

Anne Bell - ATTENTION TO THOSE WHO WANT TO CLOSE OUR LINE

From: Judith Olsen <olsen_two@bigpond.com>
To: <urbanrenewal@planning.nsw.gov.au>
Date: 4/25/2013 6:47 AM
Subject: ATTENTION TO THOSE WHO WANT TO CLOSE OUR LINE
Attachments: Scan 131150001.pdf

Keep train line, install crossings instead: lobbyists

By **BEN SMEE**
Civic Reporter

SAVE Our Rail has urged the NSW government to consider building several pedestrian level crossings instead of ripping up the Newcastle inner-city rail line.

The group's submission to the government's urban renewal strategy focuses almost entirely on the decision to terminate train services at Wickham.

The government has previously said that decision was final and not up for discussion.

Save Our Rail president Joan

Dawson said all of the initiatives in the strategy could be achieved without cutting the rail line.

"We believe the good intentions of the government have been undermined by the intrusion of false and misleading advice by a minority group of Novocastrians of power and influence and probable vested interests," the group's submission said.

Specific suggestions include pedestrian crossings that would improve access between Hunter Street and the harbour while keeping the line intact.

The crossings would be placed "at intervals between Wickham and Civic stations", including at Steel Street and Worth Place.

"Further pedestrian access at other key locations could enhance retail success in Hunter Street," the submission said.

The rail lobby group suggests raising the rail line over Stewart Avenue to address traffic issues.

It also argues that the planned University of Newcastle city campus would require direct rail services.

"It is nonsensical to encourage the university presence in the

inner city and at the same time remove the transport they would need," the submission said.

The submission is sceptical about claims a removed rail corridor would remain in public hands, as has been insisted by the government.

"The land under the Newcastle rail line and a part of Wickham are the only sites in Newcastle not undermined," the submission said.

"The most valuable slice of real estate in the Newcastle LGA? Not for sale? Fairies in the bottom of my garden!"

From: Judith Olsen <olsentwo@bigpond.com.au>
To: <urbanrenewal@planning.nsw.gov.au>
Date: 4/27/2013 3:07 pm
Subject: NEVER A TRUER WORD SPOKEN
Attachments: Scan 131170000.pdf

Cut the rail? Only Newcastle would

WHAT city in the world today would take out its rail?

What city with a university coming to town, connected to the main university in an outer suburb, would cut the rail?

What city would cut the rail which is a step away from the

new courthouse when there is no new parking facilities for the public?

What city would take away young people's chance to catch a train and walk to a wonderful beach?

