

INVENTORY of SITES & ITEMS

RT

RAILWAYS & TRAMWAYS

INVENTORY SUMMARY - LIST OF SITES & ITEMS

RAILWAYS & TRAMWAYS - RT

| ITEM No. | DESCRIPTION and LOCATION | TYPE | SIGNIFICANCE |
|----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|--------------|
| | RAILWAYS & TRAMWAYS - RT | | S R L |
| | RAILWAYS & TRAMWAYS - RT | | |
| RT-00 | <p>RAILWAY and TRAMWAY CONSERVATION AREAS Belmont Railway & Toronto Railway both have the potential for reconstruction and future re-use as light-rail routes for the growing towns & villages along their routes. The still existing permanent way (minus rails) of other lines to Seaham & West Wallsend or Wangi etc. have potential for re-use as cycle paths and walking trails, for use by local people or tourists. Specific suggestions or recommendations are given for most of the railways listed under RT.</p> | c RT | V |
| RT-01 | <p>WEST WALLSEND STEAM TRAM LINE Recommended that the easement be retained where it still exists, & consideration be given to the development of a cycleway along the route to West Wallsend.</p> | a RT | M H V |
| RT-02 | <p>SPEERS POINT STEAM TRAM LINE Recommended that the tramway easement be retained wherever possible, and consideration be given to the development of a cycleway along the route to Speers Point.</p> | a RT | H V |
| RT-03 | <p>GREAT NORTHERN RAILWAY</p> | w RT | H H V |
| RT-04 | <p>BELMONT RAILWAY Recommended that the complete railway line be retained & restored, & consideration be given to development of a light rail service or (at the least) a cycleway along the permanent way.</p> | a RT | H V |
| RT-05 | <p>BRANCH LINES FROM THE BELMONT RAILWAY Recommended that any remaining structures, including embankments & cuttings, be retained for interpretive purposes. The Dudley track might be used as part of a cycleway.</p> | a RT | M M |
| RT-06 | <p>RASPBERRY GULLY LINE RAILWAY The site of South Waratah Colliery & the route of the former Gulley Line Railway could be interpreted & should be linked to Charlestown by means of signage and markers on a system of future industrial heritage trails.</p> | a RT | L H |

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| | RAILWAYS & TRAMWAYS - RT | | |
| RT-07 | <p>YOUNG WALLSEND COLLIERY RAILWAY (EDGEWORTH) The site of the Young Wallsend colliery buildings and the route of the former Young Wallsend railway are capable of interpretation by means of signage and markers on a system of future industrial heritage trails.</p> | a RT | M |
| RT-08 | SULPHIDE CORPORATION RAILWAY SIDINGS | w RT | L L |
| RT-09 | <p>SEAHAM, WEST WALLSEND, FAIRLEY & KILLINGWORTH RAILWAY Recommend interpretation and re-use of the railway as a cycleway, footpath & bridle path and/or heritage trail.</p> | a RT | H V |
| RT-10 | <p>RHONDDA COLLIERY RAILWAY If the railway route is still wholly or partly in existence (ie. it has not been obliterated by the new private coal trucking road) the route has the potential to provide a walking and cycling link between the Great North Walk from Watagan (which passes along Rhondda Road to Teralba), and a proposed cycleway & heritage trail along the West Wallsend railway routes.</p> | a RT | L H |
| RT-11 | <p>FASSIFERN to TORONTO BRANCH RAILWAY LINE All elements of the permanent way & infrastructure should be retained intact, pending preparation of a professional conservation & management plan for the railway. The railway at present is an unofficial footpath. It has potential for future use as a light railway, or for conversion to a cyclepath, bridlepath & pedestrian way for Toronto residents, & as part of a network of heritage trails around Lake Macquarie.</p> | a RT | H H V |
| RT-12 | NEWSTAN COLLIERY RAILWAY SIDINGS | w RT | L M |
| RT-13 | <p>AWABA to WANGI POWER STATION BRANCH RAILWAY LINE Recommend interpretation and re-use of the railway as a cycleway, footpath & bridle path and/or heritage trail.</p> | a RT | H V |
| RT-14 | WYEE COAL CONVEYOR RAILWAY LOOP | w RT | L M |

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| ITEM No. | DESCRIPTION and LOCATION | TYPE | SIGNIFICANCE |
|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|--------------|
| | RAILWAYS & TRAMWAYS - RT | | S R L |
| RT-15 | CARDIFF SOUTH COLLIERY TRAMWAY (also Item CS-01) It is recommended that at least a short section of the tramway, on both sides of Macquarie Rd, should be exposed, recorded, stabilised, conserved and interpreted. Provide immediate protection for the tramway relics as they are under threat from housing developments, and possible road works. Layout of new house sites could be arranged to avoid the tramway. | a RT | M H |
| RT-16 | WARNERS BAY COLLIERY TRAMWAY | a RT | - |
| RT-17 | CAVES BEACH to SWANSEA TRAMWAY | a RT | - |
| RT-18 | CATHERINE HILL BAY COLLIERY RAILWAY (also Item CH-16) Research, recording, interpretation & re-use of railway as a cycleway & footpath alternative to the road or the beach (at present the road is unsafe for pedestrians or cyclists). Re-use would require reclamation & restoration of the permanent-way. | a RT | H H |

INVENTORY SUMMARY - LIST OF SITES & ITEMS

CITY OF LAKE MACQUARIE

HERITAGE STUDY

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| NAME/IDENTITY: RAILWAY and TRAMWAY CONSERVATION AREAS | | ITEM No. RT - 00 |
| PREVIOUS/OTHER NAMES OR USES: | | |
| ADDRESS: n/a | S.H.I.P. REF. No. | |
| PARISH: various COUNTY: Northumberland | | DATE INSPECTED: various |
| PRESENT OWNER(S) (Name & Address): various | | BY: Doring |
| CATEGORY: areas | | REAL PROPERTY DESCRIPTION: |
| SUBCATEGORY: railways & tramways | | n/a |
| HISTORICAL THEMES: | | MAP 1:25000 No. various |
| S.H.I.P.: | | NAME: |
| LOCAL: | | GRID: |
| HISTORICAL PERIOD - BUILT: 1876 - 1900 | | Ref. Nos. for RELATED ITEMS |
| USED: various | | |
| BUILDER: n/a | DATE BUILT: n/a | |
| ARCHITECT/DESIGNER: n/a | | |
| PHOTOGRAPH &/OR SKETCH PLAN (and caption): see maps on individual railway and tramway inventory files. | | |
| | | ITEM No. RT - 00 |

CITY OF LAKE MACQUARIE

HERITAGE STUDY

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| NAME/IDENTITY RAILWAY and TRAMWAY CONSERVATION AREAS | ITEM No. RT - 00 | | | | | | | | | | | | | | | | | | | | |
| KNOWN HERITAGE LISTINGS: | | | | | | | | | | | | | | | | | | | | | |
| PHYSICAL CHARACTERISTICS Lines varied from cross-country narrow gauge horse tramways hauling coal from pit to nearby cleaning & picking works, to the Newcastle to Sydney main line, passing through the City from end to end. There were, & still are, short sidings & branch lines to carry coal from mine to main line or from main line to power station. Branch lines were built for coal, but also carried passengers for many years, & there was the steam tram from Newcastle & Wallsend which bounded over the hills & through the bush to connect the Lake Macquarie community with Newcastle. | | | | | | | | | | | | | | | | | | | | | |
| DESCRIPTION: Separate train lines and tram lines are discussed in inventory sheets numbers RT-01 to RT-18 | | | | | | | | | | | | | | | | | | | | | |
| MODIFICATIONS: Most lines have been closed, many have had the rails removed, but the structures of their permanent ways still exist. The routes of a few have been lost or can only be traced with difficulty. | | | | | | | | | | | | | | | | | | | | | |
| PRESENT USE: most disused | | | | | | | | | | | | | | | | | | | | | |
| HISTORICAL NOTES: Notes about the various lines are included in their respective inventory sheets. | | | | | | | | | | | | | | | | | | | | | |
| REFERENCES: NSW Government Railways & Tramways Annual Reports. SRA Archives Section, Notes on the Northern Line - Wyee to Tickhole, unpub. & "Historical Notes on Railway Lines Vol.1, 1983." C&MJ Doring, "Garden Valley Project I.A. Report: 1991", unpub., and many other references. | | | | | | | | | | | | | | | | | | | | | |
| 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 ()</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 () |
| HISTORIC | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | |
| AESTHETIC | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | |
| SOCIAL | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | |
| SCIENTIFIC | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | |
| OTHER | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | |
| STATEMENT OF SIGNIFICANCE: The railway lines and tram lines were instrumental in deciding the pattern of development of the City of Lake Macquarie. The train lines carried coal from Lake Macquarie mines to the port & the power stations, & were an essential part of the coal based economy of the region. The tram lines & some train lines carried the holiday makers and commuters who brought development of the Lakeside suburbs. Belmont Railway & Toronto Railway both have the potential for reconstruction and future re-use as light-rail routes for the growing towns & villages along their routes. The still existing permanent way (minus rails) of other lines to Seaham & West Wallsend or Wangi etc. have potential for re-use as cycle paths and walking trails, for use by local people or tourists. Local, Regional & State Significance is assessed for each of the different lines. Some have VERY HIGH local significance. | | | | | | | | | | | | | | | | | | | | | |
| ITEM No. RT - 00 | | | | | | | | | | | | | | | | | | | | | |

CITY OF LAKE MACQUARIE

HERITAGE STUDY

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|---------------------------------------------------------|-----------------------------------|-----------------------------|
| NAME/IDENTITY: WEST WALLSEND STREAM TRAM LINE | | ITEM No. RT - 01 |
| PREVIOUS/OTHER NAMES OR USES: | | |
| ADDRESS: n/a | S.H.I.P. REF. No. | |
| | | DATE INSPECTED: 1991 |
| PARISH: | COUNTY: Northumberland | BY: Doring |
| PRESENT OWNER(S) (Name & Address): | REAL PROPERTY DESCRIPTION: | |
| | SITE AREA: | |
| | CURRENT ZONING: | |
| CATEGORY: area/archaeological site | MAP 1:25000 No. 9232-3-S | |
| SUBCATEGORY: tram line | NAME: WALLSEND | |
| | GRID: various | |
| HISTORICAL THEMES: | Ref. Nos. for RELATED ITEMS | |
| S.H.I.P.: | | |
| LOCAL: | | |
| HISTORICAL PERIOD - BUILT: 1901-1925 | USED: 1910 to 1930 | |
| BUILDER: | DATE BUILT: 1909 - 1910 | |
| ARCHITECT/DESIGNER: NSWG Railways & Tramways | | |
| PHOTOGRAPH &/OR SKETCH PLAN (and caption): | See Supplementary Sheet 1. | |
| | | ITEM No. RT - 01 |

