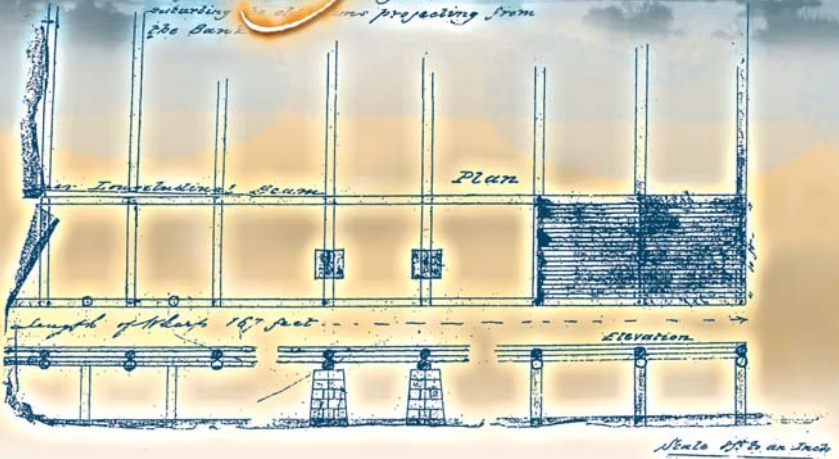


Queens Wharf



Plans for Queens Wharf, 1856.
NSW State Records

Note — The red, shows the proposed position of the piles
The blue, the stone piers and the wharf
The yellow, another set showing the piles, without
substituting the stone piers projecting from
the bank.



Changes to the Wharf

Maintenance of the much-used wharf was a constant task. In 1848 the timber piles were renewed, and again in 1856. The wharf was rebuilt in 1870, a little shorter at 157 feet long (48m), but reaching further into the river. Iron bark piles were driven into the bank and riverbed, supporting the wharf. The riverbank behind the wharf was faced with stone for protection from the impact of wash from boats.

The Closure of Queen's Wharf

The Morpeth Bridge, which can be seen downstream, replaced the punt in 1898. The bridge prevented large ships from accessing Queen's Wharf. The facilities at the reserve fell into disuse and were not maintained.

Queen's Wharf closed in 1920. The remaining commercial shipping to eastern Morpeth ceased in the early 1940s. By the 1950s passengers preferred more flexible transport by bus and the rail service to Queen's Wharf Station also ceased. The infrastructure of wharves and railways was then removed or neglected.

Ownership of Queen's Wharf Reserve passed to Maitland City Council in 1970.

Remnants of timber piles and the stone walls that protected the riverbank can be seen from the small jetty below this sign.

Queens Wharf
Reconstruction, 1870.
NSW State Records

QUEEN'S WHARF MORPETH
DESIGN FOR RECONSTRUCTION
Length 157 feet

