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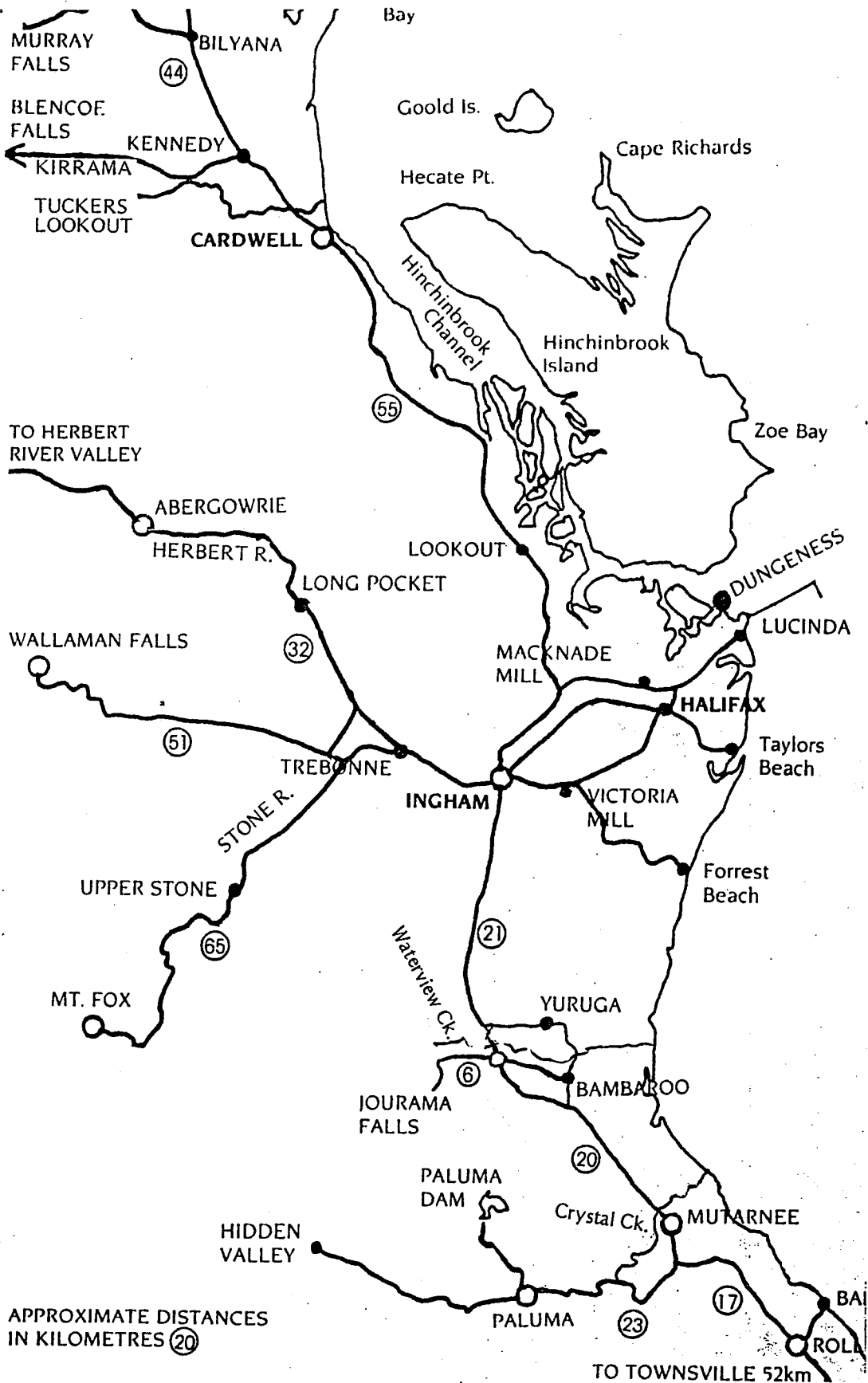
A
HISTORY
of the
TIMBER INDUSTRY
covering
KIRRAMA RANGE MT. SPEC
MT. FOX HERBERT RIVER

Compiled by
KEITH BLACKFORD

JAMES COOK
UNIVERSITY
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LOGGING AREAS

This map is in reference to Kirrama - Kennedy
Herbert River - Ingham - Mt Fox - Mt Spec



PREFACE

This is a study in local history of an account of some aspects of life in the timber industry during the past 67 years, based on my experiences, knowledge and information generously supplied by timber people.

My brief was to weave the facts into a pattern and tell a coherent story with a constant theme with photos presented.

Inevitably I have had to supply background material, but substance of the story has come from the timber people of the district.

The names of timber contractors, sawmillers and their workforce, either cutting, snigging and hauling logs, to various sawmills and rail sidings and hauling sawn timber are published where possible.

I relied primarily on information received from ex-timbermen who worked in the Kirrama Range, Mt. Spec, Mt. Fox and the Herbert River logging areas and sawmills.

I am indebted to and thank the following people who kindly assisted with photographs and information - Bill Alford, Joe Vella, John Webster, Tony Salvetti, Natale Giudicatti, Bert Davidson, Anna Romanello, Jean Gusmeroli, Lisa Grassi, Helen Fuller, June White, Spike Finnis, Gordon Dickson, Rolly Macchetta, Clive Constance, Adrienne Paris, Josie Sheahan, Reg Whalley, Ben Whalley, Kevin Cooper.

This book is to be a record for libraries so that future generations might know the character of men and women who worked in the timber industry, life in the bush, and their accomplishments.

K. O. BLACKFORD. 1990.

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22 Clay Street
Ingham Qld 4850

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This is a record of logging in the Kirrama Range scrubs remembered by the author, Keith Blackford, who after serving in the R.A.A.F. for 4½ years, commenced work as a timber contractor after his discharge.

Included are names, places and other contractors who were working in the area.

There were eight families and eighty people living in the ranges in the timber industry.

The following is a list of Contractors: Roy Armstrong, Kangaroo Hauling Company, J. Reis and Son, Arthur Godwin and Son, Sandy Cahill, Brown and Broad Limited, Gilley Hudson, A. Mead and Sons, Webster Sleaford, Moore Brothers, Fletcher Brothers, Henry Hussey, Keith Blackford, Vic Hawthorn, George Brown, Hunt and Woodford, Dick Weston.

Species of Timber cut: Kauri Pine, Red Oak, Cadaghi, Lemon Gum, Silky Oak, Maple, Silver Ash, Crawsfoot Elm, Blue Gum, Red Cedar, Black Walnut, Spotted Gum, Black Pine, Brown Walnut, Quondong, Milky Pine, Black Bean, Cherry Penda, Silkwood, Pepperwood, Yellow Stringy, Red Stringy, White Beech, Black Penda.



Three Maple Logs from one tree at ramp site



THE AUTHOR, KEITH BLACKFORD
Background: A consignment of timber for Herbert River Sawmills.

KIRRAMA RANGE N.Q. 1945
KANGAROO HAULING COMPANY

Logging Area: Wairuna Block, Yaccabine Creek Campsite
Partners: Keith Blackford (Manager), Morrie Foley, Henry Townsend.
Snigger and Mechanic: Keith Blackford.
Truck Drivers: Morrie Foley, Keith Blackford, Henry Townsend.
Timber Cutters: Bruce Blackford, Roy Blackford.
Plant: RD6 Caterpillar crawler tractor bought from Disposal Commission 450 pounds (\$900) fitted with Armstrong Holland logging winch free drum; WA22 white 8 ton petrol truck fitted with winch single axle dual wheel jinker.

The Company was employed as contractors by Brown and Broad Timber Merchants, logs to be hauled to Carruchan Sawmill from the Wairuna Block, a second cut of the block.

Contract price 7/6 per 100 super feet log, to cut, snig and haul, 100 000 super feet a month.

The partners were all ex-servicemen from the R.A.A.F. base, Townsville. Also Bruce Blackford was R.A.A.F. while Roy Blackford had been a farmer. Keith was the manager of the Company, later buying Henry Townsend's share.

At the Blackford Camp Site a clearing was made in the scrub with the assistance of Keith's brothers. They all assembled the masonite huts, ex R.A.A.F. type, complete with wooden floors.

Grace Blackford's home consisted of bedroom, kitchen and a porch in the middle and a galley.

The kitchen had a wood stove. They had purchased new furniture; a bedroom and kitchen suites from Townsville, so the residence was comfortable. Bruce and Roy lived nearby, also in masonite huts.

Grace was a keen gardener, as were the other women living on the range; they had lovely flower and vegetable gardens, and carted water from the creek when required.

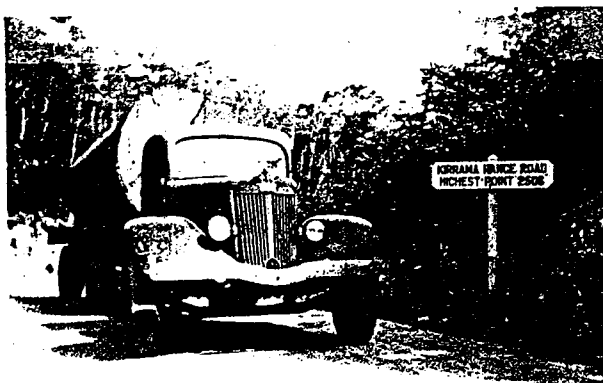
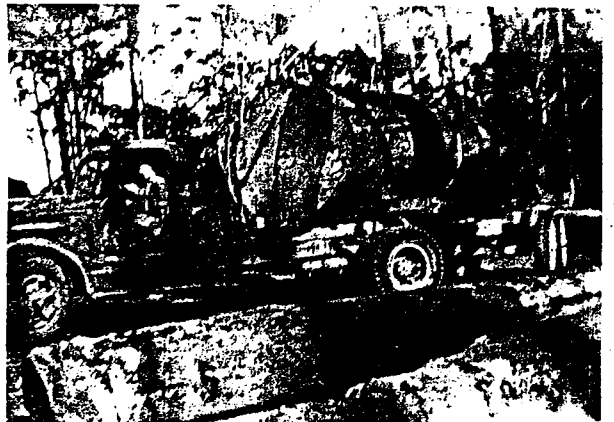
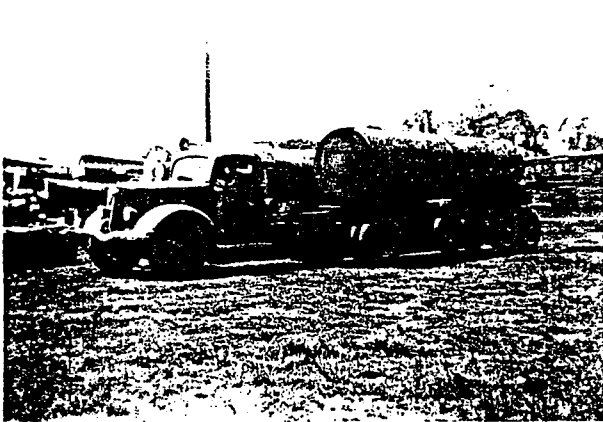
There was an abundance of bird life. Grace and daughter Jeanette often walked into the scrub along the snig tracks to take and have lunch with Keith; at the same time admiring the ferns, orchids, stag-horns and elkhorns growing in the scrub and along the creek. They occasionally saw a cassowary and often scrub turkeys.

The other partners, Morrie and Henry, resided in the mill houses with their families at Carruchan Sawmill. The truck hauled logs from Kanagaroo Hauling Company block and from Brown and Broad's block, day and night, when weather permitted.

When the contract finished, the partnership was dissolved as no further blocks were available for the time being. The plant was sold to Brown and Broad Ltd. Keith was employed by Arthur Godwin to snig logs on Smoke Block at 2/- a hundred super feet log. Roy and Bruce were also employed as timber cutters. The camp was shifted to the Primary Estate Improvement on the road past Society Flat. It had been Roy Armstrong's campsite.



Truck Driver: Morrie Foley WA22 White Truck



KIRRAMA RANGE N.Q. 1940
Roy Armstrong Timber Contractors

Logging Area: Belyana and Smoko Blocks.

Snigger: Roy Armstrong.

Mechanic: Ernie Kruger.

Truck Drivers: Bill Alford, Ernie Kruger, Henry Hussey, Jim Cooper.

Timber Cutters: Gilbert Hussey, Jim Cooper.

Plant: TD40 International crawler tractor with winch; TD14 International crawler tractor with winch; KS5 International truck; KS7 International truck; D246F International 6 x 4 truck dual wheels; Ford 4 x 4 armoured quod truck with winch, Tandem single wheel timber jinkers; Single axle dual wheel timber jinkers.

Roy Armstrong was one of the earliest contractors and set up his camp near the Primary Estate Improvement (P.E.I.) site beside the main road on top of the ridge in the forest country sloping down the ridges into the scrub.

He was logging during the war years and when the Kirrama Range road was constructed. The plant and logging contract were sold to Arthur Godwin in 1944.

Mostly all his workmen camped at P.E.I. camp. There was a large shed for machinery, a workshop and a solid house and huts for the workforce.



Chev. 4 x 4 Blitz truck



Ford 4 x 4 Blitz truck



KS7 International Truck, 7-ton, tandem single wheel timber jinker

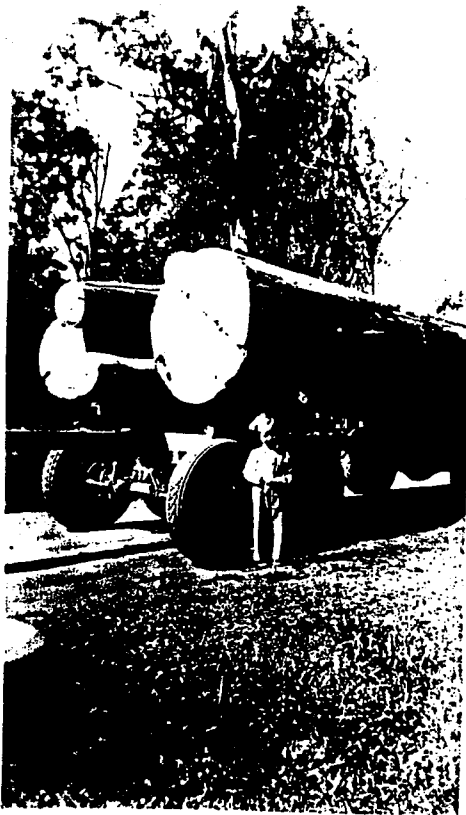
KIRRAMA RANGE N.Q. 1940
Roy Armstrong Timber Contractor P.E.I. Camp Site



Truck Driver: Bill Alford



Alice Alford



Norma Alford



D246F International 6 x 4 truck

KIRRAMA RANGE N.Q. 1945
Brown and Broad Ltd. Carruchan

Logging Area: Smoko Block.

Scrub Boss: Alf Mead.

Sniggers: Keith Bailey, George Mead, Alf Mead.

Timber Cutters: Bill Mead, George Mead, Bruce Blackford, Roy Blackford.

Truck Drivers: Bill Mead, Bill Alford.

Plant: HD10 Allis Chalmers tractor with logging winch; 2 of 4 x 4 Army Blitz trucks; 2 of single axle dual wheel timber jinkers; Bobtail.

Sub-Contractors - Moore Brothers

Plant: D35 and D50 International trucks.

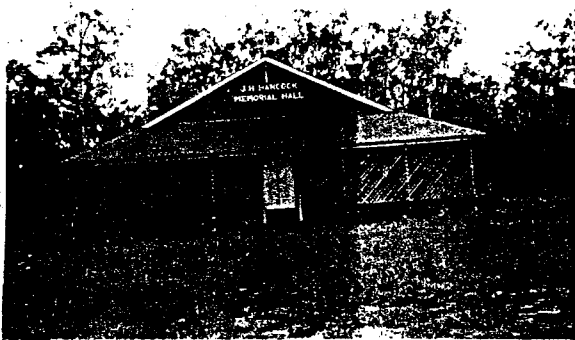
Hauling Logs: 2 single axle dual wheel timber jinkers.

Kangaroo Hauling Company

Plant: WA22 white 8-ton truck with winch; Tandem single wheel timber jinker.

Alf Mead and his sons camped on Society Flat, whilst his wife and family lived at Carruchan Sawmill. As scrub boss he looked after Smoko and Wairuna Blocks.

Harry Rodwell was the Manager of the Carruchan Sawmill.



