

NEWCASTLE STATION AND PRECINCT NOTES

AN EXPLANATION:

These notes were prepared for the 150th year anniversary of the opening of the railway line to Newcastle at the terminus at Watt Street. The date of the celebration was 31st March, 2007. They were written for guides who were intended to take members of the public around the station site and are expressed in a fashion based on a specific number of locations around the station and precinct.

Newcastle station is not a part of the tour on 16th August, 2017, but the information relating to the station has been included in these notes at the rear under Part 2. The notes have been re-arranged to accord with the order in which the precinct sites will be visited on 16th August.

PART 1 THE NEWCASTLE RAILWAY PRECINCT THE RESIDENCES IN SCOTT STREET

The two official residences were built in 1884. The one closer to the station was provided initially for the Traffic Manager, who was the most senior officer on the entire GNR line. His seniority is reflected by the high level of ornamentation. It is one of the grandest houses ever built for a staff member. It is perhaps one of the most ornamental residences on the NSW rail system.

Next to it is the Station Master's residence. It is much more restrained in design and was the only residence built to this pattern on the entire railway system. The former Station Master's residence at Honeysuckle was built in the same time period. The Newcastle branch line was the only location in the State where consecutive stations possessed two-storey residences for their respective Station Master's.

The use of two different designs simultaneously to reflect different status reflects the common practice of displaying departmental seniority. This technique was also used in 1935 when Wickham and Civic were built. The use of an older design at Wickham was purposefully done to reflect the higher status of Civic.

The autonomy of the GNR ended in 1889 when the Hawkesbury River Bridge was opened in 1889.

The upper floor accommodation at Newcastle station was specifically provided for local traffic managers. At the time, the building was completed in 1878, the local senior officer at Newcastle was the Traffic Manager. EMG Eddy, Chief Commissioner, changed the title of the Traffic Managers and created District Superintendents and Traffic Inspectors in the 1890s. By the 1920s, the growth of the railway system expanded considerably and more office space was required.

With the abolition of the most senior position on the formerly isolated Great Northern Railway system, the role of the more attractive residence for the former Traffic Manager changed. Traffic Inspectors were not necessarily more senior than Station Masters and the allocation of staff to the two residences varied after the initial use largely according to which house was vacant.

TYRRELL HOUSE

Tyrrell House contained the administrative offices of the Anglican Diocese of Newcastle which provided administrative support for the Anglican clergy and parishes throughout the Diocese. It was designed by architects, Pitt & Merewether, and the building is named after the first Bishop of Newcastle, the Reverend William Tyrrell (1849-1879). The foundation stone was laid on 24th November 1920 by the fifth Bishop of Newcastle, the Reverend Reginald Stephen. The building was opened on 4th July, 1921.¹

Office accommodation at Newcastle station for the District Superintendent and his staff was insufficient for the number of officers and temporary facilities had been erected at station in 1924. It was the Fay Raven Royal Commission which recommended the establishment of an additional layer of senior bureaucracy with positions called Area Commissioners. In reality, the occupants of these positions held no power whatsoever but the positions were created to provide the illusion to rural customers that the railway organisation was decentralised.

On the 5th July, 1928, the District Superintendent and his staff transferred their offices in Tyrrell House from the first floor of the 1877 Newcastle station building in Telford Street, Newcastle. They rented the ground floor and some rooms on the second and third floors. At that stage, Tyrrell House was already occupied by the Northern Area Commissioner, the Electrical Superintendent, the Tramway Superintendent and the Outdoor Locomotive Superintendent.² The resultant vacant space on the first floor of the Newcastle station building was converted into public bedroom accommodation, though it took two years for the remodeling work to be completed.

Railway staff remained in Tyrrell house until the 1980s when staff was initially located back to the first floor of the Newcastle station building and then redirected into Harbour Park House on Wharf Road at Civic in the 1990s.

¹ www.flickr.com

² *Newcastle Morning Herald and Miners' Advocate*, 6 July, 1928, p. 8.

THE CARRIAGE SHED

The carriage shed is located in an area known as the coaching yard.

