
Australian Forest History Society

Newsletter No. 70
December 2016

*"... to advance historical understanding of human interactions with
Australian forest and woodland environments."*

Centenary of the Forestry
Commission of NSW, 1916-2016



Short-term accommodation for timber getters, Mount Boss near Wauchope NSW, 1959

From *Growing a Lasting Legacy*, published by the
Forestry Corporation of NSW, 2016.

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Membership of the Australian Forest History Society (AFHS) Inc is A\$25 a year for Australian and New Zealand addressees or A\$15 a year for students. For other overseas addressees, it is A\$30.

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NEXT ISSUE

The newsletter is published three times a year, usually in April, August and December.

Input is always welcome.

Contributions can be sent to
Fintan.OLaighin@agriculture.gov.au.

THE 2016-17 COMMITTEE

The society's Annual General Meeting was held in Canberra on Friday 25th November 2016, and the following committee was appointed:

President: Sue Feary
Vice-President: Jane Lennon
Secretary: Kevin Frawley
Treasurer: Fintán Ó Laighin
Committee: Leith Davis
Peter Evans
Gerry Fahey
Robert Onfray
Rob Robinson
Public Officer: John Dargavel

COVER PHOTO - EDITOR'S NOTE

The cover photo for this issue is taken from a new book, *Growing a Lasting Legacy*, published in 2016 by the Forestry Corporation of NSW to commemorate the centenary of the establishment of its predecessor in 1916, the Forestry Commission of NSW. (*See the review on p16.*)

There are almost 150 photographs in the book (I've counted them) but the reason I chose this one is because my first-ever girlfriend, Dorothy Hilbery, used to drive a forest green Morris Minor. The man she bought it from told her that it used to be a Forestry Commission car, hence the colour. No-one I've spoken to who worked for the commission seems to remember any Morris Minors, but the car in the right of the photo looks suspiciously like one to me. I will concede the might not be a Morris Minor, and also that it might belong to one of the timber getters rather than the Forestry Commission, but seeing the photo brought back a nice memory.



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AFHS 2015 CONFERENCE PAPERS PUBLISHED ON-LINE

All but four of the papers from the AFHS conference in Mount Gambier in October 2015 have been published on our website. They can be viewed and/or downloaded at www.foresthistory.org.au/conferences.html. The remaining papers (nos. 3, 5, 10 and 18) should be available by early 2017.

The papers include a preface by conference organisers Sue Feary and Rob Robinson, as well as Stephen Legg's "Ode to Mark Allen", subtitled "You can Teach New Tricks to an Old Doggerel". Those of you who have been to any of our conferences will understand this reference. A list of papers is below.

Cover, Title Pages, Contents, Contributing Authors and Preface

1. Jennifer A. Gardner, "The Waite Arboretum - Science, Trees and Technology"
2. Sybil Jack, "Early Forest Management in Scotland's Plantations"
3. Ewan McGregor, "Forestry in New Zealand's Changing Landscape"
4. Lizzie Summerfield, "Environmental Wicked Problem-Solving: A Case for History"
5. Sue Feary, "Plantations and Playwrights - A History of Indigenous Australians' Involvement in the plantation Industry"
6. Peter S. Evans, "Julia Marion Harvey Hale: Victoria's Most Prominent Woman Sawmiller"
7. Elaine Davison, "A Review of the Early Years of Jarrah Dieback Research in Western Australia"
8. Robert Onfray, Ian Ravenwood, Geoff Dean & David de Little, "Surrey Hills, Northwest Tasmania - the Birthplace of Industrial-Scale Eucalypt Plantations in Australia"
9. Ian Ferguson, "Mueller's Legacy: The Yates in Melbourne's Rotary Park"
10. Rob Robinson, "A Pictorial History of South Australian Forestry"
11. John Dargavel, "The Lives of Forty South Australian Foresters"
12. Brian C. Gepp, "The Role of Forest History in the Future Management of Native Forest Reserves"
13. Stephen Legg, "South Australian press coverage of the debate on the climatic influence of forests: 1836-1956"
14. Jane Lennon, "The Planted Landscape: Forest Transformation in the Upper Clarence Catchment, Northern NSW"
15. Curly Humphreys, "Evolution of Sawmill Productivity in East Coast Eucalypt Forests"
16. John Taylor, "Cork Oak Trials in Victoria"
17. André Brett, "Playing Sad Havoc with Our Forests': Foresters versus Railway Sleeper Hewers in Late Colonial Victoria"
18. Rob Robinson, "Forum Summary: South Australian Plantation Ownership and Management - the Past Influencing Future Prospects"

Stephen Legg, "An Ode to Mark Allen - or You can Teach New Tricks to an Old Doggerel"

NATIONAL PARK FOLLOW-UP

By Fintán Ó Laighin

The September 2016 issue of the newsletter included a few articles on national parks, inspired by the centenary of Mount Field and Freycinet National Parks in Tasmania.

The article titled *The Idea of "National Park"* mentioned the establishment of the Royal National Park in Sydney in April 1879 but neglected to mention that it was originally called just "National Park". The appellation "Royal" was added in 1955 in recognition of the Queen's visit to Australia in 1954.

I was also advised by Michael Dylewski that even older than the Royal National Park is the Bungonia State Conservation Area (SCA) in the NSW southern highlands. This was a useful tip, but I found that while it is sort of true, it's not quite right. Part of what is now the Bungonia SCA was indeed set aside in 1872, but Bungonia SCA was not declared until the mid-1970s. The 1998 plan of management prepared by the NSW National Parks and Wildlife Service (www.environment.nsw.gov.au/resources/parks/pomFungalBungonia.pdf) includes the following references:

"The limestone area of the state recreation area was reserved for public recreation in 1872 and other reservations followed. It became a state recreation area in 1974. A number of large additions were subsequently made and several small areas around cave entrances outside the main boundary were added." (p8 of PDF)

"Bungonia was one of the first areas in Australia to be reserved for public recreation (see section 4.2.2). Its reservation in 1872 was in the same year as the establishment of the world's first national park, Yellowstone in the USA." (p11 of PDF)

"In 1872 Water Reserve No 27 for Public Recreation and Water Supply was gazetted, comprising 1390 acres (579 ha) on Bungonia Creek. Following an inspection in 1889 and report by an officer of the Mines Department, in which the area was described as a 'recognised public resort', a caretaker was appointed. The area was named Bungonia Caves by the Minister for Mines." (p28 of PDF)

REQUEST FOR INFORMATION - FIELD NATURALISTS' CLUB OF BALLARAT

One of the society's newest members, Susan Kruss, is undertaking a PhD at Federation University in Ballarat and the subject of her thesis is the Field Naturalists' Club of Ballarat. She writes that she is "particularly interested in some of the forests where they were able to have reserves created in the 1960s, including Enfield and Mount Beckworth. Creswick was an important local forest and the field nats had an ongoing relationship with the Creswick School of Forestry. More generally, I am interested in the forest history that forms the background for my study."

Susan can be contacted at susan@susankruss.com.

CENTENARY OF THE FORESTRY COMMISSION OF NSW, 1916-2016

By Fintán Ó Laighin



This year marks the centenary of the Forestry Commission of New South Wales, established as a result of the *Forestry Act 1916* which received Royal Assent on 11th October 1916. The commission commenced operating on 1st November 1916.

The passage of the Act through the NSW parliament started on 1st August 1916 with the procedural formalities for the introduction of the Bill. On that day, the NSW House of Assembly received notice that a motion on a Forestry Bill would be put to the House. This motion was formally made on 9th August, and was read for the first time on 10th August.

The second reading speech, marking the start of the debate in parliament, was delivered on 16th August by the Secretary of Lands in the Labor Government, William Ashford. He referred to the "higher duty of conserving our forests and of perpetuating them for the future use of the community", of the need to address "the great destruction of our natural resources which has gone on unchecked" and the perennial "conflict between land settlement and forestry interests (that had) been waged ever since forestry matters demanded consideration".

He spoke of the need to have the forests managed by "a commission rather than keeping them under direct Ministerial control". This was necessary, he said, because "if there is one thing we have learned, with regard to our forestry policy, it is the necessity for continuity. We must work on a system which will have regard to the conditions years hence, if we are to get the best results; and it is only by the appointment of a commission, free to a certain extent from Ministerial control, that we can hope to have continuity of policy in the changing conditions of our political life."