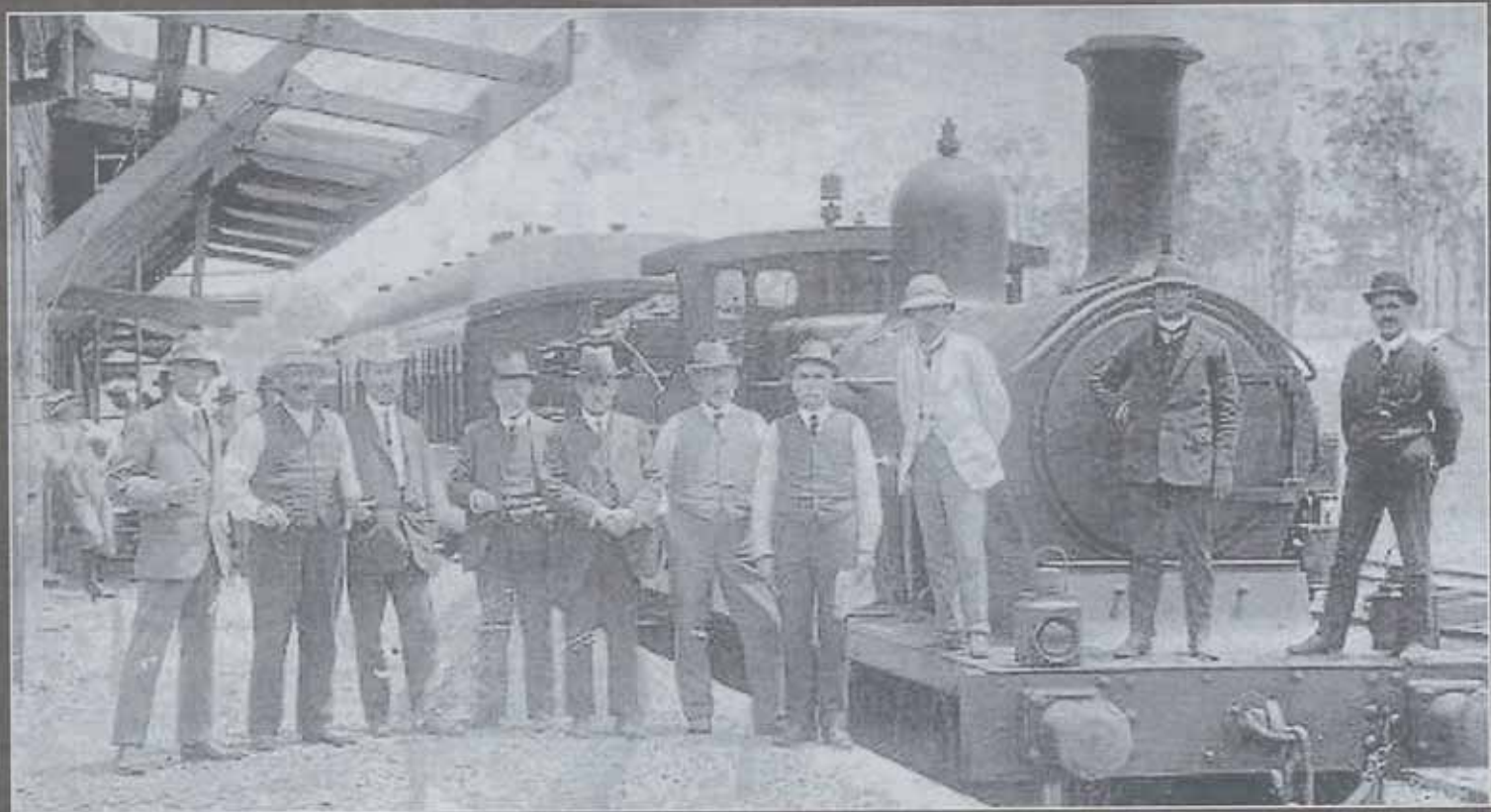
What city would increase vehicle congestion by removing the biggest people mover?

What city would deter customers from shopping in the CBD?

Yep! It could only happen in one place - Newcastle, NSW, Australia.

**Jeanie Gravalin,
Newcastle West**

From: Judith Olsen <olsen_two@bigpond.com>
To: <urbanrenewal@planning.nsw.gov.au>
Date: 4/25/2013 6:50 am
Subject: PASS ONTO THE PEOPLE WHO WANT TO CLOSE OUR LINES...
Attachments: Scan 131150002.pdf



PIONEERING: Clockwise from above, the first train to arrive in Gloucester in 1912; Gloucester station opens; and railway workers enjoy a picnic. Picnic picture: Ralph Snowball, courtesy Norm Barney Collection, University of Newcastle



Photos celebrate rail's golden age

By **FRANCES THOMPSON**

THE Hunter is marking its role in what is described as the golden age of rail in NSW.

It's 150 years since the Great Northern Line was extended from Maitland to Singleton, opening up parts of northern NSW for the first time and creating a new economy for the Upper Hunter.

Gloucester is celebrating 100 years since the arrival of rail.

Singleton Libraries information services librarian Sharon Muir said the arrival of rail in the town was "volcanic".

"It created a whole different lifestyle," Mrs Muir said.

The library has collected photos of the era and, of special interest for the many children visiting during the school holidays, examples of rare and valuable model trains.

One model on loan is of the famous Flying Scotsman, an express service that ran between London and Edinburgh from 1862 to 1962.

The photos include some from a Victorian government collection that show the mighty railway bridge that crossed the Hunter

River and removed one of the biggest barriers to economic expansion.

Rail historian Ed Tonks said the extension of the line to Singleton in 1863 could be considered as part of the golden age of rail in NSW.

"The river was the big barrier," Mr Tonks said.

"There was significant delay in building the bridge - it was finished in 1866.

"Once over that hurdle they kept going."

The rail line to Muswellbrook opened in 1869, to Scone in 1871

and to Murrumbidgee in 1872.

The Singleton station was one of the biggest platform buildings in the NSW rail system, Mr Tonks said.

The line gave access to markets for produce and coal and created many jobs, he said.

"Contractors came from all over NSW and they brought their master craftsmen with them."

The Singleton exhibition is on until May 15. Celebrations in Gloucester begin on May 17.



For more details
gloucesterchamber.com.au