



# Heritage in Trust

The journal of the National Trust of Australia (ACT)

Summer 2000

\$2.95

**File Copy  
Do Not Remove**

## Public transport in early Canberra



**Federal City Express**

**Sydney–Canberra**



*Menu*

**also in this issue:**

**Anzac Parade lights**

**Palmerville**



# HERITAGE IN TRUST

27 – 9019  
er 2000

## contents...

as with sadness that the Trust heard of Jock Harvey's death in Canberra on h July 2000. Jock was Administrator of the Trust from 1980 until 1990 when retired due to failing health.

l the pleasure of working with Jock in the early 1980s as a follow-up to the first 1978) on the Lanyon area and the long battle in the 1980s for the conservation ral landscape setting of Lanyon. The report had been commissioned in 1977 or General Ken Mackay who was then President of the Trust. Jock was an eable source of optimistic support and encouragement in a five year campaign on. He never ever doubted our ability to have the Lanyon area protected. In e he and I became firm friends and I valued his wise advice and encourage- ongside that of Dr Doug Waterhouse who was then President.

unt myself privileged to have worked with such a warm and caring man as d to have known him as a friend. He was highly committed to the Trust and its One of his enduring characteristics was his unfailing sense of humour and we many good laughs, not least at Australian Council of National Trust Board gs. One of the things Jock always chuckled about was the way he became strator of the Trust. Ted Smith, a Duntroon colleague, suggested Jock apply osition with the Trust in 1980 to join Ted and Peter McGrath, another army ie. Peter was working on classification matters. It was anticipated that Jock

### Colonel Jock Harvey MBE (1924–2000)

*A finish'd gentleman from top to toe (Lord Byron)*

become Administrator. This happened sooner rather than later when, as Jock tell me with that twinkling smile in his eyes, Ted Smith resigned without on being referred to as 'the hired help'. Boundaries of social etiquette were t to exist, much to Jock's unending sense of fun.

's work over the ten years with the Trust laid down a firm foundation on which build. He initiated many ideas and improvements and actions, above all hing a foundation for the integrity and professional standing of the organisa- is advice to succeeding Presidents—Ken Mackay, Lady Hay, Doug Waterhouse self—and Council was always sound and well balanced. Before he told me that ld retire I realised that his health was failing. I shall always remember with udness Jock finally telling me, at the 1980 Spring Fair at Lanyon, that he must s we walked along the driveway of the beautiful place he had helped to save. is work for the Trust Jock was unfailingly supported by his wife, Audrey. On of the Trust I extend our sympathy to Audrey, to Jock's son Graham, daughter e, daughter-in-law, Gina, and grandson, Rene. In all our memories he will a gentleman from top to toe. An obituary is printed on page 19.

or Ken Taylor, President.

Editorial ..... 18

Early railways in the ACT ..... 3

Attractive timber waiting  
sheds—early bus shelters ..... 7

New lights for Anzac Parade ... 10

Travels with the Trust ..... 11

Palmerville (Ginninderra  
Estate) ..... 15

Endangered places ..... 17

Trees in the ACT – 17 ..... 18

"Jock" Harvey, an obituary ... 19

Letters to the editor ..... 20

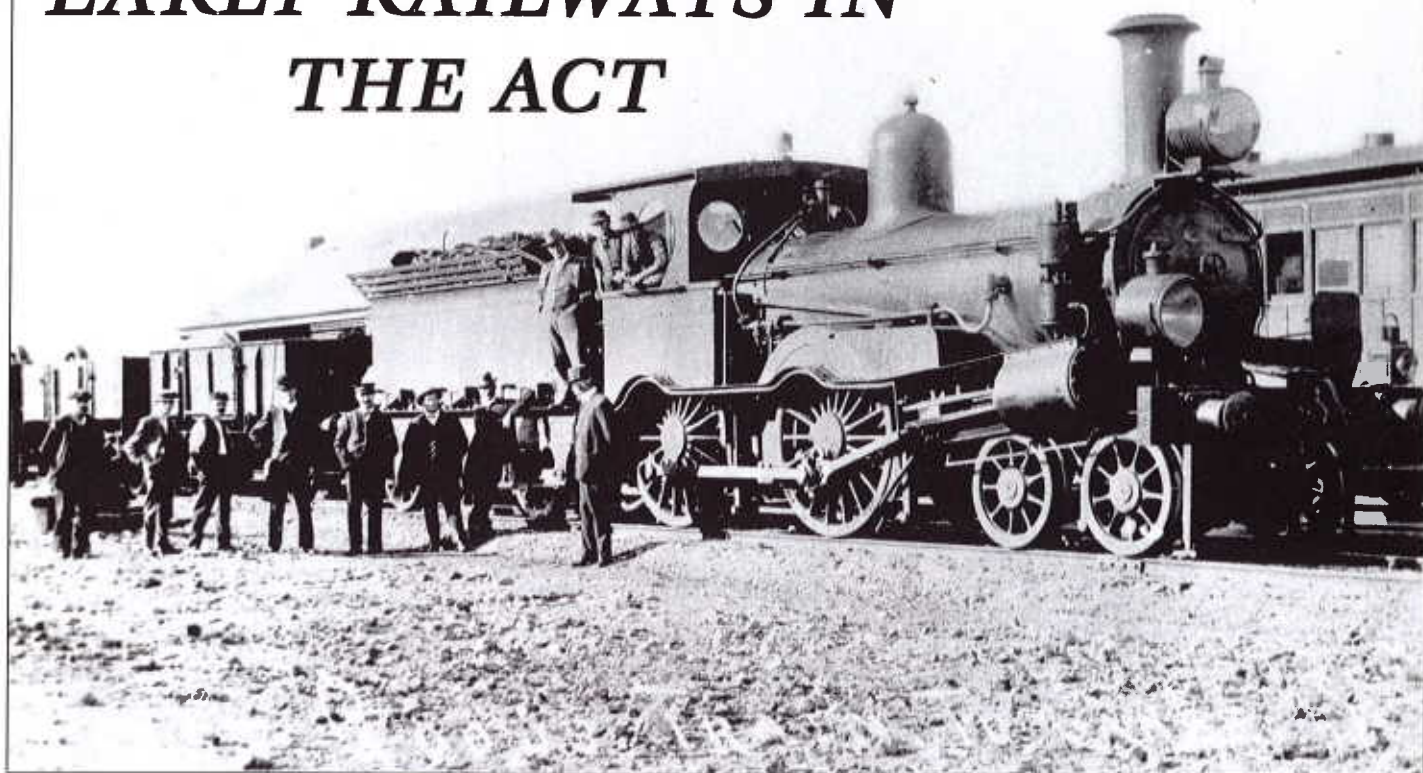
Trust News ..... 21

Shop News ..... 23

It is with deep sadness that the Trust records the death, on 14th September 2000, of Les Moore, who with his late wife Dorothy, was a stalwart of the National Trust for the past 25 years. Members will recall that the last edition of Heritage in Trust carried an obituary of Dorothy, who died in May of this year, which was written by Les. The Trust extends its sympathy to the children and grandchildren of this wonderful couple. An obituary of Les Moore will appear in the next edition of Heritage in Trust.



# EARLY RAILWAYS IN THE ACT



The first train into Canberra on 25th May 1914. The engine is number 120, later renumbered to 1210.  
photo: the late A.D. Macdonald collection

## Bruce Macdonald

This material is condensed from a more detailed study by the author published in the Australian Railway Historical Society "Bulletin" in May 1967 and material by the late W. Shellshear published in "Canberra's Engineering Heritage" in 1983 by the Canberra Division, Institution of Engineers Australia.

## proposed lines

In 1908 the Federal Government, then meeting in Melbourne, decided to establish a city and centre of Government for the Commonwealth. The site we now know as Canberra was selected and a competition launched for submission of a suitable plan. The entry by Mr Walter Burley Griffin was chosen and his plan included the provision for a rail connection to the nearby lines in NSW. On Griffin's plan the line commenced near Queanbeyan and ran, on an alignment approximating that later used by the present line, to near Kingston. There it changed course

to the north, then north-west and then at Civic, north again towards Yass. He made allowance for five stations along the route between what is now Kingston and Dickson.

In 1916 friction arose between Griffin and various Government Departments. One of the points of contention was the location of the railway and its place in the timeframe of the construction program. Burley Griffin wanted to proceed with the railway on his site immediately. As a consequence, the newly formed Commonwealth Railway Department was asked to advise. They enthusiastically submitted five alternatives and these are shown on the accompanying map of the proposed lines. The route marked "CI" was chosen. However, its implementation was delayed and a "temporary" line was built between Kingston and the proposed site of Civic. This line is described later.

In 1918, the proposed establishment of an arsenal in the Tuggeranong Valley required a rail connection. This line was to leave the Cooma line about eight kilo-

metres south of Queanbeyan and would have had a total length of about 12 kilometres. However, the arsenal proposal lapsed.

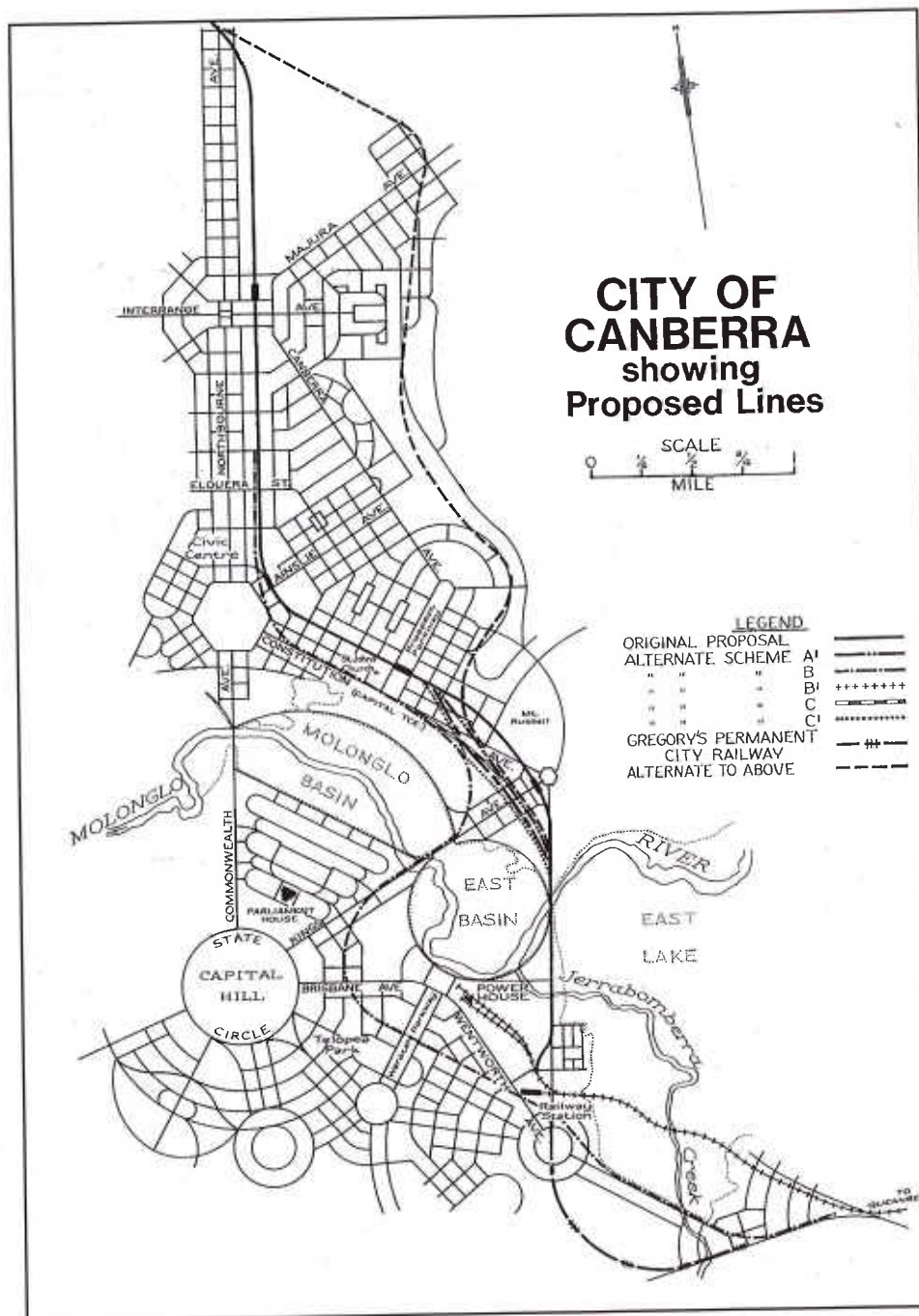
In 1923, the NSW government was approached regarding the extension of the line to Yass, but they pleaded poverty. The upshot was that the Federal Parliament decided that, for the present, it would be better to rehabilitate the by then defunct Civic line, establish a terminus there and be done with it. However, nothing happened.

