

Roads and Bridges

The chief reason for instituting local government in Queensland was to raise revenue and spend it on construction and maintenance of roads and bridges. Since the 1850s the colonial government had attempted to finance and co-ordinate road and bridge construction in response to settlement patterns and pastoralists' demands. In 1849 £4,000 was allocated for expenditure in New South Wales on roads beyond the settled districts and in 1851 £200 was voted to each of the County Benches for road maintenance. In 1853 the New South Wales Legislative Council recommended that local road trusts be formed to manage road maintenance and extension assisted by Road Surveyors.¹

One of the first road projects in Queensland was the Burnett road via Durundur on which the government spent £1,500 in 1861. Crossings of the Stanley River and Sheep Station Creek were repaired in 1865 and the approaches to Mary Smokes Creek were formed. Two bridges were constructed in 1865-1866, one over Lockyer Creek and the other over Buaraba Creek. The Lockyer Creek bridge was 114 feet long and 16 feet wide. Foreman of Works, Brightwell, was in charge of the road party which had cleared a track through the Rosewood Scrub near Tarampa for selections in the Agricultural Reserve. As well, £328 had been spent on marking a road from Buaraba station to Colinton station, forty-one miles long; thirteen miles of the road as far as Eskdale had been made trafficable.²

Upper Brisbane River residents called a meeting on 17 May 1869 at Hay's Cotton Shed, 'Celbridge', near Wivenhoe to protest about the government's inaction on road improvements. They petitioned the government for increased funding. In fact, since Separation, £2,206 had already been spent on the ninety-nine miles of this road from Ipswich north, but this was small compared with the £7,158 spent on the sixty miles of the Ipswich to Tarampa and Eskdale road.³

Managing road and bridge construction in Queensland presented major difficulties. Engineer of Roads for the Southern and Western Districts, surveyor Robert Austin, was blamed for the laxical management of finances. A Select Committee of Inquiry in 1867 recommended the amalgamation of the offices of Engineer of Roads and Under Secretary of Works and the creation of local

authorities to carry out road and bridge construction.⁴

The Palmer government introduced the idea of Road Trusts into Queensland in 1871, requesting districts to nominate Trustees to assist government in supervising the expenditure of money on road and bridge construction and maintenance. Several trusts were formed for roads in the Brisbane Valley. H.M. Aldam (Newland, farmer), Charles Ihle (Orange Grove farmer), Captain Vernor (Cluen, gentleman) and J.S. Poole (Poolmount, farmer) were nominated as trustees for the road from Pine Mountain to the first crossing of the Brisbane River (twelve miles). The trust for the whole road from Ipswich to Nanango comprised W.M. Bowman (Mount Brisbane, landholder), J.H. McConnel (Cressbrook, gentleman), G.E. Forbes (Colinton, landholder), Thomas Peters (Esk Creek, farmer), and D.C. McConnel (Cressbrook, landholder). Richard Watson, James Dunlop, George Andrews, James West and J.A. Spiers, (all Tarampa Reserve farmers), were trustees for the road from the Brisbane River to Tarampa Reserve.⁵

Longlands, Foreman of Works in the Roads Department for the East and West Moreton Districts, toured the districts with J. Stringfellow, Superintendent of local construction in 1871, inspecting repairs. The road to Rosewood Scrub had already been improved by the construction of a deviation in 1871 from Edward's farm to Semphill's (sic) avoiding the Fairnie Lawn swamps and the red ridges and making it considerably shorter. It took years to convince selectors that this road was the better one to use. On the Brisbane River Road to Stinking Gully (Fernvale) a pile bridge forty-two feet long and sixteen feet wide was constructed over Fairnie Lawn Brook in 1871. The Brisbane River Road was cleared for forty-one miles in 1871, various gullies were logged as far north as Esk Creek, and some gravelling was done. Where the road was formed up, it was done to a width of thirty feet.⁶

One of the first road building jobs organized by the Trusts was the road along the southern side of the Brisbane River and along Stinking Gully (Fernvale) flat at a cost of £200 in 1872. They also invested in drains and culverts the following year especially around Fairnie Lawn. The Ipswich to Nanango Trust did not fare so well, having major

History of the Shire of Esk

problems with bridges, right from the first crossing of the Brisbane River north of Stinking Gully which was only passable to horses in 1872. Further north residents on the Upper Brisbane were disappointed that work on repairing the road appeared to have stopped after there was a £2,500 grant to repair sixty miles of the Main North Road and only £500 had been spent. Cuttings through the large hills, widenings, and repairing the old crossing at the Upper Brisbane had been neglected. Meanwhile £885 had been spent on the Tarampa Road by the government in 1872-1873; four and half miles of dense scrub had been cleared to make the road and twelve substantial culverts were constructed. 'Finger Board' sign posts were installed at a number of major road junctions.

In 1878 selectors petitioned the government to finance the clearing and forming of the road from Bellevue to Mount Brisbane, which was almost impassable in wet weather because of fallen timber. As the selectors spread out they demanded the survey of new roads, notably from Ivory's Creek to the Brisbane River, and from Emu Creek crossing Maronghi Creek to the Burnett Road near Cressbrook Lagoon leading to Pryde's selection. By then there were 738 miles of road in the Brisbane Valley, on which an average cost of £15 per mile had been spent.⁷

Immediately the Divisional Boards were formed in 1880 the government reduced its expenditure on roads. The Esk Divisional Board's main priorities were the Main North Road, Cressbrook Road, and Mount Brisbane Road. The Board sought to reserve sources of gravel, stones, and timber for road construction. It also authorized the Inspector of Works to experiment with rolling newly formed roads in 1881. Small contracts were used extensively and the Board accepted a tender from Richard Savage for gang work at 10s. per day with an advance of 1s. per day to cover cost of tents and tools.⁸

Some of the Board's early road contracts illustrate its role in road maintenance. The Divisional Board at first expected the individual pastoralists and selectors to repair the Crows Nest to Nanango Road themselves even though it was in their Division. It was prepared to subsidize their work £ for £. In 1883 they let a contract for £65 to John Madern to repair the Crow's Nest to Nanango road. There were frequent difficulties with this road because of its remoteness from Esk and the small amount of revenue which it brought to the Division. The Esk Division members would have preferred the selectors to maintain it themselves until they could hand over responsibility for it to another division. The Board was also unwilling to

fund the marking of a road from Esk to Crows Nest in 1882.

By contrast they spent far more money per mile on the £92 contract they awarded to Fluck for work on the road between Northbrook and Wivenhoe Hotel in 1884 than on the entire Crows Nest road. In 1886, after the railway opened to Esk, the Board had to drain all the streets around the railway station; it also spent £27 gravelling the road in front of Clifford's store at Esk. The roads were so deplorable after storm rain and there was so little rate money available that the Board investigated obtaining loans from Treasury Department for the purpose. They could not keep up with the demands of selector ratepayers whose livelihood and survival depended on the roads and tracks being passable for their German waggons, buggies, bullock and horse teams.

The increasing prosperity of the timber industry in the mid-1880s put far more pressure on the Board to maintain roads and gravel the bush tracks to town. At the time three gangs were at work — Savage's, Kelly's, and Baisden's. At the time all members of the Board were pastoralists or selectors. They understood the need to spend money on side roads like Jimmy's Gully to Kilcoy, Eskdale Road to Nukinenda Road, Esk to Moombra, Mt Beppo Road, 'Pryde's Pinch' on the Hampton Road, and the road near Bernhagen's in the Lowood area. J.D. Handley, H. Gault, and R. Varley, all local men, obtained these contracts at an average of £90 on each job. The practice of small road construction contracts was established and continued. In 1891 the Board opened a quarry near the pound yard to supply metal to the various jobs. A total of £545 was spent.⁹

During the 1890s depression there were major problems persuading the surrounding divisions of Caboolture, Walloon, Tarampa, and Highfields to share the cost of maintaining the through roads and boundary roads, especially the isolated ones around Ravensbourne, Anduramaba and Monsildale. Even the isolated road from the Brisbane River to Mount Stanley was marked in 1890 by the Board's gang. The Board found that the practice of maintenance contracts on roads was useless and it reverted to more gangs. Through Edwin Hine the timber industry continued to petition for better roads to the railheads and for protection from having to pay wheel tax to more than one local authority.¹⁰

Timber was also a priority for road building. It was used for logging, corduroy roads, culverts and bridges. Consequently the Board strenuously retained control over timber on roads and sought to



Roadworkers on Esk–Hampton Road, 29 April 1924.

Main Roads Department

prevent selectors and timbergetters from cutting or burning timber on road reserves. Otherwise trees were removed to allow greater clearance or to cut down hills. Wooden log culverts were often destroyed by fire or collapsed under traction engines. In the northern area the Lands Department, through the Forestry Branch, allocated £50 to the Esk Board for a road to Blackbutt, newly opened timber area in 1899. This was extremely a difficult road to construct and maintain because of the range section on the Main North Road and the fragile geological formations. Further south, selector Robert Williams of the 'Stonehouse' did repairs himself to the Main North Road near the bad crossing of Wallaby Creek in 1903. At Cressbrook the logging was gravelled.

There were also difficulties with bullock teams and timbergetters. In one incident in 1906, sixty bullocks were used to extricate a bogged waggon. As this damaged the road still further Council decided to change its by-law to prohibit more than a dozen bullocks being used on a waggon at a time. Council was unwilling to be responsible for repairing used roads regularly by bullock teams snigging logs.¹¹

Various regrading road projects were carried out in the 1890s but there were few new roads. The Board had to contribute to the cost of the retaining wall built beside the railway above the Brisbane River, near Lowood after the 1893 floods. Thomas Walker obtained that contract of £175. Further work on the Lowood – Fernvale Road was done by a gang numbering up to forty men in 1898, subsidized by a state government grant of £200. Further work was done in 1902 at the 'Lowood Slip'.¹²

A new problem arose in 1898: servicing roads on the pastoralists' subdivisions at Colinton and Cressbrook. New farmers found that the 'roads' put through the subdivision by the owners were impassable even for horses. The advent of the dairy industry and the regular carting of milk to central creameries or factories made reliable roads essential. There were a constant stream of complaints and applications from dairymen for improvements and repairs.¹³

It was a longstanding practice that the Chairman or Councillors or later, members of the Works Committee, could authorize minor repair work on

History of the Shire of Esk

local roads. Whilst this has proved quite an efficient means of doing emergency repairs it drew criticism for *favouritism and impulsive decision making*, and committed Council finances, *sometimes without the knowledge of the Overseer or the Engineer*. There were also rivalries between subdivisions, and limits were imposed on the practice. Council often authorized landholders to repair their access roads but consistently refused to reimburse ratepayers for doing roadworks where not authorized in advance. Council did, however, pay compensation to Cr Lars Andersen in 1914 for use by the public of his privately constructed road at Beam Creek.

