

Historical Research Report

B01752 Clarence Town Bridge over Williams River (Brig O'Johnston Bridge)

Local historical context



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1. Introduction

The Brig O’Johnston Bridge over the Williams River at Limeburners Creek Road (Main Road 567) at Clarence Town NSW 2321 is in the Dungog Local Government Area. It is the oldest surviving timber truss road bridge in New South Wales and is built to the Old Public Works Department style, but is unusual in that it has two spans. In total, 147 truss bridges were built in this style, but the only other one of this style that survives is a triple-span bridge at Monkerai over the Karuah River that was built in 1882. Only 15 of the timber truss bridges that were constructed in the Hunter region before 1905 survive.¹

The Brig O’Johnston Bridge is a rare item. As the oldest surviving Old Public Works Department style bridge it displays important technical information that is worthy of preservation. It is highly attractive and it, and other bridges like it, are defining elements in the landscapes of the Hunter.

The Brig O’Johnston Bridge is not, however, simply an object. The bridge is a marker of the long history of Clarence Town as a transportation hub. The town grew at the point the Williams River became too shallow for shipping and this position at the head of navigation of the river, at a time when moving goods and people over land was inefficient and costly, meant the town played a key role in the development of the Upper Hunter from the 1820s until the town was bypassed by the railway in 1911. The location was chosen because of effective lobbying by the local Member of Parliament William Johnston, who wanted a high, flood-proof bridge at Clarence Town. His lobbying was successful because of local transportation pressures at a period of intense activity within the Upper Hunter, and because the site was beyond the limits of steamer movements and narrow enough to span.

This report explains why the Brig O’Johnston Bridge was built, why it was built exactly where it was, its relationship to the local economy of the town and the communities of the Williams River valley, and its durability on a flood-prone river.

2. Clarence Town history

2.1 Aboriginal heritage

Clarence Town is Worimi and Wonnarua country. Aboriginal historian James Miller, from Paterson, states the language group was Gringai.² After Lieutenant Colonel William Paterson (then Lieutenant Governor of NSW) and Francis Barrallier investigated the area in 1801, the Aboriginal communities of the Williams, Paterson and Allyn rivers were immediately affected by the incursion of timber getters and settlers. By the 1820s the river was named Williams and a European settlement named Erring-I had formed at the head of navigation – the name Erring-I (Erringai, Erringti or Erringhi) means ‘place of the black duck’³ or ‘place of

¹ NSW Environment & Heritage, “Clarence Town Bridge over Williams River”, <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5051362>.

² James Miller, *Koori, a will to win: the heroic resistance, survival & triumph of Black Australia*, Sydney: Angus & Robertson, 1985; “Aboriginal People – the Gringai | History in the Williams River Valley”, <https://williamsvalleyhistory.org/aborigines-gringai/>.

³ “Notes on the Origins and Locations of Place Names – Newcastle, Lake Macquarie, Hunter Valley, Liverpool Plains- C”, https://www.jenwillets.com/hunter_valley_place_names_C.html.

wild ducks'.⁴ At least two significant massacres of Wonnarua people have been identified in the area from that period: one on the Paterson River and the other at Gloucester.⁵

The Aboriginal history of Erringhi/Clarencetown is not clear, although coexistence was likely. A rare mention of Aboriginal people at Clarence Town was an 1855 account of the second voyage of the HRSN Co. steamship *William*, from Morpeth. On the return journey, 'Much amusement was afforded by nine aboriginals dancing and corroborating on the fore-castle of the steamer as she was returning from ClarenceTown; numerous threepenny-bits rewarded their exertions.'⁶

In 1882 a substantial group of Gringai people was persuaded to move to Maloga Mission. By the 1900s, most people from the Clarencetown and Dungog areas had been encouraged to settle at the St Clair Aboriginal Mission, and then at the Singleton Home.⁷ Other people probably moved to an Aboriginal reserve that was established at Karuah in 1884 and converted to a managed station under the coercive practices of the Aborigines Protection Board.⁸

An artefact scatter on the surface of the eastern bank of the Williams River at the site of the Clarence Town Bridge is registered on the Aboriginal Heritage Information Management System (AHIMS) and is subject to an Aboriginal Heritage Impact Permit.⁹ No further information about the artefacts could be obtained but the bridge is located close to natural crossing points of the Williams River.¹⁰

2.2 European settlement at Clarence Town

Clarence Town is one of the oldest villages in NSW and was only the third settlement in the Hunter after Newcastle and Maitland. In the colonial period, river and coastal shipping was more efficient than any form of overland transport, and the Paterson, Allyn and Williams rivers were highways for cedar and other timbers and agricultural produce. Clarence Town formed at the head of navigation of the Williams River, as a hub for coastal and river shipping and overland traffic from the Upper Williams and Dungog – Dungog is a good day's walk from Clarence Town.¹¹

⁴ RL Ford, *Clarence Town: Erring-I to River Port* (Clarence Town: RL Ford, 1987), p. 2.