J.H. Hancock Memorial Hall



Alice Alford and daughter
Lorna



Silky Oak log

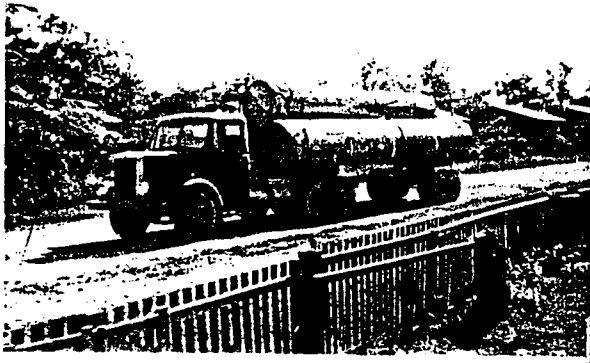
KIRRAMA RANGE N.Q. 1945
Brown and Broad. Carruchan Sawmill



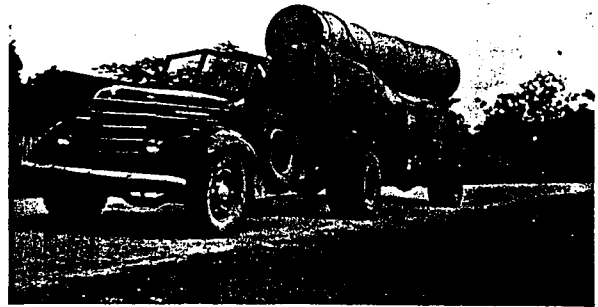
Truck Driver: Bill Alford
Kairi Pine Logs



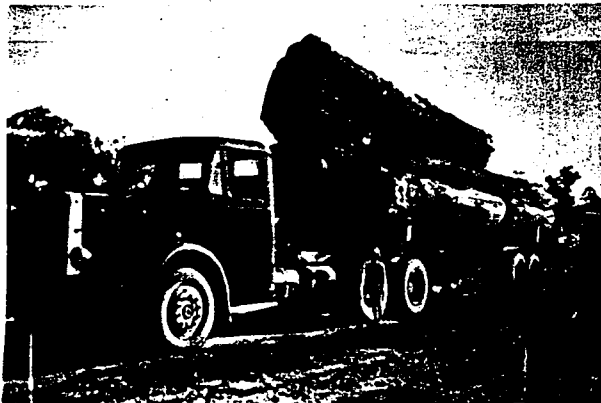
Leyland Hippo Truck
Silly Oak Logs



Kairi Pine Logs



Truck Driver: Ken Moore
DR50 International Truck

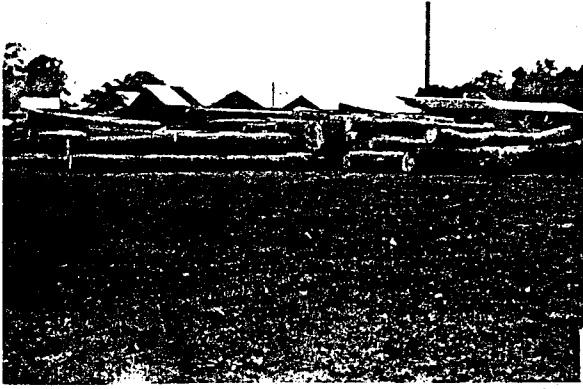


Red Cedar Logs



WA22 White truck

KIRRAMA RANGE N.Q. 1945
Brown and Broad. Carruchan Sawmill



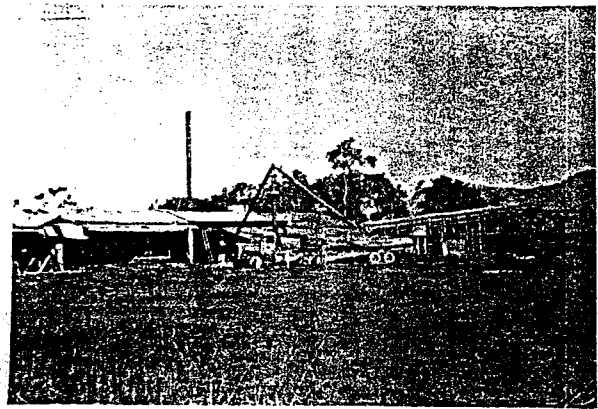
Sawmill Buildings



Stockpiles of logs



Sawmill



Load of logs being unloaded by Crane at Sawmill



Black Walnut log 20' long 22'-10" Girth

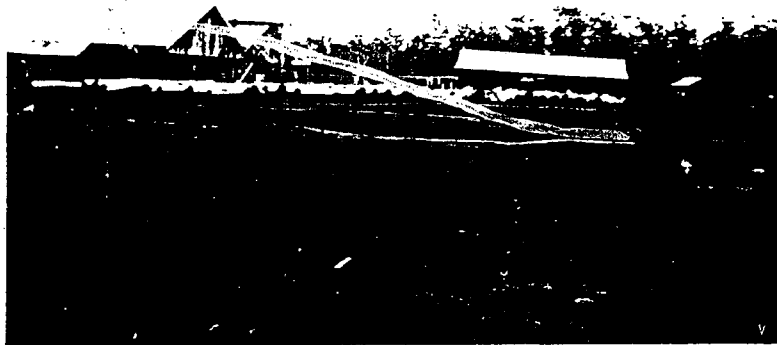


Sawmill Workers

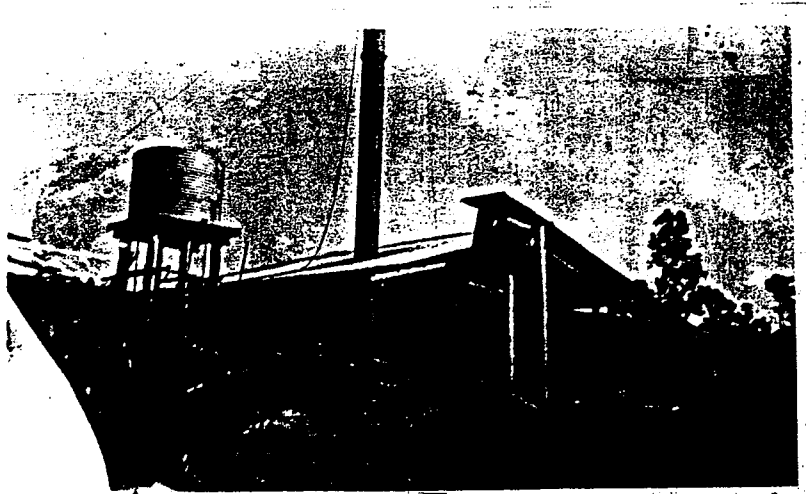
KIRRAMA RANGE N.Q. 1945
Brown and Broad. Carruchan Sawmill



Office Building on left. Mill Houses, Tiger Street, Carruchan



Sawmill Chimney Stack



LOGGING EQUIPMENT USED BY TRUCK DRIVERS

Cant Hook:	Rolling logs.
C Hooks:	Join wire ropes.
Kidney Link:	Designed to slip into a link of a chain for adjustment.
Axe:	General use.
Wallaby Jack:	For jacking logs.
Extension:	Crowbar for more height and leverage on Wallaby Jack.
Steel Tape:	Measuring logs, and length and girth.
Branding Iron:	Marking butt of logs.
$\frac{1}{2}$ Inch Chains:	Tying logs to bolsters.
$\frac{1}{2}$ Inch Belly Chain:	Fitted around the middle of load logs.
Canvas Water Bag:	Drinking water.
Twitches:	Tightening and holding logs on bolsters. Steel twitches; Wooden stick twitch tightened down by rope; Roller with pole nine feet in length tied down by rope.

LOGGING PLANT Timber Jinkers

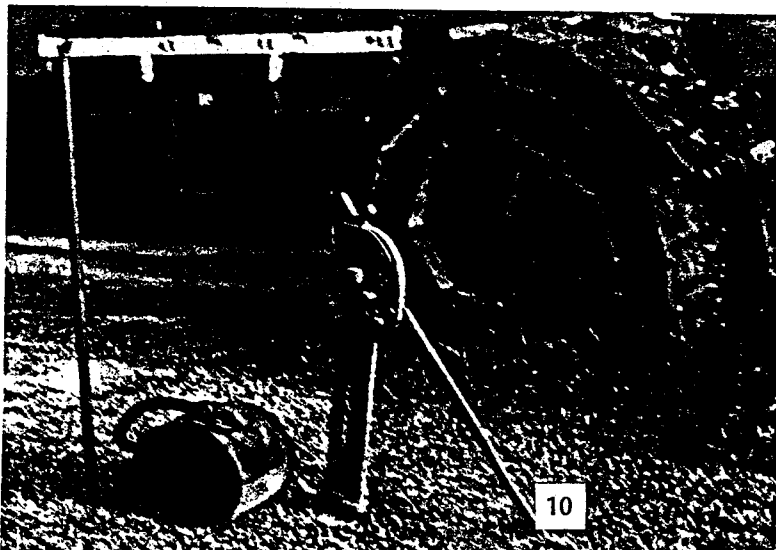
There were various types of timber jinkers, single axle and tandem, mostly designed and built by timber-men.

They were made up of wooden frames and a bolster, a set of springs, axles and wheels, an 8 inch, 20 foot long square wooden pole down the centre of the jinker. Cadaghi is the best timber to use for a pole.

Early models had no brakes or safety chains.

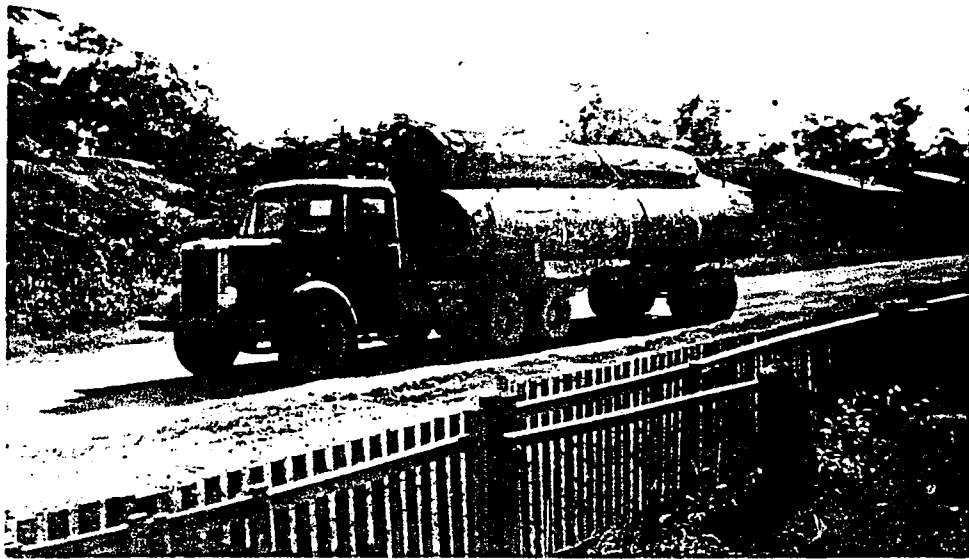
One of the first all-steel jinkers was made by Trailer Manufacturing Company, "T.M.C.", which were supplied with vacuum or air brakes.

Their range included Single axle or tandem jinkers, supplied with Single wheels or dual wheels, and 8-foot Steel bolster chocks and pins.

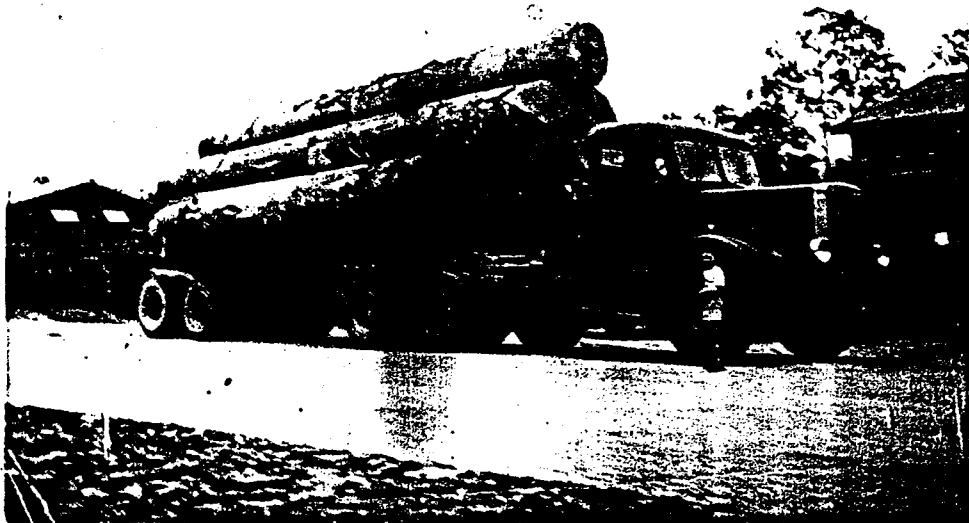


Crowbar Extension,
Cant Hook and C Hook on log,
Wallaby Jack.

KIRRAMA RANGE N.Q.
Brown and Broad, Carruchan Sawmill



Truck Driver: Bill Alford. Leyland Hippo 6 x 4 Truck



KIRRAMA RANGE N.Q. 1945

J. Reis and Sons. Timber Contractor. Kirrama.

Logging Area: Smoko Block.

Snigger: Jack Reis. (Senior).

Truck Drivers: Jack Reis, Hilton Reis, Bill Alford.

Timber Cutters: Harry Rooney, Neno Masser.

Plant: D6 Caterpillar crawler tractor with winch; Leyland diesel 8-ton truck; WA22 White petrol 8-ton truck; Albion diesel 6-ton truck; Timber jinkers, tandem and single or dual wheels; Later bought in 1948, 2 Diamond T Diesel 6 x 4 trucks.

The Reis's lived on Society Flat and had a house and large machinery shed. Being one of the oldest contractors, they were well established. They had worked in the timber industry during the war years on Kirrama.

The Smoko Block was noted for its large Kauri and Cadaghi trees.

The logs were mostly hauled in to Kennedy rail siding or Stanply Sawmill.

KIRRAMA RANGE N.Q.

Fletcher Bros. Timber Contractors

Logging Area: Smoko Block.

Sniggers, Truck Drivers and Timber Cutters: Joe Fletcher, George Fletcher, Nugget Fletcher.

Plant: TD40 International tractor with winch; Ford V8 truck, 5-ton; 2 Ford V8 Army Blitz 4 x 4 trucks; 3 single axle, dual wheel timber jinkers.

The Fletcher Brothers camped at Society Flat, some with their families, and others later lived in Cardwell. They all worked for Sandy Cahill at various times.



Leyland Diesel Truck 8-ton



WA22 White Truck

KIRRAMA RANGE N.Q. 1945
Gilley Hudson Logging Contractors

Logging Area: Belyana Block.

Manager: Gilley Hudson.

Sniggers: Jack Pratt, Henry Hussey, Go Sam.

Truck Drivers: Henry Hussey, Go Sam.

Timber Cutters: Spark Clifford, Jack Webster, Arli Beltrame,
Brarmo Romanello.

Plant: D6 Caterpillar Crawler tractor with winch; WA22 White petrol truck
8-ton; KS5 International 5-ton truck; Ford 4 x 4 Army Blitz truck;
Tandem timber jinkers and a single axle dual wheel timber jinker.

Gilley Hudson lived in Atherton on the Tableland; he was the chairman of the North Queensland Logging Association and visited his timber interests on Kirrama monthly.

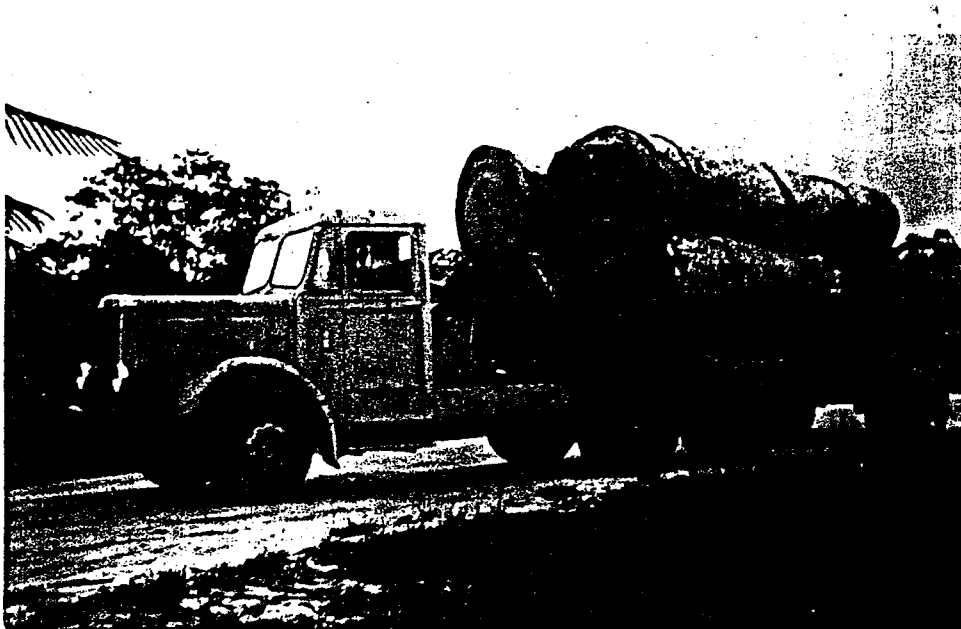
Some of his employees were camped at Weaver Ponds and Erbert Gully.