The practice of performing private works has drawn both praise and criticism to the Council. At the turn of the century when the population of the Brisbane Valley was low, farmers were struggling to establish themselves in an isolated district and there were few skilled tradesmen, it was the practice of the Council workforce to do private works in the shire using Council plant. This was a valuable contribution by Council to improving the local community lifestyle, but in recent years with economic prosperity for the building industry with rapid subdivision in south east Queensland and the availability of skilled labour private works have been wound down or prohibited by the Local Government Department.

Within three decades the Esk Shire Council had two hundred miles of roads but the bridges for which the Board had borrowed money in the 1880s required substantial repair or rebuilding. In 1913 ratepayers in the northern part of the shire at Colinton threatened to petition the Home Secretary's Office about the poor state of roads and the Council immediately allocated a gang to the area. The period of the first World War was extremely difficult for the Esk Council because of the heavy capital works programme combined with the shortage of labourers. There was some temporary alleviation when an area was excised for the Lowood shire. Innumerable log culverts had to be replaced and Council began using Armco Iron Culverts for longer life and cheapness. In 1919 they also considered introducing concrete culverts throughout the shire and installed the first one in 1921.

There were constant difficulties because the gravel used by the council pulverized very quickly; mismanagement of the Lowood quarry was alleged in spite of the expertise of the Shire's new engineer, P. Hill.

Bullock waggons following the ruts made by traction engines were a persistent cause of road

damage; in wet weather some roads such as the Bellevue to Eskdale road, became a quagmire. In 1916 the Council had to seek government financial assistance in maintaining roads through Timber Reserves. Council also began seeking financial contributions from sawmillers for road maintenance.¹⁴

When the Lowood Shire Council was inaugurated in 1912, its first expenditure was on the Lowood to Vernor road. The first substantial roadworks were on the Tarampa road near Weise's, where four chains of road were formed, using metal from F. Jackwitz's quarry. Right from the beginning, Lowood Council had the problem of taking responsibility for roads constructed by subdividers. Cr. E.C. Nunn led a prolonged debate in Council about the principles of payment for and installation of a culvert on a road surveyed by E. Bostock and Sons, Ipswich surveyors, to August Feldhan's property.¹⁵

Lowood Council employed road day-labour gangs and members allocated priorities to the necessary roadworks. A successful method used by the Chairman, Matthew Kavanagh, to decide on the value of roadworks to be undertaken was to meet the farmers on site before taking the matter to the Council. Lowood Council had constant difficulty with the quarry stone. In 1914 they let a contract to the Blue Metal Company of Rocklea (near Brisbane) for blue metal at 4s. 6d. per cubic yard for certain roads. The Council also accepted farmers' offers of a retainer of £10 per year to maintain some isolated farmer roads, such as the wellknown Postman's Track.¹⁶

The Council's roadworks programme was significantly altered when the Main Roads Board was formed in 1921 (changed to the Commission in 1925) to undertake and co-ordinate road construction with state government funds.

The condition of the Main North Road demonstrated the necessity of the Main Roads Commission's co-ordinating role. Right from the 1860s when pastoralists, stockmen and gold miners opened the route, it was difficult to obtain funds to maintain it. The Esk Roads Trusts first, then the Divisional Board and the Shire Council were effectively responsible for the whole route. It was the main route for stock coming into the Valley for fattening and marketing, as well as being the mail and trunk route opening up land for selections.

Naturally work was first done on the southern end of the road, around Ironbark Range and Wivenhoe Hotel. The Esk Divisional Board let the first contract on the road to John Parsons in April 1881 for £38. One obvious stumbling block to



Bridge over Wallaby Creek on Brisbane Valley Highway. 1950s.

Main Roads Department

concerted reconstruction was obtaining the cooperation of adjoining Divisional Boards. As the Barambah Board were obstinate about contributing to the £600 work on Stony Pinch and Blackbutt Range in 1884, the Esk Board simply abandoned the selectors in that area by removing the gang to the more productive Mount Beppo area. By contrast the Walloon Divisional Board was prepared to contribute two thirds of the funds and Esk one third to repair the road from Wivenhoe Bridge to Fernvale. The Esk Board tried again in 1890 for Nanango Board support of one third of the funds to repair Blackbutt Range, because the majority of traffic was from the Nanango area. Several small contracts were let progressively in the early nineties to maintain the range road. The economic depression forced the Board to apply for government assistance in 1896; travelling stock had cut up the road so deeply that a family buckboard had to be lashed behind a waggon to climb the range. The Emu Creek crossing was also dangerous with an eighteen inch drop on the northern side. The Board was unable to compensate teamsters like James Meehan for damage to their waggons on the road.

The whole road was bad — even around Cressbrook, Gregor's Creek, the old Kangaroo Killing Yards near Kannangur once used by the McConnells, the Wivenhoe Washpool, and the crossing of Ivory's Creek. Some selectors could not even get on to their properties to begin work. The

Board obtained government assistance to let a contract of £123 to R. Varley Jr. for seven chains of work on the road. In 1901 another substantial tender was let for repairs to the Colinton to Wallaby Creek section and the Stony Pinch. However there was constant criticism about the rough road and Council allocations of £20 a time did not satisfy ratepayers. This situation was perpetuated for decades until the Main Roads Department took control of major construction work.

The Gallanani flat also needed constant gravelling and was used heavily by waggons coming in from Caboolture and Kilcoy. Selector Thomas Nicholson and others appealed for repairs to the Ti Tree to Logan's Creek section in 1900, indicating the attention they have traditionally and necessarily received at Council meetings.¹⁷

While local authorities had such a narrow revenue base as rates, little could be achieved in road construction and maintenance. The system of payment of endowment by the state government to local authorities ceased in 1904 and it was not until the 1930s that State Government grants in the form of unemployment relief and loan subsidies re-emerged as significant sources of revenue. The Main Roads Commission assisted the local authorities immensely; local authorities acted as the main construction authority for the Main Roads Commission, receiving payments for work done. At first it meant that Councils had to invest in new



Lowood Quarry crushing plant. 1924.

Main Roads Department

plant and road making machinery to meet the engineering standards required. In the 1930s most of the unemployment relief money received by councils was used on road works. However the local authorities were required to contribute financially in varying ways for the different types of roads – 20 per cent of interest and capital costs for twenty years, for Main Roads, Development Roads and Secondary Roads, and up to half the cost of maintenance of State Highways, Main Roads, Development Roads and Secondary Roads. Councils were not required to contribute to the costs of State Highways and only an agreed amount for Tourist Roads.

Obviously Shire Councils sought the proclamation of State Highways through their shires. However government policy determined that State Highways never paralleled railways. State Highways were selected to act as feeders to railheads. Consequently the Main North Road through Esk Shire and the Blackbutt Range continued to languish, while the Barambah to Jimna Road was gazetted a State Highway in 1933. However matching Federal Government grants became available in 1923 under the *Commonwealth Main Road Development Act of 1923* and the Esk Shire obtained £3,782. There had previously been only a small grant (for Returned

Soldiers) in 1922–1923 for the Marburg to Frenchtion section of road.¹⁸

The Council eventually found that funds received through the Main Roads Commission were cheaper than Treasury loans for roads and by 1928 the Shire was obtaining £1,156 per year for roads. By 1930 the roads that the Main Roads Commission was chiefly investing in were: Lowood to Forest Hill, Tarampa to Rosewood, Hampton to Esk, Ipswich to Esk, and Esk to Toogoolawah. Great improvements were made and by 1938 the Main Roads in the Lowood district were practically all bitumenized.¹⁹

The Main Roads Board and Engineer, J. Kemp, first visited the Esk Shire in 1921. There was a good deal of criticism about the Main Roads Board's initial selection of the Marburg to Frenchtion and Tallegalla to Frenchtion roads to be gazetted Main Roads in 1923. Subdivision 5 of the Shire was forced to bear the contributory expense for a road which did not serve the shire. Instead farmers had to use a far worse road to travel to Lowood, their market town; council appealed unsuccessfully to the Minister against the gazettal. In the 1920s the Main Roads Commission continued to declare further small extensions to make the Warrego Highway. Likewise in 1929 the Esk Shire Council

opposed the building of a Main Road over the range between Gatton and Frenchton because it would serve tourists more than local residents. However the Esk Shire Council was quite happy to support the Tarampa Shire Council in having the Brisbane to Toowoomba road declared a State Highway in 1932 and this was achieved in 1935.

There was also criticism from the Moreton Shire Council in 1926 of the declaration of the Fernvale to Lowood road as a Main Road. It turned out to be very necessary, used by many heavy trucks hauling stone for Main Roads jobs and by 1946 it had become dangerous near the river. By contrast the Main Roads Board had proclaimed the Lowood to Forest Hill and Tarampa to Rosewood roads as Main Roads in 1922; £1,266 was spent on the Forest Hill road in 1922. Twelve foot wide metalling was done by Shire Council day labour over black soil in 1923 and two bridges were built by T. McDonnell and Albert Gregor in 1925-1926. Nevertheless the Council complained that the costs of 6.75 per cent over thirty years were out of all proportion to the benefit to the shire. Up to 1926 £17,087 was spent out of a National Grant under the *Commonwealth Main Roads Development Act*. The Main Roads Commission's road construction methods comprised five inch layers of coarse and fine stones, with a fine screening of five-eighths inch size, watered and steam rolled in. A traction engine worked at the head of the road scarifying, grading and rolling the coarse metal. Soil was hauled to embankments by horses and drays. Bridges and culverts were constructed of ironbark and bloodwood sills. Thirty men were employed. Engineer, P.W. Hill supervised, J.R. Coates was overseer and E. O'Neil was road ganger.²⁰

The Main Roads Board first took an interest in the Tarampa to Rosewood Road in 1922 when seven miles were gazetted and £233 spent on maintenance between 1922 and 1925. Then in 1926 a National Grant of £21,648 was allocated for formation and metalling to twelve feet wide by Esk Shire Council day-labour. The next major work was contracted to F.C. Phillips of Murwillumbah for £6,768 in 1928 for construction of another section; difficulties were encountered with the quality of metal and the contract had to be extended. The Council found this road a continual financial burden, requesting the Main Roads Commission many times to take over its maintenance, and still in the 1960s advocating assistance with the missing link.²¹

During the 1920s Esk Shire Council was desperately keen to upgrade the Hampton Road by whatever financial means possible to assist the timber industry. In 1923 £2,866 were spent out of a