⁵ Centre For 21st Century Humanities, "Colonial Massacres", <https://c21ch.newcastle.edu.au/colonialmassacres/detail.php?r=1167>.

⁶ "STEAM TRIP TO CLARENCE TOWN", *Maitland Mercury and Hunter River General Advertiser*, 24 October 1855, <http://nla.gov.au/nla.news-article707886>.

⁷ "Aboriginal People – the Gringai | History in the Williams River Valley", op. cit.

⁸ "Worimi Conservation Lands | WORIMI TIMELINE", <http://worimiconservationlands.com/worimi-timeline-4/>; NSW Environment & Heritage, "Living on Aboriginal Reserves and Stations", <https://www.environment.nsw.gov.au/chresearch/ReserveStation.htm>.

⁹ Office of Environment and Heritage Hunter Central Coast Region, Aboriginal Heritage Impact Permit C0000736, issued to Roads and Maritime Services for the RMS Clarence Town Bridge Capacity Upgrade, 11 December 2014. (Lot 1 DP 195653, Lot 7003 DP 92848, Lot 73 DP 753216, Lot 7008 DP 1056819, 1275 Lime Burners Creek Road, Clarence Town NSW 2321.)

¹⁰ "CLARENCE TOWN", *Newcastle Morning Herald and Miners' Advocate*, 12 April 1879, <http://nla.gov.au/nla.news-article136008226>.

¹¹ Michael Williams, *A History in Three Rivers: Dungog Shire Heritage Study Thematic History*, carste STUDIO Pty Ltd, August 2014, p. p. 13.

The pattern of land settlement around Clarence Town was different from most of the Dungog Shire, where large estates, run on convict labour, dominated.¹² Cedar getters were the first settlers, but small land grants were taken up from 1825.¹³ By 1826 a village had developed and William Lowe and James Marshall established the Deptford Shipyards on the river in 1830. In 1831 they built and launched Australia's first ocean-going paddle steamer, *William IV*, and they built numerous vessels, mostly under 50 tons. The business would survive until the 1890s.¹⁴

The village was proclaimed in 1832 and named after the Duke of Clarence (later King William IV). Figure 1 shows the town in 1831, laid out in a grid tucked into a loop of the river. The red line of 'Present Road' (Clarence Town Road) runs from the wharf to Dungog and the Upper Williams River. Figure 2 marks the road from Raymond Terrace and Figure 3 refines the grid around Hilliers Creek into a form that is clearly recognisable in the town today.

Town allotments were sold between 1832 and 1860, by which time suburban agricultural portions were also completed. The town filled out its grid quickly and had one of the earliest National Schools, founded in 1849, although a courthouse, police station and places of worship took longer to arrive. By the 1850s the settlement included churches, flour mills, tobacco factories and stores, all focused on the wharves at the southern end of town, where a number of boat-building enterprises were founded. Marshall, Rifle and Grey streets serviced the wharves and the drays and wagons from Dungog and the Upper Williams.