The *Forestry Act 1916* remained in force until 31st December 2012, with the *Forestry Act 2012* taking effect from 1st January 2013. Repeal of the Act resulted in the Forestry Commission disappearing from the statutes and being replaced by the Forestry Corporation

of NSW. The Act established the corporation as a state-owned business; the policy advisory role remained with the Department of Primary Industries.

Despite this formal ending, the commission had, in effect, ceased in the early 1990s when it started using the "trading names" of "State Forests of NSW" (1993-2004) and "Forests NSW" (2004-12).

The name changes were formally reflected in the *Forestry Act 1916* (s7(4)) as a result of amendments arising from the *Statute Law (Miscellaneous Provisions) Act 2000* and the *Statute Law (Miscellaneous Provisions) Act (No 2) 2005* which stated (respectively) that "In the exercise of its functions under this or any other Act, the commission may use the name 'State Forests of NSW' / 'Forests NSW'".

Despite the tinkering with the Act in 2005, the commission had actually ceased as a result of the *Public Sector Employment and Management (Department of Primary Industries) Order 2004* signed on 23rd June 2004 and which took effect on 1st July. Clause 7 was headed "Abolition of Forestry Commission (including State Forests) as a Department" and stated that "All branches (including State Forests) are removed from the Forestry Commission and added to the Department of Primary Industries."

NSW Forestry Act 1909

The 1916 Act wasn't the first piece of forestry legislation in NSW. It was preceded by the *Forestry Act 1909* which received Royal Assent on 11th November 1909 and, among other things, established the Forestry Department.

This Act was the result of the Royal Commission of Inquiry on Forestry which was set up in mid-1907 due to concerns about an impending shortage of timber and which also looked at the payment of royalties, the scale of reforestation, the effectiveness or otherwise of existing forestry laws, the provision of education in the science of forestry, and whether or not there should be restrictions on the export of timber. The royal commission presented its final report to the NSW parliament in October 1908. The commissioners were Mr Alexander Kethel MLC, Mr William Fehon and Mr William Freeman.

Act No. 6, 1909.

Forestry.

Act No. 6, 1909.

An Act to provide for the dedication, reservation, and management of State forests and timber reserves; for regulating the obtaining and removing of timber and other products; for regulating saw-mills; for imposing fees, rents, and royalties; to regulate ringbarking; to amend the Crown Lands Act of 1884, the Crown Lands Amendment Act of 1905, the Crown Lands (Amendment) Act, 1908, the Mining Act, 1906, the Public Works Act, 1900, and the Impounding Act of 1898; and for purposes consequent thereon or incidental thereto. [11th November, 1909.]

www.legislation.nsw.gov.au/acts/1909-6.pdf

FORESTRY ACT.

Act No. 55, 1916.

An Act to consolidate and amend the law relating to forestry; to provide for the dedication, reservation, control, and use of State forests, timber reserves, and Crown lands for forestry and other purposes; to appoint a commission to administer the Act, with power to sell and convert timber and products, and to purchase and sell horses, cattle, and sheep to be depastured on State forests and timber reserves; to repeal the Forestry Act, 1909; to amend the Acts relating to Crown lands, and certain other Acts; and for purposes consequent thereon or incidental thereto. [Assented to, 11th October, 1916.]

www.legislation.nsw.gov.au/acts/1916-55.pdf

2004 No 336



Public Sector Employment and Management (Department of Primary Industries) Order 2004

under the
Public Sector Employment and Management Act 2002

- 7 Abolition of Forestry Commission (including State Forests) as a Department**
- (1) All branches (including State Forests) are removed from the Forestry Commission and added to the Department of Primary Industries.
 - (2) The group of staff attached to the Forestry Commission (including the State Forests branch) are abolished as a Department of the Public Service.
 - (3) In any document, a reference to the Managing Director of State Forests is to be construed as a reference to the Director-General of the Department of Primary Industries.
 - (4) A reference to State Forests in any document that relates to the employment (including the conditions of employment) of the group of staff comprising the State Forests branch of the Forestry Commission is to be construed as a reference to the Department of Primary Industries.

www.legislation.nsw.gov.au/regulations/2004-336.pdf

THE FIRST CHIEF COMMISSIONER - RICHARD DALRYMPLE HAY¹

By Fintán Ó Laighin



Richard Dalrymple Hay (1861-1943) was the first Chief Commissioner of the Forestry Commission of NSW, a position he held from 1916-26. While many sources describe him as the first "commissioner of forests", that term is not used in the *Forestry Act 1916* which instead just states that "the Governor

shall ... appoint a Chief Commissioner".² Prior to becoming Chief Commissioner, he was appointed head of the Forestry Branch within the NSW Department of Lands in 1897, and Director-General of the NSW Department of Forestry in 1910.

Christine Moje and Neville Walsh, in the *Encyclopedia of Australian Science*, describe him as a "Botanical collector, Conservationist and Forester".

The species *Eucalyptus dalrympleana* (broad-leaved kindlingbark or mountain white gum) was described in 1920 by Joseph Henry Maiden, NSW Government botanist and director of the Royal Botanic Garden³ in Sydney, who wrote that it was named:

"in honour of Richard Dalrymple Hay, Chief Commissioner of Forests of New South Wales, whose name will ever be connected with his arduous endeavours, extending over a number of years, to place the working of the forests of New South Wales on a sound basis."⁴

He is also commemorated by the Dalrymple-Hay Nature Reserve in northern Sydney. The nature reserve covers 10 hectares of remnant bushland and was established in 1972 over what was previously known as the Dalrymple-Hay Demonstration Forest⁵, on land which had been acquired by the Forestry Commission in the 1920s at the urging of Dalrymple Hay himself.

In their 1986 report of a regeneration project in the nature reserve, Bruce Rodgie and Elizabeth Hartnell say that "56 acres were resumed in 1926 and the Minister for Lands paid Mr. Dalrymple Hay the compliment of naming the demonstration forest after him."⁶ Rodgie and Hartnell don't say why it was named after him, but it may also have been in honour of his retirement that year.

Rodgie and Hartnell do go on to say that "The Forestry Commission discovered their acquired area was too small to be managed economically so no use was made of the forest. Instead they developed the much larger Pennant

Hills site as a demonstration forest and arboretum and in 1971 handed Dalrymple Hay Forest to the National Parks and Wildlife Service to be managed as a nature reserve."⁷

They also briefly mention efforts to preserve the adjoining Brown's Forest in 1931 and the work of both the Dalrymple Hay Forest Preservation Committee and the Australian Forest League.

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¹ Sources differ on whether or not his surname was hyphenated. Use of the hyphen in this article depends on the source.

² See s 5(1). The final version of the Act (repealed in 2012) phrased it less than elegantly - "The Governor shall appoint *some person* as commissioner, who shall constitute the Forestry Commission" (my emphasis). Apart from the original 1916 version of the Act, the earliest version of the Forestry Act available at both www.legislation.nsw.gov.au and www.austlii.edu.au is from 14th December 2001 and these words appear there as well. The original *Forestry Act 1916* was complemented by the *Forestry (Temporary Commissioners) Act 1916* (assented to in December 1916) which provided for the appointment of "two Ministers of the Crown to act as honorary assistant commissioners (without salary)" who would "hold office until the abovementioned two other commissioners are appointed, or until the expiration of six months from the commencement of this Act, whichever first happens."

³ The Royal Botanic Garden in Sydney is also celebrating a milestone anniversary this year, its 200th, having been established in 1816.

⁴ JH Maiden, 1920. *The Forest Flora of New South Wales*, Vol. VII, Part LXIV, pp137-44. *Forest Flora* was published in serial form from 1902-23 and subsequently published as a bound collection across a number of volumes.

⁵ *New South Wales Government Gazette* No. 62, 21st May 1926, p2170. Despite the publication date, the proclamation is dated 23rd December 1925. The proclamation uses a hyphen, referring to "Dalrymple-Hay Demonstration Forest No. 793".

^{6,7} Bruce Rodgie & Elizabeth Hartnell, 1986. *Dalrymple Hay Nature Reserve, Mona Vale Road, Pymble, Sydney, A Twelve Month Bush Regeneration Project, June 1984 to June 1985*, p3.

