

**APPENDIX 1: SHORT ACCOUNT BY JOHN CORKILL
OF THE CAMPAIGN TO PROTECT
CHAELUNDI STATE FOREST**

Late 80s Biologists from Australian National University, researching bio-diversity issues, identify Chaelundi SF as having the highest density of Arboreal mammals in eastern Australia. Dr Tony Norton, National Research fellow at the Centre for Resource and Environmental Studies (CRES), is among these researchers.

1990

February NEFA activists scout the Chaelundi SF in search of illegal road works and/or logging without Environmental Impact Statement (EIS).

March The Armidale branch of The Wilderness Society nominates Chaelundi SF as part of the Guy Fawkes Wilderness under the Wilderness Act 1987.

8 March NEFA mounts a blockade on Broadmeadows Road, to prevent access into the Pine Creek catchment of the Boyd (Clarence) Rivers. A letter issued by NEFA to the Dorriggo District Forester advising that the road works and logging operations are illegal until and unless the Environmental Planning and Assessment Act 1979 has been complied with. Thirteen (13) arrests are made, including John Seed, Patrick Anderson and Giselle Thomas.

13 March John Corkill commences proceedings in the NSW Land & Environment Court seeking an injunction preventing further road works or logging in the 7,000ha, 33 compartments, of 'old growth' forest in the Pine Creek catchment, until and unless an Environmental Impact Statement is prepared and approved. Work on site halts.

22 May L&E Court informed by Forestry Commission (FCNSW) that no EIS had been prepared but that "it was in the process of preparing one".

24 June Premier Greiner announces his strategy for old growth forests: log some now without EIS's, defer logging in some OGF until EIS's are complete. This policy is later shown to be illegal.

July FCNSW say it will prepare an EIS for 3 compartments (180, 198 & 200) of Chaelundi SF.

2 October 3 Compartment EIS goes on public display for 28 days. 27 submissions are received. Many point out the inadequate level of surveys and the EIS's failure to meet the requirements of the EP&A Act 1979.

1991

5 March Giselle Thomas, arrested in 1990 for the first Chaelundi blockade, is successful in appealing her conviction from the earlier protest. Given FCNSW admission to the L&E Court that no EIS had been done, Judge Jack Phelan finds that it was Thomas and others who were upholding the law and FCNSW who was breaking it.

27 March Commissioner for Forests decides to approve the 3 Compartment EIS.

2 April Chaelundi SF occupation by NEFA resumes.

May No work is started pending the NSW State election.

19 July Corkill applies to Minister for the Environment, Tim Moore, for an Interim Protection Order under the National Parks & Wildlife Act 1974.

22 July Blockade moves into high gear with confrontations between blockaders and FCNSW. Arrests begin again.

23 July Corkill applies to Mr Justice Hope, Chairman of NSW Heritage Council, for an

26 July emergency stop work order and an Interim Conservation Order under the Heritage Act 1977 for the 3 compartments (180, 198 & 200) of Chaelundi SF. Minister for Planning, Robert Webster, refuses to grant ICO.

- 26 July Gary West, Minister for Land & Water Conservation (and FCNSW), announces fresh Government report has approved logging and claims that Corkill's Heritage Act application is an abuse of process.
- 31 July Arrests at Chaelundi pass 100 as local 'green grannies' join protest.
- 1 August Corkill commences legal challenge in the NSW L&E Court against the Chairman of the NSW Heritage Council, the Minister for Planning and the members of the NSW Heritage Council for their failure to properly consider an application for an emergency stop work order, or an Interim Conservation Order, to conserve the heritage significance of the Chaelundi SF.
- 1 August FCNSW and Police 'close' Chaelundi SF.
- 4 August 100 protesters re-enter 'closed' Chaelundi SF.
- 5 August 55 protesters arrested.
- 6 August 100 people rally in Sydney to support Chaelundi protection.
- 9 August Corkill commences a legal challenge against FCNSW: alleging breach of ss 98 & 99 of the National Parks & Wildlife Act 1974.
- 11 August Arrests total passes 230.
- 20 August Supporters of Chaelundi's protection rally outside NSW Parliament House.
- 20-23 August Hearings commence in the NP&W Act case in the L&E Court.
- 26-30 August Further hearings in the NP&W Act case in the L&E Court.
- 2-4 September Further hearings in the NP&W Act case in the L&E Court.
- 3 September NEFA denies obstructing firefighters in Chaelundi SF.
- 25 September Mr Justice Stein rules against FCNSW and in favour of Corkill in the NP&W Act case, finding that roading and logging would take or kill 22 endangered species.
- 28 September Police withdrew from the forest though it remained 'closed'.
- 1 October Premier Greiner announces an appeal of the L&E Court's Chaelundi decision, claiming its effect is to prevent economic activity in NSW.
- 3 October Minister for? the Environment Tim Moore, makes a Regulation under the NP&W Act exempting all forestry operations except those in the three compartments from the operation of the Act, effectively overturning the L&E Court's ruling.
- 31 October Hearings commence in the Heritage Act case in the L&E Court.
- 1 November Court of Appeal dismisses the NSW Government appeal and upholds earlier decision.
- 25 November Mr Justice Stein rules against Hope, Webster and the NSW Heritage Council, and in favour of Corkill finding: that a claimed compliance with the EP&A Act is an irrelevant consideration under the Heritage Act; that the Heritage Act has its own work to do, that the Chairman, Minister and Heritage Council has acted unlawfully in not considering the ICO application on its merits; that the application for an ICO was not an abuse of process.
- Early December The Endangered Fauna (Interim Protection) Bill is introduced into NSW Parliament by then Shadow Minister for the Environment, Ms Pam Allan.
- 12 December The Regulation made under the NP&W Act by Minister Moore is disallowed following a vote in the NSW Parliament's lower house, the Legislative Assembly.

- 12 December The Endangered Fauna (Interim Protection) Act 1991 (EF(IP) Act) is passed by both houses of NSW Parliament against the Government's wishes.
- 17 December The Endangered Fauna (Interim Protection) Act 1991 commences.
- 1992**
- March The Government, with Opposition support, passes the Timber Industry (Interim Protection) Act 1991 and strips from the Commissioner of FCNSW the power to determine FCNSW EIS's. The Department of Planning is given new responsibilities in reviewing the adequacy of FCNSW EIS's.
- November FCNSW produces the Dorrigo Management Area (DMA) EIS and claims (again) that it has been prepared in full compliance with the EP&A Act.
- 1993**
- May Corkill commences new proceedings in the L&E Court to challenge the adequacy of the Dorrigo MA EIS.
- June Department of Planning assesses the Dorrigo MA EIS and recommends to the Minister that it be not approved.
- 30 July Forestry Commissioner Dr Hans Drielsma withdraws the Dorrigo MA EIS within hours of its planned refusal.
- August Corkill discontinues proceedings to challenge the EIS.
- 1995**
- February ALP Opposition leader Bob Carr promises old growth forest protection in pre-election campaign.
- 25 March Labor Government elected.
- 1996**
- September Pine Creek catchment of Chaelundi SF added to Guy Fawkes River National Park.
- ?? Guy Fawkes Wilderness Area gazetted.

APPENDIX 2: CRA HERITAGE INVENTORY (UNE)

No	Heritage Item ID	Site Name
1	3911616	Torrington Township
2	3911842	Rummery Park Forestry Camp And Rest Area
3	3911969	Ford Timbers Timber Mill, Woodenbong
4	3911984	Long Creek Village, Sawmill, And Timber Tramway
5	3912093	Tank Traps, World War II, Tenterfield
6	3912114	Tank Traps, World War II, Paddy's Flat
7	3912117	Payne's Hotel
8	3913652	Drake Cemetery
9	3911629	Brick Charcoal Kilns, Wandinong Station, Tenterfield
10	3911641	Bald Knob Old Inn
11	3913256	Lady Jersey Mine
12	3913651	Little Llangothlin Farm Complex
13	3911628	Arsenic Mine Mole Station
14	3911867	Davis Scrub Nature Reserve
15	3911896	Engraved Rock Outcrop: Sheep Station Creek
16	3911873	Terania Creek Protest Site
17	3913647	War Memorial World War I Newton Boyd
18	3904448	Dalmorton Cemetery
19	3911620	Ottery Mine
20	3911623	Bluff Rock
21	3911636	Wellingrove Cemetery and Church
22	3911677	Dalmorton Tunnel
23	3911709	Old Grafton Road
24	3911771	Norman W. Jolly Memorial Obelisk and Grove
25	3911865	Victoria Park Nature Reserve
26	3911985	Border Loop Railway
27	3911987	Roseberry Forest Park
28	3913658	Dingo Fence

1 - Heritage Item ID: 3911616
Item Name: Torrington Township
1:50,000 Map Sheet Number and Name: Emmaville 9239-2 and 3

1 - Heritage Item ID: 3911616

Item Name: Torrington Township

Heritage Type: Built

Sub Type: Township

Location: Torrington

Grid ref: 56 373400 6756500 **CRA Region:** Upper North East

Boundary: (see CRA GIS layer)

Owner: Multiple Owners

Reserve:

Study Name: CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)

Inspected By: Anne Bickford & Siobhán Lavelle **Date:** 25/07/98

Current Use: Small village

Former Use: Flourishing centre for the miners

Physical Description: Torrington is a small picturesque mining town with many original features. It is located in rugged, hilly country to the west of the New England Highway, about half way between Glen Innes and Tenterfield. There are many small painted and unpainted corrugated iron miners' cottages of 2-3 rooms dotted throughout the town. There are also weatherboard miners' cottages. The town has a hotel and a few small shops and is now the headquarters for tin scratchers and fossickers for gemstones.

Historical Notes: After the discovery of tin in 1872 at Vegetable Creek men and their families poured in to the area seeking tin. In 1881 the very rich Torrington Lode was discovered. Torrington Village then sprung up. The price of tin at that time was good and attracted shops, hotels, etc. The Post Office was set up there in 1883. By 1883 a 5 head stamper battery was operating at Torrington. Torrington was responsible for a large proportion of the world's tin production in the 1880s. By 1883 the small miners had lost control to the big overseas mining companies who had come in. At its peak with the tin mining boom of the 1920s 500 men were employed at the mines and there were 16 batteries working in the area. Torrington supported many shops, a school with over 100 children, etc. By the end of World War Two the tin subsidy provided by the Government was dropped and the major mines closed and Torrington never recovered. It is now a small picturesque village.

Construction years: 1881 **Circa Flag:** No

Physical Condition: Physical condition is good. The archaeological potential is high, and the sites of former active mines and demolished miners' houses are visible.

Recommended Management: Torrington is a significant tin mining ghost town. We recommend a Conservation Management Plan for the town and mine environs so that significant examples of cottages and mining relics can be preserved, and that a coordinated interpretation program can be instituted. Threats are fire, vandalism, and neglect.

SIGNIFICANCE ASSESSMENT (NSW CRITERIA):

Historical Significance: Torrington is a picturesque old tin mining town, established in the mining rush of 1881, and having another mining boom in the 1920s. It is now a cluster of tiny corrugated iron and weatherboard miners' cottages, visited by weekend fossickers looking for gemstones.

Aesthetic Significance: Not assessed.

Social Significance: Not assessed.

Technical Significance: Not assessed.

Intact Assessment: High. There are few modern buildings there.

Representative Assessment: Torrington is representative of mining rush towns of the late 19th century. It has diminished ever since the closing of the tin mines after World War Two.

Rare Assessment: Torrington is rare in that there is good preservation of the miners' cottages in the town and the tin mines outside it.

Statement Of Significance: Torrington is a picturesque tin mining ghost town, set in rugged country south west of Tenterfield.

RNE Sub Criteria ID: 4

Assessment Text: Torrington is a tin mining ghost town which flourished in the 1880s and again in the tin boom of the 1920s, after which it gradually faded away.

2 - Heritage Item ID: 3911842
Item Name: Rummery Park Forestry Camp
1:25,000 Map Sheet Number and Name: Huonbrook 9540-1-N

2 - Heritage Item ID: 3911842**Item Name:** Rummery Park Forestry Camp and Rest Area**Heritage Type:** Built **Sub Type:** Forestry housing/quarters**Location:** 15-20km south west of Mullumbimby**Grid ref:** 56 536860 6836200 **CRA Region:** Upper North East**Boundary:****Owner:** State Forests**Reserve:** Whian Whian State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford & Siobhán Lavelle **Date:** 22/07/98**Current Use:** Picnic and camping area. A large shed used by SF**Former Use:** Forestry workers' camp during the week.

Physical Description: A group of buildings set within a clearing in the forest. This was originally a forestry workers camp from about 1920 when the men worked and camped in the State Forest during the week. It is now a public camping ground and picnic area. The main building is a 1950s foreman's cabin of weatherboard with a gable roof and a brick chimney. Most of the ancillary buildings/sheds are clad with corrugated iron. This was a forestry cutters' and planters camp. The old barracks building was moved to Mebbin State Forest. The ancillary buildings include two cold showers, a cookhouse/galley, pump house, stores and maintenance shed, toilets, and nursery shed - now a firewood cutting place and store for wood. There is a ramp for servicing vehicles, and an information and interpretation shelter. All is painted in SF green and maintained to the high SF standards. A large stump showing springboard cuts stands in the area near the creek.

Historical Notes: In the 1830s the area was logged for cedar and hoop pine. By 1873 Whian Whian formed part of the Nightcap Track between the Richmond and Tweed River Valleys. The track took 3 days on horseback. By the 1940s the forest was home to several sawmills. The area was declared a State Forest in 1914. Some of the original forest became National Park in 1982.

Construction years: 1920 1998 **Circa Flag:** Yes**Physical Condition:** Good - well maintained.**Recommended Management:** Maintain as is. Interpret the tree stump with the springboard cuts in the clearing so that the public knows the significance of the small horizontal cuts in the stump.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):**

Historical Significance: The site is historically significant because it demonstrates part of the history of forestry in NSW, when from the 1920s forestry workers lived there during the week while working in the surrounding forests. It also demonstrates the continued value and changing uses of cleared areas in forests.

Aesthetic Significance: Not assessed**Social Significance:** Three people nominated this site in the CRA Social Value Workshops, one as an 'Icon for green, plantation, and logging history'.**Technical Significance:** Not assessed**Intact Assessment:** High - many buildings of the forestry camp era still remain.**Representative Assessment:** Representative of continued uses of forest clearings.**Rare Assessment:** Not rare.**Statement Of Significance:** An attractive clearing in the middle of the forest beside a creek, used first as a forestry camp and now as a public camping and picnic area, with many of the facilities carrying over to the new uses.**RNE Sub Criteria ID:** 4

Assessment Text: A well-maintained and attractive forest clearing in continuous use from about 1920, first as a forestry camp, and now as a public camping and picnic area, demonstrating aspects of the history of forestry in NSW.

3 - Heritage Item ID: 3911969
Item Name: Ford Timbers Timber Mill, Woodenbong
1:25,000 Map Sheet Number and Name: Woodenbong 9441-3-S

3 - Heritage Item ID: 3911969**Item Name:** Ford Timbers Timber Mill, Woodenbong**Heritage Type:** Built **Sub Type:** Timber Mill**Location:** Lindsay Creek Road Woodenbong**Grid ref:** 56 461700 6859700 **CRA Region:** Upper North East**Owner:** Private - corporate**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford & Siobhán Lavelle **Date:** 23/07/98**Current and Former Use:** Timber mill

Physical Description: A large functioning hardwood timber mill on the northern outskirts of the town of Woodenbong with at least a dozen buildings related to the mill. Lindsay Creek Road runs through the site, between the office and the mill working sheds. Most of the buildings are sheds - with round timber poles, no sides, and corrugated iron roofs. The office is a weatherboard clad building with a corrugated iron hipped roof and a rear skillion. To the rear of the office is a timber yard and a modern hardwood processing plant. On the opposite side of Lindsay Creek Road is the sawmill proper, with sheds for cut timber sorting, a chain conveyor, milling sheds with different sized circular saws, conveyor belts, and benches. There is a separate amenities building, switch room, and former drying kilns building. At the rear of the sheds are piles of stockpiled logs. This is a hardwood mill. About 25-28 different timber species are cut every year. The circular saw sharpening precision instrument was invented and designed by RT Goldsmith of Taree, NSW.

Historical Notes: In 1929 Mr. Harold Duke opened a timber mill on the hill at the rear of the modern Woodenbong Rodeo Ground. This mill was entirely powered by steam. In 1933 Lance Sly, who had previously owned mills in Woodburn and Mongogerie bought the mill. Sly bought most of the timber locally, and cut nearly all hardwoods. By 1942 15 men were employed at the mill. In 1942 Sly relocated the mill to its present site. The new mill was also powered by steam. In 1958 Sly's sawmill was fully converted to electric power. In 1968 Lance Sly sold the business to Ford Timbers, the present owners of the mill. At present Fords have a bush gang, the mill, and marketing. Logs are supplied from about a 5 mile radius. The oldest saw is a 'frame' saw which is pre 1958.

Construction years: 1929 1998 **Circa Flag:** No

Physical Condition: The mill is in working condition and therefore well maintained. Some of the obsolete technology such as the timber seasoning kilns are still present. A countershaft for turning belts from the days of the steam boiler has been left in the roof as a historic object.

Recommended Management: The Ford Timbers firm is very aware of its place in the story of the timber industry, and keeps many old files in a locked safe. It employs some old hands in its mill, and will keep on logging and processing hardwoods into the future. It is interested in establishing an interpretation centre and museum of its history and the processes of timber working. A heritage order would support the significance of the history of the site and encourage the owners in fostering its history. A Conservation Management Plan/Heritage Study, video, and oral history program is recommended. Threats are fire, bushfire, change of ownership, and closing down of the hardwood timber industry.

SIGNIFICANCE ASSESSMENT (NSW CRITERIA):

Historical Significance: Ford Timbers timber mill has been functioning on this site milling hardwoods from 1942 to the present. It has always employed many local people and is an integral part of the town of Woodenbong.

Aesthetic Significance: Not assessed.

Social Significance: Ford Timbers mill has always employed many local people, including Aborigines, many of whom have always lived in the area.

Technical Significance: The precision instrument for sharpening the circular saws was invented and designed by Mr. RT Goldsmith of Taree NSW.

Intact Assessment: High

Representative Assessment: Ford Timbers mill is representative of a dominant timber mill in a timber town, providing work for many residents. It is representative of large timber mills in timber towns from the 1930s onwards.

Rare Assessment: Not rare

Statement Of Significance: Ford Timbers timber mill at Woodenbong, operated on this site since 1942, is a large functioning sawmill which still retains much of the technology and knowledge of the earlier steam-powered sawmills. It extracts its timber locally and employs many men from the town, demonstrating the close relationships between the mill and the town in a timber-getting region.

RNE Sub Criteria ID: 4

Assessment Text: Ford Timbers mill is a large active hardwood mill which has been on the site for over 50 years. It is an integral part of Woodenbong township and employs many local people.

Theme Text: HT.03.03.04 Utilising forest resources. HT.03.03.04.02 Processing forest resources. HT.03.03.04.02.01 Milling timber. HC.FT.920 Sawmill.

4 - Heritage Item ID: 3911984

Item Name: Long Creek Village, Sawmill, and
Timber Tramway

1:25,000 Map Sheet Number and Name: Grevillea 9441-2-S

4 - Heritage Item ID: 3911984**Item Name:** Long Creek Village, Sawmill, and Timber Tramway**Heritage Type:** Built **Sub Type:** Timber Mill**Location:** 10km north east of Grevillia**Grid ref:** 56 490300 6860200 **CRA Region:** Upper North East**Boundary:****Owner:** National Parks & Wildlife Service**Reserve:** Border Ranges National Park**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford & Siobhán Lavelle **Date:** 23/07/98**Current Use:** None.**Former Use:** A large village, sawmill, and timber tramway.

Physical Description: The village and sawmill stood in what is now a level cleared paddock with knee high kikuyu grass. There are tree plantings of hoop pine, jacaranda, cypress, citrus. There is a track through the centre. house sites were visible in the past by stumps. Some houses were moved elsewhere. The adjoining owner when lessee of the paddock from State Forests "cleaned up" the old houses and dump sites and the sawmill site. ie. they removed lots of the remains. The track branches east across the paddock to a clump of eucalypts. Within these trees is the depression for the pit of the former sawmill situated here. Only two timber posts remain in the sides of the pit. The Long Creek tramway branched off from this mill and headed north east into the adjacent forest. Remnants of the tramway still exist in the forest.

Historical Notes: This was a large village and a flourishing tramway and timber mill in the early 20th century. Local people have many historical photos of the place in the past. In 1928 the Terrace Creek mill burnt down. It was rebuilt at Long Creek and the tramway was constructed. Tracks made out of timber were laid for several kilometres into the forest. Logs were hauled to the track by bullocks then were loaded onto trucks which were pulled by horses to the mill. Later a tractor was used. A large community dwelt there until 1954 when the mill was closed. The Long Creek school closed as well, ending 16 years of education in the bush.