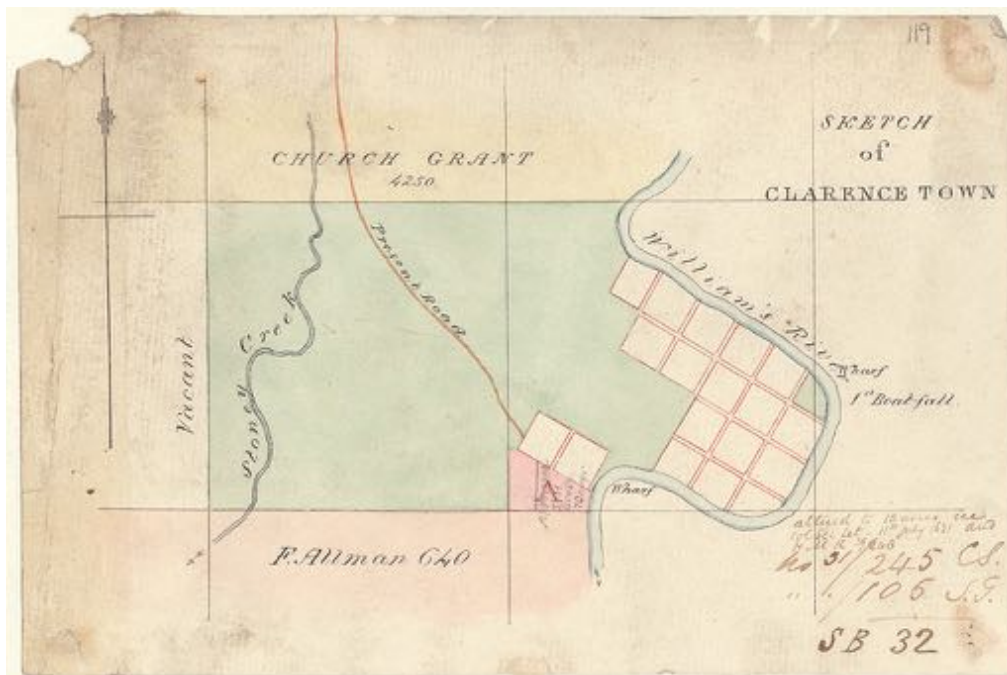


Figure 1: Clarence Town – Sketch of Clarence Town Grose's 10 acres, 11 July 1831, Surveyor General's Sketch Books, 1 folio 32 State Archives NSW, NRS13886[X751]_a110_000119

¹² G Karskens, *Dungog Shire Heritage Study Thematic History*, Perumal, Wrathall & Murphy Pty Ltd Environmental Planners In Association with C Mcnamara, 1986, <https://www.dungog.nsw.gov.au/sites/dungog/files/public/images/documents/dungog/History/>.

¹³ Ford, *Clarence Town: Erring-I to River Port*, p. 7.

¹⁴ Ford, *Clarence Town: Erring-I to River Port*, pp. 16–17.



Figure 2: Gloucester County – Sketch of part of the marked lines of road northerly from Raymond Terrace to Clarence Town 01 Jan 1838, Surveyor General's Sketch Books, 3, folio 86, NRS13886[X754]_a110_000071



Figure 3: Clarence Town – Shewing portions to the east on Williams River 30 October 1848, Surveyor General's Sketch Books, 5, folio 14, NRS13886[X759]_a110_000046

3. The need for a river crossing at Clarence Town

The Williams River traffic drove development at Clarence Town; land transport was far more challenging. The river boats brought the mail for communities as far away as Raymond Terrace and Stroud and came to Clarence Town. Regular coach services connected Clarence Town with Dungog and other rural towns from the 1860s but the roads were rough and subject to floods. From the 1850s the residents of Dungog and Clarence Town had petitioned for government grants for road and bridge works, but little changed.

The only access from the east bank of the Williams River to Clarence Town was by a shoal at the north-east corner of the town, which was dangerous when tide was high or the river was fresh or in flood.¹⁵ SN Dark established a punt at the end of Durham Street to take drays of grain to the flour mill in King Street, but residents complained that such a utility should be in public control.

The tragic 1863 drowning of pregnant Mrs Sophia Campbell, who was in a bullock dray swept off the shoal at the falls, finally elicited funding for a public punt and a boat in 1864.¹⁶ The right to operate the punt was auctioned in 1865.¹⁷ At the same time, Williams Valley residents complained about the state of the roads and lack of bridges and townships and squabbled over whose circumstances were the most pressing.¹⁸

In 1871 Clarence Town constituents urged the then Member for Williams, Mr J Nowlan, to ask for a bridge across the Williams River.¹⁹ There was no apparent response but in 1877 William Johnston, a merchant and resident of Clarence Town, became the Member for Williams, campaigning on a platform that included securing grants for roads and bridges.²⁰ On 2 April 1877 he wrote to the Minister for Public Works asking that a high bridge be constructed at or near Clarence Town, stating that it would complete through traffic between Maitland and Hastings as well as to New England, and alleviate the misery induced by flooding.²¹ By September 1878, Johnston had secured the funding.²²

¹⁵ Hughes Trueman Rheinhold, Clarence Town Bridge Heritage Assessment, April 1998, p. 6.

¹⁶ "CLARENCE TOWN", *The Maitland Mercury and Hunter River General Advertiser*, 17 February 1863, <http://nla.gov.au/nla.news-article18693819>; "CLARENCE TOWN", *The Maitland Mercury and Hunter River General Advertiser*, 20 February 1864, <http://nla.gov.au/nla.news-article18712222>.

