

F&DHS DOCUMENT ARCHIVE

Title *Water Scheme at Forrest*

Subject Category.....

Key Words.....

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DOC *485*..... Date *1932* :Dig.Copy?

## Water Supply for Country Towns

## The Bellarine Peninsula Undertaking, Victoria

The Victorian state rivers and water supply commission is carrying on an excellent work in providing domestic water supplies for many country towns throughout the state in addition to its major works for irrigation and stock supplies. An interesting undertaking now under construction is that which will provide service for the towns of the Bellarine peninsula on the

The natural water supply nearest to the district is the Barwon river, which flows through the outskirts of the city of Geelong and into Bass strait at Barwon Heads. This stream in the neighborhood of the peninsula is, however, totally

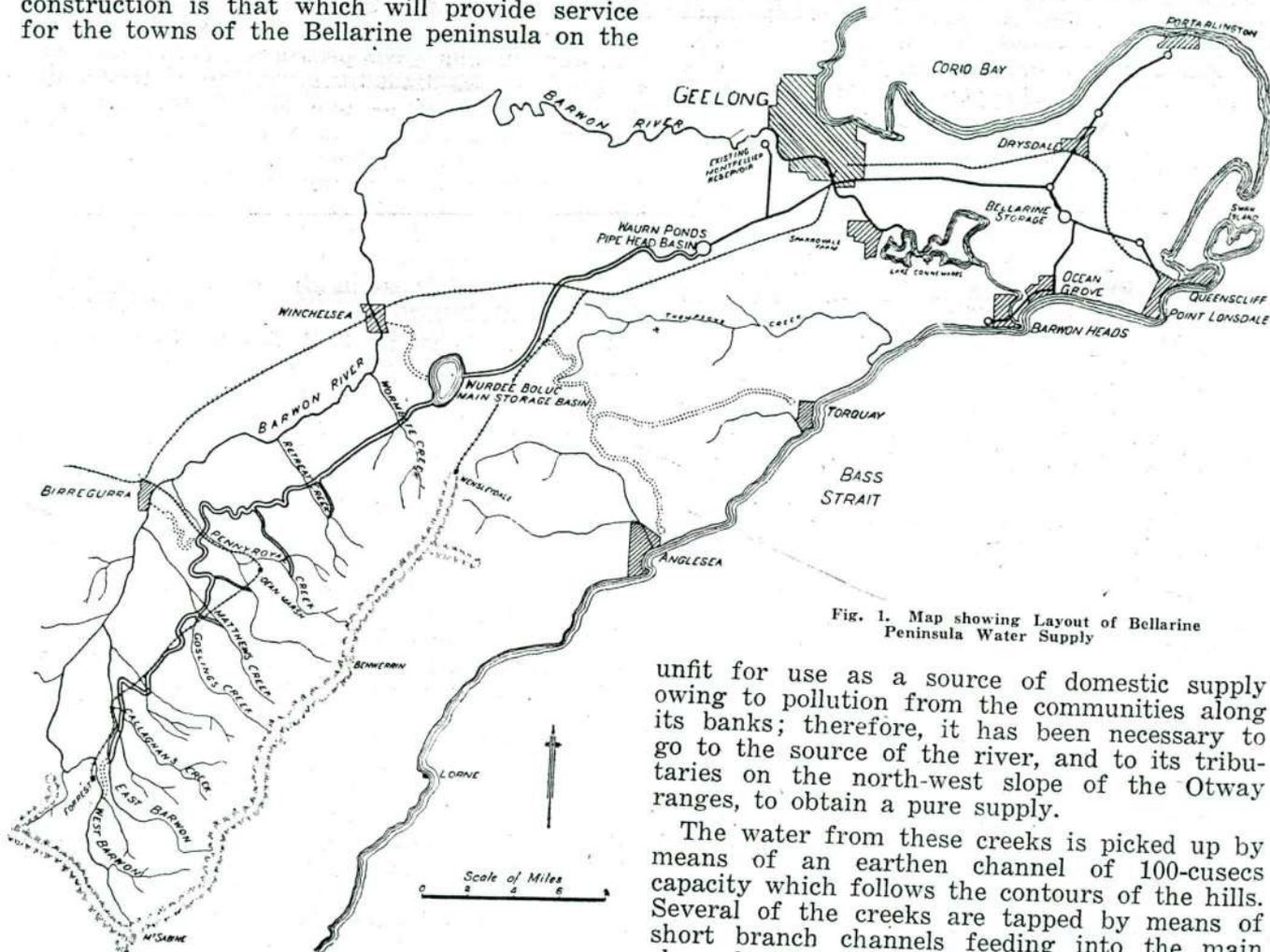


Fig. 1. Map showing Layout of Bellarine Peninsula Water Supply

unfit for use as a source of domestic supply owing to pollution from the communities along its banks; therefore, it has been necessary to go to the source of the river, and to its tributaries on the north-west slope of the Otway ranges, to obtain a pure supply.