Construction years: 1928 1954 **Circa Flag:** Yes**Physical Condition:** There are no standing remains of the village or sawmill. Some parts of the tramway still exist in the Border Ranges NP. The archaeological potential is high.**Recommended Management:** The village/sawmill site is protected in that there are few visible remains to burn or vandalise, and also because you have to go through private property to reach the site. The tramway in the bush is fragile and is threatened by fire and vandalism. The NPWS could in the future interpret the site with signs and placement of historic photographs. The exotic trees indicate the location of the village.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** The Long Creek village, sawmill, and tramway site was a flourishing sawmilling community from the late 1920s to the mid 1950s, located adjacent to the forest which it exploited for timber. Like most such abandoned villages there are now very few physical remains visible.**Aesthetic Significance:** Not assessed.**Social Significance:** Not assessed.**Technical Significance:** Not assessed.**Intact Assessment:** High**Representative Assessment:** Small sawmills operated along almost every creek in the Border Ranges. The Long Creek site was one of the larger ones. As such the site is representative of such abandoned mill townships centred around the sawmill, at both a local and a state level.**Rare Assessment:** The site is not rare.**Statement Of Significance:** The Long Creek village, timber mill and tramway site shows few physical remains today, but flourished from the 1920s to the mid 1950s. Such sawmilling communities lived on every creek in the area in the early 20th century and this place represents these now deserted sites.**RNE Sub Criteria ID:** 4**Theme Text:** HT.03.03.04, Utilising forest resources. HT.03.03.04.02, Processing forest resources. HT.03.03.04.02.01, Milling timber. HC.FT.920, Sawmill.

HT.03.03.04.03, Transporting forest resources. HC.FT.930, Logging tramway.

5 - Heritage Item ID: 3912093
Item Name: Tank Traps, World War II, Tenterfield
1:25,000 Map Sheet Number and Name: Boonoo Boonoo 9340-2-S

5 - Heritage Item ID: 3912093**Item Name:** Tank Traps, World War II, Tenterfield**Heritage Type:** Built **Sub Type:** Military, Other Military**Location:** 13km Mt. Lindesay Highway Tenterfield**Grid ref:** 56 410700 6795400 **CRA Region:** Upper North East**Boundary:****Owner:** Department of Conservation & Land Management**Reserve:****Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford & Siobhán Lavelle **Date:** 24/07/98**Current Use:** None. They are just standing in the bush.**Former Use:** Pointed stakes to stop Japanese tanks.**Physical Description:** On western side of road and right beside the road a collection of 35-40 timber posts are visible. These are a series of upright, large, sharpened stakes, about the thickness of telegraph poles. They are in about 4 foot spacing placed in diagonal lines or zig-zag formation, with about 4 foot and 5 foot centres. The intact ones (about 3 or 4) are 4 foot high. The diameter of the posts is variable, between 12 and 18 inches.**Historical Notes:** These posts are beside the road to stop Japanese tanks from proceeding southward. The road itself would presumably have been held by the army, or by some barrier to stop the tanks. This fortification was part of the 'Brisbane Line' of World War Two. The Brisbane Line was to be the second line of defence if the northern part of Australia fell into Japanese hands. During World War Two up to 10,000 troops were camped in the Tenterfield area.**Construction years:** 1940 1944 **Circa Flag:** Yes**Physical Condition:** Most of them are in poor condition. They are rotting in the wet, dank bush surrounding them. The pointed tops of most of them have rotted away, and most have rotted out in the centre. Their archaeological potential is nil.**Recommended Management:** These posts are fast decaying from their location in low, wet, and humid bush/forest beside the road. The centres have rotted out of many, and only 3 or 4 out of 35-40 are intact (with sharpened tops). Physical conservation action to retain them is urgently needed. They are also threatened by bushfire and vandalism, but don't appear to have been harmed by these two. To maintain them in situ they need preservation action.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** The tank traps are historically significant because they are a physical representation of the view that people had during WW II that it was a real possibility that the Japanese would invade and take over Australia on land by force. Their location north of Tenterfield marks the Brisbane Line which would have been where the second line of defence was held.**Aesthetic Significance:** Not assessed.**Social Significance:** Two people nominated this site in the Social Significance workshops.**Technical Significance:** Not assessed.**Intact Assessment:** High**Representative Assessment:** This site is representative of tank traps as a site of WW II fortifications inland in NSW.**Rare Assessment:** This site is representative of tank traps as a site of WW II fortifications inland in NSW.**Statement Of Significance:** The timber tank traps located in a group north of Tenterfield are a highly significant representation of the fear of invasion of the Japanese by land, even as far as northern NSW. They represent the Brisbane Line where Australia was to take a stand against the enemy if the rest of northern Australia had fallen.**RNE Sub Criteria ID:** 4**Assessment Text:** The World War II timber stake tank traps north of Tenterfield are a significant representation of Australia's readiness in World War II for the invasion of the Japanese by land. They represent the concept of the Brisbane Line, where Australia would take a stand against the enemy, if the enemy had already occupied northern Australia.

6 - Heritage Item ID: 3912114
Item Name: Tank Traps, World War II, Paddys Flat
1:25,000 Map Sheet Number and Name: Paddys Flat 9340-1-S

6 - Heritage Item ID: 3912114**Item Name:** Tank Traps, World War II, Paddy's Flat**Heritage Type:** Built**Sub Type:** Military, Other Military**Location:** 25km north west of Tabulam**Grid ref:** 56 443170 6822810**CRA Region:** Upper North East**Boundary:****Owner:** Conservation & Land Management**Reserve:****Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford & Siobhán Lavelle **Date:** 24/07/98**Current Use:** None. They are just standing beside the Clarence**Former Use:** Stakes to stop Japanese tanks.

Physical Description: On southern and western side of the bridge crossing the Clarence River at Paddy's Flat, on the bank of the river, a group of wooden posts is visible. These are a series of upright, large sharpened stakes, about the thickness of telegraph poles. They are in about 4 foot spacings placed in diagonal lines or zig-zag formation, with about 4 foot and 5 foot centres. The diameter of the posts is variable, between 12 and 18 inches. The posts here look shorter than those at Tenterfield, but this is probably because the silt from the river has raised the level of the ground around them.

Historical Notes: These posts were placed on the river bank to stop Japanese tanks from proceeding southward. The bridge would presumably have been held by the military or had a barrier to stop the tanks. This fortification was part of The Brisbane Line of World War II. The Brisbane Line was to be the second line of defence if the northern part of Australia fell into Japanese hands. During WW II up to 10,000 troops were camped in the Tenterfield area.

Construction years: 1940 1944 **Circa Flag:** Yes

Physical Condition: They appear to be in better condition than those at Tenterfield. They are standing in sandy silt on the river bank. Their archaeological potential is nil.

Recommended Management: As it was dark we could not see if there was any interpretation of these tank traps. We recommend that a sign explaining their significance be erected. Although close physical inspection could not take place the posts appeared to be partly covered by rising silt. This silt could be removed, revealing more of the length of the posts. Physical decay was not observed, but these posts should be examined closely to see if any conservation is necessary.

SIGNIFICANCE ASSESSMENT (NSW CRITERIA):

Historical Significance: The tank traps are historically significant because they are a physical representation of the view that people had during WW II that it was a real possibility that the Japanese would invade and take over Australia on land by force. Their location beside a bridge over the Clarence River marks the Brisbane Line that would have been where the second line of defence was held.

Aesthetic Significance: Not assessed.

Social Significance: Two people nominated this site in the Social Significance Workshops, but they described the traps as concrete. I do not know if this is the site that they are thinking of.

Technical Significance: Not assessed.**Intact Assessment:** High**Representative Assessment:** This site is representative of tank traps as a site of WW II fortifications inland in NSW.**Rare Assessment:** Timber stake tank traps are rare, and they are an unusual representation of the physical remains of war.

Statement Of Significance: The timber stake tank traps standing in a group beside the Clarence River at Paddys Flat are a highly significant representation of the fear of invasion of the Japanese by land, even as far as northern NSW. They represent the Brisbane Line where Australia was to take a stand against the enemy if the rest of Northern Australia had fallen.

RNE Sub Criteria ID: 4

Assessment Text: The World War II timber stake tank traps beside the Clarence River at Paddys Flat are a significant representation of Australia's readiness in World War II for the invasion of the Japanese by land. They represent the concept of the Brisbane Line, where Australia would take a stand against the enemy, if the enemy had already occupied northern Australia.

7 - Heritage Item ID: 3912117
Item Name: Payne's Hotel
1:25,000 Map Sheet Number and Name: Tooloom 9340-1-N

7 - Heritage Item ID: 3912117 **Associated sites:** 3912087**Item Name:** Payne's Hotel**Heritage Type:** Built **Sub Type:** Hotel, Tavern, or Inn**Location:** Upper Tooloom Road, Upper Tooloom, south of Urbenville**Grid ref:** 56 442520 6834490 **CRA Region:** Upper North East**Owner:** Private - individual**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford & Siobhán Lavelle **Date:** 24/07/98**Current Use:** Residence for Mrs Payne.**Former Use:** Inn

Physical Description: A single-storey weatherboard cedar homestead, with vertical cedar board panelling inside, weatherboard cedar outbuildings, and a detached weatherboard cedar kitchen. Was a hotel with detached kitchen with store, post office, butcher shop, and barn. The hotel is cedar exterior and interior walls with pine ceilings. The doors and all joinery are cedar also. The buildings were built from cedar cut on the property. The interior walls and joinery are varnished only, so the cedar timber can be seen. The house smells of cedar on entering. The external walls are painted white. Each interior door to a room which used to be a hotel room still has the room number painted on it. The corner cupboard and fireplace surround are original.

Historical Notes: The homestead (former hotel) was built about 1894-1896 for John Payne by a Mr. Beetson. After the death of John Payne Mrs. Payne took over the licence from 1910-1923. The hotel was de-licensed in 1923. John Payne found the "Rise and Shine mine" and built the hotel on the proceeds. The Tooloom goldfields area had about 3-4,000 whites and 2,000 Chinese. This site is the old Tooloom, but when the Post Office was moved it kept the name Tooloom and this area was then called "Upper Tooloom". (This information from Mrs. Payne's niece, Mrs. June Reeks, who was at the site on our inspection).

Construction years: 1894 1895 **Circa Flag:** No**Physical Condition:** Excellent. Archaeological potential is low as the buildings are still standing and well maintained.**Recommended Management:** Though the Paynes care very well for the complex, a conservation order is recommended to show how much the government values the site and to prevent any other alterations without specialist consultation.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):**

Historical Significance: Payne's Hotel complex is historically significant because it is a rare and fairly intact survival of the class of hotels or inns, many of which stood in the flourishing gold rush mining towns, such as the Tooloom mining area.

Aesthetic Significance: The complex is aesthetically significant because the buildings are made of cedar, both inside and outside, and it is a rare survival of a once more common building type.

Social Significance: The complex is socially significant because it was nominated by two people in the Social Value workshops, and is marked on the 1:25,000 topo map as "Historic Homestead".

Technical Significance: Not assessed.

Intact Assessment: High. Only part of the bar area has been removed and the space used for a wider verandah at that area.

Representative Assessment: The complex represents both mining community inns and cedar buildings, both of which were much more prevalent than they are now.

Rare Assessment: The complex of cedar buildings, especially the inn is rare.

Statement Of Significance: Payne's Hotel and its associated outbuildings is an outstanding example of a late 19th century mining community inn and a building made almost wholly of cedar, both externally and internally.

RNE Sub Criteria ID: 6

Assessment Text: The Payne's Hotel complex is an almost intact survival of an inn and shop complex serving a former active goldmining community, when nearly all such sites, which were plentiful, have vanished.

RNE Sub Criteria ID: 4

Assessment Text: Payne's Hotel is a representative example of a late 19th century inn serving a large gold rush community.

Theme Text: HT.03.03.03, Utilising mineral resources. HT.03.03.03.01, Mining for gold. HC.MN.911 Mining camp/settlement.

RNE Sub Criteria ID: 11

Assessment Text: The Payne's Hotel has aesthetic value in that the internal cedar walls, joinery, and the original cedar furniture glow with the burnished red cedar, and the building smells faintly but distinctly of cedar when entering it. It is a beautiful aesthetic experience now almost lost to society.

8 - Heritage Item ID: 3913652
Item Name: Drake Cemetery
1:25,000 Map Sheet Number and Name: Drake 9340-2-S

8 - Heritage Item ID: 3913652**Item Name:** Drake Cemetery**Heritage Type:** Built**Sub Type:** Monument/Cemetery**Location:** South of Bruxner Highway and west of Long Creek Road Drake**Grid ref:** 56 440100 6798840**CRA Region:** Upper North East**Boundary:****Owner:****Reserve:****Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford & Siobhán Lavelle **Date:** 24/07/98**Current Use:** Cemetery**Former Use:** Cemetery

Physical Description: The cemetery occupies a large cleared paddock, in the south-eastern part of the town. The graves are clustered in discrete groups within the paddock, probably reflecting denominational sections/layout. Some mature eucalypt trees are scattered across the paddock and also on a prominent knoll in the centre of the site. Regrowth of young eucalypts is spreading across much of the cleared area. The cemetery monuments are the typical range and styles for the late 19th century onwards. The earliest noted is 1897. The monuments include marble headstones, marble crosses, sandstone cross, sandstone sarcophagus and 20th century slab and desk monuments in terrazzo and concrete. The cemetery features a wide range of grave surrounds including cast iron, galvanised pipe, and one made from railway track and steel bars. There are several good examples of timber surrounds in varying states of preservation. They include timber pickets, an outstanding example being present on the Lyons, Cottle, and Ford grave plot; and two-railed timber fencing such as that on the grave plot of the Houton family. The cemetery also contains three rare timber headstones. Masons are Browne of Maitland; Jones of Lismore; Lancker of Casino; HL Petrie of Toowong; and F Smith of Rookwood. Plantings are of Cape bulbs and the rose.

Historical Notes: Gold was discovered at Drake in 1866. Shops, boarding houses, and inns all prospered from the goldfields trade around Drake, for it was the centre of a large and active mining area. In 1887 there were about 2,000 people living at Drake. By 1945 there were only about 200 people in the area, and now it is rather a ghost town, but its location on the Bruxner Highway leads to people stopping to break their journey to shop and sightsee.

Construction years: 1897 1998 **Circa Flag:** Yes**Physical Condition:** Good. Some grave surrounds need repair, but little vandalism seems to have taken place.**Recommended Management:** The rare timber headstones and grave surrounds are vulnerable to bushfires and vandalism. The rest of the cemetery is also vulnerable to damage through vandalism.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** The Drake Cemetery is typical of a late 19th century country town cemetery which has continued in use by the community.**Aesthetic Significance:** The Drake Cemetery is in a lightly timbered paddock on the outskirts of the town. The old and rare timber grave surrounds and timber headstones are picturesque and redolent of the passing of time and mortality.**Social Significance:** The cemetery still forms a part of the Drake community, and is still used for burial.**Technical Significance:** Not assessed.**Intact Assessment:** High**Representative Assessment:** The cemetery is representative of a turn of the century and more recent cemetery in a ghost town, once the centre of a bustling mining community.**Rare Assessment:** Some elements of the cemetery are rare. These are the three timber headstones and the two timber grave surrounds.**Statement Of Significance:** Drake Cemetery dates from at least the late 19th century and is still used by the Drake community. The timber headstones and timber grave surrounds are rare surviving examples of the once more common simple timber grave items.**RNE Sub Criteria ID:** 4**Assessment Text:** Drake Cemetery is a typical ghost town cemetery, showing gravestones from the late 19th century to the present. It is situated on the outskirts of the town in a quiet area, and the rare timber headstones and grave surrounds lend a romantic nostalgic quality to the setting.

- 9 - Heritage Item ID:** 3911629
- Item Name:** Brick Charcoal Kilns, Wandinong Station
- 1:50,000 Map Sheet Number and Name:** Mole River 9239-1 and 4

9 - Heritage Item ID: 3911629**Item Name:** Brick Charcoal Kilns, Wandinong Station, Tenterfield**Heritage Type:** Built **Sub Type:** Industrial**Location:** Wandinong, Bruxner Highway, west of Tenterfield**Grid ref:** 56 3688006790300 **CRA Region:** Upper North East**Boundary:****Owner:** Private - individual**Reserve:****Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford & Siobahn Lavelle **Date:** 25/07/98**Current Use:** None. Standing abandoned in a paddock.**Former Use:** Kilns for turning timber into charcoal.**Physical Description:** Three round cylindrical brick kilns, each about 2.25m in diameter, with associated timber framing structures on either side of each kiln, located on a slight slope in an open paddock. The kilns are roofed with loose sheets of corrugated iron. Each kiln has one doorway at the lower slope of the structure. On the ground outside each doorway are many small fragments of charcoal, making the soil black. The kiln door opening has two metal hinges for hanging a door, no longer in place.**Historical Notes:** One Social Value workshop participant has written: "Have been informed that these Brick structures were erected early in 1940s, for the purpose of burning timber for the making of CHARCOAL. The charcoal obtained being used in gas producers fitted to motor vehicles. The gas so produced was used by the motor in place of petrol, which was in short supply during the wartime years, and which was rationed."**Construction years:** 1940 1945 **Circa Flag:** Yes**Physical Condition:** The brick kilns are in fair condition, as they appear not to have lost any bricks, but rendering on inside and outside surfaces has mostly eroded off. The timber ramps and other timber structures are derelict.**Recommended Management:** Threats are fire or vandalism. A conservation order over the site will protect the kilns from demolition.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** These three brick kilns and the associated structures are historically significant because they represent a rare attempt to make charcoal by burning timber in brick kilns, the charcoal then to be used to make a gas to fuel trucks during World War Two when petrol was in short supply.**Aesthetic Significance:** Not assessed.**Social Significance:** Not assessed.**Technical Significance:** The kilns have technical and research significance as they demonstrate the process of burning timber to produce charcoal.**Intact Assessment:** The integrity of the site is high but the structures of timber are incomplete.**Representative Assessment:** The kilns and associated structures are representative of charcoal burning kilns.**Rare Assessment:** The charcoal burning kilns are rare and unusual.**Statement Of Significance:** These three brick charcoal kilns are well-preserved remains of a rare technology and represent an innovative attempt to overcome wartime shortages of petrol by making charcoal to fuel vehicles.**RNE Sub Criteria ID:** 12**Assessment Text:** Three kilns for burning charcoal are intact examples of a rare technology.

10 - Heritage Item ID: 3911641
Item Name: Bald Knob Old Inn
1:25,000 Map Sheet Number and Name: Shannon Vale 9238-1-S

10 - Heritage Item ID: 3911641**Item Name:** Bald Knob Old Inn**Heritage Type:** Built**Sub Type:** Tavern or Inn**Location:** Gwydir Highway, Bald Knob, c30km north east of Glen Innes**Grid ref:** 56 398800 6720300**CRA Region:** Upper North East**Boundary:****Owner:** Private - individual**Reserve:****Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford & Siobhán Lavelle **Date:** 23/07/98**Current Use:** Abandoned, derelict**Former Use:** Cobb & Co changing station, hotel, museum**Physical Description:** Two adjacent weatherboard buildings with hipped corrugated iron rooves, internal lining boards, ceilings and original interior colours, front verandahs and rear skillions and chimneys. Remnant garden with plantings including briar rose and mature pine tree.**Historical Notes:** Briefly opened as a museum in 1972. Lost liquor licence in 1948. A changing station for Cobb & Co coaches. Site where police poisoned and then shot the last tribal educated Tableland Aborigine 1880 [Black Tommy]. Local landholders were so upset with publican they opened their paddocks to bullock wagons for to transit to Glen Innes via Skeleton Creek. For six months the pub had no trade as a result. When people resumed drinking there, the publican grew ill, wasted away, and then died. Black Tommy buried across road. [Foregoing from CRA Social Value Workshop place record sheet.]**Construction years:** 1860 1880 **Circa Flag:** Yes**Physical Condition:** Very poor**Recommended Management:** Buildings are vulnerable to vandalism, being open and right on the road.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** Inn associated with old Grafton to Glen Innes Road, point of changeover for Cobb & Co coaches.**Aesthetic Significance:** Inn is a prominent feature alongside the Glen Innes to Grafton road [this section is now the Gwydir Highway].**Social Significance:** Not assessed**Technical Significance:** Not assessed**Intact Assessment:** High**Representative Assessment:** Yes - typical example of wayside coaching inn**Rare Assessment:** Possibly rare in a regional context**Statement Of Significance:** The Bald Knob Inn is an evocative and prominently situated historic building adjacent to an important early transport route from the coast to the interior.**RNE Sub Criteria ID:** 6**Assessment Text:** A representative example of a wayside coaching inn.**RNE Sub Criteria ID:** 4**Assessment Text:** Historic building associated with the earlier coaching days along the route from Grafton to Glen Innes.**Theme Text:** HT.03, HT.03.07, HT.03.07.03.02. HC.RD.904.