Brarmo Romanello and Arlie Beltrame lived with their wives on Society Flat. They had cut timber on Kirrama from about 1944.

GoSam, well over 6 feet tall, had at times been known to cut, snig and haul a load of logs to Kennedy in one day, many times. A hard-working timber man he was also noted for his boxing.

At that time they were logging the furthest block from Kennedy.

Truck drivers were paid 1 pound (\$2) a load.



Truck Driver: Bill Alford. Leyland Hippo Truck at Sawmill.
Silky Oak logs.

A TRACTOR DRIVER SNIGGER'S WORK

A snigger is the man who hauls logs from the scrub or forest to a site, for loading the logs onto timber trucks with jinkers.

Loading is from a ramp, made up of bed log and two other logs, preferably from a bank.

Or off the ground using two heavy 15 feet skids (heavy poles) from the ground to the bolster on the truck and the jinker.

Sometimes a policeman was necessary - two skids from the ground chained to the bolster on opposite sides to the loading of the log, in vertical position.

Before snigging any logs he checks the logs in the area deciding what logs are required for a load for the trucks, first bed logs, most important, as bolsters are only eight feet wide.

In most cases the snigger works on his own; sometimes a blue tonguer is employed.

The snigger pulls the wire rope from the winch drum to the log, handles the C hook or slings and fitting of dogs using a two inch auger or axing cuts which in turn are hammered into the log with a sledge hammer.

The Bobtail is backed onto the log (if one is being used), the chain passed through the large rings on the dogs, then the kidney link used for adjustment to the other chain on bobtail over the top of frame.

When the load is taken up, the tractor pulling the front of the log is lifted off the ground, making it easier to snig.

The bobtail is attached to the winch rope by a large C hook for snigging. When necessary, the brake is released; this allows the bobtail and logs to be left behind when snigging gets too hard, for example, at a creek or gully or steep hill.

The tractor continues. At the appropriate time the tractor stops, brakes are applied, or dig the tracks in; then apply brakes and start winching.

It's the snigger's job to help the truck driver to load the logs, either with the tractor or sometimes a 4 x 4 blitz truck with winch.

If a blue tonguer is employed he is left to load with the blitz and the snigger continues to snig logs.

When the author was contract snigging he received 2 shillings (20¢) per 100 super feet logs.

If a blue tonguer was employed, he would get 6 pence to 1 shilling; the snigger paid him.

The truck drivers received 1 pound (\$2) per load.

KIRRAMA RANGE N.Q. 1947
Alf Mead and Sons Timber Contractor

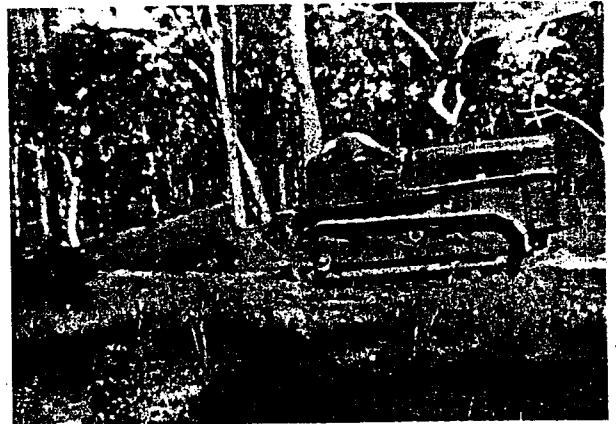
Logging Area: Smoko, Belyana Blocks.

Sniggers: Alf Mead, George Mead.

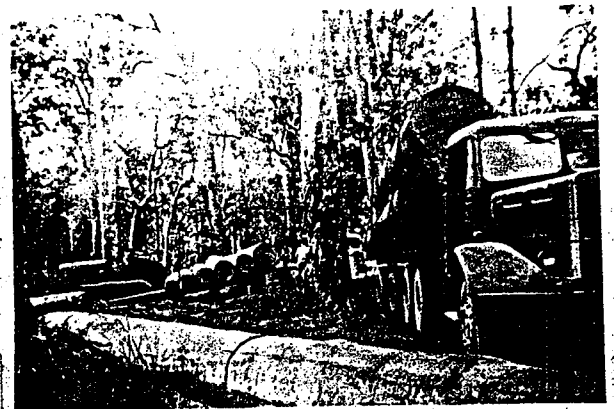
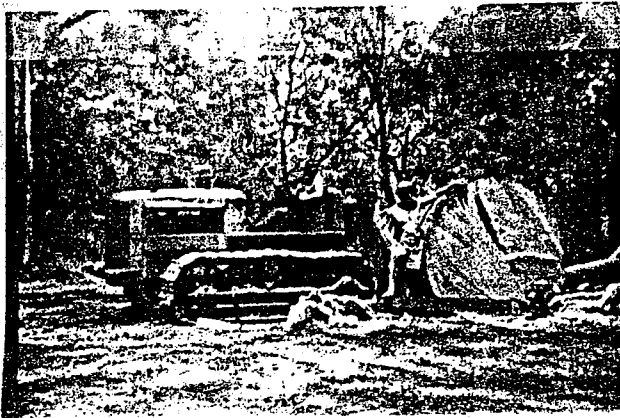
Truck Drivers: Bill Mead, Bill Alford, Morris Foley.

Timber Cutters: Alf Mead, George Mead, Gilbert Hussey.

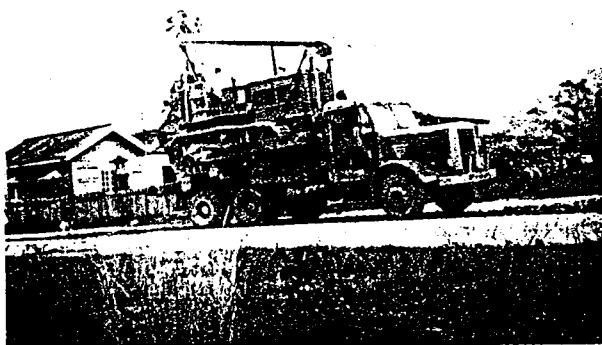
Plant, Tractors, Trucks: HD10 Allis Chalmers with logging winch; HD11 Allis Chalmers with cable dozer blade; RD6 Caterpillar with Armstrong Holland winch; 2 Ford 4 x 4 Army Blitz trucks; WA22 White 8-ton truck; Single axle dual wheel timber jinkers.



Snigger: Alf Mead. HD10 Allis Chalmers Tractor



Blue Tonguer. George Mead, foot on chain-saw 1950



Oliver Cletrack Dozer in front of Office at Sawmill

KIRRAMA RANGE N.O. 1945 - 1946
Arthur Godwin and Son Timber Contractors

Logging Area: Belyana and Smoko Blocks.
Manager:: Arthur Godwin.
Scrub Manager: Bob Godwin.
Mechanic: Keith Blackford.
Sniggers: Henry Hussey, Keith Blackford, Cris Godwin.
Truck Drivers: Bill Alford, Herb Anderson, Henry Hussey, Jim Cooper.
Timber Cutters: Gilbert Hussey, Jim Cooper, Bruce Blackford, Roy Blackford.

Sub-Contractors Henry Hussey

Hauling Logs: KR8 International truck 8-ton; Single axle dual wheel timber jinker.

Sub-Contractors Keith Blackford

Hauling logs: KS7 International truck 7-ton; Tandem single wheel timber jinker.

Plant, Tractors and Trucks: TD40 International tractor with Armstrong Holland winch; TD14 International tractor with Armstrong Holland winch; D8 Caterpillar with Hyster fixed drum forward reverse gear; KS7 International truck; KS5 International Truck; D246F International truck, 6 x 4; V8 Ford 4 x 4 Quod truck, with winch; Chevrolet 3-ton truck with winch; Albion 6 x 4 truck, single wheels; Tandem single wheel timber jinkers; Single axle dual wheel timber jinkers.

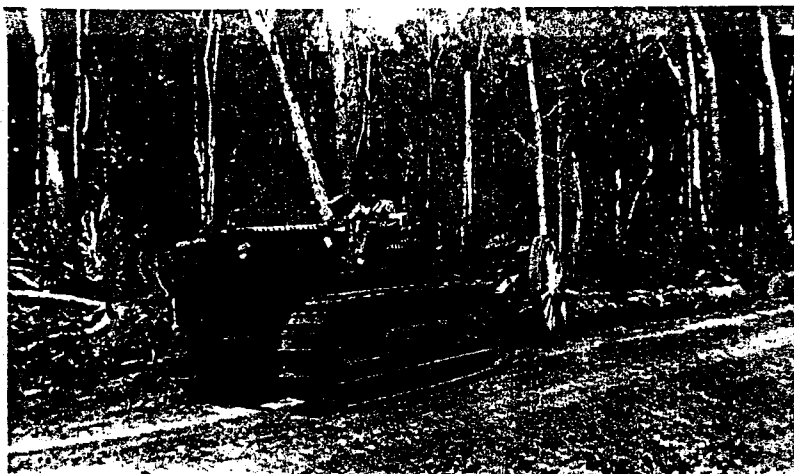
Godwin's Camp Site (ex Ray Armstrong)

Godwin's camp site was situated near the Primary Estate Improvement Camp. Bob Godwin lived in the house with his wife, Val. Nearby was Keith Blackford's wife, Grace, and baby daughter, Jeanette, in their masonite huts which Keith and his brothers had shifted from Yaccabine Creek.

Herb Anderson and family, Jim Cooper and his wife, Grace, were nearby in their huts.

Gilbert Hussey remained at Yaccabine Creek with his wife. His camp was well set up and comfortable, so he had decided to stay.

In 1947, Godwin contracted for a block at Mt. Spec, so every-one packed up, loaded their goods and chattels on to the timber trucks using the jinkers to make semi-trailers. On arriving at Mt. Spec they cleared the scrub on Bittulay Creek for their camp sites.



Snigger: Keith Blackford
TD14 International Tractor
Snigging with bobtail

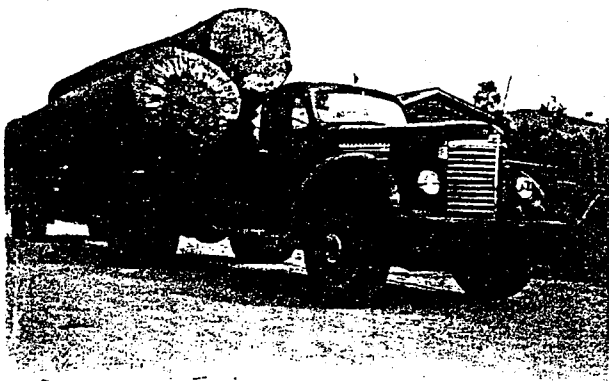
KIRRAMA RANGE N.Q., 1945

These Kairi Pine Trees have been left standing by the Forestry Department



Keith Blackford's KS7 International Truck

Judy Blackford and son Wesley, 1930



Henry Hussey's KR8 International Truck - Grace Blackford and daughter Jeanette

KIRRAMA RANGE N.Q. 1945
Sandy Cahill. Timber Contractor.

Logging Area: Smoko Block.

Sniggers: Sandy Cahill, Doug Alfeck, Sandy Charters, George Paterson.

Truck Drivers: Sandy Cahill, Johnny Webster, Jack Darker, George Fletcher, Joe Fletcher, Nugget Fletcher.

Timber Cutters: Gail Healy, Gilbert Hussey, George Fletcher, Joe Fletcher, Nugget Fletcher.

Plant: D7 Caterpillar tractor with winch; TD18 International tractor with winch; Dodge 5-ton truck; Ford V8 truck; Maple leaf (Chevrolet) 5-ton truck; 2 Chev. 4 x 4 Army Blitz trucks; Single axle dual wheel wheel timber jinkers.

Society Flat

Most of the workforce working in the timber industry at Kirrama, camped on the flat, it being level country.

The greatest stand of Kauri Pine and Cadaghi grew thereabouts.

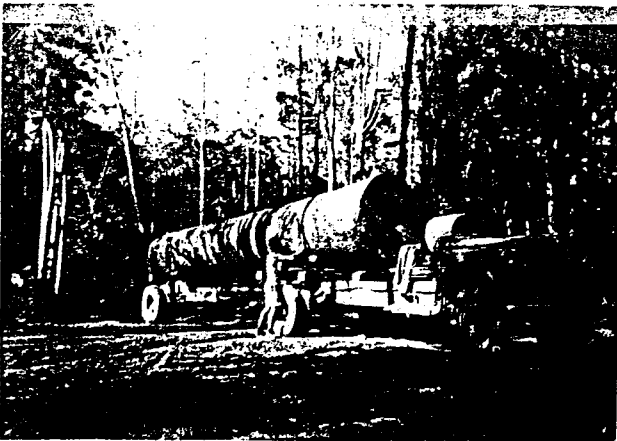
Sandy Cahill lived there with his family, also most of his workmen in an assortment of houses, huts and tents.

Some of his men had houses in Cardwell where their families lived.

Most of the supplies came from Cardwell, most camps had 4 - 6 weeks on hand. Some supplies came from Tully and Ingham.

The Collins from Kirrama Station often delivered fresh meat at 3 pence a pound, when passing through on their way to the coast.

A lot of fruit and vegetables came from Townsville, railed to Kennedy rail siding.



Truck Driver: Sandy Cahill, Dodge Truck, chaining logs to bolster.

KIRRAMA RANGE N.Q.
Webster and Sleeford Timber Contractors

Logging Area: Smoko Block.
Sniggers: Johnny Webster, Ernie Sleeford, George Brown.
Mechanic: George Brown.
Truck Driver: Johnny Webster, Ernie Sleeford, George Brown.
Timber Cutters: Jack Webster, Bob Dean, Johnny Webster, Ernie Sleeford, George Brown.
Plant: TD40 International tractor with winch; Ford V8 5-ton truck;
KS5 International truck; Single axle dual wheel timber jinkers.

Johnny Webster lived on Society Flat with his wife, Cecelia.

KIRRAMA RANGE N.Q. 1946
Moore Brothers Timber Contractors

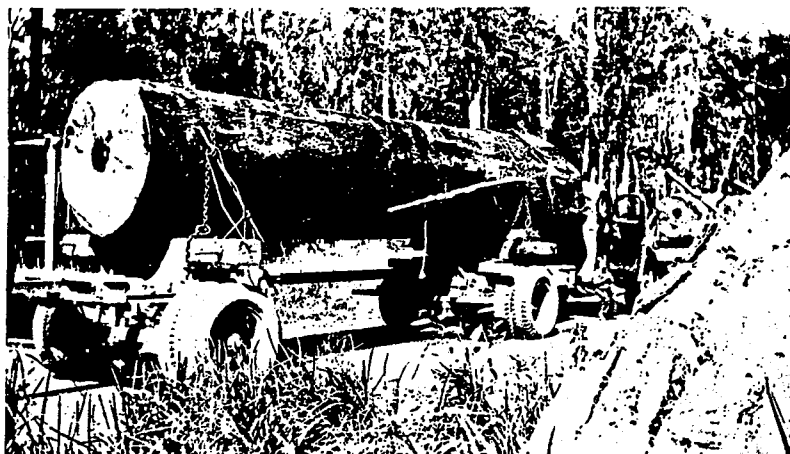
Logging Area: Smoko Block
Sniggers;Truck Drivers: Ken Moore, Ron Moore.
Timber Cutters: Wilfred Healey, Joe Fletcher.
Plant: TD14 International tractor; D35 International truck;
D50 International truck; two of single axle dual wheel timber jinkers.

Moore Brothers commenced work hauling logs for Brown and Broad Limited to Carruchan Sawmill and Kennedy from the Smoko Block in 1946.
Scrub boss: Alf Meads.

In 1947, after purchasing a TD14 International tractor, contracting commenced in full — cutting, snigging and hauling logs. They all camped on Society Flat, including Ron and his wife. Ken later married and lived there also.

In July 1953, Ron was killed unloading logs from his truck, in Kennedy.