Finally, there was the proposal and survey for the construction of a line to connect Canberra with its proposed seaboard outpost at Jervis Bay. This line was to leave the NSW line near Tarago. It would have been a major undertaking and it has been largely forgotten.

## built lines

Following the commencement of the development of the National Capital, the NSW Government was requested to build a railway connection to serve the site. This line would branch off the then





established Goulburn-Cooma railway at Queanbeyan and run in a generally westerly direction for about nine kilometres to a terminus within the Capital Territory at a location known as "The Power House Siding" now known as Kingston. Along this line a siding, known as Molonglo Siding, was laid at a place which would now be between Newcastle and Ipswich Streets at Fyshwick. This line was to be staffed and operated by the NSW Railways and it opened for traffic without ceremony on 25th May 1914.

The goods train arriving on that day was photographed for posterity. It was

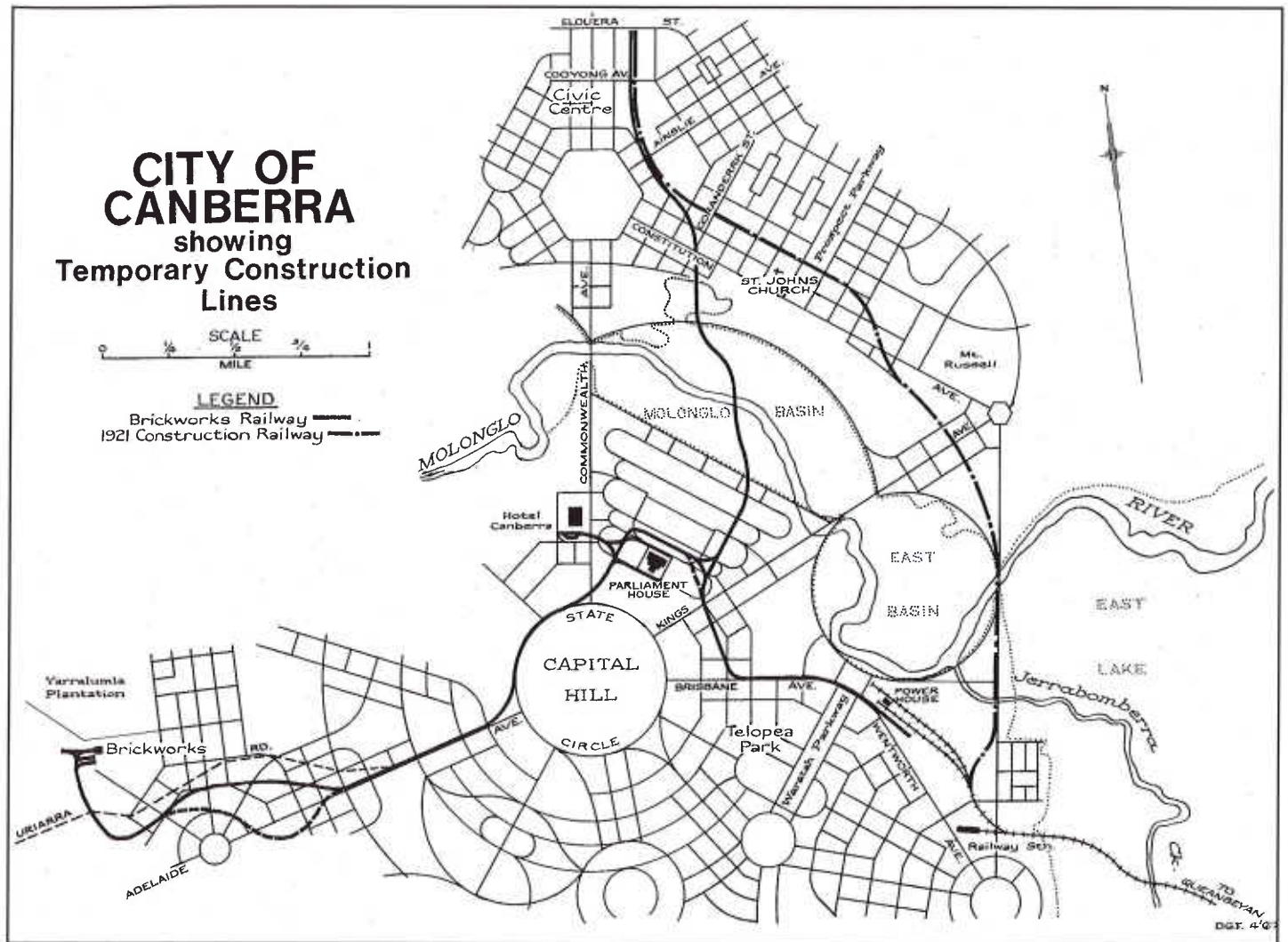
hauled by locomotive No. 120 of the NSW Government Railway. This engine was constructed in 1876 by the locomotive manufacturing firm of Beyer, Peacock & Co. in Manchester and continued in its Government service in various areas of NSW. In spite of being listed for scrapping in 1932 and 1958, it survived to be preserved, at the suggestion of the author, as a monument near the Canberra station in 1962. During 1987, it was completely dismantled and restored to working order with funding from a "Bicentennial" grant. It is currently operating on tourist excursions from Canberra in the care of the ACT

Division of the Australian Railway Historical Society, identified as "1210"—the number it received in a locomotive re-numbering program in 1924.

Initially the line was used to bring materials for the building of the Capital, and coal for the Power House. Incidentally the rail track to the Power House still exists and represents the only vestige of the original terminus trackage. (There was no station as such until 1924.) It needs to be preserved and protected in the Kingston Foreshore development plan as it is an integral part of the Power House infrastructure. [For a further discussion of this issue, refer to Bruce's letter on page 20, ed.]

In 1924 a short branch siding was laid from the "main line" to a place near what is now Wentworth Avenue to establish a passenger station. This was a rather primitive affair and it was replaced in 1927 by a more formal station and building which itself was regarded as "temporary", (like Parliament House) and was referred to as "Eastlakes Station".

The service was provided by attaching a passenger carriage to the local goods train and, as it was considered that the patronage would be largely workmen, it left Queanbeyan at 6.35 am and returned leaving Canberra at 5.25 pm on workdays. In 1927 the service had been increased to provide a through sleeping car connection from Sydney as well as a railmotor to Goulburn for shoppers and to connect with the day train there. However, during the 1930s depression the service was considerably reduced, but 1939 saw the introduction of a "luxury" diesel train direct from Sydney with an "on board" refreshment service. It was named "The Federal City Express". By 1941 patronage had increased beyond the capacity of that train and it was superseded by a steam locomotive hauled train, still with the buffet service and the same name. In 1955 a new multiple unit diesel train named "The Canberra-Monaro Express" took over the service. It consisted of two four car trains which ran as one to Queanbeyan where it divided to allow one set to proceed to Cooma and the other to Canberra. They reunited later that day



for the return journey. The longstanding night train between Sydney and Cooma continued to have a Canberra connection until the Cooma line was closed. The service continued to be upgraded and at present there are three trains each day connecting Sydney and Canberra.

### construction lines

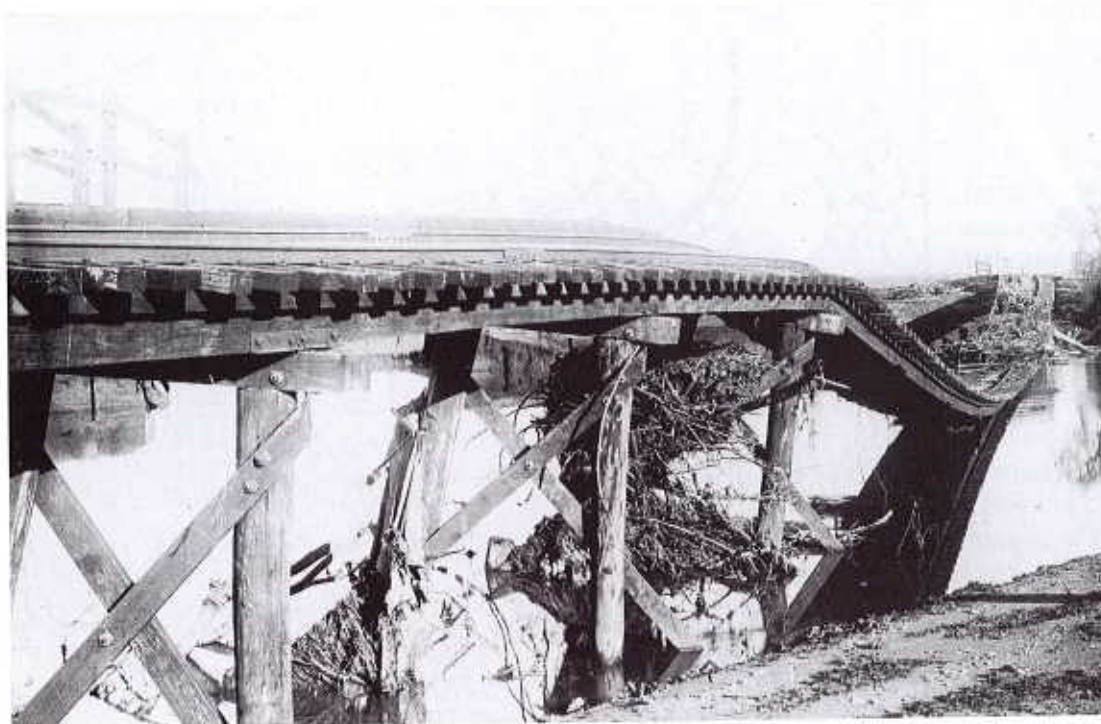
In the early days of building construction in the ACT, material was conveyed to the various sites on road wagons pulled by horses or steam traction engines from the railway terminus at Kingston or the brickworks at Yarralumla. They travelled at a speed of less than ten kilometres per hour. Previous reference has been made to Burley Griffin's unsuccessful attempt to have his proposed "City Railway" built. By the end of 1920 it had eventuated in the guise of a "construction siding" that left the power house siding near Cunningham Street and curved almost in a semi-cir-

cle to meet the lake end of "The Causway". It continued on a raised embankment on that alignment to cross the Molonglo River at an angle on a wooden trestle bridge from where it approximately followed the route of the "permanent" railway and terminated near Cooyong Street behind the site of the later and now late, Civic Theatre. Three sidings and a rather rudimentary platform were built. The traffic on the line was worked as a "shunting trip" from Kingston for goods only. To date no photographs of the line in operation have come to hand.