Carriage sheds were largely built within a narrow time period of 1889 and 1930. It was Chief Commissioner Eddy who implemented a system-wide policy to tuck carriages away under cover in rural locations in an attempt to keep them cool. Sydney was an exception with a carriage shed as early as 1855 and as late as 1960.

Newcastle received a three-track carriage shed at an unknown date. It was located in the position of platform No. 4. King post trusses supported the roof.

The present carriage shed was built after 1900 and again is of three tracks. It possibly was constructed or reconstructed from elements of the first shed when it had to be demolished in 1920 to make way for platform No. 4. Both sheds featured the same style of full-length ridge ventilator.

The carriage shed was 306 feet long and stored the Newcastle Flyer carriages when not in use. In 1960 a 5,000-gallon elevated fuel tank was erected adjacent to the shed and six fuelling points were placed against the most northern road (No. 3 road) for fuelling the 620/720 two car diesel sets. In 1965 substantial upgrading of the shed took place. A pit was placed in No. 3 road as was a high-level cleaning platform, again for 620/720 sets. At the same time, the external sheeting was renewed. An unfortunate modification was the removal of vertical steel support columns at the ends of the shed between the roads. This has resulted in sagging of the end trusses.

Adjacent to the carriage shed is a brick building, the origin of which is uncertain. A plan exists for a similar building in 1941 but of timber construction and externally sheeted with corrugated Fibro. Another plan dated 1952, which is not available, provides "coaching yard accommodation". Former workers at the yard state that the present brick structure existed when the carriage shed was in operation and housed amenities for the fitters working on the 620/720 sets and other carriages using the shed.

ZAARA STREET POWER STATION SITE

To the east of the carriage shed was Zaara Street power station, opened in 1920 to provide electricity for the introduction of suburban electric trams in Newcastle.

Electric trams commenced operation in 1923.

The management and operation of all power stations operated by the New South Wales Railways was transferred to the Electricity Commission of New South Wales on 1st January, 1953.

Zaara Street power station was withdrawn from service on 30th June, 1975. Demolition was completed by the end of 1978.³

THE SHUNTERS' AMENITIES BUILDING

This meal room was provided in 1943 for 24 staff working in the yard and at the goods shed.

A separate toilet block was built alongside it in 1952 for shunters working in the goods shed. A separate meal and locker room was provided for shunters in 1955 using in part a former out-of shed from Adamstown.

One of the themes in NSW railway history is the excessive expenditure on non-essential staff amenities during World War Two. The existing amenities building typifies the expenditure. Note the ornamental expression of the brickwork at the window heads. One course of bricks uses bricks on edge and above that course is a course of soldier bricks standing on end. The building is full brick with an expensive tiled roof.

The facilities were exclusively for people working inside the goods shed and behind the double door was a room which held 25 bicycles. Two other amenities blocks were built in the Newcastle goods yard during World War Two for various work groups. This is strong evidence of the dominance of the unions during the War.

On the way to the gas works, it is possible to see the chimney above the bell on the platform at Newcastle station.

THE PAYMASTER'S BUILDING

The Paymaster's building was built by the NSWGR in 1900 for the Berthing Master when the NSW Railways controlled all the wharves on the south side of Newcastle Harbour, as it did at other locations. The wharves were maintained by the Department of Public Works.

It is unknown when the building was handed over to the Paymaster. It is a well-proportioned building displaying Georgian characteristics and was built to a high standard, reflecting the importance of the city of Newcastle. It contrasted with a simple timber building which was used by the Berthing Master at Bullock Island.

Business was so active that a first floor was added in 1901. The Paymaster used the far eastern room of three rooms in the building on the ground floor. In 1942, the Paymaster was relocated to the eastern room. Staff received their cash through a window on the verandah.

³ M. Fetscher, *The Power Stations of the N.S.W.G.R.*, 2003, privately published, pp. 72 & 73.

All Paymasters carried pistols and, after the 1950s, were trained to shoot in the abandoned Tramway tunnels between Wynyard and the Sydney Harbour Bridge.

On the eastern side of the Paymaster's building, was a structure for the Railway and Tramway Institute. It was the first of three different structures that the Institute occupied in Newcastle.

Behind the Paymaster's office was a pair of tennis courts for the Railway and Tramway Institute.