11 - Heritage Item ID: 3913256
Item Name: Lady Jersey Mine
1:25,000 Map Sheet Number and Name: Drake 9340-2-S

11 - Heritage Item ID: 3913256**Item Name:** Lady Jersey Mine (Gold)**Heritage Type:** Built**Sub Type:** Other Mining**Location:** Long Gully Road Drake**Grid ref:** 56 439480 6793120**CRA Region:** Upper North East**Boundary:****Owner:** State Forests**Reserve:** Girard State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford & Siobhán Lavelle**Date:** 24/07/98**Current Use:** None, is abandoned.**Former Use:** Gold mine

Physical Description: The road (now closed) to the Lady Jersey gold mine leads off Long Gully Road up a steep hill to the mine in the side of the hill. The mine is abandoned. There are several adits leading into the hill, and a timber-lined open shaft half hidden by vegetation. The mine is in a thickly forested area. As the adits and shafts are still largely properly timbered, the mine was probably abandoned only c.10 -20 years ago. A watercourse runs down the hill through the mine, to a large pit filled with broken rock spoil and mine timbers. On the road on the southern side of the mine a 2-head stamper battery still stands. Stone and timber walling can be seen around the mine.

Historical Notes: The mine was discovered in about 1888 and named after the NSW Governor's wife.

Construction years: 1888 1960 **Circa Flag:** Yes

Physical Condition: Good but decaying

Recommended Management:

SIGNIFICANCE ASSESSMENT (NSW CRITERIA):

Historical Significance: The Lady Jersey gold mine is a good example of a small, difficult to reach reef mine operating up to about 1960 in a once prolific gold mining area.

Aesthetic Significance: Not assessed.

Social Significance: Not assessed.

Technical Significance: Not assessed.

Intact Assessment: High

Representative Assessment: The Lady Jersey mine is representative of small partly intact reef mines

Rare Assessment: The mine is not rare.

Statement Of Significance: The Lady Jersey gold mine is a small, partially intact reef mine cut into the side of a steep hill, which operated from 1888 to about 1960.

RNE Sub Criteria ID: 4

Assessment Text: The Lady Jersey gold mine is significant as an abandoned but partially still intact small reef gold mine located in a once flourishing mining area.

12 - Heritage Item ID: 3913651
Item Name: Little Llangothlin Farm Complex
1:25,000 Map Sheet Number and Name: Backwater 9237-1-N

12 - Heritage Item ID: 3913651 **Associated sites:** 3913247**Item Name:** Little Llangothlin Farm Complex**Heritage Type:** Built **Sub Type:** Farm homestead**Location:** 18 km north east of Guyra**Grid ref:** 56 481700 6670850 **CRA Region:** Upper North East**Boundary:****Owner:** National Parks & Wildlife Service**Reserve:** Little Llangothlin Nature Reserve**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Assessed By:** Helen Brayshaw**Current Use:** Public visitation**Former Use:** Wheat growing 1864-65, then various crops, grazing**Physical Description:** Farm complex adjacent to Little Llangothlin Lake. Component buildings include: 1 house, very old, with slab walls [timber laid vertically and horizontally], galvanised iron roof, brick chimney, closed in front verandah; 2-3 sheds with slab walls and galvanised iron roofs; 4 dairy with timber/weatherboard walls and galvanised iron roof, concrete slab floor and spoon drain to pit outside; 5 two storey hayshed with galvanised iron roof; 6 machinery shed with galvanised iron walls and roof; 7 yards; 8 two wells, windmill, cemented tank, two troughs and piping.**Historical Notes:** Possibly once part of the much larger Llangothlin Station. Used as a grazing property from late 1940s - cattle and dairy cows.**Construction years:** 0 0 **Circa Flag:** No**Physical Condition:** The dairy is in reasonably good condition, older buildings generally poor. Archaeological potential has not been assessed - probably low.**Recommended Management:****SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** The complex is evidence of the intensification of and changing pattern of and use over a period of 130 years.**Aesthetic Significance:** Not assessed**Social Significance:** Not assessed**Technical Significance:** Not assessed**Intact Assessment:** Part of and indicative of early agriculture and settlement of the local area**Representative Assessment:** Yes, one of many properties of this type in the area.**Rare Assessment:** No**Statement Of Significance:** Important structures depicting life style from mid-19th century to late 1940s.**RNE Sub Criteria ID:** 4**Assessment Text:** Building complex indicates changing land use land use over a period of 130 years.**Theme Text:** HT.03.04

13 - Heritage Item ID: 3911628
Item Name: Mole Station Arsenic Mine
1:50,000 Map Sheet Number and Name: Mole River 9239-1 and 4

13 - Heritage Item ID: 3911628**Item Name:** Mole Station Arsenic Mine**Heritage Type:** Built **Sub Type:** Other Mining**Location:** Off Mole Station Road, off Bruxner Highway West of Tenterfield**Grid ref:** 56 379300 6779500 **CRA Region:** Upper North East**Boundary:****Owner:** Private - individual**Reserve:****Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford & Siobhán Lavelle **Date:** 24/07/98**Current Use:** Nil. Abandoned and derelict mine.**Former Use:** Arsenic mine

Physical Description: Abandoned arsenic mine of brick and timber on side of hill. Abandoned rusting mining machinery such as a boiler, many rusting metal drums lying around the site. Most of the plant was made of brick. The brick structures have partly collapsed, the timber is collapsing and rotting, and the metal rusting. Yellow-green arsenic is visible on many of the bricks. The strong smell of arsenic permeates the air.

Historical Notes: Mole River Arsenic Mine was one of the two largest (with Ottery Mine) arsenic mines in NSW. The date of the beginning of the mine is not known, but it would have been by 1916 for then arsenic was needed for prickly pear poison. In World War One also there was a great demand for arsenic. Arsenic has not been produced from Australian mines since 1952. The Mole River and Ottery mines were NSW's premier producers of arsenic. At Mole River Roberts Chemicals Ltd operated furnaces and flues for the production of white arsenic and arsenic pentoxide for prickly pear eradication. The treatment plant is different from the Ottery Mine, having no series of condensation chambers, simply one long flue leading to the stack.

Construction years: 1916 1952 **Circa Flag:** Yes

Physical Condition: The site is derelict. It has no archaeological potential as the site is toxic and should not be touched.

Recommended Management: This site is toxic as arsenic is still over the remains. Record photographically and in plan and rehabilitate the land according to Department of Mineral Resources recommendations. Threats to the site are bushfire and gradual decay of the timber parts.

SIGNIFICANCE ASSESSMENT (NSW CRITERIA):

Historical Significance: The Mole River arsenic mine, operating from the early 20th century to about 1952, was one of NSW's two premier producers of arsenic. Although abandoned for about 50 years, most of the structures are in situ, although in a collapsed and derelict state.

Aesthetic Significance: Not assessed.**Social Significance:** Not assessed.

Technical Significance: The Mole River arsenic mine has research significance in that the remains demonstrate the technology and methodology of arsenic production. As the remains are toxic and cannot be touched, recording is the only method of research which should be used on site.

Intact Assessment: High

Representative Assessment: The Mole River mine is representative of some of the methods of arsenic production.

Rare Assessment: The Mole River mine is rare in that it was one of the two largest arsenic mines in NSW. It was also one of two mines in the state equipped with a plant capable of the production of refined arsenous oxide.

Statement Of Significance: The Mole River arsenic mine was one of the two biggest in the state. Although abandoned by 1952 and in a collapsed and derelict state the remains demonstrate the processes of producing arsenic and the technology involved.

RNE Sub Criteria ID: 4

Assessment Text: The Mole River arsenic mine was one of the two largest producers of arsenic in NSW, and was one of the only two equipped with a plant capable of producing refined arsenous oxide.

14 - Heritage Item ID: 3911867
Item Name: Davis Scrub Nature Reserve
1:25,000 Map Sheet Number and Name: Lismore 9540-2-N

14 - Heritage Item ID: 3911867**Item Name:** Davis Scrub Nature Reserve**Heritage Type:** Landscape **Sub Type:** Landscape - Environment.**Location:** Beesons Road Alstonville**Grid ref:** 56 539130 6806780 **CRA Region:** Upper North East**Boundary:****Owner:** National Parks & Wildlife Service**Reserve:** Davis Scrub Nature Reserve**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford & Siobhán Lavelle **Date:** 22/07/98**Current Use:** Nature reserve**Former Use:** Not known.

Physical Description: A remnant of the Big Scrub, which was the greatest single stand of sub-tropical rainforest in the world, covering a circular area enclosed by Lismore, Ballina, Byron Bay, and Mullimbimby. The Davis Scrub reserve is rectangular, about 250m by 500m. The reserve is surrounded by privately owned cleared land, and a cemetery. The contrast between the short grass and the very thick and tall tangle of dark green rainforest is marked. The area is surrounded by a fence, with a locked entrance gate. There is a sign naming the area "Davis Scrub Nature Reserve", but no public access.

Historical Notes: The Big Scrub was the largest single stand of sub-tropical rainforest in the world. It was almost completely destroyed by 1900 as settlers cut it down to clear the land for agriculture and grazing. Small remnant patches are now all that remain. This is less than one tenth of one percent of the original area. The Davis Scrub Nature Reserve is one such remnant.

Construction years: 0 0 **Circa Flag:** No**Physical Condition:** Excellent**Recommended Management:** No change to current management, as it is protected from public vandalism by its location not being publicised. The main threat is bushfire.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** The Davis Scrub Nature Reserve is a rare remnant of the Big Scrub, once the largest single stand of sub-tropical rainforest in the world. Most of the Big Scrub was destroyed by the settlers before 1900.**Aesthetic Significance:** Not assessed.**Social Significance:** The site was nominated for its natural features at one of the Social Value workshops.**Technical Significance:** The Davis Scrub Nature Reserve has research significance as it is a rare remnant of sub-tropical rainforest, and as an intact remnant, is available for rainforest research.**Intact Assessment:** High**Representative Assessment:** It is representative of the once much larger Big Scrub stand of sub-tropical rainforest.**Rare Assessment:** It is a remnant and now rare vestige of the Big Scrub sub-tropical rainforest.**Statement Of Significance:** The Davis Scrub Nature Reserve is a rare intact fragment of the once great Big Scrub sub-tropical rainforest area of northern NSW, which was cut down by the settlers in the 19th century.**RNE Sub Criteria ID:** 6**Assessment Text:** The Davis Scrub Nature Reserve is a rare fragment of sub-tropical rainforest, which has avoided being cut down by the settlers of the area in the 19th century.

15 - Heritage Item ID:

3911896

Item Name:

Rock Engraving Sheepstation Creek

15 - Heritage Item ID: 3911896**Item Name:** Rock Engraving Sheepstation Creek**Heritage Type:** Archaeological-Terrestrial **Sub Type:** Monument/Cemetery**Location:** Walking Sheepstation Creek Camping Area**Grid ref:** 56 502700 6857100**CRA Region:** Upper North East**Boundary:****Owner:** National Parks & Wildlife Service**Reserve:** Border Ranges National Park**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford & Siobhán Lavelle **Date:** 23/07/98**Current Use:** Historical feature in the national park**Former Use:** Graffiti by cedar getters**Physical Description:** Carved names on vertical natural rock face by early cedar getters. Rock face is about 1.7m high and 10m long. Graffiti/inscriptions engraved in capital letters "T. COOPER 1886" "H BURT" "EW BURT". The rock is immediately adjacent to the footbridge/creek crossing Sheepstation Creek. The rock was used as a ramp for loading the logs by the cedar getters. A green-painted metal grid has been placed over the engravings by NPWS to protect them from vandalism by other people carving their names.**Historical Notes:** Historical notes on NPWS sign: The cedar getters began to cart logs on bullock wagons in 1886 from the plateau down to the Richmond River. The logs were then floated to the river mouth for shipment. The final descent to Sheepstation Creek was too steep, and too tight a turn for the loaded wagons. The logs were unloaded on the hill, the empty wagons brought down, and the logs reloaded using this rock as a ramp.**Construction years:** 1886 1886 **Circa Flag:** No**Physical Condition:** Physical condition good**Recommended Management:** The site is well protected and very well interpreted. Vandalism is the only threat, and this is prevented by a metal grid having been placed over the site.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** Engraving of cedar getters' names and date 1886 recording personal record of early entry of cedar getters into what is now the Border Ranges National Park.**Aesthetic Significance:** Not assessed.**Social Significance:** A personal record of early cedar getters in 1886 into Border Ranges National Park, recording their presence in the forest. One person listed the site in the CRA Social Value Workshops.**Technical Significance:** Not assessed.**Intact Assessment:** High**Representative Assessment:** The engravings are representative of graffiti engraved into rock.**Rare Assessment:** The engravings are a very rare, personal record of the cedar getters' penetration into the northern rainforests in 1886.**Statement Of Significance:** This rock engraving of three men's names and the date 1886 is a rare personal record of the existence of the cedar getters working in the dense rainforest of what is now the Border Ranges National Park, in 1886.**RNE Sub Criteria ID:** 4**Assessment Text:** A graffiti of names carved into rock recording the existence of three cedar getters in the dense rainforest of what is now the Border Ranges National Park in 1886.

16 - Heritage Item ID: 3911873
Item Name: Terania Creek Protest Site
1:25,000 Map Sheet Number and Name: Huonbrook 9540-1-N

16 - Heritage Item ID: 3911873**Item Name:** Terania Creek Protest Site**Heritage Type:** Built **Sub Type:** Other forestry**Location:** Terania north of Terania Creek**Grid ref:** 56 530290 6839490 **CRA Region:** Upper North East**Boundary:****Owner:** National Parks & Wildlife Service**Reserve:** Nightcap National Park**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford & Siobhán Lavelle **Date:** 22/07/98**Current Use:** Picnic area**Former Use:** Foresters' camp, police camp during the anti-logging campaign**Physical Description:** A grass-covered clearing in the rainforest. Was previously a forest cutter's camp, and later used as a picnic area by visitors who could drive in to the area. Has a timber picnic shed, picnic tables, and a pit toilet. Also waterfall and deep pool, diverse and endangered flora and fauna, site of early forest protest.**Historical Notes:** During the Terania Creek protests against logging of the rainforests in the 1970s, particularly of the Nightcap Range, the police camped in this clearing. The protesters opposed the workers attempting to log the forests by chaining themselves to machinery and trees, and other physical oppositional methods. The protesters were successful and the area was given to NPWS and became Nightcap National Park.**Construction years:** 1960 0 **Circa Flag:** Yes**Physical Condition:** Physical condition is good and the archaeological potential low.**Recommended Management:** Site is not under threat. The protest history could be interpreted in the picnic area.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** An important site in the forest conservation debate. The area was the focus of protest in the 1970s and eventually was protected from logging by becoming part of Nightcap National Park.**Aesthetic Significance:** Not assessed.**Social Significance:** Not assessed.**Technical Significance:** Not assessed.**Intact Assessment:** High**Representative Assessment:** The site is representative of foresters camping places and picnic areas within the rainforest.**Rare Assessment:** The site is not rare within rainforest environments.**Statement Of Significance:** The Terania Creek Picnic Area/Protest Site is significant in the history of the forest debates in Australia, as it was here that the police camped during the protest engagements. The Terania Creek Inquiry in the 1970s led to the creation of National Parks in rainforest areas and the conviction by protesters that direct action could achieve conservation results.**RNE Sub Criteria ID:** 4**Assessment Text:** The Terania Creek Picnic Area / Protest Site is the location where protests against the logging of the surrounding rainforest in the 1970s were successful, and the attitudes towards rainforests became one of conservation rather than exploitation. The actions and results at this site showed the way for the conservation community's forest protests in the future.

12 - Heritage Item ID:

3913647

Item Name:

War Memorial World War I

1:25,000 Map Sheet Number and Name:

Dalmorton 9338-2-N

17 - Heritage Item ID: 3913647**Item Name:** War Memorial World War I**HeritageType:** Built**Sub Type:** Monument**Location:** Old Grafton Road, Newton Boyd**Grid ref:** 56 427700 6708000**CRA Region:** Upper North East**Boundary:****Owner:****Reserve:****Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford & Siobhán Lavelle **Date:** 23/07/98**Current Use:** Anzac Day services**Former Use:** Remains of former hall in this location still survive**Physical Description:** Sandstone column on sandstone pedestal base featuring relief carved rifle, sword and sprig of bay/laurel, inside a surround with four pyramid topped concrete corner posts and a cast iron picket fence. Four marble tablets on each face of the pedestal with inscriptions.**Historical Notes:** World War I monument with inscriptions of names of local men who fell and or fought.**Construction years:** 0 0 **Circa Flag:** No**Physical Condition:** Sandstone fretting and spalling. One panel missing/removed from pedestal base**Recommended Management:****SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** At the end of the Great War 1914-18 many local communities erected monuments recording the names of the local men who served in the conflict.**Aesthetic Significance:** Visually prominent sitting close beside road makes this monument in its local context. Finely crafted workmanship in the relief detailing and some unusual neo-classical overtones.**Social Significance:** Not assessed**Technical Significance:** Not assessed**Intact Assessment:** Substantially intact**Representative Assessment:** Yes. Similar monuments erected in many local towns.**Rare Assessment:** Yes. Monument has some unusual design features.**Statement Of Significance:** World War I war memorial with distinctive features beside the main road in an abandoned town.**RNE Sub Criteria ID:** 4**Assessment Text:** World War I memorial erected by local community.**Theme Text:** HT.07.05.02.02

18 - Heritage Item ID: 3904448
Item Name: Dalmorton Cemetery
1:25,000 Map Sheet Number and Name: Dalmorton 9338-2-N

18 - Heritage Item ID: 3904448**Item Name:** Dalmorton Cemetery**Heritage Type:** Built **Sub Type:** Monument/Cemetery**Location:** 107km south east of Glen Innes**Grid ref:** 56 450480 6695400 **CRA Region:** Upper North East**Boundary:****Owner:** Local Government**Reserve:****Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford & Siobhán Lavelle **Date:** 20/07/98**Current Use:** Stock grazing**Former Use:** Cemetery for the mining community at Dalmorton

Physical Description: Cemetery beside the Old Grafton Road at Dalmorton. It is on a gentle rising slope on the north side of the road. Scattered native trees across the site, also native grasses. Area now used for stock grazing. A number of randomly placed but regular depressions indicate areas of unmarked graves. Three monuments are extant. These are: 1) small pedimented sandstone headstone with sandstone kerb and cast iron grave surround. Inscription is to Jane Ford died 7/February/1904 aged 61 years; 2) concrete grave kerb with concrete desk monument and marble tablet, inscription is to Robert Smith Baird died 10/August/1931 aged 59.5 years; 3) some distance away further north (about 110 metres) is a white marble calvary cross on a sandstone base, the cross is broken and a fragment of a cast iron surround lies nearby, sandstone kerb surround. Inscription is to: Ellen Sketchley died 9 December 1899 aged 26 years. John Henry Sketchley died 9 February 1900 aged 2 months. This monument is possibly in the Catholic section of the cemetery, hence its distance from the other monuments.

Historical Notes: Gold was found south of Dalmorton in 1871 at Quartz Pot Creek Reef. The Dalmorton area became the site of a gold rush and the population grew to a large town in a few years. There were 13 pubs and 5,000 people in its boom years. Now only a few huts remain.

Construction years: 1899 1931 **Circa Flag:** Yes**Physical Condition:** Fair condition**Recommended Management:** Grazing stock may damage the monuments. Fencing of the area of the monuments would help protect them.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):**

Historical Significance: The Dalmorton Cemetery is historically significant as it represents a local community cemetery for a late 19th century goldrush town. Although the town rapidly decreased in size once the rush was over, the cemetery was in use at least up to 1931.

Aesthetic Significance: The Dalmorton cemetery, being small and almost lost in the bush, is a romantic, nostalgic remnant of the past.

Social Significance: Not assessed.**Technical Significance:** Not assessed.**Intact Assessment:** Substantially intact. Some damage done by stock.**Representative Assessment:** The site is a representative example of a small rural cemetery.**Rare Assessment:** The site is not rare

Statement Of Significance: The Dalmorton cemetery is the main surviving physical evidence of the former township at this location. The large size of the area dedicated is indicative of the aspirations and expectations of the needs of such a gold mining township in the late 19th century.

