



ACT Heritage Council

Entry to the ACT Heritage Register

Heritage Act 2004

10004. Locomotive Number 1210

Canberra Railway Museum, Cunningham Street, Kingston

OBJECTS

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AUSTRALIAN CAPITAL TERRITORY HERITAGE OBJECTS REGISTER

For the purpose of S16 of the Heritage Objects Act 1991, a citation for:

Locomotive Number 1210

has been approved by the Minister for the Arts and Heritage for entry in the Heritage Objects Register.

The date of the Instrument of Approval : 18 April 1995

Enquiries about this object and copies of this citation are available from:

The Secretariat
Heritage Council of the ACT
TUGGERANONG ACT 2901

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HERITAGE OBJECTS REGISTER

CITATION

Locomotive Number 1210

NOMINATED BY	Museums and Galleries Unit, Department of the Environment, Land and Planning
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LOCATION OF OBJECT	Canberra Railway Museum, Cunningham Street Kingston
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DESCRIPTION

Steam locomotive number 1210, express passenger engine with tender number 32. Weight : 64 tonnes. Wheel arrangement : 4-4-0. Builder: Beyer Peacock & Co, Manchester, England. Maker's number: 1767. The colours carried on the engine resemble those carried at the time of its manufacture. The engine has been modified to meet current safety standards and to incorporate changes in technology, and is basically unchanged in appearance and design since 1915.

CONDITION

The engine is in excellent running order.

HISTORY

The locomotive was built in 1878 by Beyer Peacock & Co, Manchester, England. The locomotive arrived in Sydney aboard the *Assaye* on August 19, 1878 and began its working life as No 120 of C[79] class on the southern and western lines of NSW in September that year.

Some 100 similar engines were used to operate the principal passenger trains throughout NSW between 1870 and 1890. Similar locomotives were used in Victoria and South Australia. As a result of the introduction of P(6) class locomotives in 1892, 1210 and similar locomotives were relegated to branch line services.

After 15 years service in the southern and western lines of NSW the locomotive was transferred to Penrith for work in the foothills of the Blue Mountains. In 1896 it was transferred to the far north-west of NSW. The locomotive was returned to Sydney in 1912 and in 1914 was shifted to Goulburn, where it hauled trains to Queanbeyan. On 24 May 1914, when the new branch line to Canberra was completed, the locomotive unofficially opened the track by pulling the first train to the construction site of the national capital. The engine was given the new number 1210 in the 1923 re-classification of NSW engines.

The engine next went to work in the Parkes and Mudgee districts, but in 1932 was declared obsolete and withdrawn from service. Owing to a shortage of engines it was not scrapped and in 1935 went to Moree to haul local branch line trains. In 1943 the engine was again withdrawn from service but due to war-time pressure on the railways returned to service. In 1947 the engine was returned to Parkes for use as a relief or emergency engine.

It continued in use until 1958 when it was finally withdrawn from service. On 31 October 1959 the NSW Steam Tram and Preservation Society hired the locomotive to haul a train from Sydney to Canberra in association with the dedication of All Saints Church, Ainslie. The Society appealed to the National Capital Development Commission (NCDC) and the NSW Railways to assist in the locomotive's preservation. As a result of the Society's appeal the locomotive was purchased by the NCDC for 800 pounds.

Locomotive No 1210 left Sydney for Canberra for the formal presentation ceremony arriving at 2.50pm on January 27, 1962. The locomotive was accepted on behalf of the people of Canberra by Mr R J Donnellan, officer-in-charge Public Information and General Services Section, Department of the Interior. The locomotive was placed on display in Wentworth

Avenue, outside the Railway Station, Kingston early in February. The National Capital Development Commission accepted responsibility for the future care of the locomotive.

By agreement signed on 25 July 1984 the locomotive was loaned by the Commonwealth Government, Department of Territories and Local Government, to the Australian Railway Historical Society (Australian Capital Territory Division) Incorporated. The locomotive was relocated to the Canberra Railway Museum in 1984.