NSW STATE ARCHIVES - FORESTRY ADMINISTRATION IN NSW

The website of NSW State Archives and Records has a useful "administrative history" of forestry in NSW which is reproduced below. Copyright and source information is included at the end of the article. Some formatting has been added to assist readability, but the text is unchanged.

On 1 November 1916, the Forestry Department was abolished and the Forestry Commission of New South Wales was established by the *Forestry Act 1916* (Act No.55, 1916). The creation of a Commission was in response to the recommendations of the Royal Commission of Inquiry on Forestry which had reported in 1908.¹

The Forestry Commission consisted of three members appointed for a term of seven years. One of the members was the Chief Commissioner and Richard Dalrymple Hay held this position from 1918 to 1926 after being appointed Permanent Head of the Forestry Department in July 1916. Hay was succeeded by N.W. Jolly in 1926.

The purpose of the Commission was to administer the *Forestry Act, 1916*, which provided for the control and management of the state forests and timber reserves, the training of forest officers, the conduct of research work and for the collection of statistics in connection with forestry. On 8th June 1944,² a Minister for Conservation was appointed, and the Forestry Commission, together with the Water Conservation and Irrigation Commission and the Soil Conservation Service were administered by the Department of Conservation, until the *Conservation Authority of New South Wales Act, 1949* (Act No.8, 1949) established the Conservation Authority to manage the interrelated activities of these three bodies.³ The *Forestry Conservation Authority of New South Wales and Other Acts (Amendment) Act, 1972* was assented to 13 November 1972,⁴ abolishing the Conservation Authority, and redefining the powers and functions of the Forestry Commission. The Act included provisions relating to timber and timber products, and enabled the Forestry Commission to issue licenses for the removal of protected wild flowers and native plants in certain circumstances.

On 3 January 1975, the Acts relating to Forestry previously held by the Minister for Conservation were transferred to the newly appointed Minister for Forests.⁵ Ministerial control of the Commission was in a constant state of change. By October 1977 the Forestry Commission was under the control of the Minister for Conservation and Water Resources, then subsequently transferred to the Minister for Conservation, in 1982 to the Minister for Lands, to the Minister for Natural Resources in 1985, the Minister for Agriculture in 1987,

the Minister for Natural Resources in 1989, the Minister for Lands and Forests in 1990. In January 1992 the Commission was under the portfolio of the Minister for Conservation and Land Management.

During August 1993, the Forestry Commission was named State Forests of NSW, and traded under this name as a registered business. The new State Forests organisation was monitored by a board of Governance, which ensured the commercial focus and environmental accountability of State Forests, as well as overseeing the transition to total reliance on regrowth and plantation timber for hardwood log supplies and preparing State Forests for future corporatisation.⁶ The Director General of the Department of Infrastructure Planning and Natural Resources was appointed Commissioner for Forests.

In April 2003, the New South Wales Government initiated a major reorganisation of State agencies involved in natural resource management within the newly created Department of Infrastructure Planning and Natural Resources. As a result, the Natural Resources Commission was established and replaced the State Forests Board in providing advice to the Minister and guidance to State Forests' management.⁷

In 2003 State Forests consisted of the following sections:

- i) Forest Policy & Resources:** responsible for Policy and Ministerial Liaison, Environmental Management and Forest Practices Directorate, Forest Resources, and Fire and Aircraft Services;
- ii) Planted Forests Division:** Future Forests (Grafton), Softwood Regions: Tumut (Hume), Bathurst (Macquarie), Bombala (Monaro), Walcha (Northern), Albury (Div. HQ);
- iii) Native Forests:** management of the following native forest regions: Eden (South East), Dubbo (Western), Coffs Harbour (North East), Deniliquin (Riverina), Batemans Bay (South Coast), Wauchope (Mid North Coast), Newcastle (Hunter);
- iv) Finance and Administration Division:** responsible for corporate support, legal services, financial services, information technology, records management, mechanical and radio services, and building services;
- v) Marketing Division:** marketing policy, timber merchandising, timber services, sales, credit management;
- vi) Technology and Service Division:** nurseries, research and development, civil engineering;
- vii) Investment Services Division:** business development, investor services, Carbon Accounting, greenhouse strategy, and environmental services;

¹ Royal Commission of Inquiry on Forestry, Final Report of the Commissioners 194. Summary of Recommendations. 3 the appointment of three Commissioners, NSW Parliamentary Papers, 1908, Second Session, Volume 1, p.232.

² *New South Wales Government Gazette* No.53, 8 June 1944.

³ *New South Wales Government Gazette* No.86, 27 May 1949, p.1470.

⁴ *New South Wales Government Gazette* No.122, 17 November, 1972, p.4574.

⁵ *New South Wales Government Gazette* No.14, 10 January 1975.

⁶ *Annual Report of State Forests, year ended 30th June 1995.*

⁷ *State Forests of New South Wales, Annual Report, 2002/03*, p1.

- viii) **Human Resources Division:** HR Policy, self insurance, staff development, employee relations, equity, pay and conditions;
ix) **Performance Improvement Group:** OH&S, safety systems, training systems, strategic performance, improvement projects.⁸

On 1 July 2004, the Forestry Commission of New South Wales, known by its registered trading name of State Forests of NSW was abolished as a department of the public service under the Public Sector Employment and Management (Department of Primary Industries) Order 2004. Its branches, along with the branches of the former Departments of Mineral Resources, NSW Fisheries, and NSW Agriculture, were transferred to the newly created Department of Primary Industries. The Director General of the NSW Department of Primary Industries was appointed Commissioner for Forests upon the Department's establishment.⁹

The Forestry Commission of New South Wales adopted the new brand name of Forests NSW (officially from 24 November 2005) and became part of Primary Industries Trading, a public trading enterprise within the Department of Primary Industries.¹⁰ Primary Industries Trading incorporates Forests NSW business activities and all other Department of Primary Industry activities that are traded in the commercial market place.

Although trading under the name Forests NSW the agency was constituted as the Forestry Commission by the *Forestry Act 1916*.¹¹ Under the Act and its amendments, the Forestry Commission was required to: 1) conserve and utilise the timber on Crown-timber lands and land owned by the commission or otherwise under its control or management to the best advantage of the State; 2) provide adequate supplies of timber from Crown-timber lands and land owned by the commission or otherwise under its control or management for building, commercial, industrial, agricultural, mining and domestic purposes; 3) preserve and improve, in accordance with good forestry practice, the soil resources and water catchment capabilities of Crown-timber lands and land owned or otherwise under its control or management; 4) encourage the use of timber derived from trees grown in the State; 5) consistent with the use of State forests for the purposes of forestry and of flora reserves for the preservation of the native flora, promote and encourage their use as a recreation, and conserve birds and animals thereon; and 6) provide natural resource environmental services (whether within or outside of New South Wales).¹²

Structural changes were made to Forests NSW after its integration into the Department of Primary Industries. Under the new structure, the Senior Management Team was reduced from twelve General Managers to five Directors. Each Director was responsible for one of the following areas: 1) Native Forests Operations 2) Planted Forests Operations 3) Land Management and Technical Services 4) Finance & Operational Business Services 5) Commercial Services.¹³

Forests NSW remained committed to maintaining the economic, environmental and social values of its forests and the diversity and integrity of forest ecosystems across the landscape through ecologically sustainable forest management. Forests NSW were developing and implementing a Native Forests Environmental Management System and a Planted Forests Environmental Management System to ensure that ecologically sustainable forest management plans and practices would be applied systematically, rigorously, and consistently throughout the state's forests.¹⁴

References

- (1) Joint Volumes of the Parliamentary Papers of the Legislative Council and Legislative Assembly, 1916-1979.
- (2) Blue Books, 1916-1960.
- (3) NSW Statutes.
- (4) NSW Government Directory, 1977-1996 and online Government Directory.
- (5) *Concise Guide to the Archives of New South Wales*, Second Edition, "D-G", "Forestry Commission".
- (6) NSW Government Gazette, 1949-1975.
- (7) The Official Yearbook of NSW, 1909-74.
- (8) Annual Report of State Forests, 1995-96, 2003/2004

Source: www.records.nsw.gov.au/agency/484

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Forestry
Commission of
NSW



State
Forests of
NSW



Forests
NSW



Forestry Corporation
of NSW

⁸ Ibid., p7.