RNE Sub Criteria ID: 4

Assessment Text: The Dalmorton cemetery is a remnant of a once much larger cemetery which was used by the Dalmorton mining community during the life of the mines in the late 19th century.

19 - Heritage Item ID: 3911620
Item Name: Ottery Mine
1:50,000 Map Sheet Number and Name: Emmaville 9239-2 and 3

19 - Heritage Item ID: 3911620**Item Name:** Ottery Mine**Heritage Type:** Built**Sub Type:** Mining, Other mining**Location:** 7km north east of Emmaville**Grid ref:** 56 370400 674390**CRA Region:** Upper North East**Boundary:****Owner:** Local Government**Reserve:****Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford & Siobhán Lavelle **Date:** 25/07/98**Current Use:** Historic site with visitor protection and interpretation**Former Use:** Tin and arsenic mine

Physical Description: The Ottery mine is a derelict underground tin and arsenic mine and processing plant on the side of a hill. It has recently been conserved and interpreted for the public by the Department of Mineral Resources assisted by the Soil Conservation Service, Emmaville Tourist and Progress Association, and the NSW Government. Arsenic is poisonous, so touching of any artefacts with encrustations of arsenic on them is very dangerous. There are walking paths around the site; some parts of it have been fenced off with barbed wire, or covered with grids. There are interpretation boards with early historic photos and information. The remains, which cover a wide area, are of mullock heaps, tailings dams, assay office, collapsed brick chambers of the arsenic refining plant, kilns, chimneys, mining shafts, remnants of metal and timber structures, and a display of metal artefacts from the tin mining operations.

Historical Notes: The Ottery tin mine was one of the first underground mines in the Emmaville district. It was discovered by Ottery in 1881 and worked continuously for tin from 1882 to 1905. About 14 men were employed there and the company set up a 15 head stamper battery at nearby Tent Hill. The mine remained closed from 1905 until 1920. In 1920 the mine began production of arsenic for sheep and cattle dips and other pesticides. The complex arsenic treatment plant was constructed between 1920 and 1922, using over 450,000 bricks made by the company locally at Tent Hill. In 1927 a tin treatment plant was added to recover the tin oxide in the ore. The mine closed in 1936 due to cheaper imported arsenic. This led to the decline and eventual closure of the Ottery mine. The main mine extended to a depth of 79 metres. The Ottery mine together with the Mole Station mine were the two premier producers of arsenic in NSW. No arsenic has been produced in Australia since 1952.

Construction years: 1882 1957 **Circa Flag:** No**Physical Condition:** Mine buildings and structures are visible but derelict. Site has no excavation potential as it contains arsenic, which is toxic. A detailed site plan has been made by Department of Mineral Resources.**Recommended Management:** Site is well interpreted and well protected from vandalism. The only threat is bushfire, which would burn the timber elements.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** The Ottery tin and arsenic mine was one of the two largest arsenic mines in NSW. It was in production from 1882 to about 1952 when all arsenic mining ceased in Australia.**Aesthetic Significance:** Not assessed.**Social Significance:** The remains of the mine are derelict but legible, and the site has been well interpreted for public visitation. The conservation of the site was assisted by among others, the Emmaville Tourist and Progress Association. One form was submitted on the mine at the Social Value Workshops.**Technical Significance:** As the site is derelict but legible, and there are detailed reports on the arsenic mining and refining processes the remains are available for research on the methodology and technology of the mine.**Intact Assessment:** High**Representative Assessment:** The Ottery mine is representative of arsenic mining and has legible, intact remains.**Rare Assessment:** The Ottery mine is a rare surviving example of a large arsenic mine in NSW.**Statement Of Significance:** The Ottery tin and arsenic mine is a derelict but fairly intact example of a large and successful arsenic mine which operated in NSW. Tin was extracted mainly from 1882 to 1905, and arsenic was mined and processed from 1920 to 1936.**RNE Sub Criteria ID:** 4**Assessment Text:** The Ottery mine was one of the two largest arsenic mining and processing plants in NSW, from 1920 to 1936.**Theme Text:** HT.03.03.03 Utilising mineral resources. HT.03.03.03.06 Mineral processing. HT.03.03.03.09 Mining for other resources.

20 - Heritage Item ID: 3911623
Item Name: Bluff Rock
1:50,000 Map Sheet Number and Name: Mole River 9239-1 and 4

20 - Heritage Item ID: 3911623**Item Name:** Bluff Rock**Heritage Type:** Archaeological-Terrestrial **Sub Type:** Aboriginal historic site**Location:** 12 km south of Tenterfield**Grid ref:** 56 40280 677295**CRA Region:** Upper North East**Boundary:****Owner:****Reserve:****Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford & Siobhán Lavelle **Date:** 25/07/98**Current Use:****Former Use:****Physical Description:** A prominent highly visible granite cliff face beside the New England Highway.**Historical Notes:** One of the social value workshop forms said that this is the site of an Aboriginal massacre.**Construction years:** **Circa Flag:** No**Physical Condition:** A natural cliff face.**Recommended Management:** Historical evidence for the assertion that Bluff Rock is a massacre site should be sought. It is a very imposing cliff, but it is not likely that Aborigines would have allowed themselves to have been run off it.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** This site may be significant as the site of an Aboriginal massacre during the period of physical conflict between Aborigines and early white settlers.**Aesthetic Significance:** Bluff Rock is a granite cliff face glowering high over the western side of the New England Highway**Social Significance:** This site was said to be the site of an Aboriginal massacre in one of the Social Value Workshop forms.**Technical Significance:** Not assessed.**Intact Assessment:** High**Representative Assessment:** The site is representative of the sort of places which white society thinks of as Aboriginal massacre sites, when Aborigines were driven off the cliff by white settlers.**Rare Assessment:** The site is not rare**Statement Of Significance:** Bluff Rock is a high, prominent rock face on the western side of the New England Highway which is said to have been an Aboriginal massacre site.**RNE Sub Criteria ID:** 4**Assessment Text:** Bluff Rock is a so-called Aboriginal massacre site, and as such represents the time of outright conflict between Aboriginal people and the early white settlers.

21 - Heritage Item ID:

3911636

Item Name:

Wellingrove Church and Cemetery

1:25,000 Map Sheet Number and Name:

Glen Innes 9238-4-S

21 - Heritage Item ID: 3911636**Item Name:** Wellingrove Church and Cemetery**Heritage Type:** Built **Sub Type:** Religion, Church**Location:** 19 km north west of Glen Innes**Grid ref:** 56 361000 6719950 **CRA Region:** Upper North East**Boundary:****Owner:****Reserve:****Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford & Siobhán Lavelle **Date:** 25/07/98**Current Use:** Occasionally used for services.**Former Use:** Presbyterian church.

Physical Description: The site is situated on the west side of the main road in the deserted village of Wellingrove, adjacent to the Wellingrove Memorial Hall. The church is a small weatherboard church with a porch on the southern end and a corrugated iron gable roof. The church is on timber stump footings. The roof battens, visible on the inside of the church, are spaced for a former shingle roof. The interior walls are painted pale blue, and the timber pews are painted a dark pink/Indian red. The interior of the church is very simple, and sparsely furnished, with a timber lectern at the front, and two small 1930s-1950s wall vases on either side of the front wall. The cemetery contains several mature pine trees and about 20 marked graves. The oldest headstones noted are to George P. Swinden 1877, and another to Johanna Frances Amelia McMaster 1877. The cemetery contains fairly typical late 19th century and early 20th century monuments dating from 1877 to the 1920s. The most recent is a marble scroll dated 1923.

Historical Notes: In 1846 a Court of Petty Sessions was established at Wellingrove. In 1849 there were two schools, 3 flour mills, and four bark huts. The town of Wellingrove was gazetted in 1852, but the attraction of the new town of Glen Innes was too great, and the town of Wellingrove decayed. All that remains to mark the site of the town is the Presbyterian church. The church, the first in the district, was opened in February 1866, and was still in use in 1922. A photograph of the church in 1922 shows a small tower at the porch end of the building.

Construction years: 1866 0 **Circa Flag:** No

Physical Condition: The church and its interior are in good repair, but there is some rain damage to the base of the building. The cemetery monuments are in average repair; some have fallen down. The site has limited archaeological potential.

Recommended Management: One weatherboard has fallen off and needs replacing. Rain has affected the timbers at the base of the building. The cemetery is being grazed by sheep, which is a good management strategy for keeping down the grass. Threats are fire and vandalism.

SIGNIFICANCE ASSESSMENT (NSW CRITERIA):

Historical Significance: The Wellingrove church, a simple building of weatherboard, constructed in 1866, is the earliest in the district.

Aesthetic Significance: The simple interior of the church, sparsely furnished, and painted pale blue, conveys the plain attitudes of the Presbyterian congregation in the mid 19th century, and has great aesthetic beauty and quietness in its simplicity.

Social Significance: The church is valued by the local Wellingrove community for its historical and aesthetic significance. One form for the church and cemetery was submitted in the Social Value Workshops.

Technical Significance: Not assessed.

Intact Assessment: High

Representative Assessment: The church is representative of early 'primitive' country churches.

Rare Assessment: The Wellingrove church is a rare survival of a small timber 19th century community church.

Statement Of Significance: The Wellingrove church, built in 1866 to serve the surrounding districts, with its intactness and simplicity, expressing the plain values of its Presbyterian parishioners, is a rare survival of the simple country church of the mid 19th century.

RNE Sub Criteria ID: 4

Assessment Text: The Wellingrove church is a n intact example of a small, simple mid 19th century community church, expressing the plain values of the early Scottish Presbyterians.

22 - Heritage Item ID: 3911677
Item Name: Dalmorton Tunnel
1:25,000 Map Sheet Number and Name: Dalmorton 9338-2-N

22 - Heritage Item ID: 3911677**Item Name:** Dalmorton Tunnel**Heritage Type:** Built**Sub Type:** Road Tunnel**Location:** 6km west of Dalmorton**Grid ref:** 56 443360 6699100**CRA Region:** Upper North East**Boundary:****Owner:****Reserve:****Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford & Siobhán Lavelle **Date:** 20/07/98**Current Use:** Road tunnel**Former Use:** Road tunnel

Physical Description: Tunnel cut through solid rock at the base of the Dalmorton Bluff. Approximate dimensions measured by AB and SL are 90 feet long, 15 feet wide, and 20 feet high. Hand hewn work. Tunnel includes a quantity of 1880s graffiti, especially on the ceiling. And also a number of drill marks in the walls (for rock splitting and/or blasting shafts) which have a semicircular profile.

Historical Notes: Said in all the local literature to have been built by convicts, the tunnel was actually constructed by NSW Public Works in 1867 or 1868. In August 1864 the Commissioner and Engineer for Roads in NSW recommended that the Dalmorton Newton Boyd Road be surveyed and reported on as the prospective future main road. In November 1866 tenders were let by the Government to work on the road. Mr. David Houison was the engineer in charge of the work. Approaching Newton Boyd from Grafton the line traversed most precipitous country. At Sweeney's, between the present Dalmorton and Newton Boyd it was necessary to construct a tunnel 66 yards long through the mountain. In 1867 a weekly horse mail along the road was established. On 9th September 1876 the road was proclaimed a main road.

Construction years: 1866 1867 **Circa Flag:** No**Physical Condition:** Excellent condition. Archaeological potential high.**Recommended Management:** Interpret at the site that it was built by Public Works NSW in 1867-1868 and make it clear that there is no evidence that it was built by convicts.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** Associated with the Old Grafton Road for which it was a vital component in forming the passage through the bluff. It also demonstrates the road engineering capabilities and solutions of the period.**Aesthetic Significance:** The tunnel is carved at the base of a spectacular bluff overlooking the Boyd River.**Social Significance:** The tunnel has been noted in local traditions as a "convict" feature. (But this is not so). Four people nominated it in the Social Value Workshops.**Technical Significance:** The tunnel provides physical evidence demonstrating the nature of construction using 19th century technology reliant upon manual methods of rock-cutting and extraction.**Intact Assessment:** High**Representative Assessment:** It is representative of the rare class of 19th century road tunnels.**Rare Assessment:** Yes. 19th century road tunnels are extremely rare in NSW.**Statement Of Significance:** A very rare hand cut road tunnel made about 1868 through solid rock in an extremely picturesque setting.**RNE Sub Criteria ID:** 6**Assessment Text:** A very rare hand cut road tunnel made about 1868 through solid rock in an extremely picturesque setting.**Theme Text:** HT.03.07.03.02, Moving goods and people by road.

12 - Heritage Item ID: 3911709

Item Name: Old Grafton Road

Map Sheet Number and Name: NRMA Route Map 1 Edition 18 Sydney to Brisbane

23 - Heritage Item ID: 3911709**Item Name:** Old Grafton Road**Heritage Type:** Built**Sub Type:** Transport - Road, Roadway**Location:** From Glen Innes to Grafton**Grid ref:** 56 407160 4873800**CRA Region:** Upper North East**Boundary:** South eastern end: 487380E/6716240N, north western end: 407160E/6720120N.**Owner:** Roads and Traffic Authority**Reserve:****Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford & Siobhán Lavelle **Date:** 20/07/98**Current Use:** Road**Former Use:** Road

Physical Description: The Old Grafton Road runs from Glen Innes to Grafton over 180km of mainly unsealed roads. It is narrow, winding, and steep, with picturesque forested country surrounding it. In the central parts of its course it is a one lane road. It travels through spectacular rugged country beside the Mann and Boyd Rivers, and passes through the magnificent 20 metre long tunnel carved through the side of a mountain at Dalmorton.

Historical Notes: The track which became the Grafton Road in 1867 was originally cut by cedar cutters in the 1840s. Cobb and Co stage coaches ran a weekly mail service along the road which was the main route between Grafton and Glen Innes until the Gwydir Highway was opened in the 1960s. The area the road passes through has a wealth of history relating to timber getters, bullock wagons, farmers and miners. Several sites on the road such as the Newton Boyd War Memorial, the Dalmorton cemetery and Tunnel, and the Old Inn at Bald Knob have been surveyed in this UNE CRA process.

Construction years: 1840 1998 **Circa Flag:** Yes**Physical Condition:** The road is well maintained.**Recommended Management:** The road is well maintained. There could be some interpretation of the history of the road at a site along the route.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** The Old Grafton Road, steep and winding, was the main route between Grafton and Glen Innes from the 1840s to the completion of the Gwydir Highway in the 1960s.**Aesthetic Significance:** The road winds beside rivers between old abandoned towns through picturesque forested areas, and presents many locations for picnics and sightseeing.**Social Significance:** Sites along the road were nominated in the Social Value Workshops.**Technical Significance:** Not assessed.**Intact Assessment:** High**Representative Assessment:** The road is not representative.**Rare Assessment:** The Old Grafton Road is one of the comparatively rare roads between the coast and the tablelands.**Statement Of Significance:** The Old Grafton Road is a historic road between the coast and tablelands from Grafton to Glen Innes, and despite its narrowness and unsealed surface was the main route from the 1840s to the 1960s.**RNE Sub Criteria ID:** 4**Assessment Text:** The Old Grafton Road, narrow, steep, and winding, was the main road between the coast and the tablelands from the 1840s to the 1960s.

24 - Heritage Item ID:

3904575

Item Name:

Norman W. Jolly Memorial Obelisk And
Grove

1:25,000 Map Sheet Number and Name:

Dundurrabin 9437-4-S

24 - Heritage Item ID: 3904575 **Associated sites:** 3911771

Item Name: Norman W. Jolly Memorial Obelisk And Grove

Heritage Type: Built **Sub Type:** Park/Reserve

Location: Moonpar Road Dorrigo

Grid ref: 56 468690 6656900 **CRA Region:** Upper North East

Boundary:

Owner: State Forests

Reserve: Norman W. Jolly Memorial Grove, State Forest

Study Name: CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)

Inspected By: Anne Bickford & Siobhán Lavelle **Date:** 21/07/98

Current Use: Recreation

Former Use: Part of Moonpar State Forest

Physical Description: A memorial grove of trees with a commemorative stone rustic obelisk. The grove is approximately 1.25km long by 500 metres wide and features a magnificent stand of tallowwood trees. The tallowwoods tower over a warm temperate rainforest stand dominated by coachwood. The stone obelisk is of rustic style comprised of granite pieces bonded with concrete mortar. It is 2.5m high by 95cm long at the base. There is a bronze plaque on the north face with a cast relief inscription: "Forestry Commission of NSW. The Norman Jolly Memorial Grove. A tribute to Norman William Jolly Esq, BSc, BA, Dip For (Oxon). Eminent Scholar and forester 1882-1954. In recognition of his contribution to the teaching and practice of forestry in Australia."

Historical Notes: Norman W. Jolly was an eminent forester.

Construction years: 1957 0 **Circa Flag:** No

Physical Condition: Physical condition excellent. Archaeological potential nil.

Recommended Management: No management recommendations as the site is well-maintained. Threats are bushfire and vandalism.

SIGNIFICANCE ASSESSMENT (NSW CRITERIA):

Historical Significance: The Norman Jolly Grove and obelisk commemorates part of its own history by State Forests NSW.

Aesthetic Significance: The Norman W. Jolly Memorial Grove is a small area of rainforest featuring old growth tallowwoods, set aside for public recreation as a memorial to a great forester. The rustic obelisk with its text serves to increase the sense of place as a memorial in the forest.

Social Significance: Four people at the Social Value Workshops nominated this site.

Technical Significance: Not assessed.

Intact Assessment: High

Representative Assessment: The site is representative of the old growth trees and the rainforest of the Dorrigo area.

Rare Assessment: The site is a rare commemorative area to an influential forester by State Forests NSW.

Statement Of Significance: The Norman W. Jolly Memorial Grove is a small area of the Moonpar State Forest featuring old growth tallowwood trees set aside by State Forests to commemorate the eminent forester Norman Jolly. A rustic stone obelisk 2.5m high features a commemorative plaque.

RNE Sub Criteria ID: 14

Assessment Text: The Norman W. Jolly Memorial Grove is a grove of rainforest and old growth trees set aside by State Forests in 1957 to commemorate the eminent forester Norman W. Jolly.

25 - Heritage Item ID: 3911865
Item Name: Victoria Park Nature Reserve
1:25,000 Map Sheet Number and Name: Wardell 9540-2-S

25 - Heritage Item ID: 3911865**Item Name:** Victoria Park Nature Reserve**Heritage Type:** Landscape **Sub Type:** Landscape - Vegetation group**Location:** 7km north west of Wardell**Grid ref:** 56 540000 6802500 **CRA Region:** Upper North East**Boundary:****Owner:** National Parks & Wildlife Service**Reserve:** Victoria Park Nature Reserve**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford & Siobhán Lavelle **Date:** 22/07/98**Current Use:** Nature Reserve, regenerating forest, and walking**Former Use:** Clearings and picnic spots.**Physical Description:** A triangular reserve of 17.5 hectares, it contains 8 hectares of rainforest which can be described as undisturbed. The remainder is being regenerated by a Rainforest Regeneration Project. The reserve provides an excellent example of the white booyong association of subtropical rainforest. Tree species number 152.**Historical Notes:** Once part of a larger remnant called "Dalwood Scrub" Victoria Park was first dedicated as a public reserve in 1898 to commemorate Queen Victoria's Diamond Jubilee. Victoria Park became a Nature Reserve in 1975, as an official recognition of the importance of the Big Scrub remnants. The Reserve used to include the "Big Fig" said to have been sighted by Captain Cook, but after having been struck by lightning it has fallen over and rotted away.**Construction years:** 1898 **Circa Flag:** No**Physical Condition:** Excellent physical condition, and no archaeological potential.**Recommended Management:** There are no recommendations as the site is well managed. Threats are vandalism or fire.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** Victoria Park Nature Reserve is one of only 11 viable remnants of the Big Scrub which reflect the character of the original rainforest. The Big Scrub was once the greatest single stand of sub-tropical rainforest in the world.**Aesthetic Significance:** Victoria Park Nature Reserve provides the experience of the grandeur, mystery, and majesty of the rainforest for the visitor.**Social Significance:** The site was listed for its natural and social significance at the Social Value Workshops.**Technical Significance:** Not assessed.**Intact Assessment:** High**Representative Assessment:** The site is representative of the almost completely cut down Big Scrub rainforest.**Rare Assessment:** The Victoria Park Nature Reserve is a rare remnant of the Big Scrub rainforest, being one of only 11 viable remnants.**Statement Of Significance:** Victoria Park Nature Reserve is a rare remnant of the once great Big Scrub rainforest, which was almost completely cut down by the settlers by 1900.**RNE Sub Criteria ID:** 4**Assessment Text:** Victoria Park Nature Reserve is a small remnant of the Big Scrub rainforest which stood in a circular area from Lismore, Ballina, Byron Bay and Murwillumbah, and was almost completely cut out by the settlers by 1900.