Prior to coming to Kirrama, Ken and Ron were working in the timber industry in the Daintree logging area.



Ford V8 Truck, single axle dual wheel timber jinker

KIRRAMA RANGE N.Q. 1946

Vic Hawthorn Stump Contractor, Cardwell:

Vic dug stumps on Wairuna, Smoko, Belyana Blocks mainly maple, walnut and Silkwood, carting them on his Chevrolet truck, chassis-loaded, to Kennedy.

He and Rolly Macchetta camped on Society Flat.

They loaded the stumps using an endless chain attached to a tripod.

George Brown Stump Contractor, Cardwell:

George lived in Cardwell, but he camped on Society Flat when working on Kirrama. He dug stumps on Wairuna, and Smoko Blocks: maple, walnut and silkwood.

He carted the stumps to Kennedy on his Chevrolet truck.

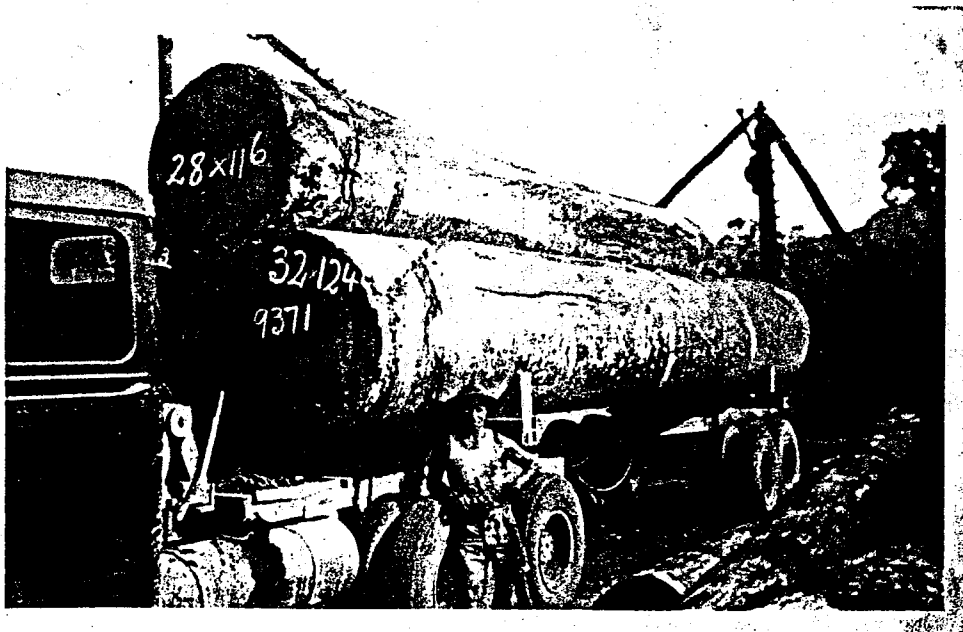
As a mechanic he was always in demand in repairing tractors and trucks on Kirrama.

Hunt and Woodford, Timber Contractors:

They cut and hauled to Kennedy sleepers, electric light poles, girders and house stumps from the forest using a Ford V8 truck fitted with a winch, and a single axle timber jinker.

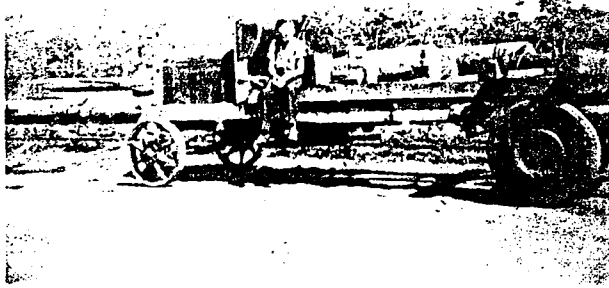
Dick Weston, Timber Contractor:

Dick cut and hauled sleepers, electric light poles, girders and house stumps from the forest using a Ford V8 4 x 4 Army Blitz with a single axle dual wheel timber jinker.

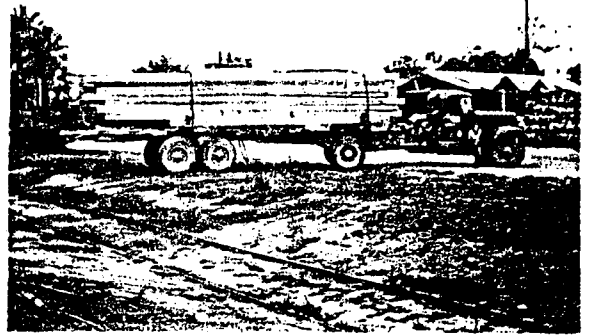


Truck Driver: Bill Alford. Leyland Hippo 6 x 4 Truck

KINNEEY RAIL SIDING



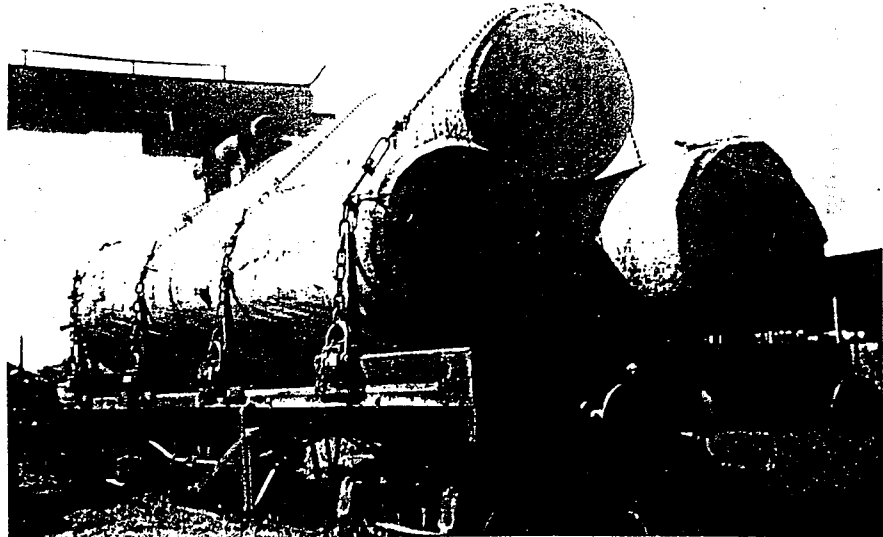
The Thorneycroft Truck used for loading logs.
Owner: Joe Smith George Patterson Sitting.



WA22 White Truck; load, sawn timber



Moore Bros. DR35 International Truck.
Driver: George Patterson on Kirrama Range Road.
Gantry above Kairi Pine logs on rail truck



KIRRAMA RANGE N.Q. 1959
Buddy Dingwell -- Cardwell Logging Company

Logging Area: Belyana.

Sniggers: Buddy Dingwell, Ivan Davenport.

Truck Drivers: Bill Alford, Buddy Dingwell, Neville Dingwell.

Timber Cutters: Buddy Dingwell, Allan Mollenhahn, Neville Dingwell, Doug Ladner.

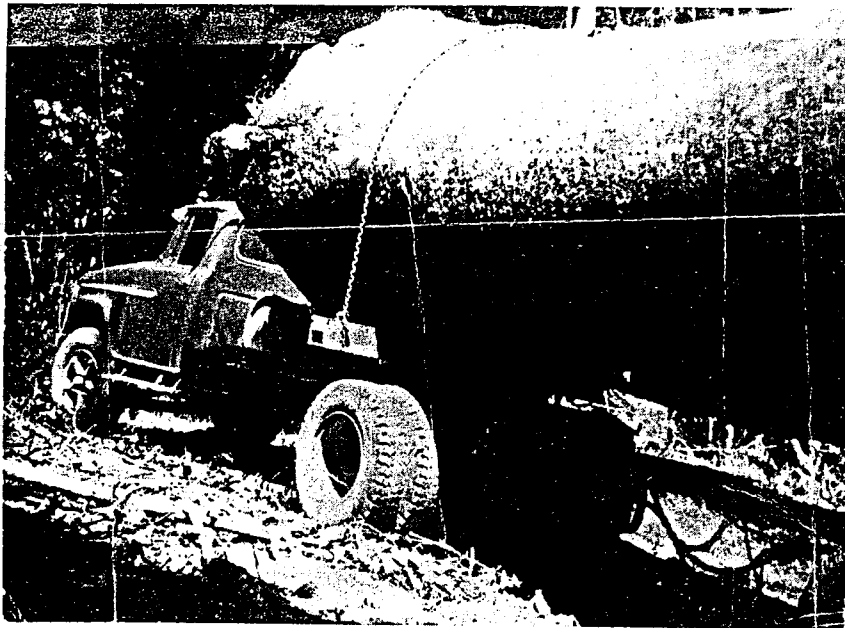
Plant: D7 Caterpillar dozer; Dodge V8 power giant truck, 8-ton; 2 NR mack 6 x 4 diesel trucks, 10-ton; AEC Twin Steer diesel truck; 3 Tandem dual wheel timber jinkers.

Buddy lived in Cardwell as did most of his workmen.

His business was conducted from Kennedy, where he had machinery sheds and workshops.

He logged from Kirrama and also hauled the logs from King Ranch, Tully to Kennedy for Dino Fudriga who had the contract to cut and snig and haul the logs on the block.

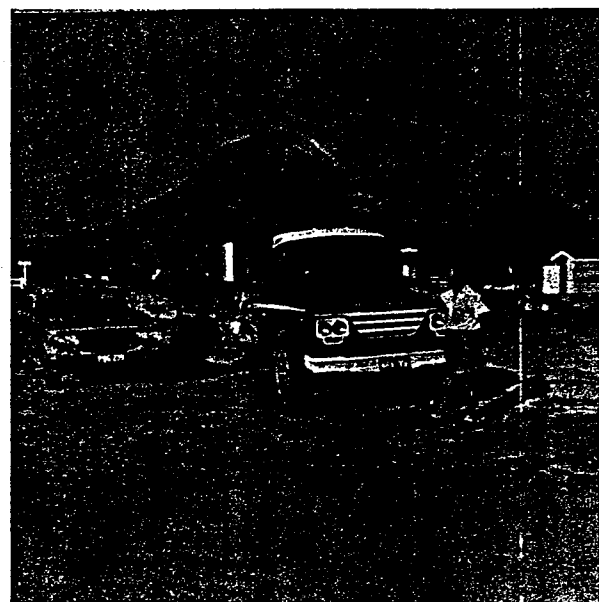
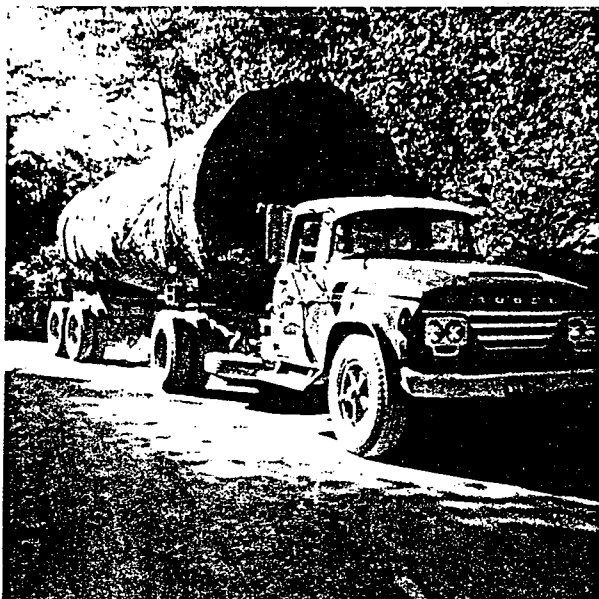
In the Ingham area Buddy cut, snigged and hauled logs from Lannercost.

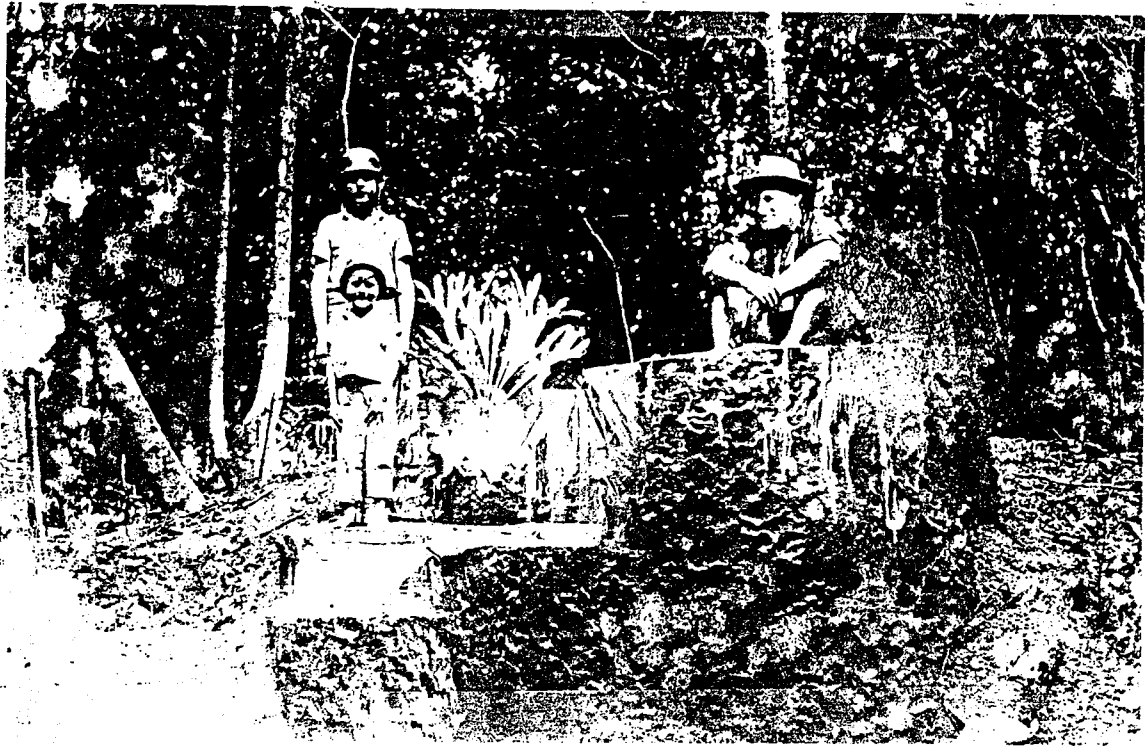


Reputedly the biggest log ever transported in North Queensland on a single-axle truck, this monster measures nine feet across the butt and contains enough timber to supply floors and frames for two average-size houses. It is typical of the logs being hauled out of the tropical rain-forests in the ranges behind Cardwell by the Cardwell Logging Company.



Bill Alford with his Dodge V8 Power Giant Petrol Truck hauling a Kauri Pine Log to Brown and Broad Ltd., Kennedy.