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| NAME/IDENTITY | WEST WALLSEND STEAM TRAM LINE | | | ITEM No. | RT - 01 | | | | | | | | | | | | | | | | | | | | |
| KNOWN HERITAGE LISTINGS: | | | | | | | | | | | | | | | | | | | | | | | | | |
| PHYSICAL CHARACTERISTICS | See Supplementary Sheet 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| INTERPRETATION: | None yet | | | | | | | | | | | | | | | | | | | | | | | | |
| CONSERVATION ACTIVITY: | None yet. Recommended that railway easement be retained where it still exists, and consideration be given to the development of a cycleway along the route to West Wallsend. | | | | | | | | | | | | | | | | | | | | | | | | |
| PRESENT USE: | disused - the route is mostly vacant land or roadway, except where it passes through the High School grounds. | | | | | | | | | | | | | | | | | | | | | | | | |
| HISTORICAL NOTES: | Tram line construction started April 1909. Service opened 19th December 1910. The tram service was popular & generally uneventful except for a couple of derailments, in one of which the tram driver was killed. The steam tram service lasted until the Depression, and the last tram ran on 2nd November 1930. The tram service was then replaced by a motor bus. | | | | | | | | | | | | | | | | | | | | | | | | |
| REFERENCES: | C&MJ Doring, "Garden Valley Project I.A. Report: 1991", unpub. W.Wallsend Pub Schl Centenary Comm "'Neath Mt Sugarloaf" Bk.1 1987, pp.62-66. | | | | | | | | | | | | | | | | | | | | | | | | |
| EVALUATION CRITERIA: | <table border="0"> <tr> <td>HISTORIC</td> <td>Rare ()</td> <td>Associative ()</td> <td>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 () |
| HISTORIC | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | | | | |
| AESTHETIC | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | | | | |
| SOCIAL | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | | | | |
| SCIENTIFIC | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | | | | |
| OTHER | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | | | | |
| STATEMENT OF SIGNIFICANCE: | <p>From 1910-1930 (when private motor cars were rarities), trams provided residents of West Wallsend, Holmesville & Edgeworth with their main means of daily passenger transport to Newcastle. The service made a great impact on the life of residents of the district, by bringing goods & services of Newcastle within easy reach, & helping overcome the physical isolation of the mining villages. The service helped make West Wallsend the hub of its district. The West Wallsend to Newcastle route (25 km) was reputedly the longest tram route in the state. This was the last Newcastle steam tram route to run, & one of the last steam tram services to operate in NSW (Sutherland-Cronulla closed 1931, Kogarah-Sans Souci closed 1937). The steam trams have a strong nostalgic value, & are still fondly remembered in the district.</p> | | | | | | | | | | | | | | | | | | | | | | | | |
| RECOMMENDATION: | see "Conservation Action" above. | | | | | | | | | | | | | | | | | | | | | | | | |
| Local Signif.- | very high, Regional - high, State - moderate | | | ITEM No. | RT - 01 | | | | | | | | | | | | | | | | | | | | |

NAME/IDENTITY: WEST WALLSEND STEAM TRAM LINE

ITEM No. RT - 01

Refer to route shown on Suburb Maps:
AG, BY, EW, GD, HV, WW.

NAME/IDENTITY:

WEST WALLSEND STEAM TRAM LINE

ITEM No.

RT - 01

DESCRIPTION

The steam tram line to West Wallsend was built as an extension of the tram line from Newcastle to Wallsend. Total length of the line was 25 km into the city, and the trip took one hour thirty-two minutes. The line was standard gauge, and it carried trams consisting (mostly) of two carriages and a (steam) motor. The line opened in 1910 at the time of electrification of the Sydney system, and the redundant Sydney steam cars probably supplied the extra motors and cars needed to augment the Newcastle system. A tram shown at the West Wallsend terminus in a 1914 photograph (see 'Neath Mt Sugarloaf p.62) has a "B" class tram trailer, as used in Sydney from 1880 to 1891, and an "A" class Baldwin motor, No.39a, of the same period. Both may have come from Sydney, or have been part of the original Newcastle fleet.

The tram terminus was at the corner of Railway Street and Wilson Street. In the 1914 photo (noted above) the tram is parked on the N-W side of the street, against the Railway fence, and facing S-W (ie. on the right hand side of the road). The Museum Hotel can be seen in the background, across a house in Wilson Street. There is said to have been a loop at the terminus to turn the motors for the return journey, but nothing is shown on the maps seen, and no traces were seen.

The tram went from West Wallsend to Wallsend via Holmesville, Estelville, Edgeworth and Glendale. Within West Wallsend the route along Teralba Street is still evident. According to a map found in the Mines Register (c1910 to 1920) the tram route meandered on either side of Withers Street and George Booth Drive between Holmesville/Estelville and east Edgeworth), and an aerial photomap indicates that the exact route could probably still be traced on the ground. Within Edgeworth the tram ran alongside Main Road, but there are very few traces of it still in existence there, most having been obliterated in roadworks.

The single line had crossing loops at Pitt Town (?), Summit (?), Young Wallsend (Edgeworth) and Holmesville. There were twenty three stops, many with platforms, and some with seats. There was a bundy clock at the corner of Wallsend Road and Teralba Street, just before the tram got to the terminus.

The Seaham and West Wallsend Colliery Railway provided a twice-daily passenger service (and of course it met the Sydney trains after the Hawkesbury Bridge was opened in 1889), but the need for a more direct mode of transport to Newcastle City was felt. Construction of the tram line was started in April 1909, and the service opened on 19th December 1910. The tram (steam) motors and trailer passenger cars were well suited to the long distances and plentiful coal supply of the West Wallsend route, and they seem to have given good service.

The tram service was popular, and generally uneventful except for a couple of derailments, in one of which the tram driver was killed. The steam tram service lasted until the Depression, and the last tram ran on 2nd November 1930. The tram service was then replaced by a motor bus.

According to maps in the mines register, at least some of the land for the tramway was resumed for tramway purposes by Government Gazette in 1909. We have not researched the current title and ownership of the former tramway land, but the current Parish Map shows that some gazettals of land for tramway purposes are still in effect.

CITY OF LAKE MACQUARIE

HERITAGE STUDY

| | | |
|----------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|---------------------------------------------|
| NAME/IDENTITY: SPEERS POINT STEAM TRAM LINE | | ITEM No. RT - 02 |
| PREVIOUS/OTHER NAMES OR USES: | | |
| ADDRESS: n/a | S.H.I.P. REF. No. | |
| | DATE INSPECTED: April 1993 | |
| PARISH: | COUNTY: Northumberland | BY: Doring |
| PRESENT OWNER(S) (Name & Address): | | REAL PROPERTY DESCRIPTION: |
| | | SITE AREA: CURRENT ZONING: |
| CATEGORY: area/archaeological site | MAP 1:25000 No. 9232-3-S | |
| SUBCATEGORY: tram line | NAME: WALLSEND GRID: various | |
| HISTORICAL THEMES: S.H.I.P.: LOCAL: | | Ref. Nos. for RELATED ITEMS |
| HISTORICAL PERIOD - BUILT: 1901-1925 | | USED: 1910 to 1930 |
| BUILDER: | | DATE BUILT: 1909 - 1910 |
| ARCHITECT/DESIGNER: NSWG Railways & Tramways | | |
| PHOTOGRAPH &/OR SKETCH PLAN (and caption): Refer to route shown on Suburb Maps: AG, BR, BU, EW, GD, SP, TA. | | |
| | | ITEM No. RT - 02 |

CITY OF LAKE MACQUARIE

HERITAGE STUDY

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| NAME/IDENTITY | SPEERS POINT STEAM TRAM LINE | ITEM No. | RT - 02 |
| KNOWN HERITAGE LISTINGS: | | | |
| PHYSICAL CHARACTERISTICS | | See Supplementary Sheet 2 for the inventory sheets on West Wallsend Steam Tram Line (RT-01). | |
| <p>Wherever the line deviates from existing roadways, the former tramway route is still evident. In some areas, such as across Winding Creek, the tramway easement still exists. It is unlikely that any sections of track survive, however there may be remains of bridge piers in the creek or under the ground surface.</p> | | | |
| INTERPRETATION: | | None yet. | |
| CONSERVATION ACTIVITY: | | None yet. Recommended that the easement be retained, and consideration be given to the development of a cycleway along the route to Speers Point. | |
| PRESENT USE: | | vacant land and/or roadway | |
| 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. | | | |
| REFERENCES: Nilsen, L.(ed), "Lake Macquarie: Past & Present", pub. LMCC 1985. W.Wallsend Pub Schl Centenary Comm "'Neath Mt Sugarloaf" Bk.1 1987, p.62 | | | |
| 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: 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. | | | |
| RECOMMENDATION: see "Conservation Action" above. | | | ITEM No. RT - 02 |
| Local Signif. - very high Regional Signif. - high | | | |

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| NAME/IDENTITY: GREAT NORTHERN RAILWAY | | ITEM No. RT - 03 |
| PREVIOUS/OTHER NAMES OR USES: | | |
| ADDRESS: n/a | S.H.I.P. REF. No. | |
| | | DATE INSPECTED: 1991 - 1993 |
| PARISH: various | COUNTY: Northumberland | BY: Doring |
| PRESENT OWNER (Name & Address): | | REAL PROPERTY DESCRIPTION: |
| | | SITE AREA: CURRENT ZONING: |
| CATEGORY: area | MAP 1:25000 No. various | |
| SUBCATEGORY: railway line | NAME: WALLSEND to MORISSET GRID: various | |
| HISTORICAL THEMES: S.H.I.P. Themes: | | |
| LOCAL Themes: | | |
| HISTORICAL PERIOD - BUILT: 1876 - 1900 | | USED: 1887 to now |
| BUILDER: Amos & Co. | | DATE BUILT: 1884 to 1887 |
| ARCHITECT/DESIGNER: NSWGR | | |
| PHOTOGRAPH &/OR SKETCH PLAN (and caption): Refer to route shown on Suburb Maps: AG, AW, BK, BR, BU, CF, CS, DC, FF, GD, KS, MS, SP, TA, WY. | | |
| | | ITEM No. RT - 03 |

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| NAME/IDENTITY | GREAT NORTHERN RAILWAY | ITEM No. | RT - 03 | | | | | | | | | | | | | | | | | | | | |
| KNOWN HERITAGE LISTINGS: | | | | | | | | | | | | | | | | | | | | | | | |
| <p>PHYSICAL CHARACTERISTICS This section of the Main Northern Line travels through undulating and often picturesque country, with successive cuttings and embankments on most of the route, and two major bridges.</p> | | | | | | | | | | | | | | | | | | | | | | | |
| <p>DESCRIPTION: Railway line passes through Lake Macquarie from Tickhole Tunnel in Garden Suburb, down Tickhole Creek to railway stations at Cardiff, across Winding Creek to Sulphide Junction (Cardiff Workshops), Cockle Creek, Teralba, Booragul, Fassifern, Awaba, Dora Creek, Morisset & Wyee. The 1887 railway was built on steep grades at Winding Creek & from Teralba to Fassifern. Major deviations were soon built (1902/3) which lengthened the line, and new stations were introduced at Cardiff (1902) and much later at Booragul (1926).</p> | | | | | | | | | | | | | | | | | | | | | | | |
| <p>MODIFICATIONS: Various changes, from deviations for grade changes in the 1890s to deviations to cross new, stronger bridges in the 1950s.</p> | | | | | | | | | | | | | | | | | | | | | | | |
| <p>PRESENT USE: Part of the "Main Northern Railway" from Sydney to Newcastle and thence to northern and north-western NSW and Queensland.</p> | | | | | | | | | | | | | | | | | | | | | | | |
| <p>HISTORICAL NOTES: The first section of the railway from Newcastle to Maitland and other parts of northern NSW was opened in 1857. For the next 30 years, all communications between Sydney & the north were carried out via ship or slow & difficult inland routes. The linking section of railway was started in 1884, the section through Lake Macquarie opened 1887, Hawkesbury Bridge opened 1889.</p> | | | | | | | | | | | | | | | | | | | | | | | |
| <p>REFERENCES: SRA Archives Section, Notes on the Northern Line - Wyee to Tickhole, unpub. SRA Archives Section, Historical Notes on Railway Lines Vol.1, 1983, p.92/98</p> | | | | | | | | | | | | | | | | | | | | | | | |
| <p>EVALUATION CRITERIA:</p> <table style="width: 100%; border: none;"> <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 () |
| HISTORIC | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | | |
| AESTHETIC | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | | |
| SOCIAL | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | | |
| SCIENTIFIC | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | | |
| OTHER | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | | |
| <p>STATEMENT OF SIGNIFICANCE: At State level, the Main Northern Line changed the relationship of Sydney & the North, by speeding up communications & transport. It changed profoundly the relationship of Newcastle with its hinterland & the north, & the standing of Newcastle as a great commercial centre. It confirmed the importance of Newcastle as a great coaling port, comparable with Cardiff in Wales. Locally, the railway brought changes to the pattern of development of Lake Macquarie. It was the route by which Lake Macquarie coal was carried to its markets. It linked the towns & villages of western Lake Macquarie with Newcastle, & was a way for holidaymakers to reach the Lake. It opened the Lake to residential development &, since electrification, has become a commuting link to both Newcastle & Sydney for residents of Lake Macquarie.</p> | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Local Signif.- very high, Regional - high, State - high</p> | | | <p>ITEM No. RT - 03</p> | | | | | | | | | | | | | | | | | | | | |

