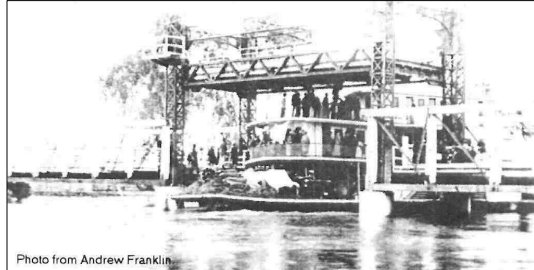
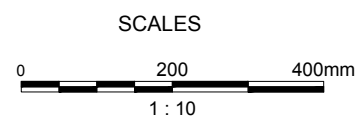


BS/B-01  
LD-101  
**DETAIL**  
Scale: 1:10

ITEM	BS/B-01
LOCATION	BARHAM
THEME	TRANSPORT / RIVER TRANSPORT / BOAT NAMES / STOCK ROUTES
IMAGE 1	 <p>Photo from Andrew Franklin <i>'The Marion' . Photo from Andrew Franklin Source: The Barham-Koondrook Historical Society</i></p>
TEXT 1	<p><b>BOAT TRAFFIC</b></p> <p>During the peak period of the Murray River traffic, the lift span had to be lifted as many as three times a day for the paddle steamers. Although the lift towers were made higher at a later date to allow passage of 3-decker tourist boats, this expense was unwarranted as very few have since made the trip up this part of the river.</p> <p>At one time the Marion got stuck under the lift span and great difficulty was experienced in freeing it. Cargo steamers transported goods to the local stores, unloading at the Koondrook wharf, and sometimes at the site of the present Barham Tennis Courts. When the lift mechanism failed on one occasion, eight paddle steamers were tied up at Barham and Koondrook.</p>
TEXT 2	<p>JACK NIXON, a former grocery boy at Nixon's store, remembers that when the "Marion" became stuck under the bridge, sacks of potatoes were used to weigh it down to release it.</p> <p>In "HUDSON HISTORY 1852-1978", GREG McCONNELL writes: <i>"One time when Olive (Hudson) and her mother went to Barham for a meeting of the Red Cross they were puzzled when no one showed up for the meeting. After hearing a large commotion near the bridge they found all the townspeople at the river watching the hapless paddle steamer "Marion" as it lay wedged under the span of the lift bridge. Futile attempts were made to lower the boat by loading potatoes on board; eventually the boat moved when all the children went on board to lower the level."</i></p> <p>PETER J. PHILLIPS, in his book, "REDGUM AND PADDLEWHEELS", recounts the incident: <i>"At first, the skipper placed several layers of earth on the decks to try and lower the level. When this failed, he removed the funnel. There was still no room to get under the raised lift-span of the bridge, and so the skipper called for volunteers among the local townspeople. They responded with enthusiasm, and every available man, woman, and child crowded on the decks. But still there was not enough room to get under the bridge, until finally the bridgekeeper and his men were able to set heavy jacks under the central span and raise it an extra foot or so to enable the Marion slowly to squeeze underneath."</i></p> <p>Source: The Barham-Koondrook Historical Society</p>

- NOTES**
1. TO BE INSTALLED ON BENCH SEAT AS DETAILED IN LD-403
  2. IMAGES AND TEXT ARE SUBJECT TO CHANGE

03	100% DOCUMENTATION	AM	25/06/2018
02	100% DOCUMENTATION	MMG	23/05/2017
01	FOR INFORMATION	MMG	2/03/2017
No.	Amendment Description	Initials	Date
A3 original	This sheet may be prepared using colour and may be incomplete if copied		



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REVIEWED. JVG . . . . .

**ROADS AND MARITIME SERVICES**  
BARHAM-KOONDRUCK BRIDGE  
LANDSCAPE DESIGN & HERITAGE INTERPRETATION  
HERITAGE INTERPRETATION DETAILS  
**BENCH SEAT ARTWORK I**

FILE No. <b>16_07</b>	DRAWING <b>DWG_LD_505</b>	PRINTED DATE <b>25/06/2018</b>	SHEET No. <b>19</b>
REGISTRATION NUMBER <b>KIS-1607-DWG-LD-505</b>			

Co-ordinate System: MGA Zone 56 Height Datum: A.H.D.