



STEAMING STEM PROGRAM

TRACKS OVER TIME

LEVEL

Level 5 – Level 6

ACTIVITY DESCRIPTION

Students watch virtual tours by Dave the Engineer from Puffing Billy Railway. They meet the fleet of locomotives, read the historical information provided and create an artwork piece of the history of Puffing Billy over time.

THEME

- History
- The Arts

MATERIALS REQUIRED

- Poster paper
- Textas, pencils, paint
- Glue
- Scissors
- Access to computer and the internet
- Puffing Billy Railway Virtual Tour #4, part 1 & 2,
<https://www.youtube.com/watch?v=gvV2R82FHxw>
https://www.youtube.com/watch?v=7dtLB18d2_8

INSTRUCTIONS

THE TASK

Students are required to create a visual representation of Puffing Billy over five decades, from 1900's to 1950's. They choose one significant event from each decade to create/draw/paint. Students need to present their artwork in a way that represents the era, making choices about materials and techniques. They gather information from the Puffing Billy Railways Virtual Tour #4, part 1 and 2, the Locomotive Fleet and the information sheet provided. Once complete they share their creative piece with the class and give a short talk on the five events they chose to represent Puffing Billy's history.

SUGGESTIONS FOR ASSESSMENT

Artwork and short classroom presentation.

CURRICULUM LINKS

HISTORY

Sequence significant events and lifetimes of people in chronological order to create a narrative to explain the developments in Australia's colonial past and the causes and effects of Federation on its people (VCHHC082)

VISUAL ARTS

Select and apply visual conventions, materials, techniques, technologies and processes specific to different art forms when making artworks (VCAVAV030)

BACKGROUND INFORMATION

PUFFING BILLY RAILWAY HISTORY INFORMATION SHEET

1890'S

- **1898** - The proposed railway is surveyed.
- **15 AUGUST 1898** - Act of Parliament passed authorising construction.
- **31 JULY 1899** - Construction of the railway begins.

1900'S

- **6 APRIL 1900** - Locomotive 3A placed on the register.
- **20 APRIL 1900** - Locomotive 3A transferred from Newport Workshops to Upper Ferntree Gully.
- **23 APRIL 1900** - Locomotive 3A commenced running.
- **13 JUNE 1900** - Locomotive 4A placed on the register.
- **18 DECEMBER 1900** - Railway opened for traffic between Upper Ferntree Gully and Gembrook; the first train hauled by locomotive 4A.
- **28 JANUARY 1906** - Puffing Billy's first major accident; derailment due to excessive speed. 40 passengers are injured.

1910'S

- **NOVEMBER 1910** - New island platform at Upper Ferntree Gully, Narrow gauge on the north side, Broad gauge on the south side.
- **1919** - Due to the heavy passenger traffic at holiday times and to avoid continuously converting goods trucks for passenger use, the Victorian Railways build 15 dedicated excursion carriages. These NBH class carriages are still used today.

1920'S

- **22 DECEMBER 1921** - Provision of Automatic and Track Control (ATC) single line automatic signal system between Upper Ferntree Gully and Belgrave, enabling an increase in the number of trains that could be run to cater for the heavy holiday traffic. First such installation in Australia.
- **1924** - Despite healthy patronage, the Gembrook line lost \$26,000 (£13,000), making it Victoria's least profitable.

1930'S

- **28 AUGUST 1930** - Due to the downturn in traffic, the ATC signalling system abolished.
- **1930S** - Only two or three trains operate each week because of the Great Depression.
- **13 JANUARY 1936** - Gembrook line was to be closed. Government rescinded the decision and ordered it be kept open.

1940'S

- **1949** - State Parliament passes an act to extend the suburban (broad gauge) line beyond Upper Ferntree Gully

1950'S continued next page...

BACKGROUND INFORMATION

PUFFING BILLY RAILWAY HISTORY INFORMATION SHEET

1950'S

- **18 DECEMBER 1950** - The railway celebrates its fiftieth anniversary but continues losing money.
- **3 AUGUST 1953** - The last train from Gembrook hauled by locomotive 8A prior to a large landslide then covering the track between Belgrave and Menzies Creek.
- **24 AUGUST 1953** -After the last work train to the landslide hauled by 8A, work to clear the track is suspended due to continuing operating losses.
- **30 APRIL 1954** - The railway between Upper Ferntree Gully and Gembrook ("Puffing Billy") is officially closed.
- **1 SEPTEMBER 1954** - Locomotive 8A condemned but remained stored at Upper Ferntree Gully.
- **13 OCTOBER 1954** - Locomotive 3A and guards van 2 NBC run to Belgrave to return empty goods trucks to Upper Ferntree Gully.
- **11 DECEMBER 1954** - The Sun newspaper arranges four Young Sun Specials, to give children one last chance to say goodbye to Puffing Billy.
- **27 DECEMBER 1954** - Following the success of the first event, another Young Sun Specials day is run. The popularity of these days leads Victorian Railway to operate a few more days of Farewell Puffing Billy special trains.
- **JANUARY 1955** - Locomotive 8A, some passenger and all goods rolling stock are removed from Upper Ferntree Gully.
- **9 APRIL 1955** - Victorian Railways resumes running Puffing Billy on weekends between Upper Ferntree Gully and Belgrave, under a guarantee against losses by a Citizens Committee. It became the second operating preserved railway in the world. 3A was the regular engine with 6A as standby.
- **8 JUNE 1955** - The Puffing Billy Preservation Society (PBPS) was formed to take over the role of the Citizens Committee and continues to support the operation of Puffing Billy to this day.
- **23 NOVEMBER 1955** -7A transferred from Newport to Upper Ferntree Gully and 3A transferred to Newport. 3A had operated all trains from 11 December 1954. 3A removed from the register on 29 November 1955 and sent to Lord Mayor's Camp, Portsea 15 November 1960.
- **29 NOVEMBER 1955** -Locomotive 3A condemned at Newport Workshops.
- **TO JULY 1956** - Carriages repainted by VR including yellow stripe in Upper Ferntree Gully Goods Transfer Shed.
- **JULY 1956** - 24 NB compartment carriage returned to service. Has been withdrawn in December 1954 from Upper Ferntree Gully and body used as workers' shelter at Mt Waverley for Glen Waverley line duplication.
- **23 FEBRUARY 1958** - The last day of Narrow-Gauge operations between Upper Ferntree Gully and Belgrave. Seven trains run alternatively with 7A and 6A.
- **24 FEBRUARY 1958** - 7A used to load broad gauge train with locomotive 6A and all rolling stock for transfer to Newport.
- **27 FEBRUARY 1958** - 7A transferred to Newport Workshops.
- **1958 - THE THE PUFFING BILLY PRESERVATION SOCIETY (PBPS)** begins work to reopen Puffing Billy by building a new station at Belgrave, constructing a deviation around the 1953 Landslide, and rebuilding the track to Menzies Creek.
- **13 FEBRUARY 1959** - Eight NBH carriages transferred Newport Workshops to Colac for excursion trains on Beech Forest and Weepproinah line.