⁹ Department of Primary Industries website, www.dpi.nsw.gov.au/reader/dpi-about-us, accessed 2/2/2005, and *State Forests of NSW Annual Report 2003/04*, p4; Public Sector Employment and Management (Department of Primary Industries) Order 2004; *NSW Government Gazette* No.101, 23 June 2004, pp.3816-3817.

¹⁰ *State Forests of New South Wales Annual Report 2003/04*, p.4; *Statute Law (Miscellaneous Provisions) Act (No 2) 2005* (Act No. 98, 2005) Schedule 1.11 [1] which was assented to 24 November 2005.

¹¹ *Forestry Act 1916* (Act No.55, 1916) s.7(1) and (4).

¹² Ibid., p.40.

¹³ Ibid., p.5.

¹⁴ Ibid., p.6.

A LOG IN TIME: NSW FOREST MANAGEMENT TIMELINE, PRE-1788-1916

Pre-1788	Aboriginal people practised forest management with skill, using fire for hunting and to stimulate new growth.
1788	Half of NSW is forested when the First Fleet arrives. New settlers need timber for homes and clear forests for farming.
1820	Timber cutting licences are issued by the government "to persons of good character".
1869	83 sawmills in NSW.
1871	As settlement advanced throughout the state, with land cleared for cultivation, trees ringbarked for grazing and timber used for the development of the colony, the first forest reserves were proclaimed in NSW, with the aim of preserving the timber resources of the colony.
1875	22 September, Mr JA Manton was appointed a forest ranger in the Occupation of Lands Branch, the first forest ranger in NSW.
1876	Forest Conservancy first established as part of the Occupation of Lands Branch under the Secretary for Lands.
1879	Timber reserves reached 1.2 million hectares in NSW. Australia's first national park (now called "The Royal") is established in Sydney.
1881	21 April, poet Henry Kendall was appointed Inspector of Forests, supervising technical work in the field, holding the position until his death on 1 September 1882.
1882	1 March, Forest Conservancy was moved from the Occupation of Lands Branch to become a separate branch. Mr WF Piper was appointed chief clerk. 1.4 million hectares of forest in reserve for future timber production.
1887	The Forestry Branch opened the first forestry nursery at Gosford with Mr John McCoig as the overseer. Seedling production began and experimental plantations were established. The Forestry Branch's first experimental plantation of <i>Pinus radiata</i> was undertaken at the nursery, probably sometime around 1894.
1888	Wages for sawyers and mill workers for an eight hour day, 5.5 days a week is £1 8s 6d. Today this would equal less than \$4 an hour.
1889	A sawmill near Bombala powered by a water wheel.
1890	A Forestry Department (rather than a Forestry Branch that had been attached to several departments since 1876, including the Department of Lands, the Occupation of Lands Branch, the Department of Mines and the Colonial Secretary), was established. Mr John Brown was appointed Director General of Forests on 1 July. The Department was amalgamated with the Department of Agriculture in 1893 to form the Department of Agriculture and Forests and later the Forestry and Agriculture Branch in 1896.
1897	1 October, the Forestry Branch was re-established and transferred to the Department of Lands, with Mr Richard Dalrymple Hay the Officer in Charge.
1905	Timber reserves reached 3 million hectares in NSW.
1907	With concerns about the impending shortage of timber, a Royal Commission of Inquiry on Forestry was established on 15 July and submitted a final report on 29 October 1908 that recommended "the planting of exotic softwood trees of commercial value on suitable lands throughout the State".
1909	1 June, the Forestry Branch was transferred to the Department of Agriculture.
1910	1 January, the Department of Forestry was established by the <i>Forestry Act 1909</i> . The first act to deal separately with forestry in NSW, and made provision for the permanent dedication of State forests. Mr Richard Dalrymple Hay was appointed the first Director General of Forests.
1912	The first attempt at a commercial pine plantation was made at Tuncurry State Forest (dedicated in 1916), mainly with <i>Pinus radiata</i> and <i>Pinus pinaster</i> .
1913	The first of eight afforestation camps on State forests was established at Tuncurry on the mid-north coast. These camps were set up to accommodate prisoners to undertake forestry work, in particular the establishment of pine plantations. Longworth's tramway near Laurieton opened for horse traction in 1913, and steam engines in 1916.
1913	26 March, the first State forest was dedicated, Acacia Creek and Koreelah State Forest No. 1, adjacent to the NSW/QLD border near Legume.
1916	On 1 November, the Forestry Department was abolished and the Forestry Commission of NSW was established by the <i>Forestry Act 1916</i> . The Commission was responsible for the management of State forests, timber reserves, flora reserves and some Crown land for "the best advantage of the State". Mr Richard Dalrymple Hay was appointed the first Chief Commissioner.

Sources:

Forestry Corporation of NSW, 2016. "A Log in Time". www.forestrycorporation.com.au/about/history. The timeline continues until "Today" (i.e. 2016).
NSW Government, 2012. "A Log in Time". *Forests NSW Annual Report 2011-12. Social, Environmental and Economic Performance*, p11. The timeline continues until 2012 and credits the primary source as TC Grant, *History of Forestry in New South Wales 1788 to 1988*.

A FORESTRY COMPANY IN THE AIF?

By Graham McKenzie-Smith

Recent issues of the newsletter have carried some articles about the three forestry companies in the Second Australian Imperial Force (AIF) that worked in the United Kingdom, the Northern Territory and New Guinea, and research continues on them. However, I recently came across a reference to plans for a Forestry Company to be formed in the First AIF.



A Timber Mill erected by Australian Engineers near Bonnay, on the Somme, which was used to prepare suitable timber from the native material in the vicinity. Note the steam engine under the metal roof which has been camouflaged with twigs. (Source: Australian War Memorial, ID No. E02641)

Large sawmills were operated in France by Royal Engineer units as well as by the Canadian Forestry Corps and some small scale mills were operated from time to time by the AIF engineer field companies who tended to be moved around with their divisions. For example, while in a rear area, the WA sappers from 6 Field Company operated a sawmill at Bonney in June 1918¹ and they supplied logs to the sawmill at Glisy by floating them down the river to avoid damage to the roads. At this time they also had a Forestry Patrol to prevent wasteful and unauthorised felling of trees in the various woods in the area.²

Generally timber for engineer units to use in construction was imported. To save on shipping space and to reduce waste, the Australians established 1 ANZAC RE Workshop in late 1916 at Meaulte near Albert in northern France to meet the timber needs for the Somme winter. The workshop was manned by skilled officers and men detached from the engineer, pioneer, infantry and other branches from all the Australian divisions.³ Historian RR McNicoll wrote that "The labour was chiefly that of 200-300 German prisoners, working under Australian supervision but men from British 'army troops' companies were attached. Timber was felled locally. The sawmill, operated entirely by Australians, turned out over 1,000,000 feet, run from logs and scantling, per month."⁴ Rather than supply in bulk the workshop also manufactured pre-fab huts, duckboards and revetting panels and turned the sawdust into coal briquettes. The site included a museum where they kept copies of all the articles manufactured.

In June 1917, 1 ANZAC Corps left the Somme for the Ypres offensive and the sawmill complex was to be handed over to a British unit. However it was proposed on 14th July that one officer (Lt JA Bolton) and 64 men from 1, 2 and 5 Division would remain at Meaulte as the nucleus for ANZAC Forestry Company while the others would be returned to their units.⁵ The proposed company would include four officers (captain and three lieutenants), a CSM, 24 sawyers, four band sawyers, eight millwrights, three saw settlers, 10 engine drivers, four carpenters, four fitters and 45 axemen.

Notices were sent out to all units to find an OC with civilian experience in felling and transport of logs as well as control and running of a sawmill plant. The only application which is on the Australian War Memorial (AWM) file is from Lt Torold Casboulte from Tasmania who had been in charge of logging for 1 ANZAC RE Workshop.

However by 13th August 1917, it had been decided that the company would not be formed and instructions were given that the men would be returned to their unit. There is no further reference to 1 ANZAC RE Workshop in Bean's history of the AIF and they have no War Diary at AWM so until I can get back to the National Archives in Kew, this is all that is available for now.

