

Coastal Current

Seaside tidings from The Anglesea & District

Historical Society Inc.

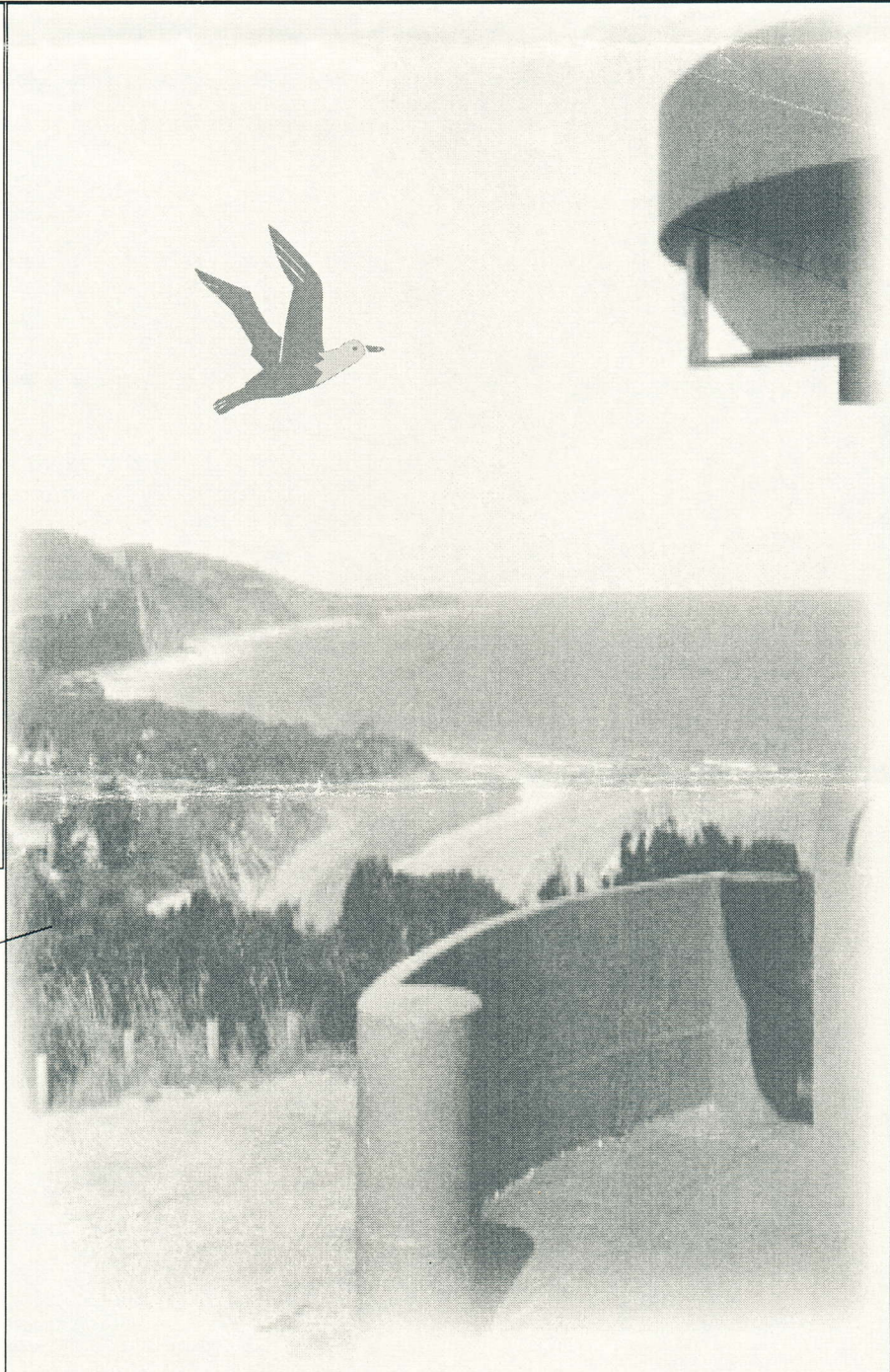
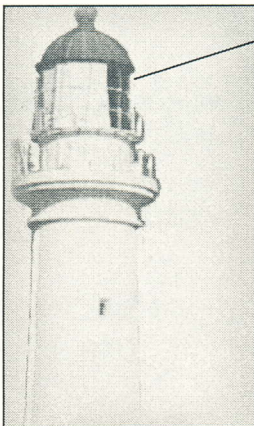
Incorporation No. A10009246F

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Newsletter

Summer 2011 / 12

The Anglesea & District Society is a not for profit organisation staffed by volunteer members of the community, whose aim is to research and preserve history of the local area.