26 - Heritage Item ID: 3911985
Item Name: Border Loop Railway
1:25,000 Map Sheet Number and Name: Cougal 9441-21

26 - Heritage Item ID: 3911985**Item Name:** Border Loop Railway**Heritage Type:** Built**Sub Type:** Railway relic**Location:** 29km north of Kyogle**Grid ref:** 56 496400 6863400**CRA Region:** Upper North East**Boundary:****Owner:** State Transit Authority**Reserve:****Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford & Siobhán Lavelle **Date:** 23/07/98**Current Use:** Rail line**Former Use:** Rail line**Physical Description:** The Border Loop is a spectacular circular loop of rail line going up a steep grade through several tunnels at the Border Ranges between NSW and Queensland.**Historical Notes:** Because of the steep countryside a series of tunnels were built spiralling through the mountains, to give the old steam trains enough height to cross over the Border Ranges into Queensland. The Border Loop was the very first standard rail line in Australia to link two states and was seen as a great step forward for interstate travel and trade. It was officially opened on 28 June 1930. More than one thousand men helped to build it. They lived in shanty towns near the rail line.**Construction years:** 1930 0 **Circa Flag:** No**Physical Condition:** Physical condition is excellent as it is still in use.**Recommended Management:** Nil**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** The Border Loop, built in 1930 is historically significant as the first standard rail line in Australia to link two states.**Aesthetic Significance:** The Border Loop has aesthetic significance because of the technical excellence of its design and construction in solving the problem of the steep terrain for a steam train. It is the only such structure in the southern hemisphere.**Social Significance:** Two people submitted forms on the Border Loop in the Social Value Workshops.**Technical Significance:** Not assessed.**Intact Assessment:** High**Representative Assessment:** The Border Loop is not representative of rail lines.**Rare Assessment:** The Border Loop is a rare example of this solution to the steep terrain for steam trains, being the only one in the Southern hemisphere.**Statement Of Significance:** The Border Loop rail line is a rare and spectacular solution to the problem of steam trains having to climb such steep terrain. It represents the first standard rail line in Australia to link two states.**RNE Sub Criteria ID:** 12**Assessment Text:** The Border Loop is an example of technical and creative achievement in rail line design, being a rare and spectacular solution to the problem of the steep climb through the mountains for steam trains.

27 - Heritage Item ID: 3911987
Item Name: Roseberry Forest Park
1:25,000 Map Sheet Number and Name: Grevillea 9441-2-S

27 - Heritage Item ID: 3911987**Item Name:** Roseberry Forest Park**Heritage Type:** Landscape**Sub Type:** Vegetation group**Location:** 30km south east of Kyogle**Grid ref:** 56 490900 6849550**CRA Region:** Upper North East**Boundary:** Bounded by the fence line along the road to the south, the creekline behind to the north and the extent of the old nursery boundaries to the east and west.**Owner:** State Forests**Reserve:** Roseberry Forest Park**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford & Siobhán Lavelle **Date:** 23/07/98**Current Use:** Forestry**Former Use:****Physical Description:** Lightly wooded picnic area with tables, BBQs, toilet and rubbish facilities, located immediately beside the Summerland Way at Roseberry. The park is fenced along the road verge by a low two rail timber fence and is covered by mature and immature plantings of pines and camphor laurels. The park appears well maintained but is currently closed to the public.**Historical Notes:** Roseberry was originally a nursery for young pine trees in the 1930s. The pine plantation was later taken over and harvested by State Forests and a camp was established here for forestry workers. Later the area became a picnic area and forested reserve.**Construction years:** 0 0 **Circa Flag:** No**Physical Condition:** The Park appears well maintained, although it is closed to the public**Recommended Management:****SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** Not assessed**Aesthetic Significance:** Not assessed**Social Significance:** The Roseberry Forest Park is of local social significance as a natural place which is valued as a local recreational focus and meeting place by members of the Lismore and Woodenbong communities. It is also valued for its historical associations with the forestry industry and for its easy accessibility from the Summerland Way. In addition, its promotion within the local tourist industry as a convenient and pleasant place to stop, and its long history of association with a forestry camp, would likely make this site of value to a wider community of past forestry workers and travellers.**Technical Significance:** Not assessed**Intact Assessment:** Medium**Representative Assessment:** Local (social)**Rare Assessment:****Statement Of Significance:** The Roseberry Forest Park is of local social significance as a local recreational focus and meeting place which is known across the Lismore and Woodenbong communities. It is valued for its scenic natural features, for its easy accessibility and for its historical associations with past generations of forestry workers. In addition, its promotion within the local tourist industry as a convenient and pleasant place to stop would likely make this site of value to a wider community of travellers.**RNE Sub Criteria ID:** 13**Assessment Text:** The place was identified and assessed for social significance (criterion G1) through an analysis of data collected through a community workshop process and is considered to be below the National Estate threshold for social value. While it certainly represents important community attachments for members of the Lismore and Woodenbong communities, it is not widely known beyond these communities and was not identified as a high priority place during the social value research phase.

28 - Heritage Item ID: 3913658
Item Name: Dingo Fence
1:25,000 Map Sheet Number and Name: Glen Elgin 9338-4-N

28 - Heritage Item ID: 3913658**Item Name:** Dingo Fence**Heritage Type:** Built**Sub Type:** Other farm/pastoral**Location:** 22km east of Dundee**Grid ref:** 56 411000 6730500**CRA Region:** Upper North East**Boundary:****Owner:** Conservation & Land Management**Reserve:****Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford & Siobhán Lavelle **Date:** 23/07/98**Current Use:** Fence to keep in cattle.**Former Use:** Fence to keep dingoes away from sheep and calves.**Physical Description:** A wire netting fence with one strand of barbed wire at the top, and four strands of stretched wire between timber posts. The fence is about 75cm high. The wire netting is stretched to ground level. The fence is not maintained, as several large holes were observed at ground level, from animals crawling under it.**Historical Notes:****Construction years:** 0 0 **Circa Flag:** No**Physical Condition:** In need of maintenance.**Recommended Management:****SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** The fence represents attempts by graziers to keep dingoes from stealing their calves and sheep.**Aesthetic Significance:** Not assessed.**Social Significance:** Not assessed.**Technical Significance:** Not assessed.**Intact Assessment:** Good**Representative Assessment:****Rare Assessment:****Statement Of Significance:** The dingo fence represents attempts by graziers to keep dingoes away from their stock.**RNE Sub Criteria ID:** 4**Assessment Text:** The dingo fence was established by graziers to keep dingoes away from their stock.**Theme Text:** HT.03.04 Engaging in primary production. HT.03.04.02 trapping and hunting.

APPENDIX 3: CRA HERITAGE INVENTORY (LNE)

No	Heritage Item ID	Site Name
1	3913033	Strickland State Forest
2	3904250	Red Hill Quarry Chinaman
3	3913282	The Cedars Homestead
4	3904091	Cut Rock Track
5	3904328	Bridge, Wollombi Forest Road
6	3913596	The Grandis
7	3913122	Trestle Bridge
8	3913201	Big Fella Gum
9	3913202	Bird Tree & Benaroon
10	3911781	Tib's Tree
11	3911784	Dorrigo Glenreagh Railway
12	3911770	Briggsvale Village, Mill
13	3905954	Tank Traps
14	3912726	Dingo Fence
15	3913663	Winterbourne hut, barn & ruin
16	3912958	Mummel Forest Protest New Country Swamp
17	3912893	PGK Post
18	3913080	Mountain Maid Mine
19	3905298	Woy Woy Tunnel Workers Camp
20	3904234	Pipers Creek Lime Kilns
21	3913662	Irrawang Pottery
22	3913270	Kunderang East Homestead
23	3913213	Lake Innes Ruins
24	3912997	Great North Road

1 - Heritage Item ID:	3913033
Item Name:	Strickland State Forest
1:25,000 Map Sheet Number and Name:	Gosford 9131-2-S, Wyong 9131-2-N
Present Map 1:125,000:	Newcastle State Forests

1 - Heritage Item ID: 3913033**Item Name:** Strickland State Forest**Heritage Type:** Built **Sub Type:** Other forestry**Location:** 4-7km north east of Gosford**Grid ref:** NE 344800E 6306200N; SW 341300E 6304370N **CRA Region:** Lower North East.**Boundary:** Strickland State Forest boundary**Owner:** State Forests**Reserve:** Strickland No 289 State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 13/08/98**Current Use:** Forestry, recreation**Former Use:** Forestry**Physical Description:** Strickland State Forest covers 468ha of mixed forest which is recognised for its floristic diversity [both natural and introduced]. Natural growth includes both dry and moist forest. Includes site of forest nursery, early government plantings and first forestry school.**Historical Notes:** Originally known as Hogans Brush, the 1979 records, the earliest for the area, indicate that there was then no commercial timber as area was heavily logged before 1875. Dedicated as Narara State Forest in 1916 and Strickland State Forest in 1917, the area was originally classified as two forest reserves in 1895 and 1901. The first forestry school in NSW was established in 1920 on part administered by the Department of Agriculture after 1940. In 1866 part of the area had been cleared for a forest nursery, and in 1867 plantings of red cedar and other species were established. After 1888 further plantings were carried out of several species, and it is possible that these later plantings are the oldest government plantings in the state.**Construction years:** 0 0 **Circa Flag:** No**Physical Condition:** Good. Low archaeological potential.**Recommended Management:** Threats include fire and also alienation for development purposes - commercial pressure. Suburbia is now right at the southern boundary. Will suburbanites come to regard the forest as a fire risk which should be done away with? Signage, for example at Banksia Picnic Area, along walking trails and at other points of public contact or interest, explaining the history of the area, the forest and its place in NSW forestry history, plantings, etc, would greatly enhance the social value of the area.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** As Hogans Brush Strickland State Forest has a known history extending back to 1866, it has been the site of the earliest government plantings and the first forestry school in NSW.**Aesthetic Significance:** Not assessed**Social Significance:** An important recreation centre.**Technical Significance:** Not assessed**Intact Assessment:** High**Representative Assessment:** Strickland State Forest embodies and represents important developments of early forestry history.**Rare Assessment:** In its historical and technical aspects the Strickland State Forest is unique in NSW.**Statement Of Significance:** Strickland State Forest is highly significant in that it uniquely embodies important developments in forestry history, including early plantings and the first school of forestry in the state. Over the years State Forests have refused requests to have the forest released for development on the grounds of its scientific and recreational value.**RNE Sub Criteria ID:** 12**Assessment Text:** Strickland State Forest has a known history extending back to 1866, it has been the site of the earliest government plantings and the first forestry school in NSW.

2	Heritage Item ID:	3904250
-	Item Name:	Chinaman, Red Hill Quarry
	1:25,000 Map Sheet Number and Name:	Wyong 9131-2-N

2 - Heritage Item ID: 3904250**Item Name:** Chinaman, Red Hill Quarry**Heritage Type:** Built **Sub Type:** Transport - road**Location:** 7km south east of Kulnura**Grid ref:** 56 340570 6381210 **CRA Region:** Lower North East**Boundary:****Owner:** State Forests**Reserve:** Ourimbah State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 18/08/98**Current Use:** None**Former Use:** Loading gravel onto trucks**Physical Description:** Hardwood timber ramp for loading gravel. Maximum dimensions 4.4m long, 4.25m wide and 2.2m high. Situated on edge of gravel quarry next to road.**Historical Notes:** Chinaman used for loading gravel onto trucks, technology superseded by hydraulic lifting.**Construction years:** 1960 1970 **Circa Flag:** Yes**Physical Condition :** Fair physical condition. No archaeological potential.**Recommended Management:** Bushfire, neglect and extension of the quarry represent threats. Vandalism seems unlikely although it is right beside the road. Gentle decay seems appropriate, although an interpretive sign would give it some social value.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** The chinaman is an example of superseded technology in the loading of heavy material onto trucks.**Aesthetic Significance:** Not assessed.**Social Significance:** Not assessed.**Technical Significance:** Not assessed.**Intact Assessment:** High**Representative Assessment:** The site is representative of a class of ramps used for loading gravel trucks.**Rare Assessment:** The site is one of only a few remaining examples of a chinaman occurring between Newcastle and the Hawkesbury River.**Statement Of Significance:** The site represents a technology for loading gravel onto trucks which has been superseded by hydraulic lifting.**RNE Sub Criteria ID:** 12**Assessment Text:** The chinaman is representative of a class of ramps used for loading gravel trucks, a procedure now superseded.**Theme Text:** HT.03.07.03.02, Moving goods and people by road HT.03.03.03.04, Quarrying

3	Heritage Item ID:	3913282
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	Item Name:	The Cedars
	1:25,000 Map Sheet Number and Name:	Dooralong 9131-1-S

3 - Heritage Item ID: 3913282**Item Name:** The Cedars**Heritage Type:** Built**Sub Type:** Homestead**Location:** 8km north of Yarramalong**Grid ref:** 56 338210 6330480**CRA Region:** Lower North East**Boundary:****Owner:** Private - individual**Reserve:****Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Helen Brayshaw **Date:** 11/06/9**Current Use:** Residence and farm use**Former Use:** Residence and farm use

Physical Description: House of locally quarried sandstone brought in by horse and cart, with corrugated iron roof; cheese making shed also c1890; two storey barn on European model, hay stored up stairs, stalls for animals below, drop slab construction with corrugated iron roof, c1890; vertical slab shed c1970; 2 cedar trees at front gate planted 1906. The name of the property is "The Cedars".

Historical Notes: This area was cut for cedar in the early 19th century. The older buildings listed above are the oldest in the upper Cedar Brush Creek valley, original building was located near road and of vertical slab with a bark roof - no longer extant. Present owners plan to reconstruct this - Mr & Mrs Peter Emmett. Previous owners engaged in mixed farming, including apples, cheeses and bacon.

Construction years: 1888 1892 **Circa Flag:** Yes**Physical Condition:** Good, though barn has a white ant problem. Archaeological potential moderate.**Recommended Management:** Biggest risk is fire, since some of the buildings are within 50 metres of Olney State Forest. Other risks are decay [eg present problem of white ants in barn] and neglect by future owners.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):**

Historical Significance: The buildings are the oldest in the valley, the house constructed from local sandstone is rare for the area, and there appears to be information available about the construction of the present buildings and also some that were there before.

Aesthetic Significance: The buildings in their setting present a very cohesive and picturesque complex with Olney State Forest as a backdrop.

Social Significance: Not assessed**Technical Significance:** Not assessed**Intact Assessment:** Good

Representative Assessment: The buildings represent earlier construction methods, and the barn is of exotic design, the cedar trees are representative of the natural environment and the past cedar industry.

Rare Assessment: Both the sandstone house and the drop slab barn of European design are rare.

Statement Of Significance: As a complex the homestead and associated older buildings, together with the cedar trees, represent the type of settlement occurring along narrow valleys with forested slopes, and are indicative of former land uses, including the cedar industry and mixed farming.

RNE Sub Criteria ID: 4

Assessment Text: The homestead complex, including the associated older buildings, together with the cedar trees, represent the type of settlement occurring along narrow valleys with forested slopes, and are indicative of former land uses, including the cedar industry and mixed farming.

4	Heritage Item ID:	3904091
-	Item Name:	Cut Rock Bullock Track
	1:25,000 Map Sheet Number and Name:	Morisset 9131-1-N

4 - Heritage Item ID: 3904091**Item Name:** Cut Rock Bullock Track**Heritage Type:** Built **Sub Type:** Roadway**Location:** 6km south east of Cooranbong**Grid ref:** 56 349900 6336850 **CRA Region:** Lower North East**Boundary:****Owner:** State Forests**Reserve:** Olney State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 14/08/98**Current Use:** Trail bike riders use sections of the road, and Plank Hill Road is along part of the track**Former Use:** Transporting of forest resources by bullock wagon

Physical Description: Old bullock track more than 1.6km long. Down spurs it is cut into sandstone bedrock, at one rock outcrop to a depth of 5 metres, overall width being 2-3 metres. Along the flat ridge top between cuttings the road is less clearly identifiable, and may have been partially destroyed by construction of part of Plank Hill Road. Wheel ruts [200m wide and 1600mm apart] are visible in the bedrock. Western end is at the top of the spur above the junction of Burnt Bridge Road and Plank Hill Road, eastern ends are at the base of two spurs, one above the junction of Sauls Road and Cut Rock Forest Road, the other above the junction of Sauls Road and Kildays Forest Road.

Historical Notes: This bullock track is indicative of early means of transporting forest resources.**Construction years:** 0 0 **Circa Flag:** No**Physical Condition:** Good

Recommended Management: There is an erosion problem at this site which is being compounded by trail bike use. Trail bike access should be prevented at the top and bottom of the slope above the junction of Plank Hill Road and Burnt Bridge Road, and also sections to the east down to the junction of Sauls Road and Cut Rock Forest Road. Measures should be taken to prevent further erosion in these areas. Interpretive signage should be developed and visitors encouraged to inspect the area on foot.

SIGNIFICANCE ASSESSMENT (NSW CRITERIA):

Historical Significance: The bullock track is significant in that in terms of length and definition of track it provides good evidence of methods and techniques no longer used in the forest, as well as an indication of how the forests were opened up, and evidence of early lines of communication.

Aesthetic Significance: On the spurs, particularly at Cut Rock above the junction of Plank Hill Road and Burnt Bridge Road, the road cutting is visually spectacular and obvious.

Social Significance: Not assessed.**Technical Significance:** Not assessed.**Intact Assessment:** Good

Representative Assessment: At least one other [albeit inferior] section of bullock track [Slippery Rock Road] occurs within the Olney State Forest, and the Cut Rock Track is representative of an early mode of transporting forest resources used throughout the state.

Rare Assessment: Yes, one of only a few, and particularly in its length and definition, the Cut Rock Bullock Track is rare.

Statement Of Significance: Cut Rock Bullock Track is highly significant, being indicative of a method of transporting forest resources utilised from the early 19th century until in some places the 1950s.

RNE Sub Criteria ID: 4

Assessment Text: An excellent representation of a method of transporting forest resources used for over a hundred years.

Theme Text : HT.03.03.04.03, Transporting forest resources HC.RD.907, Bullock track

- 5** **Heritage Item ID:** 3904328
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- Item Name:** Bridge, Wollombi Forest Road
- 1:25,000 Map Sheet Number and Name:** Morisset 9131-1-N

5 - Heritage Item ID: 3904328**Item Name:** Bridge, Wollombi Forest Road**Heritage Type:** Built**Sub Type:** 72,Road Bridge**Location:** 15km north west of Cooranbong**Grid ref:** 56 340700 6344210**CRA Region:** Lower North East**Boundary:****Owner:** State Forests**Reserve:** Watagan State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 13/08/98**Current Use:** Forest Road traffic**Former Use:** Forest Road traffic

Physical Description: The bridge is a simple structure spanning 5m over a minor creek with an overall width of 7m. The bridge consists of stone abutments spanned by a composite timber and rubble deck. The stonework is comprised of hewn sandstone blocks laid in distinct courses. Pick marks are evident on the faces of the blocks. The rock floor of the creek has been stepped to accommodate a level fall beneath the bridge. The deck is comprised of successive layers of parallel and transverse logs packed out with graded rubble.

Historical Notes: The stonework is of a visually high standard. The bridge is an excellent example of early construction techniques. It is the only bridge of this nature in the vicinity.

Construction years: 1830 0 **Circa Flag:** Yes**Physical Condition:** Good, but low archaeological potential**Recommended Management:** Principal threats are road upgrading and inappropriate repair.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** The bridge is an excellent example of early construction techniques.**Aesthetic Significance:** Not assessed**Social Significance:** Not assessed**Technical Significance:** Not assessed**Intact Assessment:** Good, the stone work is intact but the woodwork has been repaired and may not be original.**Representative Assessment:** The bridge represents a style of construction and craftsmanship no longer employed.**Rare Assessment:** The bridge is the only one of such construction in the vicinity.**Statement Of Significance:** The bridge is an excellent example of construction techniques no longer employed.**RNE Sub Criteria ID:** 4**Assessment Text:** The bridge is an excellent example of early construction techniques and is in good condition.**Theme Text:** HT.03.03.04.03 Transporting forest resources.

6 - Heritage Item ID: 3913596**Item Name:** The Grandis**Heritage Type:** Landscape**Sub Type:** Single Tree**Location:** 9km north east of Bulahdelah**Grid ref:** 56 433130 6418610**CRA Region:** Lower North East**Boundary:****Owner:** State Forests**Reserve:** Bulahdelah State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 19/08/98**Current Use:** Historic tree**Former Use:**

Physical Description: The Grandis is a flooded gum tree (*Eucalyptus grandis*). This is the tallest tree in NSW, at 76.2 metres. Its circumference is 8.54 m at 1.5 m above ground level. At ground level its circumference is 10.2 m. Its diameter is 2.7 m at 1.5 m above ground level. At ground level its diameter is 3.2m. The diameter of the trunk at 25 m is 1.8 m. The height of the trunk is 25 m to the first branch. The trunk volume is 122.76 cubic metres or 39651 super feet. The Grandis is about 400 years old.