CITY OF LAKE MACQUARIE

HERITAGE STUDY

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|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-----------------------------------------------------------------------------------------------------|
| NAME/IDENTITY: BELMONT RAILWAY | | ITEM No. RT - 04 |
| PREVIOUS/OTHER NAMES OR USES: Adamstown to Belmont Railway, the New Redhead Estate & Coal Company Railway. | | |
| ADDRESS: n/a | S.H.I.P. REF. No. | |
| PARISH: COUNTY: Northumberland | | DATE INSPECTED: 1991 & 1993 |
| PRESENT OWNER(S) (Name & Address): | | BY: partially inspected |
| CATEGORY: area/archaeological site | | REAL PROPERTY DESCRIPTION: |
| SUBCATEGORY: railway line | | SITE AREA: CURRENT ZONING: |
| HISTORICAL THEMES: S.H.I.P.: | | MAP 1:25000 No. ----- NAME: WALLSEND & SWANSEA GRID: W 800 530 to S 749 434 |
| LOCAL: | | Ref. Nos. for RELATED ITEMS |
| HISTORICAL PERIOD - BUILT: 1876 - 1900 | | USED: 1892 to 1991 |
| BUILDER: Redhead Coal Mining Company | | DATE BUILT: 1889 to 1916 |
| ARCHITECT/DESIGNER: | | |
| PHOTOGRAPH &/OR SKETCH PLAN (and caption): <div style="text-align: right; margin-right: 50px;">Reduced copy of a map drawn for "Adamstown to Fernleigh" (see refs.)</div> | | |
| <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto; text-align: center;"> NEW REDHEAD ESTATE & COAL CO. RAILWAY. PLUS SURROUNDING RAILWAYS </div> | | |
| Refer to route shown on Suburb Maps: BM, BN, CT, DL, GH, HF, KH, KS, RH, WH. | | |
| ITEM No. RT - 04 | | |

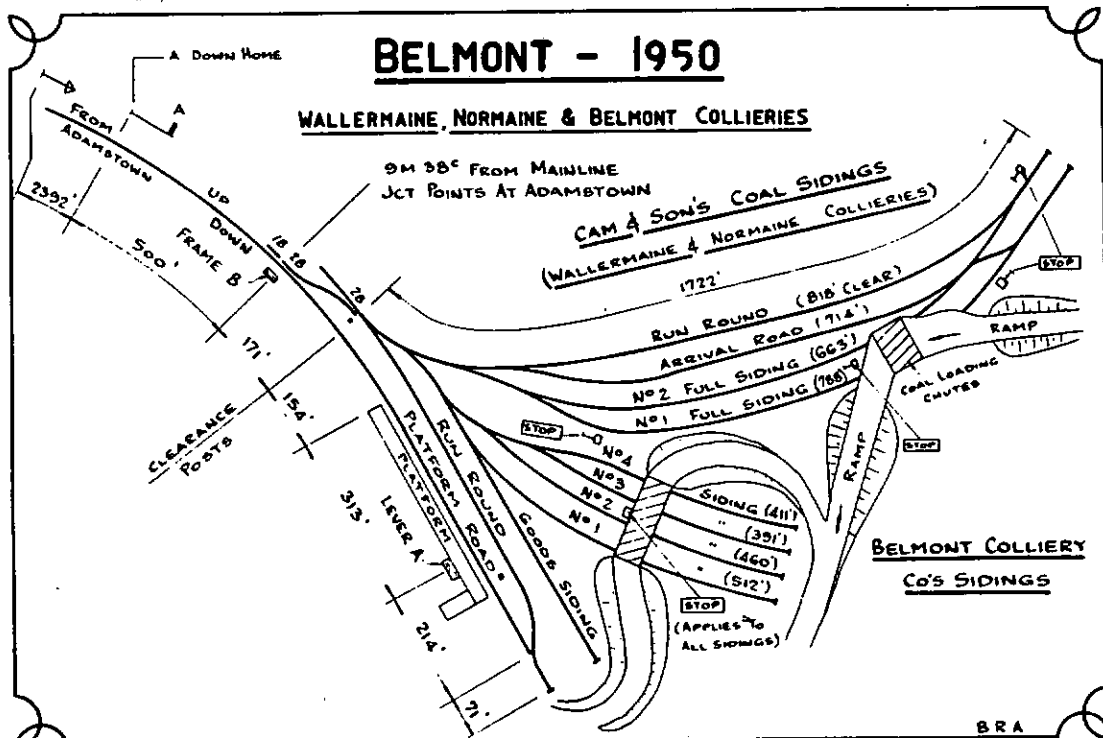
CITY OF LAKE MACQUARIE

HERITAGE STUDY

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| NAME/IDENTITY | BELMONT RAILWAY | ITEM No. | RT - 04 | | | | | | | | | | | | | | | | | | | | |
| KNOWN HERITAGE LISTINGS: | | | | | | | | | | | | | | | | | | | | | | | |
| <p>PHYSICAL CHARACTERISTICS A single line which leaves the Main Northern Line at Adamstown & travels through steep & rugged country past a number of former coal mines until it gets to the sandhills behind the coastline at Redhead & its terminus at Belmont. The principal geographic features of the railway are a 181 metres long curved tunnel under the Pacific Highway at Adamstown Heights (just inside Newcastle City), and a deep cutting at Whitebridge where the railway passes from the Flaggy Creek catchment to Jewells Swamp catchment. In the past it had significant branches to Burwood Colliery No.3, Whitebridge, Dudley Colliery, Burwood Extended & Lambton Collieries at Redhead and later John Darling at Belmont North. There was a passing loop at Fernleigh just south of the tunnel and about seven passenger stations or platforms at the towns & villages on the route. Most branches & some line has been removed.</p> | | | | | | | | | | | | | | | | | | | | | | | |
| INTERPRETATION: | none | | | | | | | | | | | | | | | | | | | | | | |
| CONSERVATION ACTIVITY: | None yet. Recommend that the line be retained & restored, and consideration be given to development of a light rail service, or (at the least) a cycleway along the permanent way. | | | | | | | | | | | | | | | | | | | | | | |
| PRESENT USE: | disused | | | | | | | | | | | | | | | | | | | | | | |
| HISTORICAL NOTES: | 1883 - Act permitting construction of a railway to Redhead, followed by much legal action & amending Acts in 1888. Construction began 1889 Tunnel under present Pacific Highway opened 1892 & 1st coal sent to Newcastle. 1st passenger trains for miners 1900. Passenger service operated by NSWGR 1910 Railway extended to Belmont 1916. Passenger service ends 1971. Last coal 1991. | | | | | | | | | | | | | | | | | | | | | | |
| REFERENCES: | <p>SRA Archives Section, Historical Notes on Railway Lines Vol.1, 1983. Tonks, Ed. "Adamstown via Fernleigh" pub. NSW Rail Transport Museum, 1988.</p> | | | | | | | | | | | | | | | | | | | | | | |
| EVALUATION CRITERIA: | <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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| OTHER | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | | |
| <p>STATEMENT OF SIGNIFICANCE:</p> <p>The Belmont Railway was vital for the transport of coal to Newcastle from some of the richest mines in Lake Macquarie. It was used for coal haulage for ninety nine years. The railway provided a much needed passenger service for many towns and villages on the east side of the Lake, which would otherwise have had no public transport. The passenger service lasted for about 70 years and influenced the growth of Whitebridge, Dudley, Redhead and Belmont before private cars became common. The railway has excellent potential for re-use as a light rail route or as a cycleway & pedestrian path, & as part of a network of industrial heritage trails around Lake Macquarie.</p> <p>Regional Significance - high Local Significance - very high</p> | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ITEM No. RT - 04 | | | | | | | | | | | | | | | | | | | | |

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| NAME/IDENTITY: BRANCH LINES FROM THE BELMONT RAILWAY | | ITEM No. RT - 05 |
| PREVIOUS/OTHER NAMES OR USES: | | |
| ADDRESS: various | S.H.I.P. REF. No. | |
| PARISH: COUNTY: Northumberland | | DATE INSPECTED: |
| PRESENT OWNER(S) (Name & Address): | | BY: not inspected |
| CATEGORY: Area/archaeological site | | REAL PROPERTY DESCRIPTION: |
| SUBCATEGORY: Railway | | SITE AREA: CURRENT ZONING: |
| HISTORICAL THEMES: S.H.I.P.: LOCAL: | | MAP 1:25000 No. ----- NAME: WALLSEND & SWANSEA GRID: various |
| HISTORICAL PERIOD - BUILT: 1876 - 1900 - 1925 | | Ref. Nos. for RELATED ITEMS |
| BUILDER: various colliery companies | | USED: various |
| ARCHITECT/DESIGNER: | | DATE BUILT: 1889, 1916, 1925 |

PHOTOGRAPH &/OR SKETCH PLAN (and caption): See plan reproduced with inventory Item RT-04 for the location of each of the branch lines. The drawing below is reproduced from "Adamstown via Fernleigh", by Ed Tonks (p.89). It shows the Belmont sidings in 1950 and was drawn by Brian Andrews of Killingworth.



Refer to route shown on Suburb Maps:
BM, BN, DL, RH, WH.