This line was short lived because a flood in 1922 wrecked the trestle bridge over the Molonglo River and it was not rebuilt. Most likely this was due to the design's susceptibility to flood damage. In addition the amount of traffic did not justify its reconstruction, although the remainder of the track stayed in position until about 1940. However, the transport

problem still existed, so at the end of 1922 it was decided that a railway connecting the main terminus at Kingston with the brickworks at Yarralumla via the Parliament House site be built to enable the transfer of material from the two major sources. As this was to be only a temporary service line it was constructed to minimum standards and to the gauge of 42 inches (1.07 m). From sidings on the west side of the power house it followed the alignment of Brisbane Avenue, State Circle, Adelaide Avenue and Uriarra Road, terminating at the brickworks. Sidings were established to serve the north and south side of Parliament House and the south side of Hotel Canberra. About 1924, a line was added to connect the "main" line at Parliament House with the Civic site via a "cross country" route. It met up with the abandoned Standard Gauge line near Coranderrk Street which it then "adopted" to Civic by adding a third rail





left: Remains of the Molonglo Bridge after the 1922 flood. Australian Archives Collection

below: Hudswell Clark No 550 ex Wallaroo No 4 at Canberra exchange sidings. Bruce Macdonald Collection

bottom: Looking north to the Civic Terminus with evidence of trackwork and platform, The old Civic Theatre is to the left. Bruce Macdonald Collection

to accommodate the gauge difference.

Most of the material for this railway came from the Henderson Naval base construction in Western Australia. This consisted of rails, two steam locomotives by Kitson of Leeds, and a quantity of wooden trucks of very basic design. Subsequently a third locomotive by Hudswell, Clark & Co, also of Leeds, was purchased from the Wallaroo Mines in South Australia.

The purpose of the line was to bring building materials, which were transhipped from the standard gauge wagons to the narrow gauge wagons at Kingston, to the various sites. The coal for the brickworks was also carried. At the brickworks a siding laid along each side of the kiln allowed bricks to be loaded directly into the wagons for delivery on the return journey. The line continued in operation until immediately prior to the opening of Parliament House in 1927 whereupon it was dismantled. The material was assembled at the Power House sidings and offered for sale. The track, the locomotives and most of the wagons were purchased by stone quarry



companies for use at quarries at Shell Harbour, Bombo and Prospect in NSW.

Unfortunately, none of this equipment survived and only a portion of the track formation from the perimeter of the brickworks to where it crossed Denman Street west of the Uniting Church is visible. It is Heritage listed. ♣

Bruce Macdonald has a background as a Manufacturing Engineer, an interest in Industrial History and is an ex-member of the Industrial Archeology Committee of the National Trust of NSW.



## *'Attractive Timber Waiting Sheds' Public Bus Shelters of Early Canberra*



**Peter Dowling**

If you were to drive around the inner residential suburbs of Canberra, chances are that you will see some of the city's early timber bus shelters beside the roadways. They are in stark contrast with the ubiquitous concrete 'block-house' type structures that are dotted along the roads of the outer suburbs, and with the new aluminium and perspex modern-style shelters being built at the Civic Interchange in the City. If you come across one of these wooden shelters then you are travelling on one of Canberra's early bus routes.

The first public omnibus service in the Canberra City area was commenced by the Commonwealth Department of Works in October 1923. It was mainly for the benefit of the workers who were constructing the buildings in the new city, and ran between the various camps and 'tent cities' to the many building sites in Civic and Parkes. The remainder of the population had to wait another two years before they were served with a bus

Class A bus shelter from the late 1920s on the corner of Melbourne Avenue and Empire Circuit. The identifiable features are its gable roofline, pressed iron roofing, full seating style, horizontal timber interior panels and external weather boards, timber floor and no windows. photo: Peter Dowling

transport system. In 1925 a private operator began running a service between the two developing residential suburbs of Ainslie and Eastlake (Kingston) and the shopping centre at Queanbeyan.

The need for a public transport system began to grow with the population of Canberra. In 1927, the year that the first Federal Parliament sat in Canberra, there were 373 private cars, 60 private motor trucks, and 55 private motorcycles. Of the five thousand residents, 520 were licensed to drive a car and 61 to ride a motorcycle. Among those residents who had no access to private motorised transport there was a pressing need for some means to move about the city. They needed to travel to and from work each week day, but on the weekends the limited recreation and shopping facilities in Canberra imparted a strong desire for recreational travel. In July

1926 the Federal Capital Commission launched a limited bus service to address these needs. Their original intention, however, was to transfer responsibility for operating an internal bus service to a private operator as soon as possible, rather than continue to provide the service themselves. There was much overcrowding on these early services, particularly during the times when workers were commuting to and from their places of work. Services were often infrequent, and timetables often disrupted. By the end of 1927 the service had already run at a loss of £4,000.

What was it like to travel on the public transport system in its formative years? Two of Canberra's early residents described their experiences for us. The first was an 18 year old public servant who was transferred from Perth to work for the Centre for Scientific and Indus-





trial Research (later CSIRO). She moved into the Gorman House hostel in 1933 and wrote:

The bus services in Canberra were simple – there were only two – No 1 and No 2. As I recall, they both plied between Ainslie and Kingston and return. The difference was that, while both ran through Civic and Acton and proceeded along Commonwealth Avenue, No1 would continue [on and] turn at the PM's lodge, but No 2 would veer off to the left and run past Government Offices, Old Parliament House to the Hotel Kurrajong, Brassey House and Hotel Wellington. Both would end up at Kingston. Although there might have been variations, basically these were the routes and areas serviced.

At that time, these were the only routes. Consequently, when I was working at the CSIR I had no option but to walk. It was a long trek across a paddock from Gorman to Civic, then hike along a gravel road

to Black Mountain. I don't know whether the road had a name, but if it did, I was not aware of it.

Our second young resident came to Canberra from Adelaide in 1941. She was also a public servant and lived in Gorman House during the years of World War II. She related a similar story of getting around Canberra by the omnibus system:

I could look out my window [at Gorman House] and see the bus pull up immediately outside of it. At night of course the black-out blind was pulled down. Buses were numbered, and as I remember, were Nos. 1, 1 & 2, 2, and 3. These were the routes they travelled. I caught the No 1 & 2 route to work when I travelled by bus. No 1 route, I think, may have gone around to Westridge (now called Yarralumla). Number 3 route was a direct route from somewhere, maybe the Railway. They were regular at peak hours to and from the Public Service Office, but otherwise there

were lengthy gaps often between them. Hurrying onto a bus in my early days I found myself on what seemed like a Cooks Tour around the suburbs of Red Hill and Forrest.

Last Friday night Audrey and I went to Kingston to have a look at the shops. There are not many there but you can manage to get all you want. Some very nice china shops. The shops close at quarter to nine so we were home fairly early. It takes about half an hour to go by bus and they are terribly crowded. They are not double deckers so don't hold many and don't run very frequently.

Although travelling by bus in these early days was a somewhat haphazard affair, the public transport system nevertheless provided a vital and essential service to the residents for much of their working and recreational travel. As such there was a need for shelters on the routes.

The Public Works Department constructed the shelters on request from the Canberra Omnibus Service. The usual



Class D bus shelter from 1944-45 on the corner of Empire Circuit and Tennyson Street. Its features include a sloping roofline, corrugated iron roofing, bench style timber seating, battened vertical timber with external strapwork, concrete slab floor, and two elongated side windows.  
photo: Peter Dowling





practice for building shelters on particular routes followed rising populations, urban development and the increase of patronage of each route. There were also strong community demands for the construction of the shelters. Local Progress Associations, notably Reid, Yarralumla, and Griffith, as well as other organised community groups, regularly requested support services, such as bus stop shelters, for residents of the newly developing suburbs by lobbying local government members.

The first shelters began to appear during the 1920s and 1930s. They were of several designs and were constructed predominantly from vertical timber boarding. Timber, concrete and glass elements were used during the 1930s and 1940s and, from the 1940s onwards steel, fibro, concrete and glass became more prominent in their construction. By the 1980s the familiar concrete 'block-house' shelters had begun to appear around the developing suburbs of Canberra. It is interesting to note that the latest design of suburban bus shelter now under trial is made of moulded plastic—aesthetically a far cry from the first timber constructions.

Timber was used for the first shelters because it was cheap—bus shelters were considered to be among the less important structures in the growing city and suburbs. In 1944 there was a change from the original vertical board construction to horizontal weatherboard as there had been trouble with the battens twisting and warping on the original shelters. A special type of rusticated and rebated vertical boarding was used in the construction of a prototype. This design was later rejected for a less costly one. The Stuart Street/Barralier Street shelter built in 1944 appears to be of this construction.

The design of these shelters is simple but well proportioned, giving a sense of space and style in keeping with other functional buildings built during the construction of Canberra. Above all, they give waiting passengers shelter from the elements.

Many of the early structures were constructed with permanent floors of

either timber floor boards, tiled floors or concrete slabs, but some were built without floors. These had internal rolled gravel surfaces that frequently required re-rolling and grading to repair the weather damaged surfaces. There was often no sealed kerb, nor pathway, for many of the shelters, causing repeated complaints from the users of the conditions of the surrounds, including muddy, wet and rutted ground. This led to the ACT Omnibus Service crews requesting the Department of Works and Housing to seal the edges of roads at bus stops. Perhaps this was more a consequence of muddy bus floors rather than muddied passengers' shoes.

The bus shelters were described euphemistically as 'attractive timber waiting sheds'. And that they were. Some came with a name-board declaring the name of the street on which they were located. Others had hipped, sloping or flat roofs, geometric motif work, side and corner windows. One of the first types of shelter featured a pressed iron roof rather than corrugated iron that had become popular by the early 1900s. There was usually a time-table in a glass covered case, and some were illuminated at night. There is little recorded detail of the colours of the bus shelters. A tender was given in 1952 to paint them uniformly with internal and external walls of shadow grey, ceilings primrose and window frames white.

Graffiti was seen as a problem as early as 1948 and there were several creative suggestions for solving the problem. One such was to paint the walls a mottled colour thus discouraging the practice by robbing the artist of a monochrome background. There is fortunately no evidence that this occurred. Vandalism was (and still is) a threat to the shelters. One only has to remember the recent fate of the shelter in Yarralumla. Glass windows were often found smashed and internal light fittings were damaged, leading to complaints by the users of the poorly lit facilities.

Maintaining the shelters was a continual process. Maintenance teams would travel to each shelter in sequence to clean and repair them for the com-

fort and safety of the passengers. This program was later determined to be labour intensive and costly and was abolished sometime in the late 1950s.