There was also a pay office in Wharf Road near Honeysuckle Workshops.

THE GAS WORKS

The lighting of carriages by gas commenced in 1879 and was initially supplied by an influential businessman, John Caster, who also held several leases to operate refreshment rooms around the State. It is known that the gas works were established in Newcastle by 1884. It is noteworthy to consider the relatively small size of the gasometer. The platform building was connected to the gas supply in 1884. Gas was also applied only to carriage lighting but the small size of the tank is one indicator of the relative small number of passenger trains using the station at that period. It seems passenger services did not accelerate until the 1890s. The last reference to the gas works in use at Newcastle is 1913.

In 1921, the two-storey building was in use as office accommodation and in 1936 plans were approved for occupation by the District Signal Engineer and his local staff. In 1943 a two-storey brick addition was made to the southern end of the building. The extension is manifested by the omission of the dentilled brickwork under the eaves on the original structure. The brick structure provided accommodation for 42 porters working at the station and 23 train guards. The senior rank of guard was also displayed by their allocation of full-length clothes lockers whereas the more junior porters received only half-length lockers.

In 1954, the Signal Engineer moved out of the lower level and the bottom floor was converted for use as an outward parcels office. This was a sign of the extent of the large parcels business conducted at the station. The Signal Engineer was still there in 1982.

In 2004, the gasworks building was converted for an office for bus staff in connection with the bus interchange. A waiting room was provided for bus patrons. The position of the gas holder is marked in bricks in the pavement.

PART 2 NEWCASTLE FORMER RAILWAY STATION

PLATFORM 1 THE GARRISON

"Garrison" was the 1990s name for ticket collecting booth. Such a facility had been in this position from the earliest of times.

The interesting aspect of the platform numbering was that, while the up and down lines between Newcastle and Hamilton Junction are the reverse of the rest of the state system, the platform numbers at Newcastle do accord with the State-wide practice.

THE BUFFERS

The buffers between platforms 1 and 2 marked the terminal point for the extension from Honeysuckle Point (as at 5th April 1857) to Newcastle on 30th March 1858. It was proposed during World War Two to place a new booking office where the buffers were located. This was rejected because of the implications to alter the trackwork. However, with the introduction of the C38 class locomotives, there was insufficient room between the buffers and the points to the middle release road. To overcome the problem, the Department of Railways replaced the 20 feet long point blades with ones measuring 16 feet 6 inches.

There were two sets of buffers between platforms 3 and 4. The inner set was placed there in 1961 to match the small buffing plates above the couplers on the 620/720 sets, which were specifically introduced in 1961 for Newcastle suburban services. They were the first non-electric passenger rollingstock to be introduced with one class accommodation.

In 1915, the first of the major remodelling plans were prepared for the station. As a part of the proposed works, a "75 feet radius sector turntable" delete was intended to be provided in order to release locomotives to the adjacent road, without the need for a shunting loco to pull back carriages. This was an alternative from releasing a locomotive through a conventional crossover. This was the first time a new seven platform station with head-house was proposed for Newcastle station and the idea was under consideration until 1930.

BOOKING OFFICE FACING WATT STREET

This first bay of the building contained the last addition to the platform building, having been built in 1945. The addition was a recognition of the impact of World War Two on the station. This ticket facility at the end of the building was in addition to the main booking office in the centre of the structure. The Inquiry Office next to the main booking office was doubled in size in 1941, also due to World War Two.

In 1896 there was a free-standing booking office built between the 1878 structure and Watt Street in the Italianate style, consistent with the main building. It proved unpopular with travellers for an unknown reason and was finally absorbed into the 1929 parcels extension.

There were two periods when the stations on the Hamilton-Newcastle branch received substantial changes. These were 1896/97 and 1926/35. It was during these two periods when all the stations on the branch received substantial additions, changes etc.

From 1925, there was also a stand-alone timber ticket office for funeral trains to Sandgate Cemetery. This was removed by the start of World War Two

Timber strakes were attached to the exterior wall of the platform building to protect the fabric from parcels barrows. These extended to cover five bays of the awning.

