Place name Goodwood Sawmill Site | **Survey Date:** 31/03/1999

Other name Goodwood Timber and Tramway Coy, Mullundung State Forest | **Id:** 520

Street Goodwood Road, Anzac Road | **Last Update**

Locality Stradbroke | **Postcode**

Official Locality | **Property No** HO117

Local Government Area Wellington Shire | **Property Info**

Precinct: Not in precinct

Easting | **Northing**

Map Traralgon

Workshop number Primary - S2/32: Other - B3 | **Workshop votes** 0

Field survey number | **Community priority**

Designer | **Builder**

Ownership Public | **Built Date** c.1910-20 | **Change Date**

Description Evidence of an old sawmill and associated buildings, residences, tramlines and railway. Very hard to find. Railway line to Woodside. (Sale Workshop) Old sawmill with pit for sawing, boilers, jinker wheels, old logs still lined up at pit. Example of early timber industry, lots of artefacts. (Bruthen Workshop): Locality - Mullundung State Fores

Former Use: 1929 ; mill building ; ; Description: Date Started 1929; Date Finished ; Storeys 0; Desc SAW MILL;

Location: This is a complex site consisting of all that part of the formation of the outlet tramway from the intersection of the Old Rosedale Road and the South Gippsland Highway and extending north to the mill at 04 87020 57 45410. The mill site includes a large area and is bounded on the east by Morris Creek, on the north by Goodwood Road, and on the west and south by lines running due north and due east from 04 86500 57 45000 It also includes the formations, bridges and other relics of both the first log tramway running north and then east fro the mill to the terminus at 04 89500 57 51000 and the formations, bridges and other relics of the second log tramway running east and then north from the mill to the terminus at 04 92900 57 51000. All tramway reservatio include a buffer of five metres both sides of the centre line of the tramway formation and include all sidings, branches, cattle pits and log landings as mapped, except where the formation has been replaced by a road. This buffer is increased to twenty metres wherever there are standing bridge relics. The site embraces a complex series of tenures including shire roads, state forest and private property. The section on private property includes the only locomotive-worked reversing-point on a timber tramway in the study area. (Evans 1998)

Physical description

The most substantial tramway earthworks are located north of the South Gippsland Highway along the Old Rosedale Road. At the very least these consist of a low-mounded formation with side drainage ditches, and extend to cuttings and embankments up to 2.5 m deep and high, and up to 100 metres long. These earthworks are especially dramatic where the tramway crosses a series of low ridges.

At the foot of a low escarpment the tramway turns west and climbs to a reversing point situated on private property Once past the reversing point and back in the forest the tramway is less dramatic but can be readily followed. Many sleepers and occasional dog spikes survive in this section.

The mill site is distinguished by the relatively intact nature of its earthworks and the substantial numbers of origina foundation and support timbers which survive in situ. The sequence of operations from log yard to saw-benches and then stacking sites is easily understood. Tramway formations around the mill can be followed and the site of the locomotive workshop is marked by an inspection pit and a scatter of locomotive parts such as firebars. Nearby is the backhead cladding of one of the steam locomotives used on the tramway.

The mill settlement is marked by numerous chimney mounds, foundation stumps, and scatters of glass, china and metal fragments over a wide area. Large areas still devoid of trees may mark the sites of the recreation ground and tennis courts.

The northern tramway is marked by an extensive cutting north of the mill and by a number of low embankments and side cuttings. The eastern tramway is better engineered and in two places sections of trestle bridge survive as do culverts, sleepers, dogspikes and the remains of at least one forest camp. The writer was a member of a party which mapped both these log tramways in 1990, and site inspection in 1998 was limited to checking the tramway a critical points (such as bridges) and wherever logging since 1990 had the potential to have threatened the tramway system. (Evans 1998)

Condition and integrity: The outlet tramway is most at risk from roadworks and substantial damage occurred when the Old Rosedale Road was widened following the recent Gippsland Floods. This source of damage constitutes the greatest ongoing risk to the survival of the outlet tramway formation. Nevertheless, long, continuous sections of the tramway formation survive almost intact.