PLEASE NOTE - all membership fees are due for renewal. Coastal Current will be sent only to financial members.
 Membership fees apply from 1 September to 31 August

Meetings
 Meetings are held at the Museum
 5a McMillan Street, Anglesea
 Entrance 4 of the McMillan Street
 Community Precinct

The Historical Society meets on the first Sunday of each month except January. Meetings start at 2.00pm followed by a speaker or the topic for the month.

Visitors are welcome to attend.

Museum
 Our Museum at 5a McMillan Street Anglesea, is open during the Xmas and Easter holidays on Sundays 2-4pm or by appointment - Phone (03) 5263 1249

Meeting January - no meeting

Meeting February - *Teaching English in Peru*, speaker Margaret Sheehan

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Photographs
 Anglesea & District Historical Society has an extensive collection of photographs. These may be ordered through Jan Morris Phone (03) 5263 3085
 Email - davejanmorris@bigpond.com

Prices	On high quality photo paper	On 100 gsm fine finish paper
A4 8.26X11.69	\$15	\$8
A5 5.82X8.26	\$8	\$4
A6 4.13X5.82	\$4	\$2
A3 maybe available by special arrangement 11.69X16.53		

A discount of 10% applies to financial members

It must be noted that photo quality varies from excellent to poor. Our final product is dependent on the quality of the original photo.

Photos can be viewed at the museum when open, or by appointment.
 - phone Bruce Bodman on (03)5263 1249

Anglesea & District Historical Society Inc.
Box 98 Anglesea 3230 Victoria Australia.

Secretary Snippets *Bruce Bodman*

As we close 2011, let's review our year

Guest Speakers

We have had an excellent year with varied and interesting topics - Laurie Mason spoke on the history of mining; Barbara Palmer-Fatchem and James Bell revived memories of their living and holidaying in Aireys Inlet in the 1940's and 1950's; Lynette Willey discussed her book "The Water Holes", and Michael Menzies spoke on the defunct Geelong-Wensleydale Railway line. Our members delighted in the visit by Nat Eichler, who spoke on the Liberator project and the restoration work at Werribee. At the conclusion of his address, Nat presented, to the members, a framed print of a Liberator depicting a 1945 action that resulted in the pilot being awarded the DFC.

Bark Hut Heritage Day was a most enjoyable event. Activities represented the way of life of past years. There was a variety of colonial period games, displays by school children and exhibits by several groups.

Success was due to the co-operation of many local people and organisations that were generous with their time and talents.

Heritage Meetings

Committee members attended both the Surfcoast Heritage and Geelong and District Historical Association meetings. These meetings are an important forum as it gives us the opportunity to network, discuss concepts and share information.

Members are always welcome to attend these meetings, as it will give you the opportunity to raise any matters of interest.

Ross Bastiaan Plaque. The plaque has been re-installed at the Anglesea Information Centre gardens.

Loveridge Lookout

At the most recent meeting at the Lookout, discussions were held between the Surfcoast Shire, the Historical Society, and Friends of the Loveridge Lookout, to finalise the car parking and garden area surrounding the Lookout. At this stage the work will not begin until 2012.

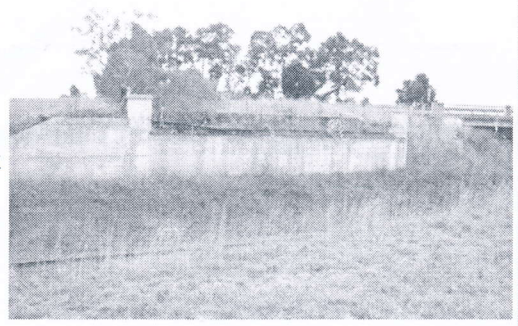
Some repairs have been made to the fault found in the Lookout itself.

On behalf of the Committee, we wish all members a happy Christmas and a safe New Year.

Bruce Bodman

ARMYTAGE STATION

When visiting Birregurra Station, we were reminded that a station once existed between Winchelsea and Birregurra. It was called Armytage. It opened in 1911 as a crossing station, when trains could pass. A station master was appointed in February 1912. Some research discovered that up and down home signals were provided, as well as plunger locking. The 1929 track chart of the line shows the platform on the northern (up) side of the line, opposite a three road yard and goods platform.



The old and new road crossing beside the

The station was disestablished as a crossing station in September 1912, and made a caretaker only station. It was reopened as a crossing station in September 1915, with switch out facilities added in 1917. A station master was reinstated again in 1917, replaced by a caretaker in October 1928. A porter in charge was then appointed, being replaced again by a caretaker in August 1940. The station was made no-one in charge in December 1953.

BIRREGURRA RAILWAY STATION

Sometimes it can just be your lucky day. Sunday 6th November was one such day for the Historical Society when we visited the Birregurra Railway Station.