There are about 16 wooden bus shelters remaining from those early days. So, next time you are travelling around the inner suburbs of Canberra, keep an eye open for them. They are significant structures related to the early growth of Canberra and are visual reminders of the development of the early omnibus service and the first routes. They represent the early public transport network that was expanding to serve Canberra's growing population. While you are looking at the bus shelters cast your thoughts back to our two young early residents who often waited, patiently (or impatiently), seated in one of these attractive timber waiting sheds, for their bus on routes Nos 1, 1 & 2, and 2. ♣

## references

- Cooper, I. G., Pascoe, L.J. & Morison, I., 1990, *Urban Public Transport*, in Andrews, W.C. *et al.*, *Canberra's Engineering Heritage*, 2nd Ed., Canberra Division The Institution of Engineers, Australia, Canberra.
- Gibbney, J., 1988, *Canberra 1913-1953*, Australian Government Publishing Service, Canberra.
- Metcalf, N., *Memories of Wartime, H.M.A.S Torrens 1939-4, Gorman House & Prime Minister's Department 1941-43*, unpublished personal memoir.
- National Trust of Australia (ACT), *ACT Bus Shelters*, Draft Citation, National Trust of Australia (ACT) File.
- Pascoe, L. J., 1973, *Australian Buses, Government and Municipal. 1. ACT-NSW-SA-TAS*, Traction Publications, Canberra.
- Wise, S., *Recollections of Gorman House and Canberra*, unpublished personal memoir.

Peter Dowling is a heritage consultant and a member of the Heritage Committee of the National Trust (ACT).



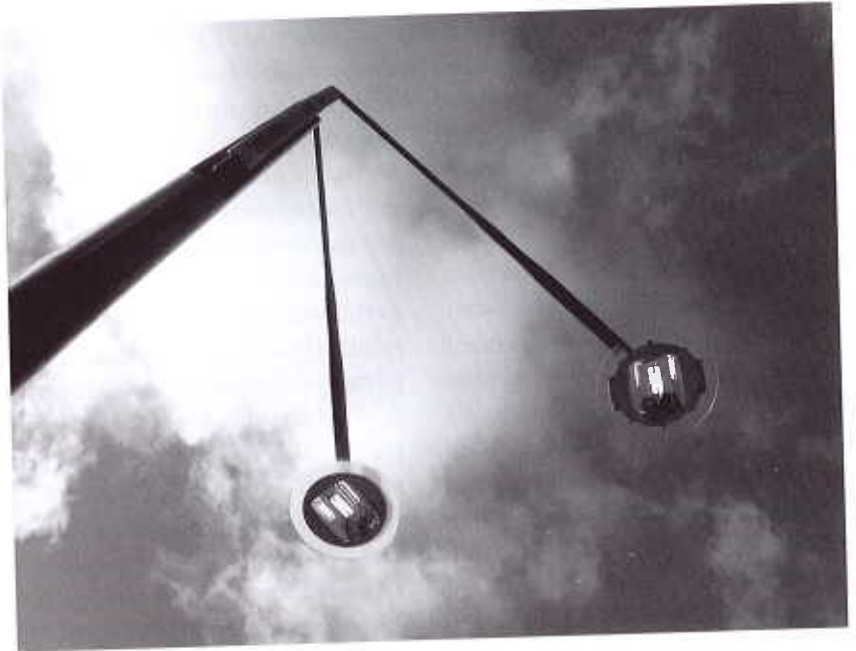
# World-class lighting for Anzac Parade

Jeremy Lasek

Anzac Parade, classified by the National Trust in 1998, is arguably Australia's most famous boulevard, and in the next six months it will undergo a major upgrade. In October the National Capital Authority will open new pedestrian pathways linking the memorials along the Parade. This will provide all weather access to the memorials for the first time and make it easier for Australia's aging ex-servicemen and women to pay tribute to their fallen comrades.

New lights have also been approved for the famous thoroughfare. The National Capital Authority conducted a design competition and has selected a striking design to replace the existing lights that were first turned on in 1965. According to the Chairman of the National Capital Authority, Air Marshal David Evans, the present lights have "passed their use-by-date".

Although the existing lighting is not listed on the Register of the National



Estate, the vista from Old Parliament House is listed. The significance of the existing lighting is the way its "ribbon of light" effect by night and the "guard of honour" by day, contributes to the design excellence of this important place.

"The Authority feels that the [new] design is an appropriate 21st Century solution for lighting Anzac Parade", Air Marshal Evans said. "The paired luminaires will provide a halo effect to light and emphasise the graceful catenary curve of Anzac Parade leading up to the War Memorial."

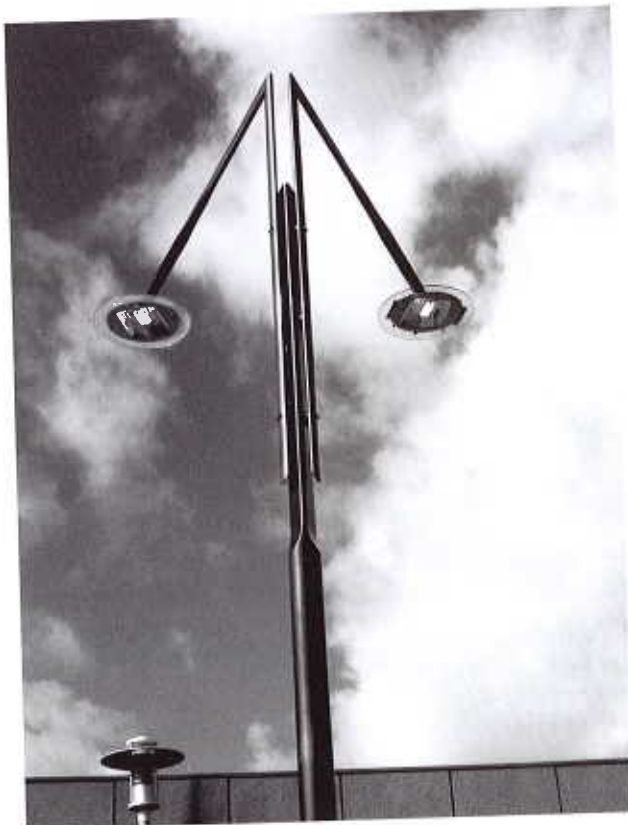
The light's designer, Barry Webb of Barry Webb and Associates, is excited by the Anzac Parade project. "This light really is exceptional in that it relies largely on the unprecedented use, in a road lighting context, of a new

lightsource, the plasma induction lamp Barry Webb said. "This lamp has the major advantage of an exceptionally long life of some 15-20 years compared with the current expectation with a normal high-pressure sodium lamp of approximately four years...the new light will also use 60 percent less energy."

In addition to gains in energy efficiency, the designers expect to enhance the "ribbon of light" effect, as viewed from Mount Ainslie, through the use of a disc of glass lit from below to provide a soft, upward glow. "We believe this design represents a good balance between high quality illuminating engineering and sensitive appreciation of the historic and emblematic significance of the site and an innovative use of materials and cutting edge lightsources technology" Barry Webb added. Members of the National Capital Authority recently inspected the light prototype in Sydney.

Nearly \$3.5 million will be spent installing the 58 new Anzac Parade lights early in 2001. \*

Jeremy Lasek is Media Officer for the National Capital Authority.





The National Trust's Walks and Tours Program has now entered its 9th year. To date 183 activities have been completed and over 4,750 Trust members and friends have participated. Although the majority of activities have been of one or two day durations, major tours have gone to such exotic destinations as the Kimberley, Cape York, the Pilbara, the Birdsville Track and Norfolk Island. No less than seven overseas tours have been offered, five exclusively organised by the Trust, and 20 countries in all have been visited. The return to the Trust now exceeds \$75,000.

In an effort to increase participation and widen interest, part of the Trust's program is now being advertised to U3A members. This issue also offers places on tours arranged by a number of travel agents in respect of which the Trust will receive a commission on confirmed bookings.

## MINING THE GREAT DIVIDE

SUNDAY 29 OCTOBER 2000

A few places may yet remain for this self-drive activity. Freelance historian and heritage consultant, Barry McGowan, is taking us to two quite dissimilar former mining ventures astride the Great Dividing Range to the east of Canberra. The first of these sites, on Mulloon Creek, is close to where the Kings Highway crosses it east of Bungendore. Adding a different touch of scale, the afternoon is being spent at Captains Flat. Barry will take us to the site of the El Capitan smelter and to other interesting features. All walks are short but many are off-track – with a creek crossing at Mulloon and some loose stony ground at Captains Flat. The ticket price includes the usual celebration to end the day.

THERE IS A LIMIT OF 35. RING GARTH SETCHELL URGENTLY (PH 62901100) TO ASCERTAIN WHETHER ANY PLACES REMAIN.

## ORANGE DELIGHT

SATURDAY 11 AND SUNDAY 12 NOVEMBER 2000

A few places may also remain on this all-inclusive coach tour to the Orange district, featuring "Boree Cabonne", the gardens of "Bookannon", "Badine" and "Kangarooobie" and a visit to Ophir, where gold was first discovered in Australia. The forward journey will pass through Canowindra, the return via Abercrombie Caves and Crookwell. RING GARTH SETCHELL URGENTLY (PH 62901100) TO ASCERTAIN WHETHER ANY PLACES REMAIN.

## PATAGONIA & ANTARCTICA

THURSDAY 11 JANUARY TO SATURDAY 10 FEBRUARY 2001

With 25 applicants, this activity has now closed. Please note that Garth Setchell will be away during this period.

## ALPINE MEADOWS & CLASSIC VINEYARDS



Preview: Alpine Meadows & Classic Vineyards

TUESDAY 23 TO FRIDAY  
26 JANUARY 2001

This small coach tour has been organised by Active Travel (Lic 213/D/5) and will be led by well-known ABC gardening commentator, David Young, OAM. It includes an afternoon and a day walk amongst the alpine flowers (using the Thredbo chairlift), a scenic tour down the Upper Murray valley to a private garden at Rutherglen, and a number of wineries on the way home. The price includes all breakfasts plus one lunch and one dinner. It also includes travel insurance, park entry fees and chairlift rides. It will suit anyone of average walking ability but is not an exclusive Trust tour. \$655pp dbl/twin \$775 sgl including the \$10pp booking fee and subsequent deposit of \$100pp.

FURTHER DETAILS AVAILABLE ON PAYMENT OF A \$10PP BOOKING FEE TO THE TRUST (REFUNDABLE IF YOU DECIDE NOT TO LODGE THE \$100 DEPOSIT)



## WOLLEMI, BARRINGTON & MYALL

SUNDAY 4 TO SATURDAY 10 MARCH 2001

This small coach tour, with pick-ups/set-downs from Sydney Central or points north, is being offered by Advent Wildlife & Park Treks (Lic 2TA004146/7) for an all-inclusive cost of \$1110pp dbl/twin or \$1330 sgl ex Sydney. It is an exclusive Trust tour. You would need to make your own way to/from Sydney, with an overnight required on March and late train/coach to Canberra on 10 March. The itinerary, which is designed to appeal to those who enjoy some walking with comfortable overnight accommodation, includes such varied and exciting places as Mt Wilson, Capertee Valley, Nullo Mtn, Gulgong (2 nights), the Goulburn River valley, Scone, Barrington Tops, the Myall River and Mungo Brush.