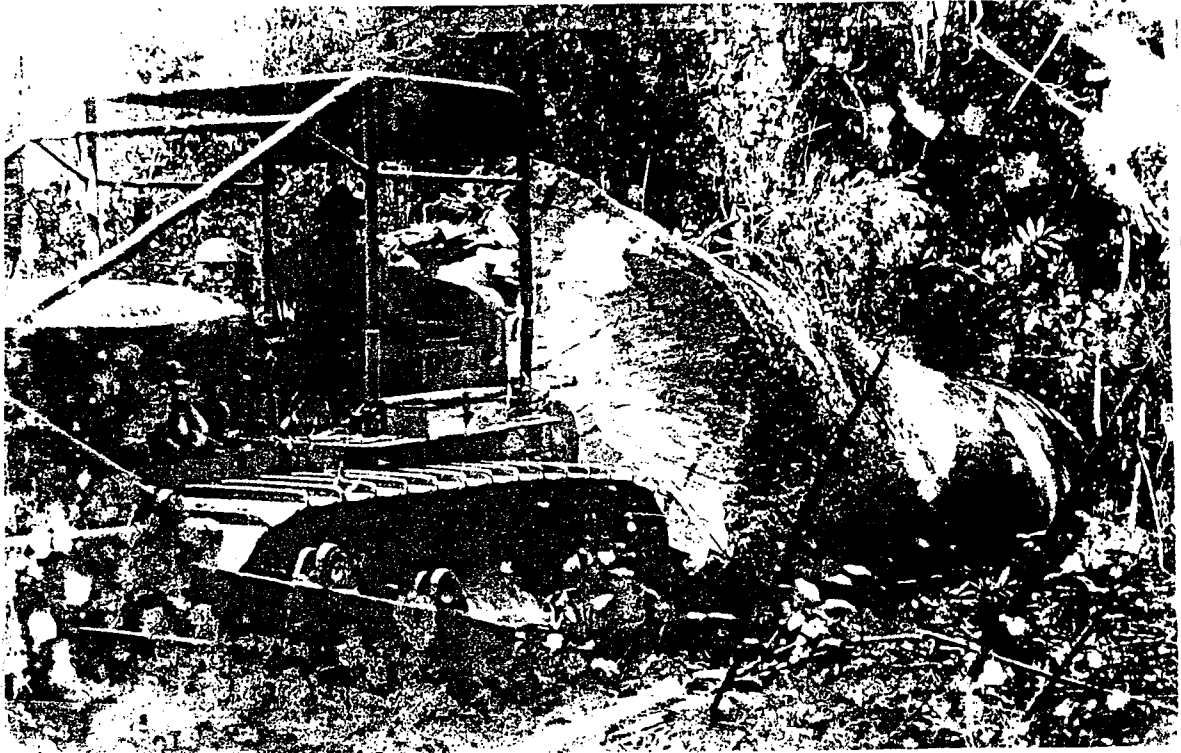




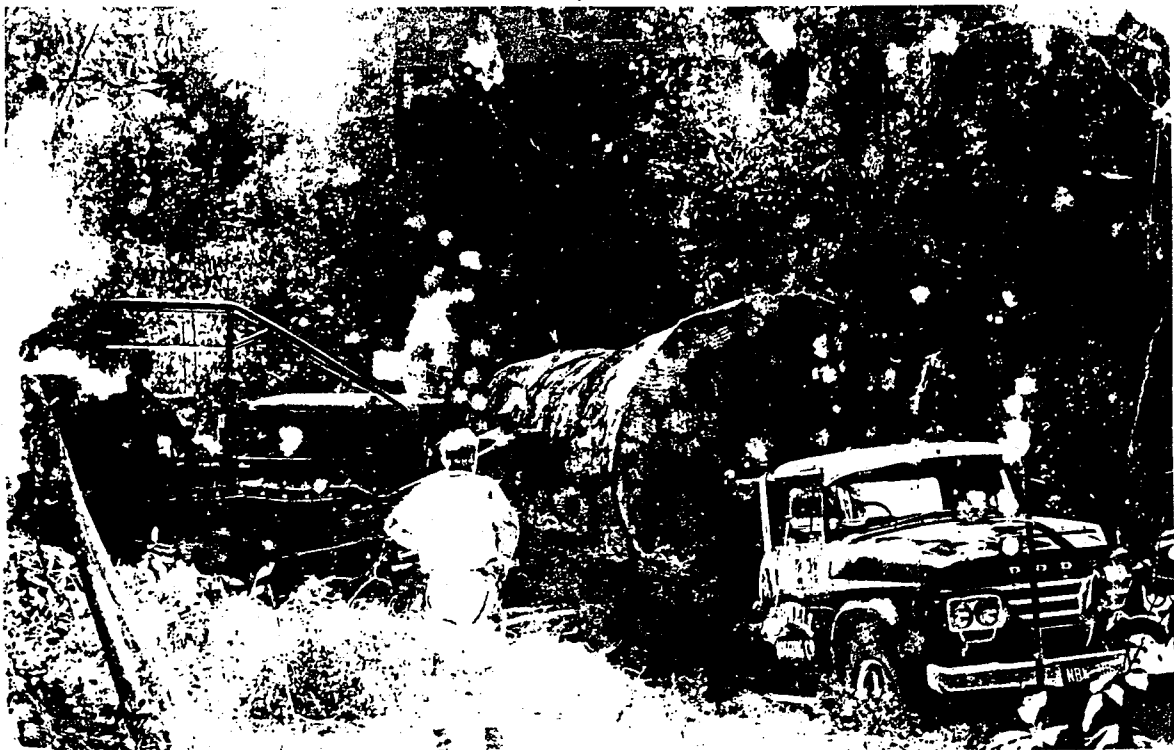
Dick Burke (standing) and his son John; Allan Bell (sitting)



Kauri Pine log 26' long 26'10" Girth, cut by a chain saw
Timber Cutters: Doug Ladner and Neville Dingwell
Snigger: Ivan Davenport 19000 super feet log



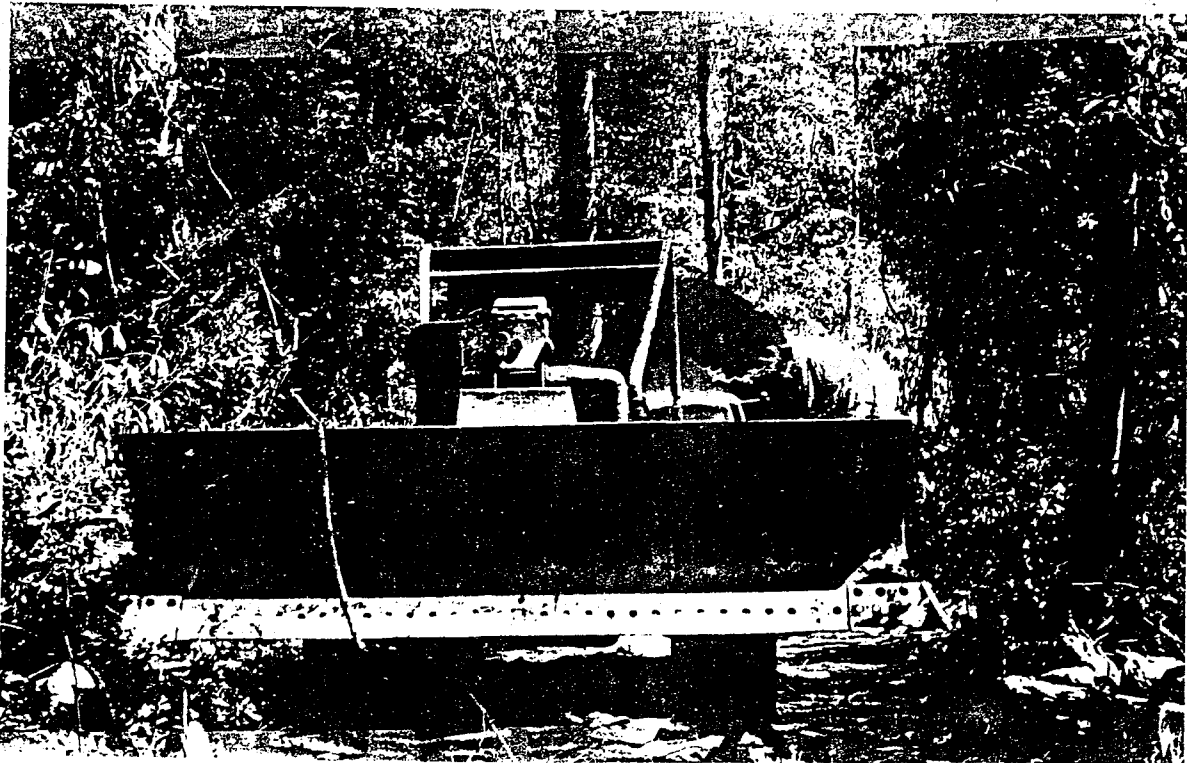
D7 Caterpillar dozer snigging a Kauri log
Snigger - Ivan Davenport



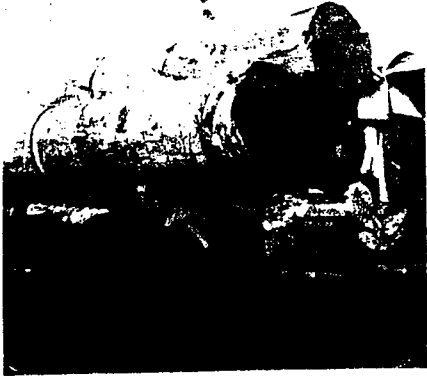
Rolling a log onto the truck using a blade



D7 Caterpillar snigging dodge truck - out of scrub to the main road.



KIRRAMA RANGE N.Q. - 1945 CARDWELL LOGGING COMPANY



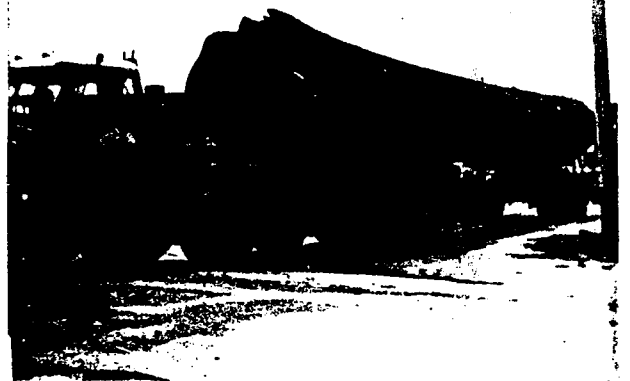
NR Mack 6 x 4 truck
Silky Oak logs



Kennedy Rail Siding
Maple logs



International Truck
Sawn timber from Carruchan Sawmill



AFC Twin Steer Truck
Silky Oak log

LOGGING
ON
Mt. SPEC
AND
Mt. FOX

MOUNT SPEC, N.Q.
Arnold Torielli Sawmiller, Running River

Arnold built his first sawmill on Mt. Spec, cutting sleeper blocks and sleepers, also milling timber.

In 1939-1940 the Main Roads Commission took over the sawmill for the war effort.

Labour resources were placed under compulsory control by the Directorate of Manpower and Construction.

Arnold remained employed as manager.

A large camp was constructed to house the timbermen, their wives and children. A school was established.

Names such as Whalley Brothers, Joe Miguel, Alfie Taylor, Johnny Pelleri, Bill Pappin were employed from 1939-1945.

The timbermen (many were owner-drivers of the timber trucks) cut piles, poles, sleepers, bridge timbers and logs, hauling them to Moongabulla rail siding.

Rolly Macchetta, the loading contractor, unloaded timber trucks and loaded the timber or logs on to rail trucks.

A large number of the timbermen remained in the industry after the war and carried on as Timber Contractors, working at Mt. Spec, Harvey Range, Mt. Fox and Kirrama Range.

HERBERT RIVER N.Q. 1945
Crystal Creek Sawmill

Owner: Arnold Torielli.

After the war, Arnold built a sawmill on Crystal Creek, having gained a forestry licence.

His logs came from the Mt. Spec area. Usually the Forest Ranger would advise the Timber Contractors, either Arthur Godwin, Bill Beedell, Bill Pappin or Johnny Pelleri to deliver various loads of logs.

Workforce: Arnold Torielli, Don Murray, Norm Bright, Reg Whalley.

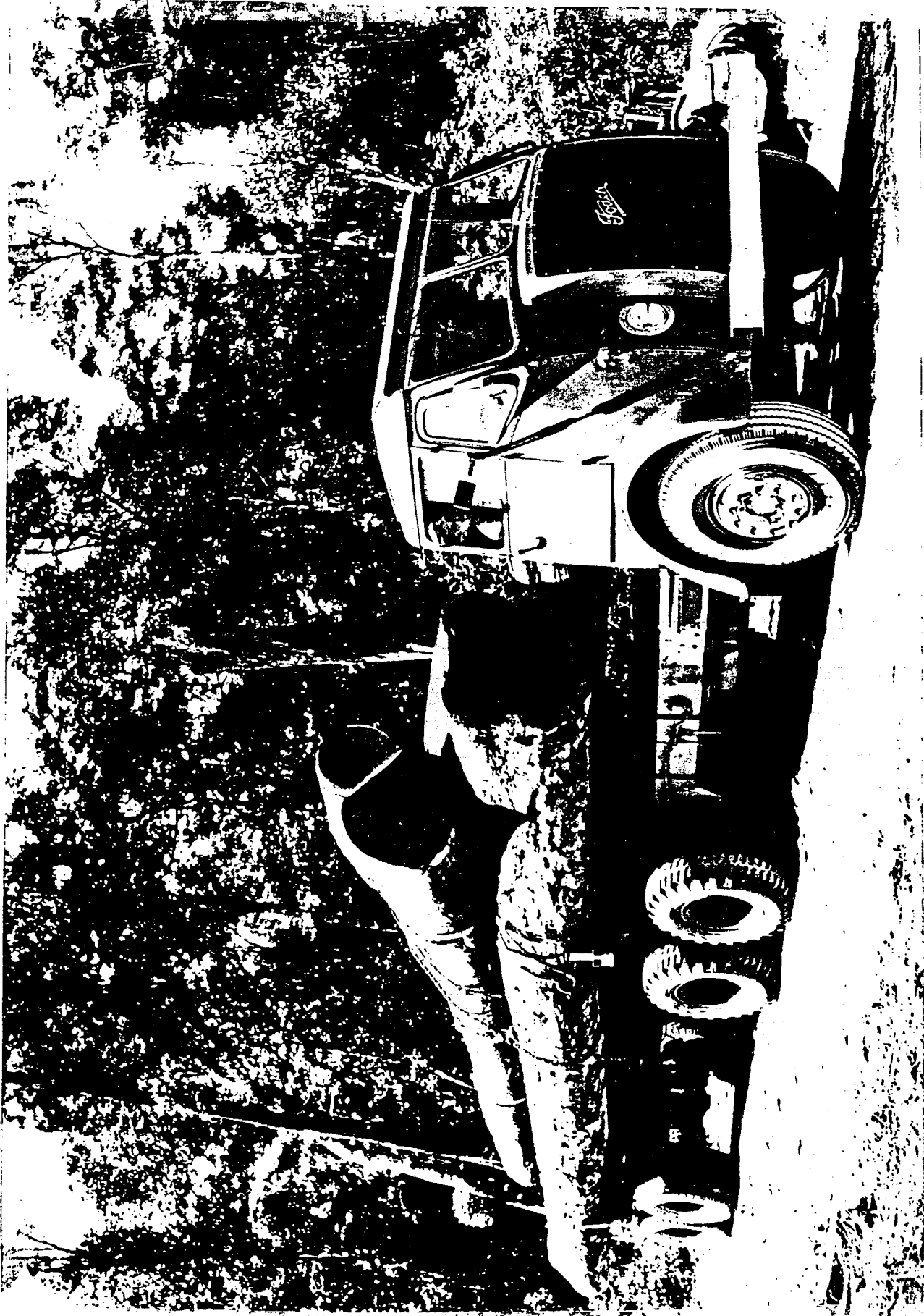
In 1960 Foxwood Ply purchased the sawmill and installed a new power plant, a GMC 6 cylinder Diesel Engine.

The sawmill was rebuilt. Leno Grassi was appointed foreman, with the old workforce remaining.

The sawmill was closed down in 1967 by Foxwood Ply. The forestry licence was transferred to Hardy Street, Ingham.

MI. SMC N.O.

Johnny Pelleri Timber Contractor, Foden Truck



MT. SPEC N.Q. 1932 - 1975
Johnny Pelleri Timber Contractor

Logging Area: Paluma and Swamp Blocks.

Sniggers: Johnny Pelleri, Tony Salvetti, Rolly Macchetta, Tony Beltrame, Tom Edwards.

Truck Drivers: Johnny Pelleri, Tony Salvetti, Raymond Pelleri, Les Little, Tom O'Connor, Johnny Pelleri (Junior), Tom Edwards, Bull Robertson, Rolly Macchetta, Tony Beltrame, Ezio Aili, Frank Maynard.

Timber Cutters: Johnny Pelleri, Tony Salvetti, Tom Edwards, Bull Robertson, Rolly Macchetta, Bill Smith, Jack Farrell, Ted Beccaris, Phil Askin, Joe Catasti, Frank Beccaris.

Plant - Tractors: TD40 International with logging winch; TD18 International dozer with logging winch; HD14 Allis Chalmers dozer with logging winch.

Plant - Trucks: Ford V8 truck 3-ton; Maple Leaf Chevrolet 5-ton truck; Ford V8 4 x 4 Army Blitz fitted with winch; Mack 8-ton truck; Mack NR 6 x 4 diesel truck 10-ton; Foden 6 x 4 diesel truck 10-ton.

Plant - Jinkers: Single axle dual wheels timber jinker; Tandem single wheels timber jinker; Bobtail.

Johnny and his wife Maggi were early timber getters in the Mt. Spec area. Soon after getting married they moved to the mountains and worked together in the forest.

They camped in a tent on Ripple Creek and near the Running River Road later on, where they cut house blocks, sleeper blocks also bridge girders.

When turpentine piles were required during the 1939 - 1945 War, he contracted to cut, snig and haul the piles from the forest. Most were 84 feet in length.

Another contract was electric light poles.

These were delivered to Moongabulla rail siding, Ingham and Townsville.

Later Johnny moved into logging in the scrubs and forest; one contract being the removal of logs from the Swamp Creek area in preparation for clearing the Paluma Dam site. He cut, snigged and hauled the logs to Moongabulla and Crystal Creek Sawmill owned by Arnold Torielli - he having a forestry licence.