The water from these creeks is picked up by means of an earthen channel of 100-cusecs capacity which follows the contours of the hills. Several of the creeks are tapped by means of short branch channels feeding into the main channel. The channel is broken at intervals by inverted siphons across the deeper gullies. At present the farthest source of supply is the east branch of the Barwon, but when more water is required the channel will be extended about two miles to pick up the west branch. The existing channel is 30 miles in length, and discharges into a main storage basin of 10,000 acre-ft. capacity at Wurdee Boluc, near Winchelsea. This storage is formed in a natural basin, the capacity of which has been augmented by building two low earthen banks across valleys. When future requirements demand it, the capacity can be readily increased to 60,000 acre-ft.

south-west side of Port Phillip bay (Fig. 1). The majority of these towns are on the sea coast, and are well-known tourist resorts, viz., Port-arlington, Queenscliff, Point Lonsdale, Ocean Grove and Barwon Heads. They share, however, with the inland town of Drysdale, the business of local centres for the farming communities of the district. Provision of a water supply for these towns is particularly desirable in view of the fact that the large influx of visitors occurs during the summer months, rendering conservation works necessary if the towns are to have the opportunity of development.

May 2, 1932

From the Wurdee Boluc storage the water is led by a 20-cusecs earthen channel 14 miles long to a pipe head basin at Waurm Ponds, about six miles south-west from Geelong. This basin is formed by a small earthen dam thrown across a valley. The reason for the discrepancy in size between the pick-up channel and the outflow channel is that the former must be of sufficient capacity to collect all the water required for 12 months during the period that the creeks are flowing strongly in the winter, whereas the latter need be only of sufficient capacity to maintain a supply that will meet the maximum daily draw-off.

From the pipe head basin a 24-in. pipe main extends for three miles to a point where it is divided into two branches. One of these, a 21-in. pipe, runs north for three miles to the Geelong water trust's Montpellier reservoir, supplying water to supplement the city's supply drawn from other sources. The other is a 16-in. pipe which proceeds as far as the Barwon river crossing.

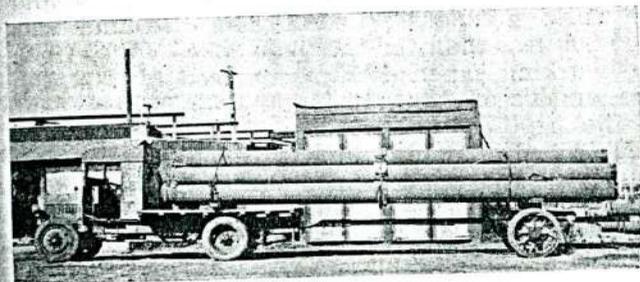


Fig. 2. First Pipes Manufactured from Australian Steel Plate, and Supplied to the Victorian State Rivers and Water Supply Commission for the Bellarine Peninsula Scheme

The construction up to this point is at present complete, and the auxiliary supply to Geelong has been in service for some two years. The commission, however, is taking active steps to push on with the Bellarine peninsula distribution, and has recently placed a contract with Hume Steel Ltd. for the supply and laying of a 16-in. and 14-in. main for a length of  $8\frac{1}{2}$  miles from the Barwon crossing to a pipe head basin near Drysdale.

An interesting feature of these pipes is that they are being manufactured from steel plate supplied by the Broken Hill Pty. Co. This is the first time that Australian plates have been utilised for water supply pipes, and the departure is due to the enterprise of Hume Steel Ltd., which has developed an automatic process for the welding of pipe lines. The largest size of plate rolled in Australia at present is 18 in. wide, so that for a 16-in. pipe three plates and three longitudinal welds are necessary. The pipes are being manufactured in 10-ft. sections, three of which are welded together making the pipes

30 ft. in length. The pipes are concrete-lined, and a novel method of jointing has been evolved in order to make the lining continuous, Fig. 3. The joint is of the faucet type, the jointing materials being cement mortar for the bottom half of the joint, finished with lead in the remainder of the joint. The cement mortar is placed by means of a pneumatic cement gun. An inflated core is used inside the pipe, in such a position that, when inflated by air or water pressure, the annular space between ends of pipe is sealed. An inflated gasket ring is also used in the faucet, being inserted and held by stops, so that the space filled by the cement mortar is limited to approximately half the caulking space in the faucet. The cement mortar is well mixed, and a measured quantity placed in a specially designed pneumatic gun. Compressed air is then turned on, and the charge expelled into the joint through the specially-shaped nose piece. If rapid

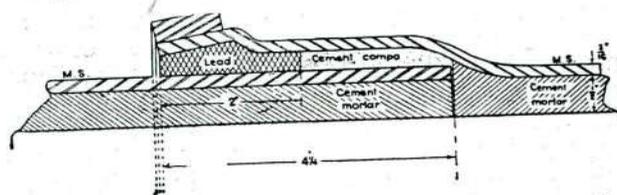


Fig. 3. Lead and Cement Compo Joint for Spigot and Faucet Pipe

hardening cement is used, an ordinary lead joint can be run and caulked within one hour of blowing in the mortar. Over 200 miles of pipes have been jointed by this method in South Australia, and have proved entirely satisfactory.