FURTHER DETAILS AVAILABLE ON PAYMENT OF A \$10PP BOOKING FEE TO THE TRUST (REFUNDABLE IF YOU DECIDE NOT TO LODGE A \$150PP DEPOSIT)

## VISIT TO THE GARDEN STATE



Preview: Visit to the Garden State "Werribee Park"

MONDAY 2 TO FRIDAY 6 APRIL 2001

If you wish to visit the Melbourne International Flower and Garden Show with David Young, as well as visit some great gardens and historic places around Melbourne and northern Victoria, then set aside the dates. This midi-coach tour from Canberra is being developed exclusively for the National Trust (ACT) by Active Travel (Lic 213/D/5) and is expected to include a number of gardens around Beechworth, Dandenongs, Melbourne and Mt Macedon, as well as visits to a number of Trust properties, Werribee Park and, if possible, Government House. The expected cost of around \$850pp dbl/twin and \$1050 sgl, will cover quality accommodation with breakfast in Bright, Melbourne (two nights) and Bendigo. It will also include entries and one dinner on Melbourne's restaurant tram, but does not include the cost

of lunches or other dinners. Non-members of the Trust will also need to pay entry fees to Trust properties.

FURTHER DETAILS AVAILABLE ON PAYMENT OF A \$10PP BOOKING FEE TO THE TRUST (REFUNDABLE IF YOU DECIDE NOT TO LODGE A \$100PP DEPOSIT). BOOK NOW. LIKELY LIMIT 20.

## A SHORT WALK IN BHUTAN

SUNDAY 15 APRIL TO THURSDAY 3 MAY 2001

Another tour by Active Travel (Lic 213/D/5), to be led by David Young whose early career began in the Himalayas. Timed to coincide with the blossoming of rhododendrons, azaleas and orchids, this tour will steep you in the historic culture and great physical beauty of this remote Buddhist kingdom – as yet largely unspoiled by tourism. The tour includes a nine-day "moderate" trek, with porters, to a maximum altitude of 4000m – about six hours walking per day. The tour also visits Calcutta and Punakha, the old capital of Bhutan. Not an exclusive Trust tour, the cost of \$A867 twin share ex Sydney covers most costs except insurance, Bhutan airport tax, meals (outside Bhutan), tips and incidentals. FURTHER DETAILS AVAILABLE ON PAYMENT OF A \$20PP BOOKING FEE TO THE TRUST (REFUNDABLE IF YOU DECIDE NOT TO LODGE A \$300PP DEPOSIT).

## GREAT GARDENS OF ENGLAND & WALES

MONDAY 14 MAY TO THURSDAY 7 JUNE 2001

Although not exclusive to the National Trust (ACT), we are now pleased to promote this very exciting tour for garden enthusiasts. It has been developed for National World Travel (Lic 2TA 5098) by Kathie Mills, BSc MAIH of Orara. Kathie, a well known horticultural tutor and authority on heritage roses, has led previous tours. She has been a friend of Garth Setchell for over 40 years and will lead this tour, which includes over 30 world famous gardens.

The tour will cost \$A6750pp twin share and \$A7900 sgl ex Sydney, including quality B&B accommodation throughout, six dinners, travel insurance, portage and taxes. Highlights include great gardens such as "Sissinghurst", "Wislott", "Powis Castle", "Bodnant" and "Mannington Hall", Winston Churchill's house and garden "Chartwell", Blenheim Palace, David Austin's rose nursery and the Chelsea Flower Show. Private extensions at the conclusion of the tour in the UK or elsewhere, can be readily arranged. Existing Trust members – and many have already shown positive interest – will receive a \$50pp rebate. Fortunately, the \$A has maintained relative parity with European currencies. FURTHER DETAILS AVAILABLE ON PAYMENT OF A \$20PP BOOKING FEE TO THE TRUST (REFUNDABLE IF YOU DECIDE NOT TO LODGE A \$500PP DEPOSIT)



Please post this form to the Ticket Secretary, National Trust of Australia (ACT), PO Box 3173, Manuka ACT 2603, together with one long stamped, self-addressed envelope for each activity being applied for. Although requests for further details will be posted out as soon as received, please note that activity leaflets, receipts, etc, are normally only posted out a few weeks before each activity. Payment may be made by cheque, cash or credit card. Unless otherwise stated, cheques should be made payable to the National Trust (ACT). Phone bookings to the Trust Office will be noted but can only be assured if credit card and tour specific details (eg. pick-up point) are given simultaneously.

Places are reserved only in order of payment. **EARLY APPLICATION ASSISTS US WITH ARRANGEMENTS.** Where booking fees are invited, places are reserved in order of receipt, provided balances are received by the date(s) advised for payment.

Whilst the Trust makes every effort to ensure the quality and safety of the walks and tours on offer, applicants apply at their own risk. In order to ensure that applicants for the more expensive tours receive protection under the Travel Compensation Fund against default by external suppliers and agents, and acting on the advice of the ACT Registrar of Agents, payments for such tours (other than the Trust's booking fees) will need to be paid to the relevant travel agent. Details will be advised to each applicant.

Where offered, the junior rate applies to children (10 yrs +) and to full-time students. The senior rate applies to seniors, pensioners and U3A applicants. A surcharge is generally applied to non-members, excluding "juniors", to encourage membership. All quoted prices include GST. Except where otherwise indicated, a minimum fee of \$2 (at cost after the "Bookings Close" date) will be retained on any cancellation refunds.

Queries may be addressed to the Trust Office (ph 02-62395222) or to our Tours Coordinator, Garth Setchell (ph/fax 02-62901100).

SURNAME OF APPLICANT \_\_\_\_\_ TITLE \_\_\_\_\_ INITIALS \_\_\_\_\_ M'SHIP NO \_\_\_\_\_

ADDRESS OF APPLICANT \_\_\_\_\_

PHONE (H) \_\_\_\_\_ (W) \_\_\_\_\_

SPECIAL REQUIREMENTS (eg. vegetarian, ground floor accommodation) \_\_\_\_\_

### MINING THE GREAT DIVIDE – Sunday 29 October 2000

PLEASE CHECK AVAILABILITY WITH GARTH SETCHELL BEFORE APPLYING

All persons qualifying for junior rate ..... junior \_\_\_\_ @ \$11.00 pp = \$ \_\_\_\_\_  
 All persons qualifying for senior rate ..... senior \_\_\_\_ @ \$15.00 pp = \$ \_\_\_\_\_  
 Ordinary Trust members ..... member \_\_\_\_ @ \$16.00 pp = \$ \_\_\_\_\_  
 All non-members (other than U3A or junior rate) ADD ..... nonmem \_\_\_\_ @ \$1.00 pp = \$ \_\_\_\_\_

Transport offered/requested. Please state numbers \_\_\_\_

Names of others covered by this application: \_\_\_\_\_

.....SUB-TOTAL \$ \_\_\_\_\_

### ORANGE DELIGHT – Saturday 11 and Sunday 12 November 2000

PLEASE CHECK AVAILABILITY WITH GARTH SETCHELL BEFORE APPLYING

All persons requiring single accommodation ..... pers \_\_\_\_ @\$285.00 pp = \$ \_\_\_\_\_  
 All persons requiring twin accommodation ..... pers \_\_\_\_ @\$255.00 pp = \$ \_\_\_\_\_  
 All persons requiring double accommodation ..... pers \_\_\_\_ @\$255.00 pp = \$ \_\_\_\_\_  
 All persons qualifying for senior rate (incl U3A) DEDUCT ..... senior \_\_\_\_ @ \$5.00 pp = \$ \_\_\_\_\_  
 All non-members (excluding U3A) ADD ..... nonmem \_\_\_\_ @ \$5.00 pp = \$ \_\_\_\_\_

Pick-up point. Pl tick – Deakin \_\_\_\_ Braddon \_\_\_\_

If interested in self-drive option (different price), please contact Garth Setchell (ph 02-62901100) for details.

Names of others covered by this application: \_\_\_\_\_

.....SUB-TOTAL \$ \_\_\_\_\_

## ALPINE MEADOWS & CLASSIC VINEYARDS – Tuesday 23 to Friday 26 January 2001

Booking fee to receive further details ..... pers \_\_\_\_\_ @ \$10.00 pp = \$ \_\_\_\_\_

Desired accom (pl tick)- sgl\_\_\_\_twin\_\_\_\_dbl

Names of others covered by this application: .....

SUB-TOTAL \$ \_\_\_\_\_

## WOLLEMI, BARRINGTON & MYALL – Sunday 4 to Saturday 10 March 2001

Booking fee to receive further details ..... pers \_\_\_\_\_ @ \$10.00 pp = \$ \_\_\_\_\_

Desired accom (pl tick)- sgl\_\_\_\_twin\_\_\_\_dbl

Names of others covered by this application: .....

SUB-TOTAL \$ \_\_\_\_\_

## VISIT TO THE GARDEN STATE – Monday 2 to Friday 6 April 2001

Booking fee to receive further details ..... pers \_\_\_\_\_ @ \$10.00 pp = \$ \_\_\_\_\_

Desired accom (pl tick)- sgl\_\_\_\_twin\_\_\_\_dbl

Names of others covered by this application: .....

SUB-TOTAL \$ \_\_\_\_\_

## A SHORT WALK IN BHUTAN – Sunday 15 April to Thursday 3 May 2001

Booking fee to receive further details ..... pers \_\_\_\_\_ @ \$20.00 pp = \$ \_\_\_\_\_

Desired accom (pl tick)- sgl\_\_\_\_twin\_\_\_\_dbl

Names of others covered by this application: .....

## GREAT GARDENS OF ENGLAND AND WALES – Monday 14 May to Thursday 7 June 2001

Booking fee to receive further details ..... pers \_\_\_\_\_ @ \$20.00 pp = \$ \_\_\_\_\_

Desired accom (pl tick)- sgl\_\_\_\_twin\_\_\_\_dbl

Names of others covered by this application: .....

### More recent tours



above: Three Hills, August 2000  
"Eylidene", Gordon NSW

left: Snowy Encounter, August 2000  
Bridge over the Snowy River, Dalgety





## *Palmerville (Ginninderra Estate)*



A view of one of the mounds covering excavated remains.  
photo Carol Cosgrove

This article is based on a project assisted by funding made available by the ACT Government under the ACT Heritage Grants Program. Adapted from a citation prepared by Carol Cosgrove and Peter Dowling.

**Carol Cosgrove**

**P**almerville is an area of parkland adjoining Ginninderra Creek on the northern side of Canberra, not far from the Barton Highway. It is located between the suburbs of Giralang and Evatt and is accessed from Owen Dixon Drive, Evatt. Previously known as Giralang District Park, it has few distinguishing features to give the uninformed visitor any indications of its history.

There is a barbecue area near the carpark and the Equestrian Trail passes through the southern end of the Park. A long gravel road leads the visitor from the carpark to the historic area. After passing a thicket of elms on the right, a number of grass covered mounds can be seen. There is a horse trough on the right, then a bend in the road, after which there is another grass covered mound to the left, near a bay laurel tree. A wooden bridge, from which, on the right, you can see two large oak trees, spans an anabranch in the Creek. On the other side of the bridge, an avenue

of hawthorn has been planted alongside the road.

Palmerville is the site of one of the very early European settlements in the Canberra district. George Thomas Palmer established the settlement here about 1826. Prior to this, there is evidence that Aborigines occupied the land along Ginninderra Creek for many years and members of the Ngun(n)awal group were still in the district when Europeans settled here.