¹⁷ "FERRY AT CLARENCE TOWN, ON THE WILLIAMS RIVER", *New South Wales Government Gazette*, 28 March 1865, <http://nla.gov.au/nla.news-article225849935> and 27 June 1865, <http://nla.gov.au/nla.news-article225852212>.

¹⁸ "DISTRICT NEWS", *The Maitland Mercury & Hunter River General Advertiser*, 22 August 1863, <http://nla.gov.au/nla.news-article18699823>. Dungog Shire Thematic History, pp. 85–86.

¹⁹ "ELECTORATE OF THE WILLIAMS", *The Maitland Mercury and Hunter River General Advertiser*, 7 November 1871, <http://nla.gov.au/nla.news-article18758601>.

²⁰ "The Williams Electorate", *The Maitland Mercury and Hunter River General Advertiser*, 30 January 1877, <http://nla.gov.au/nla.news-article18815042>.

²¹ NSW Legislative Assembly Votes and Proceedings, 1877, Volume 5, p. 341, cited in RTA, *Clarencetown Bridge Conservation Management Plan*, 2003, p. 13.

²² "The Electorate of the Williams", *The Maitland Mercury and Hunter River General Advertiser*, 5 September 1878, <http://nla.gov.au/nla.news-article18830638>.



Figure 4: Mogensen's store, which is now the Erringhi Hotel. University of Newcastle Cultural Collections.



Figure 5: Wharf at Clarentown, Ross and Pat Craig Collection, University of Newcastle Cultural Collections.



Figure 6: Ships at Clarentown, Ross and Pat Craig Collection, University of Newcastle Cultural Collections.



Figure 7: G Kelly Photo – Above the wharf at Clarentown, circa 1911, Harry Boyle collection, Maitland City Library



Figure 8: Mary Isabel from the wharf at Clarentown, circa 1900.



Figure 9: Government Printing Office, Excursion steamer from Newcastle [SS Warringhi] arriving at Clarence Town, 1909 (Williams River Steam Navigation Company) (State Archives NSW, NRS 4481 [7_15961] ST3738)

Johnston was not the only MP who had lobbied for a bridge across the Williams River – the Member for Lower Hunter, AH Jacob, had pressed for one to be placed at Seaham. *The Maitland Mercury and Hunter River General Advertiser* reported that the Roads Department agreed that a bridge at Seaham would directly benefit more people, but because the river was navigable there it would require both a swing bridge to let shipping pass and a lengthier and more expensive span.²³ Bandon Grove residents also wanted a bridge and were disappointed that Dungog and Clarence Town got in first, but the position of the Clarence Town Bridge provided access to the navigable water of the Williams River, and benefited communities upstream.²⁴ Contemporary reports indicate that Clarence Town was also favoured because it would improve access to Stroud and the goldfields of Gloucester and the Barrington.²⁵

4. Building the Clarence Town Bridge

Tenders for public works for a bridge over the Williams River at Clarence Town were called on 3 December 1878.²⁶ The successful tenderer was JK McKenzie. The design was that favoured by William C Bennett, then Engineer and Commissioner for Roads: it would use a pair of Queen trusses, also known as the Old Public Works Department truss.²⁷ Old PWD trusses were the first in the five-stage development of NSW timber truss bridges. Timber truss road bridges are a defining feature of the Upper Hunter, where plentiful timber made them a low-cost option for coping with a flood-prone landscape. They are aesthetically beautiful.²⁸