From the Drysdale basin a short length of open channel leads to the Bellarine storage, of 300 acre-ft. capacity, which has been completed recently, and from this storage 12-in. and 9-in. pipe mains will serve Queenscliff, Point Lonsdale, Ocean Grove and Barwon Heads, as shown in Fig. 1. Daily storage basins will be provided near the towns, as indicated, fed by 9-in. mains operating throughout the 24 hours, and with 12-in. pipes for coping with the daily draw-off. Steps are to be taken for providing the pipes for these supplies very shortly.

When these services are in operation a commencement will be made on laying a 14-in. main from the pipe head basin near the Bellarine storage to a further basin for supplying Drysdale. There is no great fall between these points, and therefore a large pipe will be needed to maintain a sufficient flow. From the Drysdale basin an 8-in. extension will be run to a further basin serving Portarlington.

When these supplies are complete, attention will be turned to services for other towns. The western district towns of Birregurra and Winchelsea can be quite readily supplied by means of short channels and pipe lines, the one direct from the main pick-up channel, and the other

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## **A DRIVE ALONG SEVEN BRIDGES ROAD.**

It's a short road. Less than 5 kilometers long. It starts at Ferguson's corner, exactly 4.7 Km from Forrest and 1.6 Km from Barwon Downs. I know this because Vic Roads have put a sign post there saying so. It is the only sign post I have ever seen in Victoria with a decimal point in it. If you start at this point and head north west you find a patch of silver wattle growing on the road side. It is not a common wattle in this district, and can easily be mistaken for black wattle, which is wide spread in the Otways.

Last week a young wallaby came out of this patch of wattle, and was apparently skittled by a passing vehicle. When I arrived on the scene the wallaby was the centre of a minor drama. A wedge-tailed eagle was on the ground having an altercation with a fox. All in broad daylight. I was unable to find out who won, but I suppose you would have to put your money on Reynard, although the outcome may have depended on who was the hungrier.

About 3 Km further west you cross two bridges. One of them crosses the west branch of the Barwon River. Immediately, on your right, is an

interesting water hole in a paddock. I think it is interesting because, in the past two or three years, the water level has dropped, and revealed an enormous number of stumps. But why haven't they rotted away?

I have made enquiries from two local farmers<sup>\*</sup>, and they have told me that ALAN CRABBE the stumps are "cutty tussocks"[sedges], and my botanist friend tells me that sedges are what peat is made of, hence their durability.

The farmers also told me where the other five bridges were situated, before they were replaced by culverts. They were all close together, presumably within a stones throw of each other, quite close to the two existing bridges. I hope they never change the name to Two Bridges Road. The name Seven Bridges may no longer be strictly accurate, but it does have a nice ring to it, and a little bit of romance in these turbulent times is heaven sent.

John James, Barwon Downs.

F&DHS DOCUMENT ARCHIVE

Title. *M.A.P... GERANGAMETE...*

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DOC. *0215*.....





