table>				HISTORIC	Rare ()	Associative ()	Representative ()	AESTHETIC	Rare ()	Associative ()	Representative ()	SOCIAL	Rare ()	Associative ()	Representative ()	SCIENTIFIC	Rare ()	Associative ()	Representative ()	OTHER	Rare ()	Associative ()	Representative ()
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<p>STATEMENT OF SIGNIFICANCE: Speers Point steam tram route, as a branch of the West Wallsend route, has considerable historic significance. From 1912-30 (when private motor cars were a rarity), the tram gave Speers Pt its main means of daily transport to Newcastle. It provided a most popular way to get to Speers Point, & thence to other parts of the Lake, for picnickers & holiday makers. The tram service made a great impact on the development of Speers Point as a holiday resort, so that it rivalled Toronto, which had its own railway train. The Newcastle to West Wallsend & Speers Point tram route (25 km) was reputedly the longest in the state. It had the last Newcastle steam trams to run, & was one of the last steam tram services to operate in NSW. The steam trams have a strong nostalgic value, & are still fondly remembered in the district.</p> <p>RECOMMENDATION: see "Conservation Action" above.</p> <p>Local Significance - high Regional Signif. - moderate</p>																							
			ITEM No. AG - 06																				



MAP KEY

INVENTORY SITE FOR THIS SUBURB, AT KNOWN LOCATION ON THIS MAP:	SS
INVENTORY SITE FOR THIS SUBURB, AT UNCERTAIN LOCATION ON THIS MAP:	SS ?
INVENTORY SITE FOR THIS SUBURB, AT LOCATION OUTSIDE THIS MAP:	SS
INVENTORY SITE FOR ANOTHER SUBURB, BUT APPEARING ON THIS MAP:	XY-SS
RAILWAY (KNOWN OR PROBABLE ROUTE):	RT-SS
TRAMWAY (KNOWN OR PROBABLE ROUTE):	RT-SS
RAILWAY OR TRAMWAY (SUPERSEDED OR UNCERTAIN ROUTE):	RT-77
CONSERVATION AREA INVENTORY NUMBER and CONSERVATION AREA BOUNDARY:	XY-SS