BIOGRAPHIES OF AUSTRALIAN FORESTERS

By John Dargavel

The completion of this project was reported in newsletter 67 in December 2015. The project was conducted by the National Centre for Biography at the Australian National University, and run with the support and collaboration of the Australian Forest History Society and the Institute of Foresters of Australia. The project provided biographical information on the lives of 206 deceased foresters and an overall essay about them that is freely available on-line at:

<http://peopleaustralia.anu.edu.au>. A paper that also describes the project has now been published:

J. Dargavel, 2016. "An initial inventory of Australian foresters' lives". *Australian Forestry*, Vol. 79, No. 4, pp265-70.

Abstract: An initial inventory of foresters' lives was prepared by entering the digitised obituaries of 186 foresters onto the National Centre of Biography's website, where they complemented the entries for a further 20 foresters in the Australian Dictionary of Biography. Obituaries were taken from forestry journals, newsletters and newspapers. The inventory includes about 8-10% of the population of Australia's past foresters, with obituaries dating from 1900 to 2015. The content of the inventory is discussed in four periods: establishing state forestry, building state forestry, post-war expansion, and fracturing. The possibility of extending the initial inventory using publications and oral histories, including those of living foresters, is discussed.

¹ AWM 25 355/5, Weekly returns of timber cut, 6 Fd Coy.

² G McKenzie-Smith, Sappers in the West, Army Engineers in Western Australia, p33.

³ RR McNicoll, The Royal Australian Engineers 1902 to 1919, Making and Breaking, p77.

⁴ CEW Bean, The Australian Imperial Force in France, Vol IV, p417.

⁵ AWM 27 303/118, Establishment of Forestry Company.

TASMANIA'S EMU BAY TO MOUNT BISCHOFF HORSE-DRAWN WOODEN TRAMWAY: THE LONGEST IN THE BRITISH EMPIRE?

By Robert Onfray

If you were asked to reflect on what life in Australia might have been like in the 1870s, your mind might conjure thoughts of majestic paddle steamers transporting wool on the major rivers of the Murray Darling Basin; new overland telegraph lines which allowed wire communications with Europe for the first time; kilometres of iron railways linking settlements across the country; or learning the lines of the new anthem "Advance Australia Fair". It was a golden period for Australia - according to journalist and writer George Megalogenis a wealth boom that started with the gold rushes in the 1850s and continued for more than twenty years allowed the country to become the richest in the world. The fact that Australia was one of the first countries to introduce government-run schools that were free, secular and compulsory reinforced its wealthy status.

In contrast, the small island colony of Tasmania was different. It could not sustain a boom for long periods and missed out on the spoils of the mainland boom. By the start of the 1870s, Tasmania had been in a prolonged recession since the late 1850s. Its population had dropped due to the exodus of working men to the goldfields elsewhere in Australia and the rest of the world during the 1850s and '60s. Most of the markets for its export trade commodities declined dramatically and their most important market, Victoria, introduced tariff barriers to colonial trade. Mining was non-existent - there were a few minor gold discoveries of payable quantity, especially in the northeast, but not to any great extent to warrant spending capital.

However fortunes were to change with discovery of tin at Mount Bischoff in northwest Tasmania in December 1871. It became the richest lode-tin deposit in the world and led to the settlement of Waratah in the heart of the unexplored western region and subsequent mineral discoveries elsewhere in that region - silver-lead at Zeehan, zinc-lead at Rosebery and Mount Read, copper at Mount Lyell and tin at Renison Bell.

The Van Diemen's Land Company (VDL Co.) owned all the land between the Emu and Cam Rivers on the northwest coast from its fledgling port at Emu Bay (now named Burnie) to within three miles of Mount Bischoff, some 40 miles inland. The directors of the VDL Co. were keen to secure for Emu Bay the traffic to and from the mine to avoid the government establishing a competing port nearby. In November 1873, the VDL Co. agreed to spend £1000 to repair and improve the old dray road originally surveyed by Henry Hellyer that ran from Emu Bay through the company's lands not far from Mount Bischoff. It was first built in the late 1820s and had been abandoned for over 40 years. It was little more than a muddy track shaded by rainforest canopy and an almost impassable quagmire for most months of the year. Bullocks and horses were known to sink to their bellies in mud. Scrub was cleared on both

sides of the road, fallen timber removed and the road was straightened as much as possible after previous users of the road had cut new side-tracks to avoid large heavy trees that had fallen across the track. In the end, upwards of £6000 was spent with a fair proportion coming from interests from the five different mining companies at Mount Bischoff. Due to the heavy traffic of bullocks transporting the ore and supplies, however, the already challenging route was impassable in winter. One visitor described the track as:

"...perhaps the worst road in the colony ... It would be a difficult matter to find a worse road than the one that has been formerly used as the highway to the richest portion of Tasmania, as far as its tin resources are concerned."

As many as 90, mainly six-bullock teams hitched to wagons or drays, carted supplies from Emu Bay and back loaded with Mount Bischoff tin ore. After the first winter hauling goods to and from the mining area, it quickly became evident, as production increased, that a bullock and dray track would not meet the transport requirements of the mine. The mining companies were forced to stockpile ore at their mines until the track was passable in drier conditions and as the stockpiles grew in size so did the pressure on the government to fund an alternative, more reliable route to the mines. The most popular suggestion was a macadamised road from a port at Table Cape just west of Wynyard. The fear of competition spurred the VDL Co. into action. James Norton Smith, the VDL Co's Chief Agent in Tasmania, was instructed in August 1874 to survey a line for a horse-drawn wooden tramway to service the mine. Charles Sprent, the Government Surveyor, was hired to carry out this work and completed the survey in February the following year. When Norton Smith initially raised the idea of a tramway to the directors a few years earlier, he stated it could be built for a total of £5000, however after consulting more qualified and experienced people the estimate increased to £250-300 per mile for a 40 mile line. The specifications from Sprent's survey increased the estimate to £400 per mile. Tenders were invited for the construction of the tramway and three were received. They all differed widely and were excessive at more than £30,000 (or £666 per mile). Meanwhile John Climie, the engineer for the Launceston to Hobart railway ("Main Line") project, approached Norton Smith and offered his services to oversee the construction of the tramway for a fixed salary of £350 per annum plus a 10 per cent commission on what he could save on the lowest tender. Climie supplied a schedule of works and Norton Smith decided to re-tender the work in July 1875 based on the schedule rather than total specifications. Again the tenders were much in excess of what the VDL Co. thought was a reasonable cost. Climie believed the tramway could be built for less than £20,000 and was prepared to stake his reputation on achieving this and the directors decided they could make greater savings if they built the tramway themselves and clearing operations started September 1875.

Climie was also hired to resurvey the line with an engineer's eye to improve Sprent's grades. He achieved

considerable savings on the particularly steep rise immediately out of Emu Bay for the first four miles and reduced earthworks for cutting and embankments by improving grades and lessening the radius of curves. As a consequence of these improvements the distance of the line increased to just over 45 miles and finished on the VDL Co. boundary at "Rouse's Camp" some four miles from Mount Bischoff. The VDL Co. decided to use timber rails instead of steel to save costs and utilise the enormous supply of timber within easy distance of the route. Timber sleepers were six feet six inches long by six inches wide, mainly split from stringybark (*E. obliqua* and *E. delegatensis*). Rails were mostly cut from myrtle (*Nothofagus cunninghamii*) at 14 feet long, six inches deep and four inches wide, fixed by wedge-shaped wooden keys into notched sleepers. Iron bars held the rails on tight curves. The bridges and culverts were built substantially of wood. Machine-broken basalt was used as ballast and the gauge was a narrow three feet. Arrangements were made with a local sawmiller to procure the timber for the rails and keys, saw and deliver them to the line. The VDL Co. initially supplied the sawmilling machinery on advance with a plan to recoup the outlay by deducting a fee from their output to pay for the machinery. The sawmiller never supplied any sawn material and the contract lapsed and the VDL Co. decided to retain the machinery and contracted out the sawing work. The sawmill was initially located at Pigeon Hill (seven mile marker) and later in 1877 moved to the 25 mile marker in the heart of the notorious "nine mile" rainforest at Ringwood.