ITEM No. RT - 05

CITY OF LAKE MACQUARIE

HERITAGE STUDY

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| NAME/IDENTITY | BRANCH LINES FROM THE BELMONT RAILWAY | ITEM No. RT - 05 | | | | | | | | | | | | | | | | | | | | |
| KNOWN HERITAGE LISTINGS: | | | | | | | | | | | | | | | | | | | | | | |
| <p>PHYSICAL CHARACTERISTICS The Adamstown-Belmont Railway is discussed in RT-04. Branch Lines on the Belmont Railway were built for the collieries on the route and usually finished in a number of sidings & shunts leading to the coal bins or screens, the boilers, repair shops etc. The branches were as follows:</p> <ul style="list-style-type: none"> - Burwood No.3 Colliery, Whitebridge (1892 to 1982) - Dudley Colliery, Dudley (1892 to 1939), tracks lifted 1941. - Lambton Colliery, Redhead (1900 to 1991) - Redhead Colliery, Redhead (1892 to 1928) - John Darling Colliery, Belmont North (1925 to 1988) - Belmont Colliery Sidings, Belmont (1926 to 1971) <p>As at January 1993, Lambton Colliery was the only branch line to retain its railway tracks in to the site, and some vestiges of sidings & shunts.</p> | | | | | | | | | | | | | | | | | | | | | | |
| INTERPRETATION: | none | | | | | | | | | | | | | | | | | | | | | |
| CONSERVATION ACTIVITY: | Recommended that any remaining structures, including embankments & cuttings, be retained for interpretive purposes. The Dudley track might be used as part of a cycleway. | | | | | | | | | | | | | | | | | | | | | |
| PRESENT USE: | all disused | | | | | | | | | | | | | | | | | | | | | |
| HISTORICAL NOTES: | See RT-04 and the description above. | | | | | | | | | | | | | | | | | | | | | |
| REFERENCES: | <p>SRA Archives Section, Historical Notes on Railway Lines Vol.1, 1983. Tonks, Ed. "Adamstown via Fernleigh" pub. NSW Rail Transport Museum, 1988.</p> | | | | | | | | | | | | | | | | | | | | | |
| 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 ()</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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| SOCIAL | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | |
| SCIENTIFIC | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | |
| OTHER | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | |
| <p>STATEMENT OF SIGNIFICANCE: The various branches from the Adamstown-Belmont Railway are important to the history of each of the collieries they served, and could be used to assist in the interpretation of that history. The branch lines share in the significance of the Belmont Railway (RT-04) as a whole.</p> | | | | | | | | | | | | | | | | | | | | | | |
| <p>Regional Significance - moderate Local Significance - moderate</p> | | <div style="border: 1px solid black; padding: 2px; display: inline-block;"> ITEM No. RT - 05 </div> | | | | | | | | | | | | | | | | | | | | |

CITY OF LAKE MACQUARIE

HERITAGE STUDY

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| NAME/IDENTITY: RASPBERRY GULLY LINE RAILWAY | | ITEM No. RT - 06 |
| PREVIOUS/OTHER NAMES OR USES: See also Item KS-01 | | |
| ADDRESS: opposite Dalpura Lane to the Main Northern Railway Line near Adamstown, along Styx Creek | S.H.I.P. REF. No. | |
| PARISH: | COUNTY: Northumberland | DATE INSPECTED: not inspected |
| PRESENT OWNER(S) (Name & Address): | | BY: |
| PRESENT OWNER(S) (Name & Address): | | REAL PROPERTY DESCRIPTION: SITE AREA: CURRENT ZONING: |
| CATEGORY: Archaeological Site/Area | MAP 1:25000 No. 9232-3-S | |
| SUBCATEGORY: Railway | NAME: WALLSEND GRID: 779 528 to 798 549 | |
| HISTORICAL THEMES: S.H.I.P.: LOCAL: | Ref. Nos. for RELATED ITEMS | |
| HISTORICAL PERIOD - BUILT: 1876-1900 | | USED: 1876 to 1961 |
| BUILDER: Waratah Coal Company | | DATE BUILT: 1876 ? |
| ARCHITECT/DESIGNER: | | |
| PHOTOGRAPH &/OR SKETCH PLAN (and caption): <div style="text-align: center; padding: 20px;"> Refer to route shown on Suburb Maps: CT, HF, KH, KS. </div> | | |
| | | ITEM No. RT - 06 |

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|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-----------------|--------------------|-------------------------|
| NAME/IDENTITY | RASPBERRY GULLY LINE RAILWAY | | ITEM No. | RT - 06 |
| KNOWN HERITAGE LISTINGS: | | | | |
| PHYSICAL CHARACTERISTICS | | | | |
| <p>This railway route was not traced in the survey. It is assumed, because of the very steep nature of most of the surrounding terrain in the City of Lake Macquarie, that it followed the course of the Styx Creek towards Port Waratah. It would have been largely superseded by the Main Northern Line when that was built in the 1880s. Only a short section of the line, close to the Colliery, was actually inside the City of Lake Macquarie limits. From the topographic maps, it appears that the route of the permanent way has not been alienated, at least within the City of Lake Macquarie.</p> | | | | |
| INTERPRETATION: | | | | |
| A Bi-centennial plaque near the site notes that the Gully Line Railway connected the South Waratah Colliery with Port Waratah | | | | |
| CONSERVATION ACTIVITY: | | | | |
| None yet. Route of the permanent way could be made part of a cycleway and footpath (or heritage trail) between Charlestown and Adamstown, retracing old routes of coal and the coal miners. | | | | |
| PRESENT USE: | | | | |
| disused | | | | |
| HISTORICAL NOTES: | | | | |
| Waratah Coal Co. transferred ops. to Raspberry Gully in 1876 Charlestown grew up on the hill to the south. In 1902, 520 men & boys worked in the mine. The Gully Line Railway was built to connect the mine with Port Waratah. Later, it joined the Main Northern Line near Adamstown. South Waratah Colliery closed in 1961, and most surface features were demolished in 1969. | | | | |
| REFERENCES: | | | | |
| Nilsen, L.(ed), "Lake Macquarie: Past & Present", pub. LMCC 1985. Bi-centennial plaque at the site | | | | |
| 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: | | | | |
| It is possible that some surface relics of the former colliery workings and the railway still exist along the Styx Creek valley. The colliery site was cleared c1959 and the valley land has never been developed. South Waratah Colliery was historically significant in Lake Macquarie, and was the reason for the foundation of Charlestown, now Lake Macquarie's largest commercial centre. The railway shares the historical significance of the former Colliery. | | | | |
| RECOMMENDATION: | | | | |
| The site of South Waratah Colliery & the route of the former Gully Line Railway could be interpreted & should be linked to Charlestown by means of signage and markers on a system of future industrial heritage trails. | | | | |
| Regional significance - low | | | | |
| Local Significance - moderate (high if interpreted) | | | | |
| | | | | ITEM No. RT - 06 |

CITY OF LAKE MACQUARIE

HERITAGE STUDY

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|-----------------------------------------------------------------------------------------------|--|------------------------------------------------------------|
| NAME/IDENTITY: YOUNG WALLSEND COLLIERY RAILWAY (EDGEWORTH) | | ITEM No. RT - 07 |
| PREVIOUS/OTHER NAMES OR USES: | | |
| ADDRESS: Main Rd Edgeworth opposite Ridley St to the Main Northern Line at Glendale | | S.H.I.P. REF. No. |
| PARISH: | | DATE INSPECTED: partially 1991 |
| COUNTY: Northumberland | | BY: Doring |
| PRESENT OWNER(S) (Name & Address): | | REAL PROPERTY DESCRIPTION: |
| | | SITE AREA: CURRENT ZONING: |
| CATEGORY: Area/archaeological site | | MAP 1:25000 No. 9232-3-S |
| SUBCATEGORY: railway | | NAME: WALLSEND GRID: 700 563 to e.725 547 |
| HISTORICAL THEMES: S.H.I.P.: | | Ref. Nos. for RELATED ITEMS |
| LOCAL: | | |
| HISTORICAL PERIOD - BUILT: 1876-1900 | | USED: 1887 - c1917 |
| BUILDER: Young Wallsend Coal Company | | DATE BUILT: opened 1889 |
| ARCHITECT/DESIGNER: | | |
| PHOTOGRAPH &/OR SKETCH PLAN (and caption): | | |
| Refer to route shown on Suburb Maps: AG, BY, EW, GD. | | |
| | | ITEM No. RT - 07 |

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| NAME/IDENTITY | YOUNG WALLSEND COLLIERY RAILWAY (EDGEWORTH) | | ITEM No. | RT - 07 | | | | | | | | | | | | | | | | | | | | |
| KNOWN HERITAGE LISTINGS: | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>PHYSICAL CHARACTERISTICS</p> <p>This short railway started in the colliery yard on the north side of Main Rd Edgeworth (this area has recently been cleared for development as a housing estate). It ran along Mowbray Road and crossed to the south side of Main Road near Cocked Hat Creek, running through the bushland and across several creeks until it met the Main Northern Line at Sulphide Junction (Cardiff Workshops). There are probably still some relics of creek crossings and embankments along the route, but this has not been traced.</p> | | | | | | | | | | | | | | | | | | | | | | | | |
| INTERPRETATION: | There is no interpretation of the colliery site at present. It could be sign posted as part of a future heritage trail, footpath or cycleway. | | | | | | | | | | | | | | | | | | | | | | | |
| CONSERVATION ACTIVITY: | None yet. The route could possibly be re-used for a footpath or cycleway if it is not already alienated. | | | | | | | | | | | | | | | | | | | | | | | |
| PRESENT USE: | disused | | | | | | | | | | | | | | | | | | | | | | | |
| HISTORICAL NOTES: | Young Wallsend Coal Co. formed 1887. Chairman was developer J.C.Bonarius. 530 foot shaft sunk 1887-8. Colliery closed c1915-1917 due to problems with gas, flooding, and poor coal. Miners could catch a train from the site to the Main Northern Line at Sulphide Junction, & passenger trains (presumably owned by the colliery) are said to have brought miners to work. | | | | | | | | | | | | | | | | | | | | | | | |
| REFERENCES: | Nilsen, L.(ed), "Lake Macquarie: Past & Present", pub. LMCC 1985. Reynolds T.J. "Early West Wallsend, etc..", pub. Reynolds, pp.352, W.Wallsend Pub Schl Centenary Comm "'Neath Mt Sugarloaf" Bk.1 1987, pp.24, 53, Bk.3, 1989, p.46. C&MJ Doring "Garden Valley Project I.A. Report: 1991" unpub. | | | | | | | | | | | | | | | | | | | | | | | |
| EVALUATION CRITERIA: | <table border="0"> <tr> <td>HISTORIC</td> <td>Rare ()</td> <td>Associative ()</td> <td>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 () |
| HISTORIC | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | | | |
| AESTHETIC | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | | | |
| SOCIAL | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | | | |
| SCIENTIFIC | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | | | |
| OTHER | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | | | |
| STATEMENT OF SIGNIFICANCE: | <p>It is unfortunate that complete destruction of the site surface has removed all traces of the early Young Wallsend Colliery, which was historically significant in Lake Macquarie, and which was the foundation of the Edgeworth village (formerly Young Wallsend).</p> <p>The site of the Young Wallsend colliery buildings and the route of the former Young Wallsend railway are capable of interpretation by means of signage and markers on a system of future industrial heritage trails.</p> | | | | | | | | | | | | | | | | | | | | | | | |
| Local Significance - moderate | ITEM No. RT - 07 | | | | | | | | | | | | | | | | | | | | | | | |

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|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------------------------------------|
| NAME/IDENTITY: SULPHIDE CORPORATION RAILWAY SIDINGS | | ITEM No. RT - 08 |
| PREVIOUS/OTHER NAMES OR USES: | | |
| ADDRESS: from Sulphide Works (Pasmaico) to the Main Northern Line near Sulphide Junction | | S.H.I.P. REF. No. |
| PARISH: COUNTY: Northumberland | | DATE INSPECTED: not inspected BY: |
| PRESENT OWNER (Name & Address): | | REAL PROPERTY DESCRIPTION: SITE AREA: CURRENT ZONING: |
| CATEGORY: area SUBCATEGORY: railway | | MAP 1:25000 No. 9232-3-S NAME: WALLSEND GRID: 720 538 to 725 547 |
| HISTORICAL THEMES: S.H.I.P. Themes: LOCAL Themes: | | |
| HISTORICAL PERIOD - BUILT: 1876 - 1900 | | USED: until now |
| BUILDER: Sulphide Corporation | | DATE BUILT: 1896 |
| ARCHITECT/DESIGNER: | | |
| PHOTOGRAPH &/OR SKETCH PLAN (and caption): <p style="text-align: center;"> Refer to route shown on Suburb Maps: AG. </p> | | |
| | | ITEM No. RT - 08 |