Johnny set up camp on Birthday Creek on the site of Godwin's old camp.



Driver: Rolly Macchetta

Johnny Pelleri's mack 8-ton Truck



Johnny Pelleri's camp site on Birthday Creek.
NR Mack Truck Driver: Ezio Aili



Pelleri's hut - Tony and Teresa Salvetti Residence



Ezio Aili using Steel twitch to tighten logs

MT. SPEC N.Q. 1938
Bill Pappin Timber Contractor

Logging Area: Paluma Block.

Snigger, Truck Driver, Timber Cutter: Bill Pappin.

Plant: TD40 International crawler tractor with winch; GMC 6 x 6 petrol truck; Ford V8 petrol truck; two of single axle dual wheel timber jinkers; Bobtail.

Bill logged the Paluma Block. His was a one-man business.

He cut, sniggered and hauled the logs to Moongabulla rail siding where they were loaded on to the rail trucks.

He also hauled logs into Crystal Creek Sawmill, owned by Arnold Torielli.

Bill lived on the edge of the scrub on the road to the dam site, before the road dropped down to Birthday Creek. His quarters were a tent with a separate galley.

He had also cut electric light poles, house stumps and turpentine, gum, bloodwood and stringybark poles and piles.

MT. SPEC N.Q. 1945
Archie Taylor Timber Contractor

Plant: 4 x 4 Army Blitz truck; Single axle dual wheel jinker.

Sub-contracted from Johnny Pelleri hauling logs, piles and poles.

He is recognised as hauling the longest turpentine pole, 128 feet in length, from the forest to Moongabulla rail siding. This took three days to negotiate the Mt. Spec Range, using wallaby jacks.

The pole was required by the American Army for a Radar pole. It was eventually not required as the Army constructed a steel tower.

Stanply Timber Company Sawmill in Townsville bought the pole and Rolly Macchetta cut it into three lengths, then loaded them on to rail trucks for Townsville.

Poles supplied to T.R.E.B. — Bloodwood, Flooded-gum, Stringy-bark, Eucalypts and Ironbark.



MOUNT SPEC N.Q.

Whalley Brothers, Timber Contractors, Mt. Spec 1939 - 1963

Partners: Whalley Brothers, Ben, Stan, Snow.

Logging Area: Paluma Swamp, Birthday Blocks.

Sniggers: Whalley Brothers, Ben, Stan, Snow, Reg; Don Duffy, Herbie Hatfield.

Truck Drivers: Whalley Brothers, Ben, Stan, Snow; Gordon Dickson, Ernie Khamp, Doug Ladner, Ernie Simpson, Don Murray.

Timber Cutters: Whalley Brothers, Ben, Stan, Snow, George, Sid, Reg; Artie Bolton, Gavin Haskin, Len Crouch, Brian Bolton, Frank Peat, Phill Asken, Bert Spiegelhauer, Mick Haskin.

Plant: Tractors: D6 Caterpillar with Fairfax logging winch; HD7 Allis Chalmers with logging winch; RD6 Caterpillar with Armstrong Holland logging winch.

Trucks: Diamond T, 3-ton; three of NR Macks 6 x 4, 10-ton; WA22 White, 8-ton; KB11 International, 10-ton; AL182 International, 8-ton; Chevrolet 4 x 4 Army Blitz, with winch.

Trailers: Tandem single axle, single wheel timber jinkers; single axle, dual wheel timber jinkers; single axle, single wheel timber jinkers.

Whalley Brothers had a permanent camp site on the left side of the Running River road on Puzzle Creek.

A roomy weatherboard building with a wooden floor, and a large galley, was constructed.

They contracted all types of timber, from piles, poles, sleepers, bridge girders, electric light poles and logs.

They delivered turpentine piles during the 1939-1945 war, for the Australian and American armed forces. Whalley Brothers logged timber for Brown and Broad Limited, Sawmillers of Townsville.

The logs were delivered by road, on timber trucks, to Townsville, or off-loaded at Moongabulla rail siding on Ollera Creek.

In 1953 they acquired part of the log loading contract from Rolly Macchetta, to load Brown and Broad's logs. At the block they were cutting, snigging and hauling from, they used a RD6 Caterpillar tractor.

When they started logging the Swamp Creek and Birthday blocks of timber, they set up camp in that area.

Timbers Logged: Silky Oak, Maple, Black Pine, Silver Ash, Blue Gum, Brown Quondong, Grey Satin Ash, Red Gum, Red Cedar, Cadaghi, Black Bean, Rose Alder, Milky Pine, Lemon Gum, Black Penda, Silkwood, Red Oak, Tulip Oak, Rose Walnut, Yellow Walnut, Spotted Gum, Pepperwood, Cherry Penda, Turpentine, Yellow Messmate, Red Stringy Bark, Yellow Stringy Bark, Flooded Gum, White Cheesewood, Iron Bark, Hoop Pine.

MI. SPEC N.O. 1960
Paluma Township
Timber contractor: Ben Whalley



NR Mack 6 x 4 -- Driver: Gordon Dickson
Children: Betty and Helen Dickson



Truck Driver: Don Murray
Snigger: Reg Whalley
Grey Satin Ash Logs

MT. SPEC N.Q. TIMBER CONTRACTOR

BEN WHALLEY'S RECOLLECTIONS OF HIS YEARS IN THE TIMBER INDUSTRY

"When I was 14 years old, my father bought me a 4½ lb Plumb axe and I went to work just outside Townsville. I started working with two bullock teams owned by Sid Robertson and Clarrie Summerfield, who came up from Proserpine. Those teams had 24 bullocks in each of them".

"Sometimes the country was so steep we had to cut steps into the slopes with shovels and mattocks so the bullocks could climb up."

The work was hard and the hours from dawn till dark. The accommodation was a tent pitched in the bush, but mateship and job satisfaction compensated for discomfort.

"It gets in your blood. I always loved the work," said Ben. "I had the first timber jinker in North Queensland and made it out of the back end of an old truck."

"During the depression I put a horse team in because the bullockies found they couldn't make a living out of it. I had 12 horses and snigged timber from Herveys Range before I bought a small crawler tractor."

Ben Whalley carted the logs to the first timber mill built in Townsville around 1932.

"During the war years there were 22 timber trucks working from Mt. Spec. The trucks were commandeered by the Army. We could use our dozers but weren't allowed to use the blades. We had winches on the back of the dozer to drag the timber out."

"I could take you back through it all," he said. "It gets in your blood." Ben has now retired and lives in Townsville.

Ben Whalley with his truck, about 1947



Joe Miguel Timber Contractor

Logging Area: Paluma Block.

Snigger: Joe Miguel.

Truck Drivers, Timber Cutters: Bill Alford, Joe Miguel.

Plant: International Kerosene crawler with winch; Ford V8 truck;
KS5 International truck; two of single axle dual wheel timber
jinkers.

Joe Miguel and his wife, Dolores, lived in Paluma, once known in the early days as "Cloudy Creek", as did Bill Alford and his wife, Alice.

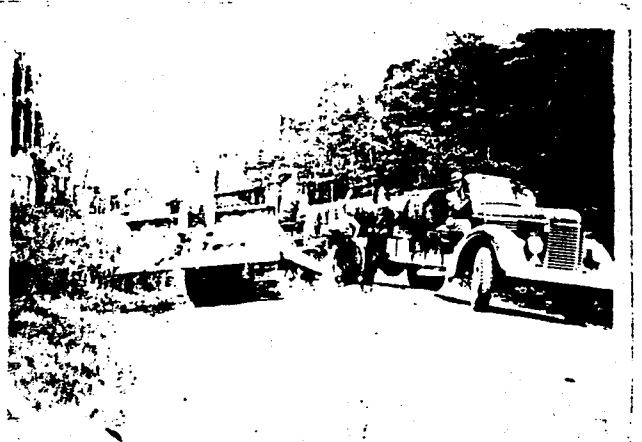
A picturesque township on the top of the Mt. Spec Range; a lot of mist, low cloud and fog; comprising Little's Store and Post Office, Cavell's Guest House.

There were a number of weekend cottages and huts used by the timber men, including on the right before Paluma a number of small brick cottages. These were built during 1942 - 1945 for No. 6 Convalescent Department for R.A.A.F. servicemen and women.

There was also No. 58 R.A.A.F. Radar Unit established on 30th October, 1943 with personnel stationed at Paluma, along with some American servicemen.

Mail was delivered from Townsville by the Paluma Bus Service. The bus was an open long touring car with a canvas hood, rows of seats across the bus with doors on both sides. It was a Commer Bus. It brought supplies of meat, vegetables, bread and groceries, the mail and papers.

Joe cut house blocks, sleepers, girders, poles and piles and logging in the forest and scrub, carting and hauling to Townsville and Moongabulla rail siding.



: KS7 International truck

American Servicemen International Buckeye Dozer
stationed at Paluma Timbermen

Ford V8 Truck 5-ton
Joe Miguel (standing)
Bill Alford (sitting)

MT. SPEC N.Q. 1940
William Beedell Timber Hauling Contractors

Logging Area: Paluma Swamp Blocks.

Snigger: Bill Beedell.

Truck Drivers: Joe Vella, Jim Robertson, Bill Beedell.

Timber Cutters: Eric Sanderson, Bill Beedell, Hilton Reedy.

Plant: TD14 International tractor Armstrong Holland winch; WA22 White 8-ton petrol truck; GMC 6 x 6 truck; Ford V8 Marmon Harrington 4 x 4 blitz with winch; Tandem dual wheel timber jinkers; Diamond T 6 x 4 diesel truck 10-ton; Bobtail.

Bill and crew camped near the Star Lookout, near the turn-off to Swamp Creek road. He had a comfortable log cabin and machinery sheds. Bill was noted for looking after his plant.

He cut turpentine, flooded-gum piles and poles during the 1939 - 1945 War for the Armed Forces, as well as scrub timber logs to be delivered to Moongabulla rail siding. Bill logged the Swamp Creek block in preparation for clearing the Paluma Dam site.

MT. SPEC 1940
Turpentine Poles

Contractors supplied poles to the Armed Services from the forests during 1939 - 1945.

These piles were required for making wharves on the mainland and islands of the Pacific.

The piles were up to 92 feet in length. Extreme difficulty was experienced by the truck drivers to negotiate the range road, because of curves and narrowness.

The trucks used fixed extended jinker poles which were attached to the end of the truck chassis. The normal jinker pole was connected to this.

They also used wallaby jacks to slide the jinkers sideways on curves.

Thousands of poles were supplied and delivered to Moongabulla to be loaded on the rail trucks.

Both Australian and American Forces required them.





Camp site on main road
Machinery shed, Log Cabin

Bill Beedell camp near Star Lookout

Trucks loaded
Moving camp to Mackay area

GMC 6 x 6 truck 3 ton
WA22 White truck 8-ton



WA22 White truck 8-ton loaded
with Bobtail.
TD14 International tractor
Note: bed of logs on bolsters
used as a floor.

GMC 6 x 6 truck



LOGGING EQUIPMENT USED BY SNIGGERS

Most importantly, he requires a crawler tractor fitted with logging winch, a free drum preferred, 1 inch wire rope with an eye spliced in on the end. Wooden bobtail with 1 inch heavy duty chains.

Cant Hook:	Rolling logs
Kidney Link:	Designed to slip into a link of a chain for adjustment.
Bridle:	Loading logs; wire ropes with a section of chain in the middle.
Wooden Skids:	Loading logs.
Policemen:	Used to stop logs rolling off when loading.
C Hooks:	Join wire ropes.
Axe:	General use.
Steel Tape:	Measuring logs - length and girth.
Branding Iron:	Marking butt of logs.
Brush Hook:	Clearing scrub.
Cane Knife:	Clearing scrub.
2 inch Auger:	Bore holes in logs for steel dogs.
Sets Steel Dogs:	Attaching logs to bobtail with chains.
Steel Pulley:	Loading logs or shifting logs in a scrub.
Wire Ropes:	Loading logs, 3/8 and 1/2 inch.
Wire Slings:	Snigging logs, 5/8, 3/4, 1 inch.
Canvas Water Bag:	Drinking water.
Sledge Hammer:	Driving steel dogs into logs.
Blue Tonguer:	A snigger's offsider.

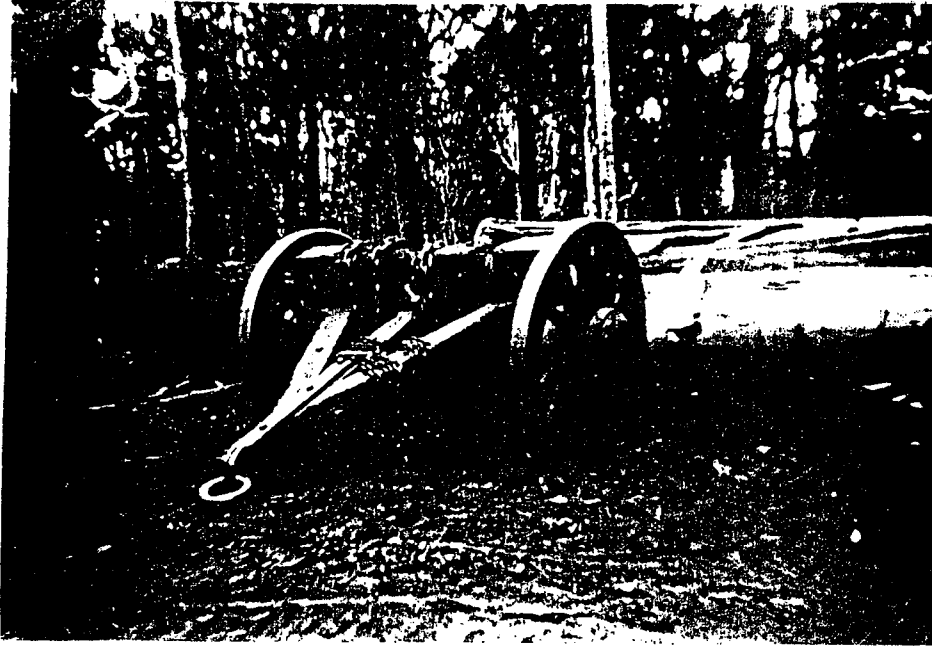
BLUE TONGUER

The name originated from the offsider to a bullocky in the old days of bullock teams.

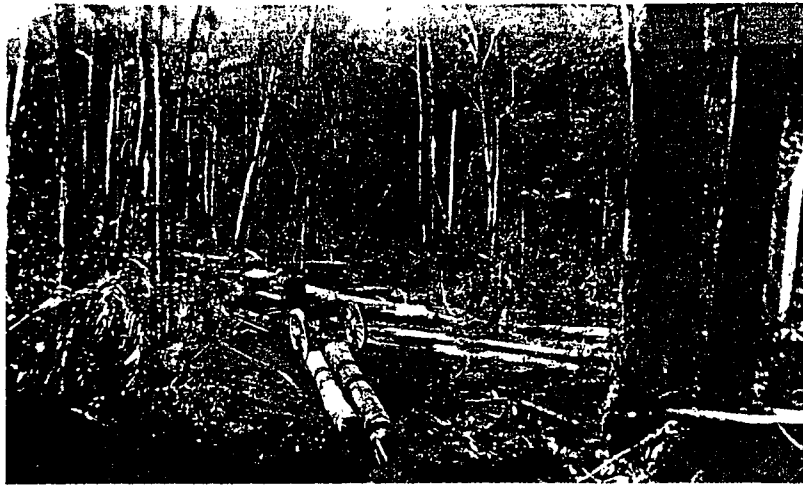
One of his jobs was to dog the logs to be snigged or using the axe, to round off the edges of the end of the log.

He would carry an axe, sledge hammer, 2 inch auger and 2 sets of steel dogs, and at times a heavy chain. By the time he lugged the gear, dogged the logs, he was buggered.

Back bent, head down - his tongue blue and hanging out. Hence the name, Blue Tonguer. A pannikin of tea and he was OK again.



