

## Darling Harbour Branch

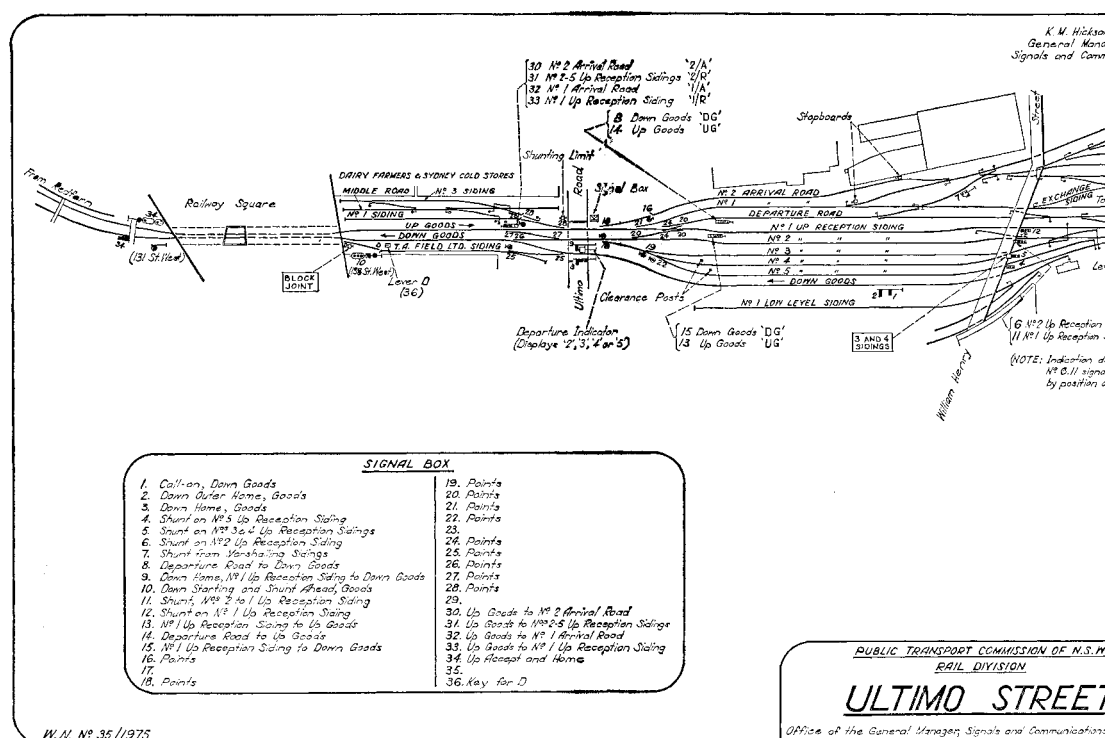
The direct branch to Darling Harbour opened with the line to Parramatta on 26 September 1855. It was electrified to Ultimo Street for the use of electric locomotives on 3 October 1957, then to Darling Harbour Reception sidings on 1 October 1959 and the Powerhouse Siding on 19 November 1973.

The Cattle Yard Siding of 1857 was located on the eastern side of the line between George Street and Ultimo Street. This became a siding for TA Field Limited (meatworks) in 1874 but was still called the Cattle Siding in 1904.

A stone siding was also located parallel to the Down Main on the eastern side of the line north of Ultimo Street by 19 January 1904.