George Thomas Palmer was the nephew of Robert Campbell who received a land grant at Limestone Plains and established a station there (later to become known as Duntroon) in 1825. His father, John Palmer, whose sister Sophia was Robert Campbell's wife, also obtained a grant of land at Jerrabomberra, close to his brother-in-law's station.

George Thomas Palmer lived at Parramatta and placed an overseer in charge of the station at Palmerville (also known as Ginninderra). This was Duncan McFarlane, a free immigrant, who supervised 14 convict men assigned to Palmer<sup>1</sup>. By 1841, the population at Palmerville was 68, of whom 47 were males, 21 females, and 19 were children under 14 years of age. Together with the nearest station of Charnwood, the combined population was greater than the

nearby town of Queanbeyan<sup>2</sup>. At this time George Thomas Palmer's daughter, Catherine, and her husband, Charles Campbell, son of Robert, were living on the property. When they went to live at Duntroon, George Thomas Palmer junior and his wife, Selina, came to live at Palmerville with their two children, and seven more were born to them while they lived on the estate.

Palmerville was still owned by George Thomas Palmer senior and on his death in 1854, the estate was left to his daughter Susan Adriana. 'Addie', as she was known, had married William Davis, who had come to manage the station for Palmer. Davis continued to manage the property after his father-in-law's death, taking on responsibility for over 12,000 sheep. Davis eventually bought out any share in the property to which his brothers-in-law may have been entitled, and became known as the 'Squire of Ginninderra'.

Davis was a great cricket enthusiast, and a skilled player, captaining the Ginninderra eleven who played against other teams in the region. Games played on the estate became major events, and were played at the Ginninderra Store ground, with social evenings held at the nearby woolshed<sup>3</sup>. Davis encouraged local Aborigines who had a flair for the game to join his cricket team and three





The bridge at Palmerville. photo Carol Cosgrove

of these became outstanding players.

Davis built a store on the Estate near his home, but after it was damaged by fire, George Harcourt bought it and in 1867 moved it to a site further up the Creek, adjoining the main road between Queanbeyan and Yass. Harcourt and his wife successfully ran the store and post office for the next 20 years, before selling it and moving to "Deasland" nearby, where they built a house. The store building, which was timber, burned down in a bushfire in 1905. Although the site has been identified, a few bricks among a thicket of elm suckers are all that remain.

Davis and his wife left the district in 1877, after their favourite nephew was killed while riding his horse at a race meeting in Queanbeyan. The property was purchased by Edward Kendall Crace and his wife, Kate. Davis had built a homestead on additional land that he had purchased adjoining the Ginninderra Estate and the Craces moved into this homestead (the present Gungahlin homestead). In 1883 they built a major sandstone extension to it.

Crace established a merino and Devon cattle stud on the property, as well as breeding horses. He also pur-

chased the nearby 'Charnwood' property, giving him a total of 20,000 acres of freehold land. The Craces were badly affected by the financial crisis of 1891, when there was a sharp fall in the price of wool, and had to take out a mortgage on the property.

Tragedy struck one day when the Ginninderra Creek was in flood and Crace decided to go to Ginninderra Village by buggy, driven by his groom. On the return journey, with the flood rising, the buggy was swept away and both men were drowned.

The Craces had nine children and Kate Crace stayed on at Gungahlin for many years after her husband's death. The eldest son, Everard, took over as manager of the property in 1900. When he married in 1903, he and his wife lived for some years in one of the cottages on the Ginninderra Estate at the former Palmerville settlement. Everard and his wife were active in the local community and Everard was president of the Ginninderra Farmer's Union and later the Advance Hall and District Association.

In 1915 the Crace property, including the former Palmerville settlement, was resumed by the Commonwealth

following the establishment of the Federal Capital. Everard and his wife lease 160 acres around the Gungahlin Homestead and remained there until his death in 1928.

Two brothers, Henry ('Babe') and Arthur ('Chappie') Curran, who took leases in the Ginninderra area in the 1920s, lived with their families in the house which had been occupied by Everard Crace and his wife. 'Babe' lived there until 1927, followed by 'Chappie' who lived there until the property was acquired by the CSIRO. The CSIRO demolished the house and other buildings around 1959 to clear the land for experimental farming.

Today, all that is left of the estate is the archaeological remains and the tree. Excavation took place in the 1980s and in 1990 to determine the nature of the remains. The grass covered mounds are the result of the excavated areas being covered with earth to protect them following the investigations. The wooden bridge, built around the 1840s, has been reconstructed using the original stone abutments, and the avenue of hawthorn trees believed to be the entrance drive to the homestead, has been replanted. The mound where the bay laurel is situated is believed to be the site of the main homestead. The two oldest oak trees are estimated to have been planted as long as 1848 and 1852, making them the oldest oaks in the ACT.

There is a need for an interpretation plan for the site, including appropriate signage. It is important that people be made aware of the history of this site; this will help to ensure that the archaeological and landscape elements of the place are protected. ♣

1. Gillespie, L.L., 1992. *Ginninderra, Forerunner to Canberra*, published by author, ACT, 8
2. Goldsmith, J., et al., 1983. *Giralang District Park Conservation Plan*, NCI Canberra.
3. Gillespie, op cit, 44.

Carol Cosgrove is a heritage consultant and a member of the Heritage Committee of the National Trust (ACT).





# Endangered Places in the ACT

Colin Griffiths

Readers may recall that the Winter edition of *Heritage in Trust* this year contained an article by Carol Cosgrove on the bleak future faced by the cottages near the Cotter Dam. It was pleasing to be able to report in the previous (Spring 2000) edition of the journal that the most significant of the cottages—the one closest to the pumping station—would not now be demolished, but would be conserved together with cottage number 2. The Trust was pleased to report what it considered to be a “good outcome”, remembering however, that there is no protective covenant over the remaining heritage cottages.

The cottages at the Cotter, together with the Cotter bridge and Hall Village, were nominated earlier this year to the Endangered places list, an Australia wide list compiled by the Australian Council of National Trusts. The 2000 listing of Endangered Places was launched by the Honourable Tom Uren in Alice Springs on 22nd August. In total over 30 places from all States and Territories were included in the 2000 list, ranging from the Ravenswood Homestead at Yass to the Toowong Swimming Pool in Brisbane to the Chinatown area of Broome in Western Australia.

Whilst it was pleasing to be able to report in media interviews that a good outcome had been achieved for the Cotter Cottages, it was still necessary to reflect a concern regarding the integrity of Hall Village. This concern was expressed both in terms of inappropriate developments within the village itself and also in terms of the wider landscape setting of the village and the possibility of the character of this setting being com-

promised by future rural development. The National Trust hopes that the recently completed study of Hall village by Peter Freeman will form the basis of Government policy that will better protect the character of the village.

Interest was also shown in the fate of endangered places from previous listings. It is disappointing to report that there has been no discernible improvement as far as the four places listed in previous years was concerned. These places are Stirling Park in Yarralumla, the Canberra brickworks—also in Yarralumla—“The Valley” in Gunghalin and the Aboriginal Sites in Oaks Estate. Details of these places were printed in the Winter 2000 edition of *Heritage in Trust*. ♣

Full details of the Endangered Places program can be found at [www.austnatrust.com.au](http://www.austnatrust.com.au), the website of the Australian Council of National Trusts

Colin Griffiths is the National Trust (ACT)’s Heritage Officer.



## Have a Spring Fling

*Just \$142.50 per person (twin share)*

*Your choice from our a la Carte Menu for Dinner  
Luxurious Accommodation  
Cooked Breakfast (paper delivered)*

***Be tempted...whatever the occasion...Just do it!  
You'll be glad you did!***

*Just 30 minutes from Canberra you will discover a beautifully preserved building circa 1885. Originally a Cobb & Co Coaching Inn, The Carrington of Bungendore is now a place where you can relive past elegance, with the many open fires, smaller intimate dining rooms, plentiful antiques, rich velvets, lace & crystal, and of course, the mahogany & etched glass bar, over 200 years old, from Bath in England.*

*Valid Mon-Fri until the end of December to National Trust Members only. (Excludes Christmas and NY Eve and night.)*

*For all reservations and enquiries*

***Phone (02) 6238 1044—or look us up at [www.thecarrington.com](http://www.thecarrington.com)***



# TREES IN THE ACT 17—Haig Park

Extract from the Register of Significant Trees

Robert Boden



**LOCATION:** parts of Section 8 Braddon and Section 66 Turner, running east-west from Limestone Ave to Froggatt St

**DESCRIPTION:** fourteen rows of trees that were planted in 1921 by Thomas Charles Weston to form a windbreak for the developing suburbs of Braddon and Turner. The tree species included are Argyle apple (*Eucalyptus cinerea*), Pin oak (*Quercus palustris*), Red ash (*Fraxinus pennsylvanica*), Desert ash (*F. oxycarpa*), Roman cypress (*Cupressus sempervirens* 'Stricta'), Deodar (*Cedrus deodara*) and Monterey pine (*Pinus radiata*). There are some examples of the form of Roman cypress with horizontal branches (*sempervirens* f. *horizontalis*) which is rare in Canberra. The shrub Chinese hawthorn (*Photinia serrulata*) is planted in parts of the Park.

**CATEGORY:** The Park was included in the ACT Heritage Places Register on 14 September 2000 as part of Plan Variation No. 145 to the Territory Plan. It was placed in the National Trust of Australia (ACT)'s Register of Classified Places on 1st July 1982.

**COMMENTS:** A program of removal and replacement of ageing Monterey pines was carried out between 1984 and 1992. By 2000, 139 of the original pines remained and replantings of different ages ensure the dynamic nature of the Park will continue. Further removal and replacement of some of the other species will be needed in the future.

## Editorial

Canberra's trees were regarded so highly in the 1950s that a Senate Select Committee expressed the hope 'that the day will come when the public buildings of Canberra will equal its trees in dignity and grace'.

Some graceful and dignified buildings have been built in the last 50 years, but in the same period maintenance of Canberra's tree heritage has declined. Ornamental tree research initiated by Charles Weston and Lindsay Pryor has ceased and higher housing densities have reduced the space available to plant new trees.

In response to community concern about the removal of trees from several urban leases the Department of Urban Services established a Tree Management Task Force in January 1998 to advise on the issues of tree protection and management. The Task Force prepared a discussion paper identifying priority issues, and in July 1998 the Minister for Urban Services, Brendan Smyth MLA, referred the paper to the Standing Committee on Planning and Urban Services

for consideration. The Committee invited public submissions and issued a report with 27 positive recommendations for trees on 2nd May 2000.

On 29th August 2000, Brendan Smyth issued the Government's response to the Urban Services Committee report which adopted all but two of the Committee's recommendations. No financial commitment to implement them was made. However, the decision to prepare a 'Trees Policy' based on the Committee's report, the ACT Tree Management Task Force Discussion Paper, and public comment, carries with it a decision to address 'any budget implications'.

Many of the concerns about trees in the urban setting are linked to planning matters and it is pleasing to read the Government's commitment to address these concerns through revisions to the ACT Code for Residential Development (ACT Code 2). The draft Code will be released as a draft variation to the Territory Plan providing opportunity for public comment.

A key plank (if that is the appropriate word) in the Minister's statement, and one of special interest to the Trust,

is the commitment to prepare a Significant Tree Register that identifies and protects trees on Territory land, and private leases, according to criteria agreed upon through a collaborative public consultation process.