The tramway was completed in late January 1878 at a cost of £42,770 or around £940 per mile. £29,000 was raised in debentures and the remaining £13,000 on calls on the shares. No sooner had the tramway been completed than the rails began to warp, split and burn. They had to be replaced on a rolling three-year program. The biggest cause of deterioration was the ballast stones being kicked onto the rails by the horses and then ground into the rails by the following bogie truck wheels. A three-horse team drew two bogie trucks at a speed of about 3½ miles per hour. Each team of horses travelled 20 miles per day, 10 miles out and 10 miles return. Teams started at each end every morning at met roughly halfway at Hampshire Hills. Every 10 miles the necessary sidings were provided with cottages for the horsemen, stables and goods sheds, as well as resting paddocks.

What is remarkable for those times was the use of private capital to fund the construction of the tramway to the equivalent value of what would be over \$5.7 million today. Initially the VDL Co. did not want to construct or own the tramway and they offered to make a grant of the necessary land to any company who would take on the responsibility. The VDL Co. were wary of spending funds on a project that could only guarantee returns from the traffic on the line. In the end, because of their desperation to provide incentives for farmers to lease or buy their lands, and to ensure the growth of the port at Burnie, they decided to build a wooden and narrow-gauged tramway that was navigable in all seasons and capable of meeting the steep grades and sharp curves

as a relatively low cost alternative to the dray road, without the even larger expense of constructing a railway. It was reported in the newspapers at the time that the locals would have preferred a macadamised road to a tramway but the VDL Co. was able to show that the tramway was much more useful in transporting agricultural produce to the port at a much cheaper rate, despite the high running costs to maintain the line.

The one unheralded aspect of this wooden tramway, however, was its total length. I have been unable to find any evidence of another wooden tramway built elsewhere in Australia that is greater in length. In an upcoming paper, I plan to claim that the Emu Bay to Mount Bischoff wooden tramway is the longest single line ever built in Australia, and possibly the British Empire at 45 miles, five chains and 35 links (equivalent to 45.066 miles). I seek assistance from any readers who may know of any other line that would exceed this length to refute my claim.

As a postscript, the tramway was converted to a railway with iron rails and locomotives between 1884 and 1887 and the gauge was widened to three feet six inches. It became known as the Emu Bay Railway. In 1900 the line was extended from Guildford Junction south to Zeehan on the west coast, but in April 1939, the Guildford to Waratah section to the Mount Bischoff mines ceased operating. The railway through to the west coast still exists today although it is only used to transport mine produce to the port at Burnie.



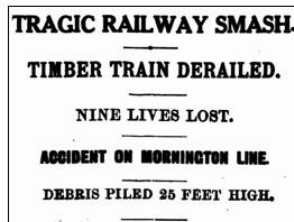
*The keying of the last rail by James Norton Smith at Rouse's Camp near Mount Bischoff, 1st February 1878.
(Source: Burnie Regional Museum)*



*Wooden trestle bridge over Wey River looking north on the Emu Bay and Mount Bischoff tramway, 1878?
(Source: Burnie Regional Museum)*

THE MORNINGTON TRAIN CRASH, NOVEMBER 1920 - WESTERN AUSTRALIA'S WORST

By Jack Bradshaw



On the night of 6th November 1920, a train loaded with sleepers from Millars' Timber and Trading Co. Ltd. sawmill at Mornington Mills, en route to Wokalup in Western Australia, left the rails

killing nine men and injuring two. It remains Western Australia's worst train crash.

Mornington, one of Millars' largest sawmill complexes, was situated on the edge of the Darling Scarp about 35 km northeast of Bunbury. All of its sawn timber was transported on its private railway to the government railway siding at Wokalup, 10 km away on the coastal plain below. The grade of the track varied from 1:30 to 1:40.

The story is told through a condensed version of newspaper reports and the coroner's inquest of the time.

Inquest

Bryjulf Lund Haugard, timber clerk at Mornington, said he dispatched a train load of timber at about 9PM on 6th November. There were 5340 sleepers on the train, and the weight of the train was 675 tons.

Clarence Cooke, engine driver: "On the day of the accident I had been fetching logs and sleepers in from the bush. At about 7:30PM, I arrived at the mills with a load of sleepers. At the mills we picked up more trucks, and when we left the mill [about 9PM] I think we had a train of 50 trucks length. It was a big load, but not excessive in my opinion. Thomas Wilton was employed on the train as fireman and Frederick Paulson as guard. The traffic manager, Chris Wilton, was riding on the engine. Just after the mill the line takes a slight up-grade.

"Just on topping the grade it is the usual practice to apply brakes sufficient to control the train to the next knob. It is a down grade to the second knob, which is about 2½ miles from the mill. Not long after we topped the first knob the guard came and told me that he had applied six brakes. He said 'How are we going? I've put down six brakes.' I replied that we appeared to be going all right and that if I wanted any more brakes applied I would give a pop of the whistle. We travelled another mile and I had a sensation that the train was pushing the engine. I immediately gave a pop of the whistle, and applied my own engine brakes. We were then about half a mile from the second knob.

"The train appeared to gather speed instead of slacken down. I gave two more pops fairly close together. On the first pop I saw the guard's light moving back from the second wagon from the engine. On topping the knob it is customary to steady for the purpose of putting down all hand-brakes on all wagons. Sometimes it is unnecessary to apply all brakes. On the knob I have

mentioned it is the guard's place to apply the brakes, with the assistance of the fireman, but on this occasion Wilton senior, the traffic manager, had volunteered to assist the guard. That was his object in coming with us. At the crest of the knob the guard was unable to apply the brakes, owing to the speed which the train had gained. We topped the knob at about 10 and 15 miles an hour.

"The train was out of control. I remarked to Mr Wilton senior, 'She's pushed us over the knob'. As well as applying full engine brakes I opened the sand boxes in an endeavour to steady the train as much as possible. When I told Mr Wilton that we were out of control he made to get off and I tried to stop him. The train gained speed very rapidly once she got over the top. She was travelling at about 30 miles an hour by that time. I reversed the lever to make the engine run against pressure. The train started to jump as we approached the bridge. I thought it was wise to pull the lever over on to running position again as I had fears that the engine would leave the rails at the bridge. Just before we got to the bridge, I told the fireman to stay on the train as long as possible, but to jump clear when she left the line. Just after we had passed the bridge safely the tender heeled over on to the right side (the engine was running tender first). I'm no judge of speed after 30 miles an hour, but she was by this time running at excessive speed [*estimated at 150 km (93 miles) per hour*].

"The next thing I knew I was flying through the air. I felt as if someone had given me a big push from behind. I found myself in the middle of the line in front of everybody and everything I was lying in front of the bogey of the tender. I tried to raise myself but was unable to do so owing to considerable pain. I thought my leg must be broken and called for assistance but got no reply.

"Joe Flynn came to my assistance. I had no knowledge of his being on the train. He said 'Is anyone alive down here', and I replied that I was. He came up to me and told me that there had been a number of people on the back of the train and that he could not find them. It was news to me that there were a lot of people on board. I told him that my leg was broken and he got water for me. I advised him to go to Wokalup for assistance. I lay there for about two hours before receiving first aid from two men who came from Wokalup. I was taken to Wokalup by trolley and thence to Bunbury by train.

"Neither myself, the fireman, nor the guard had had anything to drink that day. We were all perfectly sober. The guard was a good guard and knew his work; in fact, I was surprised when he came and told me about the brakes. In my opinion the cause of the accident was insufficient brakes applied to the train, considering the size of the load. Had sufficient brakes been applied the accident, in my opinion, would never have happened. With excessive speed the train would leave the line more easily when the tender was first than when the engine was first. At ordinary speed it is just as safe to have the tender first. The Jubilee had vacuum brakes, and there were vacuum couplings and pipes on all the trucks, but

only two of the trucks at the extreme end of the train were fitted up with cylinders, so that the vacuum brakes would be ineffective. I consider that on hill lines such as Mornington the hand brakes are better and more effective than vacuum brakes, as in the latter there is always a certain amount of leakage.