# PARISH OF YAUGHER

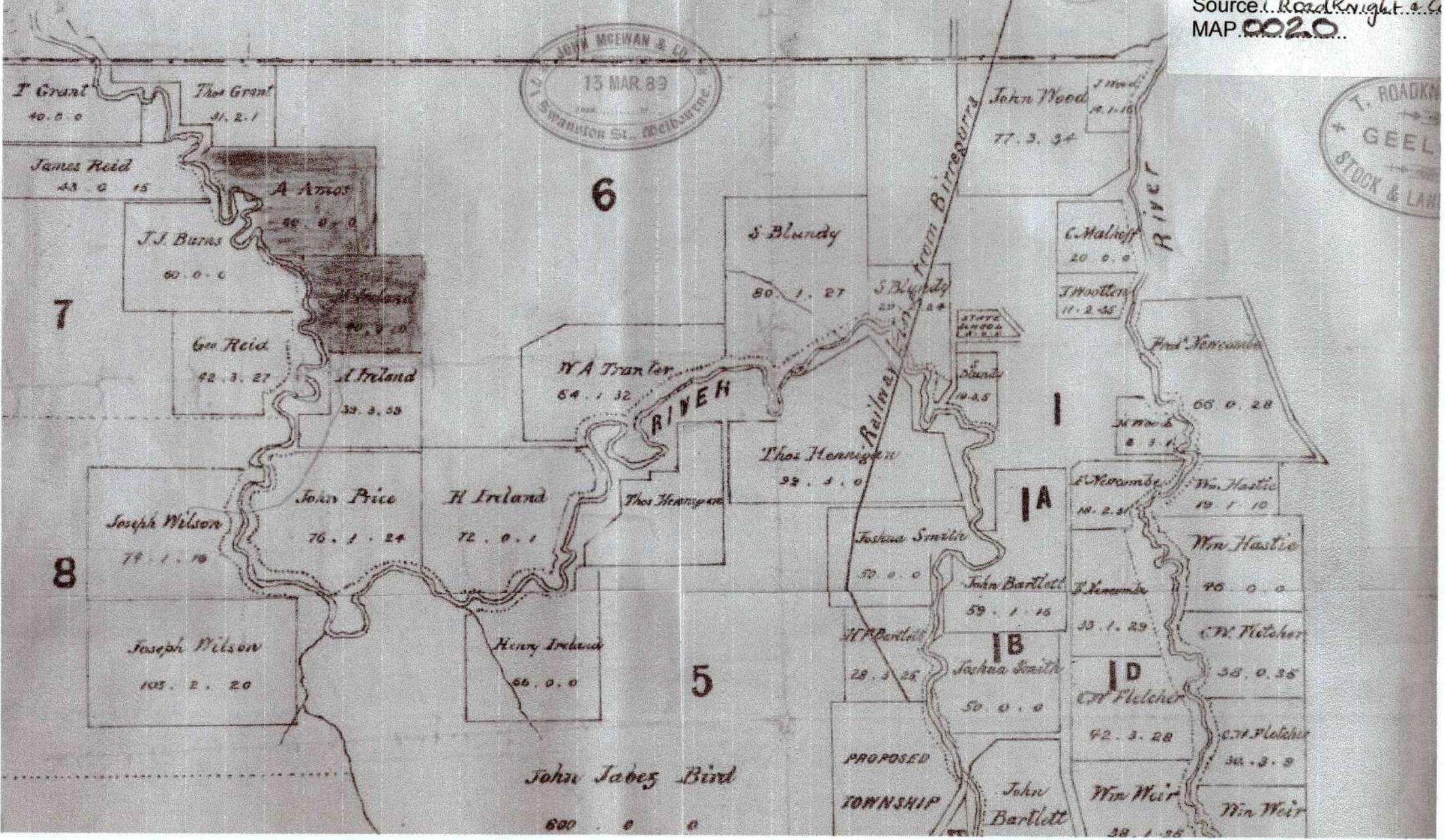
## COUNTY OF GRANT

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Doc 0397

# Petition aims to erase pervert from road sign

A Colac district resident is appealing to Colac Otway Shire Councillors to support a petition asking to change the name of a Forrest road recognising a paedophile.

Forrest community members have collected a petition with 180 signatures urging the councillors to agree to a request to change the name of Malhoff Road to Curtis Road.

Barwon Downs resident Jennifer Cunnington started the community petition to change the road's name to recognise her family including her grandfather Tom Curtis who was a pioneer of Forrest in its early years.

The road's namesake Charles Malhoff was convicted of incest in 1893 and Mrs Cunnington said the decision to name the road after Mr Malhoff was disrespectful to her family.

The council named the road after a process in 2008 to name 196 unnamed roads throughout the shire.

Ms Cunnington,



**NAME CHANGE:** Jennifer Cunnington and Forrest and District Historical Society president Ken Widdowson are appealing for Colac Otway Shire Councillors to change the name of Malhoff Street in Forrest which has ties to a convicted paedophile. The council has stood by the road name.

along with the Forrest and District Historical Society, initially appealed for the name change in 2015, but the council decided against the change.

Corporate services general manager Mark Lyon, in a letter to the historical society president Ken Widdowson,

said that the road was named after the Malhoff family rather than Charles Malhoff specifically.

Mr Lyon's letter said other members of the Malhoff family had made positive contributions to society and rejection of the family name

based on one person's wrongdoing would create a precedent.

He said that the council adopted the road name "after completing a comprehensive peer review and public consultation process" which included input from the Forrest and District

Historical Society.

In a letter to the councillors Mrs Cunnington said "street signs are virtually forever and it would be a great blessing to my grandfather's memory and his many local descendants if this mistake could be put right".

## Council saves thousands on water

Colac Otway Shire Council is taking advantage of new Barwon Water initiatives and has already saved water and cut its water bills.

A council spokeswoman said council staff approached Barwon Water to see if there was "a way to better understand water usage at sports grounds, parks and gardens".

Barwon Water has attached data logging devices to water meters at 200 Colac homes and the council's high-water-use sites across Colac.