Commonwealth Government grant on heavy earthworks, drainage, and metalling on this road. Another £1,431 was spent in 1924 metalling and widening for safety. There were further positive allocations totalling £9,810 in 1924-1925. After much petitioning by the Stanley District Chamber of Commerce the Main Roads Commission started in 1929 on the Esk end, letting a tender of £1,318 to Kerwicks Limited for a bridge over Redbank Creek and associated fencing by C. Vogler valued at £350 and 0.7 miles from Esk Post Office to the railway crossing was gazetted a Main Road. Relief Workers were employed on Pryde's Pinch in 1933, travelling to and from the work site each week at Esk Shire Council expense. They constructed a forty-four chain deviation, climbing 287 feet in twenty-seven chains in one section. Bitumen was put on some of the road in 1935. Then the road became better known as the Toowoomba to Caloundra route. It became a war-time project costing £250,000. The works were so extensive that the Main Roads Commission took over the 'Amusu' theatre in Esk as a store. In 1942 alone £68,300 was spent on bridges and the section below Hampton past Ravensbourne. The road was used for the Royal visit to Toowoomba on 11 March 1954 but not bitumenized until 1962; it is currently gazetted to take articulated vehicles.²²

The Esk to Gatton road has long been known as a sandy track for farmers and shoppers. In 1947 the Esk Shire Council supported the Gatton Shire Council in having the road gazetted a Main Road to attract more funding; they were not successful in spite of deputations to the Minister in 1962, 1964, 1966, and 1967. They finally obtained Main Roads Department support in 1969 and some of the road had to be relocated. Part of the road around Mount Hallen was reconstructed as a Secondary Road in 1969 but not bitumenized until 1978. Widening programmes were then co-ordinated on receipt of contributions from subdivision development companies. The Department has financed further widening and construction in 1983 schemes.²³

The D'Aguilar Highway was first mooted as a possible Main Road in 1928, mostly because the Kilcoy Shire Council thought the river at Jimmy's Gully such a good spot for picnickers. The Esk Shire Council agreed with the deputation of Williams, Wells and Webster on the subject in 1935 and was keen to support the idea of the whole of the road from Harlin to Kilcoy being a Main Road providing the section within Kilcoy Shire was also declared. The Councils proceeded with the road in 1935 to serve construction work at Somerset Dam as well as travellers to Kilcoy and Caboolture. However it was not until 1944 that part of the road



Construction workers' tents on Blackbutt Range. 1930s.

Main Roads Department

was declared a Main Road. This road became so popular with travellers from the South Burnett to Brisbane and tourists from Brisbane that the maintenance costs increased alarmingly in 1961. It was the old problem of Shire Councils funding roads used by foreign traffic. A £51,089 allocation for ungrading and widening was made in 1964 and considerably more was done in the 1960s and 1970s at Main Roads Department expense — so much so that the construction of the intersection with the Brisbane Valley Highway now tends to divert traffic to Kilcoy rather than to the Esk Shire.²⁴

The Esk to Somerset Dam road was heavily used during the construction period so the Esk Shire Council naturally considered that the Brisbane City Council ought to contribute to the maintenance of the road. However the Main Roads Commission gazetted only 10.45 miles as a Main Road. A. Miller contracted to do formation work, earthworks, culverts and gravelling for £2,352 and Ryan and Muller contracted to build the timber bridge on the road for £287. The old road was then closed. In 1935 bitumen surface was provided from the Queensland National Bank corner in Esk to Gallanani, eighteen feet wide in the town and sixteen feet for the remainder. The Council then decided to plant trees along the route and have rock edged gardens designed for the middle of Ipswich Street, Esk. The Main Roads Commission designed and installed them at a cost of £450. Then in April

1935 a public meeting of seventeen people in the Lyceum Hall supported a proposal for electric lighting to be installed along the main streets of Esk. Main Roads Commission designed and installed lighting. A new bridge was constructed at Gallanani Creek and concrete laid on both sides. It was opened for traffic early in December 1935. Unfortunately the considerable drainage works disturbed Stewart and Hunter's nearby farm. Within a year the whole road to Somerset Dam was bitumenized. Kilcoy Shire Council took the opportunity of constructing the tourist road on the western side of the dam in 1941 including bridges over Billycan and Splitters' Creeks.²⁵

The most important road in the shire has always been the Brisbane Valley Highway previously called the Main North Road. From 1926 the road was considered the Brisbane to Rockhampton National Highway. Rockhampton City Council, the Stanley District Chamber of Commerce and the Esk Shire Council were keen to have it declared a State Highway as it had far more chance of Main Roads Commission funding than did the coastal road which paralleled the North Coast Railway so closely. The Main Roads Commission was impressed with the proposal in 1934 but it was not officially declared.²⁶

The first gazettal of any part of the Brisbane Valley Highway as a Main Road was six miles of the Fernvale to Wivenhoe section in 1927. The

usual inter-council rivalry with Moreton Shire Council prevailed over the financial obligations for declaring the Fernvale to Fairneyview road a Main Road in 1930. In 1932 the foot of Wivenhoe Range was upgraded for £373. The decision to follow the present route of the highway was made by engineer, Kemp, of the Main Roads Commission, supported by Cr Poole of Fernvale, in 1936; the Ironbark Range route with two Brisbane River crossings was preferred over the longer route via Blacksoil, Glamorganvale, Lowood, Coominya, and Esk. Construction work was immediately commenced.²⁷

The principal trouble spot on the Esk to Nanango section has always been the Blackbutt Range. Most shire ratepayers recall dismal experiences of travelling the range behind loaded semi-trailers in nighttime rain. The caution signs, 'Slippery When Wet', provided scant solace. The call of the bellbirds near the Wallaby Creek bridge was welcome relief with a chance of passing near the 'stone house'. Those road conditions lasted until 1971.

In the 1920s Nanango, Wondai, Kingaroy, and Yarraman Councils and Progress Associations advocated that the Main Roads Commission take over responsibility for the Blackbutt Range. In 1925 Councillors Joseph Frisby and Gerald Ryan suggested another route via Sandy Creek. They favoured the old route and were supported by the Yarraman Committee. The crux of the matter was that Esk Shire Council, whose responsibility the Blackbutt Range was, were not prepared to agree to the grand plan of the Rockhampton Highway Council for a National Highway unless financial support was immediately forthcoming. However the Rockhampton Highway Council did supply £330 for about eleven weeks work on the range in 1926. Nothing more was done until the middle of the depression when Crs. Heap and Ryan and the Engineer met the Main Roads Commissioner regarding the appalling state of the range. The gazettal of 7.7 miles as Main Road meant that Esk Shire Council was relieved of most of the financial burden for that section. The Main Roads Commission also gazetted the Ottaba deviation in 1939. However the most significant decision was to spend £80,000 on a new road over Blackbutt Range, constructed in three sections simultaneously, with all materials railed to Moore. Doubtless this was at the request of the Defence Forces then using the road extensively for munitions and armed personnel. The new range road was opened to motorists on 28 February 1941.²⁸

In 1941 an 'Inland Defence Road' became the

catch-cry and the road was certainly used extensively by the Army. £14,166 was spent on the road in 1946 and a further £7,404 in 1947. Thiess Brothers won a huge contract for £21,901 in 1947 and another £7,573 in 1949. Reinforced concrete culverts were installed in the mid-1950s and white lines were marked down the bitumen highway in 1963. The programme of widening the Blackbutt Range and the Toogoolawah by-pass was started in 1968 when the substantial increase in use of the highway by semi-trailers became evident.²⁹

In 1948 work commenced on upgrading the then unformed road through Toogoolawah to Moore. Bridges at Coal Creek, Yimbun and Nurinda were built in 1955, 1956, and 1959. Curiously it was not until after the 1957 drought that the Council applied for the raising of the road at Gallanani Creek although the high 1955 flood had caused dreadful hold-ups. Since then the Blackbutt Range section and the Ottaba to Toogoolawah sections have been rebuilt in the 1970s and 1985-1987, with the Council acting as subcontractor for the Main Roads Department.³⁰

There is one other significant road proposal which has tantalized Brisbane Valley residents, the Esk Divisional Board and Shire Council, the Main Roads Department, and Brisbane Forest Park administrators successively for over a century. That is a direct road from Esk to Brisbane via Northbrook Creek, Mount Byron and Mount Glorious. The eventual achievement of that road demonstrates the tenacity and administrative practices of a Shire Council over a century, as well as the changing economic and recreational needs of the residents.

In 1842 soon after the Balfours, McConnells, Archers, Mackenzies and Ferriter and Uhr settled at Colinton, Cressbrook, Durundur, Kilcoy, and Wivenhoe respectively a new line of road to Brisbane by-passing Ipswich and South Brisbane was considered. Ferriter and Uhr, the Archers and Mackenzie, and their stockmen marked the first road to Brisbane over the D'Aguilar Range from the north through Petrie, Mount Zion (the German Station at Nundah), Eagle Farm, and Breakfast Creek to Brisbane in 1842. In 1846 Ferriter and Uhr announced a reward for anyone who could mark a suitable road for teams over the range directly to Brisbane from Wivenhoe. That road was to be a direct one east from Wivenhoe over the range through Dayboro to Brisbane. The discoverers were more optimistic than practical for Ferriter and Uhr quickly found that the track could not be made trafficable for wool waggons; Uhr felt that it would only be used in flood time. Instead the Ipswich road and the Kilcoy and Petrie roads



Road construction work on the Brisbane Valley Highway near Ottaba south of Toogoolawah. 1987.

Terry Conway

continued to be used. Further efforts were made in 1871 without success.³¹

It was not until 1922 that the Pine Shire Council (later known as the Pine Rivers Shire Council) and residents of the Mt Byron area were again interested in a more direct road. Esk Shire Councillors were unimpressed but agreed to inspect. The Pine Shire enquired again in 1924 with the idea of inspecting parts of the proposed route with representatives of the Main Roads Board. Nothing came of the plan. When Relief Funds were available in 1930 the Esk Shire Council was very willing to support a proposal to gazette 0.9 miles of the Enoggera to Mt Nebo Road as a Tourist Road, forming the eastern end of the proposed direct road from the Brisbane Valley to Brisbane. Yet the Esk Shire Council was opposed to the survey of a direct route to Brisbane by the Main Roads Commission. Council opposition was due to strong representation of business interests on Council as well as support for funding of the Ipswich to Rockhampton Inland Highway and Kilcoy Road. In 1935 petitions and deputations from the Royal Automobile Club of Queensland Branch at Toogoolawah, hoping that the road would be a shorter road to Redcliffe for family holidays, found Council more evenly-balanced but still opposed.