Historical Notes:**Construction years:** 0 **Circa Flag:** No**Physical Condition:** Good. Still growing.**Recommended Management:** The site is well interpreted and presented by SF. Threats are bushfire and vandalism.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):**

Historical Significance: As the tallest, and one of the largest trees in NSW, the Grandis is an example of what we have lost, for almost all trees of this size, whatever their species, have been cut down by timber getters in the last 200 years.

Aesthetic Significance: The Grandis, being such a magisterial tree, evokes a sense of awe and majesty in the viewer, and, like an endangered species, a sense of regret for how many more have been cut down.

Social Significance: The Grandis has social value as such trees are valued by the community, who go to see them, and are venerated by the conservation movement.

Technical Significance: Not assessed**Intact Assessment:** High

Representative Assessment: The Grandis is not representative of flooded gums today which are generally much smaller.

Rare Assessment: The Grandis is rare in that it is the tallest, and one of the oldest trees in NSW.

Statement Of Significance: The Grandis flooded gum tree is the tallest, and one of the largest and oldest trees in NSW, and is visited by many people.

RNE Sub Criteria ID: 13

Assessment Text: The Grandis is important to all sectors of the community, and many people visit it, as its location is well publicised by State Forests. As an outstanding example of an 'old growth' tree it is especially significant to the conservation movement.

RNE Sub Criteria ID: 6

Assessment Text: The Grandis is the tallest, and one of the oldest trees in NSW. It is a rare example of the once common large old trees in Australia's forests.

7 - Heritage Item ID: 3913122**Item Name:** Trestle Bridge**Heritage Type:** Built**Sub Type:** Transport- Rail**Location:** 14 km north of Buladelah**Grid ref:** 56 4271706429400**CRA Region:**

Lower North East

Boundary:**Owner:** State Forests**Reserve:** Wang Wauk State Forest**Study Name :** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 18/08/98**Current Use:** Not in use**Former Use:** Trestle Bridge for logging railway.

Physical Description: The Trestle Bridge is located at the Trestle Bridge Picnic Area in Wang Wauk SF. It is located over a creek and is one of the few remnants in situ of the logging railway. It is made of hardwood timber, held together by metal bolts, with a metal rail line on top of timber sleepers. Many of the sleepers are broken, the timber is rotting and covered with moss, and the rail line is rusting and eroding. The bridge has deteriorated greatly since the photograph of it was taken for the cover of the Buladelah Forest Map of SFNSW. The first edition of the Map was 1976, so in the 20 years since the photo was taken several sleepers have disappeared and rusting and rotting have increased greatly.

Historical Notes: The Trestle Bridge was constructed for the Wootton logging railway about 1912. The line went out of use in 1944. It is a part of the Wootton historical railway which went from slightly north of the Trestle Bridge through Wootton to Mayers Point at Mayers Bay in Myall Lake. Between 1890 and 1944 an extensive system of light railways was used to log Wang Wauk and Buladelah State Forests and was constructed and operated by Allen Taylors Timbers. Timber supplied from this operation was used in the construction of the Sydney Harbour Bridge and the Melbourne docks. At Mayer's Point the logs were sawn into flitches and transported by punts to markets in Newcastle and Sydney.

Construction years: 1912**Circa Flag:** Yes**Physical Condition:** Physical condition of the bridge is poor.

Recommended Management: Remove weeds/vegetation growing around the bridge. Ensure no one can get on it. Threats are: people walking on it; natural decay; vandalism; bushfire.

SIGNIFICANCE ASSESSMENT (NSW CRITERIA):

Historical Significance: The trestle bridge is a rare intact remnant of the Wootton historical railway which ran between Wang Wauk SF and Myall Lake between 1890 and 1944.

Aesthetic Significance: The Trestle Bridge, in its decaying state, conveys a sense of nostalgia at the passing of time.

Social Significance: The site and its surroundings were nominated in Social Value Workshops as having social, historic, and natural values.

Technical Significance: Not assessed**Intact Assessment:** High**Representative Assessment:** The Trestle Bridge is representative of bridges as part of logging railways**Rare Assessment:** The Trestle Bridge is a rare survivor of logging railway bridges.

Statement Of Significance: The Trestle Bridge is a rare survivor of early logging railways. Access to it is easy and in its decay it is a picturesque reminder of the logging tramways.

RNE Sub Criteria ID: 4**Assessment Text:** A rare trestle bridge element of an early logging tramway.

Theme Text: HT.03.03.04 Utilising forest resources. HT.03.03.04.03 Transporting forest resources. HC.FT.931 Logging tramway bridge.

8 **Heritage Item ID:** 3913201

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Item Name: Big Fella Gum

1:25,000 Map Sheet Number and Name: Lorne 9434-4-S

8 - Heritage Item ID: 3913201**Item Name:** Big Fella Gum**Heritage Type:** Landscape **Sub Type:** Landscape-Vegetation Single**Location:** 8 km south west of Kendall**Grid ref:** 56 4669706493240 **CRA Region:** Lower North East**Boundary:****Owner:** State Forests**Reserve:** Middle Brother State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 19/08/98**Current Use:** Big flooded gum tree interpreted by SF and visited by members of the public.**Former Use:****Physical Description:** A very large *Eucalyptus grandis* tree. Height is 67.3 metres; diameter at 1.3 m is 2.49 metres. Volume is 110 cubic metres. Its age is not stated, but must be over 200 years.**Historical Notes:****Construction years:** 0 **Circa Flag:** No**Physical Condition:** Good**Recommended:** None. The tree is well signposted and interpreted by State Forests.**Management:** Threats are bushfire and vandalism.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** As one of the largest flooded gum trees in NSW Big Fella Gum is an example of what we have lost, for almost all trees of this size, whatever their species, have been cut down by timber getters in the last 200 years.**Aesthetic Significance:** Big Fella Gum, being such a magisterial tree, evokes a sense of awe and majesty in the viewer, and, like an endangered species, a sense of regret for how many more have been cut down.**Social Significance:** Big Fella Gum has social value as such trees are valued by the community, who go to see them, and are venerated by the conservation movement.**Technical Significance:** Not assessed**Intact Assessment:** High**Representative Assessment:** Big Fella Gum is not representative of flooded gums today which are generally much smaller.**Rare Assessment:** Big Fella Gum is rare in that it is one of the tallest and oldest trees in NSW.**Statement Of Significance:** Big Fella Gum flooded gum tree is one of the tallest and largest trees in NSW, and is visited by many people.**RNE Sub Criteria ID:** 13**Assessment Text:** Big Fella Gum is important to all sectors of the community, and many people visit it, as its location is well publicised by State Forests. As an outstanding example of an 'old growth' tree it is especially significant to the conservation movement.**RNE Sub Criteria ID:** 6**Assessment Text:** Big Fella Gum is one of the tallest and oldest trees in NSW. It is a rare example of the once common large old trees in Australia's forests.

9	Heritage Item ID:	3913202
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	Item Name:	Bird Tree and Benaroon
	1:25,000 Map Sheet Number and Name:	Lorne 9434-4-S

9 - Heritage Item ID: 3913202**Item Name:** Bird Tree and Benaroon**Heritage Type:** Landscape**Sub Type:** Landscape-Vegetation Single**Location:** 6km south of Kendall**Grid ref:** 56 468172 6493930**CRA Region:** Lower North East**Owner:** State Forests**Reserve:** Middle Brother State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 19/08/98**Current Use:** Special Tree for viewing

Physical Description: The Bird Tree is a very large blackbutt tree (*Eucalyptus pilularis*). Its diameter at 1.3 metres above the ground is 3.6 metres. Its total height is 69 metres and log volume is 144 cubic metres. It is well over 200 years old, but no longer growing, and some of the branches high up in the canopy are dead. 'Benaroon' is another very large blackbutt 200 metres away which is still growing. It is the largest known tree still growing in NSW. 'Benaroon' is an Aboriginal name for blackbutt. The timber in this tree, if sound, would be sufficient to build 5 large weatherboard houses. Total height is 64 metres. Diameter at 1.2 metres above ground is 4.10 metres. Its log length is 23 metres and log volume 126 cubic metres. Benaroon is also well over 200 years old.

Historical Notes:**Construction years:** 0 0 **Circa Flag:** No**Physical Condition:** The Bird Tree is standing but is nearing the end of its life. Benaroon is still growing.**Recommended Management:** Compaction to its roots have damaged the Bird Tree and people are not allowed to stand near it. Threats are people compacting the soil near them, bushfire, and vandalism.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):**

Historical Significance: As two of the tallest and largest trees in NSW the Bird Tree and Benaroon are examples of what we have lost, for almost all trees of this size, whatever their species, have been cut down by timber getters over the last 200 years.

Aesthetic Significance: These two trees evoke a sense of awe and majesty in the viewer, and like an endangered species, a sense of regret for all the trees which have been cut down.

Social Significance: The Bird Tree and Benaroon have social value as such trees are valued by the community, who go to see them, and are venerated by the conservation movement.

Technical Significance: Not assessed**Intact Assessment:** High

Representative Assessment: These trees are not representative of blackbutts today, which are generally much smaller.

Rare Assessment: These two blackbutts are rare in that the Bird Tree is one of the largest, and Benaroon is the largest tree still growing in NSW.

Statement of Significance: The Bird Tree and Benaroon are two of the largest and oldest trees in NSW, and are visited by many people. Benaroon is said to be the largest known tree still growing in NSW.

RNE Sub Criteria ID: 13

Assessment Text: These trees are important to all sectors of the community, and many people visit them, as their location is well publicised by State Forests. As outstanding examples of 'Old Growth' trees they are especially significant to the conservation movement.

RNE Sub Criteria ID: 6

Assessment Text: The Bird Tree and Benaroon are two of the largest blackbutt trees in NSW. They are rare examples of the once common large old trees in Australia's forests.

10 - Heritage Item ID: 3911781
Item Name: Tib's Tree
1:25,000 Map Sheet Number and Name: Dundurrabin 9437-4-S

10 - Heritage Item ID: 3911781**Item Name:** Tib's Tree**Heritage Type:** Landscape**Sub Type:** Landscape-Vegetation Single**Location:** 13 km north of Dorrigo**Grid ref:** 56 472000 6656900**CRA Region:** Lower North East**Boundary:****Owner:** Private - individual**Reserve:** State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 20/08/98**Current Use:** Historic tree**Former Use:****Physical Description:** A very large tallowwood tree (*Eucalyptus microcorys*) estimated at over 400 years old standing amongst rainforest.**Historical Notes:** A bronze sign on a commemorative rock at the signposted entrance of the walk to the tree says "Tib's Tree. This tallowwood tree was preserved at the request of Arthur Zealand Kelsey, his son Henry Charles 'Tib' Kelsey, and later the grandson the late Adrian John Kelsey. The tree has been estimated at over 400 years old and formerly stood in cleared pasture on the Kelsey dairy farm. Funds for this sign were provided by the Kelsey family. September, 1991".**Construction years:** 0 0 **Circa Flag:** No**Physical Condition:** The tree is in good condition.**Recommended Management:** If too many visitors walk close to the tree compaction of the soil may cause the kind of problems experienced by the Bird Tree. This should be monitored.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** Tib's tree is a very large and old tallowwood standing on private land, once cleared dairy farm, now thickly forested, which has been preserved at the request of several generations of the Kelsey family.**Aesthetic Significance:** Not assessed**Social Significance:** Tib's tree has high social significance because it has been preserved at the explicit request of the Kelsey family, who preserved it in situ for at least 3 generations when it stood on cleared pasture as part of their dairy farm.**Technical Significance:** Not assessed**Intact Assessment:** High**Representative Assessment:** It is representative of very large old tallowwood trees.**Rare Assessment:** It is rare as most such old trees have been cut down.**Statement Of Significance:** Tib's tree is a rare old tallowwood tree which once stood on cleared dairy farm pasture and has been preserved at the request of three generations of the Kelsey family who valued it on their dairy property. It is now surrounded by rainforest regrowth and commemorated by a bronze plaque attached to a commemorative stone.**RNE Sub Criteria ID:** 13**Assessment Text:** Tib's tree is a rare old tallowwood tree preserved in situ by three generations of the Kelsey family.**Theme Text:** HT.08.01 Organising recreation. HT.08.01.05 Experiencing the natural environment. HC.PG.907 Trees of social, historic, or special significance.

- 11 - Heritage Item ID:** 3911784
- Item Name:** Dorrigo to Glenreagh Railway
- 1:200,000 Map Sheet Number and Name:** CMA Coffs Harbour District Map

11 - Heritage Item ID: 3911784**Item Name:** Dorrigo to Glenreagh Railway**Heritage Type:** Built**Sub Type:** Transport - Rail.**Location:** Glenreaghto Dorrigo**Grid ref:** 56 471720 6643700**CRA Region:** Lower North East**Boundary:****Owner:** State Rail Authority**Reserve:** State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 20/08/98**Current Use:** None**Former Use:** Railway

Physical Description: A railway from Dorrigo to Glenreagh. It is now not in use. As a result of washaways on the line in 1972 no further trains ran. The line was officially closed in November 1979 when the Dorrigo station closed. There are still in situ the rails, carriages, station buildings, station signs, signals, points levers and all the necessary artefacts for a functioning railway. These are now derelict. The rail is in some places covered by grass; has been burnt out at Megan, and covered by a large pile of logs at the Megan Mill. A map of the railway gives the stations as: Glenreagh, Timber Top, Moleton, Lowanna, Ulong, Brooklana, Lloyd, Cascade, Briggsvale, Megan, Leigh, Dorrigo.

Historical Notes: The railway was built between 1916 and 1924. It was steep and winding and was opened in 1925 to serve the timber and dairy industries of the Dorrigo and East Dorrigo areas. Mills were later established along the railway at Glenreagh, Ulong, Brooklana, Cascade, Briggsvale, Megan, and Dorrigo. Train service was a mixed goods- passenger train. The goods service was mainly sawn timber and logs. The opening of the railway in 1925 changed the timber industry from its isolated phase to the boom years from 1920 when numerous steam powered sawmills were established near the railway line and close to the remaining State forests. There is now a museum of the railway at Dorrigo, and moves by some local people to revive the train as a tourist attraction.

Construction years: 1925 1972 **Circa Flag:** No

Physical Condition: For the last 20 years no maintenance has been done on the railway or buildings. The condition is not good, but nearly all elements are still in situ.

Recommended Management: The railway has not been maintained for 20 years. Vegetation is growing over the track and buildings, and the stations etc. are falling down. These structures need basic maintenance. Threats are fires, vandalism, and neglect.

SIGNIFICANCE ASSESSMENT (NSW CRITERIA):

Historical Significance: A small local railway for the Dorrigo Plateau built through steep and winding country to serve the timber industry from the 1920s.

Aesthetic Significance: Not assessed

Social Significance: The railway was used by the Dorrigo Plateau timber town communities for transport between the towns. It now has nostalgic value and may be revived for the tourist industry. One form was submitted for the railway at the Social Value Workshops.

Technical Significance: Not assessed

Intact Assessment: High

Representative Assessment: Representative of small local railways

Rare Assessment: The railway is rare as one built to serve the timber industry.

Statement Of Significance: The Glenreagh to Dorrigo railway was a small local railway for the timber industry of the area which boomed after its opening in the mid 1920s.

RNE Sub Criteria ID: 4

Assessment Text: A local railway serving the Dorrigo Plateau tied in to the timber industry and its local communities.

Theme Text: HT.03.07 Moving goods and people. HT.03.07.03.01 Moving goods and people by rail. HC.RL.901 Railway.

1	Heritage Item ID:	3911770
2		
-	Item Name:	Briggsvale Village and Mill
	1:25,000 Map Sheet Number and Name:	Moleton 9437-1-S Brooklana 9437-2-N

12 - Heritage Item ID: 3911770**Item Name:** Briggsvale Village and Mill**Heritage Type:** Built**Sub Type:** Other forestry. 130, Timber**Location:** Briggsvale**Grid ref:** 56 478720 6653450**CRA Region:** Lower North East**Owner:** Multiple Owners [?]**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 30/08/98**Current Use:** The mill is not in use. Most of the residences are occupied.**Former Use:** Timber mill and workers' residences.

Physical Description: One of the timber towns on the Glenreagh to Dorrigo railway, established after the line was opened in 1925. Has several houses built by the mill owner for the workers. Also the Bush Nurse's house and her tiny Surgery hidden in the bush. The railway runs through the middle of the town separating the main road and township from the mill. The houses are all unpainted weatherboard and appear to be original. Most appear to be still lived in. The Bush Nurse surgery is derelict and partially hidden by bush overgrowing it. The mill operated until 1993 when it burnt down. The mill closed in 1996.

Historical Notes: The Briggsvale Mill was established in 1924 when G.L. (George Largie) Briggs moved from Megan to Briggsvale and established the mill there. The mill operated on the same site until 1993, when it was burnt down. The Briggsvale railway siding was officially opened on 23 December 1924. Briggs also sent timber by boat and remnants of his wharf can be seen at the mouth of the Bellinger River. Briggsvale mill also had a famous logging tramway bringing the timber in from the bush camps to the mill. The remains of one such bush camp can still be seen in the Wild Cattle Creek SF. The tramline was discontinued in 1944. The sawmill was destroyed by fire in 1946 and a new sawmill was built. Just prior to the Depression the population of Briggsvale was 150. The company is still owned by the descendants of GL Briggs. There is only a small timber drying operation present on the mill site. There were no private houses in Briggsvale, they all belonged to GL Briggs Company. There are several mill houses and the bush nurse's house and surgery still intact. None of the buildings are painted. The railway goes through the town separating the mill from the dwellings and main road. There is a good collection of historic photos of Briggsvale held by the State Library of NSW and State Forests.

Construction years: 1924 1996 **Circa Flag:** No

Physical Condition: The remains of the houses and nurse's Surgery and in fair condition. Much of the remains and contents of the mill are still around it. The railway platform sign and waiting room are in fair condition. The railway line is partly overgrown and parts of it have been vandalised. The archaeological potential is high in that with careful historical research, oral history, and site survey, much of the town and mill and bush camp sites, and tramway could be reconstructed.

Recommended Management: Archaeological survey and conservation management plan for the town, railway and mill. Conservation and maintenance of the buildings. Remove vegetation from around Bush Nurse's Surgery.

SIGNIFICANCE ASSESSMENT (NSW CRITERIA):

Historical Significance: An early mill town on the Glenreagh to Dorrigo railway line, with many houses and other buildings in original condition present.

Aesthetic Significance: Not assessed

Social Significance: The town has social value to the local community. Three forms were submitted on Briggsvale to the Social Value Workshops.

Technical Significance: Not assessed

Intact Assessment: High

Representative Assessment: Briggsvale is representative of the mill towns established in the late 1920s, after the advent of the Glenreagh-Dorrigo railway.

Rare Assessment: A mill town with so many buildings still intact is rare.

Statement Of Significance: Briggsvale is a timber mill town established on the Glenreagh to Dorrigo railway in 1924, with the mill and many of the mill workers' residences, and the Bush Nurse's residence and Surgery, the railway, and mill, though it has been altered, still intact. As such it is a rare example of a company mill town, and is easily able to be interpreted to the public.

RNE Sub Criteria ID: 4

Assessment Text: Briggsvale is a timber mill town established in 1924, with many of the mill worker's residences and ancillary buildings still intact.

Theme Text: HT.03.03.04 Utilising forest resources. HT.03.03.04.02 Processing forest resources. HT.03.03.04.02.01 Milling timber. HC.FT.920 Sawmill.

1 Heritage Item ID: 3905954

3

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Item Name: Tank Traps WWII Cathedral Rock NP

1:25,000 Map Sheet Number and Name: Ebor 9337-2-S

13 - Heritage Item ID: 3905954**Item Name:** Tank Traps World War II Cathedral Rock National Park**Heritage Type:** Built**Sub Type:** Military, Other military**Location:** 27km north east of Wollomombi**Grid ref:** 56 430950 6627340**CRA Region:** Lower North East**Boundary:****Owner:** National Parks & Wildlife Service**Reserve:** Cathedral Rock National Park**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Helen Brayshaw and Anne Bickford **Date:** 20.08.98**Current Use:** Nil**Former Use:** Stakes to stop Japanese tanks.

Physical Description: The site is located on the north western side of a bypassed section of the Ebor-Armidale road, between the road and a creek, over a distance of 100-120 metres. The site consists of three elements: eight pyramidal concrete traps at the base of the slope near a creek; four rows of wooden posts in an upper section just below the road [12 rows of 4 posts] and a lower section between a rock outcrop and the concrete elements [20 rows of 4 posts]; and trench leading to a tunnel under the road to allow the road to be blown up. The tunnel was shored by round timbers and has a timber picket gate with hinges. This section of the road appears not to have been surfaced.