Members will know that the Trust has been developing a Significant Tree Register as part of its heritage classification process for some years. Members should also be aware that although classification by the Trust carries strong moral persuasion, it has no statutory backing and strengthen the physical protection of classified places.

Your Council presented a submission to the Planning and Urban Services Committee and welcomes the decision to give 'teeth' to the Register. We will continue to maintain an active interest in the protection measures the proposed Significant Tree Register will provide and the commitments the Government has made to the other recommendations.

The Government's response is available from Mr Brendan Smyth's office on 6205 0099. ♣

Robert Boden





## Obituary

Jack "Jock" Harvey, Colonel (retired), MBE. 13th June, 1924–20th July, 2000.

Jack Harvey, affectionately known to us at the Trust as Jock, was born in New Zealand, one of four children, and grew up in Auckland. After Matriculation he studied accountancy, worked at the Department of Labour, and passed his University Entrance exams. However, a clerical career did not appeal and, in 1942, he joined the New Zealand army and was posted to an artillery unit.

In 1943 Jock was selected to attend the Royal Military College, Duntroon, from where he graduated in 1947. His Commandant's graduation comments included "a natural leader—a good organiser and reliable. Should make a good officer".

It was on a voyage home on leave to New Zealand that he first met Audrey Gray, a Canberra girl. Their friendship blossomed during the Duntroon years and they married on 10th January 1948.

Jock's New Zealand army career included a period at Army Headquarters in Wellington, a year with the Commonwealth Occupation Forces in Japan, and from 1957–1960 he was Company Commander, 1st Infantry Battalion in Malaya. His service there included operations with the SAS. Audrey and their two children lived in Malaya with him during most of that time.

Jock was a very caring officer and was held in great affection by his troops, one of whom wrote to Audrey at the time of Jock's death—"An Officer is judged by those who serve under him, not by his superiors. Jock was a father figure to us."

After various postings in New Zealand Jock served for one month in Vietnam with the US Army, and in 1968 was appointed Aide-de-Camp to Sir Arthur Porritt, Governor General of New Zealand. After that appointment Jock declined a posting to Washington, USA, and retired from the army in 1969 with the rank of Colonel. He was awarded an MBE in the Honours of 1st January, 1964.

Shortly after retirement from the army Jock was appointed Director of the New Zealand Kennel Club, a position held for 10 years which enabled him to pursue his interest in the breeding of Labrador dogs.

Despite being New Zealand born Jock had developed a great love of Australia during his Duntroon years and in 1979 he and Audrey moved to Australia, where they settled in Canberra. It was then that his association with the National Trust began.

The ACT Branch of the National Trust of Australia had been formed on 9th May 1978, largely as a result of the



efforts of the late Dorothy Moore, with Ted Smith as the Branch's first Administrator. Ted had been at Duntroon with Jock and suggested to Jock that he apply for that position so he (Ted) could move to the coast. Jock's appointment as Administrator was to last until 30th June 1990, during which time he served with Presidents General Ken Mackay, Lady Alison Hay, Professor Doug Waterhouse and Professor Ken Taylor. The Branch grew in that time from a membership of less than 500 to 1,368. At the time of his appointment the remuneration was petrol money only, and although it wasn't a full-time appointment the hours usually were.

During those ten years with the Trust

Jock was instrumental in arranging the move of the Trust office from Manuka to Kingston, and then to the Kingston Art Centre. He was involved in construction of new premises at Geil's Court, Deakin, including preliminary negotiations with the ACT Government, bankers and builders. With his assistance the Trust's first gift shop was opened at Lanyon, later followed by the Manuka shop. He was instrumental in starting the Lanyon Guardians program, the Trust News, and the Antique Fair, an idea he developed in conjunction with antique dealer Peter Cook of Sydney—a fellow officer at Duntroon. The Trust tours, including the memorable 1987 Murray River cruise on the paddle steamer *Emmylou*, were largely organised by Jock.

He arranged support for the Fund Raising committee, of which Audrey Harvey became an active member. The Fund Raising Committee was operating before the ACT Branch was formed and was the catalyst for the formation of the ACT Branch. Many of its Members were NSW Trust members living in the Canberra region.

Those who worked with Jock in the Trust office speak of his caring nature and the family atmosphere he created. This is a reflection of his army colleagues' comments. Despite the onset of health problems Jock stayed on at the Trust to provide continuity after the retirement of Professor Doug Waterhouse, and he finally retired on 30th June 1990. Jock made a very significant contribution to the work of the National Trust of Australia (ACT) during its formative years.

In addition to his work for the National Trust Jock was an active Legatee with Canberra Legacy and an active member of Rotary, serving as secretary of The Rotary Club of Canberra from 1984 to 1986, and as its Community Services Director.

He will be greatly missed by his many friends and colleagues. ✱

A L Hayward.

## Letters

### Floriade and Yarralumla Brickworks

As usual I read with interest the Spring edition of *Heritage in Trust* and in particular the article concerning the Old Canberra Brickworks. The suggestion was made that the site would be 'ideal as a permanent floral garden', suggesting that Floriade would best be relocated from Commonwealth Park to the Brickworks. I understand from the article that the total area of the site is approximately five hectares of which three are available for Floriade.

It might be of interest to note that the present site of Floriade, according to its manager, comprises about four hectares including Nerang pool and the carpark. The present area of carparking in Acton park, behind the swimming pool in Civic and in Reid, which are integral parts of the Floriade Festival, is approximately five hectares. Similar festivals such as the Keukenhof in Holland comprise 21 hectares of which almost half are occupied by car and bus parking facilities.

Commonwealth Park is too small a venue for the potential of the Floriade Festival and desperately needs a new site. Such a site needs to be at least ten hectares in size to accommodate its infrastructure and probably the same size for car and bus parking. It also requires easy access from a major tourist route, without creating a conflict with residential traffic.

On all these accounts the Brickworks site in its present form would be a very unsuitable site.

**C. S. de Bruine, Melba.**

**Floriade designer and coordinator, 1986-90.**

### Bruce Macdonald replies

I think that Mr. de Bruine has misinterpreted my remark regarding the floral garden at the Brickworks. The concept of a floral garden was one incorporated in the planned development of the Brickworks site in 1978 by the late Allan Marr who considered that such a site

would be a colourful complement to the display of native flora at the Botanic Garden. He used as his inspiration the "Butchard Garden" on Vancouver Island in Canada which was developed within the quarry area of an abandoned cement works and is magnificent. Marr considered that people are attracted by colourful display outside the policy of the Botanic Garden. He obtained the services of well known Canberra Landscape Architect, Helen Cohen for the detail. I made no mention of it as a site for Floriade as Marr's plan predated it. Incidentally, the Brickworks site is 9.6 hectares with a further five hectares incorporated in Marr's Brickworks lease. I was only referring to the upper area.

**Bruce Macdonald**

### Early Canberra Gardens

In *Trust News*, Spring 2000 on page 10 there is a photo captioned "An early Canberra garden - possibly in Griffith". This photo is from the Mildenhall Collection and appears on page 30 of Freeman (1996) *The Early Canberra House*, captioned "A typical 1920s front garden, with beds of standard roses within the front lawn". The house in the photo is at 59 Dominion Circuit, Forrest. While the rose beds have disappeared from the front lawn, the distinctive facade and even the electric lantern remain.

**Trevor Lipscombe**

### Power House Siding

In the last issue I was interested to read of the recognised heritage significance of the Power House at Kingston and its possible future adaptive re-use. However, there was no specific mention of the rail connection to it, and the significance of it not only as a vital part of the infrastructure of the installation, but also as the only remaining vestige of the original railway to Canberra. Its purpose was to bring coal for the boilers and later to take ash away. The "Power House Siding" was recognised as the official terminus of the line until the first station was built in 1924.

My concern has been aroused by reading in their local newsheet that the Australian Railway Historical Society

"has approached the KFRDA for acquisition of the redundant rail which used to serve the Kingston Power House".

Surely if not already considered, the line should be included as part of the access road or path in the development. More imaginatively, the Power House could be developed as a technological history display on a smaller scale to that in Sydney using Canberra associated items which are stored in the National Museum Collection and elsewhere. It could be supplemented with a display of some of the better items owned by the Railway Historical Society. The track could be used as a significant departure point for the excursion trains from the platformed Stores building adjacent to the Power House. This was part of the infrastructure and would be a display area in which other technologically interested groups in Canberra could participate under strict control.

I believe some investigation of the structure is equally important as its future. A glaring example of this ignorance is that, when the Yarralumla Brickworks was placed on the National Estate, only the kilns were considered, ignoring the building in which the bricks were made. Fortunately this has been compensated in the ACT Heritage Inventory.

**Bruce Macdonald**

### Robyn says goodbye to the Trust

I have now left the National Trust to take up a position with the ACT Library Service. It all happened very quickly through these pages I would like to say goodbye to all the Trust members I have met over the past 5½ years.

Through my association with the Trust I have had the pleasure of meeting many wonderful Trust volunteers. Thank you to all of you for your support. I hope we will meet again.

**Robyn Trezise**





## National Trust Committee Meetings

*Council* at 5:30 pm Thursday 16<sup>th</sup>  
November

*Publications Committee* at 12:30 pm  
Monday, to be advised

*Education and Cultural Committee* at 5:30  
pm Wednesday to be advised

*Heritage Committee* at 12:30 pm Tuesday  
10<sup>th</sup> October and 14<sup>th</sup> November

*Lanyon Committee* at 12:15 pm Tuesday  
17<sup>th</sup> October and 21<sup>st</sup> November

*Antique Fair* at 12:30 pm Thursday, to  
be advised

## Coming events

### Old Parliament House

#### NATIONAL PORTRAIT GALLERY

*Heads of the People*—to 29 October.

Images from colonial Australia.

*Headspace*—to 29 October

Paintings, drawings, photographs  
and collages from primary school  
aged children.

phone 6270 8222 for details.

### Historic Places ACT

#### LANYON

*Out of the Attic*: Lanyon photos

1870–2000. 2 Sept–30 November

*Hairs, hearts and knots* - Sentimental

jewellery. 8 Oct, 2–4pm. \$6  
(inc. afternoon tea).

phone 6237 5136 for details.

#### NOLAN GALLERY

*Arthur Boyd and the Exile of Imagination.*

1 Sept–29 Oct. 41 paintings and  
drawings from the early 1970s.

phone 6237 5192 for details.

#### MUGGA MUGGA

*Family Fun Heritage Hunt*. 5 Nov and 3

Dec., 1.30–4.30pm Explore Mugga  
to discover the past and present  
uses of the land.

phone 6239 5607 for details.

### CALTHORPES' HOUSE

Open House for Senior Citizens—  
3, 4 and 5 October, 10am–4pm.

Drop in for a cup of tea, singalong  
around the piano or to share your  
memories. Free. phone 6295 1945  
for details.

**Thank you to the following who  
helped with the mail-out of the  
Spring edition of Heritage in Trust.**

Max McKenzie

Sue Brown

Francis Hall

Janet Robertson

Robyn Maher

Anne Whitsed

## New Members

The National Trust of Australia (ACT)  
extends a warm welcome to the follow-  
ing new members.