THE FOOD/DRINK KIOSK

The existence of a refreshment facility at the station was of long standing. There had been demands from travellers in the 1880s for the establishment of a refreshment facility at Newcastle railway station but, when Chief Commissioner Eddy took office in 1889, he put the subject on hold as he was desirous of eliminating the need for long-distance passenger trains to enter the Newcastle branch line for refreshments. Eddy wanted to establish a “changing station” at Hamilton and he acknowledged to the local community that he intended to provide a refreshment facility at that location.⁴ It was a battle he ultimately lost.⁵

With the victory by the Newcastle City Counsellors to keep long-distance trains diverting into Newcastle station, Eddy allowed the provision of a refreshment room. Tenders were called in 1890 for a five-year lease starting 1st November, 1890, of the Newcastle refreshment facilities, wherever they were located, possibly in one of existing rooms of the 1878 building.⁶

The first major refreshment room was provided in 1897 with the additions to the western end of the two-storey building. Tenders called in late 1896 for the alterations to the existing building but there was no response and tenders were called for a second time, closing on 1st February, 1897.⁷

In 1917 the NSW Government Railways assumed ownership of most refreshment rooms which hitherto had been operated by private lessees. At the height of

⁴ *The Australian Star*, 22nd May, 1889, p. 5.

⁵ *Evening News*, 24th May, 1889, p. 6.

⁶ *New South Wales Government Gazette*, 26th September, 1890, Issue 530, p. 7473.

⁷ *New South Wales Government Gazette*, 22nd January, 1897, Issue 54, p. 425.

Newcastle station in the late 1920s, there were 53 Railway Refreshment Rooms throughout the NSW railway system. Newcastle was one of these. The kiosk at Newcastle was operated by the Trade and Catering Services up until about 1990 when it was once again leased to private enterprise.

CLOAK ROOM

A cloak room is a facility where unaccompanied luggage can be stored..

Passengers were able to leave luggage at virtually every staffed railway station throughout the NSW rail system. Newcastle was the very last station on the NSW rail system to operate a cloak room, apart from the Sydney terminus.

The cloak room at Newcastle was the busiest on the NSW rail system other than Sydney terminus. It was used by the many teenage surfers who lived up the line and permanently left their surfboards in the Newcastle cloak room. The surfers would get off the train, pick up their surfboards from the cloak room and go to the beach. At the end of the day, they would leave their surfboards at the cloak room and go home on the train. Up to 70 surfboards were permanently kept in the Newcastle cloak room.

PARCELS OFFICE/DOUBLE DOORS

Newcastle station was basically composed of three large buildings — the 1878 original part, the 1897 refreshment room and the 1929 parcels extension. The Newcastle parcels office was the only parcels facility, apart from Sydney, to split business into inwards and outwards parcels traffic. The inwards section was 37 feet long and the outwards section 50 feet long.

Double doors were provided to allow room for parcels trolleys. The number of parcels handled at the station was enormous. Apart from Sydney, Newcastle was one of only two locations to possess tow-motors to parcels trailers around the station. Those at Newcastle were petrol driven and continued in use up until the 1980s.⁸

THE 1984 AND 1985 PLAQUES ON THE BUILDING WALL

These acknowledged the impact of electrification in 1984. the existence of the "Merit Award" was a testimony to the effort the former Chief Executive, David Hill, who encouraged a high level of morale among the staff and modernised many station buildings.

⁸ The other station was Harden.

WHITE BRICKS ON PLATFORM ARCHWAY

The men's toilet was the only room at the station which retained its original use. Originally, there were 21 stalls in the urinals, which were on three sides of the room. Each male user was allowed two feet width in each stall. The stall partitions extended from floor level to shoulder height. There were also eight closets. The "gents" washbasins were in a separate room and there was also a separate room for an attendant. It was highly unusual to have washbasins in male toilets at New South Wales railway stations.

At the time of the parcels extension in 1929, the original stall partitions in the urinals were replaced with shorter, slate partitions covering the area between chest and knees. This accorded with the system-wide practice of modernising male toilets, which had been in place from 1900.