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| NAME/IDENTITY | SULPHIDE CORPORATION RAILWAY SIDINGS | ITEM No. | RT - 08 |
| KNOWN HERITAGE LISTINGS: | | | |
| PHYSICAL CHARACTERISTICS | | Not inspected | |
| DESCRIPTION: not inspected. The extent of the sidings is not known | | | |
| MODIFICATIONS: not known | | | |
| PRESENT USE: thought to be still in use | | | |
| HISTORICAL NOTES: The Sulphide Corporation Works at Boolaroo started operations in 1895-1896. Over the years since, the plant has produced zinc, then lead, then sulphuric acid, superphosphate and cement, then lead and zinc again. For all these processes, the raw materials would have been shipped in by rail, and the product shipped out. | | | |
| REFERENCES: Nilsen, L.(ed), "Lake Macquarie: Past & Present", pub. LMCC 1985, p.35. | | | |
| 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: It is likely that few physical relics of the first Sulphide Works of 1896 still exist, nevertheless the site is of enormous historical importance to the City of Lake Macquarie and to Newcastle. It has been a major industry, with continuous occupation of the same site for nearly 100 years. It has been a major employer in the district, and has had considerable influence on the development of the region and the economy of the nation. The railway sidings into the Works share in the significance of the Works and contribute to the significance of the Main Railway Line it connects with. | | | |
| Regional Significance - low | | | ITEM No. RT - 08 |
| Local Significance - low | | | |

CITY OF LAKE MACQUARIE

HERITAGE STUDY

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|----------------------------------------------------------------------------------------------------------------------------------------------------|--|-----------------------------------------------|
| NAME/IDENTITY: SEAHAM, W.WALLSEND, FAIRLEY & KILLINGWORTH RAILWAY | | ITEM No. RT - 09 |
| PREVIOUS/OTHER NAMES OR USES: West Wallsend and Monkwearmouth Joint Railway | | |
| ADDRESS: The Railway formerly extended from Cockle Creek to Seaham No.1 Colliery at Seahampton with branches to Fairley & Killingworth. | | S.H.I.P. REF. No. |
| PARISH: COUNTY: Northumberland | | DATE INSPECTED: 1991 |
| PRESENT OWNER(S) (Name & Address): | | BY: Doring |
| CATEGORY: area/archaeological site | | REAL PROPERTY DESCRIPTION: |
| SUBCATEGORY: railway | | SITE AREA: CURRENT ZONING: |
| HISTORICAL THEMES: S.H.I.P.: | | MAP 1:25000 No. 9232-3-S |
| LOCAL: | | NAME: WALLSEND |
| HISTORICAL PERIOD - BUILT: 1876-1900 | | GRID: 673 595 to 712 541 |
| BUILDER: F. Kerwin contractor (cost £16,000) | | Ref. Nos. for RELATED ITEMS |
| ARCHITECT/DESIGNER: W.Wallsend Coal Co. & Monkwearmouth Coll. Estate Co.of Aust | | HISTORICAL PERIOD - USED: 1895 to 1930 |
| PHOTOGRAPH &/OR SKETCH PLAN (and caption): | | |
| <p style="text-align: center;">Refer to route shown on Suburb Maps: AG, BR, BY, HV, KW, SH, WW.</p> | | |
| | | ITEM No. RT - 09 |

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| NAME/IDENTITY | SEAHAM, W.WALLSEND, FAIRLEY & KILLINGWORTH RAILWAY ^{ITEM No.} RT - 09 | | | | | | | | | | | | | | | | | | | | | | |
| KNOWN HERITAGE LISTINGS: | | | | | | | | | | | | | | | | | | | | | | | |
| PHYSICAL CHARACTERISTICS | See Supplementary Sheet 2 | | | | | | | | | | | | | | | | | | | | | | |
| INTERPRETATION: | None at present. Recommend interpretation and re-use of the railway as a cycleway, footpath & bridle path and/or heritage trail. | | | | | | | | | | | | | | | | | | | | | | |
| CONSERVATION ACTIVITY: | None at present. Recommend conservation as a heritage trail etc. (see above) | | | | | | | | | | | | | | | | | | | | | | |
| PRESENT USE: | none | | | | | | | | | | | | | | | | | | | | | | |
| HISTORICAL NOTES: | See Supplementary Sheets 2 and 3. | | | | | | | | | | | | | | | | | | | | | | |
| REFERENCES: | C&MJ Doring, "Garden Valley Project I.A. Report: 1991", unpub. W.Wallsend Pub Schl Centenary Comm "Neath Mt Sugarloaf" Bk.2 1988, pp.100-103 and other references & photographs in Books 1, 2 & 3. Singleton, C.C. "The Short North", Aust.Railway Hist.Soc. Bn.340, Feb.1966. | | | | | | | | | | | | | | | | | | | | | | |
| 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 ()</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 () |
| HISTORIC | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | | |
| AESTHETIC | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | | |
| SOCIAL | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | | |
| SCIENTIFIC | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | | |
| OTHER | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | | |
| STATEMENT OF SIGNIFICANCE: | <p>The Railway was crucial to the establishment & viability of the West Wallsend district Collieries. The railway provided the only practical means by which their coal was got to customers. The cheapness & reliability of rail transport, & the link to the Newcastle Port coal loaders, were major factors in the operating efficiency & profitability of the local collieries. The Railway is thought to be the only privately run railway in NSW which had a regular passenger service for an extended length of time (about 30 years). The Railway was an integral part of community life, providing the main means of communication with Newcastle & the outside world for West Wallsend people for 15 years before the tram service started. The Railway has great potential for re-use as a cycleway and heritage trail.</p> <p>Regional Significance - high Local Significance - very high</p> | | | | | | | | | | | | | | | | | | | | | | |
| | | | ITEM No. RT - 09 | | | | | | | | | | | | | | | | | | | | |

NAME/IDENTITY:

SEAHAM, W.WALLSEND, FAIRLEY & KILLINGWORTH RAILWAY

ITEM No.

RT - 09

DESCRIPTION

Built by the West Wallsend Coal Company Limited and the Monkwearmouth Colliery Estate Company of Australia Ltd., as a private Standard Gauge line, joining the (soon to be completed) Newcastle to Sydney Government line at Cockle Creek Station, east of Cockle Creek.

The first stop on the colliery line was the Cockle Creek Exchange Sidings. These were 0.8km west of Cockle Creek. Coal trains stopped at the sidings to be changed from Colliery locos to Government locos, before running on the Government rail line to local customers, or to the hydraulic powered coal loaders at The Dyke, on Bullock Island. Colliery line passenger train locos crossed Cockle Creek to the Station, where passengers changed trains to continue their journey on north or south-bound Government trains.

From the Exchange Sidings, trains on the private line travelled about 3 km west through the bush and turned north to Barnsley Platform. They then travelled alongside the Barnsley - West Wallsend (Appletree) road for about 1.6 km, turned west, and then north to Holmesville Platform (HV-24). The line continued north across Killingworth Road, and skirted the western edge of West Wallsend township, passed through West Wallsend Station near the Museum Hotel, and travelled north-east to reach West Wallsend (No.1) Colliery, 5 miles 21 chains (8.5 km) from Cockle Creek. The line then turned north to reach Seaham No.1 Colliery, a further 51 chains (1 km) from West Wallsend (No.1) Colliery.

There appear to have been no turntables or reversing spurs on the line or the branches, so all trains must have been pushed to their destination on one journey, and pulled on the return journey, with the locomotives spending half their life travelling backwards. It seems likely that the locos would normally pull the full coal wagons to Cockle Creek, and push the empty ones back to the collieries.

Branch Line to Killingworth: First named "The Newcastle New Wallsend Railway", this was a branch line leaving the colliery main line south of Barnsley, and travelling west for 2 miles 19 chains (3.6 km) to the colliery at Killingworth (later to be named West Wallsend Extended Colliery). The line is said to have been laid with 60 lb/yd rail (which seems very light).

Branch Line to Fairley: This line was built to service Seaham No.2 Colliery. It left the colliery main line south of Holmesville, and travelled 1 mile 69 chains (3 km) west to the Seaham No.2 Colliery, passing through a small cutting and over a creek. It is understood that a bridge survives.

HISTORY

The West Wallsend and Monkwearmouth Railway Act, passed in 1886, allowed the two colliery companies to build a railway to service their proposed mines. The line was first planned to go through Young Wallsend (Edgeworth), but in July 1887 the companies changed the route to a line going to Cockle Creek. Mr F. Kerwin was the contractor and the cost was £16,000. Construction went quickly, and on the 16th May 1888, the first (unofficial) load of coal was taken from West Wallsend No.1 Colliery to the Bullock Island coal loaders. The railway was officially opened the same day as the Mine, on 3rd July 1888, with great celebrations and a special passenger train brought in from Newcastle.

NAME/IDENTITY:

SEAHAM, W.WALLSEND, FAIRLEY & KILLINGWORTH RAILWAY

ITEM No.

RT - 09

HISTORY (continued)

Regular passenger trains started 1st February 1895, from Cockle Creek Station to West Wallsend. Passenger numbers dwindled after the steam tram to West Wallsend was established in 1910. There was a manned platform at West Wallsend, demand stops at Holmesville and Barnsley, and the West Wallsend Mine Manager (McGeachie) had his own private platform close to his house.

During a miner's strike early in the railway's history, it was used to carry in non-union, inexperienced men to work the mine, guarded by police and artillerymen. Luckily no shots were fired. There was never any recorded loss of life on the lines, but a couple of quite spectacular derailments. One which occurred in 1927, outside the Cockle Creek Power Station construction works, was said to have been caused because the crew were distracted by watching the riggers at work, and failed to see some loaded wagons ahead.

The company took advantage of a lockout and subsequent strike in 1929/30 to close the passenger service on 13th January 1930. But trains still operated hauling coal from Seaham until Seaham No.1 Colliery closed in 1932. After that a goods service to West Wallsend survived until 26th November 1938. It carried goods for the Co-op and beer for the pubs mainly, and was finally closed because of high costs and diminishing use. The railway line was formally closed in 1962. The company (by then Coal & Allied) started removing the lines in 1968. Some of the steel was scrapped, and some was used in other company collieries. The path of the railway is still clearly marked and the land apparently has not been alienated.

Branch Line to Killingworth from Barnsley. The line was at first distinguished by the grand name of "The Newcastle New Wallsend Railway", & was built without a special Act of Parliament. It was built in 1890, but 7 years passed, during which the company had changed hands and name, before coal in any quantity was moved over the line. The Colliery was officially opened in October 1897.

The line was never officially used for passengers, but occasionally a passenger train would pick up at the Killingworth Hotel, to take miners and their families to picnics, and people would use stools to climb into the carriages. A spur on the line was used for dumping spoil (shale and stone) and this became a hill 1200 feet long, 300 feet wide and 80 feet high. Another siding was intended for dumping small coal, and then later as a coal stockpile in case of lockouts or strikes.

The mine at Killingworth worked sporadically until 1930, when it was closed. It was re-opened in 1950, & the railway carried its coal until 1956, and for Mt Sugarloaf No.1 Colliery in 1951 & 1952. This private company used the line to get its coal into Cockle Creek Power Station, until (presumably) double handling became too costly. The last train of coal from West Wallsend Extended screens was loaded on 9th November 1956, but the railway remained open for some years, moving stockpiled coal, reclaiming machinery, shunting coal for the Power Station at Cockle Creek, but principally for getting coal wagons back and forth to the wagon repair shops at Killingworth. The repair shops were closed and the last train ran from Killingworth on 28th April 1961.