Most of the logging tramways are readily followed even where selective logging has been carried out over the formation. The actual sawmill site is relatively intact and undisturbed. Bottle hunters have vandalised large areas of the mill settlement and this part of the complex has the least integrity of any part of the site. Nevertheless, since the mill settlement was distinguished by its large size and this aspect of the site is still readily apparent, its vandalisation, although regrettable, does not detract materially from its visual significance. It has, however, seriously compromised the archaeological significance of the settlement site. (Evans 1998)

Condition **Integrity**

History Existed from 1910 to 1919 (?). See Yarram Historical Society. (Sale Workshop)

In the late nineteenth century James Mason established that Gippsland Yellow Stringybark was a strong and durable timber and the closest Victorian substitute for West Australian Karri. The Victorian Railways soon accepted the timber as bridge and sleeper material and a number of small mills were established on the western and southern fringes of the Mullungdung Forest in the early years of the twentieth century. If sufficient capital could be attracted to overcome transportation problems, the Mullungdung Forest promised to become a major sawmilling centre.

The forest attracted the attention of a director of the Kalgoorlie and Boulder Firewood Company, a West Australian firm experienced in the use of tramways for timber transport and looking for somewhere to invest accumulated capital in a new venture. By early 1910 work was already underway on plans to install a large sawmill 32 km north east of Port Albert. Jim Collins, previously employed at the Comet sawmill near Wandong, was engaged to survey a tramway route between the mill site and Port Albert. The chosen terminus would have the advantage of providing outlets both by rail and by sea. Permission to lay the tramway was obtained from the Alberton Shire council in March 1910 and construction work started almost immediately. The line was laid with steel rails to a gauge of 2 ft, and followed road easements almost all the way from Port Albert to the forest boundary. The first steam locomotive, a diminutive 0-4-0 Krauss well-tank, arrived in April 1910. Progress was now rapid and the line was completed as far as the mill site by July 1910, despite the need to construct embankments and cuttings and a reversing point as the line began to climb a low escarpment into the foothills of the Mullungdung Forest. The first load of timber was dispatched over the line on 29 July 1910. With operations expanding and a log tramway extending north from the mill, a second Krauss locomotive arrived in February 1911. A third locomotive, built by Orenstein and Koppel, was added to the fleet in October 1913. A workshop equipped with a lathe for maintaining the locomotives was built at the mill and staffed with experienced fitters.

By this time a new company, the Goodwood Timber and Tramway Company, was incorporated in February 1912 to take over management of the mill and its tramway systems. The Company gave its name to the mill and its settlement. The mill was initially fitted with a single circular breaking-down saw, a rip bench and a docking saw. In 1912 the mill was enlarged to incorporate twin breaking-down saws, and the portable engines initially installed were replaced by a large underfired boiler and a stationary engine. This dramatically increased the output of the mill and the enterprise so impressed the Department of State Forests that the mill was featured in the Department's Annual Report for 1912. All belting was run under the floor of the mill and a sawdust conveyor was used to remove waste from under the saws. Water for the mill was drawn from Reedy Creek 3.2 km away and pumped to the mill by an 8 nhp steam engine. After an initial setback after the declaration of war in 1914, the following years were good for the Company, which sold the vast majority of its output to government departments in general and to the Victorian Railways in particular.

By the end of 1915 the terminus of the northern log tramway was seven kilometres from the mill. This tramway included some steep grades and was cheap to lay but difficult to work, perhaps reflecting tramway construction standards brought by the Company from its West Australian experience. When the last of the logs available to this tramway were cut, the rails were pulled up and re-laid on a new log tramway extending east from the mill. This tramway was built to higher and more expensive standards more like the main line to Port Albert, but was much easier to work. Extensive bridging crossed many gullies and resulted in gentle grades over most of the length of the line.