Atkinson, Miss M, Hackett

Ausling, Mr D & Mrs L, Braddon

Bailey, Ms M, Yarralumla

Balfour, Mr A, Narrabundah

Barnes, Mrs J, Red Hill

Bell, Mr G & Mrs T, Calwell

Blake, Miss S, Scullin

Boesen, Mr B & Mrs K, Weetangerra

Bongiorno, Dr F, Cook

Brake, Mr T & Mrs A, Belconnen

Campbell, Mrs B, Hackett

Clarke, Ms H, Wanniasa

Clement, Mr J & Mrs J, Fraser

Cody, Mrs H, Mawson

Cox, Mr R, Duffy

Cummins, Cgre A, Mawson

Davies, Miss E, Wamboin NSW

Deane, Mr R & Mrs R, Chapman

Edwards, Mrs P, Stirling SA

Edwards, Mr B, Nth Lyneham

Ellis, Dr R, Yarralumla

England, Mr B & Mrs O, South Aust.

Evans, Mr H, Weston

Fischer, Ms C, Holder

Fuller, Mr R & Mrs R, Jerrabomberra

Gerahty, Mr N & Mrs M, O'Connor

Girvan, Ms J, Ainslie

Goggins, Ms C, Rosny TAS

Green, Ms I, Ainslie

Harding, Mr P & Mrs S, Campbell

Harrison, Mr K & Mrs D, Chisholm

Hogg, Mr L & Mrs J, Florey

Hunter, Mr P & Mrs C, Kambah

James, Mrs W, Curtin

Jansson, Ms H, Curtin

Jarvis, Mr D & Mrs V, Jamison

Kerr, Mr C, Macarthur

Kingham-Edwards, Ms R, Nth Lyneham

La Peyre, Ms S, Duffy

Lawrence, Ms B, Wagga Wagga

Lawson, Mrs E, Mawson

Le Mesurier, Mr J & Mrs S, Mawson

Lewis, Mr G & Mrs A, Mawson

Long, Dr F & Mrs G, Mawson

McElligott, Mr M, Florey

McGrann, Mr M & Mrs K, Gordon

McLennan, Dr N, Cook

Meredith, Mr T & Mrs C, Warramanga

Milner, Ms T, Yarralumla

Mitchell, Ms J, Hughes

Moore, Ms A, Vermont VIC

Morris, Mr P, Wanniasa

Murray, Mr S & Mrs H, Oxley

Nickols, Mr M & Mrs C, Kambah

Oakman, Mr P & Mrs J, Amaroo

Perks, Ms S, Mt Druitt Village NSW

Pilmore, Mr R, Downer

Price, Mr P, Yarralumla

Ramage, Ms G, Florey

Richards, Mr R & Mrs C,

Murrumbateman

Richards, Ms P, Murrumbateman

Rigby, Mr M, Mt Druitt Village NSW

Roberts, Mr L & Mrs B, Kaleen

Robertson, Mr G & Mrs B,

Norfolk Island

Routledge, Mr M, Wagga Wagga

Smith, Mr L & Mrs S, Kambah

Stodart, Ms E, Curtin

Treadwell-Kerr, Ms M, Macarthur

Vivian, Mr C & Mrs K, Florey

Walker, Mrs J & Ms K, Theodore

Watkins, Mrs J, Duffy

Webster, Ms E, Dalmeny NSW

Willcocks, Mr K, Dalmeny NSW

Willheim, Mr & Mrs E, Forrest

Williams, Mrs J, Melba

Williams, Dr N & Mrs M, Kingston







## Lamplight Tours at Cooma Cottage

As part of the Yass Festival celebrations, the staff and volunteers of Cooma Cottage at Yass invite you on a lamplight tour to experience the house by the shadows of a flickering candle.

Cooma Cottage is one of the oldest rural houses surviving in New South Wales and was the home of the famous Australian explorer Hamilton Hume. However, the Cottage has been home to many others during the past 170 years, and it's just possible that one of them remains with us today.

Without the benefit of electric lighting the house at night gives the visitor a feel for life as it was in the 1850s and an ambience totally different to that experienced during daylight hours.

In the quiet of the evening within the cloak of country darkness, as stories of the past are retold, the creaks and groans of this old cottage will set your imagination racing and your spine chilling.

Hosted by one of our most experienced guides, visitors will be shown in and around the Cottage and hear some of the interesting stories of years gone by.

Why not get a party of friends together? The tours will be run at 8 pm on Saturday 7<sup>th</sup>, 14<sup>th</sup> and 21<sup>st</sup> of October. **Numbers are limited so it's important to book to avoid disappointment. The admission price of \$10 per person includes a generous home cooked supper by the fire in the Teahouse. What better way to end your twilight visit to this beautiful property.**

For information and bookings, please call Lea Douglas on 6226 1470.

Other Yass Festival Activities in October include:

Gwen Warmington Lodge Fete .....	7 <sup>th</sup> October
Royal Australian Historical Society Conference ..	7 <sup>th</sup> & 8 <sup>th</sup> October
Yass Markets .....	14 <sup>th</sup> October
Bookham Markets .....	15 <sup>th</sup> October
Yass Garden Competition .....	21 <sup>st</sup> October
Yass Railway Museum Open Day .....	21 <sup>st</sup> October
Taste Food and Wine of Capital Country .....	21 <sup>st</sup> October
Vintage Tractor Pull .....	22 <sup>nd</sup> October
Cemetery Walk .....	22 <sup>nd</sup> October

# WIN!

one night's accommodation and  
breakfast for two at the historic  
Kurrajong Hotel

To go into the draw, simply spend a minimum of \$30 at the Old Parliament House Shop.

Package is valued at \$175 and is subject to availability. The prize must be taken between January and September 2001. The room can be either a double or a twin, and a full cooked breakfast is provided. Draw will take place in the shop on 24th December 2000 and the winner will be notified by phone.

## **Don't Forget!**

The National Trust (ACT)'s  
**Annual General Meeting**

7.30 pm Thursday

23rd November 2000

Community Room, Griffith

Library, Blaxland Crescent,

Griffith





### Heritage in Trust

is published by the  
National Trust of Australia (ACT)  
2 Light Street GRIFFITH ACT 2603  
PO Box 3173  
MANUKA ACT 2603  
Tel (02) 6239 5222 Fax (02) 6239 5333  
e-mail [nationaltrust@effect.net.au](mailto:nationaltrust@effect.net.au)  
ABN 50 797 949 955

#### PRESIDENT

Professor Ken Taylor AM

#### EXECUTIVE DIRECTOR

Mike Hodgkin

#### EDITING AND DESIGN

Paul Wallace

#### EDITORIAL GROUP

Colin Griffiths, Carol Cosgrove,  
Peter Dowling, Robyn Trezise

#### FREQUENCY

published quarterly

#### PRINTING

Robeys, Canberra

#### COPY DEADLINES

20 January, 20 April, 20 July, 20 September

#### ADVERTISING

Enquiries should be directed to the National Trust  
Office on (02) 6239 5222.

Discounts on advertising rates apply to non-profit  
community groups and Corporate Members  
of the Trust (ACT).

#### ANNUAL SUBSCRIPTION RATES

Joining Fee .....	\$33.00
Household membership .....	\$66.00
Single membership .....	\$46.20
Pensioner/student membership .....	\$30.80
Pensioner/student household membership .....	\$46.20
Seniors card single membership .....	\$40.70
Seniors card household membership .....	\$55.00
Affiliated organisations membership .....	nil or equal fee
Corporate membership .....	\$220.00
Community organisations membership .....	\$66.00
<b>Life memberships also available</b>	
Single life membership .....	\$506.00
Dual life membership .....	\$715.00
Benefactor .....	\$1100.00

#### CORPORATE MEMBERS

Bradley Allen  
Canberra Sightseeing  
Goddard and Partners  
Hotel Kurrajong  
Just Travel  
Totalcare Industries

#### BENEFACTOR MEMBERS

Justice Rae Else-Mitchell  
Ms Helen Regan

This magazine is published with financial  
assistance from the ACT Heritage Council and  
the Australian Heritage Commission.

## Shop News

It is hard to believe that it is nearly Christmas. This year has really passed by quickly. It has been busy but enjoyable, and we have had lots of fun. I would like to welcome all the new volunteers who have joined us in the last few months, and thank all our volunteers for their effort and friendship, and hope that everyone has a great Christmas and New Year. I would also like to thank them for having to put up with a besotted Nanna, and promise to try to be a little calmer next year!!!

We still have a few blank spaces on our roster which we would love to fill, if any members would like to help out please give me a ring or come in to the shop.

We now have in stock the National Trust desk diaries, Christmas cards and the little pocket diaries. *Remember that Members receive a 10% discount on purchases*, and all the profits go back to the National Trust (ACT).

Just the thing for those Chocoholics among us. The **Chocolate Shop**, at Centrepoin in the City, has offered a special discount of 15% upwards for members, including free gift wrapping on production of their membership card when placing their order.

The family company has been in operation for the past 24 years in several States, and is one of Australia's oldest specialist chocolate retailers, bringing a wealth of hands-on experience to their shop in Centrepoin at Civic. The Chocolate Shop also has a very good range of Amanti Gourmet Coffee. What better partner to the best chocolate. So don't forget to take your card next time you go to Civic and *indulge*.

This year the Combined Charities Christmas Card Shop is located on the 9th floor of the FAI Building on the corner of London Circuit and Akuna Streets. Take the lift in the front foyer area adjacent to the ACT Government Shop Front. The rostered day for the National Trust is on Thursday the 7th of December and all members who would like to volunteer their time to assist would be very welcome.

I would like to wish all volunteers, members and friends a Merry Christmas and a Happy New Year. Have a great break, and if traveling, drive carefully.

**Dianne Dowling**

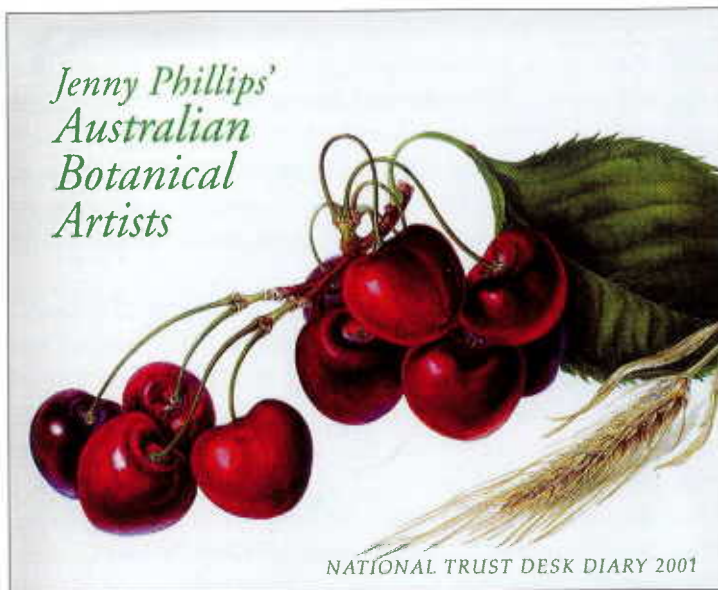




# The Old Parliament House Shop

Come and visit us at Old Parliament House

Open 7 days, 9am to 5pm  
phone 6273 4744



No Old Parliament  
House admission fee for  
visitors to the shop



Christmas cards  
Books on local history



Discount of 10% for all  
National Trust Members

Make payments for membership and Trust Tours