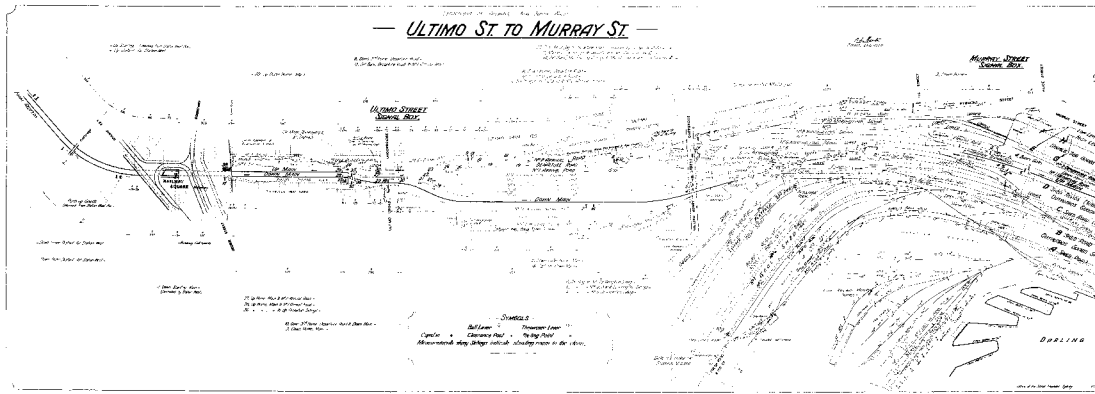
The Fresh Food and Ice Company made use of two sidings from 1874 to serve their Works and a coal elevator. This firm was located on the site of the Sydney Entertainment Centre.

A siding was provided to serve the old Iron Wharf in 1876 and was still in use in 1936. Another siding served a wool shed from 1879. The Atlas Locomotive Works opened on 24 April 1881. Their siding was transferred to Mr Glasson in 1884 and, after 1888, to Mort & Co.

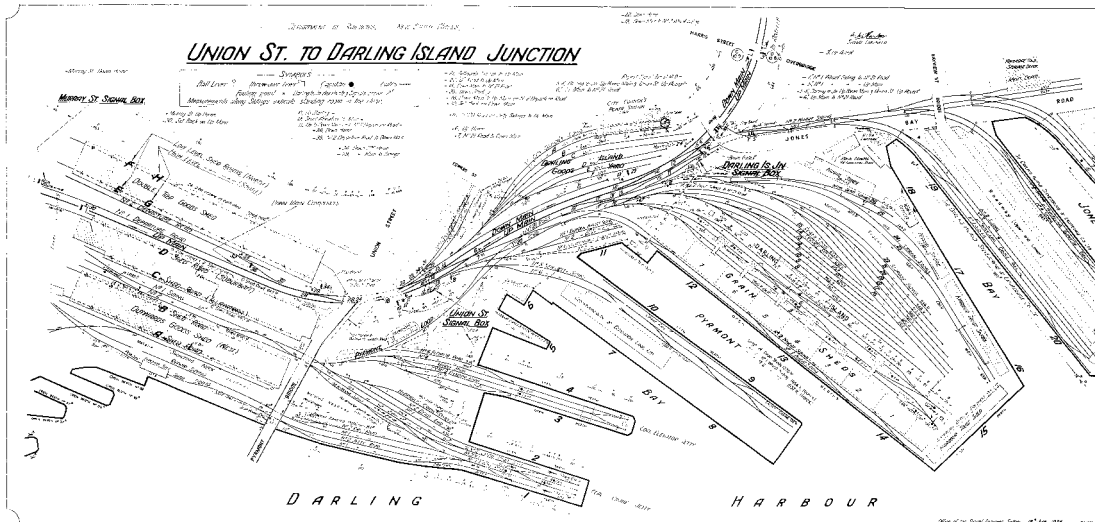


The south end of Darling Harbour in 1975. The only track remaining in 2013 is the Up Goods, which is now the Powerhouse Museum Siding. ARHSnsw Track and Signal Diagrams 11423.

Mr. Fell's Siding opened in 1885 and later became the NSW Shale and Oil Company Siding. It was located on the western side of the yard next to the Ultimo Tram Depot. A fruit siding opened in 1886. The Royal Edward Victualling Yard opened in 1907. A siding opened for the Gibbs Bright Company in 1887. The Produce Depot was built in 1888. Birt's Meat Storage Siding opened before 1888 and was located parallel to Pyrmont Street on the western side of the yard.



The southern end of Darling Harbour in 1934. ARHSnsw Track and Signal Diagrams 11424, page 23.