Nevertheless in 1938 Councillors Heap and Brough were successful in carrying the first ever favourable Council motion on the matter and the Engineer was authorized to investigate a road connection with the Mt Glorious Road. Nothing eventuated. However in 1947 when the Council was considering a new bridge over the Brisbane River at Northbrook the local Queensland Dairyman's Organization Branch appealed to Council to consider linking up the Mt Byron road to Mt Glorious. Naturally Council was unmoved but did spend money on some clearing on the range for use by dairymen.

After the 1955 flood farmers tried again. The Somerset Dam kept the river heights higher than before its construction. A Deputation of C.E. Thorne, J. O'G. Conroy and A.N. Goffey presented Council with a petition of 205 signatures on 14 September 1955 requesting that Council support the construction of an all-weather road to Mt Glorious. Council was shrewder. They knew that a new bridge was required over the Brisbane River at Murrumba and that it was better to request the Main Roads Department to build the new bridge. Nevertheless Council bulldozed a rough track up the range and residents continued to appeal for its improvement. Councillors Brough and Barbour

moved a successful motion at the March 1958 meeting requesting the Co-ordinator General's Office to investigate the practicability of a route over the D'Aguilar Range to Brisbane; this would improve the chances of the Esk Co-operative Dairy Association of obtaining cream supplies from Dayboro dairy farmers whose railway and butter factory had recently been closed. Esk Shire Council rejected the proposal.

Pine Shire Council sought Commonwealth aid in 1963 and the following year requested engineers John Wilson and Partners to provide estimates on the cost of various routes to the Brisbane Valley. However in 1965 Esk Shire Council advised J. Conroy, the Toogoolawah Progress Association and the Pine Rivers Shire Council that they were unwilling to support the construction of the missing link west of the range. It was not until the meetings on 17 January and 21 February 1974, four years after the decision to construct the Wivenhoe Dam had been taken, that the Esk Shire Council recognized the tourist potential of the inter-district road link. The ravages of the 1974 floods precluded any further investigation at the time. Five years later the Brisbane Forest Park Administration proposed a route leading to the Brisbane Valley recreational facilities. The Esk Shire Council preferred the Kipper Creek road access as it avoided any resummptions and the Council adopted the name, Northbrook Parkway. £876,236 had been allocated by the Main Roads Department for day-labour work on 2.614 km in 1985.

The road alignment follows the ridge of the D'Aguilar Range down to Northbrook Creek passing through a variety of vegetation types; the steepness of the road will reserve it for recreational

weekend vehicles. It is proposed to open the road in 1988. Perhaps Fernvale might become a Brisbane suburb and the Wivenhoe Dam Brisbane's playground, 140 years after Brisbane Valley pastoralists sought the road for a very different economic purpose.¹²

Bridges

Bridges have always been a bone of contention in the Esk Shire. The provision of reliable watercourse crossings — chiefly of the Brisbane River and Lockyer, Cressbrook, Emu, and Wallaby Creeks has stretched many Council budgets. Bridge construction, maintenance and repairs after flood devastation has always been one of the Esk Shire Council's greatest expenditures. One of the first decisions of the Esk Divisional Board was to apply for a £1,000 loan principally for the construction of a bridge over Cressbrook Creek on the Main North Road. From 1898 the Home Secretary's Office (responsible for local government) granted one-third of the estimate of bridge repairs and the rest as a loan, which assisted the Esk Board immensely. However river flood heights were always beyond the local authority's budget. By 1912 the Esk Shire had the most bridges of any Queensland shire and most were in urgent need of repair; this was so even though, in the previous three years, the Council had spent £3,000 out of revenue on bridges, at the expense of roads. Wivenhoe and Logan's Creek bridges were in a state of collapse, and Gallanani Creek, Mt Esk, and Cressbrook Creek bridges needed repairs urgently.

The construction of the Wivenhoe Dam has altered the bridge building responsibilities and priorities of the Esk Shire Council. Up to the 1970s

Gazettals in the Esk Shire between 1931 and 1985.

Lowood-Forest Hill Main Road — 1931-1961 — 8.23 miles
 Lowood-Minden Secondary Road — 1964-1985 — 10.89 miles
 Brightview Secondary Road — 1964-1985 — 8.23 miles
 Lockyer-Darling Downs Highway — 1931-1961 — 3.03 miles
 (mileage varied before 1937), 1964-1985 — 4.82 miles
 Ipswich — Esk Main Road — 1931-1936 — 16.8 miles increased to 23.2 miles in 1936)
 Esk-Toogoolawah Main Road — 1931-1937 — 0.55 miles
 Brisbane Valley Highway (Ipswich-Harlin) — 1964-1985 — 72.77 miles
 Moore-Blackbutt Main Road — 1935-1939 — 6 miles
 Brisbane Valley Highway (Harlin to Yarraman) — 1964-1985 — 14.5 miles
 Brisbane Valley Main Road-1937 — 34.05 miles, 1938-1939 51.8 miles, 1940-1953 0.32 miles
 Brisbane Valley Highway No.33 — 1940-1953 — 60.81-60.77 miles, from 1954 61.09 miles, 61.03 from 1960
 Kilcoy-Harlin Main Road — 8 miles gazetted after 30 June 1941, 1946-1961
 Esk-Kilcoy Main Road — 1931-1933 10.45 miles, 1934-1939 12.85 miles, 1940-1941 10.45 miles, by 1946-1961 10.03 miles, 1964-1985 — 26.85 miles
 Esk-Kilcoy Tourist Road 1941-1946 — 1.6 miles, 1947-1954 — 4.85 miles, 1955-1961 — 6.15 miles
 D'Aguilar Highway (Kilcoy — Yarraman) — 1964-1985 — 39.71

miles
 Mt Glorious Tourist Road 1934-1936 — 1.9 miles, 1937-1939 — 2.1 miles, 1940-1961 — 1.25 miles, 1964-1985 — 4.23 miles
 Hampton-Esk Main Road — 1931-1939 — 8 miles, 1940-1959 — 16 miles (or by 1946) — 15.7 miles, 1960-1961 — 17.2 miles, 1964-1985 — 27.62 miles
 Mt Beppo-Toogoolawah Main Road — 1932-1961 6.43 miles, (6.55 or 6.55 pre 1940)
 Benarkin-Taromeo — 0.65 miles (1934 only).Buaraba-Jimna (Central Burnett Highway) — 5.25 miles 1933 only
 Linville Secondary Road — 1964-1985 — 30.92 miles
 Taromeo Connection Road — 1941-1957 — 0.4 miles
 Lowood-Fernvale Main Road — 1940-1961 — 0.7 miles
 Marburg to Fernvale — 1964-1985 — 0.2 miles.Forest Hill-Fernvale Main Road — 1964-1985 — 21.92 miles
 Coominya Connection Main Road — 1964-1985 — 16.5 miles
 Esk to Mt Hallen — 1964-1985 — 8.2 miles. Toogoolawah Loop Secondary Road — 1941-1961 — 0.7 miles
 Mt Beppo-Coal Creek Secondary Road — 1939-1961 — 6.3 miles, — 1964-1985 — 12.41 miles
 Mt Tarampa Secondary Road 1934-1961 — 6 miles (5.58 miles 1960-1961)
 Tallegalla Secondary Road — 1964-1985 — 0.15 miles
 Gattton-Esk Secondary Road — 1964-1985 — 22 miles.¹³

History of the Shire of Esk

there have been numerous bridges over the Brisbane River at various times — Allery's, Barney's Rocks, Bulow's Crossing, Cameron's Crossing, Spencer's Crossing, Northbrook, Gregor's Creek, Jimmy's Gully, Lowood, McFarlane's, Milner's, Murrumba, O'Shea's, Savage's, and Wivenhoe. The sites of several of these are to be inundated by the rising waters of the Wivenhoe Dam. In the 1870s farmers' meetings advocated low level bridges. Also the location of bridges determined the profitability and value of farms.

Many farmer's wives remember the extraordinary difficulties of travelling because of the disrepair of bridges and unformed roads. That is what made their lives so lonely; they could never go out on their own. It always had to be a well-organized trip taking perhaps two hours to travel fifteen miles over slippery roads, in and out of open creek crossings; when the river was up it could be impassible for weeks, depending on whether the whole or part of bridge was washed out. A boat was the only alternative and there were several placed along the length of the Brisbane river and used along with flying foxes to transport cream and food across. Because of the poor state of the bridges cream lorry runs were detoured and took hours. Farmers taking the cream up to the road pick-up point on a slide often talked for hours about how to improve conditions. Their opinions stimulated numerous Council and Queensland Dairy Farmers Organization agendas for essential bridge investments.³⁴

There were four phases — first, the Roads Trusts of the 1870s and the initial efforts of the board in the 1880s; second, reconstruction and additional bridges around World War 1; third, further reconstructions during and after World War II; fourth, Main Roads Department and Co-ordinator General's Department relocations and construction in the 1970s and 1980s. The Fernvale, Wivenhoe, and Murrumba bridges over the Brisbane River, Noonan's over Lockyer Creek, Sandy Creek at Esk, Emu Creek, Maronghi Creek (Ivory's Creek), Wallaby Creek, and Cressbrook Creek were all constructed between 1876 and 1888. Redbank Creek bridge at Esk was constructed in 1891, McFarlane and Jimmy's Gully bridges over the Brisbane River in 1897, Watson's bridge over Lockyer Creek in 1900, and Lyons bridge on the Forest Hill to Fernvale Road in 1907. In the 1930s Pointing's bridge over Lockyer Creek, a bridge on the Lowood to Fernvale road, and a bridge at Savage's Crossing were all built.

In 1875 £10,000 was allocated by Parliament for bridges in the Brisbane Valley. Three sites for sizable bridges were selected by government officers at Spencer's, Rocky Creek, and a site on Lockyer Creek. Within twelve months the Rocky Creek bridge near Kholo was opened. This bridge, renamed the Kholo bridge, was chosen ahead of the Wivenhoe bridge because of its closeness to Ipswich, the Pine Mountain timber stands, and to speculators' lands on the north side of the Brisbane River.³⁵

Harlin Bridge under construction over Brisbane River. 1940s.

John Oxley Library



Tarampa farmers in 1871 felt that they could not survive economically without an efficient crossing of the river at Cameron's Crossing, because drays could be held up for days; in June 1870 they could not deliver over one hundred bales of cotton and sent their cotton 'round by Alfred' district, rather than risk their lives in the river. Their campaign was unsuccessful. It was not until 1875 that tenders were called for construction of a bridge at Spencer's Crossing. Bashford and Rudd, concurrently contractors for the Ipswich to Nanango Telegraph Line, were successful tenderers for Spencer's bridge. It was constructed in eleven weeks out of ironbark timber, two hundred feet long and eighteen feet between the kerbs, with sixteen inch piles. Hon. H.E. King, the Minister for Public Works, opened the bridge on 1 February 1876 and George Bashford provided a luncheon. The wife of James Foote, MLA for Moreton, re-named it the Fernvale bridge.