The locomotive was restored with funds received from the Australian Bicentennial Authority. It was a requirement of the Bicentennial Authority Grant that the engine be operational. The locomotive was re-commissioned by the Member for Canberra, the Hon Ros Kelly, on 19 September 1988.

Three of the 12 class locomotives survive. No 1219 is a static display at Thirlmere, NSW and No 1243 is a static display in the Powerhouse Museum, Sydney. It is claimed by the Australian Railway Historical Society that No 1210 is the oldest operational main line steam locomotive in the world.

The locomotive is used to haul trains on the Michelago Tourist Railway, which runs from Canberra to Michelago, as a heritage rail operation.

ANALYSIS AGAINST THE CRITERIA

3 An object which is evidence of a distinctive way of life, taste, tradition, religion, land use, custom, process, design or function which is no longer practised, is in danger of being lost, or is of exceptional interest.

The locomotive 1210 is representative of the type of steam locomotives operating the principal passenger trains in Australia during the latter part of the 19th century and early part of this century. It is the only one of three remaining of its class that is operational in Australia.

5 An object which is the only known or only comparatively intact example of its type.

The 1210 is of outstanding significance as it the only steam locomotive of its class still authorised for main line operation in Australia.

6 An object which is a notable example of a class of objects and which demonstrates the principal characteristics of that class.

The 1210 is a rare example of an operational 12 class steam locomotive. The locomotive provides an insight into the technology of its time.

7 An object which has strong or special associations with a person, group, event, development or cultural phase in local or national history.

The 1210 is highly valued for its special association with the history of the national capital. When the new branch line to Canberra was completed it opened the track by pulling the first train to the construction site of the national capital in 1914. It was a familiar landmark for many years (1962-84) in front of the Canberra Railway Station.

STATEMENT OF SIGNIFICANCE

Locomotive 1210 is primarily significant as representative of the locomotives used to operate the principal passenger trains in NSW from 1870 to 1890. Locomotive 1210 is of particular significance to the heritage of the ACT as it opened the new branch line into the Federal Territory when it hauled the first train into Canberra and it is the only 12 class locomotive still in main line operation in Australia.

CONSERVATION POLICY

Because the locomotive is in current use on NSW railways and must meet the safety standards of the NSW railways for mainline operation, the conservation principle that should guide future action is the balance between meeting operational standards and maintaining authenticity of the heritage values of the locomotive.

SPECIFIC CONSERVATION REQUIREMENTS

In accordance with Section 6 (d) of the *Heritage Objects Act 1991*, the following requirements are identified as essential to the retention of the heritage significance of the object :

1. A conservation plan for the locomotive should be prepared and submitted to the Heritage Council of the ACT for approval.
2. Future conservation is to be consistent with the plan.

RESTRICTED INFORMATION

Not applicable

PREVIOUS ASSESSMENTS

Not applicable

REFERENCES

Government files

Department of the Interior 72/436 NSW Steam Tram & Railway Preservation Society
- Preservation as a Historical Relic of 1st Locomotive to Canberra (1914).

Department of the Capital Territory 75/3908
Recreation and Tourism Section - Kingston Railway Locomotive Administration.

'Old Engine Travelled a Million Miles', *The Australian* 25 May 1965

Mr Stephen Buck, President (1986-89) of the Australian Railway Historical Society (ACT Division) Incorporated.

NOMINATION NUMBER	4
DATE OF NOMINATION	10 August 1993
REGISTER NUMBER	
DATE OF GAZETTAL INTERIM REGISTER REGISTER	
FILE NUMBER	93/08054
TYPE OF OBJECT	Manufactured
OWNER	[C/W or ACT Government?-investigating - NCDC purchased loco and transferred to Dept of the Interior]
KEEPER	Australian Railway Historical Society (ACT Division) Incorporated

Prepared by Pamela Fabricius
18 April 1995