The northern end of Darling Harbour and Darling Island in 1934. The Sydney Light Rail follows the Down and Up Main Lines. Some rail is still in place on Jones Bay Wharf. ARHSnsw Track and Signal Diagrams 11424, page 24.

A large curved iron wool shed opened on 1 August 1891 and a large outwards goods shed was brought into use on 3 August 1891.

A coal stage was also erected in 1891. New sidings opened on the Up side near Ultimo Street Signal Box on 11 December 1891.

From 1895, meat wagons were floated by barge to the Pastoral Finance Association's warehouse and cold stores at Kirribilli. The business was located between Admiralty House, Campbell Street, Beulah Street and the harbour. The meat wagons were loaded at a pontoon wharf located at the Fresh Food and Ice Siding at the south end of Darling Harbour near Liverpool Street, a section of the waterway that has long been reclaimed. The barge carried two BRC bogie refrigerated (ice) wagons. The building at Kirribilli was destroyed by fire on 13 December 1921.



*Darling Island Goods Yard – Tony Woodland*

Three sidings served the Ultimo Power House, which opened in 1899. By May 1915, ashes from the Power House were being loaded at ‘Casey’s Siding’. A capstan assisted the shunting of the sidings. The power station was handed over to the Electricity Commission on 1 January 1953. The sidings were deleted in September 1970.

Darling Island was located between the coal jetties (now the site of the National Maritime Museum) and Jones Bay Wharf. Darling Island Wool and Coal Yard opened on 22 January 1900 and the Darling Island Wheat Wharf Sidings opened in December 1900. Traffic included firewood, coal, coke, shale, metal, timber and wheat. 24 dead-end storage sidings (3 - 26) were located between the grain shed (to the south) and the naval depot (to the north) by 1934. Nos 25 and 26 on the northern side served the Naval Depot. Numbers 1 and 2 were wheat sidings on the south side of the grain shed serving berths 12 - 14.

Jones Bay Wharf opened in June 1919. Bagged wheat was loaded at first but this changed to general cargo in June 1939 when bagged wheat was transferred to Glebe Island. Sharp curves meant that only 19 class locomotives could be employed.



*Jones Bay Wharf – John Oakes*

From 1 January 1935, the sidings serving the wharves were renamed Pymont Shipping Berths 1 to 23. The Pymont Sidings thus became Pymont Shipping Berths 1 to 4, Darling Island became 9 to 16, and Jones Bay became 19 to 23. Wharves 5 to 8 were not connected by rail, while 17 and 18 were the naval wharves. Two dead-end sidings on Berth Number 11, which were connected to the Wooden Wharf Sidings, were brought into use on 29 February 1940. On 22 October 1954, three new dead-end sidings, each about 1050 feet (320 m) in length, were brought into use on Wharves 7 and 8. One of the two sidings on Pymont No. 12 and a short de-ashing siding located nearby were placed out of use in December 1977. The south sections of the sidings on Wharf 7 are still visible.

The Explosive Department Siding (the Powder Shed Siding), which was located near the Pymont Bridge, opened in September 1902. It was owned by the Department of Mines. The siding was abolished in June 1936.

The Glaciarium Sidings, which were owned by Sydney Cold Stores Limited, were located on the Up (western) side south of George Street and opened in 1903. Two Cyclorama Stores Sidings opened before 1904. They were dead-ends on the west side between George Street and Ultimo Street with trailing points in the Up line. They were replaced by the Farmers' and Dairymen's Milk Siding, which opened in 1911 and was renamed Dairy Farmers' Co-operative Milk Company Limited from 1933. No. 1 Glaciarium Siding was extended for 130 feet (39 m) on 30 June 1947 to a dead-end at the Darling Harbour end to service a coal dump.

The Reception Sidings were located north of Ultimo Street and opened on 5 January 1908.

The Sydney Municipal Council's Fruit Market Sidings opened in 1911.

The Riverstone Meat Siding, which was located near the William Henry Street overbridge, opened in 1915 and the Pymont Meat Market Sidings opened on 2 June 1915.