Lack of hard approaches made the bridge unusable in the next major flood in early 1880 and its repair was one of the Board's first maintenance tasks. The Board's solution was to employ bridge supervisors; C.M.W. Runge took a contract in 1896 at 10s. 6d. per day for supervising maintenance work on Fernvale and Northbrook bridges.

The Cameron's Crossing bridge was destroyed in the 1893 flood. Council had to apply for a £1,600 loan for new bridges at Fernvale, Northbrook, and Emu Creek in 1896. John Parsons and R. Varley did £385 worth of repairs in 1896. By the time of the 1898 flood the Esk Divisional Board was in a precarious position, their rates already being the highest allowable under the Act. They obtained another £500 loan and let a contract to Taylor Brothers for £471 to repair the bridge in 1899.

The Council could not afford a new bridge so in 1926 they cut a side track and put up a sign indicating that travellers over the bridge did so at their own risk. Fernvale and Shines Gully residents know the characteristics of the river, how far it comes up near the school and following the gullies back around behind the town. School bus driver, Barbara Parslow, knows when the school children should leave and how far to go when the river is rising. The Fernvale bridge remains a low wooden single span bridge over an attractive spot in the river.³⁶

The government grant in 1875 provided the opportunity of a bridge over the Brisbane River at Wivenhoe. Mt Esk residents had called a meeting at the Glenrock Hotel on 9 October 1875. Previous meetings in 1873 had been equally energetic amidst rivalry from other selectors on the eastern

and southern side of the river and campaigning for bridges also. The first Wivenhoe bridge was built in 1876 as a single span (45 feet 9 inches) beam bridge with three girders carrying the six inch bridge decking.

The siting of the Wivenhoe bridge was a contentious issue for years. Known for its descending fogs and lacking side rails, many a vehicle came to grief — stalled, if not by the water, then by the gear change necessary at the bottom of the steep curving climb out of the river bed. In the 1960s, during repairs to piles, one car stopped right on top of a dynamite charge.

Some farmers and the Shire Overseer wanted it shifted further downstream but in 1912 Cr Poole argued strenuously against that, protecting the interests of nearby residents. Cr McConnel's request that a Works Department engineer inspect and report on the bridge's condition in 1912 led to a recommendation of strengthening and repairs. P. Hill preferred a new bridge instead of £300 worth of repairs, but the old bridge stayed until 1926 when the Council borrowed £4,570 for the purpose.³⁷

That bridge lasted until 1971 in various reconstructed forms. The Council advocated a new bridge in 1956 after the existing structure had been damaged by the previous year's floods. Together with the Royal Automobile Club of Queensland, who put up flood warning signs in 1963, the Council continued to advocate a high-level bridge. The alternative was a detour in the highway and a high level bridge over Lockyer Creek below O'Reilly's weir. The Main Roads Department hesitated, doubtless deliberating with the Co-ordinator General's Department over the future development of water resources in the region. Regional rumours commenced in 1966 and the Council enquired of their local member, Hon. H. Richter, Minister for Local Government, about the proposed new bridge. In May 1966 he advised that design of the new bridge would begin immediately. That bridge opened in 1971 and everyone knew it would be temporary; it was replaced by the huge Wivenhoe Dam wall, completed in 1985.³⁸

Before the formation of the Esk Divisional Board the steep approaches to **Cressbrook Creek** on the Main North Road made it always difficult to cross. Government Roads Overseer, Collins, took levels in 1879, which only tantalized the residents. £700 was voted by Parliament for the bridge but lapsed with the passing of the Divisional Boards Act. In December 1882 the Board decided to borrow £500 for the bridge and the Barambah Divisional Board (Nanango) was to contribute to the cost. Tenders

History of the Shire of Esk

were called in November 1883 and John Parson's tender of £454 was accepted in January 1884. The Board bought a crab winch for the purpose and Parsons was permitted to repair and retain it in appreciation of his high standard of work.

By 1909 the bridge had become dilapidated and dangerous, an issue in 1910 when the Cressbrook Estate on the north side was being subdivided and sold. The McConnells were obliged to promise a £600 contribution to the construction of a new bridge. The Treasury Department loaned £600 to the Council and the McConnells promised £600 and to pay half of any costs above £1,200. When Taylor Brothers had difficulties with the hardness of the rock for the piles McConnells raised their promised sum to half the total cost. In 1926 that bridge was in an unsatisfactory condition; £178 worth of repairs were done in 1930. Council accepted W.G. Bamberry's tender for £1,400 for a new bridge in February 1933, as well as his tender for £1,058 for Varley's culvert. Alexander Titmarsh was appointed Inspector of both. The bridge was reconstructed again in 1953.

There were several other bridges over Cressbrook Creek — on the Mt Beppo road, built

for £1,415 in 1929, and at Biarra on the Toogoolawah to Crow's Nest road, built in 1939 and rebuilt in 1963.³⁹

The saga of the Jimmy's Gully bridges proposal illustrates the power of local opinion over fifteen years. When a major bridge over the Brisbane River near Jimmy's Gully was proposed in 1897 it was considered that a special rate would have to be struck for the area. The debate over estimates and ability to pay for bridges throughout the shire, especially after they had suffered the ravages of successive floods in 1893 and 1898, raged for thirteen years. A ratepayers' poll in 1897 resulted in a majority of forty in favour of the new bridge. However, after the flood Council had to rebuild the bridge over Jimmy's Gully on the Main North Road constructed by Richard Varley in 1883. Council applied to Treasury in 1899 for a loan of £333 and a grant of £166. A contract was let to Taylor Brothers in April 1900 and G. Falconer was appointed inspector of the bridge.

A motion to borrow money for the bridge over the river was lost in 1905 but succeeded in 1908 and Council subsequently decided to borrow £1,400. G. Faulkner was appointed bridge

Construction of road over Minden Range on Warrego Highway. 1970s.

Main Roads Department



construction supervisor and Taylor Brothers won another contract; the 276 feet bridge, twelve feet above the water, was opened in 1911. Strengthening was done in 1919 by ganger Handley. However by 1922 the girders were in an advanced state of decay and had to be repaired at a cost of £436. The decking had to be replaced in the early 1930s and extensive reconstruction was done in 1940 for the war effort. The bridge has now been superseded.⁴⁰

McFarlane's bridge was one of the best known crossings and has now been inundated. The Board's attention was first drawn to the need for this bridge in October 1889 by member G.C. Taylor. Council readily agreed because it would make much more dairying land available. Plans and specifications were prepared in June 1890, and the board decided to borrow £800 for the bridge. That was unsuccessful and it was not until 1894 that the plans were finalized and finance arranged. A poll of ratepayers had to be taken first, a loan of £400 was obtained in 1895, and the bridge was constructed in 1896. It was long and low in the river.⁴¹

Bridges such as **McFarlane's** and **Murrumba** which both served rich dairying areas, caused annual frustration as they were inundated for nine or ten days each wet season, isolating four hundred people. Farmers knew that heavy rains in the D'Aguilar Ranges meant a sudden rise in the river and rapid closure of roads. **Murrumba** bridge on what became the Esk to Somerset Dam road, was built in 1887 by J.F. Dunkerton who built the **Emu Creek** bridge at the same time for a total of £1146. **Murrumba** bridge had to be rebuilt in 1888 according to specifications. The bridge has had a particularly bad reputation it had been rebuilt in 1923-1924 as a low level bridge and in 1950 it was closed for sixty-seven days, with the water twenty feet over for forty days.

Floods necessitated the use of the 'boat brigade'. In 1925 farmers and business people of Esk contributed to buy a sixteen foot boat which Jack Lee operated. It was later operated for many years by A.E. Stegeman and Esk Shire Council eventually provided a four horsepower outboard motor. In 1950 farmers formed the Mt Esk Pocket Boat Committee to draw up a roster for ferrying cream across to the Esk factory, comprising Stan Lee, Ted Ivory, G.A.J. Stegeman, F. McVey, Nigel McConnel, Charles Thorne and J.K. McConnel. Three men at a time manned the boat, were paid £1 10s. each for each day doing so, and the Esk Shire Council insured them. Farmers paid 2s. per can of cream and householders paid 1s. per day that provisions were ferried across. The boat was used

until the late 1950s. Farmers had tried in 1938 for a high level bridge but neither the Main Roads Commission nor the Bureau of Industry were interested. By 1956 Council was determined to convince the Gair government to build a new bridge and the steel and concrete bridge was eventually completed in 1960.

The first use of boat transport for crossings of Brisbane Valley streams was in April 1890 when Council approved Moore's arrangement for rowing people across Emu Creek after the bridge had been washed away. Then, after the 1893 flood Council approved the purchase of a suitable boat for up to £15 for **McFarlane's** crossing of the Brisbane River and James McFarlane was put in charge. The Mt Brisbane McConnells offered a boat which was to be inspected by McFarlane and accepted if suitable. At the same Council meeting in April 1893 they decided to purchase a boat for up to £13 to be put on the Stanley River at a place selected by local ratepayers and the Foreman of Works; the charges levied were to be 6d. per person and 6d. per horse; the two boats were called 'Esk' and 'Stanley'.

