

The Richmond Vale Rail Trail

The Active Transport
Gateway
to the Upper Hunter

A potted history



In the beginning

- John Eales and John Christian developed a coal mine at Minmi.
- On 7th November 1854 John Eales gains rights to rail per the Minmi & Hexham Railway Act
- J & A Brown develop a mine at Minmi and they use Eales railway for transport to the staithes at Hexham



The 2005 extension

 After the deaths of James and Alexander Brown John (Baron) Brown added the line from the old Eales line to his mines in the coalfields.

 This was the beginning of the Richmond Vale Railway.

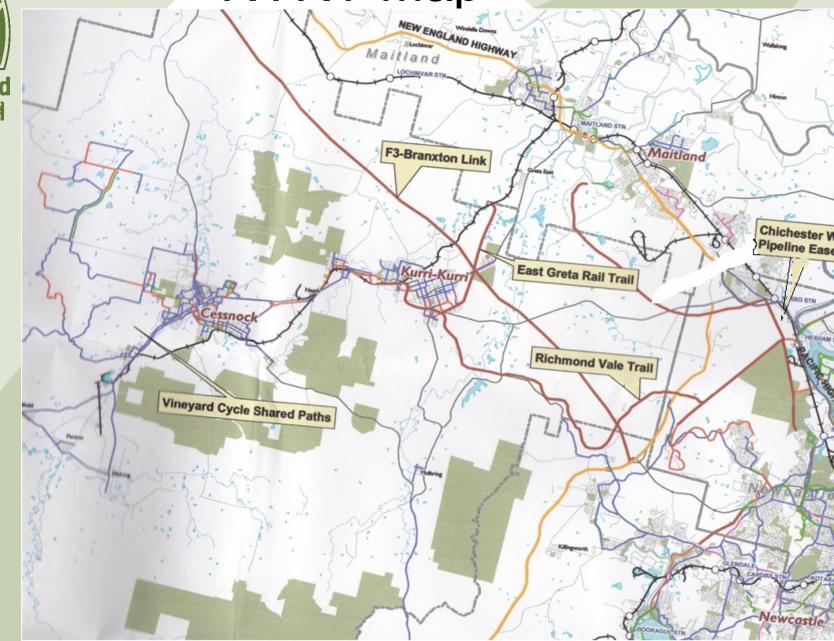


RVRail history

- Construction completed in 1905 by John "Baron" Brown
- Used to haul coal from Richmond Vale, Pelaw Main, Stanford & Stockrington Collieries.
- Last steam train 1987. (Last in Aust)
- Mid 60's taken over by Rio Tinto, (Coal and Allied)



RVRT Map





RVRT Features

- Trailheads at Kurri Kurri, Tarro and Shortland Wetlands
- 28 km in length
 - Includes swamp, dense forest, dry sclerophyll forests, and open farm land





RVRT Features

- 2 high timber trestle bridges
- Low gradients 1:48 to 1:60 allows for easy access.

Burgess Bridge Surveyos Creek



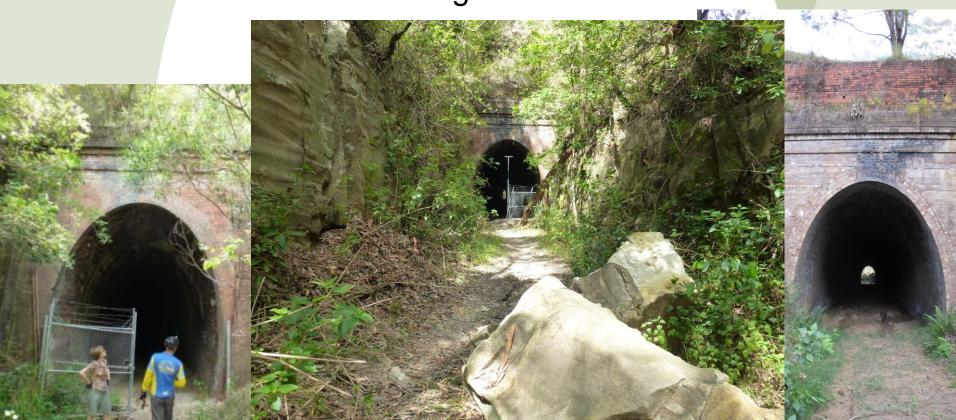
Avery's Bridge Wallis Creek





RVT Features

- 3 brick portal tunnels
 - 2 near Mt Sugarloaf (>200 m each)
 - 1 under George Booth Drive





Tunnel under M1



Track across Pambalong Swamp



RVRT History

- April 1999 Inquiry into Infrastructure – Cycle & Cycling Tourism Opportunities in the Hunter
- Monday 23 September 2002
 Cycle Tourism in the Hunter seminar held in Cessnock
- 2005 ARUP report on Cycle Tourism in the Hunter Valley



History cont

- RVRT inaugural committee meeting held at TFI 18 Oct 2012
- CoN manages the project
- Feasibility Study completed Sept 14 – feasibility established?
- March 2016 GHD study approved and contracted by CoN funds from Donaldson Trust and councils – results not yet known



RVRT Inc

History
Started as an informal group of cyclists in late 1990's and registered as a not for profit Association in August 2015

Aims

- 1. Raise awareness & get support
- 2. Seek funding
- 3. Develop the trail
- 4. Input into design and use planning



Benefits

- Tourism
 - Domestic and International. Value enhanced if it links to other routes
 - Links
 - Pokolbin, Singleton and beyond
 - Convict Trail
 - South Maitland Rail
 - North coastal cycle route
 - Newcastle cycle ways
 - Minmi rail corridor
 - Benefits to transport, accommodation, retail outlets especially food, beverage & cycle



Benefits...

- Community services
 - Safe facility for
 - Walkers, joggers, cyclists
 - For youth groups
 - For nature lovers
 - Disabled
 - Elderly
 - Commuting opportunities especially at Beresfield/Tarro and the Kurri Kurri ends



Benefits...

- Environmental Benefits
 - Green belt preserved
 - Wildlife corridor
 - Provision of information on environment
- Educational benefits
 - Provision of educational materials
 - Allows access for students
 - History retained
- Health Benefits
 - Active transport
 - Personal Health & Fitness & FUN
 - Reduced Burden of Health



Questions

Contact us at:

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Thank you