By 1912, the company employed either directly or on contract 145 workers. Around thirty of these worked at the

mill with the rest employed either in the bush or on tramway operations. A substantial settlement grew up around the mill and included at its peak two boarding-houses, a recreation ground, tennis courts, general store, tobacconist a Post Office and a community hall. The hall served as an entertainment centre, a school house and a place where church services could be held. The initial rude cluster of bark huts and tents was quickly replaced by a small township of neatly-constructed sawn timber houses with extensive vegetable and flower gardens. Several of the "streets" also acquired names. Many of the men and their families had come with the Company from Western Australia and this may have added to the strong sense of community at the mill. The isolation from surrounding townships would have contributed to this sense of community and may have accounted for the fierce determination of the mill's football team. This was offset by a number of fatal accidents, especially on the tramway. This included the explosion of the boiler of one of the locomotives on 1 September 1914, killing its driver.

The intensive nature of operations in the Mullungdung Forest could not be sustained forever. By 1917 the Compan had started to wind back its operations. The mill was closed in March 1920 and the mill machinery and tramways were dismantled in preparation for a move to a fresh area at Noojee. (McCarthy 1994: passim). (Evans 1998)

Heritage Protections

Register	Reference	Zoning	Status
Planning Scheme	HO117		Listed
Victorian Heritage Register	600807		

National Estate

Code	Assessment Detail
G	: Value - This place was assessed for social value (sub-criterion G1). The indication of possible social value from the workshops was not confirmed by subsequent research. It was assessed as above threshold for the Register of the National Estate for its historic values (see P. Evans, 1998, A Study of Historic Sawmill and Tramway Sites in the Gippsland Forest Region, Victoria).

Research Required

Recommendations Documentation, assessment and significance are sufficient to enable this place to be proposed for immediate protection under the Planning Scheme.

Management: The mill site is suitable for interpretation. Any interpretive material should point out the heavy penalties for any further disturbance of the site to discourage bottle hunters. Unobtrusive fencing and a boardwalk across the log-yard side of the mill would enable the mill site to be interpreted without further damage. The site of the largest bridge is also suitable for interpretation. (Evans 1998)

Fieldwork priority?

Stage 1 Ranking Suitable for immediate Plan **Stage 2 priority** No Action: Already include

Final Ranking State significance **Final Recommendation** Amendment C26

Statement of significance The Goodwood Timber and Tramway Company sawmill and tramway sites form the first of four sites in the Mullungdung State Forest which demonstrate the history of twentieth century sawmilling in this commercially important forest better than any other sequence of sites in the Gippsland RFA area. The Goodwood sawmill and tramway complex is of state significance. The importance of the Goodwood site lies in its ability to demonstrate what could be achieved by a large company with plenty of capital, encouraging a high degree (for its day) of mechanisation and requiring a large work-force resulting in a significant mill settlement. The Company built the longest 2 ft gauge locomotive-worked timber tramway in Victoria and erected what was, for its day, a very important sawmill. Substantial evidence survives not only of the mill but of the community that developed around it and the mostly well-engineered tramways that brought the logs in and took the sawn timbe away. The site exceeds thresholds in AHC criteria A.4, C.2, F.1 and H.1 and is recommended for the Register of the National Estate. (Evans 1998)

Extent of designation

Informant Ian Leversha, Ken Pickering Potential informants - Marge Missen, Yarram Historical Society (5182 5146); George McKeon, Church Street, Yarram; DNRE, Yarram.
Leslie Joyce, McLaughlins Beach

Notes

Follow up

Bibliography

Context Pty Ltd., (1999), Identification and Assessment of community and heritage values in the Gippsland Forest Region. Report to Environment Australia and Natural Resources and

Environment, Victoria as part of the Comprehensive Regional Assessment: National Estate Gippsland Regional Forest Agreement.
Context Pty Ltd: C. Johnston, K. Buckley, Name of Recorder