In 1896 Foreman Gore obtained a fourteen foot boat for the Mt Esk Crossing and between 1898 and 1904 new boats were progressively acquired also for Harlin, Gregor's Creek and Deep Creek. H.J. Julius was ferryman at Harlin and Alf Williams at Gregor's Creek in 1906 and cream was also taken across for 1s. per can. That year the Gregor's Creek boat was moved to Allery's crossing over the Brisbane River near Wallaby Creek. In 1921 J. Peters was appointed caretaker of the Colinton boat, which had been purchased by the Council and the Progress Association. All of these boats were replaced by bridges. Wire ropes were also used extensively for cream and food during floods, the ropes being maintained by the Council.⁴²

The **Northbrook** bridge was constructed in the 1870s and it was one of the first bridges to have coal tar bitumen painted on in 1884 as well as 'Little's Chemical Fluid' for white ants, and all bridges in the Division were bitumenized by 1885. Tenders were called for the reconstruction of the **Northbrook** bridge in 1896 and John Parsons won the contract for £795. This bridge had exceptionally long spans and was repaired many times but not totally rebuilt until 1959.⁴³

East of Fernvale residents contributed over £135 in 1935 to the cost of **Savage's Crossing**. Previously horse drawn vehicles could cross but not motor vehicles. In 1936 the Council applied for £1,000 to build a bridge to Main Roads Commission standards. That application failed. Although the bridge mainly benefitted Moreton Shire, Esk Shire

Council decided to build the bridge out of Division 1 revenue. Built of seven spans at a cost of £836 it was opened on 26 March 1938. When repairs to the ends were slow in forthcoming farmers K.J. Davidson, J. Craiglie, Collins, and Taylor offered to donate logs to extend the bridge and this was done in 1941.⁴⁴

One of the earliest bridges over the Stanley River was built at Durundur in the mid-1860s and later known as Beam's Bridge. For eighteen months, there was considerable debate over the site. H.P. Somerset was opposed to the choice of the site between Beam Crossing and the contemporary road crossing, approved in G.C. Taylor's motion on 25 July 1890. Members Conroy and Taylor were in favour of Walker's site; McConnel moved a motion to rescind Taylor's motion but was defeated on 13 November 1891. The depression prevented tenders being called until 1896. John Fitzpatrick won the contract for £1,078 and it was finished by the end of 1896. The 1898 flood damaged it and the bolts had to be screwed up in 1899. Some residents still wanted a bridge at Walker's but Caboolture Shire was not interested in contributing and the Esk Shire Council withdrew their support in 1901.

In 1914 Council decided to borrow £458 to build a bridge over **Sandy Creek**. Division No. 2 was made a benefited area to pay a rate levy. In 1917 Kilcoy Shire agreed to contribute to the maintenance of Beam's Creek bridge.

New bridge works at Reedy Creek were called for by the Council in 1973, requesting the Co-ordinator General's Department to assist. W.A.M. Gunn, MLA, Member for Somerset, performed the opening ceremony of the bridge over the Stanley River, naming it the K.E. Haslingden bridge, in March 1983, signifying the opening of all roads and bridges constructed as a result of the Wivenhoe Dam project.⁴⁵

Noonan's bridge over Lockyer Creek was built in 1876 at a cost of £3,500. It was one of the most substantial bridges in southern Queensland at the time. Smith, Forrester and Co. {of Adelaide Street, Brisbane} tendered for the iron work which was assembled by the Roads Department. It was an American suspension bridge, 344 feet long, with a central span 102 feet, 64 feet above the ordinary water level and 15 feet wide. The ironbark timber, 12 inches thick and 90 feet long was hauled from up to twelve miles away.⁴⁶

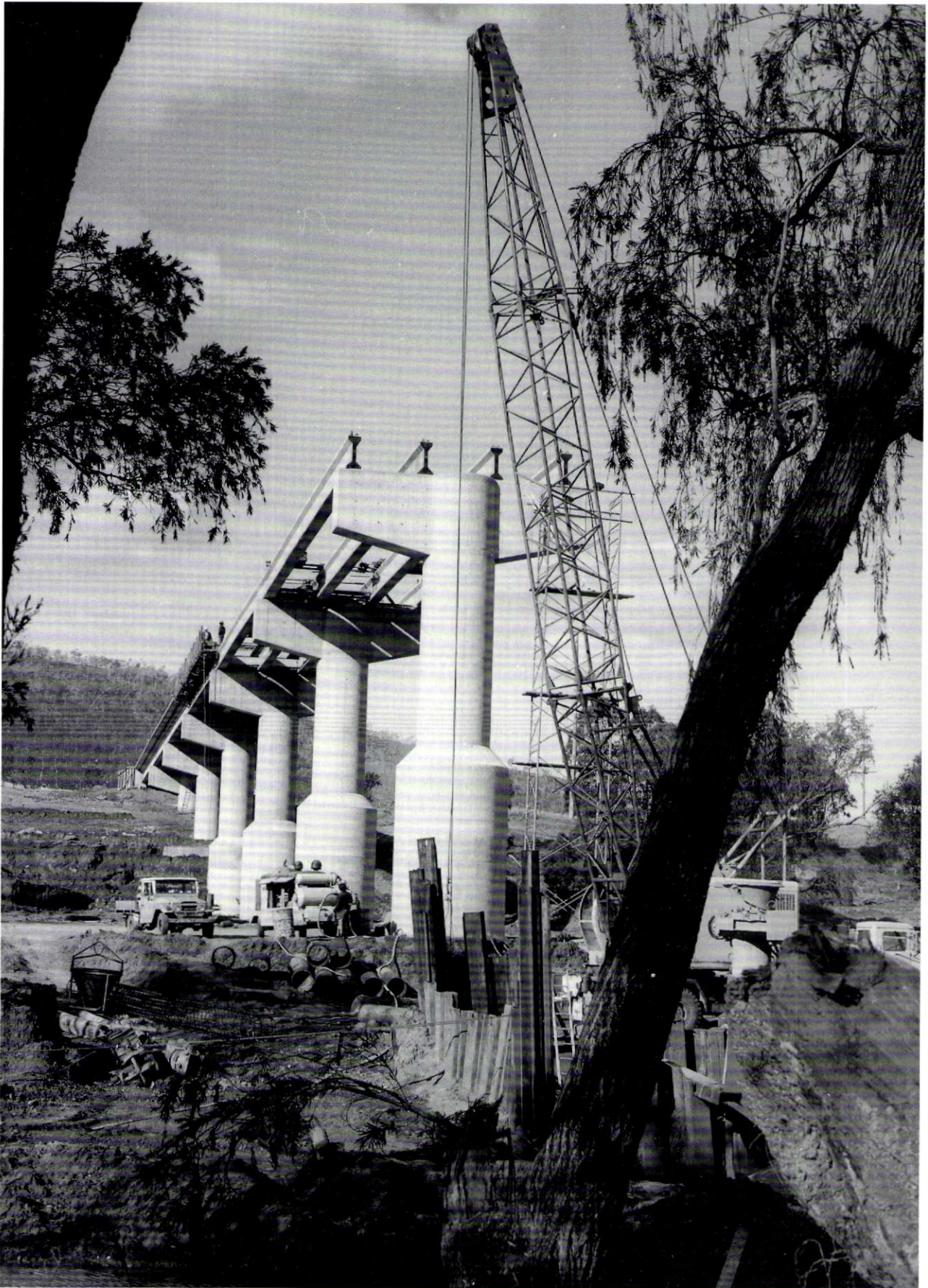
By 1912 that bridge was in ruins and dangerous to cross. The newly formed Lowood Shire Council announced in the *Queensland Times* in December 1912 that residents crossing here at 'The Rocks' did so at their own risk and that a new bridge was to be

built. The Lowood Shire resumed two acres of land above the old bridge from Captain Flewell-Smith, for £25 compensation. In January 1913 the old bridge was demolished and a gang recovered all the iron they possibly could for use in other bridges; what was left of it was offered for sale at 35s. in 1918. The surrounding area was leased to Jaenke for grazing cattle, providing he removed noxious weeds. Meanwhile farmers were becoming irate about the lack of a bridge which detracted from their land values. The estimated cost of a new bridge at the end of the first War was £676 but the Council could still not afford it and, in fact, it was never rebuilt on that site.⁴⁷

The bridge which effectively replaced Noonan's was **Pointing's**. In September 1922 A.E. Pointing and fifteen others petitioned the Esk Shire Council for a bridge to serve Patrick Estate farmers; Council estimated it would cost £613. Cr E.C. Nunn reported on a public meeting held in Lowood in February 1923 to discuss the erection of bridges at Brightview and Pointing's using loan money. Residents Lisner and Pointing met with the Main Roads Commission in May 1925 advocating Commonwealth Government funds for bridges. As residents contributed £100 in 1928 plus timber, so the Council had only to outlay £411 for a 120 foot long bridge with 15 foot deck height. It had four spans and was constructed by Esk Shire Council gang under the supervision of ganger A. Titmarsh. Constructed at a cost of £643 3s. 7d. the 'Patrick Estate Bridge' was opened on 1 June 1929 when Engineer P.W. Hill and Cr. Smith drove over it in a car, breaking the ribbon. A 50 foot long marquee was erected on the Lowood side and Mrs Goodman and Mrs Nisson co-ordinated the catering.⁴⁸

When the Department of Irrigation and Water Supply was planning O'Reilly's Weir in 1946 the bridge had to be shifted or raised. It was announced in February 1946 that Pointing's bridge would be rebuilt, and that new bridges would be built over Buaraba Creek on the Sandy Creek — Coominya road and over the Brisbane River near Lowood; tenders were to be called in April. The Council also supported the gazettal of the road as a Main Road. The new Pointing's bridge was to be twenty-five feet higher than the old one and further up the creek. Ken M. Marshall won the contract for £6,184 in March 1947. The decking from the old bridge was rescued before submergence in 1950. The only major repairs to the bridge were done for \$92,000, jointly funded in 1980 by the Esk Shire Council and the Wivenhoe Dam Project, because the bridge was on the deviation used during construction of the dam.⁴⁹

Watson's bridge was built at the turn of the



O'Shea's Bridge, Esk-Kilcoy Road. February 1978.

Main Roads Department

century for dairyfarmers. It was repaired in 1912 and the decking was in weak condition by the 1930s. Relocation was considered in 1980 and rejected. \$30,000 was budgeted for repairs in 1981, but Council reallocated the money and put a five tonne limit on the bridge.⁵⁰

In 1934 the Council renewed a bridge on the Lowood to Fernvale road replacing one built in 1885. The new bridge was two spans of thirty feet with five girders in each span. Spann and Dundas provided girders and piles, E.C. Nunn arranged the timbergetters' labour, Dennings supplied a truck for the work, and Dennings of Fernvale and A. Bunney of Coominya supplied the sawn timber. A. Titmarsh, bridge foreman, supervised.⁵¹

When the Lowood Shire Council was formed in 1912 one of their first considerations was the question of whether to rebuild Noonans or construct a new bridge at **Brightview** to service farmers. In 1942 the campaign of the Brightview petitioners led by J. Kraschfreski, was successful; they wanted their bridge near Portion 291 in the Parish of England. P. O'Reilly and eight farmers supported the rebuilding of Noonan's bridge near 'The Rocks' and Council decided that the whole shire would contribute to the repayments of the loans. However, they had insufficient revenue to repay a loan necessary to construct such a substantial bridge, so the problem was left to Esk Shire Council when Lowood Shire was incorporated in the Esk Shire. In 1922 the Esk Shire Council estimated that the bridge would cost £1,408 and Engineer P. Hill suggested that the plans for the high Brightview bridge be included in the loan scheme under twenty years repayment. Nothing eventuated. Residents raised money for the bridge at Brightview themselves in 1930 and 1931. The Council did provide a footbridge over Lockyer Creek near Brightview Post Office in 1932 using a forty-three feet log and a K wire handrail. During 1944 it was moved lower down Lockyer Creek. The Brightview bridge was never built.⁵²[52]

The **Lyons Bridge** over Lockyer Creek on the Forrest Hill to Fernvale road was built in 1907 when the area was in the Walloon Shire and it was named after Cr Lyons, local representative on the Walloon Shire Council at the time. Lawes and Trewick built the 151 foot long bridge at a cost of £8,700. The log timbers were supplied by the East Coast Timber Trading Company and the sawn timber came from Bonalbo in New South Wales. In 1926 it was substantially repaired at a cost of £546 and was extended to 183 feet long, eighteen feet clear roadway between kerbs, and twenty-eight feet above the summer level of the creek.