The entrance to the male toilet was on the side of the building in 1878 but changed to the platform elevation in 1897 when the present awning was built. The use of white coloured bricks applied to the arched opening was most unusual and, generally speaking, was extremely rare on the NSW rail system. The use of the white bricks matched the other arched openings along the platform, which were applied at the same time. The only other instances where blond whites have been used were the heads of windows at Eveleigh CarriageWorks, small bridges on the Milsons Point Car Sidings line and for the walls at Strathfield end of the Petersham pedestrian subway.

The entry to the men's toilet marked the start of the 1878 building and the use of an arched opening in 1897 matched the arched openings to all other rooms in the structure when it was built in 1878.

THE WATER BUBBLER

This was a rare item on station platforms after 1990. Once, water for travellers was provided at all stations with a reticulated water supply. Now vending machines are provided for customers.

THE WAR MEMORIALS ON THE PLATFORM

Thousands of railway workers went to World War 1 and World War 2 and hundreds died. Station buildings are often used to commemorate those who served.

The World War 1 Honour Board came from Honeysuckle Workshops. It was unveiled by the Mayor of Newcastle on 24th May, 1915 (Empire Day). It is the earliest Honour board in the Newcastle district, according to Newcastle Historian, Ed Tonks.

The World War 2 Honour Board was from Cardiff Locomotive workshops and was located in the corridor leading to the office of the Works Manager.

THE BELL ATTACHED TO THE WALL

The location of the bell marked the centre of the 1878 building. It was possible to see the chimney on the roof which was connected to this former fireplace,

The bell was originally relocated to the station in the 1990s from Honeysuckle Workshop. It was formerly used to indicate to workers the start and finish of shifts at the workshop.

The initials, *GNR*, on the bell are important because they provide a contrast to the absence of such initials on the platform awning brackets. The concept of the *GNR* ended in 1889 when the northern rail system was joined with the southern and western system.

The opening to the right of the bell was the original public entrance from Scott Street to the platform.

REFRESHMENT ROOM WINDOWS

(marked by high-level, louvred windows)

Newcastle was, apart from Central, the only station to have dining facilities on two distinct levels for the serving of meals. The quick service section was at platform level and the formal dining area and kitchen was located on the first floor.

Upstairs, were staff bedrooms for refreshment room staff and from July, 1929, the public was allowed to stay overnight in the rooms. In 1948, there were 16 bedrooms on the first floor and three on the second floor, apart from the rooms provided for the Refreshment Room Manager. The hotel status and upstairs dining area were closed in 1956 and the downstairs refreshment room was reduced in size.

The area occupied formerly by the refreshment room later contained lockers for train crews. It was the only room in the building to reveal its original use, apart from male toilet, though the male toilet was the only facility in the 1878 building to retain its initial use.

The former 1897 refreshment room addition contained the original joinery visible from the platform.

The damage caused by sand-blasting the brickwork of the refreshment room is particularly visible around one of the openings.

THE EXIT TO SCOTT STREET NEAR THE FORMER FOOTBRIDGE

In a caged area, are the remnants of the ground floor kitchen. The stairs here were used only by staff. In one corner, it was possible to see the "service lift" or dumb waiter to the first floor. To the right of the kitchen, was the scullery or back kitchen where the used dishes were washed.

There were three sets of stairs between the ground and first floors. One was provided at each end of the building and one in the centre. Those at the Civic end were the last stairs to survive.

Also visible in the area was a bicycle rack on which push-bikes were hung. This would have possibly come from the former parcels office.

The shunters also had use of a former station platform seat that was painted in the red and white colour scheme introduced by former Chief Executive, Ross Sayers in 1989. Another later Chief Executive, Simon Lane, stopped the use of red and white and introduced the 1990s blue seats.

THE MARKET STREET END OF THE 1878 BUILDING

There are several things of interest. The substantial length of the platform awning is a testament to the large number of people using the railways in the 1890s. The application of brickwork and the ornamental brackets are a recognition of the high status of Newcastle. The brickwork on the end of the wall provides another example of the damage done by sand-blasting.