The spokeswoman said the data loggers allowed council staff to instantly identify irregular water use or leaks and had already resulted in a saving of more than 4.5-million litres of water and about \$7000.

"Council expects these savings to increase however they are dependent on the weather and individual projects at various sites," she said.

"Understanding the level of water usage at the sites allows council to amend watering practices where needed, find leaks or issues with water pipes more quickly and allows management of the volume of water used on a daily basis.

"This has been complemented by the installation of moisture readers in the

grounds where the data loggers have been placed; the moisture readers have two underground probes sitting at different levels to allow council to see how far the water is soaking into the ground.

"Council staff can login online and get moisture readings from these sites and understand if the ground needs watering," she said.

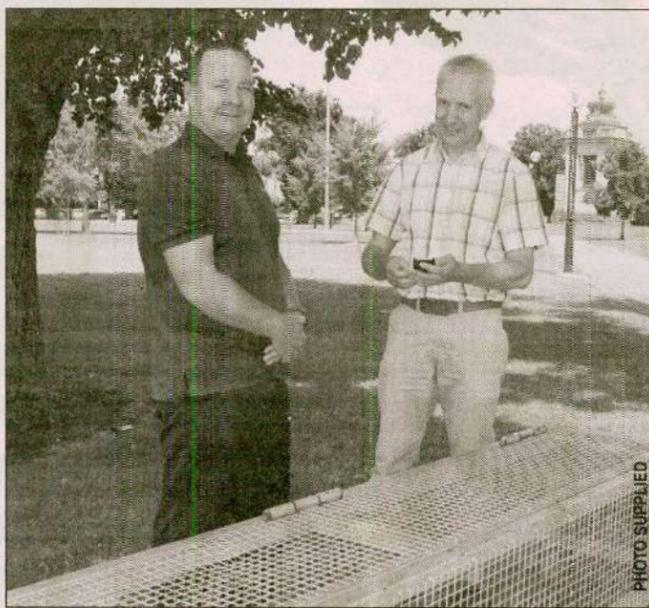
"Both systems allow council to set alerts informing staff of increased water use or high moisture levels underground."

Barwon Water's Darren Milverton said the collaboration had been a great success.

"We were able to recommend two low-cost solutions that provide detailed data and allow the shire to better manage irrigation through online monitoring," he said.

The council's parks and gardens team leader Mark Robinson said Barwon Water's water-saving technologies were impressive and he was keen to see them used widely across the shire.

"This program is still in its infancy but has already identified many cost savings for ratepayers. "Especially while the weather is so warm, it's helping us manage our usage



**INNOVATIVE:** Barwon Water's Darren Milverton shows Colac Otway Shire councillor Stephen Hart how to monitor water use and potentially identify leaks and reduce water costs.

like we've never been able to before," he said.

Cr Stephen Hart, who has inspected the new technology at Colac's Memorial Square, said the water and cost-saving initiatives had been "a very positive experience for all concerned, ratepayers, council staff, Barwon Water and the environment".

The council spokeswoman

said the cost-saving initiative added to a rolling program of service reviews over the past three years which had delivered more than half a million dollars of permanent savings to the council's operations.

"This meant that last year council was able to absorb the impact of rate capping without affecting the services that the community receive."

## Scam email seeks personal details

A concerned Colac and district resident is warning people about a scam email falsely claiming to be from the Department of Human Services.

The email claims its recipient has qualified for the 2017 subsidy benefit. It then asks people to "affirm eligibility for the subsidy by replying to the

email, supplying personal details such as Tax File Number, superannuation account details and bank account number.

The Colac and district resident said the email contained the official DHS logo and "looked fairly convincing".

He said he had made contact with Colac's DHS office where a DHS official

confirmed the email was a scam.

The DHS said emails from the organisation didn't include hyperlinks, and urged people not to open any links attached to the email and delete the message immediately.

People who open the link and enter their details should contact the DHS immediately.

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Soon after four we set off via Jindivick, instead of going in to Warragul and avoiding the bulk of the traffic a fast run was made and home reached at 6 pm.

The second escapade differs considerably from the first, as the locality, the company and the motive power were all different. On Monday, 15th Feb 1937 the writer, unaccompanied, ran a rather ancient Studebaker to Lorne for the Millear family. One or two signals were seen off at far apart locations, in preparation for the morning Down passenger, which crossed the highway at Weerite station just in time to save being hooted at by the Stude, which ran the 96 miles Edgarley to Colac, non-stop. At Deans Marsh, the habitat of an old coal line was entered, and it is believed that indications of the route ( on one section of which a loco ran away and tipped over the bank) are visible from the Lorne road. Not having an "observer" the driver thought it best to watch the road he was on and chance the old one. The result was that he reached Lorne safely at a reasonable hour, to spend a pleasant afternoon and night.