Extremely heavy loads were taken over the bridge during the second War to build the Lowood Aerodrome. Consequently, in 1948 the Council requested Main Roads Commission to consider replacing the old bridge; but that was not done until 1958. By 1978 the bridge had deteriorated again requiring further repairs.⁵³

In 1886 the Board decided to borrow £600 for a bridge over **Emu Creek** at Colinton. J.F. Dunkerton won the contract for £493 in October 1887. It was apparently not erected where the specifications indicated and was washed away in 1890. In 1895 a Committee of McConnel, Williams and Foreman Gore met Moore at Colinton and selected a better site for a new bridge which was built in 1897 with W.C. Duggan supervising. By 1925 the bridge was in disrepair but the Standard Dairy Company's condensory nearby had closed so there was no reason to construct a new bridge immediately. £545 worth of repairs were done in 1932. Further substantial repairs were done in 1936 especially on the approaches. In 1964 the bridge was named Veitch's bridge.⁵⁴

The first bridge over **Maronghi Creek** at Harlin was proposed in 1887. The Board decided to borrow £500 for this bridge below the junction with Ivory Creek on the Main North Road. Tenders were called in 1888 and John Parsons won the contract for £744. 1888 was a busy year for bridge design and planning in the Esk Division. Beam Crossing, Stanley River, McFarlane's Crossing and Redbank Creek in Esk Subdivision 1, Mount Esk bridge, Emu Creek, Ivory's Creek (also known as Maronghi Creek bridge), Lagoon bridge, Cressbrook, and Wallaby Creek bridge near Moore in Subdivision 2, were all in planning or construction.

Maronghi Creek bridge was repaired very efficiently by Council day-labour in 1917. The bridge was renewed in 1924 with a loan of £1,178. The bridge was maintained in its mid 1920s form until 1958, when the approaches were repaired. Then in 1960 Council borrowed £2,648 for the new bridge.

The new **Wallaby Creek** bridge planned for 1926 was to be built out of loan money of £658. When local residents withdrew their offer of timber the Council quickly withdrew its plan to rebuild the bridge and it was not until 1939 that the bridge was actually rebuilt by the Main Roads Commission. The old bridge was retained as a stock route until 1977, when it was demolished by the Army as a training exercise.⁵⁵

The Divisional Board first took an interest in



Northbrook Bridge over the Brisbane River. 1920s.

John Oxley Library

Paddy's Gully bridge southeast of Esk in 1887 when C. Kroll altered and repaired it for £190. The approaches to it were deviated in 1917 by purchasing land from the McConnells. Although the timber beds had decayed by 1919 the Council could not budget to repair it until 1922 when Roland Lee's tender of £687 was accepted at the November meeting. There had been energetic discussions about resiting the bridge to abolish the dangerous ninety degree bends at both ends and the road has since been upgraded and deviated. Also the bridge on the Paddy's Gully road near the Brisbane River was replaced in 1976 with a pre-stressed concrete slab deck bridge at a cost of \$79,214, constructed by the Main Roads Department. That bridge, known as the Wilfred Hawken bridge, has now been dismantled and the road closed for the Wivenhoe Dam works.⁵⁶

The two **Esk** bridges were planned in the late 1880s. Contractor Runge built the Sandy Creek bridge at Esk for the Road Trust in 1877. It was 200 feet long, eighteen feet wide and eighteen feet above the creek bed; but there were no side rails. It was half washed away in the third 1893 flood but immediately rebuilt by D. Carew three times the original length because the banks had been washed away in the flood. The old part was strengthened in 1899 and £120 of repairs were done in 1932. A new bridge was built over the creek in 1942 by the Main Roads Commission and renewed in 1966.

The Board borrowed £500 in 1889 for the Redbank bridge and the contract was let to H. Parsons for £450 in September 1890. It was opened to traffic on Saturday 4 April 1891. The bridge was reconstructed by Griffin Brothers in 1932, and again in 1963.⁵⁷

The pattern of management of watercourse crossings in the Esk Shire has been construction, maintenance, and renewal when absolutely necessary under financial arrangements with the Main Roads Department, as construction authority and the state government, as lending authority. Innumerable ratepayers' petitions and deputations have persuaded councillors to improve roads and bridges — the hosts of Blind Gullies, Gentle Annies, Stony Pinches, corduroy flats, and spider bridges. For decades, in the outlying and isolated areas of the shire, farmers had to travel to town over twenty or more creek crossings especially in Reedy Creek, Avoca, Louisavale and Monsildale areas, depending on how rough the road was and the farmer's prosperity or tolerance level. Even commercial travellers braved boulder-strewn stretches and endless climbs over ridges and saddles to reach farmers at the end of the road to sell battery wirelasses in the 1930s, almost wrecking their cars in the process but expecting a sale to lonely housewives with children who had become avid listeners to Steele Rudd's 'Dad and Dave'.

In farmers' perceptions, Councils functioned to provide road standards commensurate with current developments in motor travel. The second World War placed enormous strains on certain roads for cartage of materials for building of aerodromes and transporting soldiers for training. Their troop carriers made soup of unformed roads over flats and railway yards. Lowood people remember the hive of activity of American soldiers unloading fuel at the railway station during the War; farmers bringing cream into town from the Glamorganvale district were frustrated in their wait at the level crossing by the daylight saving schedule at the factory, and by the endless bustling activities of the military.

The economic recovery in the 1950s was also a period of enormous shortages of resources for engineering projects, when Council was endeavouring to alter timber bridges and upgrade them to concrete structures; costs escalated with inflation while the Council marshalled construction approvals and finance. However the gradual decline in the dairy industry and the population drift to the cities enabled rationalization of bridge construction projects. Funding levels and arrangements have gradually increased to Council's advantage in tandem with road transport overtaking railways in heavy haulage and where the Main Roads Department and private civil engineering companies undertake construction instead of the Council workforce. The upsurge in subdivision activity has increased the rate revenue and Council has required land development companies to contribute to road construction on subdivisions. Furthermore the construction of the Wivenhoe Dam has considerably reduced the secondary road maintenance requirements on the eastern edge of the shire during the 1970s. Today involvement of Council in community activities has become much more obvious and obligatory than road and bridge construction.

ENDNOTES

1. MBC 13 January 1849, 27 December 1851 and December 1853.
2. QV&P 1861 p841; V&P 1865 pp1,259, 1,260 and 1,270.
3. QT 8 May 1869 pp2 and 3; QV&P 1870 p695.
4. Report of the Select Committee on the Departments of the Engineer of Roads and Colonial Architect 1867 p631.
5. QGG Vol XII No 12 p115 (28 January 1871); QGG Vol XII No 39 p634 (22 April 1871); QGG Vol XII p779 (27 May 1871); QGG 10 June 1871 p830.
6. QT 7 May 1870 p2 and 17 October 1871 p3; BC 9 October 1875; QV&P 1871-1872 p772.
7. QT 23 May 1872 p3, 4 June 1872 p3, 21 August 1873 p2, 30 October 1877 p3, 7 February and 4 April 1878; 'Report of the Works Carried Out on the Public Roads in the Moreton District, from 1 November 1871 to 31 March 1873' [QV&P 1873 pp1,111-1,119]; QV&P 1879 Vol 2 pp715-723.
8. ESKM 2 April 1880, 27 January, 25 February and 29 July 1881, 10 July 1883.