A stock-loading platform was located at the south end of Cockle Bay.

The City Railway Material Sidings (from about 1917) were on the site of the Imax Theatre near Cockle Bay. They included metal and sand elevators.

Alterations were made to the Iron Wharf on 15 July 1917 to provide chutes for disposal of material from construction of Sydney's underground railway.

Eight City Railway Materials Sidings (also known as the Resident Engineer's Sidings) were still in use in 1936.

The number of sidings serving the Fresh Food and Ice Company was increased to three when the City Railway Materials Siding was extended for that firm's use on 18 June 1937.

Other specialist sidings at Darling Harbour (in 1922) included one for William Arnott (biscuit maker) and another for Municipal Cold Storage (owned by Sydney City Council). These two sidings were still in use in 1979. The Municipal Cold Stores had been renamed the City Centre Cold Stores by that date. They were located on an extension of the Pymont Shunting Neck about 100 metres north of the Pymont Bridge on the site of the National Maritime Museum.

Murray Street and Union Street Signal Boxes were brought into use on 11 August 1922.

Increases in traffic led to the construction of a double-deck goods shed on the western side of the yard, the lower level opening in 1921 and the upper level on 15 January 1924.

The Pymont Coal Crane and Coal Elevator Jetties (1 to 4) went out of use in

January 1937. The Crane Sidings, Elevator Sidings and 'Rail' Sidings were shortened and converted from loops to dead-ends.

A siding was provided for the Metropolitan Water Sewerage and Drainage Board on 31 July 1942 and was used to assist with Captain Cook Dock Construction (at Garden Island) until 1947.

Lysaght's Siding was renamed United Distillers Siding in February 1968 and Fresh Food and Ice was renamed Peters in the same year. The siding went out of use between 1978 and 1984.

Many Darling Harbour sidings were deleted in 1970, including Inflammable Liquids, Lysaght's, HC Sleigh's, and the State Meat Depot. The Caltex Siding was deleted in September 1970.

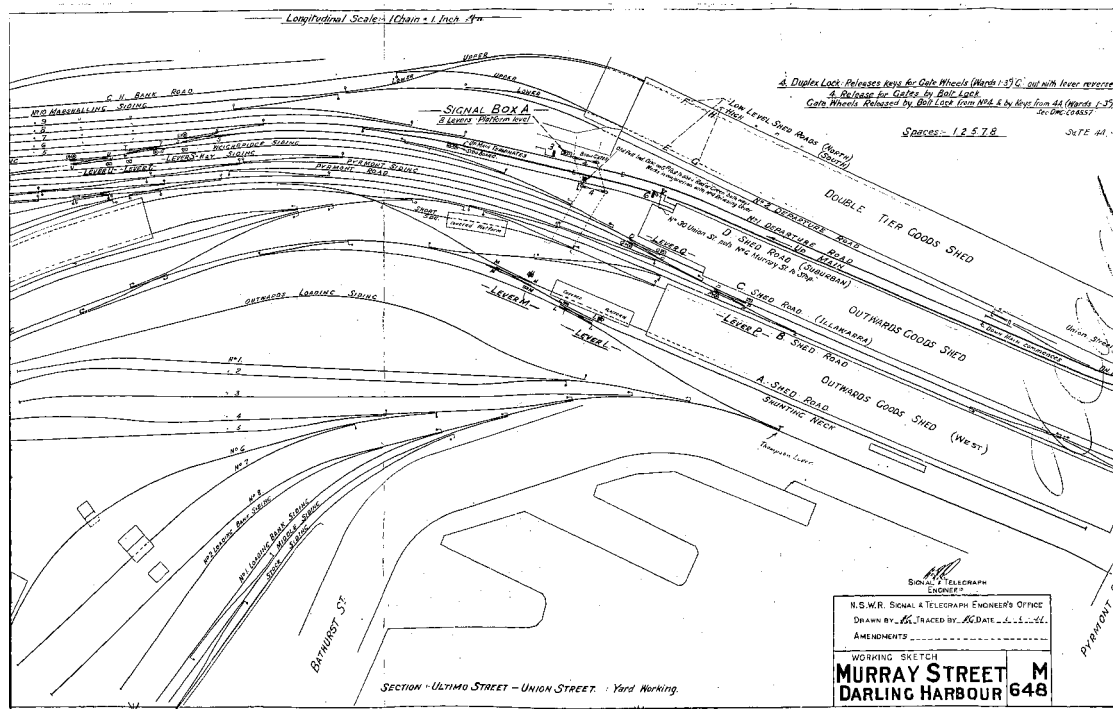
A siding for McPherson Brothers was added on 3 October 1973.