Next morning the return journey was made with the Edgarley chauffer-cum-mechanic in the new eight-cylinder Buick, and the route taken was along the Great Ocean Road, almost to Apollo Bay. About half way the Wye River was crossed with frail remnants of jetties and a few yards upstream the remains of the mill and both 5'3" and 3'6" gauge tramways, and various old boilers lying about. From the coast the tracks run inwards up the valley of the Wild Dog Creek, clinging precariously to almost perpendicular hillsides and climbing continuously round hair pin bends. The adjacent country was all cleared and suggestive of great bleakness in winter, but ahead and all around lay beautiful forest covered hills. The ultimate height was reached at the summit of Mount Sabine, at 1800' above sea level, but before that was attained, a stop was made at a large depot of a further in saw mill run and, Sharp & Co. A horse tram brought the timber out from the mill and here it was stacked by the roadside awaiting motor transport to railhead at Forrest.

Here as the mill was not working, we had luck to find the boss and he was

soon in deep discourse about other mills at Gembrook, Warburton and Alexandra, --had himself sold his outfit to Clark and Pearce at Alexandra, who run the Thornton and Rubicon "trains" with a diesel loco from Kelly & Lewis. It has struck the writer how widespread is the knowledge of the different mill experts he has met about what is doing all over the State in the same business, so that the conversation becomes very easy and interesting and, in every case, most pleasant when once one's footing is established.

Making it clear that one's real objective was the seeing of the old locos at Forrest, the very useful hint was given, "If you want to get the whole history of them, look up old Tom Gilbert there. He has the Terminus Hotel". About five miles before reaching Forrest, Barramunga was passed and at a mill in the valley there still lies the remains of one of the old VR "L" class, 2.4.0.ST No 32, built by Slaughter Grunning & Co, Bristol in 1861, and for long used on the Williamstown track. She was sold in 1904 to Mr, Sanderson to drive his mill and was later abandoned after all the copper and brass had been stripped off.

Punctually at 12.15pm (there wasn't any timetable) the Buick landed us at Forrest and it seemed a happy arrangement that the pangs of hunger and the pursuit of knowledge both led to the same spot--the Terminus Hotel of Tom Gilbert. Preliminarily a cruise round the railway station and the "loco depot" of the deserted engines and enough was found to add zest to one's dinner. Mine Host was marked down for after dinner attack and was allowed to dine with no knowledge of what was before him.

Introductions afterwards produced the heartest and kindest welcome. It appeared Mr. Gilbert, an elderly Scotsman from Morayshire, had for long been with Welch Perrin as steam expert and in that capacity had been all over the State erecting and breaking in steam engines of all kinds, portable, stationary and locomotive. Every mill and every locality that one could speak of, he rejoiced to tell something about and his study had included all he could see of the VR engine, too. It is safe to say that a swapping of yarns and ideas might have gone all afternoon (and as a matter of fact, there is considerable promise of the enquirer returning for a weeks stay ).

Business had to be got on with and a move was made to inspect the real subject of one's visit. First to be noted and pictured was the new Birregurra rail motor "73 R.M." which runs a daily return trip along the branch. An ordinary ten seater, plus driver, passenger sedan on railway wheels and striped a brilliant chrome yellow and black. It and its mates elsewhere are known as "The Tiger". It was interesting to learn from its driver that he had just come from the Echuca-Toolamba rail motor job. His present job would seem exceeding pleasant, but the whole matter of the habits and customs of these "Tiger" jobs is in the capable hands of, C.D.G.D. to whom please apply.

Something very much more ancient had now to be studied. Firstly was No.7, the number evidently bought with the loco, but whether No.7 of the GWR or of the B & O.R.R. is not known. This little engine is 3'6" gauge and was a little outside cylinder 0.4.0, with a peculiar dropped running board or plate between the wheels. The cylinders must have been about 6" by 8" and the drivers were 14" diameter. The tall chimney was lying a chain away but was put in position for the photo, and the dome cover missing (a beautiful brass one, it was said) an imitation dome was made with the photographer's coat. Other than the No 7 on the top of the smokebox door there was nothing in the way of makers plates or other identifying numbers.

Immediately behind her, but unfortunately in a shed, was another and larger 0.4.0 ST with the Hunslet Engine Co's plate, No 1100 of 1912. It had a rather large saddle-tank and wide spaced coupled wheels but inside cylinders. Its chimney is very like those "V's" at goodwood, but its origin shows that it was a direct importation by Mr J.H.Henry for the job, Its two ends (?) were photographed with our guide in the foreground and showing more successfully than the engine. Mr Henry was unfortunately away out on the line.