"I did not see the guard attempt to apply brakes on the second knob, I was surprised at the guard telling me about the brakes, because he had never consulted me before. He did not seem to be uneasy and did not say that he could not apply the brakes. It was left entirely in the hands of the guard to apply the right number of brakes at the right time. It is possible to apply the brakes from the trucks. If we had had 100 per cent, of vacuum brakes we could have stopped the train."

The West Australian, 8th & 9th November 1920

As is the practice of passengers from the mill, there being no brakevan, nine workmen climbed on to the loaded trucks to make the trip to Wokalup. Three had been in Wokalup during the afternoon, and after returning to the mill for tea decided to return to Harvey to see the circus showing there that evening. Had the timber train left Mornington according to schedule time on Saturday night there would probably have been four times the number of victims. As it happened, however, there was a delay of about half an hour in starting and during that interval a majority of the men who had decided to make the run down to Wokalup altered their minds and decided that it was too late to undertake the trip.

Inquest

Lloyd Morey stated that he was a labourer and had been employed at Mornington Mills by Millar's Timber and Trading Co., Ltd. He was on the train which met with the accident.

After it had got over the knob its speed increased, the sleepers began to rock, and he (witness), to avoid getting pinched, stood up to alter his position. In doing this he was flung off the train, and had his leg broken, and sustained other injuries.

Joseph Flynn, stationary engine driver employed at Mornington Mills said: "On 6th November the train left Mornington at 9PM. Cooke, Wilton (sen.), Wilton (jun.), Paulson, Morey, McNamara, Delaney, Winfield, and myself were on the train. I did not see Wilton (sen.) and did not know he was on the train until after the accident. *[It is not clear why he does not mention Leatch, Lake, Malarcari and Maggs (all killed) who were also on the train].* I jumped the train at Mornington. No officials saw me get on. The officials had never objected to my travelling free. I always dodged the guard. Nobody was supposed to ride on a train which did not have a passenger van attached. I was going down to Wokalup for some beer on this occasion.

"I rode on the last truck for safety. I advised Morey, McNamara, Delaney and Winfield to come to the rear, but they remained in the middle of the train. It was a

dark night and dewy. The dampness in the air would tend to make the lines greasy.

"Once the train passed the knob she travelled so fast that I could hear or see nothing except the loud rattle and the clouds of dust flying up in my eyes. Fire was flying back toward me, I don't know where it came from - possibly from the wheels. I kept my eyes shut most of the time. I never travelled so fast before and don't want to ever again. When the smash came, the truck I was on pulled up gently, just as if we were running into a station. There was not even a jerk. I jumped off without sustaining any injuries whatever. I couldn't see much but knew there was a big smash ahead. I heard the steam blowing out of the engine and saw flame and smoke ascending.

"The trucks were all piled in a heap. Two trucks were left practically intact. The one I was on was quite all right, and the one next to it had the two front wheels torn off. I called out and got an answer from the driver Cooke, who was lying in the centre of the line about 40 yards ahead of the engine toward Wokalup. He was conscious. He said that his leg was broken and asked for a drink of water, which I gave him. I saw that he was safe and ran along to Smith's farm where I borrowed a horse and rode on into Wokalup and gave the alarm. I got assistance and returned to the scene of the accident. I saw eight bodies recovered from the debris and Paulson, who was still alive. I knew all the men. The bodies were sent to Bunbury."

The West Australian, 8th & 9th November 1920

A gruesome discovery awaited the searchers. When they examined the engine they found hanging to the brake with one hand the body of Thomas Wilton, the fireman. With the aid of some boards salvaged out of the wreckage they set the driver's (Clarence Cooke's) leg and bandaged it up with bootlaces and tailor's tape. About half an hour later Dr Kennedy arrived from Harvey and he said that the setting of the driver's leg would do very nicely until he got to Bunbury. The pulped body of Maggs was exposed to view, but as his leg was still pinned down by a great weight of the sleepers, it was decided to amputate the leg, which was accordingly done by the doctor who was present.

The alarm being given at the mill, a train set out with about 150 men who worked with feverish endeavour until about 2AM. resuming again at daylight and continuing until dark tonight. It is not known how many passengers were on the train, but after a muster at the mill it is believed that all the bodies have been recovered.

A special train was sent from Bunbury on Saturday night to bring in the injured men to the Bunbury Hospital, and a second train was sent from Bunbury on Sunday to convey the bodies of the dead men to Bunbury for burial.

A breakdown train and crew from Midland Junction was dispatched to Wokalup, in order to be there at daybreak to proceed with the work of removing the debris and clearing the line. A 25-ton crane has been brought down

for dealing with the accumulated debris and it is thought that the breakdown gang have at least a week's work ahead of them.

One of the most tragic features of the disaster is connected with the death of the fireman of the train, Thomas Wilton. His father, Christopher Wilton, is the mill traffic foreman, and was travelling in charge of the train on the footboard of his son's engine. The elder Wilton, subsequent inquiries has disclosed, realised that the locomotive was out of hand and jumped on to the permanent way, calling out to his son and the driver to follow his example. As Wilton scrambled to his feet, comparatively unhurt by his fall, he heard the dull crash of the impact, and when he rushed along the line to the scene of the disaster he found his son an inert, mutilated figure among the crumpled ruins of his engine, his hand still holding the brake lever. It was mentioned today that the deceased who, in the ordinary course, is employed principally on "bush" trains, undertook to act as fireman on the ill-fated timber train in order to relieve a mate who wanted to go to a dance.

Inquest

James Edward McEvoy, engine driver employed at the Mornington Mills, stated that he did not consider 57 loaded trucks was too great an incubus for the Jubilee to take from Mornington to Wokalup under ordinary circumstances. On 6th November he made three trips from Mornington to Wokalup with small loads of timber. That evening he told Cooke, the driver of the Jubilee, that the line was clear, and, just before the train started, advised him to tell the guard to put 12 brakes down so as "to steady the train". The guard was responsible for the application of brakes when the necessity arose.

Henry Rigg, superintendent of locomotive running on the W.A.G. Railway, stated that he visited the scene of the accident on 8th November. The line seemed perfectly safe. For safety on a train exceeding 50 loaded trucks, the full percentage of brakes should have been put down at the second knob, by slowing down the train to five miles an hour, or stopping altogether on approaching the knob. The train was equipped with 57 brakes, and I consider that the driver and guard would have had reason for confidence in their ability to take the train safely from Mornington to Wokalup. The greater number of brakes to be applied, the task of the guard becomes correspondingly more difficult as he has to manipulate the brakes from the top of the trucks; but I have known guards to do it. At a point about three-quarters of a mile from the second knob on the mill side, I consider six brakes would not have been sufficient to control the train. The vacuum brakes are more convenient than hand brakes, but hand brakes are equally safe. It is my opinion, however, that, had the train been equipped with vacuum brakes throughout, the disaster would not have occurred. The driver would have had better control over the train at the knob.

The Jury's Verdict

After a 20 minute adjournment the jury returned a finding that the nine deceased met their death as a result of a railway accident on the Mornington-Wokalup line on the night of 6th November. The said accident was caused by insufficient brake power being applied at the proper time. In the absence, of any regulations governing the running of trains on this line, the jury do not feel justified in attaching blame to anyone.



The tender which was running first was thrown clear of the rails, half-way up the cutting, while the engine was screwed up at right angles to the tender in a V shape, and left lying on the embankment on its side. Twenty-six trucks with their freights were piled up in one confused mass about a chain and a half long and 25 feet high.



The Jubilee, at 60 tons, was the largest and most powerful of Millars' locomotives and came into service in 1897. Repaired after the crash, it remained in service at Mornington until 1941. It was cut up for scrap in 1958.

SAWMILL GRAVY

By Fintán Ó Laighin

This isn't intended to be a new cooking column, but I came across a reference to "sawmill gravy" recently and wondered what it was.

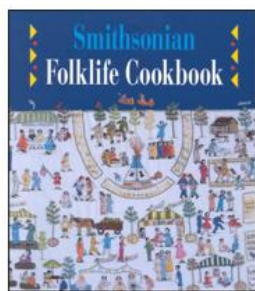
Wikipedia describes it as a "Cream gravy (sawmill gravy in Southern United States cuisine) ... typically used in biscuits and gravy and chicken fried steak. It is essentially a Béchamel sauce ..." (*Note that by "biscuits", Wikipedia means the American-style quick bread, rather than the sweet version of the same name.*)

There is a bit of conjecture about the name, some sources saying that the origin is unknown, but the CivilWarTalk website reports that:

During the early years of America, many logging camps sprung up in the mountains where virgin timber was found. In these lumber camps, cooks would prepare breakfast for a hundred or more lumberjacks. One of the common foods was gravy made from coarsely ground cornmeal. When made from whole grain cornmeal, this gravy was very nutritious and would give the lumberjacks strength to do their jobs.