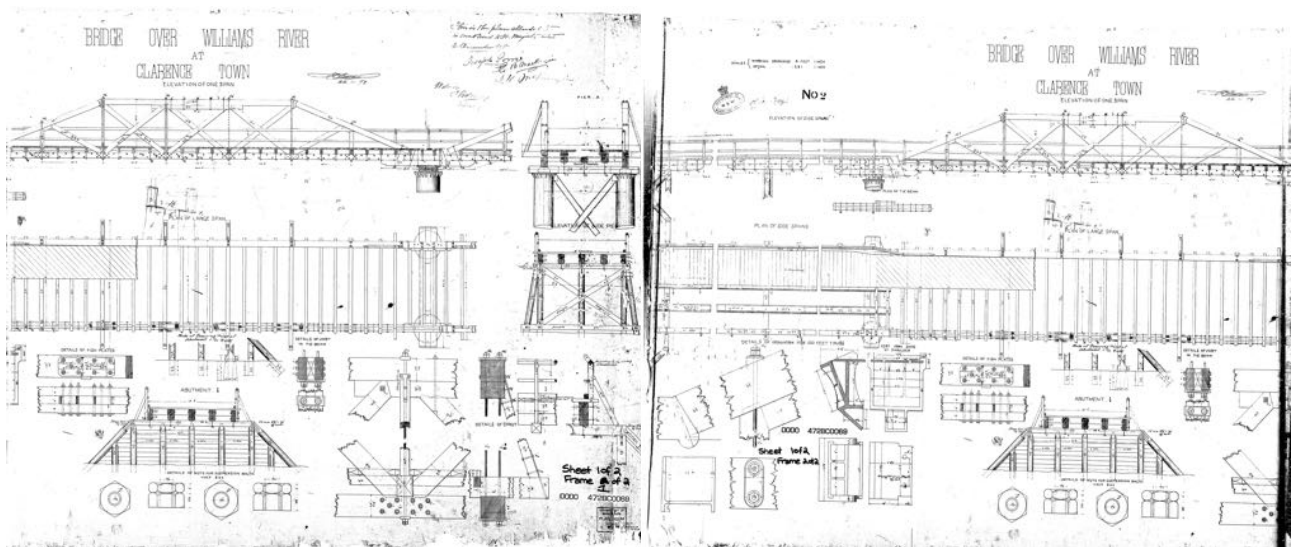


Figure 10: Original plans for the Clarence Town Bridge, supplied (this page and following)

²³ "Bridge over the Williams", *The Maitland Mercury and Hunter River General Advertiser*, 17 May 1879, <http://nla.gov.au/nla.news-article18924687>.

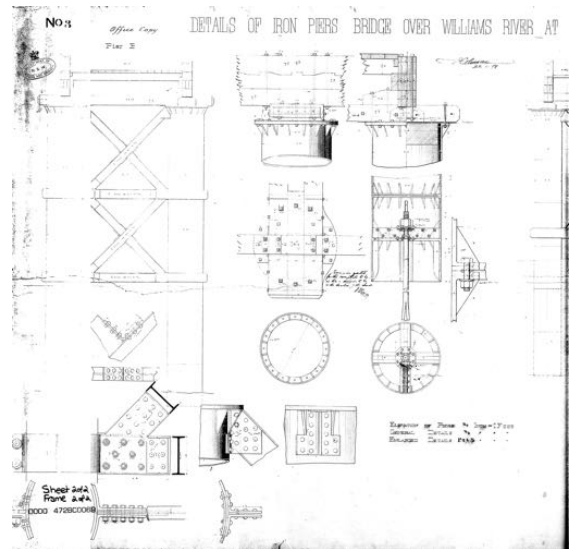
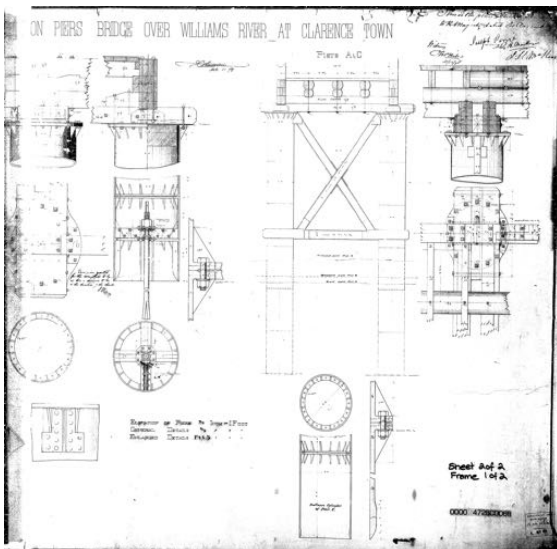
²⁴ "CLARENCE TOWN", *The Maitland Mercury and Hunter River General Advertiser*, 16 May 1878, <http://nla.gov.au/nla.news-article18823121>.

²⁵ "CLARENCE TOWN", *Newcastle Morning Herald and Miners' Advocate*, 12 April 1879, <http://nla.gov.au/nla.news-article136008226>.

²⁶ "TENDERS FOR PUBLIC WORKS", *New South Wales Government Gazette*, 3 December 1878, <http://nla.gov.au/nla.news-article223756845>.

²⁷ RTA, *Clarencetown Bridge Conservation Management Plan*, 2003, p. 8.