Finally was photographed the most nearly complete engine of the three, quite conspicuous just at one side of the main street, resting under a tree. This is the "Tom Cue" and it is an 0.6.0. ST though~~h~~ some time before its retirement it ran as a 2.4.0, with the front coupling rods removed. It is a Hudswell Clarke of 1891, Makers No 378 and it was

imported by the contractor for the Murchison line in Westralia, who had the nameplate put on it (and a good one ) in honour of Tom Cue the famous prospector after whom CUE in W.A. is named.

After about ten years sojourn in W.A. it went to Tasmania, but did not do much work and was bought by Mr.Sanderson and erected with the assistance of our friend at Forrest. It has now been out of action and unwanted for many years and the tank is sadly eaten with rust. It is just derailed from a line entering the VR yard, a heavy motor truck having run away down a street at right angles to the line and hit it a mighty blow amidships and side-stepped it. The line it is beside carries all the timber from the present mills, but under the motive power of tractors. The six coupled wheels of this engine are about 22" diameter, but originally were perhaps 24" and the cylinders are about 8" by 16".

So ended the specially conducted tour of inspection. That very much more was gleaned than is possible to put on record is obvious, in an hour and a half of time. Even though the details given are meagre, it is hoped that they will lead to further research and news.

A return to the hotel meant a little more swapping of yarns over some very welcome stirrup tea, while photos were studied, and then with a keen hope for further meeting, the travellers left in the Buick through the novelty of cool green hop fields, just out of Forrest with the hot dry plains of Colac and on to Camperdown.

So that no one can comment on the speeds, the departure time from Camperdown is not stated, but Edgarley was reached at 5.55pm, both travellers feeling (not for the first time) that they had found a fairly pleasant way of earning a living.

Except for the Down passenger at Weerite on the first day, not a single train had been sighted, unless RM 73 can aspire to that distinction. It carries a tail disc, anyway.

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From  
Norman Houston

## The Road over the Range

The main road over the Otway Range from Forrest to Apollo Bay has been used for regular traffic since 1877. The original route was primitive in the extreme, being described in 1875 as 4 to 8 ft wide, full of roots and stumps and having mud 2 to 3 ft deep in winter. It was best traversed on foot or horse.

The opening of Apollo Bay for settlement in 1877 prompted the Colac Shire Council to do something about the road conditions so in 1878 the Shire awarded a contract to Ed Chapman for clearing, exploring and blazing a new track to Apollo Bay. A basic road was opened in 1878 and improved over the next two years.

At that time the main route from Colac to Apollo Bay ran via Barongarook and Porcupine Creek to the head of Roadknight Creek, then along the ridge top to Barramunga, thence to Mount Sabine and onwards. It was a two day trip Colac to Apollo Bay and vice versa.

Wayside accommodation houses were established at Barongarook (Conway's) and Barramunga (Whitcombe's and Danaher's) in the 1880s to cater for the Apollo Bay Road. Stables were established here for horse accommodation and hire.

Most of the traffic on the road was summertime only when a light weight wheeled vehicle such as a wagonette could be used.

In 1887 an additional new road route was opened from Yaugher (Forrest did not then exist) to Barramunga to connect with the Colac Road at what now became the Barramunga junction.

Once hotels were established at Apollo Bay in 1887 their proprietors began running regular summertime passenger services. Whitcombe continued to use a wagonette but Gosney of the newly erected Apollo Bay Hotel put on a coach that departed Birregurra at 7.40 am, reached Yaugher at 10.15 and then had a heavy struggle to Barramunga, arriving there at noon. Here the horses were changed and meals served. The coach then continued to Apollo Bay, arriving there there at about 6 pm.

These arrangements lasted to 1891 when the Forrest railway was opened. Coaches could then start at Forrest. Barramunga was then no longer the half-way point but coaches continued to stop there for meals as the passengers off the train had been waiting hours for a meal, although refreshments were available at the Deans Marsh station. And the horses were knocked up after the heavy upwards pull from Forrest.

George Spong and family, selectors at Mount Sabine on 200 acres situated on the north-east corner of the Sunnyside Road turnoff, then erected a 'new' halfway house and stables in 1891. The Shire rate book makes no mention of anything but a dwelling attributed to Spong so it is not known exactly what was provided here for coaches, possibly a meal room in the house and a stable out the back. Coach notices mention nothing of this stop for a while but the later schedules specifically indicate a halt at Mount Sabine Junction.

Most of the passenger traffic from Forrest to Apollo Bay was tourist related. Apollo Bay locals used the shipping service for travel and bringing in and carting out supplies and goods. About the only item carted over the ranges all year round was mail.

Road conditions remained poor for most of the year so coaches were only used in the summer holiday season on a timetable of two or three times a week, one way. The mail contract to Apollo Bay now specified a Forrest start so the mails were conveyed by coach in summer and by horse in winter when the road ruts were up to 2 ft deep. By 1903 the coach transit time Forrest to Apollo Bay was seven hours.