Branch Line to Fairley from south of Holmesville. This branch line to Seaham No.2 Colliery was opened in 1905, and carried large amounts of coal out for many years with little trouble except for a derailment in 1926. Seaham No.2 Colliery closed in 1945, and the branch line was unused thereafter except for hauling out the colliery equipment.

CITY OF LAKE MACQUARIE

HERITAGE STUDY

| | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------------------------------------------------------------|
| NAME/IDENTITY: RHONDDA COLLIERY RAILWAY | | ITEM No. RT - 10 |
| PREVIOUS/OTHER NAMES OR USES: See also item (TA-17), Rhondda Colliery. | | |
| ADDRESS: from the West Wallsend railway on the north side of Stockton Borehole Colliery, to the Rhondda Colliery south of Rhondda Rd, Teralba. | | S.H.I.P. REF. No. |
| PARISH: COUNTY: Northumberland | | DATE INSPECTED: not inspected |
| PRESENT OWNER(S) (Name & Address): | | BY: |
| | | REAL PROPERTY DESCRIPTION: SITE AREA: CURRENT ZONING: |
| CATEGORY: area/archaeological site SUBCATEGORY: former railway | | MAP 1:25000 No. 9232-3-S NAME: WALLSEND GRID: c705 539 to 672 526 |
| HISTORICAL THEMES: S.H.I.P.: LOCAL: | | Ref. Nos. for RELATED ITEMS |
| HISTORICAL PERIOD - BUILT: 1901 - 1925 | | USED: 1901 to 1960s ? |
| BUILDER: | | DATE BUILT: 1900 (started) |
| ARCHITECT/DESIGNER: | | |
| PHOTOGRAPH &/OR SKETCH PLAN (and caption): <p style="text-align: center;">Refer to route shown on Suburb Maps: BY, TA.</p> | | |
| | | ITEM No. RT - 10 |

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| NAME/IDENTITY RHONDDA COLLIERY RAILWAY | ITEM No. RT - 10 | | | | | | | | | | | | | | | | | | | | |
| KNOWN HERITAGE LISTINGS: | | | | | | | | | | | | | | | | | | | | | |
| <p>PHYSICAL CHARACTERISTICS Empty coal trains to Rhondda Colliery crossed the Main Northern Line bridge at Cockle Creek and travelled about 2.4 kilometres west then turned S-W & travelled S-W & south, along a tributary of upper Cockle Creek, about 2.5 kilometres to Rhondda. Exact layout of the line is not certain. Parish Map shows a "private line" joining West Wallsend line about 0.5km S-W of Cockle Creek Power Station. Map drawn by Singleton (1965) shows a government operated line running parallel to West Wallsend line for the first 2.4km from Cockle Creek, then turning S-W. Singleton states that Rhondda line took off from the Stockton Borehole line near the Exchange Sidings, & that Rhondda had two loop sidings there to store full wagons and reduce the loads hauled up Cardiff Bank to Newcastle. The route of the Rhondda Railway has not been followed as part of the survey, and its condition is not known.</p> | | | | | | | | | | | | | | | | | | | | | |
| <p>INTERPRETATION: None at present. Recommend interpretation & re-use of railway as a cycleway, footpath or bridle path, and/or heritage trail. The railway route could be used as a link with the Great North Walk.</p> | | | | | | | | | | | | | | | | | | | | | |
| <p>CONSERVATION ACTIVITY: None at present. Recommend conservation of the former route as a heritage trail etc. (see above) if it has not been alienated.</p> | | | | | | | | | | | | | | | | | | | | | |
| <p>PRESENT USE: none</p> | | | | | | | | | | | | | | | | | | | | | |
| <p>HISTORICAL NOTES: Also see Historical Notes on Item TA-17 (Rhondda Colliery). Colliery opened 1900 & operated until 1971. First coal train ran 17 Dec 1900. It is not known when coal was no longer hauled by train, or when the line was closed and the rails removed. A private coal trucking road has been built along the valley recently, and this may have overlaid the railway route.</p> | | | | | | | | | | | | | | | | | | | | | |
| <p>REFERENCES: Also see Historical Notes on Item TA-17 (Rhondda Colliery) Singleton, C.C. "The Short North", Aust.Railway Hist.Soc. Bn.340, Feb.1966. (re Rhondda Colliery) W.Wallsend Public School Centenary Committee "'Neath Mt Sugarloaf" Book 2 1988, pp.72-73, and Book 3, 1989, pp.80</p> | | | | | | | | | | | | | | | | | | | | | |
| <p>EVALUATION CRITERIA:</p> <table style="width: 100%; border: none;"> <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 () |
| HISTORIC | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | |
| AESTHETIC | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | |
| SOCIAL | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | |
| SCIENTIFIC | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | |
| OTHER | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | |
| <p>STATEMENT OF SIGNIFICANCE: The Rhondda Railway was crucial to the establishment and continuing viability of the Rhondda Colliery (later the Northern Colliery), and the railway shares the significance of the colliery.</p> <p>If the railway route is still wholly or partly in existence (ie. it has not been obliterated by the new private coal trucking road) the route has the potential to provide a walking and cycling link between the Great North Walk from Watagan (which passes along Rhondda Road to Teralba), and a proposed cycleway & heritage trail along the West Wallsend railway routes.</p> | | | | | | | | | | | | | | | | | | | | | |
| <p>Regional Significance - low Local Significance - high</p> | | | | | | | | | | | | | | | | | | | | | |
| ITEM No. RT - 10 | | | | | | | | | | | | | | | | | | | | | |

CITY OF LAKE MACQUARIE

HERITAGE STUDY

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| NAME/IDENTITY: FASSIFERN to TORONTO BRANCH RAILWAY LINE | | ITEM No. RT - 11 |
| PREVIOUS/OTHER NAMES OR USES: | | |
| ADDRESS: Fassifern Railway Station to Toronto Railway Station & then Toronto Wharf | | S.H.I.P. REF. No. |
| PARISH: COUNTY: Northumberland | | DATE INSPECTED: October 1992 |
| PRESENT OWNER(S) (Name & Address): | | BY: Doring |
| CATEGORY: area/archaeological site | | REAL PROPERTY DESCRIPTION: |
| SUBCATEGORY: railway line | | SITE AREA: CURRENT ZONING: |
| HISTORICAL THEMES: S.H.I.P.: | | MAP 1:25000 No. ----- NAME: WALLSEND & SWANSEA GRID: W-674 493 to S-690 460 |
| LOCAL: | | Ref. Nos. for RELATED ITEMS |
| HISTORICAL PERIOD - BUILT: 1876 - 1900 | | USED: 1891 to 198 |
| BUILDER: Excelsior Land etc.Co. (see History Notes) | | DATE BUILT: 1891 & 1911 |
| ARCHITECT/DESIGNER: also rebuilt by NSWGR 1910-1911 | | |
| PHOTOGRAPH &/OR SKETCH PLAN (and caption): | | |
| <p>Refer to route shown on Suburb Maps: BK, FF, KB, TT.</p> | | |
| | | ITEM No. RT - 11 |

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|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|-----------------|--------------------|----------------|
| NAME/IDENTITY | PASSIFERN to TORONTO BRANCH RAILWAY LINE | | ITEM No. | RT - 11 |
| KNOWN HERITAGE LISTINGS: | | | | |
| PHYSICAL CHARACTERISTICS Railway was 4.4km from Fassifern to Toronto pier. It was built by a private company, with standard gauge, so Govt. trains could be run on the line. Line ran on an embankment & (later) over an arched bridge (FF-02) & down a creek valley to the Lake shore at Fennell Bay opposite the Fossil Tree Reserve (BK-04). It ran along the shoreline, across a peninsula where Blackalls Park station was built c1923 (BK-03), through wetlands at the head of Edmunds Bay, where it bridged Mud & Stoney Creeks (BK-02), then across Carey St.(now the main road) & along the Lake foreshore past Toronto Station to goods sidings at Toronto Pier. When built (1891) the line had patches of 1:44 grade where the little "Coffee Pot" engine occasionally had to be "assisted up the adverse grades by infuriated passengers". Rebuilding in 1910/1911 gave a max. grade 1:60 & min. curves of 160m radius. | | | | |
| INTERPRETATION: None at present. RECOMMEND: interpretation and re-use of the railway as a cycleway, footpath & bridle path and/or heritage trail. | | | | |
| CONSERVATION ACTIVITY: RECOMMEND: all elements of the railway's permanent way & infrastructure should be retained intact pending preparation of a professional conservation & management plan for the railway. | | | | |
| PRESENT USE: Used as an informal footpath by local residents | | | | |
| HISTORICAL NOTES: Private tram line, Toronto to Fassifern opened 2 Aug 1891 by Toronto developers Excelsior Land, Investment, Building & Bank Co.Ltd. By 1892 there were 6 trains each way daily to Fassifern & Govt. ran 2 trains each way to N'cle Sundays & Pub.Holidays. 28 Aug 1910 branch taken over by NSWGR which re-built the line & it re-opened 28 May 1911. Used for passengers until 1980s. | | | | |
| REFERENCES: Also refer to inventory items FF-02, FF-03, BK-02, BK-03, TT-11. Singleton, C.C. "The Short North", Aust.Railway Hist.Soc. Bn.340, Feb.1966. SRA Archives Section, Notes on the Northern Line - Wyee to Tickhole, unpub. SRA Archives Section, Historical Notes on Railway Lines Vol.1, 1983, p.119/22 | | | | |
| 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: Apart from a short spur to Royal National Park near Sydney, Fassifern-Toronto Branch Railway is unique in NSW as a railway built solely for transport to a holiday resort. Construction of the line promoted development of Toronto. It was possible to visit Toronto easily, for regattas, picnics & holidays, & later, to live there, or catch a ferry there, & commute to work in Newcastle. The Line was an integral part of community life as Toronto grew, providing the main means of communication with Newcastle & the outside world for Toronto people until private cars became common. The railway at present is an unofficial footpath. It has potential for continuing use as a light railway, or for conversion to a cyclepath & pedestrian way for Toronto residents, & as part of a network of heritage trails around Lake Macquarie. | | | | |
| RECOMMENDATION: see above. | | | | |
| Local Signif.- very high Regional & State Signif.- high | | | ITEM No. | RT - 11 |

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|-------------------------------------------------------------------------------------------------------|---------------------------------|--------------------------------------|
| NAME/IDENTITY: NEWSTAN COLLIERY RAILWAY SIDINGS, FASSIFERN | | ITEM No. RT - 12 |
| PREVIOUS/OTHER NAMES OR USES: Also Northumberland Colliery. | | |
| ADDRESS: Fassifern | | S.H.I.P. REF. No. |
| PARISH: COUNTY: Northumberland | | DATE INSPECTED: not inspected |
| PRESENT OWNER (Name & Address): | | BY: |
| REAL PROPERTY DESCRIPTION: | | SITE AREA: CURRENT ZONING: |
| CATEGORY: area | MAP 1:25000 No. 9232-3-S | |
| SUBCATEGORY: railway | NAME: WALLSEND | |
| GRID: 674 494 to 665 501 | | |
| HISTORICAL THEMES: S.H.I.P. Themes: LOCAL Themes: | | |
| HISTORICAL PERIOD - BUILT: 1876 - 1900 | | USED: 1889 to ? |
| BUILDER: | | DATE BUILT: 1889 ? |
| ARCHITECT/DESIGNER: Northumberland Coal & Land Company | | |
| PHOTOGRAPH &/OR SKETCH PLAN (and caption): Refer to route shown on Suburb Maps: FF. | | |
| | | ITEM No. RT - 12 |