This gravy's name comes from the fact that these men worked at a saw mill, and sometimes when the gravy would be coarse and thick, the lumberjacks would accuse the cooks of substituting sawdust for cornmeal.

This page also includes a recipe which it sources from the *Smithsonian Folklife Cookbook* by Katherine S. Kirlin and Thomas M. Kirlin, published in 1991 by the Smithsonian Institution, Washington, DC. This book is described by the Educational Research Information Center as having "more than 275 recipes that represent U.S. regional and cultural diversity ... Photographs, anecdotes, and essays demonstrate the family traditions and local lore of the many people who, over the years, have participated in the Smithsonian Institution's annual Festival of American Folklife."



The inclusion of anecdotes suggests that the explanation of the origin of sawmill gravy published by CivilWarTalk may have been taken from the cookbook.

Another reference to "sawmill gravy" is in an article titled "Biscuit Revivalism: Salvaging Southern Foodways in the Family and Beyond" by Whitney Brown of the University of South Carolina and published in 2011 on the Folklore Forum. The author writes that "My mother remembers that Mema (i.e. the author's grandmother) had a certain ceramic bowl that she made (biscuits) in every time, and it was such a methodical, familiar process that she could simply eyeball the ingredients against the side of the

bowl. They ate biscuits with sawmill gravy made from fried fatback for breakfast, and when she remembered it aloud, Mema quickly echoed that she, too, was 'raised on that' back on the farm ...".

The paper is an interesting reflection on how traditions can continue, change or vanish. According to the abstract:

The field of folklore has been preoccupied historically with authenticity. But what happens to authenticity when real life necessitates practical changes to tradition? Through the material culture and memories of the kitchen and table, "Biscuit Revivalism" traces the evolution of Southern foodways across three generations of one family. Their lifestyle and dietary changes give rise to many questions about tradition and its continuity (or obliteration), and their particular story is emblematic of a larger one transpiring across the modern-day South. This paper considers the influence of memory, nostalgia, class, education, travel, feminism, politics, and health as it explores the process by which individuals negotiate the traditions of family and region. A meditation on tradition, "Biscuit Revivalism" demonstrates that not only genes, but also stories, recipes, and skillet ties tie the twenty-first century Southern woman to her Depression-era counterparts. While by turns it is romanticized, hybridized, or cast aside completely, tradition, in fact, finds its strength in change.

For the record, this is the recipe published in the *Smithsonian Folklife Cookbook* and republished by CivilWarTalk:

Ingredients

Tablespoon bacon drippings
3 heaping tablespoons white cornmeal
½ teaspoon salt
2 cups milk
Dash of pepper

Method

Place bacon drippings in a pan. Add cornmeal and salt. Cook on medium heat, stirring until brown.

Add milk and let boil until it thickens, stirring vigorously to keep it from lumping. Season with pepper to taste.

Recipe from Janice Miracle, Middlesboro, Kentucky.

Sources

CivilWarTalk, a forum for questions and discussions about the American Civil War.

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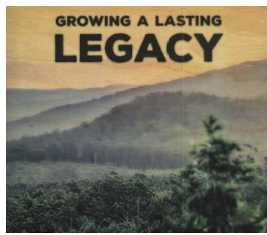
www.folkloreforum.net/2011/03/04/biscuit-revivalism-salvaging-southern-foodways-in-the-family-and-beyond.

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NEW BOOKS AND PUBLICATIONS



Forestry Corporation of NSW,
2016. *Growing a Lasting Legacy*.
ISBN 9780994325556.

Review by Fintán Ó Laighin.

This is a beautifully illustrated
book produced by the
Forestry Corporation of NSW

to celebrate the centenary of the establishment in 1916 of its predecessor, the Forestry Commission. However, it is not a history of either organisation per se but is rather, as explained by Forestry Corporation CEO Nick Roberts in his foreword, "quite literally, a series of snapshots".

And snapshots there are a-plenty, with almost 150 photographs documenting 100 years of forest management. The photos range across the entire century of operations, from black and white shots of forest workers cutting down trees with axes, to colour photos of forest managers displaying the drones used in aerial surveying. All aspects of forests, forestry and the forest industry are shown - native forests and plantations, nurseries, species trials, harvest and haul, fire management, as well as sawmills, plymills, timber boats, timber buildings and tourism facilities.

There are photos of logs, camps, horses, bullocks, cars, trucks, trams, harvesters, cranes, ships being loaded, helicopters, tools, fire towers, bridges, memorials, dignitaries, scientists, forestry office workers, wildlife and houses ... whatever you can think of is probably there somewhere.

Importantly, there are photos of people, representing the many thousands who have been part of the sector over the century. This connection is also reflected in the artwork on the inside covers: produced by Saratta Fielding from the Wanarua Nation of the upper Hunter Valley, the artwork features "people woven into the trees and landscape".

While primarily a book of photographs, there is some historical narrative that explains the history of the organisations, and the context in which they operated. It notes the royal commission which gave rise to the NSW *Forestry Act 1909* (the forerunner of the 1916 Act), the increased pressure on the forests following World War II, and the creation of the NSW National Parks and Wildlife Service in 1967.

The narrative continues in each of the chapters, starting with "100 Years of Forest Management" and moving onto "Mateship and Memories", "The Evolution of Sustainable Forests", "Building the Past and Securing the Future" and "Growing the Forests of the Future".

The book was put together by staff of the Forestry Corporation with assistance from Tania Crosbie.

A very nice collection.

My thanks to Paul Wells (NSW Department of Industry - Forests) and Liz Fowler (Forestry Corporation of NSW) for providing a copy of the book.

Light Railways: Australia's Magazine of Industrial & Narrow Gauge Railways, December 2016. Light Railway Research Society of Australia. ISSN 0 727 8101.
www.lrrsa.org.au.

Review by Fintán Ó Laighin.

The highlight of this issue for forest historians is an article by AFHS committee member, Peter S. Evans, titled " 'Good historians need strong boots': Narbethong sawmills and tramways, Victoria" (pp15-19). The article, illustrated with photographs (historic and modern) and a coloured map of the area, describes the application of the "strong boots" technique on "an interlinked network of sawmills and tramways just north of Victoria's Great Dividing Range at Narbethong".

The quote in the title comes from British historian RH Tawney and, in the case of tramway history, refers to the contribution that field research makes to this field.

As Evans relates:

"Perhaps it is a tramway formation in the bush with no known operator and, if it is very old, perhaps very little chance of finding out. Most of the time it is a tramway known through archival research, but for which there is very little locational information."

The story begins in 1889 with a history of sawmills in the area and their accompanying tramways, both proposed and actual. This information is drawn from the archival records and concludes with the observation that "The great problem associated with translating this history into accurate mapping was the paucity of archival mapping available". Evans notes that the best available map was a 1920s one prepared for tourists which showed the route of a tramway, a route which, as it turned out, was very fanciful.

Evans then begins the discussion on the field research, describing the discovery of earthworks around old mill sites, tramway formations through the forest, the remains of old bridges across creeks, and the finding of a wheelset from which the gauge of the tramway was determined. At one site, they found daffodils which hinted at an old garden, as well as glass fragments and a scatter of bricks.

The initial searches in 2000 were thwarted by dense undergrowth which resulted in the survey being abandoned. His findings at that stage consisted of the 1920s-era "tourist map which was apparently very wide of the mark, two isolated sections of what was almost certainly tramway at each extreme end of the route, and a bulldozer track in the middle which behaved like a tramway" (i.e. one which followed the expected line of one). However, a fire in February 2009 allowed a further search which resulted in the discovery of an "undisturbed tramway formation" that led to another bulldozer track that behaved like a tramway.

The final lesson for forest tramway researchers? - "everything needs to be checked in the field".