²⁸ University of Newcastle Cultural Collections, "CLN The Postcard Photographs of George Kelly Photographer Dungog | Flickr", <https://www.flickr.com/photos/uon/albums/72157631214828202/page1/>.



The work had begun by April 1879. The site chosen was below a natural crossing:

The proposed bridge over the Williams, in the construction of which so many are particularly interested just now, as it will abridge the distance to the Barrington reefs, has been commenced, and although the contract time extends over two years, it is expected that it will be ready for traffic in eighteen months. The cylinders are on the site each side of the river, and a great deal of timber lies squared ready for use. The site is a little below the old ford, the dangers incidental to the crossing of which were shown by the drowning of two bullocks the other day, in a team belonging to Mr. Cutter, the driver narrowly escaping the same fate. A bridge has long been wanted, but until the advent of Mr. Johnston as representative for the electorate, no steps were taken to induce the Government to erect one. The altitude of the structure will secure its use even at the highest floods, and the employment of cylinders will reduce the danger of its being swept away. As soon as it is finished we may expect a large traffic by the road to the Barrington, and our townspeople cannot fail to come in for some of the benefits of it.²⁹

Piles had been driven on the west side and the 'monkey' was at the bank's edge. As Figure 11 shows, the bridge was built at the punt crossing. Residents were so delighted that construction had started that they threw an Easter ball to celebrate the thoughtfulness of Mr Johnston.³⁰

The project was thwarted by a severe flood in in August 1879. Eight cast iron cylinders for the new bridge were swept away, possibly before they were installed. The lighter *Free Trade* was sent down the river to Newcastle to bring up the necessary apparatus for retrieving them, as they were 'too valuable to be abandoned without an attempt to recover them'.³¹ Work continued, despite the setback.³²

²⁹ "CLARENCE TOWN", *Newcastle Morning Herald and Miners' Advocate*, 12 April 1879, <http://nla.gov.au/nla.news-article136008226>.

³⁰ "CLARENCE TOWN", *Australian Town and Country Journal*, 12 April 1879, <http://nla.gov.au/nla.news-article70937078>.

³¹ "CLARENCE TOWN", *Newcastle Morning Herald and Miners' Advocate*, 23 August 1879, <http://nla.gov.au/nla.news-article135963270>.

³² "CLARENCE TOWN", *Newcastle Morning Herald and Miners' Advocate*, 15 December 1879, <http://nla.gov.au/nla.news-article135966164>.



Figure 11: Construction of the New Bridge with river punt, circa 1878–1879. It is not clear whether the photograph was taken before or after the August 1879 flood. From RL Ford, Clarence Town: Erring-I to river port, p 223.

The bridge was finally completed, inspected by Mr Gordon, the Superintendent of Roads, and opened to traffic in late May 1880. The official opening and naming ceremony was on the Queen's Birthday, Monday 30 May 1880. Mrs William Johnston presided and 'appropriately named the bridge "The brig O'Johnston," amid much cheering, breaking the bottle with one effort'. A picnic and a commemorative dinner and dance in the School of Arts followed:

Many speeches were given in response to toasts proposed, and a commendable degree of enthusiasm was shown for the accomplishment of the work that was being celebrated—viz., the bridging of the river at Clarence Town by a high-level structure, capable of withstanding the pressure of the heaviest bulk of water.³³

The government punt remained in use for at least 45 years after the building of the bridge. It ran when the bridge was closed for repairs, including a 10-month period when the bridge was overhauled in 1926.³⁴ It had been decommissioned by 1943.³⁵ It is very likely that archaeological evidence of the punt remains on the river bank.

³³ "Opening of the New Bridge at Clarence Town", *Newcastle Morning Herald and Miners' Advocate*, 2 June 1880, <http://nla.gov.au/nla.news-article133856472>.

³⁴ "Mishap At Punt", *Dungog Chronicle: Durham and Gloucester Advertiser*, 7 September 1926, <http://nla.gov.au/nla.news-article138204815> "CLARENCE TOWN BRIDGE", *Dungog Chronicle: Durham and Gloucester Advertiser*, 29 October 1926, <http://nla.gov.au/nla.news-article138216982>.

³⁵ "CLARENCE TOWN BRIDGE CLOSED", *Dungog Chronicle: Durham and Gloucester Advertiser*, 3 August 1943, <http://nla.gov.au/nla.news-article141280453>.