Historical Notes: During World War II tank traps were constructed at strategic points on routes between the coast and the Tableland in anticipation of Japanese invasion attempts.

Construction years: 1939 1945 **Circa Flag:** Yes

Physical Condition: Concrete pyramids: external coat of thin concrete peeling off one pyramid, others excellent. Wooden posts: have been severely affected by fire, at least a third destroyed and most damaged. Tunnel and trench: generally good, some decay of wooden components.

Recommended Management: Clearing of low vegetation and provision of interpretive signage.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):**

Historical Significance: The tank traps are historically significant because they are a physical representation of the view during World War II that Japanese invasion was a real possibility.

Aesthetic Significance: Not assessed**Social Significance:** Not assessed**Technical Significance:** Not assessed**Intact Assessment:** High

Representative Assessment: The site is representative of tank traps as a style of WWII fortifications in inland NSW.

Rare Assessment: Timber tank traps are relatively rare, and they are an unusual representation of the physical remains of war. A site with both timber and concrete traps, and an associated site for road demolition is rare.

Statement Of Significance: The tank traps and associated complex at this location south east of Ebor are a highly significant representation of the fear during World War II of invasion by Japanese. They represent an inland deterrent from invasion via the coast.

RNE Sub Criteria ID: 4

Assessment Text: The World War II tank traps are a significant representation of Australia's anticipation of invasion from the coast by Japanese and attempts to halt this at strategic inland locations.

1 Heritage Item ID: 3912726
4
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Item Name: Dingo Fence
1:25,000 Map Sheet Number and Name: Winterbourne 9236-2-N

14 - Heritage Item ID: 3912726**Item Name:** Dingo Fence**Heritage Type:** Built**Sub Type:** Other Farm/pastoral**Location:** 32km north east of Walcha**Grid ref:** 56 390500 6589550**CRA Region:** Lower North East**Boundary:****Owner:** National Parks & Wildlife Service**Reserve:** Oxley Wild Rivers National Park**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 21/08/98**Current Use:** Protect stock from dingos**Former Use:** Protect stock from dingos

Physical Description: A 2 metre high wire netting and star picket fence separating the gorge in the nature reserve from private property ["Cheyenne", presently owned by Berg Blomfield]. The lower netting is rabbit proof, about 2.5cm mesh, the bottom of the netting buried under the ground. The mesh on the upper netting is about 5cm. Netting at the top is folded over towards the gorge. 1 metre star pickets alternate with 2 metre pickets. The fence is in excellent condition.

Historical Notes: Some extent of dingo fence had already been constructed by 1909, when rabbits became a problem on the New England Tableland. Rabbit proof fencing was then extended and dingo fences upgraded where private property adjoined dingo-infested country.

Construction years: 0 **Circa Flag:** No**Physical Condition:** Good. The fence is well maintained. No archaeological potential.**Recommended Management:** No recommendations. Threats are fire, or destruction through neglect.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** The fence represents attempts by graziers to keep dingos from killing their stock.**Aesthetic Significance:** Not assessed**Social Significance:** Not assessed**Technical Significance:** Not assessed**Intact Assessment:** High**Representative Assessment:** The dingo fence is representative of special purpose fences erected by graziers.**Rare Assessment:** The dingo fence is not rare.**Statement Of Significance:** The dingo fence represents attempts by graziers to protect their stock from dingoes.**RNE Sub Criteria ID:** 4**Assessment Text:** The dingo fence was established by graziers to keep dingoes away from their stock.**Theme Text:** HT.03.04 Engaging in primary production. HT.03.04.02 trapping and hunting.

1 **Heritage Item ID:** 3913663
5
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Item Name: Winterbourne Hut, Barn and Ruin

1:25,000 Map Sheet Number and Winterbourne 9236-2-N
 Name:

15 - Heritage Item ID: 3913663**Item Name:** Winterbourne Hut, Barn, And Ruin**Heritage Type:** Built**Sub Type:** 148,Other farm, pastoral**Location:** 27km north east of Walcha**Grid ref:** 56 384480 6587390**CRA Region:** Lower North East**Boundary:****Owner:** Private - individual**Reserve:****Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 29/08/98**Current Use:** Farm buildings and ruin**Former Use:** Residences and shed

Physical Description: A grouping of a weatherboard small cottage or hut and a vertical slab shed, both with corrugated iron roofs, with a stone ruin of a homestead about 100 metres to the west. Situated between these is a c.1930s homestead building, probably constructed when the stone building burnt down. The cottage/hut is a gable roof weatherboard building with a weatherboard skillion to the east. It has a fireplace and chimney on the south side made of sheet galvanised iron. The shed immediately to its west has a corrugated iron hip roof, vertical slab sides, and a corrugated iron skillion to the west. The ruin is a large roofless stone building with several rooms, located on a hill to the west of the shed/hut grouping. The walls of the ruin are in the form of dry stone walling, but the stone is mortared. At regular intervals squared stones are used on the corners. Remnants of timber lintels are visible above the windows on the south side of the ruin.

Historical Notes:**Construction years:** 1860 1900 **Circa Flag:** Yes**Physical Condition:** The 2 buildings are in good order and appear well maintained. The ruin has no roof, so is vulnerable to decay through the effects of rain.**Recommended Management:** Threats are change of ownership, fire, vandalism, neglect.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** Typical second half of the 19th century well-preserved residences and barn on a pastoral property.**Aesthetic Significance:** The ruin is a romantic ruin on the side of the road.**Social Significance:** Not assessed**Technical Significance:** Not assessed**Intact Assessment:** High**Representative Assessment:** The buildings are representative of Australian farm buildings of the second half of the 19th century.**Rare Assessment:** The buildings and ruin are not rare**Statement Of Significance:** The buildings are typical 19th century farm buildings on a country pastoral property.**RNE Sub Criteria ID:** 4**Assessment Text:** Typical 19th century farm buildings on a country pastoral property.**Theme Text:** HT.03.04 Engaging in primary production. HT.03.04.01 Developing sheep and cattle industries. HC.FG.904 Homestead complex.

16 - Heritage Item ID: 3912958
Item Name: Mummel State Forest Protest Site
1:25,000 Map Sheet Number and Name: Yarrowitch 9235-2-N

16 - Heritage Item ID: 3912958**Item Name:** Mummel State Forest Protest Site**Heritage Type:** Built**Sub Type:** Other Forestry**Location:** 60 km south east of Walcha**Grid ref:** 56 392200 6531160**CRA Region:** Lower North East**Boundary:****Owner:** State Forests**Reserve:** Mummel State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 21/08/98**Current Use:** Picnic area**Former Use:** Camping site for protesters.

Physical Description: The protesters camp site was at the New Country Swamp Picnic Area in Mummel SF. This is a cleared area in the forest beside a swamp. It has several picnic tables, fireplaces, toilets, rubbish bins, and one covered picnic shed, with a fireplace, picnic table and benches, and a concrete water tank. The tables, shed and tank are painted green, and the water tank has a mural decorated with Aboriginal motifs signed by the Yarrowitch and Nowendoc Public Schools 19/11/1996.

Historical Notes: The site was used as the camp for the protesters protesting to halt wood chipping in the state forests. They lived here for two months towards the end of winter 1992.

Construction years: 1992 1992 **Circa Flag:** No

Physical Condition: The physical condition of the site is good as it is well looked after. The archaeological potential is not good, as no material remains of the protesters could be seen.

Recommended Management: Interpret site in SF brochures about Mummel SF, and on site.

SIGNIFICANCE ASSESSMENT (NSW CRITERIA):

Historical Significance: The Mummel Forest Site where protesters camped in 1992 is an important site in the history of the forest protest movement.

Aesthetic Significance: Not assessed

Social Significance: The site is significant to the environmental conservation community as a place where they staged a blockade against wood chipping for two months in 1992.

Technical Significance: Not assessed**Intact Assessment:** High

Representative Assessment: The site is representative of cleared areas in forests where protesters camped during blockades.

Rare Assessment: Such protest sites are rare in state forests in NSW.

Statement Of Significance: The Mummel Forest protest site is a site where protesters lived for two months towards the end of winter 1992 when they conducted a successful blockade against wood chipping in state forests.

RNE Sub Criteria ID: 4

Assessment Text: The site was a camping place for protesters against wood chipping in state forests for two months in 1992.

Theme Text: HT.07 Governing. HT.07.05.10 Conserving Australian resources. HT.077.05.10.03 Conserving Australia's cultural or natural heritage. HT.07.05.10.03.01 Protesting in the forest. HC.FT.929 Forest protest site.

1	Heritage Item ID:	3912893
7		
-		
	Item Name:	PGK Post
	1:25,000 Map Sheet Number and Name:	Cooplacurripa 9234-1-N

17 - Heritage Item ID: 3912893**Item Name:** PGK Post**Heritage Type:** Built**Sub Type:** Monument**Location:** 11km south east of Nowendoc**Grid ref:** 56 382010 6502850**CRA Region:** Lower North East**Boundary:****Owner:** Roads and Traffic Authority**Reserve:** Giro Forest Park State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 22/08/98**Current Use:** Location marker**Former Use:** Location marker

Physical Description: Concrete rectangular post painted yellow with surveyors mark about 5 metres east of the Walcha/Gloucester road, just north of Walcha/Gloucester Shire boundary. Has "a surveyors arrow, PGK, 1846" impressed on the eastern face and "erected by Apsley Shire 4/6/67" on the western face. Height 1 metre.

Historical Notes: The post replaces a survey tree marked PGK which was destroyed by wildfire. The tree was marked by Phillip Gidley King [1817-1904], son of Phillip Parker King, then Commissioner of the Australian Agricultural Company. At the direction of his father PG King was surveying a better line of communication for travellers between the AA Co's holdings at Stroud-Gloucester and on those at the Liverpool Plains. The explorer Ludwig Leichhardt is supposed to have met up with King on this project, while travelling from Port Stephens to the Darling Downs.

Construction years: 1967 1967 **Circa Flag:** No**Physical Condition:** The marker post is in reasonable condition. There is no archaeological potential.**Recommended Management:** The marker post is close to the road and at risk from road widening and neglect. An interpretation sign and associated parking would add social value.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** The location is significant as it marks an early search for routes from the coast to the Liverpool Plains and in the development of pastoralism.**Aesthetic Significance:** Not assessed**Social Significance:** Not assessed**Technical Significance:** Not assessed**Intact Assessment:** High**Representative Assessment:** The marker post is representative of posts and monuments to the earlier passage of explorers.**Rare Assessment:** The marker post is not rare in its class but it is rare in its meaning and location.**Statement Of Significance:** The marker post itself is not of significance. The location it marks is significant in the early search for routes from the coast to the Liverpool Plains and in the development of pastoralism, notably the Australian Agricultural Company.**RNE Sub Criteria ID:** 14**Assessment Text:** The post marks a stage in the early search for routes from the coast to the Liverpool Plains and in the development of pastoralism, notably the Australian Agricultural Company.

1	Heritage Item ID:	3913080
8		
-	Item Name:	Mountain Maid Mine
	1:25,000 Map Sheet Number and Name:	Gloucester 9233-1-N

18 - Heritage Item ID: 3913080**Item Name:** Mountain Maid Mine, Copeland**Heritage Type:** Built**Sub Type:** Other mining**Location:** 1.5km south west of Copeland**Grid ref:** 56389390 6458500**CRA Region:** Lower North East**Boundary:****Owner:** State Forests**Reserve:** Copeland Tops Forest Reserve State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Helen Brayshaw and Anne Bickford **Date:** 22/08/98**Current Use:** Tourist attraction**Former Use:** Gold mine

Physical Description: Much of the original machinery is present and can be seen working. This machinery includes an ore crusher, conveying equipment, railway, wagons, a turntable and a steam engine. A wooden walkway into the mine shaft extends hundreds of metres into the mountain. Access to the mine is via a path along a creek overgrown with regrowth rainforest and cedar trees.

Historical Notes: The Mountain Maid Mine was discovered in 1876 by Doust, Gill and Irwin, and yielded 417kg of gold to the end of 1886. It has been worked to a depth of 180 metres and extends some 395 metres into the hillside. The Mountain Maid was reputed to have been the richest of the Copeland mines. The cedar trees along the access path are a reminder that gold in the Copeland fields was discovered by cedar getters.

Construction year: 1876**Circa Flag:** No**Physical Condition:** Good**Recommended** The Mountain Maid Mine is listed under the Gloucester LEP No 4;

Management: Council's consent is required for alteration, renovation or demolition, and consent cannot be granted without a significance assessment. Visitation and management appears fairly low key at present. Increased visitation could lead to provision of more facilities and clearing of the vegetation, which could easily diminish authenticity.

SIGNIFICANCE ASSESSMENT (NSW CRITERIA):

Historical Significance: The Mountain Maid Mine is a highly significant remnant of reef mining in the Copeland goldfields from the last quarter of the 19th century.

Aesthetic Significance: Not assessed**Social Significance:** Not assessed**Technical Significance:** Not assessed**Intact Assessment:** High

Representative Assessment: The mine is representative of reef mining shafts in the extensive Copeland goldfields during the late 19th century

Rare Assessment: The Mountain Maid Mine is the only mine in the Copeland area which is open to the public and has so many original features to be seen.

Statement Of Significance: The Mountain Maid Mine, a once highly successful mine, in it is good condition and accessibility to the public is an excellent reminder of the gold period at Copeland, which at one time had over 3,000 inhabitants, more than nearby Gloucester today. The access path through rainforest and cedar trees also provides a link with the earlier cedar industry and the original environment.

RNE Sub Criteria ID: 4

Assessment Text: The Mountain Maid Mine retains many original features and is an excellent representative of the Copeland diggings; it is also located in a culturally significant environmental setting.

1 Heritage Item ID: 3905298

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Item Name: Woy Woy Tunnel Workers Camp

1:25,000 Map Sheet Number and Name: Gosford 9131-2-S

19 - Heritage Item ID: 3905298**Item Name:** Woy Woy Tunnel Workers Camp**Heritage Type:** Archaeological-Terrestrial**Sub Type:** Residential**Location:** 4 km south west of Woy Woy**Grid ref:** 56 338700 6293300**CRA Region:** Lower North East**Boundary:****Owner:** National Parks & Wildlife Service**Reserve:** Brisbane Water National Park**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Current Use:** Nil**Former Use:** Settlement for the workers and their families

Physical Description: On the steep sided hill to the south of the railway line, and bounded on the west by Mullet Creek, is the site of the navvies camp, shops, school, and hotels. Fireplace footings, old fragments of metal, a camp oven door, and sherds of pottery and fragments of glass could be seen in the sections of the sandy deposit. Footings for the shops can also be seen on the western end of the site, near Mullet Creek itself. The sites of two sandstone quarries for stone for the tunnel and the buildings have also been recorded by NPWS, as also has the site of the wharf which served the community at Mullet Creek. The Traveller's Rest hotel site (3908144, 3908133) has already been attacked by metal detector users and piles of broken glass and pottery are on the site.

Historical Notes: The Woy Woy tunnel site was completed in 1888 and is the longest railway tunnel in Australia. There was never less than 600 men at work on the tunnel in the 5 years it took to build. Over 19 million bricks were used to line the tunnel. The railway line from Gosford to Mullet Creek was completed in January 1888. The workers who built the tunnel, some with their wives and children, lived in a tent village at the site. Hundreds were fed at eating houses, which were long tents. There were three hotels nearby, including the Traveller's Rest, as well as 2 grocer's shops, a butcher's, a greengrocer's and several boarding houses for unmarried men. The people petitioned the Education Department, and a school was built at the site. On Tuesday 29 September 1885 Agnes Fagan visited the settlement. She says in her diary that there were numbers of tents, a public school, and a large hotel, some stores. Some of the tents had flower gardens and sewing machines. The Woy Woy tunnel was commenced in March 1884 and completed in July 1886. The men also built the cuttings and embankments for the railway line around Mullet Creek to and from the tunnel, so the work for the whole site wasn't completed until 1888.

Construction years: 1884 1888 **Circa Flag:** No

Physical Condition: As the dwellings were tents, there are few physical remains, mostly the remains of the stone chimneys and fireplaces used. Scattered glass, ceramic, and metal pieces can be seen around the site. The archaeological potential is high, as there are few documentary sources about the site.

Recommended Management: A detailed archaeological survey and Conservation Management Plan should be prepared for the site.

SIGNIFICANCE ASSESSMENT (NSW CRITERIA):**Historical Significance:** An early and intact railway navvies camp.**Aesthetic Significance:** Not assessed**Social Significance:** Not assessed

Technical Significance: The site has high technical/research significance. Little is known about such camps, especially in the 19th century, and its archaeological potential is high in its possibility to reveal aspects of the workers' lives.

Intact Assessment: High**Representative Assessment:** The site is representative of workers camps.**Rare Assessment:** The site is a rare survival of such camps, as most have been built over since their formation.

Statement Of Significance: The Mullet Creek railway navvies camp site which was established near the Woy Woy railway tunnel, is a rare time capsule of a late 19th century worker's camp.

RNE Sub Criteria ID: 4

Assessment Text: The Mullet Creek railway navvies camp is a rare and intact survival of such a workers camp of the late 19th century.

Theme Text: HT.03.07 Moving goods and people. HT.03.07.03.01 Moving goods and people by rail.

2 **Heritage Item ID:** 3904234
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 Item Name: Pipers Creek Lime Kilns
1:25,000 Map Sheet Number and Tinebank 9435-4-S
Name:

20 - Heritage Item ID: 3904234**Item Name:** Pipers Creek Lime Kilns**Heritage Type:** Archaeological-Terrestrial **Sub Type:** Industrial**Location:** 12 km south of Kempsey**Grid ref:** 56 475700 6549700**CRA Region:** Lower North East**Owner:** State Forests**Reserve:** Maria River State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Assessed By:** Anne Bickford**Current Use:** Nil**Former Use:** Limekilns

Physical Description: There are remains of 3 limekilns made of sandstone with rubble infill and lime mortar pointing. They are rectangular structures - about 8m long by 3.6m wide by 2.4m high. Other features at the site consist of: remains of a brick structure; a cleared area; shallow depressions; rough stone walls; piles of rubble, gravel, small stones; a large water-filled depression 2m deep. The remains are covered by bushes, grasses, and small trees are springing up around them, within the Maria River State Forest. The kilns have been built next to the limestone source.

Historical Notes: The Piper's Creek limekilns were probably built in the 1830s by convicts. There was limestone at Piper's Creek, first quarried by the Port Macquarie convict settlement by 1832. Government geologists Carne and Jones, writing in 1919 saw the kilns. They say: "portions of the old kilns are still standing. They were well constructed of massive sandstone, rectangular in shape, 18 feet long, 10 feet wide, and 12 feet deep, with three fire boxes." It is a tradition that the limekilns ere convict built. In 1989 another kiln was located by Kempsey Shire Council personnel.

Construction years: 1832-1840 **Circa Flag:** Yes

Physical Condition :The kilns are overgrown with grass, bushes, and some small trees. Some have timber elements, and these are liable to rot, causing the structure to collapse. These need conservation and maintenance. The archaeological potential, consisting of recording more than excavation, is high.

Recommended Management: Conserve the kilns as recommended in the Plan Of Management. Threats to the site are vandalism, bushfire, and gradual decay from effects of water and wind and lack of maintenance.

SIGNIFICANCE ASSESSMENT (NSW CRITERIA):

Historical Significance: Three limekilns said to have been constructed by convicts from the Port Macquarie settlement in the 1830s.

Aesthetic Significance: Not assessed

Social Significance: The limekilns are known to the local historical community, and have been recorded by the National Trust.

Technical Significance: The limekilns have technical significance in that they demonstrate the methods of lime burning in the 1830s in NSW and can be compared with other contemporary limekilns eg. That at Port Arthur.

Intact Assessment: High

Representative Assessment: They are representative of the class of limekilns.

Rare Assessment: Such kilns, especially for the early colonial period, are rare.

Statement Of Significance: Three limekilns and associated structures said to have been built by convicts from the Port Macquarie settlement in the 1830s are some of the earliest limekilns known in colonial Australia.

RNE Sub Criteria ID: 12

Assessment Text: Three limekilns said to have been built by convicts from the Port Macquarie settlement in the 1830s.

Theme Text: HT.03.03.03 Utilising mineral resources. HT.03.03.03.03 Producing lime and cement. HC.MP.905 Lime kiln. HC.MN.916 Quarry.