The 34 bays of the platform awning were built mainly in 1897 when the major refreshment room additions were made. The awning replaced a timber, posted verandah. This was done as part of a Colonial wide campaign to replace timber vertical posts, which used to get in the way of side-loading carriages. It is extremely noteworthy that the letters "GNR" were not placed in the gusset of the cantilevered brackets, as was the case at Werris Creek in 1885. Clearly, senior railway management in Sydney wanted to demonstrate that Newcastle was part of an overall, integrated system, expressed by the use of letters "NSWR". The last section of the awning was provided in front of the parcels section in 1950 and matched the 1897 pattern. An awning of similar style was added to the "town goods shed" in 1899.

A temporary detached office for the Station Master, measuring 14 feet by 11 feet was provided in 1913 and the Station Master remained in that building until the 1960s, at which time the main 1878 building was changed to accommodate a new office for him. Also on the platform was a timber shed for filling water bottles to be placed in carriages and a timber parcels office.

Platform Nos. 2/3 were built in 1890 and partly covered in 1903. The awning was extended to its ultimate length in 1938. There used to be a stepway from the pedestrian bridge directly to platform Nos. 2/3. Platform No. 4 was built in 1920 and converted for parcels use with a new covering in 1950. Platform No. 5 was provided in 1989 but removed in 1997 as a preliminary to extend No. 4 platform

Across the yard is the 1936 signal box and relay hut. These were specially designed buildings to reflect the status of Newcastle station and city. The signal box was the last operational, power-interlocked signal box and the only example remaining with miniature levers.

The relay hut is rendered with cement and this is the only example of such presentation outside the Central-Waverton area, which featured rendered relay huts as part of the Sydney Harbour Bridge works in 1932.

LOOKING AT THE BUILDING FROM ACROSS THE ROAD IN SCOTT STREET (MARKET STREET END)

The 1878 building is one of a very small number of pure Italianate designed railway station buildings on the NSW rail system. Others were located at Goulburn (1869), Maitland (1878) and Albury (1880). They all shared the cupola on the roof. It was the dominant railway practice in New South Wales to mix design styles with a little of several design styles.

At this spot, it is possible to interpret the major changes to the station building. The major construction dates are:

- | | |
|---------|--|
| 1878 | the original two-storey building (identified by the cupola) |
| 1897 | the major refreshment room |
| 1921-29 | additions to the refreshment room (the three-storey part), closing in of verandah and balcony, new parcels offices (long low roof) at the Watt Street end and awning over Scott Street |
| 1945 | new booking office at the Watt Street end |

Newcastle station was the only railway building built at the time of its construction as a two-storey building completely dedicated to railway offices. It is also the only platform building with three-storeys, apart from Central in Sydney, Emu Plains and Broken Hill.

The 1878 building was designed by John Whitton's second-in-charge, James Mason. It was Mason who designed the Goulburn station in 1869 and the 1878 Newcastle building is very similar. Maitland received an almost similar designed building in 1878, although only of one level. Obviously, Mason was well aware of the jealousy between the two ends of the original GNR line.

The lantern roof on the former refreshment room was originally dismantled and moved up one floor in 1926 and moved up another floor in 1928 to its present position. The existence of a plinth course denotes the separation of the first and second floors. Another indicator of the former refreshment room was the louvred entrance at street level to the cellar.

The 1929 parcels extension was perhaps the most interesting part of the whole complex because it marked the end of a long period in the 1920s about the need for a "central" station for Newcastle. This debate included new stations at Broadmeadow, Civic and Newcastle. One proposal involved the construction of a two-storey head house on Watt Street and seven platforms. Obviously, any grand plan did not happen but there was still an urgent need to address the increasing parcels business. This resulted in the 1929 parcels extension and connected to the debate was the provision of a new, modern station at Civic and a more subdued station at Wickham in 1936.

There is a plaque on the exterior wall of the structure celebrating the opening of electrification between Gosford and Newcastle in 1984.

LOOKING AT THE STATION BUILDING FROM ACROSS THE ROAD IN SCOTT STREET (WATT STREET END)

At this point, some general comments may be made about Newcastle station.

When the line opened in 1857, all stations, except the temporary terminus at Honeysuckle, possessed brick structures (timber dominated on the Sydney-Parramatta line in 1855).

It was the Engineer-in-Chief, John Whitton, who said the terminus at Honeysuckle was in the wrong position and needed to be closer to the wharves.