CITY OF LAKE MACQUARIE

HERITAGE STUDY

| | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|-------------------------|--------------------|
| NAME/IDENTITY | NEWSTAN COLLIERY RAILWAY SIDINGS, FASSIFERN | ITEM No. | RT - 12 |
| KNOWN HERITAGE LISTINGS: | | | |
| PHYSICAL CHARACTERISTICS The permanent way of this siding has been subject to many changes over the years, culminating in the construction of a balloon loop in 1980. The coal from Newstan is now mostly carried in trucks on a private coal road south to Eraring Power Station. | | | |
| DESCRIPTION: | not inspected | | |
| MODIFICATIONS: | many | | |
| PRESENT USE: | said to be disused | | |
| HISTORICAL NOTES: First large order of coal said to have been carried out via rail to the Port of Newcastle for the Union Steamship Co. Rail haulage ceased 1974. Balloon Loop built 1980 but not used. Fassifern Station on the Main Line said to have been located because of the junction there for the Northumberland Coal & Land Company. | | | |
| REFERENCES: Nilsen, L.(ed), "Lake Macquarie: Past & Present", pub. LMCC 1985. Tonks, Ed. "100 years of Coal Mining, Northumberland-Newstan 1887-1987" Elcom. SRA Archives Section, Notes on the Northern Line - Wye to Tickhole, unpub. | | | |
| 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: Like Newstan Colliery itself, it is doubtful if any of the original structures survive today, however both the Colliery and its sidings have historical significance in Lake Macquarie, both because of their contribution to the economy and society of the district for over 100 years, and because it is thought that Fassifern Station owes its location to the construction of the Northumberland Coal and Land Company sidings. | | | |
| Regional Significance - low | | ITEM No. RT - 12 | |
| Local Significance - moderate | | | |

| | |
|-----------------------------------------------------------------------------------------------------------|--------------------------------------|
| NAME/IDENTITY: AWABA to WANGI POWER STATION BRANCH RAILWAY LINE ITEM No. RT - 13 | |
| PREVIOUS/OTHER NAMES OR USES: also see Awaba State Coal Mine (AW-07) & Wangi Power Station (WG-01) | |
| ADDRESS: Awaba Railway Station to Wangi Power Station via Awaba State Coal Mine | S.H.I.P. REF. No. |
| PARISH: COUNTY: Northumberland | DATE INSPECTED: not inspected |
| PRESENT OWNER(S) (Name & Address): | BY: Doring |
| CATEGORY: area/archaeological site | REAL PROPERTY DESCRIPTION: |
| SUBCATEGORY: railway line | SITE AREA: CURRENT ZONING: |
| HISTORICAL THEMES: * S.H.I.P.: | MAP 1:25000 No. 9231-4-N |
| LOCAL: | NAME: SWANSEA |
| | GRID: 638 461 to 666 406 |
| | Ref. Nos. for RELATED ITEMS |
| HISTORICAL PERIOD - BUILT: 1950 - 1975 | USED: 1951 to ? |
| BUILDER: NSW Government Railways | DATE BUILT: 1950 |
| ARCHITECT/DESIGNER: NSWGR Design Office | |
| PHOTOGRAPH &/OR SKETCH PLAN (and caption): Refer to route shown on Suburb Maps: AW, WG. | |
| | ITEM No. RT - 13 |

CITY OF LAKE MACQUARIE

HERITAGE STUDY

NAME/IDENTITY **AWABA to WANGI POWER STATION BRANCH RAILWAY LINE** ITEM No. RT - 13

KNOWN HERITAGE LISTINGS:

PHYSICAL CHARACTERISTICS

The Awaba to Wangi Branch Line took off from the Main Northern Line about 100m up the line towards Newcastle from Awaba Platform, but the exact junction is now obliterated. The line ran along embankments and through cuttings to pass the west side of the Awaba Colliery boundary (about 1.5km), then up the Stony Creek valley (about 2.5km), through a cutting & down Stockyard Creek (about 3km), through another cutting to Wangi Creek valley & down Wangi Creek (about 3km) to the Power Station coal loader & Turbine House. Except for crossing Wangi Road, the whole route is through undisturbed bushland, presumably well treed, shady & pleasant to ride or walk along.

INTERPRETATION: None at present. **RECOMMEND:** interpretation and re-use of the railway as a cycleway, footpath & bridle path and/or heritage trail.

CONSERVATION ACTIVITY: None yet. It is understood that the rails have all been removed, & a trestle bridge which used to cross Wangi Road near Wangi Wangi Creek was demolished a few years ago.

PRESENT USE: disused

HISTORICAL NOTES: Branch line to Awaba Mine officially opened 1 Feb 1950. Line on to Wangi P.S. was supposed to have opened in 1954, but construction materials went in by rail early in 1951. The line was used to haul coal from Awaba Coal Mine to the Power Station until 1972.

REFERENCES: Nilsen, L.(ed), "Lake Macquarie: Past & Present", pub. LMCC 1985. SRA Archives Section, Notes on the Northern Line - Wyee to Tickhole, unpub. C&MJ Doring, "Wangi Power Station Heritage Study" 1990, unpub.

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: This branch railway line shares in the significance of the Awaba State Coal Mine (AW-07) & the Wangi Power Station (AW-01), both of which it served for over twenty years. Although the line ceased being used to haul coal 20 years ago, & the rails have been taken up, the route is still in existence (except for the bridge over Wangi Road). It winds its way through 10km of picturesque bushland, from a village with some heritage sites, past an active coal mine with a high potential for interpretation as part of a heritage trail, to one of NSW's most interesting historic power stations & the village of Wangi Wangi. Like other former railways in the district, this one has excellent potential for re-use as a cycleway &/or pedestrian path, & as part of a network of industrial heritage trails around Lake Macquarie.

RECOMMENDATION: (see Interpretation above)

Local Significance - very high Regional Signif.- high

ITEM No. RT - 13

| | | |
|-------------------------------------------------------------|-------------------------------|-----------------------------------------------------------------|
| NAME/IDENTITY: WYEE COAL CONVEYOR RAILWAY LOOP | | ITEM No. RT - 14 |
| PREVIOUS/OTHER NAMES OR USES: (also see WY-04) | | |
| ADDRESS: | | S.H.I.P. REF. No. |
| | | DATE INSPECTED: not seen |
| PARISH: Morisset | COUNTY: Northumberland | BY: |
| PRESENT OWNER (Name & Address): | | REAL PROPERTY DESCRIPTION: SITE AREA: CURRENT ZONING: |
| CATEGORY: Other works | | MAP 1:25000 No. 9131-1-S |
| SUBCATEGORY: Railway siding loop | | NAME: DOORALONG |
| | | GRID: |
| HISTORICAL THEMES: S.H.I.P. Themes: LOCAL Themes: | | |
| HISTORICAL PERIOD - BUILT: 1976-2000 | | USED: ? |
| BUILDER: | | DATE BUILT: 1980 ? |
| ARCHITECT/DESIGNER: Electricity Commission of NSW | | |
| PHOTOGRAPH &/OR SKETCH PLAN (and caption): | | not seen |
| Refer to route shown on Suburb Maps. Off WY | | |
| | | ITEM No. RT - 14 |

| | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|-----------------|--------------------|
| NAME/IDENTITY | WYEE COAL CONVEYOR RAILWAY LOOP | ITEM No. | RT - 14 |
| KNOWN HERITAGE LISTINGS: | | | |
| PHYSICAL CHARACTERISTICS | | | |
| DESCRIPTION: The siding consists of a 3km railway balloon loop north of Wyee with a coal unloader (discharge hopper) capable of handling 2/ 3200 tonne train loads of coal every three hours, and placing them on a 6km of covered coal conveyor from the Main Line to Vales Point Power Station. | | | |
| MODIFICATIONS: Not known. Perhaps the loop and conveyor could be converted to carry coal away from the local mines for use elsewhere, now that Munmorah Power Station is defunct and Vales Point "B" only is still operating. | | | |
| PRESENT USE: appears disused | | | |
| HISTORICAL NOTES: The conveyor and loop were installed in 1980 to overcome problems with supply from Vales Point's captive coal mines (Chain Valley, Newvale, Wyee State). The project was considered to have great environmental advantages over road transport. It appears to have only been in use for a short time. | | | |
| REFERENCES: C&MJ Doring, "Vales Point Power Station" Heritage Study, pp.88/89 | | | |
| 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: Like the modern Eraring Power Station, it is arguable whether the recent railway loop and coal conveyor structures could qualify as heritage items. Some would no doubt put them in the white elephant class. However they do represent a major committment by the biggest industry in the region to do the right thing environmenttally. Environmenttally they compare very favourably with the coal roads around the Awaba area. | | | |
| Regional Significance - low Local Significance - moderate | | | ITEM No. RT - 14 |

CITY OF LAKE MACQUARIE

HERITAGE STUDY

| | |
|-------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| NAME/IDENTITY: Fmr COLLIERY TRAMWAY, MACQUARIE Rd, CARDIFF SOUTH ITEM No. RT - 15 | |
| PREVIOUS/OTHER NAMES OR USES: See Item CS-01 | |
| ADDRESS: | S.H.I.P. REF. No. |
| | DATE INSPECTED: |
| PARISH: | COUNTY: Northumberland |
| BY: Doring | |
| PRESENT OWNER(S) (Name & Address): | REAL PROPERTY DESCRIPTION: SITE AREA: CURRENT ZONING: |
| CATEGORY: Archeological/Historic Site SUBCATEGORY: Other Mining | MAP 1:25000 No. 9232-3-S NAME: Wallsend GRID: 742 521 |
| HISTORICAL THEMES: S.H.I.P.: LOCAL: | Ref. Nos. for RELATED ITEMS |
| HISTORICAL PERIOD - BUILT: 1851-1875 ? | USED: ? |
| BUILDER: | DATE BUILT: c1870s ? |
| ARCHITECT/DESIGNER: | |
| PHOTOGRAPH &/OR SKETCH PLAN (and caption): | |
| See photographs & supplementary sheets for inventory item CS-01. Refer to route shown on Suburb Maps: CF, CS. | |
| ITEM No. RT - 15 | |

CITY OF LAKE MACQUARIE

HERITAGE STUDY

NAME/IDENTITY **Fmr COLLIERY TRAMWAY, MACQUARIE Rd, CARDIFF SOUTH** ITEM No. **RT - 15**

KNOWN HERITAGE LISTINGS:

PHYSICAL CHARACTERISTICS

Said to have been a horse tramway used to haul coal from a drift near Warner's Bay, to a colliery at South Cardiff. Embankment bearing near Macquarie Rd is about 20 degrees east of north.

Clearly visible embankment west of Macquarie Rd.

Tramway cutting and a section of rail exposed in the modern road cutting. The tramway is at about 30 to 40 degrees to roadway. Most of route not explored, but it is possibly parallel with Haddington Dr. There may be more rail in other sections. Traces of the drift entrance said to have been destroyed in a recent housing development. Fan House ruins said to still exist at the South Cardiff end. The rails are an early light weight type for industrial tramlines, probably wrought iron.

INTERPRETATION: None at present. The tramway has been virtually lost.

CONSERVATION ACTIVITY: None yet. It is recommended that at least a short section of the tramway, on both sides of Macquarie Rd, should be exposed, recorded, stabilised, conserved and interpreted.