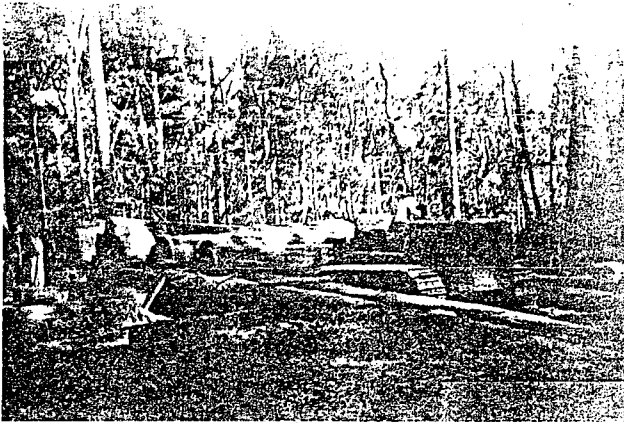
Bobtail



TD14 International tractor with Bobtail snigging logs to ramp site
This swamp creek scrub area now Paluma Dam

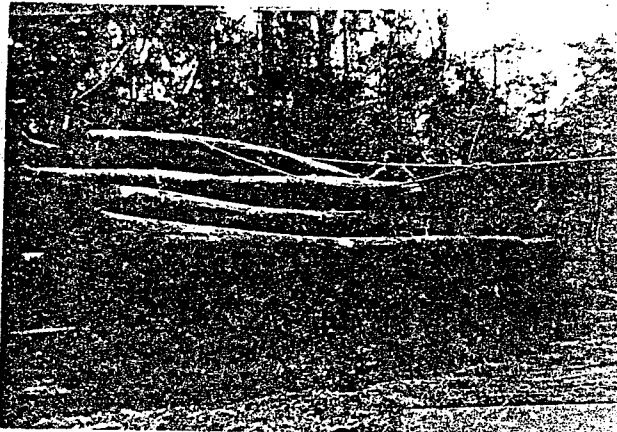


Loading logs off the ramp



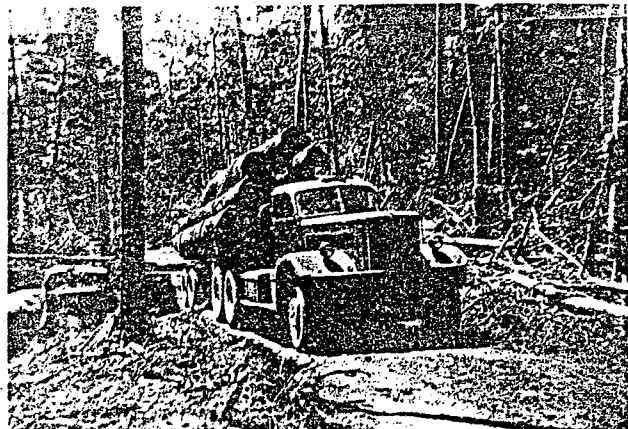
Logs been loaded from ramp

Loading logs from the ground



Loading top log
Note: wire sling bridle in use

Bill Beedell's
Diamond T 6 x 4 truck
Driver: Jim Robertson



MOUNT SPEC
ROLLY MACCHETTA - LOG LOADING CONTRACTOR -- MOONGABULLA RAIL SIDING

Logs, piles and girders were loaded by Rolly. Starting in 1947 for the Forestry Department as a sub-contractor, he remained loading for nine years using his Ford V8 Marmon Harrington 4 x 4 with winch.

In 1953, Ben Whalley acquired part of the contract to load the logs from his block. He was logging for Brown and Broad Limited, using an RD6, Caterpillar crawler tractor.

Rolly camped at the siding in a tent with a fly over it, and a galley outside, with the billy on the boil. He would unload the logs anytime of the day or night for the truck driver. If Rolly was not there, they would use wallaby jacks and unload the truck themselves.



Rolly Macchetta



Loading logs being chained using belly chains
Note: loading skids
Joe Vella (left) - Rolly Macchetta (right)



Joe Vella, Rolly Macchetta, Jim Robertson

MT. SPEC N.Q. 1946
Arthur Godwin and Son Logging Contractor

Logging Area: Birthday and Swamp Blocks.
Manager: Arthur Godwin.
Scrub Manager: Bob Godwin.
Sniggers: Keith Blackford, Cris Godwin.
Truck Driver: Herb Anderson.
Timber Cutters: Bruce Blackford, Roy Blackford, Jim Cooper.
Plant: D8 Caterpillar tractor with Hyster winch; TD14 International tractor with Armstrong Holland winch; D246F International 6 x 4 truck; Chevrolet truck 3-ton; Chevrolet 4 x 4 quod Army Blitz fitted with winch; Tandem dual wheel timber jinker; Bobtail.

Log Hauling Contractors

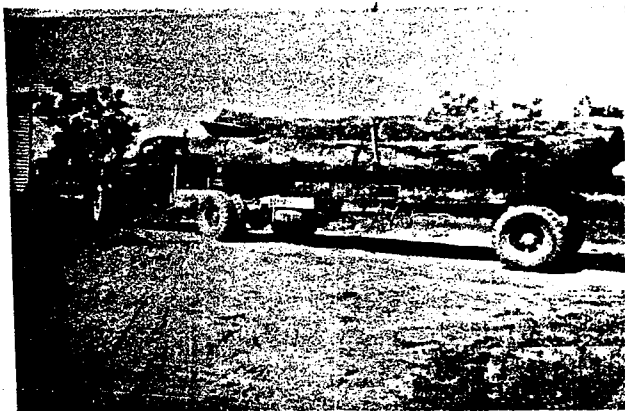
Keith Blackford: KS7 International truck; Tandem single wheel timber jinker.
Henry Hussey: KR8 International truck; Tandem single wheel timber jinker.

BIRTHDAY CREEK CAMP SITES
Keith Blackford

On the left before crossing the bridge on the creek bank was Keith Blackford's camp site. Keith lived there with his wife, Grace, and daughter, Jeanette. In the clearing were his two masonite huts with a background of tall scrubs, a flower garden in the front. In the scrub and along the creeks, orchids were in abundance, as were staghorns, elkhorns and ferns - a beautiful spot. Birds were always heard chirping, and scrub turkeys and wild pigs were plentiful.

At the rear of the huts a galley was made of corrugated iron with a timber frame with the customary side of bacon hanging, and a stack of firewood alongside. Grace had a wood stove in her kitchen with a hot water tank on the same side as the fire box. In between the huts a swinging safe with things like jam, butter, honey, etc., were stored. It hung on a single wire fitted with a small container of water, and grease was also spread on the wire to keep the ants out. Another cupboard was situated in the kitchen with the four legs standing in small containers which were filled with water.

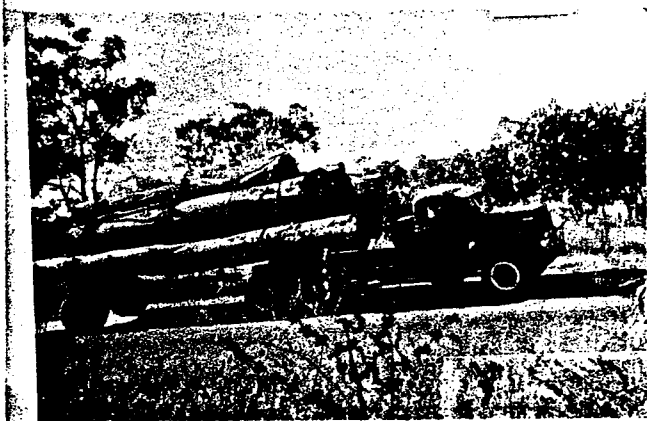
The creek was handy for cooling drinks, etc. Lights consisted of hanging kerosene lamps and also glass table lamps of the wick variety. Later, pressure mantle lamps were introduced. Firewood was cut using a drag saw and then blocks were split with an axe. Water was carted from the running creek using four-gallon kerosene tins.



Moongabulla rail siding

Gordon Dickson's truck

WA22 White 8-ton truck



AL162 International 6 x 4 truck

Scrub road - Swamp Creek
Truck Driver: Gordon Dickson

Silky oak log - 5700 super feet



Bob Godwin

His hut was on the right near the bridge. He lived with his wife, Val.

They owned the only motor car in the camp, a Chevrolet 6 sedan.

Arthur Godwin came up from Townsville regularly to check how the plant was operating. He often brought friends for a day trip.

Herb Anderson

Had his huts further up the road on the same side as Bob, with his wife Marion and family. He had a large galley needed for drying his children's clothes.

Jimmy Cooper

Lived across from Herb with his wife, Grace. All the huts were much the same.

Roy and Bruce Blackford

Camped a few miles further down the road at the next bridge on Birthday Creek past the Falls.

At the main ramp sites, three in all, where all the logs were snigged out from the scrub.

They had a comfortable camp and were right on the job. At the time Godwin's plant was the only one hauling logs on the road.

The boys had a Dodge utility. Many a time when it was too wet to work, they would suggest a trip to the Rollingsne Hotel for a few beers, or at other times a trip to Townsville for shopping for the women.

All the fuel came from Townsville. A truck would take a load of logs and return with fuel in 44 gallon drums loaded on the truck and jinker.

There was very little traffic on the road up to the Star Lookout. The truck carted two loads a day, mostly, weather permitting. The road was very greasy, soft and spongy, being a new surface, having been built for the dam site.

Loading up the day before, the drivers rise in the early hours of the morning. As the trucks wound their way very slowly down the range, the sun would be coming up on the horizon, a pretty sight.

Cloud and fog were a problem, trying to see the road especially in the area of Paluma.

Henry Hussey

He lived in Paluma with his wife in a comfortable cottage. He had a large shed for his truck and Chevrolet 6 utility situated in the middle of the township.

TASMANIAN TIGER SIGHTING AT MT. SPEC

In 1947 whilst returning to camp one evening on the Swamp Creek road near the chinaman quarry not far from Birthday Creek camp, silhouetted in the headlights of my truck was an animal.

The animal crossed the road, turned its head and looked at me - I said to myself "That's a Tasmanian Tiger."

Keith Blackford.

SCRUB TICKS

Scrub ticks were a problem in the rain forest scrubs, so a close check was required both on people and animals at all times.

They were deadly and if not found, a person could become very ill. A sure sign was a burning sensation, soreness, and limbs becoming immobile. Some ticks burrowed right into the skin.

A WOGGA

A wogga is a home-made blanket made up of various materials.

Hemp flour bags are stitched together to form a blanket. Then stitched on are pullovers, sweaters, flannel shirts, old blankets — especially if made of wool.

They were warm and cheap, and could be used as a cover or on top of a mattress.

Very popular in the timber camps, and handy if someone unexpected stayed overnight.

BRUCE BLACKFORD, 1946



Killed 28th January, 1976, aged 51, in the Washpool State Forest, Northern N.S.W. Died instantly when a 18 metre (60ft) x 2.3 metre (7ft) girth log he was trimming crushed him against the stump of the tree. He was alone at the time of the accident which occurred at 8.30am. The driver of the bulldozer, who used to snig the logs, discovered his body.

He was buried in Lisnore Lawn Cemetery. N.S.W.

MT. SPEC N.O. 1947
Henry Hussey Logging Contractor
Bought Arthur Godwin's Plant and Contract

Logging Area: Birthday and Swamp Blocks.

Snigger: Henry Hussey.

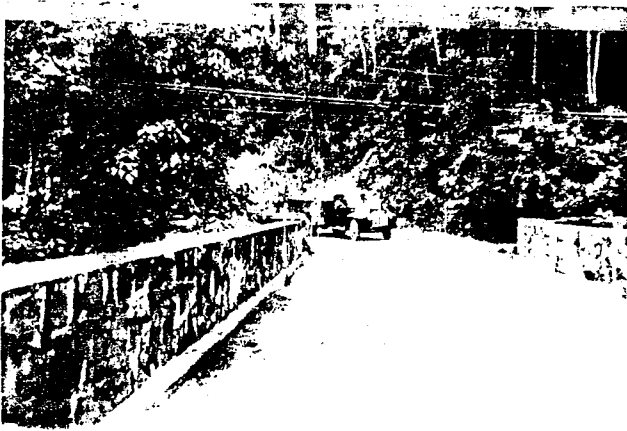
Truck Drivers: Henry Hussey, Herb Anderson.

Timber Cutter: Jim Cooper.

Plant: D8 Caterpillar tractor with Hyster winch; TD14 International tractor with Armstrong Holland winch; D246F International 6 x 4 truck; Chevrolet truck 3-ton; Chevrolet 4 x 4 quod Army Blitz fitted with winch; KR8 International truck; two of tandem dual wheels timber jinkers; Bobtail.

Henry lived in Paluma while Jim Cooper and Herb Anderson stayed, on at Birthday Creek Camp sites.

MT. SPEC RANGE 1947
Widening and gravelling road



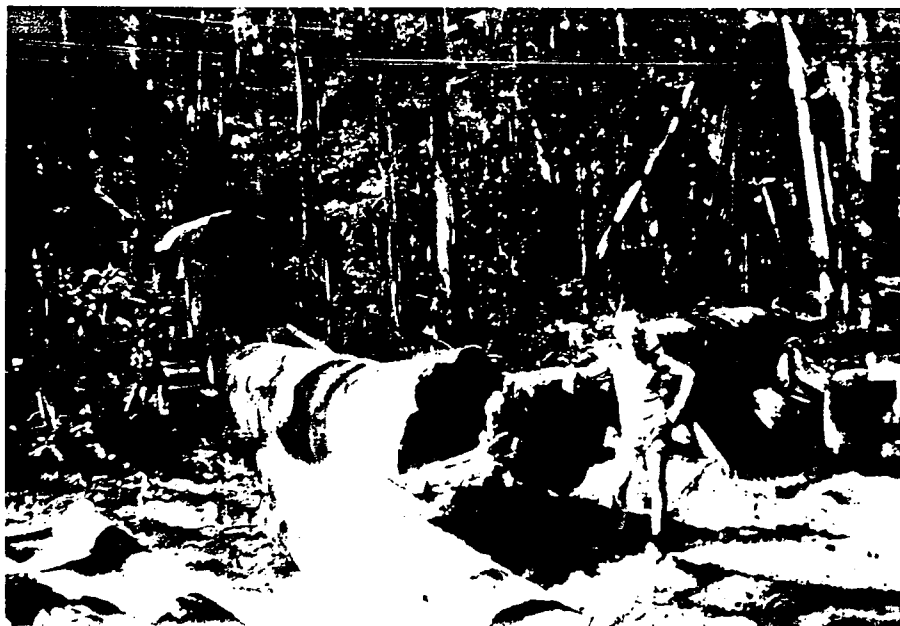
Thirteen 5 - 6 yard trucks one 8 yard Keith Blackford International KS7
Owner & driver - Ford V8 trucks - Bedford Chevrolet - International Dodge

MOUNT SPEC N.Q. 1960
R.W. Turner Timber Contractor

Logging Area: Swamp Creek Block.
Snigger: Gordon Dickson.
Truck Drivers: Gordon Dickson, Frank Tooth, Donny Morgan.
Timber Cutters: Donny Morgan, Sid Warren.
Plant: D6 Caterpillar dozer; Logging Arch; WA22 White Truck; Tandem single wheel timber jinker.



D6 Caterpillar dozer at the ramp, Snigger: Gordon Dickson



Snigging logs at the ramp site, Timber cutter: Donny Morgan

Mt. Fox Sawmill, commonly called "Benny's Mill" or "Michael Creek Mill"

Logging Area: Seaview Block.

The original owners of the sawmill were Mr. and Mrs. Hedron in 1934. In 1936 Gino Paris and Peter Brescianini formed a partnership and purchased the sawmill; Peter had sold his cane farm. Hockey Ramsey with his horse team snigged logs into the sawmill, 1935-1939.

Bill Abidey commenced snigging with his bullock team, 1939-1943. In 1941 Murphy and Steadman sought to form a partnership. They had a timber operation in Ayr, and wished to have access to soft woods. This did not eventuate, but Murphy did take charge as manager for a period. At this time Benny Moretti was cutting timber.

Gino Paris in 1943 took Benny Moretti in as a partner, and from then on Benny managed the sawmill until the amalgamation into Foxwood Ply in 1949.

The sawmill was situated on a hillside, sloping into Michael Creek in open forest country, fifty miles from Ingham. There were three mill houses, one being occupied by Benny Moretti, his wife Frances and daughters Florrie and Joy. Cas Hayden, his wife Jean and their two children occupied the second house. Cass worked at Haydens saw mill and came home weekends.

Further down the track was a large barracks which housed the mill workforce, which was always changing--men coming and going. There were Italians, Finns, Yugoslavs, Indians, Australians, Spaniards and British. Many could not speak English. Most of the workforce did their own cooking.

All the buildings had water laid on, being pumped from Michael Creek to a storage tank.