The present terminus reflected design elements from the Customs House, which was built two years before the station in 1876.

The two most significant impetus in the growth of the Newcastle station building were parcels and refreshments

The Newcastle-Maitland line had more two-storey railway buildings than any other part of the NSW railway system, including two-storey timber buildings, including:

- The Traffic Manager's house in Scott Street
- The Newcastle Station Master's house
- Newcastle station building
- Newcastle gas works
- Newcastle town goods shed office
- Two of the three buildings for the Newcastle Railway Institute
- The office for the District Engineer at Honeysuckle
- The Honeysuckle Station Master's residence
- High Street platform structure (combination office/residence)
- The High Street Station Master's residence
- Two residences for the Station Master at Maitland

The Newcastle-Maitland line also had some bizarre buildings. Amongst these were:

- A very rare, three-storey platform structure,
- The only two-storey platform building as a single structure for office accommodation
- The 1891 Hamilton "through" goods shed (built 11 years after the last example was built at Wagga Wagga)
- The two, externally rendered tramway electrical sub-stations built at Civic and Hamilton, reflecting Egyptian design elements (the only use of such design features on the NSW railway system)
- The 1900 office for the Berthing Master (built 10 years after the last, similar example)
- The 1884 residence for the Station Master — the only time when a strictly urban or non-railway design was adopted on the NSW rail system.

The present station building was erected after pressure from the local council and community. Newcastle as a town was always jealous of Sydney and, when Sydney got a new station in 1874, the people of Newcastle considered they also should receive a new station, although Newcastle only dealt with about six or eight passenger trains a day in the 1870s.

The council and community have always viewed Newcastle station and the railway line as one of the status symbols to reflect the status of the place. For ten years in

the 1920s, this was an important issue and again in the 1960s when the then Minister for Transport, Milton Morris, announced a new station would be built.

In summary, it is fair to say that the Newcastle area has some fairly interesting and even unique characteristics, so far as railways are concerned.

It was along Watt Street that plans for a new terminal head house serving a seven-track terminus were made in the 1920s, 1930s and 1960s. Planning in the 1960s was so advanced that detailed cost estimates were made.

Sketches of the station showing the development of the platform building and the uses of the rooms on the first floor follow.