Closed in 1978 the station was disused and fell into disrepair. Locals decided that if they didn't take matters into their own hands the station would become a pile of rubble. So restoration began, step by step. We were privileged to view the station after years of restoration work has been carried out.



Michael Menzies of the *Geelong South Western Rail Heritage Society* told us the history of the Birregurra station. The station was first opened on 1st November 1877. The line was extended to Colac later the same year. Polychrome brickwork was used to construct the station building, which was of similar design to that at Winchelsea. The original station building was extended at an unknown date, with an enlarged station office provided at the up end, along with an entrance porch. Timber extensions were also added behind the station to provide a larger residence for the station master. The goods shed was of corrugated iron with a curved roof, and was accompanied by a four-tonne

gantry crane, and a stockyard at the Colac end. A 20,000 gallon overhead water tank was located beside the station building, and remains in place today.



The 20,000 gallon water tank beside the Birregurra Station, provided water for the steam

Construction of the branch line to Forrest began in 1889 and

was completed at a cost of 96,000 pounds. It was opened to Deans Marsh on December 19, 1889 and to Forrest on June 5, 1891. The line was used by tourists bound for the coastal resorts of Lorne and Apollo Bay.

By the 1970s freight traffic to the station died off, with few wagons being seen in the yard. The gantry crane was taken out of use in 1977, but both it and the goods shed were still standing four years later. The station staff was withdrawn in November 1978, but passenger trains continued to stop at the station.

It was our privilege to see a ballast train with diesels both front and back. This was followed by a tractor with a front end scoop, having been adapted to use the rails.

A great day for all who attended.



Heather Boyd, Thelma Western, Joan Forster and Norma Morrison enjoy a picnic lunch in the Birregurra Railway Station.

INTERESTING TIP BITS

ARE YOU FINANCIAL?

This is a reminder that our financial year is ticking away. Fees for the 2011/12 year were due on 1st September. They have obviously slipped many people's memory. Please send your fees to

PO Box 98
ANGLESEA 3230

Cost: \$15 per person *Historical Society*

\$15 per family *Family History Group*

Cheques to be made payable to

Anglesea & District Historical Society

AIREYS INLET PUB

Aireys Inlet has had a hotel since the early 1900's. Research by Lindsay Braden tells us that Albert Anderson, son of the first American negro to settle in Victoria, opened the hotel in Bambara Road. However the upgrading of Gilbert Street changed the main route into Aireys Inlet, so Albert purchased Batty's Bambara Road cottage and moved it to where the hotel stands today. A grocery, butchers shop and Post Office were conducted from the rear of the hotel.

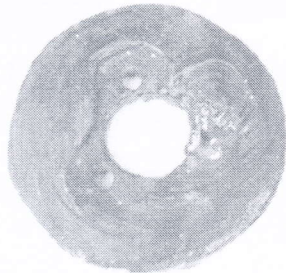
The hotel was destroyed by the 1983 Ash Wednesday fires, but continued to serve from beside the blackened shell. The hotel was rebuilt on the same site, where it remains today.

The Pub was sold this year and for the first time in 107 years there was not a "watering place" in Aireys Inlet. However that is about to change as a consortium of Aireys Inlet people purchased the hotel. Rebuilding has begun. We will watch with interest as this local icon develops once again.



INVERLOCHY PULLEY

This petrified wooden pulley has been donated to us by the National Trust. It is from the Inverloch which sank just off the Anglesea main beach in 1902.



Unfortunately the National Trust does not have any details of how they obtained this artifact. Obviously it had been in the water for many years for petrification to have occurred. It is unlikely the person who obtained it would have left any details.

It is an offence to remove any article from ship wrecks that have been declared historical wrecks. The Historic Shipwrecks Act of 1976 gives legal protection to the shipwreck and its relics from damage, disturbance and removal.

COORGOORAH PARK BRIDGES

When Cameron Park was opened in 2000, a series of six bridges were built to link the islands and the Camp Road side of the river. Each bridge was named after an early Anglesea Family. The family names were inscribed in pottery labels and attached to the bridge. Unfortunately these labels were destroyed by vandals.

What can the Historical Society do about replacing them? Obviously pottery labels will not last. Could we have brass one made? I believe we should consider taking on this project, to restore the names another small piece of Anglesea History.



DO YOU KNOW WHO THEY ARE?

With the article on the History of Alcoa in Anglesea, is a photo of the control room. Alcoa would like to know who the two men are. Do you know them? The photo was taken about 1969.

MERRY CHRISTMAS AND A HAPPY NEW YEAR

50 YEARS OF ALCOA AND ANGLESEA PARTNERSHIP

It is just 50 years since it was announced on 23rd November 1961, that a smelter and fabricating plant was to be built at Point Henry, and coal would be mined at Anglesea to power the plant. This would create 100 jobs in Anglesea.