Figure 12: Brig O'Johnston Bridge, shortly after opening. From RL Ford, *Clarence Town: Erring-I to river port*, p 221

5. The impact of the Clarence Town Bridge

The decade after the building of the bridge was the busiest in the town's history. Settlement spread to the eastern bank and a number of Clarence Town's most prominent public buildings and private houses were built in the 1880s, including the Post Office, 'Roseneath' and 'Hollydene'. The Williams River Steam Navigation Company was established.³⁶ Timber had declined and the tobacco industry was failing but the town was supported by dairying, grazing and fodder production. Substantial improvements to local roads, including the laying of gravel, helped boost land traffic throughout the region.³⁷

The Clarence Town Bridge immediately became a landscape feature and a drawcard for travellers.³⁸ However, the general economic depression of the 1890s and four consecutive years of flooding, as well as a fire, knocked the economy of Clarence Town. When the Paterson-Dungog railway bypassed Clarence Town in 1911 the town lost its importance as a centre of exchange. By the 1950s residents worried that their town was dying.³⁹ The bridge, however, remained an essential access point across the Williams River on the main road to Gloucester, and a favoured route for motorists driving from Dungog and Gloucester to Newcastle.⁴⁰

³⁶ Karskens, *Dungog Shire Heritage Study Thematic History*, pp. 72–77.

³⁷ RL Ford, *Clarence Town: Erring-I to river port*, pp. 220–223.

³⁸ "A Holiday Trip up the Williams River", *Illustrated Sydney News*, 29 August 1891, <http://nla.gov.au/nla.news-article63613019>; "IN AND AROUND CLARENCE TOWN", *The Sydney Mail and New South Wales Advertiser*, 31 December 1892, <http://nla.gov.au/nla.news-article162189295>.

³⁹ "This Town Does Not Want To Die", *The Sunday Herald*, 3 June 1951, <http://nla.gov.au/nla.news-article18495270>.

⁴⁰ "Bridge Alters Route Dungog-Newcastle", *The Gloucester Advocate*, 30 January 1953, <http://nla.gov.au/nla.news-article160385021>.



A. Bridge, B. House, C. Hill, D. River, E. F. G. H. I. J. K. L. M. N. O. P. Q. R. S. T. U. V. W. X. Y. Z. A. B. C. D. E. F. G. H. I. J. K. L. M. N. O. P. Q. R. S. T. U. V. W. X. Y. Z.

Figure 13: Clarence Town became a destination for pleasure-seekers in the 1890s and the bridge was a feature.

6. Reconstructing the bridge in the 1920s

In November 1925 the Public Works Department approved a proposal to reconstruct the ageing bridge over the Williams River at Clarence Town for £8000.⁴¹ *The Dungog Chronicle* reported the bridge was still ‘important, being on the main road to Gloucester’.⁴² An acting divisional engineer’s report dated 3 October 1935 noted that in 1923 the trusses had been in bad order and were under-trussed with wire ropes for support. In 1926–27 they were rebuilt to their old design, but the timber was improperly seasoned and by 1935 a sag was evident in the bridge. That engineer rued the opportunity to use a more modern form of truss, as the piers were permanent.⁴³

As noted, when the Clarence Town Bridge was built it was hoped that it would be high enough to withstand floodwaters. In 1927, 381 millimetres of rain fell in just 48 hours and the most severe flooding since 1893 struck Cessnock and Clarence Town. Water reached the top of the Clarence Town Bridge piers, but the new work stood firm.⁴⁴

The *Clarencetown Bridge Conservation Management Plan*, 2003 contains the most comprehensive list of twentieth century modifications to the bridge.

Figure 14: Acting Divisional Engineer’s Report, 3 October 1935, supplied.



⁴¹ "£8000 GRANT: Clarencetown Bridge Work Approved", *Newcastle Sun*, 2 November 1925, <http://nla.gov.au/nla.news-article163361197>

⁴² "CLARENCE TOWN BRIDGE", *Dungog Chronicle: Durham and Gloucester Advertiser*, 6 November 1925, <http://nla.gov.au/nla.news-article137733418>.

⁴³ Acting Divisional Engineer’s Report, cited in RTA, *Clarencetown Bridge Conservation Management Plan*, 2003, p. 14.

⁴⁴ "Disastrous Floods: Cessnock and Clarence Town", *Sydney Mail*, 27 April 1927, <http://nla.gov.au/nla.news-article169146734>.