2 Heritage Item ID: 3913662
1
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Item Name: Irrawang Pottery
1:25,000 Map Sheet Number and Name: Karuah 9232-1-S

21 - Heritage Item ID: 3913662**Item Name:** Irrawang Pottery**Heritage Type:** Archaeological-Terrestrial **Sub Type:** Industrial**Location:** 3 km north east of Raymond Terrace**Grid ref:** 56 386300 6377600**CRA Region:** Lower North East**Boundary:****Owner:** Hunter Water Corporation**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Assessed By:** Anne Bickford**Date:** 28/08/98**Current Use:** None**Former Use:** Pottery works

Physical Description: The Irrawang Pottery site is on the shores of the Grahamstown Dam in a water catchment area owned by the Hunter Water Corporation. On the side of a north facing hill the site is covered with waist-high grass and some scattered blackberry bushes. Within this is an area of scatters of pottery sherds, two low mounds being two brick pottery kilns; five depressions, being the irregular-shaped clay pit and four rectangular clay/water storage tanks. Other sites there are a grinding mill, a horse whim, a corduroy road, and a workshop/pottery store. There are no recognisable standing structures.

Historical Notes: James King established his pottery site on his country property which he called 'Irrawang' in the Hunter District on the banks of the Williams River in about 1833. The pottery works flourished and he advertised his wares extensively and sold them in Sydney. He made fine earthenware bowls and jugs glazed with clear lead glaze; coarse earthenware bowls and water containers; and large stoneware storage bottles, among other wares. He imported potters and moulds from England. In the early - mid 1850s he lost his potters to the gold rush, and the pottery ceased production for good. The site was then used as a paddock on a dairy farm so it has not been disturbed by any future development. The site has been partially excavated by the Sydney University Archaeological Society between 1967 and about 1974.

Construction years: 1833 1855 **Circa Flag:** Yes**Physical Condition:** Archaeological potential is high. The physical condition is good in that pottery is virtually indestructible. However, the site is toxic owing to powdered lead being used in the glazes.**Recommended Management:** The actual location of the site is not known to many people. The location should be kept secret, as vandalism is the biggest threat. Another threat is if the dam shoreline covers the site and abrades it through the shoreline wash.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** The Irrawang pottery site is the intact site of a significant early colonial pottery works.**Aesthetic Significance:** Not assessed**Social Significance:** The site is significant to the local community interested in the history of the Raymond Terrace district. eg. the comparatively new local Raymond Terrace high school has been named "Irrawang High School." The Newcastle Regional Museum has a collection of Irrawang pottery and sherds on permanent display.**Technical Significance:** Not assessed**Intact Assessment :** High**Representative Assessment:** The Irrawang pottery is representative of early colonial pottery works.**Rare Assessment:** The site is rare in that the sites of the handful of other early colonial pottery works known about have not been found, and are covered by the City of Sydney.**Statement Of Significance:** Irrawang is a rare intact early colonial pottery site.**RNE Sub Criteria ID:** 13**Assessment Text:** The Irrawang site is important to the local Raymond Terrace and District community as one of the most important colonial sites in the district.**RNE Sub Criteria ID:** 8**Assessment Text:** Irrawang pottery site is a rare intact early colonial historic site which has been partially excavated.**Theme Text:** HT.03 Developing local, regional, and national economies. HT.03.12 Manufacturing and processing.

2	Heritage Item ID:	3913270
2		
-		
	Item Name:	Kunderang East Homestead
	1:25,000 Map Sheet Number and Name:	Carrai 9336-3-N

22 - Heritage Item ID: 3913270**Item Name:** Kunderang East Homestead**Heritage Type:** Built**Sub Type:** Farm homestead**Location:** 15km south west of Lower Creek**Grid ref:** 56418180 6590370**CRA Region:** Lower North East**Boundary:****Owner:** National Parks & Wildlife Service**Reserve:** Oxley Wild Rivers National Park**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** **Date:****Current Use:** Holiday rental**Former Use:** Farm residence

Physical Description: Four room solid cedar slab residence with verandahs on all sides was constructed in c1893 close to a three room slab building constructed in c1889, the gap between the two buildings was closed in 1893. Some modifications were made with a change of ownership in 1967.

Historical Notes: The land at Kunderang was first taken up about 1840 for sheep, and later cattle were run. There were conflicts with Aborigines and apparently a massacre. The name is most probably taken from the Conderang Aboriginal community whose land it was. Aborigines worked on the property. The station is an important element of cultural conflict, in early pastoralism, and also in the cedar industry. The homestead appears to have been constructed from locally available material, ie from local cedar.

Construction years: 1899 1893 **Circa Flag:** Yes**Physical Condition:** The building is in good repair.**Recommended Management:** Fire is probably the main threat.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):**

Historical Significance: The homestead is very significant because of its place in the early contact history, pastoralism and the cedar industry which is manifest in its very structure.

Aesthetic Significance: Not assessed**Social Significance:** Not assessed**Technical Significance:** Not assessed**Intact Assessment:** High

Representative Assessment: The homestead is representative of early construction methodology typical of its era and function as a rural pastoral homestead.

Rare Assessment: The building is very rare inasmuch as it is constructed of cedar.

Statement Of Significance: The homestead is very significant because of its place in the early contact history, pastoralism and the cedar industry which is manifest in its very structure. Many houses were constructed of cedar during the late 19th century, particularly where cedar and gold coincided as a focus of occupation. Few remain because when the gold ran out the people moved away and took the cedar with them.

RNE Sub Criteria ID: 6

Assessment Text: The building is very significant because of its place in cultural contact, early pastoralism, its representativeness and its rarity in being constructed of cedar.

23 - Heritage Item ID: 3913213
Item Name: Lake Innes Ruins
1:25,000 Map Sheet Number and Name: Grants Head 9434-1-N

23 - Heritage Item ID: 3913213**Item Name:** Lake Innes Ruins**Heritage Type:** Built**Sub Type:** Farming/Pastoral**Location:** 11kmsouth west of Port Macquarie**Grid ref:** 56 487370 6514620**CRA Region:** Lower North East**Boundary:****Owner:** National Parks & Wildlife Service**Reserve:** Lake Innes Nature Reserve**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Assessed By:** Helen Brayshaw**Current Use:** Public visitation**Former Use:** Residence**Physical Description:** Remnants of extensive single storey house, stables and garden. Extensive use of sandstock bricks and sandstone paving material probably originating in Sydney.**Historical Notes:** Constructed on very grand scale, by an ambitious military Englishman whose interests included breeding horses for export to the Indian army, a vineyard, shipbuilding and property in Port Macquarie, Kempsey and Armidale.**Construction years:** 1830 1848 **Circa Flag:** Yes**Physical Condition:** The buildings have been derelict since about 1900. Archaeological potential is high.**Recommended Management:** The complex has suffered in the past from fire, weather, vegetation growth, theft of materials and vandalism.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** The remnants of the Lake Innes House complex are representative of building and lifestyles of capitalist pastoralism in the first half of the 19th century which while derelict retain a high degree of cultural integrity.**Aesthetic Significance:** Not assessed**Social Significance:** Not assessed**Technical Significance:** Not assessed**Intact Assessment:** Good**Representative Assessment:** The complex remnants are representative of capitalist pastoralism.**Rare Assessment:** Because the businesses fell on hard times the buildings were not destroyed or modified later, and as such are a rare remnant of the period and lifestyle.**Statement Of Significance:** The remnants of the Lake Innes House complex are representative of building and lifestyles of capitalist pastoralism in the first half of the 19th century which while derelict retain a high degree of cultural integrity.**RNE Sub Criteria ID:** 14**Assessment Text:** The remnants of the Lake Innes House complex are representative of building and lifestyles of capitalist pastoralism in the first half of the 19th century which, while derelict, retain a high degree of cultural integrity.

24 - Heritage Item ID: 3912997

Item Name: Great North Road

24 - Heritage Item ID: 3912997**Item Name:** Great North Road**Heritage Type:** Archaeological-Terrestrial **Sub Type:** Roadway**Location:** Great North Road, Wiseman's Ferry**Grid ref:** 56 319600 6308950**CRA Region:** Lower North East

Boundary: 240km long road running from Castle Hill to Wisemans Ferry and across to Wollombi, then branching to go to both Maitland and Newcastle, and Singleton. At least three alternative shorter sections of the road were also constructed: one diverging from the Parramatta Road at Five Dock, through Gladesville, Ryde and Pennant Hills, joining up with the original route at Dural; one known as 'Finch's Line' from Wisemans Ferry up Devines Hill, joining the road at the top of the hill; and one, known as 'Simpson's Track', diverging at Ten Mile Hollow through Yarralong to the Central Coast and Newcastle.

Owner: Multiple Owners**Reserve:** Dharug & Yengo National Park**Current Use:** Recreation/conservation/fire management trails.**Former Use:** Road and roadside elements

Physical Description: Steep and winding road through mountainous areas of NSW made of stone and earth. Made by blasting and cutting away rocky spurs; ashlar masonry retaining walls; stone bridges; culverts; pavements; impressive formations and structures.

Historical Notes: In 1825 Heneage Finch was sent to survey a route between Sydney and the Hunter Valley, following numerous Aboriginal tracks along the ridgetops. The 240km of the Great North Road was constructed between 1826 and 1834 by numerous convict road gangs and work parties under the general supervision of the Surveyor General, Thomas Mitchell, although some sections were under the direct supervision of Finch (Bucketty and Laguna) and Assistant Surveyor Percy Simpson (Wisemans Ferry). At the time it was the largest public works project undertaken in the colony and much of the road remains in use today. [Context Pty Ltd 1998] Construction of the Great North Road began with a force of 62 men at Castle Hill in 1826. After proceeding to Dural and Glenorie, the works reached the area of Wisemans Ferry. The extensive works required for the construction of the descents and ascents on both sides of the Hawkesbury River, required a large convict labour force to be stationed there from 1827 - 1832. After Wisemans Ferry the road continued north via Mt Manning and Mt McQuoid to Wollombi. It then branched, with one line to Maitland and another to Patricks Plains (Singleton). During the later 1820s men with an increased knowledge of road tracing and construction arrived in NSW. In 1827, Major General Sir Thomas Mitchell arrived in the colony. Mitchell took control not only of road selection and survey, but also of construction, by annexing the roads and bridges department to his own. Thus, from 1829 Assistant Surveyors supervised the works in various locations and reported back to the Surveyor-General, who now had responsibility for road and bridge works. Lieutenant Percy Simpson who was stationed at Wisemans Ferry from 1828, may have had formal qualifications as a surveyor or engineer, and was familiar with the art of road building being developed and taught by British road engineers such as Telford and MacAdam. Simpson designed a road which scaled the precipitous and mountainous terrain between Wiseman's Ferry and Mt Manning. This work utilised cut and fill construction on hillsides, creating roads which wound and zig-zagged on ascents and descents. It required the blasting and cutting away of rocky spurs, and the construction of the impressive and durable formations and structures which mark the second and third construction phases of the Great North Road, such as the ashlar masonry retaining walls on the ascent of Devines Hill, north of Wiseman's Ferry. This grander and more imposing version of the road was given impetus by Surveyor General Major Thomas Mitchell. In 1829 he resurveyed Finch's original 1825 traverse (much of which was an established cart track) deviating from it at many points, including Twelve (now Ten) Mile Hollow, Hungry Flat and Sampson's Pass. The most notable deviation from the original line was the new ascent from the Hawkesbury at Devine's Hill, which replaced Warner's 1828 ascent further south. By 1832 the substantial structures over the stony mountains, ridges and gorges were mainly complete and the convicts who had acquired skills in their construction were shifted to other Great Roads. The work force shrunk to two road parties and a bridge party in 1833, mainly concerned with the numerous crossings of the Wollombi Brook (nine, in addition to creek crossings) which Mitchell's straight line entailed. In 1834, Dulhunty moved the road station northwards to Cockfighter's Creek at Warkworth. Beyond the Wollombi, the final selection of the Hunter Valley branches had been laid out by Mitchell in late 1832. His new selections for the Hunter Valley road connecting the branches threw the half-finished roads there into chaos, making the work already completed between Wallis Plains, Patrick's Plains and Singleton redundant. The northernmost branches of the Great North Road were cleared by private contract in 1834 and constructed by the convict gangs, supervised by Peter Ogilvie from February 1835. Ogilvie was also responsible for the road down the Hunter to Maitland. Whether or not the last branches of the Great North Road

were actually finished is unclear. Ogilvie presented another dismal report in 1836 listing the work still to be done, particularly at creek crossings. He was removed shortly after and not replaced, and the Hunter Valley and Great North Roads were left, presumably unfinished. North of the Hawkesbury River 40 km of the GNR is now within the Dharug and Yengo National Parks. [Brayshaw, Bickford and Proudfoot 1998].

Construction years: 1826 1836 **Circa Flag:** No

Physical Condition: The road is in fair condition and good condition in some places. Many sections, particularly those through National Park, are well preserved, as are sections at Bucketty and Wollombi which have been restored by the local community. Even sections which are still public road, possess original convict era features. The archaeological potential for reading the history of the road is high, as is the archaeological potential for excavation of the convict stockade sites associated with the road builders.

Recommended Management: The Great North Road requires sensitive conservation. In some areas it has been damaged by 4WD drive vehicles, and by natural decay. The forthcoming Conservation Plan for the Convict Trail Project will recommend conservation action, which should be followed by the bodies responsible for the road.

Historical Significance: The Great North Road has historic significance. Its magnificent structures were powerful, tangible symbols of the colony's perceived place and role in the course of empire, unmistakable evidence that the civilised state was being attained, and a triumph over the rugged and inhospitable landscape separating the centre of Sydney from the 'garden of the colony', the Hunter Valley. [Brayshaw, Bickford and Proudfoot 1998].

Aesthetic Significance: The Great North Road has aesthetic value both historically and at present. An additional component of the aesthetic value of the Great North Road is the surviving physical relationship between many of the now abandoned road precincts and their setting. The adjacent landscape is often of considerable importance in providing the present setting and curtilage for the built heritage components. In some cases, particularly for the section of the Road preserved within Dharug and Yengo National Parks between Wiseman's Ferry and Mt Manning, the curtilage and associated 'visual catchment' of the surviving precincts provides a largely intact natural landscape setting which is evocative of the isolation and remoteness of the road during its initial construction period. In other cases, for example in the area from Laguna to Wollombi, adjacent land often has significant historical links with the history of the Great North Road, and a significant physical relationship to the present road-line, in providing evidence of successive phases of historic occupation and development following the initial arrival of European colonists, given that the road-line here shaped the pattern of subsequent development and subdivision. The Great North Road remains an important landmark and reference point within many of its surrounding local areas, and is often also a particularly prominent visual landmark.

Social Significance: The Great North Road is of regional social significance as an historical feature which is widely known among the Cessnock, Wollombi, Bucketty, St Albans, Wisemans Ferry and surrounding communities, and highly valued as a landmark and special historical feature. It has a history of over 160 years of continuing use, and is frequently visited by and cared for by people from townships in the Hunter Valley area, particularly by people from the Bucketty and Wollombi communities who initiated the Convict Trail Project to care for and interpret the road. The Great North Road has great symbolic value for its association with the history of travel and communication routes between Sydney and the Hunter Valley, with the technological processes used to construct the road, with the hardships of life as a convict, and with the engineering feat which the road represents in this context. The Great North Road is significant as a place which reflects important aspects of local community identity and expresses a valued link to the past for members of many local Hunter Valley communities. This is demonstrated by the community initiative and endeavour which has gone into establishing the Convict Trail project, restoring sections of the Great North Road and interpreting these to the public.

A number of Great North Road precincts appear to be associated with particular 'communities of interest' for whom individual sites and items may have particular meaning. One such example is the "Bucketty Convict Wall" which forms an important focal point and public space for its local community (Precinct 4.2.0 Abandoned Loop, Mt McQuoid, Bucketty).

The Convict Trail Project is itself a community based initiative, initially developed as a response by local people to counter perceived threats to the road. The project thus indicates the care and concern of local people at a 'grass roots' level and the wider local interest in history, heritage and conservation. The Project aims 'to protect,

restore, maintain and promote' the Road, by uniting local people, historical societies, local councils in whose areas the road falls, and government bodies with an interest and responsibility in the conservation of the road. Thus contemporary social significance may relate both to those with close connections physically or historically, and to a broader community which although more distant, nevertheless claims some 'ownership' of the Road and interest in the conservation of its heritage value. Thus the Road may have special meanings, for both locals and other people. The broader community interest in the Great North Road and the perceived heritage value of the major built structures and other items is also indicated by their listings at both the local Council level and with other government and non-government organisations. For example, the NSW National Trust listed its first section of the Road (the section between Wiseman's Ferry and Mt Manning) in 1975, to be followed by National Trust listings of further sections in 1978 and 1980. (Heritage listings are considered further in later parts of this report.)

Technical Significance: The Great North Road has historical archaeological significance in that it physically demonstrates the work patterns, skills and organisation of the convict road gangs, particularly through the distribution and configuration of the stone retaining walls, drainage structures and bridges. This evidence is unavailable in documentary sources and has been essential in changing our historical views on convicts in road gangs. The Road may be considered a museum of convict work, graphic in its demonstration of the difficulty, labouriousness and isolation of 1830s road building. The Great North Road has historic/scientific value in its demonstration of the standards and practice of road engineering in the colony during the "Great Roads" period of the late 1820s and 1830s, and records the importation and adaptation of the (then) recent road-building revolution in England. This essential information is unavailable in documentary sources, and as such it has changed our understanding of Australia's road engineering history.

Intact Assessment: High

Representative Assessment: In its demonstration of the standards and practice of road engineering in the colony during the "Great Roads" period of the late 1820s and 1830s, the Great North Road is a representative example of the state of road building being used in the colony. Although as one of the grand roads of the Colony it represents the ideal form of a fully resourced and properly designed road which was only matched by other major routes leading from Sydney.

Rare Assessment: Whilst the entire length of the surviving Great North Road has the representative value noted above, individual sections and precincts of the Road also possess rare and unique features. Very few other convict roads are this extensive or well preserved.

Statement Of Significance: The Great North Road, with its great stone walls, culverts, buttresses and bridges, shows in its form and location the outstanding structures built in the colony in such a remote area during the Great Roads period of the late 1820s and 1830s. As a recognition of its great significance the site has been investigated as one of a group of convict sites for World Heritage listing.

The Great North Road complex is an outstanding demonstration of the use of transported convict labour to extend the infrastructure underpinning the European colonial expansion in Australia. Its rugged mountainous bush setting and isolation bring to mind the strangeness of the new land for the British urban and rural convicts. The massive road cuttings and stone embankments evidence the arduous labour that was the lot of the convict.

The initial road, Finch's Line, was rough and ready and typical of the colonial roads to that date. However, the massive scale and grandeur of the subsequent work at Devine's Hill illustrates the changing views of the destiny of the colony and increasing capacity of its engineers and planners to undertake major development projects of similar standard to those in Britain. The Great North Road is one of the clearest expressions of the use of convicts by colonial administrations to ensure the success of the colonies. It was among the greatest engineering accomplishments in the colonies to that date.

The site demonstrates dramatically the nature of the convict experience. On the one hand the severe nature of the work and working conditions was used as a threat to dissuade the population of Britain and the colony from committing crime. On the other hand the remains at Devine's Hill, in combination with the documentary record, show that a range of highly developed skills was present in the convict work force, and that men with ability chose to stay and work when other options presented themselves.

RNE Sub Criteria ID: 13

Assessment Text: The Great North Road was identified and assessed for social value (criterion G1) through an analysis of data collected through a community heritage workshop process. It was identified at the Cessnock Community Heritage Workshop, and its value to the Cessnock, Wollombi, Bucketty, St Albans, Wisemans Ferry and Gosford communities confirmed through further research. The Great North Road is considered to meet the National Estate threshold for social value, as a place which is both widely known and highly valued across the entire Hunter Valley region. It has great symbolic value for its association with the history of travel and communication routes between Sydney and the Hunter Valley, with the technological processes used to construct the road, with the hardships of life as a convict, and with the engineering feat which the road represents in this context. The Great North Road is significant as a place which reflects important aspects of local community identity and expresses a valued link to the past for members of many local Hunter Valley communities. It was seminal in shaping the identity of many local communities, both in terms of providing communication and access routes between these communities and Sydney for over 160 years, and in terms of contributing to the present heritage and tourism significance of many of these places. The Great North Road has been a landmark for the area in general and for these communities in particular for over 160 years [Context Pty Ltd. 1998].

Theme Text: HC.RD.902, HC.UT.913, HC.RD.903, HC.RB.905, HC.RE.909, HC.RD.906

RNE Sub Criteria ID: 4

Assessment Text: The Great North Road represents a great engineering achievement of the 1820s and 30s.

Theme Text: HT.03.07 Moving goods and people. HT.03.07.03.02 Moving goods and people by road. HC.RD.902 Road.