Reports of coal seams found along the ocean cliffs had long been ignored, until the 1860's and 70's when companies were formed to sink bores in search of good coal seams. On 12th April 1872 tenders were called for boring for coal at Aireys Inlet by a Mr. Berthon. In the early 1950's Roche Brothers Pty Ltd conducted intensive geological boring, and discovered extensive coal deposits at Anglesea. The brown coal was of a high quality with an ash content of only 1.5%. They opened up a new mine here in 1959.

On Tuesday 5th December 1961 the Geelong Advertiser reported:

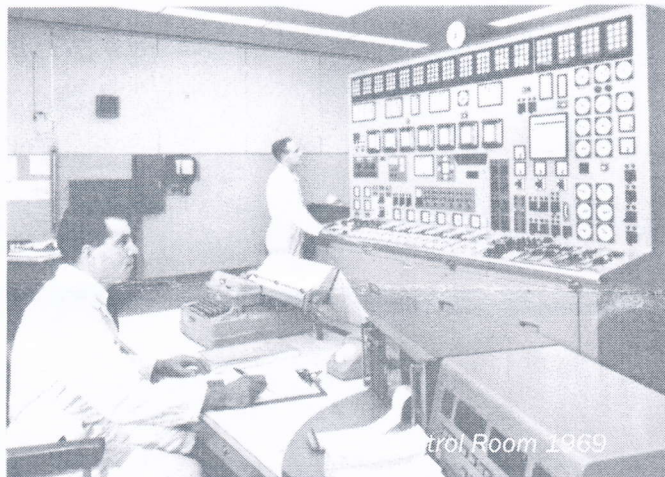
"Anglesea coalfield is going to be rather significant to Victoria in the near future. Transmission cables will be erected from Anglesea via a circuitous route to Point Henry," said Mr. H Birrell M.L.A. during the reading of the Aluminum Agreement Bill.

On 17th February 1962 it was announced that all interests of the Forest Commission at Anglesea had been sold to Alcoa, including houses on the property. Alcoa had agreed with the then Barrabool Shire to spend \$6,000 developing the area.

In 1964 Alcoa announced plans to build a \$13,000,000 generating station at Anglesea with a capacity of 150 megawatts. Construction would commence in 1965. On 23rd June 1965 the Victorian Housing Commission announced they had purchased 19 acres of land, and they hoped to purchase a further seven acres on which to build three bedroom houses to meet the expected demand for housing from Alcoa employees.

On 22nd July 1965 it was announced that work on the Alcoa Power Station would begin in November, at a cost of \$10 million. A camp to house 500 men constructing the station would be set up along the river. Plans had been provided to council and it was noted the company was anxious to foster and maintain co-operation with the council, something which has continued over the next 46 years. Construction commenced as planned. The construction received a temporary setback when a crane jib collapsed on 6th April 1967. This tragic accident resulted in the death of two men and serious injury of three others.

August 1967 saw the installation of the operating plant. The generator was due to arrive in Geelong on the 18th August aboard the ship the *Tirranna*. The Geelong Advertiser continued to report progress of the station and on 19th October 1967 pictured the completed chimney, being 350 feet high. The construction work was finally completed, well within the nine years allowed by the government.



The station was officially opened on Thursday 20th March 1969. The local press announced that, "The Anglesea power station of Alcoa of Australia, will be officially opened by the Premier of Victoria, Sir Henry Bolte, this afternoon. Using local brown coal as fuel, the 150 megawatt plant will supply electric energy to Alcoa of Australia's aluminum smelter and semi-fabricating plants at the Point Henry works.

Over the next 40+ years Alcoa mined the brown coal in Anglesea and sent the generated power to Point Henry. As the mined area expanded Alcoa became very conscious of the 6,689 hectare area that surrounded them, being public

land set aside for conservation. They carefully replaced the overburden and replanted it with local plant species. Alcoa and Parks Victoria have launched a management plan which will ensure protection of this diverse and spectacular area.

Cecil Carr in his book *Coastal Coal Mining* says, "The impact of the power station on the local community has had a profound effect, both good and bad. Many people would have preferred Anglesea to remain as it was prior to the start of mining by Roche Brothers in the 1950's. However Alcoa has exhibited all the hallmarks of a good corporate citizen. They have fully supported many local groups, including the Fire Brigade, the Football Club, the Surf Club and many others. In total it must be stated that the Anglesea community owes much to the arrival of Alcoa to the town's development."

Ref.— *Coastal Coal Mining*, Keith Cecil; *White Gold*, Geoffrey Blainey; *Alcoa in Australia*