7. The Clarence Town Bridge today

The Brig O'Johnston Bridge remains a significant landscape feature and a tourist attraction. The heritage value of the bridge is clearly recognised by NSW Government agencies and the wider community.⁴⁵ It is recorded as State Significant SHR 01462.⁴⁶ MBK ranked it as the fifth most significant truss bridge in New South Wales and this is recognised in the timber truss bridge conservation strategy sensitivity test.⁴⁷ The triple-span Monkerai Bridge over the Karuah River, which was built in 1882, is ranked 3rd overall.⁴⁸ The following reports outline its significance:

- Hughes Trueman Rheinhold, *Clarence Town Bridge Heritage Assessment*, April 1998
- McMillan, Britton & Kell Pty Ltd (for RTA NSW), *Timber Truss Bridges: Study of Relative Heritage Significance of All Timber Truss Road Bridges in NSW*, 1998
- RTA, *Clarencetown Bridge Conservation Management Plan*, 2003
- RTA, *Bridge Types in NSW: Historical overviews*, 2006
- Terry Kass, *RTA Thematic History: A component of the RTA Heritage and Conservation Register*, 2nd edition, 2006
- Transport, Roads and Traffic Authority, *Timber truss road bridges: a strategic approach to conservation*, July 2011
- *The Timber Truss Bridge Book* (forthcoming).

In 2001 the NSW Government acknowledged the original name of the bridge with a plaque, which has recently been lost, owing to vandalism. While there are local demands for an augmented or expanded bridge at this site, Roads and Maritime Services are committed to its retention.

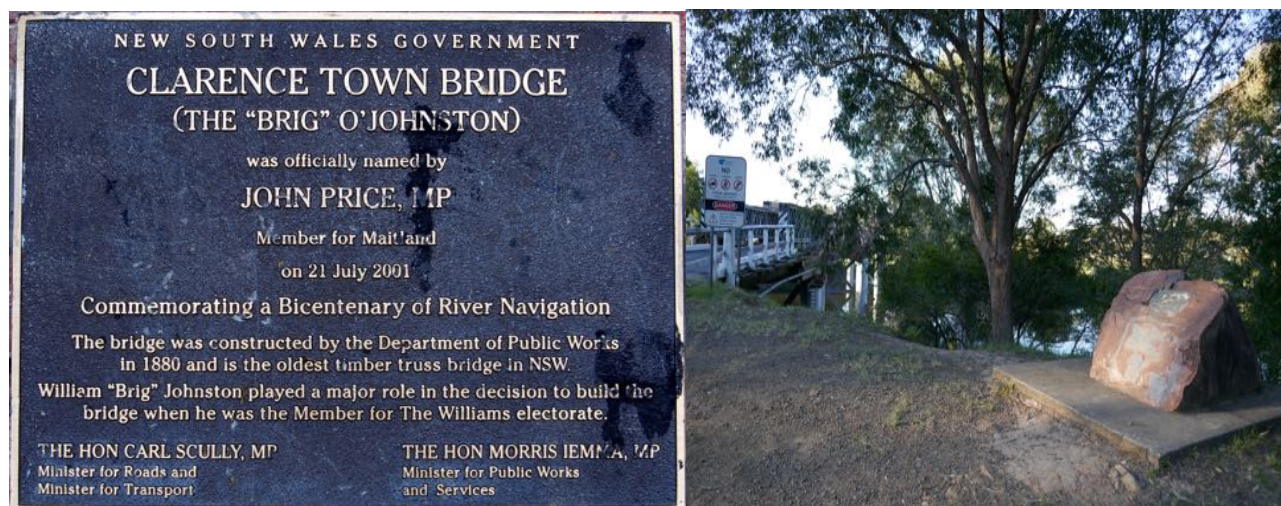


Figure 15: The plaque installed on 21 July 2001, photographed in situ on 4 November 2011 (courtesy Peter Liebeskind) and the vandalised monument, as it appeared in July 2018

⁴⁵ Brian Pearson and Ray Wedgwood, interviewed by Frank Heimans, ASHET Oral History Project Timber and Truss Bridges of NSW, 23 October 2012 at Epping NSW, <https://ashet.org.au/wp-content/uploads/2013/01/Ashet-Transcript-small.pdf>

⁴⁶ NSW Environment & Heritage, "Clarence Town Bridge over Williams River", <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5051362>.

⁴⁷ Transport, Roads and Traffic Authority, *Timber truss road bridges: a strategic approach to conservation*, July 2011, p. 4.

⁴⁸ Ford, *Clarence Town: Erring-I to river port*, p. 6.

8. List of sources

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With thanks to Peter Liebeskind.

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