Tooth & Company Ltd took over No. 15 Storage Siding in July 1974, and made use of three electrically operated capstans to move the goods trucks. A bottom discharge grain elevator silo was provided. The siding was still in use in March 1978.

By 1977, the United Distillers Siding was only being used for storage and shunting.

The Municipal Cold Stores and United Distillers were deleted in March 1978. The TA Field Meat Siding was disconnected at the northern end on 9 July 1978.

The Sydney (City Centre) Cold Stores Siding was deleted from the accounts in July 1983.



Detail of the track arrangements of the Double-deck Goods Shed and the Outwards Goods Sheds in 1944. The light rail follows the No. 1 Departure Road and Up Main. ARHSnsw Track and Signal Diagrams 11428, page 1.

Sidings served the City Council Power House from 1904 and the nearby Fielder Gillespie's flour mill from February 1921. Gillespies Flour Mill was located on the western side of the line north of Union Street. Four NGTV or five NGMF loaded wheat wagons could be placed on No. 2 Gillespies Siding and the empties picked up from No. 1. The points were controlled from Union Street Signal Box. The

Gillespie Sidings did not close until 5 April 1993.

The Power House became the Electricity Commission's Pymont Power Station in 1952 and a siding for the new Pymont B power station was brought into use on 10 December 1953. More sidings were added on 19 September 1955, making a total of three. No. 1 Siding passed over the filler pits and Numbers 1 and 2 Sidings extended through the John Street Tunnel on the Down side of the main lines. Four tracks were then located in this wide bore (at the site of John Street tram stop). No. 1 Siding came to a dead-end at the Rozelle end of the tunnel, but No. 2 Siding was connected to the Down line.

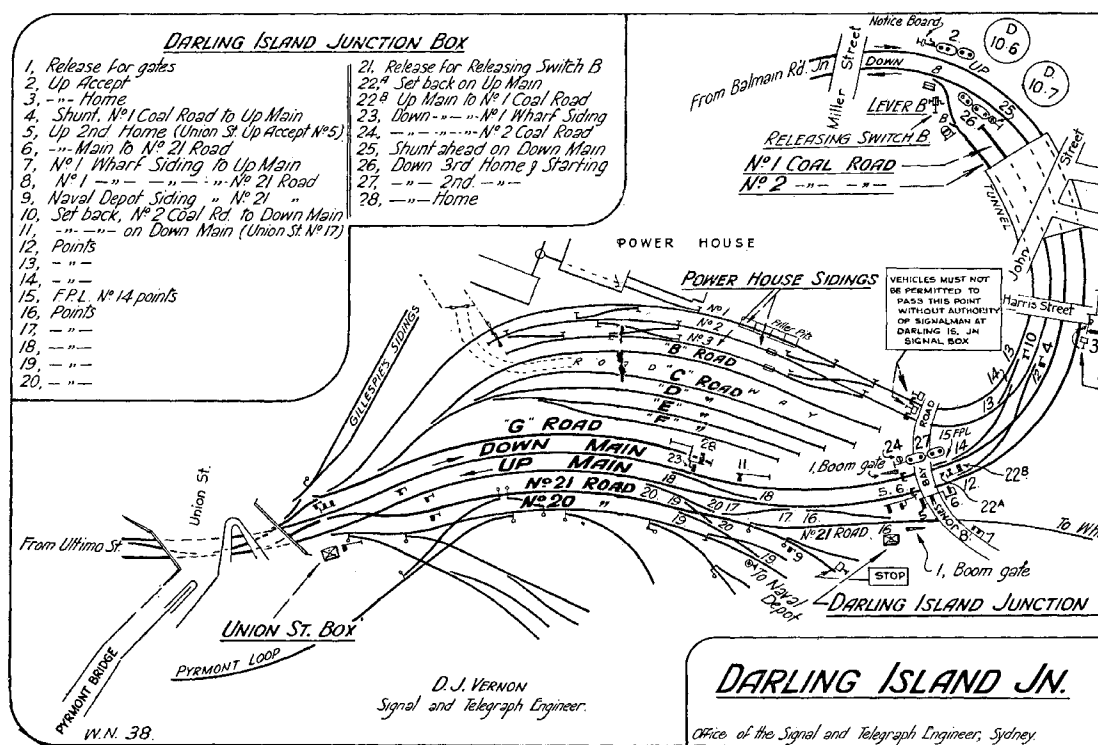
There were also four storage sidings (B to G) located between the power station and the Down Goods (east of the tunnel). Sidings on the opposite side led to the naval depot and Darling Island.