PRESENT USE: none

HISTORICAL NOTES: Further information needed.

REFERENCES: Verbal information from J.W. Shoebridge, Superintendent, Mines Rescue Station.

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: There are indications that the colliery tramway has high significance as a substantial relic of one of the earliest collieries in Lake Macquarie. The tramway relics, and the Fan House relics, if they can be found, have significant archaeological potential. The tramway has the potential to demonstrate the earliest methods of transporting coal.

RECOMMENDATIONS: Provide immediate protection for the tramway relics as they are under threat from housing developments, and possible road works. Layout of new house sites could be arranged to avoid the tramway. Also implement the conservation action recommendations outlined above.

Regional Significance - moderate
Local Significance - high to very high

ITEM No. RT - 15

CITY OF LAKE MACQUARIE

HERITAGE STUDY

| | | |
|-------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|---------------------------|
| NAME/IDENTITY: WARNERS BAY COLLIERY TRAMWAY | | ITEM No. RT - 16 |
| PREVIOUS/OTHER NAMES OR USES: (see Item WB-03) (included a jetty out onto the Lake - all demolished) | | |
| ADDRESS: ? Warners Bay 2282 | S.H.I.P. REF. No. | DATE INSPECTED: not found |
| PARISH: Kahiba COUNTY: Northumberland | BY: | |
| PRESENT OWNER(S) (Name & Address): | REAL PROPERTY DESCRIPTION: SITE AREA: CURRENT ZONING: | |
| CATEGORY: archaeological site SUBCATEGORY: tramway & jetty | MAP 1:25000 No. 9232-3-S NAME: WALLSEND GRID: ? | |
| HISTORICAL THEMES: S.H.I.P.: LOCAL: | Ref. Nos. for RELATED ITEMS | |
| HISTORICAL PERIOD - BUILT: 1826 - 1850 | USED: ? | |
| BUILDER: Warner family project | DATE BUILT: 1830s to 1840s ? | |
| ARCHITECT/DESIGNER: | | |
| PHOTOGRAPH &/OR SKETCH PLAN (and caption): no photo | | |
| | | ITEM No. RT - 16 |

| | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|---------------------------------------------------------|-------------------------|
| NAME/IDENTITY | WARNERS BAY COLLIERY TRAMWAY | ITEM No. | RT - 16 |
| KNOWN HERITAGE LISTINGS: | | | |
| PHYSICAL CHARACTERISTICS | | not seen | |
| <p style="text-align: center;">A coal mine (tunnel or drift adit) was dug somewhere near the Lake at Warners Bay. The mine is reputed to have had a tramway to the water's edge and out onto a jetty where the coal was loaded onto boats. The site of the coal mine, tramway & jetty could not be established during this survey. It is possible that some archaeological relics could be found if the site was identified.</p> | | | |
| INTERPRETATION: | | | |
| CONSERVATION ACTIVITY: | | If possible, this site should be identified and marked. | |
| PRESENT USE: | | | |
| HISTORICAL NOTES: Jonathon Warner, the first settler of Warners Bay, is reputed to have started a coal mine, with a tramway to a jetty on the lake, at some time in the 1830s or 1840s. Warner died in 1842. Mrs Warner leased to a mining company 1861, After her death, the land sold to mining interests. It is not known when the coal mine was abandoned. | | | |
| REFERENCES: Nilsen, L.(ed), "Lake Macquarie: Past & Present", pub. LMCC 1985. Clouten, K.H., "Reid's Mistake", pub LMCC 1967 | | | |
| 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: If the site of the coal mine could be precisely established, and any traces of mine adit, tramway and jetty still existed, the site would have great importance as the place where the first coal was mined and transported in the City of Lake Macquarie. | | | |
| see inventory item WB-03 | | | |
| The Colliery pithead, tramway & jetty together have very high historic significance, and possibly very high archaeological significance. | | | |
| Regional Significance - not known | | | |
| Local Significance - not known | | | |
| | | | ITEM No. RT - 16 |

| | | |
|------------------------------------------------------|-------------------------------|-----------------------------------------------------------------|
| NAME/IDENTITY: CAVES BEACH to SWANSEA TRAMWAY | | ITEM No. RT - 17 |
| PREVIOUS/OTHER NAMES OR USES: | | |
| ADDRESS: | | S.H.I.P. REF. No. |
| | | DATE INSPECTED: not seen |
| PARISH: | COUNTY: Northumberland | BY: Doring |
| PRESENT OWNER(S) (Name & Address): | | REAL PROPERTY DESCRIPTION: SITE AREA: CURRENT ZONING: |
| CATEGORY: | | MAP 1:25000 No. |
| SUBCATEGORY: | | NAME: GRID: |
| HISTORICAL THEMES: S.H.I.P.: LOCAL: | | Ref. Nos. for RELATED ITEMS |
| HISTORICAL PERIOD - BUILT: | | USED: |
| BUILDER: | | DATE BUILT: |
| ARCHITECT/DESIGNER: | | |
| PHOTOGRAPH &/OR SKETCH PLAN (and caption): | | not seen |
| | | ITEM No. RT - 17 |

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| NAME/IDENTITY CAVES BEACH to SWANSEA TRAMWAY | ITEM No. RT - 17 | | | | | | | | | | | | | | | | | | | | |
| KNOWN HERITAGE LISTINGS: | | | | | | | | | | | | | | | | | | | | | |
| PHYSICAL CHARACTERISTICS | | | | | | | | | | | | | | | | | | | | | |
| INTERPRETATION: | | | | | | | | | | | | | | | | | | | | | |
| CONSERVATION ACTIVITY: | | | | | | | | | | | | | | | | | | | | | |
| PRESENT USE: | | | | | | | | | | | | | | | | | | | | | |
| HISTORICAL NOTES: Information needed | | | | | | | | | | | | | | | | | | | | | |
| REFERENCES: | | | | | | | | | | | | | | | | | | | | | |
| EVALUATION CRITERIA: <table style="width: 100%; margin-top: 5px;"> <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 () |
| HISTORIC | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | |
| AESTHETIC | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | |
| SOCIAL | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | |
| SCIENTIFIC | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | |
| OTHER | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | |
| STATEMENT OF SIGNIFICANCE: Not assessed | | | | | | | | | | | | | | | | | | | | | |
| Regional Significance - Local Significance - | | | | | | | | | | | | | | | | | | | | | |
| ITEM No. RT - 17 | | | | | | | | | | | | | | | | | | | | | |

CITY OF LAKE MACQUARIE

HERITAGE STUDY

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|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|-----------------------------------------------------------------|
| NAME/IDENTITY: CATHERINE HILL BAY COLLIERY RAILWAY | | ITEM No. RT - 18 |
| PREVIOUS/OTHER NAMES OR USES: (See Item CH-16) | | |
| ADDRESS: Catherine Hill Bay | | S.H.I.P. REF. No. |
| | | DATE INSPECTED: part: Apr 1993 |
| PARISH: | COUNTY: Northumberland | BY: Doring |
| PRESENT OWNER(S) (Name & Address): | | REAL PROPERTY DESCRIPTION: SITE AREA: CURRENT ZONING: |
| CATEGORY: area/archaeological site | MAP 1:25000 No. 9231-4-S | |
| SUBCATEGORY: railway | NAME: CATHERINE HILL BAY | |
| | GRID: 724 331 to 722 299 | |
| HISTORICAL THEMES: S.H.I.P.: | | Ref. Nos. for RELATED ITEMS |
| LOCAL: | | |
| HISTORICAL PERIOD - BUILT: 1876 - 1900 | | USED: 1889 - c1960s ? |
| BUILDER: Wallarah Coal Company | DATE BUILT: 1889 | |
| ARCHITECT/DESIGNER: | | |
| PHOTOGRAPH &/OR SKETCH PLAN (and caption) A photo of the railway along the back of the beach is on inventory item CH-16. Refer to route shown on Suburb Maps. CH, NW. | | |
| | | ITEM No. RT - 18 |

CITY OF LAKE MACQUARIE

HERITAGE STUDY

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| NAME/IDENTITY | CATHERINE HILL BAY COLLIERY RAILWAY | ITEM No. RT - 18 | | | | | | | | | | | | | | | | | | | | |
| KNOWN HERITAGE LISTINGS: | | | | | | | | | | | | | | | | | | | | | | |
| <p>PHYSICAL CHARACTERISTICS</p> <p>The Wallarah Coal Company railway was about 3.5km long, from Mine Camp to Catherine Hill Bay. Mine Camp is in the hills between the sea & Lake Macquarie & the first kilometre of the railway sloped downhill (the map contours show a slope of about 1:30 - very steep for a railway) to the present location at Mine Camp, almost at sea level (about 1km). The line then climbed to about 10 to 15 metres above sea level to run along behind the beach (about 1km) to the jetty, where the coal was loaded into ships. The first kilometre from Mine Camp was not inspected as part of this survey, so the extent of cuttings is not recorded. The railway route from Middle Camp to the jetty is picturesque, and would be a pleasant alternative cycleway to the road.</p> | | | | | | | | | | | | | | | | | | | | | | |
| <p>INTERPRETATION: None at present. RECOMMEND: research/recording, interpretation & re-use of railway as a cycleway & footpath alternative to the road or the beach (at present the road is unsafe for pedestrians or cyclists).</p> | | | | | | | | | | | | | | | | | | | | | | |
| <p>CONSERVATION ACTIVITY: Rails are removed, & some sections of line have vanished under scrub. Some of the track above beach has slipped. Trestle bridge over creek at C.H.Bay has been demolished.</p> | | | | | | | | | | | | | | | | | | | | | | |
| <p>PRESENT USE: disused RECOMMEND: restore track as cycleway etc. & shore up slipped section.</p> | | | | | | | | | | | | | | | | | | | | | | |
| <p>HISTORICAL NOTES: New Wallsend Coal Co. opened a mine at C.H.Bay in 1873, & built a Coal loading jetty outside the adit. Wallarah Coal Co. started a new mine 3km north in 1889 & built a railway to the jetty. The railway continued in use until 1963</p> <p style="text-align: center;">Information needed</p> | | | | | | | | | | | | | | | | | | | | | | |
| <p>REFERENCES: Nilsen, L.(ed), "Lake Macquarie: Past & Present", pub. LMCC 1985.</p> | | | | | | | | | | | | | | | | | | | | | | |
| <p>EVALUATION CRITERIA:</p> <table style="width: 100%; border: none;"> <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 () |
| HISTORIC | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | |
| AESTHETIC | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | |
| SOCIAL | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | |
| SCIENTIFIC | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | |
| OTHER | Rare () | Associative () | Representative () | | | | | | | | | | | | | | | | | | | |
| <p>STATEMENT OF SIGNIFICANCE: Catherine Hill Bay Railway shares the significance of Mine Camp & Middle Camp & the Coal Loader Jetty.</p> <p>The route of the railway, including the Mine Camp end, has excellent potential as an industrial heritage trail, with interpretation of the sites along it. It also has potential simply as a footpath or cycleway alternative to the road along the back of Catherine Hill Bay/Middle Camp Beach.</p> <p>The value of the railway as an industrial heritage resource would be enhanced by a thorough recording of its history and its physical remains.</p> <p>Also see RECOMMENDATIONS above.</p> | | | | | | | | | | | | | | | | | | | | | | |
| <p>Local Significance - high. Regional Signif. - high</p> | | <p>ITEM No. RT - 18</p> | | | | | | | | | | | | | | | | | | | | |