Stuart Sharp

5th April 2007 – Revised 24th June, 2017

FIRST FLOOR PLAN



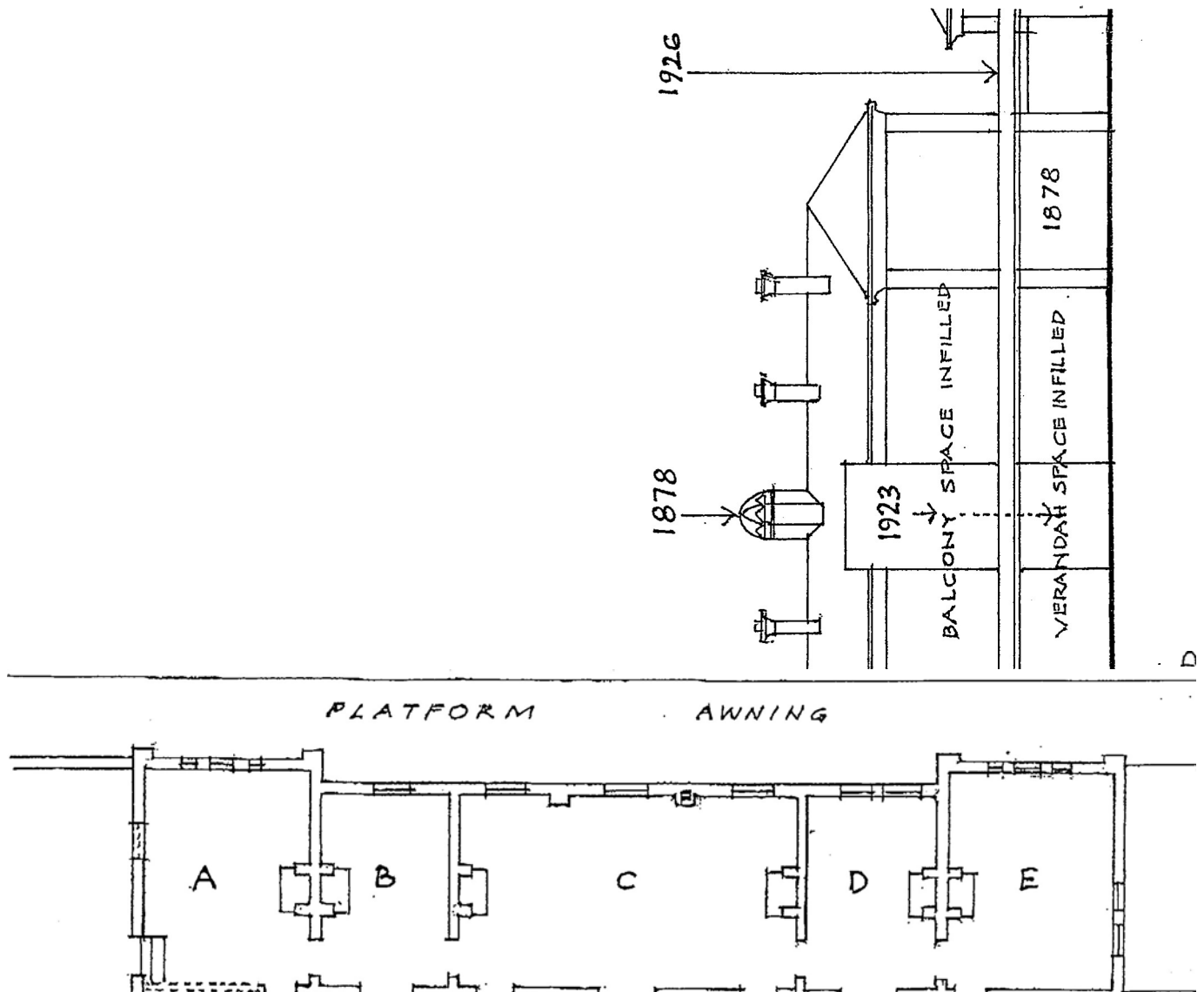
A 1878 Traffic Manager's office; about 1918, accounts office; 9023 RRR bedroom; 1928 telegraph office; 1938 two bedrooms; 1963 Checker Marker's office

B 1878 office; about 1915, records office; 1923 bedroom; 1928 sitting room and stair; 1938 bedroom; 1963 wagon book office; about 1985 closed

C 1878 general office; about 1915, accounts office; 1923 bedroom; 1928 three bedrooms; 1938 three bedrooms; 1963 accounts office and store; about 1985 closed

D 1878 office; about 1915, Chief Clerk's office; 1923 RRR Manager's bedroom; 1928 two bedrooms; 1938 two bedrooms; 1963 Cashier Discrepancies office; about 1985 closed

E 1878 Traffic Managers office; about 1915, District Superintendent's office; 1923 RRR Managers sitting room; 1928 three bedrooms; 1938 RRR Sub-manager's flat;



R
F

D

1963 office for the Chief Clerk, First Clerks and cleaner; about 1985 closed

F 1878 main stairway and used as such until floor closed about 1985 when the structure was removed

G 1878 open balcony; 1923 enclosed passage; 1928 bedroom; 1938 bedroom; 1963 Investigation Branch office; about 1985 closed

H 1878 open balcony; 1923 enclosed passage; 1928 bedroom; 1938 bedroom; 1963 Investigation Branch office; about 1985 closed

I 1878 open balcony; 1923 enclosed passage; 1928 bedroom; 1938 bedroom; 1963 ladies' rest room; about 1985 closed

J 1878 open balcony; 1923 enclosed passage; 1928 two bathrooms; 1938 two bathrooms; 1963 ladies' toilet; about 1985 closed

K 1878 open balcony; 1923 enclosed passage; 1928 three water closets; 1938 bathroom and two water closets; 1963 male toilet; about 1985 closed

L 1878 ante-room; about 1915, expenditure office; 1923 bathroom and one were closet; 1928 telephone room; 1938 two bedrooms; 1963 typists' office; about 1985 closed

This and the previous two pages were prepared by David Sheedy, Conservation Architect, February, 2007