Sidings to Pymont Power Station were placed out of use in September 1970. The two coal sidings through the John Street Tunnel were abolished on 26 October 1975. The Pymont coal station sidings were deleted from the records in March 1978.

The Darling Island Coal Sidings were abolished on 9 November 1975.

'Pendennis Castle', an express passenger locomotive formerly of the Great Western Railway in England, was unloaded at No. 21 Wharf Pymont on 15 July 1977.

Jones Bay Wharf Number 23 was taken out of service in November 1970 and 19 and 20 in January 1977.



Darling Island Junction in 1955 showing the Gillespie (Flour Mill) Sidings and the sidings for Pymont Power Station. The four tracks through the John Street Tunnel are also shown. The John Street Tram Stop is located between Harris Street and the tunnel. ARHSnsw Track and Signal Diagrams 11451.

Eleven surplus carriages were placed in storage on sidings at Darling Island in mid-October 1978.

When Darling Island Junction Signal Box went out of service on 3 October

1984, the connection to the wharf sidings was made at Union Street.

The Flying Scotsman arrived at Pymont Berth No. 12 on 16 October 1988.

Pymont 7 - 14 went out of service following a special event on 13 August 1990.

Nos 21 and 22 (Jones Bay) had been disconnected by 1993.

Evidence of these sidings remains on Pymont Wharf 7 and the Jones Bay Wharf (19 to 23), which have been redeveloped in a way that preserves some of their history.

Sidings at Jones Bay served Waterside Cold Stores Limited, the most northerly of the industries in the Darling Harbour area. They opened in 1919. A traverser was provided between Nos 1 and 2 Sidings in July 1936. The three sidings were taken out of service in April 1985.



*An NR locomotive on display in the grounds of the Powerhouse Museum on the Powerhouse Museum Siding – John Oakes*

In February 1993, members of the Zig Zag Railway Co-op were able to retrieve eight sets of points from the line to Jones Bay Wharf and Waterside Cold Stores for use on their tourist railway at Lithgow.

The Goods Yard closed on 26 October 1984. Murray Street Signal Box closed on 29 October 1984 and telephone block working was introduced on the remaining through lines between Ultimo Street and Union Street. The Dairy Farmers' Co-op Milk Siding remained open. The Up Goods (for northbound trains) was renamed the Down Main (Goods) Line and the Down Goods was renamed the Up Main (Goods) Line. A loop siding for the Power House Museum, which was 280 metres long, was connected to the Down. Frame C operated the facing points at the Sydney end. Lever E and the trailing points at the Union Street end were added on 9 May 1988 and released by a key from Lever 28 in Ultimo Street Signal Box. The line from Ultimo Street to Wattle Street closed on 5 April 1993 but the former northbound (Up) line sees occasional use as a siding between Sydney Yard and the Powerhouse Museum.