The opening of the narrow gauge railway from Colac to Beech Forest in 1902 opened another access route to Apollo Bay so this impacted on the traffic volumes along the Forrest route.

Road matters had not improved much twenty years later when the three days a week coach schedule shows a Forrest departure at 12.35 pm, Barramunga arrival 1.35 pm, Mount Sabine Junction arrival 3 pm and Apollo Bay termination at 7 pm. The return trip departed Apollo Bay 7.45 am, Mount Sabine Junction arrival 9.45 am, Barramunga arrival 11 am for a Forrest arrival at 12 noon. In December 1924 the road was so bad that the coach could not proceed through some of the cuttings that were filled with mud up to 2 ft deep and had to take to the side track over the tops of the spurs to get around the bad bits. It was said that male passengers paid the full fare but were made to get out and walk half the distance – the uphill parts.

The first motor car to reach Apollo Bay did so on 1 January, 1914, probably using the Forrest route rather than Beech Forest, thus indicating that in high summer the usually appalling roads could be negotiated by motor. It was to be another 10 years before motor cars became a part of the regular scene at Apollo Bay.

From 1923 the Country Roads Board and the Shire commenced the modernization of the road and by year's end had formed and metalled the road between Forrest and Barramunga. The road was further improved over the next year as far as Haines Junction and thence along Turtons Pass to give road access to Beech Forest. The road beyond the junction toward Tanybryn and Wild Dog Creek was then tackled by the CRB and by March 1924 a new road was opened as far as Tanybryn, allowing five motor vehicles to reach this point but not proceed any further. Next, the Wild Dog Road alignment was roughly formed and completed and was part metalled in 1925.

The horse coach service run by Jack Kennedy, still on the three days a week routine as at 1924, was expanded to a daily run from 1 January, 1925 because the coach could travel from Apollo Bay to Forrest and return in the one day. By year's end the road was good enough for a motor service and Roy Birkin commenced a summer tourist run Apollo Bay to Forrest and return.

The road was finally completed with metalling along its entire length Forrest to Apollo Bay by the start of 1927 and the Wild Dog Road formally opened on 26 November, 1927. The holiday season for 1927-1928 saw two motor services commence on a Colac-Forrest-Apollo Bay run to connect with Melbourne trains at Colac. The horse coaches ceased at this time. The motors now sped across the range in comfort and had no need to stop at Mount Sabine Junction or Barramunga, so the hotel at Barramunga ran out of passing trade and surrendered its licence in 1929.

The Wild Dog Road remained the only route to Apollo Bay until 1934 when the Skenes Creek deviation on a better grade and alignment was opened.

F&DHS DOCUMENT ARCHIVE DOC.....Date.....

Title.....

Subject Category.....0520.....

Key Words.....

Ronald + Elizabeth Rumbold owned the next door property (No. 42 I think).  
The house was destroyed by fire about the late 1970's.  
Michael Patterson built the present home in the 1980's.

V. Beddome

Title Holders of 44 Station St. (Lot no. 17 Part A) Forrest.

James Joseph Beatham - Engine Driver	7-2-1910
Robert Arthur Robertson - Engine Driver	20-6-1918
John Cardwell - Saw Mill Employee	11-5-1926
Dorothy Cardwell - Widow	7-6-1954
Ronald Veary Rumbold - Tally Clerk	17-5-1957
Elizabeth Mary Rumbold - Widow	10-6-1969
Frances William Beddome and - Fitter & Turner Elizabeth Amelia Beddome	3-4-1970
Valerie Joan Beddome and - Widow Gary John Beddome - Lab. Technician	13-11-85
Valerie Joan Beddome and - Widow Mervyn Henry & Shirley Margaret Foster - Retired	6-6-1989

Property owners from 1910 to 1969 were permanent Forrest residents. Owners from 1970 to the present all reside elsewhere and use the property for holiday purposes only.

The Beddome family are connected to the Sanderson & Rumbold families by the marriage of Arthur Beddome to Margaret, sister of Elizabeth Rumbold, and daughter of George Sanderson.

After his wife's death, Arthur married Olive Dawson who also lived in Forrest with her family.

To my knowledge Olive's brother, Ray Dawson and his wife owned the former Sanderson home at the corner of Station St. & Hennigan cres. from sometime in the 1950's until 1970, when Nancy & Cyril Lidgerwood became the owners. The Beddome family left Forrest for Melbourne in 1920. Arthur had lived and worked at Forrest for 20 years as an Engine Driver for the Sanderson Mill.

This information may not be relevant but I have included it in case it is of any use.

Yours faithfully - Valerie Beddome.

Hi. Norman,

Could you please pop this  
in with the other records?

Thank  
Ken