

Journey Map

Bridge #6 is known as the "boat belly" bridge. The girders were first used on a road bridge so a camber was included on their top surface. The girders were turned 90° to run lengthways along the bridge when used on this railway giving it a unique appearance.

Just upstream of Bridge #7 is the "Cascades". A waterwheel was located here during the gold-era processing tailings from the mines further upstream. Today you can still easily see the cascade that's in this photo. Just imagine the waterwheel turning, water flume and the log dam.



In May 2002, just two months after the Walhalla Goldfields Railway was completed into Walhalla, a large rock fall on the only sealed road into Walhalla cut off the township for 10 days. The newly opened railway was pressed into service carrying passengers and goods for the town. The concrete repairs and mesh can be seen from the railway.



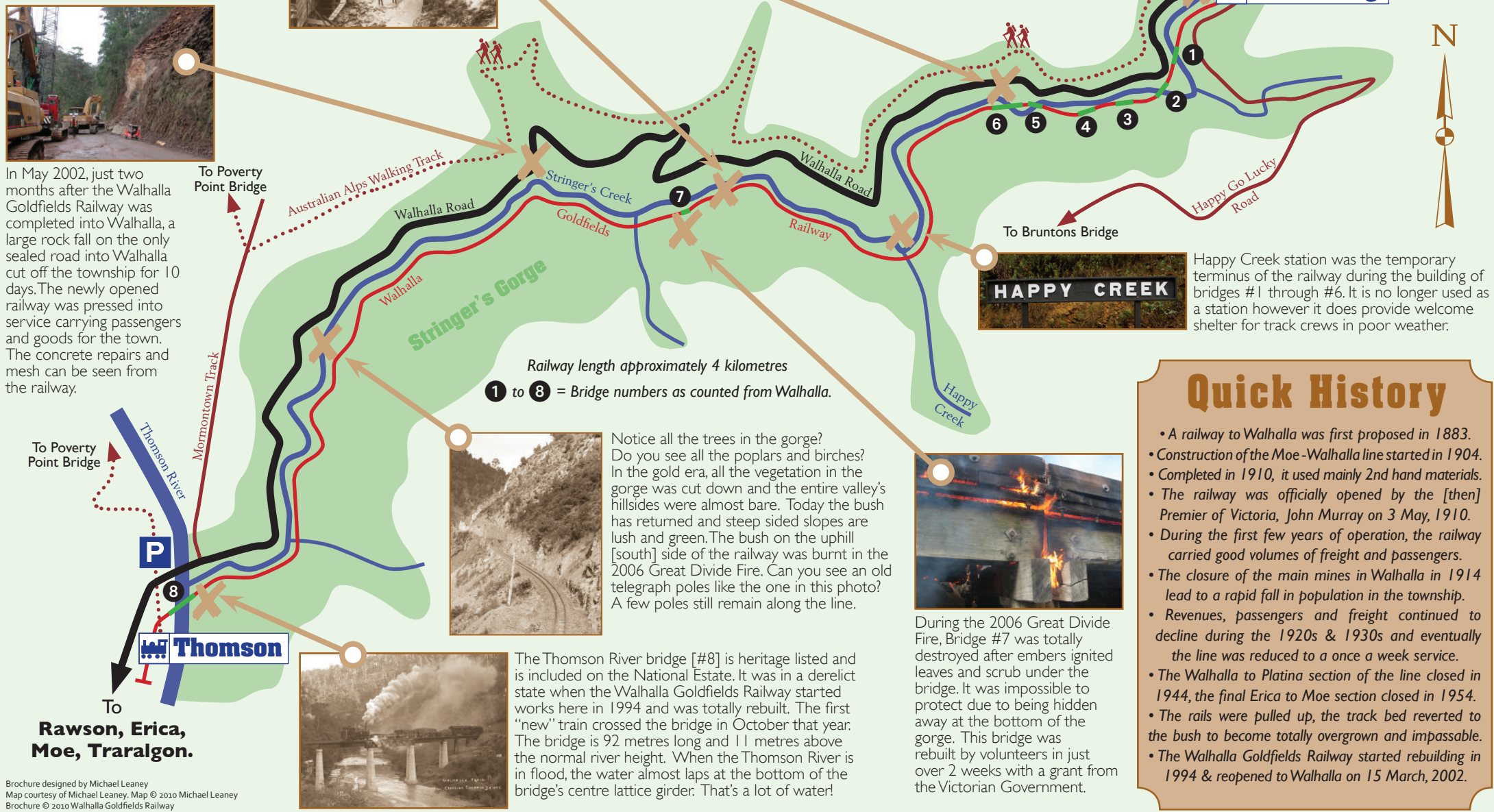
Walhalla's first station stood on the opposite side of the tracks to the station you see today. It was built on top of a tunnel that Stringers Creek flows through. This building was removed in 1938 to become the Hartwell station on the Alamein line on the Melbourne suburban network. The current station is a replica built to the original Victorian Railways plans.



Walhalla Historic Township

Don't miss...

- The Long Tunnel
- Extended Gold Mine
- Walhalla Cemetery
- Heritage walks



To Poverty Point Bridge

Australian Alps Walking Track

Walhalla Road

Stringer's Creek

Goldfields

Railway

Walhalla Road

To Bruntons Bridge

Happy Go Lucky Road



Happy Creek station was the temporary terminus of the railway during the building of bridges #1 through #6. It is no longer used as a station however it does provide welcome shelter for track crews in poor weather.

Railway length approximately 4 kilometres
 1 to 8 = Bridge numbers as counted from Walhalla.

To Poverty Point Bridge

Thomson River

Mormontown Track

P

Thomson

To Rawson, Erica, Moe, Traralgon.



Notice all the trees in the gorge? Do you see all the poplars and birches? In the gold era, all the vegetation in the gorge was cut down and the entire valley's hillsides were almost bare. Today the bush has returned and steep sided slopes are lush and green. The bush on the uphill [south] side of the railway was burnt in the 2006 Great Divide Fire. Can you see an old telegraph poles like the one in this photo? A few poles still remain along the line.



During the 2006 Great Divide Fire, Bridge #7 was totally destroyed after embers ignited leaves and scrub under the bridge. It was impossible to protect due to being hidden away at the bottom of the gorge. This bridge was rebuilt by volunteers in just over 2 weeks with a grant from the Victorian Government.



The Thomson River bridge [#8] is heritage listed and is included on the National Estate. It was in a derelict state when the Walhalla Goldfields Railway started works here in 1994 and was totally rebuilt. The first "new" train crossed the bridge in October that year. The bridge is 92 metres long and 11 metres above the normal river height. When the Thomson River is in flood, the water almost laps at the bottom of the bridge's centre lattice girder. That's a lot of water!

Quick History

- A railway to Walhalla was first proposed in 1883.
- Construction of the Moe - Walhalla line started in 1904.
- Completed in 1910, it used mainly 2nd hand materials.
- The railway was officially opened by the [then] Premier of Victoria, John Murray on 3 May, 1910.
- During the first few years of operation, the railway carried good volumes of freight and passengers.
- The closure of the main mines in Walhalla in 1914 led to a rapid fall in population in the township.
- Revenues, passengers and freight continued to decline during the 1920s & 1930s and eventually the line was reduced to a once a week service.
- The Walhalla to Platina section of the line closed in 1944, the final Erica to Moe section closed in 1954.
- The rails were pulled up, the track bed reverted to the bush to become totally overgrown and impassable.
- The Walhalla Goldfields Railway started rebuilding in 1994 & reopened to Walhalla on 15 March, 2002.