9. ESKM 1 March 1882, 11 November 1883, 28 November 1884, 13 April 1886, 7 September 1886 and 27 November 1886, 15 June 1888, 28 September 1888, 17 May 1889, 24 July 1889, 16 May 1890, 25 July 1890, 29 August 1890, 24 October 1890 and 20 March 1891.
10. ESKM 16 August 1889, 25 July 1890, 24 April 1891, 24 July 1891, 13 November 1891 and 13 July 1898.
11. ESKM 5 July 1892, 15 March 1899, 13 September 1899, 19 August 1903, 25 July 1906 p324 and 10 October 1906 p344.
12. ESKM 29 September 1893, 2 October 1895, 27 November 1895, 9 November 1895; BC 9 December 1898 p5 c6.
13. ESKM 31 August 1898, 13 March 1901.
14. ESKM 25 February 1909 p204, 9 September 1914 p46, 22 September 1915 p130, 21 June 1916 p220, 4 April 1917 p306, 13 February 1918 p431, 15 October 1919 p655, 16 June 1920 p733, 15 December 1920 p38, 20 April 1921 p74, 18 May 1921 p80 and 10 May 1922 p203; QT 4 October 1913 p7.
15. LWDM 27 March 1912 p6, 20 May 1912 p20, 5 August 1912 p33, 30 September 1912 p53.
16. LWDM 5 August 1912 p36, 12 January 1914 p202, 4 May 1914 p239, 25 January 1915 p343.
17. BC 7 February 1873 quoting QT; QT 22 February 1896; ESKM 25 February 1881, 29 April 1881, 28 October 1881, 26 February 1884, 29 August 1884, 28 November 1884, 18 April 1890, 22 April 1896, 27 April 1898, 13 July 1898, 26 April 1899, 13 September 1899, 6 December 1899, 28 February 1900, 11 April 1900, 13 March 1901, 25 June 1902.
18. C.P. Harris, *Local Government and Regionalism in Queensland 1859 to 1977* (Canberra, ANU, 1978); pp42,50-51; ESKM 5 July 1933 p163; V&P 1924 Vol 2 p1,344.
19. QT 8 January 1938; ESKM 3 November 1926 p183, 12 September 1828 p622, 12 November 1930 p398.
20. ESKM 14 December 1921 p140-141, 8 March 1922 p174, 13 December 1922 p.280, 4 March 1923 p315, 11 April 1923 p324, 15 June 1923 p358, 6 August 1924 p569, 10 December 1924 p620, 16 August 1926 p111, 7 August 1929 p47, 3 August 1932 p738, 9 October 1935 p669, 14 October 1936, 23 January 1946 p650, 16 September 1965 p2,587 and 20 January 1966 p2,622; PP 1924 Vol 2 p1,344; PP 1925 Vol 3 pp.1,036 and 1,043; PP 1926 Vol 2 p.1,277; QT May 1925.
21. QPP 1922 Vol 2 p1,444, QPP 1926 Vol 2 p1,269; ESKM 12 April 1922 p190, 14 March 1928 p481, 12 September 1928 pp.631-632, 14 June 1961 p1,981 and 17 January 1963 p2,222; Main Roads *Annual Report* 1929-1930 p20.
22. QV&P 1923 Vol 2 p1,459; QV&P 1924 Vol 2 p1,347; QV&P 1925 Vol 2 pp1,036 and 1,049; ESKM 19 January 1921 p43, 7 August 1929 pp46,51, 12 April 1933 pp127-128, 11 December 1935 p713, 10 February 1954 p1,370 and 24 January 1985 p3,965; Main Roads *Annual Report* 1929-1930 p46; ER 2 and 9 January 1942.
23. ESKM 20 August 1947 p643, 17 May 1962 p2,122, 16 July 1964 p2,435, 17 February 1966 p2,631, 17 March 1966 p2,641, 16 November 1967 p2,855, 18 January 1968 p5,867, 20 February 1969 p6,034, 20 May 1971 p9,396, 6 July 1978 p183, 23 August 1979 p859, 17 and 22 September 1980 p1,424 and 14 December 1983 p3,350.
24. ESKM 14 March 1928 p472, 11 December 1935 p715, 10 November 1943 p414, 14 June 1944 p460, 11 October 1961 p2,028, 13 December 1964 p.2,493 and 20 December 1984 p3,946.
25. ESKM 12 November 1930 p351, 8 July 1931 p515, 13 February 1935 p494, 3 April 1935 p533, 7 August 1935 p633, 9 October 1935 p768, 19 February 1936; Main Roads *Annual Report* 1931-1932 p46 and 1941-1942 p3; ER 14 December 1935, 18 December 1936, 27 June 1941.
26. ESKM 12 November 1941 p295, 11 June 1947 p824, 9 February 1949 p806, 16 May 1963 p2,264 and 26 September 1968 p5,978; Main Roads *Annual Report* 1945-1946 pp.6 and 43, 1946-1947 p45, 1956-1957 p75.
27. ESKM 11 May 1927 p305, 17 August 1928 p357, 7 May 1930 pp202-203, 6 July 1932 p 732, 8 July 1936, 5 August 1936 and 13 October 1937 p38; for details of the relocation of the highway during the Wivenhoe Dam construction see the chapter on Water resources.
28. ESKM 8 April 1925 pp670-671, 5 August 1925 p721, 2

- October 1925 p745, 1 May 1926 pp63-64, 9 June 1926 p82, 3 November 1926 p164, 12 September 1934 p415, 14 November 1934 p440 and 8 February 1939 p157; ER 13 January 1940 and 7 March 1941.
29. ESKM 14 July 1926 p95, 21 February 1934 p264, 15 August 1934 pp389-390, 22 July 1936.
30. ESKM 12 May 1948 p724, 14 July 1948 p748, 11 June 1958 p1,617, 17 June 1971 p9,415, 11 October 1979 p929, 11 October 1979 p979, 27 June 1985 p4,200 and 6 August 1985 p4,251; Main Roads Department *Annual Report* 1955-1956 p93, 1956-1957 p75 and 1958-1959 p109.
31. Sydney *Gazette* 22 September 1842, MBC 25 July, 8 and 15 August and 10 October 1846, 6 March 1847; BC 9 October 1871 p3 c2.
32. ESKM 10 May 1922 p199, 14 June 1922 p210, 8 October 1924 p596, 7 May 1930 p202, 11 June 1930 p229, 7 August 1935 p635, 8 June 1938 p74, 14 September 1955 p1,561, 12 March 1958 p1,849, 21 March 1963 p2,237, 19 November 1964 p2,482, 26 August 1965 p2,573, 17 January 1974 p9,892, 21 February 1974 p9,904, 13 September 1979 p882, 24 February 1983 and 1 March 1983 p2,833, 23 May 1985 p4,101, 19 September 1985; ER 9 March 1935 and 10 August 1935; BVA 2 October 1935; *Esk Shire Directory* Vol 1 No 1 July 1985 p12; *South West News* (Brisbane) 26 March 1986 p1.
33. Main Roads Commission and Department *Annual Reports* 1931-1985.
34. ESKM 29 April 1881; QT 15 June 1912.
35. QT 18 September 1875 p3, 24 June 1876 p2.
36. QT 7 May 1870 p2, 7 June 1870 p3, 8 October 1870 p3, 26 October 1875 p2, 18 November 1875 p2, 1 February 1876 p5, 5 February 1876, 1 May 1880 p3; ESKM 22 April 1896, 3 June 1896, 26 August 1896, 13 July 1898, 15 March 1899, 6 October 1926 p154.
37. QT 5 June 1873 pp2-3, 30 September 1875 p2, 6 September 1912 p6, 6 November 1912 p6; BC 9 October 1875 letter by 'Pioneer'; ESKM 11 October 1922 pp264-265, 8 November 1922 p276, 12 March 1924 p498, 8 September 1926 p121.
38. ESKM 13 June 1956 p1,650; 18 April 1963 p2,249, 16 May 1963 p2,262; QT 21 May 1966 p3.
39. QT 19 July 1879 p3 c4, 20 March 1883, 25 August 1910 p7, 10 November 1911 p2 and 25 August 1953 p8; ESKM 15 December 1882, 28 August 1883, 11 November 1883, 8 January 1884, 29 August 1884, 29 September 1884, 2 September 1909 p272, 18 June 1914 p20, 1 December 1926 p206, 11 December 1929 p139, 10 September 1930, 8 February 1933 p89, 27 July 1938 p80 and 21 March 1963 p2,235a.
40. ESKM 10 April 1883, 7 November 1897, 22 December 1897, 31 August 1898, 13 September 1899, 6 December 1899, 11 April 1900, 4 December 1901, 1 November 1905, 4 June 1908 p148, 19 November 1908 p187, 11 November 1909 p286, 22 January 1919 p552, 8 February 1922 p160, 2 April 1930 pp188-189 and 14 June 1939 p141; QT 26 February 1910 p2, 26 August 1910 p3, 30 September 1910 p2.
41. ESKM 11 October 1889, 20 June 1890, 14 November 1894, 12 December 1894, 6 February 1895, 3 July 1895, 3 June 1896; QT 9 April 1910 p9 and 30 September 1910 p2.
42. ESKM 11 October 1887, 27 April 1888, 18 April 1890, 25 April 1893, 17 April 1894, 11 March 1896, 7 October 1896, 21 December 1898, 21 September 1904, 4 April 1906 p296, 16 May 1906 p304, 11 July 1923 p370, 13 November 1924 p615, 9 October 1957 p1,796; QT 20 March 1951 p2 and 28 March 1956 p3; Main Roads *Annual Report* 1959-1960 p119.
43. ESKM 29 July 1881, 26 February 1884, 25 July 1884, 27 February 1885, 3 June 1896, 15 July 1896, 11 November 1925 p758, 17 January 1945 p503, 8 June 1955 p1,519 and 10 June 1959 pp1,734 and 1,738.
44. ESKM 10 July 1935 pp606-607, 10 June 1936, 8 July 1936, 5 August 1936, 10 February 1937 p3, 10 April 1940 p196 and 12 February 1941 p243; ER 19 April 1940.
45. ESKM 20 June 1890, 25 July 1890, 24 April 1891, 13 November 1891 p119, 26 February 1896, 22 April 1896, 26 April 1899, 11 September 1901, 30 May 1917 p323, 23 March 1923 p63, 12 May 1926 p65, 21 February 1973 p9,907 and 24 February and 1 March 1983 p2,833.
46. QT 14 November 1876 p3, 27 August 1878 and 10 September 1946; CM 10 September 1946.
47. LWDM 2 January 1912 p44, 25 November 1912 p68, 23 December 1912 pp.73,80-81, 20 September 1915 pp53-54 and 31 July 1918 p501; ESKM 28 May 1919 p604; BVS 28 June 1957.
48. QT 13 September 1922 p249, November 1828, March 1929 and June 1929; ESKM February 1923 p303, 13 May 1925 p685 and 13 March 1929 p734.
49. ESKM 23 January 1946 p646, 13 March 1946 p669, 10 April 1946 p679, 12 March 1947 p788, 13 September 1950 p1,020, 4 July 1980 p1,318; QT 22 February 1946 and 16 November 1946; CM 19 March 1946.
50. LWDM 5 August 1912 p38; ER 3 October 1931; ESKM 4 February 1981 p2, 9 April 1981 p1,751 and 22 April 1981 p1,772.
51. QT 16 April 1934.
52. LWDM 30 September 1912 p50; ESKM 11 October 1922 p265, 8 November 1922 p275, 10 June 1931 p507, 8 July 1931 p519, 11 May 1932 p706, 14 June 1944 p462.
53. QT 22 September 1958; Letter from Esk Shire Engineer, P.W. Hill, to Grace Nunn, 19 May 1958 (held by Cr R. Nunn. Lowood); ESKM 10 March 1926 p41, 10 March 1948 p711 and 9 March 1978 p5.
54. ESKM 11 May 1886, 11 October 1887, 27 April 1888, 2 October 1895, 27 November 1895, 3 March 1897, 16 December 1925 p7, 10 February 1932 p637 and 24 September 1964 p2461; QT 22 February 1890; BVA 13 May 1936.
55. Q 16 July 1887 p87 c4; ESKM 14 July 1887, 9 March 1888, 6 April 1888, 19 October 1888, 6 August 1917 p579, 10 October 1923 p411, 14 November 1923 p443, 9 September 1924 p590, 10 March 1926 p41, 14 July 1926 p92, 14 December 1938 p106, 8 March 1939 p119, 15 January 1958 p1,823, 12 October 1960 p1,884 and 13 January 1977 p10,757.
56. ESKM 22 February 1887, 25 July 1917 p348-349, 15 May 1919 p597, 8 February 1922 p162, 8 March 1922 p178, 8 November 1922 pp274-275 and 27 January 1976 p10,333.
57. ESKM 11 October 1889, 29 August 1890, 26 September 1890, 6 December 1899, 27 January 1932 p617 and 3 August 1932 p747; QT 23 October 1877 p3, 8 January, 2 July 1878, 9 April 1891, 14 March 1893 and 5 August 1893; Steel plate on Esk end of bridge dated 1963 by Main Roads Department; ER 9 January 1942.