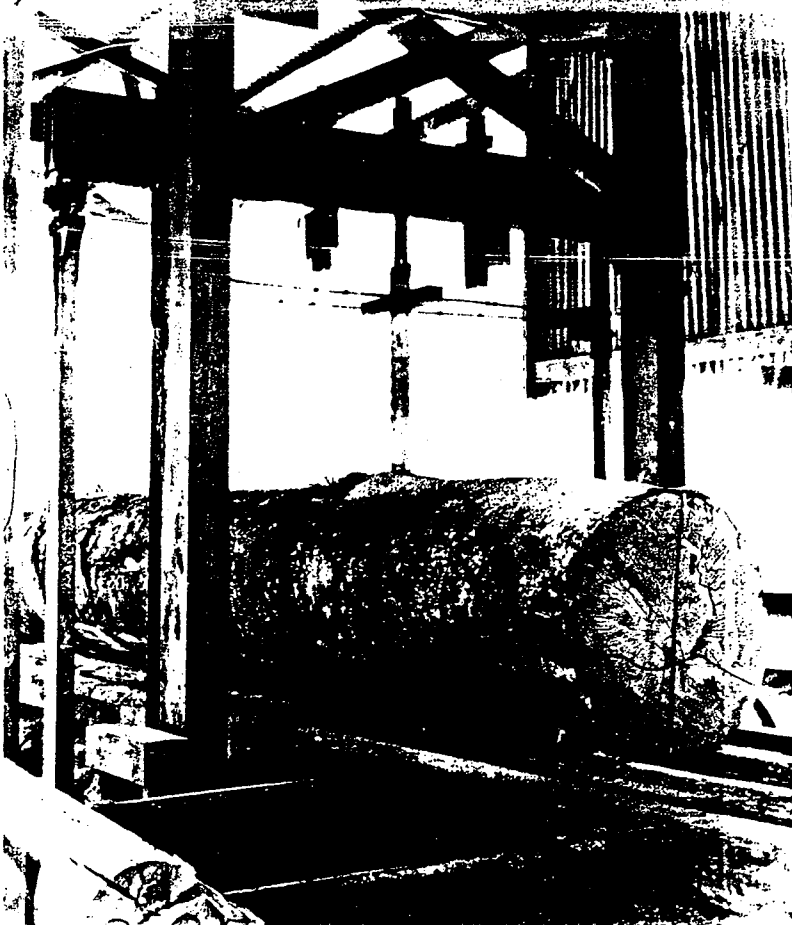
Keith Blackford, his wife Grace, son Brian and daughter Jeanette lived in a house below the barracks. Across from him Bill Riley and wife Sue, had built themselves a shack. Before Keith and Bill left for the scrub each morning, they carted water from the creek. They did this by using a shoulder yoke and four Kerosine tins each trip.

In winter time ice would form on the surface of the water in the creek, and if washing was left out on the clothes line, it would be frozen stiff.

The mail service was run by Cecil McMillan, "Old Mac", delivering mail each week using his horse and the mule pack team.

On Fridays after work, those who wanted to, would travel to Ingham for the week-end. As no one owned his own transport, it was a matter of travelling on top of a load of sawn timber. This applied to all the sawmills on Mt. Fox.

Stone River Hotel was a good watering-hole; a few cold beers, and then Trebonne, where orders for supplies were left at the stores and shops--Taylors, later Costanzo's Store, Erba's Store and Bakery. Garbutt Brothers had the Butcher's Shop which was later taken over by Bill Wallis and his wife, assisted by Dave Melvin. Fanti's had the Bakery, opposite Costanzo's Store. On one corner was the Trebonne Hotel and the Post Office was on the corner near the Butcher shop.



This breaking down frame
designed and built by Johnny Ghezzi.

MT. FOX SAWMILL N.Q. 1947

Logging Area: Seaview Block.
Partners: Gino Paris and Benny Moretti.
Mill Manager: Benny Moretti.
Benchmen: Jim O'Brien, Bill Fulton, Bert Davidson.
Mill Workers: Ned Judice, Natale Giudicatti, Lino Grassi, Johnny Ghezzi, Joe Somia, Ricky Somia, Giuseppe Rizzini (Zuvazzo), Len Neilson, Brian Neilson, Luigi Tramaccli, Italians, Finns, Indians, Yugoslavs, Spaniards, British.
Timber Cutters: Jim Cooper, Frank Kelley, Ted Oswin, Frank White, Tom Edward, Nino Mazza.
Sniggers: Keith Blackford, Tom Edward.
Sub Contractors: **Keith Blackford:** GMC 6 x 6 amphibious duck, single wheel truck, Tandem single wheel timber jinker.
Bill Riley: GMC 6 x 6 amphibious duck, single wheel truck, Tandem single wheel timber jinker.
Henry Hussey: KR8 International truck, single axle dual wheels timber jinker.
Plant: TD14 International tractor with logging winch and Bobtail;
GMC 6 x 6 dual wheel truck, Tandem dual wheels, timber jinker;
FWD 4 x 4 truck with winch.

Sawmill Power

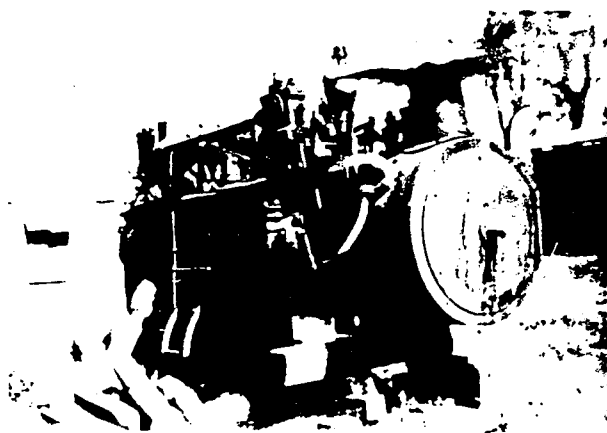
In the early days the sawmill was steam-powered, using cordwood and waste timber for fuel. Later Gino Paris, accompanied by Johnny Ghezzi, purchased a large steam engine from near Charters Towers, which previously had been used in the goldfields.

Johnny installed the engine and was responsible for rebuilding the sawmill. The breaking-down frame was designed and built by him. Later two Donaldson Diesel engines were installed: single cylinder horizontal engines, a single crankshaft, with a seven-ton flywheel, between the engines. The engines were started with compressed air.

The sawmill was comprised of the following: breaking down frame: Nos.1,2,3, benches; Docking saw.

Species of timbers cut: Silky Oak, Maple, Black Pine, Silver Ash, Blue Gum, Brown Quondong, Grey Satin Ash, Red Gum, Red Cedar, Cadaghi, Black Bean, Rose Alder, Red Silkwood, White Cheesewood, Rose Walnut, Yellow Walnut, Pepperwood, Spotted Gum, Black Penda, Lemon Gum, Red Oak.

MI. FOX SAWMILL, MICHAEL CREEK, N.O. 1949



The old steam engine

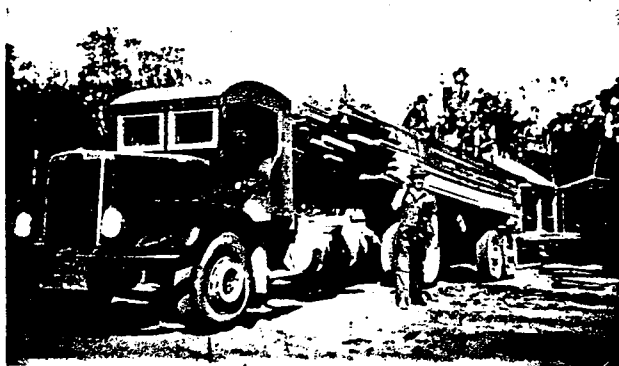
Bert Davidson, Jim O'Brien, Ned Judice, and Natale Guidicatti, the Finn and Luigi Tramacchi



Ned Judice (top - with dog), Benny Moretti, Mrs. Moretti, Rina Guidicatti, Luigi Tramacchi, Natale Guidicatti. Sitting: Jim O'Brien



Fargo truck 3-ton at the sawmill.



Driver: Carmello Dolione
Leyland Beaver truck

The Toughest Man

Guisseppi Rizzini, known locally as Zuvazzo, whilst working in the sawmill on No. 1 sawbench was seriously injured when he was pinned by a flitch onto the bench with a four foot circular saw spinning into his back.

The men working the breaking down frame were inexperienced and failed to warn the benchmen that a flitch was sliding down the skids. Unfortunately, the flitch jumped the chocks and pinned Zuvazzo onto the bench.

Being a strong man, built like a gorilla, with plenty of will power and control, he held himself by his strong arms from getting cut in half by the saw until the momentum of the mill could be stopped. He knew it would take approximately 5 - 10 minutes for the mill to come to a complete stop.

Zuvazzo was given first aid. He could not lie down, so he waited until the Ambulance arrived and in this position of sitting up was transported to the Ingham Hospital where he underwent immediate surgery. Hundreds of stitches were required. After many weeks, he recovered from his ordeal. He never lost his sense of humour.

Later he moved to Mossman and worked for Gus Gusmeroli, co-owner of Mossman Sawmill. Whilst hauling logs to the mill from the scrub, the decking on a bridge gave way, and the timber truck and jinker rolled onto their side and threw Zuvazzo into the river. Fortunately he was unhurt.



MT. FOX 1942 HAYDEN SAWMILL AND SLEEPER MILLS
Kangaroo Hills Block

Owner: Harry Hayden.
Truck Driver, Cutter and Mill Worker: Cass Hayden.
Cutter, mill worker (Tin scratcher): George Hayden, Graham Hayden.
Benchman: Bert Davidson.
Truck drivers: Frank Young, Brarmo Romanello.
Cutters: Arli Beltrame, Brarmo Romanello.
Plant: Snigging truck AEC 4 x 4 matador diesel with winch; Ford V8 truck;
Ford V8 4 x 4 blitz truck; Chevrolet maple leaf truck; two of
single axle dual wheel timber jinkers.
Sub-Contractor: Marcell Comelli - Chevrolet 4 x 4 blitz truck single
axle dual wheel jinker.
Timber logged: Red Stringy Bark, Yellow Stringy Bark, Cadaghi, Red Iron
Bark, Blue Gum, Flooded Gum, Hoop Pine, Black Pine, Silky
Oak, Ash, Yellow Messmate, Turpentine.

The sawmill was known as Quartpot and comprised of three timber houses and barracks.

As sleeper blocks were cut out the sleeper mill was shifted to other sites. One such mill was near Von Cluck Rosseneer's farm, roughly half way between Haydens Sawmill and Michael Creek. Von Cluck sold vegetables to the mill workers.

Harry Hayden, wife and son, Graham had the big house.

Bert Davidson, wife, Liz and daughter, Ann, lived in the other house. He started working for Harry in 1942 after leaving the Burdekin district and remained at Haydens Sawmills until the timber cut out in 1951. He then moved on to Michael Creek Sawmill to work as benchman for Benny Moretti. Later, Foxwood Ply purchased the mill. He remained working for them for a short period until the sawmill at Paris Timber Yard started in Ingham. He started work there and he and his family moved into one of the mill houses in Eleanor Street.

Cass Hayden and the other men lived in the barracks. Cass, at weekends, went home to his family at Michael Creek.

In 1948, Hayden's sawmill was sold to Paris and Moretti and Cass moved to Upper Murray in the Tully district where Harry started another sawmill, selling the timber to Paris Timber Yard. At that time Bert Davidson was appointed by Gino Paris to manage the sawmill.



MT. FOX 1948
HAYDEN SAWMILL KANGAROO HILLS BLOCK

Owners: Paris and Moretti.
Manager: Bert Davidson.
Millworkers: Cass Hayden, Ted Behrendorff.
Truck Driver: Ernie Behrendorff.
Plant: AEC 4 x 4 Matador diesel truck with winch.
Sub-Contractors: Johnny Pelleri cut, snigged and hauled logs to the mill in 1947- 1948. Tony Salvetti was Pelleri's snigger, using a TD40 International tractor. He lived with his wife, Teresa, at Michael Creek (Mt. Fox) Sawmill.
Snigger: Keith Blackford snigged for Mt. Fox Sawmill.
TD 14 International to log hoop pine.
Logging and Haulage: Keith Blackford and Bill Riley hauled hoop pine using their GMC 6 x 6 amphibious ducks and tandem timber jinkers, and Marcel Comelli's Chevrolet 4 x 4 blitz truck, single axle dual wheel timber jinker.
Cutters: Nino Romanello, Ted Beccaris, Jim Cooper, Frank Kelly, Ted Oswin, Frank Beccaris.

HAYDEN SLEEPER MILL SOLD TO PARIS IN 1948

Sub-Contractor: Ned Juidice.
Benchman: Natale Guidicatti.
Mill worker: Luigi Tramaccli.
Cutter: Ernie Behrendorff.
Truck Driver: Ted Behrendorff.
Millworker: Jim Davidson.
Plant: Leyland Comet diesel; truck FWD 4 x 4 petrol truck with winch.
Sub-Contractors: Ford V8 truck (owner unknown); Marcel Comelli's Chevrolet 4 x 4 army blitz truck, single axle dual wheel timber jinker.

- Leyland Comet Truck



Natale Guidicatti, Rina Guidicatti and Ned Juidice.



Natale and Rina Guidicatti

MT. FOX 1948 HAYDEN SAWMILL

Owner: Paris and Moretti, Kangaroo Hills Block.
Logging: Hoop Pine.

In 1948, Keith Blackford shifted the logging plant from the scrub to cut, snig and haul a stand of hoop pine situated at the head of a narrow deep gorge at the top of the eastern branch of Stone River in forest country - a few miles from the mill towards Mount Spec.

Plant: Paris Timber (Mt. Fox Sawmills), TD14 International tractor with winch, extra wire ropes, slings, snatch pulleys and large C hooks. Keith Blackford and Bill Riley, two trucks GMC 6 x 6 single wheels, amphibious Army ducks and two tandem single wheel timber jinkers.

Personnel: Snigger, Keith Blackford.

Cutters: Jim Cooper, Frank Kelly, Ted Oswin.

The cutters felled the trees uphill where possible to avoid damage to the logs. They were left full length with only the tops cut off.

Hardly any snig tracks were cut, so the cutters helped out as blue tonguers.

After inspecting the stand of pine in the gorge to be logged, Keith decided the quickest and easiest method was to lower the tractor down to the bottom of the gorge, then winch the logs into a central log pile. A clearing was made for this purpose.

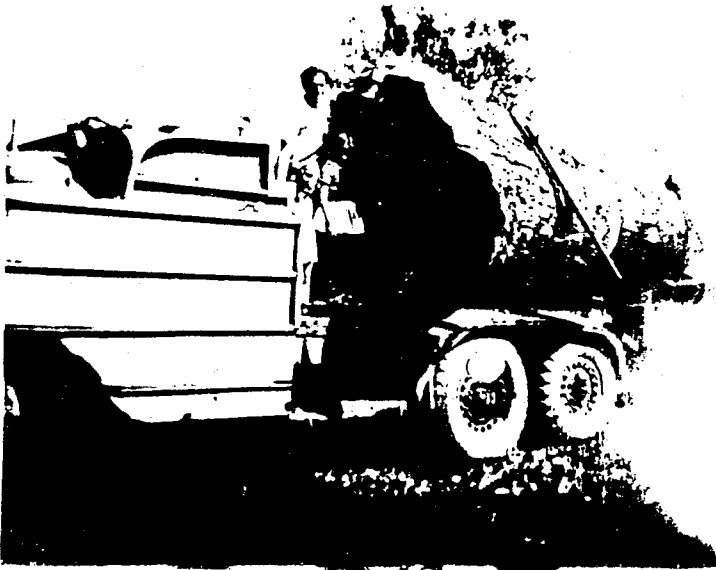
From a selected ridge on top Keith tied the winch rope to a tree using a C hook. He slowly commenced the descent. When no rope was left on the drum he would anchor the tractor, rewind the winch rope, tie it to another tree, and start again, repeating this until he reached the bottom. Keith then commenced winching all the logs to the clearing with the assistance of the blue tonguer, using the lighter lengths of wire ropes - at times snatch pulleys were used. The logs were winched from both sides of the steep slope. When all logs were stock-piled the slow, difficult job of winching the tractor up out of the gorge began.

The logs were then winched up the slope one at a time and could only be snigged as far as the length of the winch rope then anchored by tying it to a stump; otherwise it could slip and slide to the bottom, which happened on more than one occasion. This process was repeated for each log till all reached the top safely.

It was a successful operation. All logs were then snigged into the forest, loaded onto the trucks and taken to the mill.

It could be said that of all the millions of super feet of logs snigged by Keith, this had been the most difficult and dangerous exercise in logging. It is also worth mentioning this gorge was the home of black cockatoos which were forever screeching.

All members of the crew were camped in tents at the logging site in the forest.

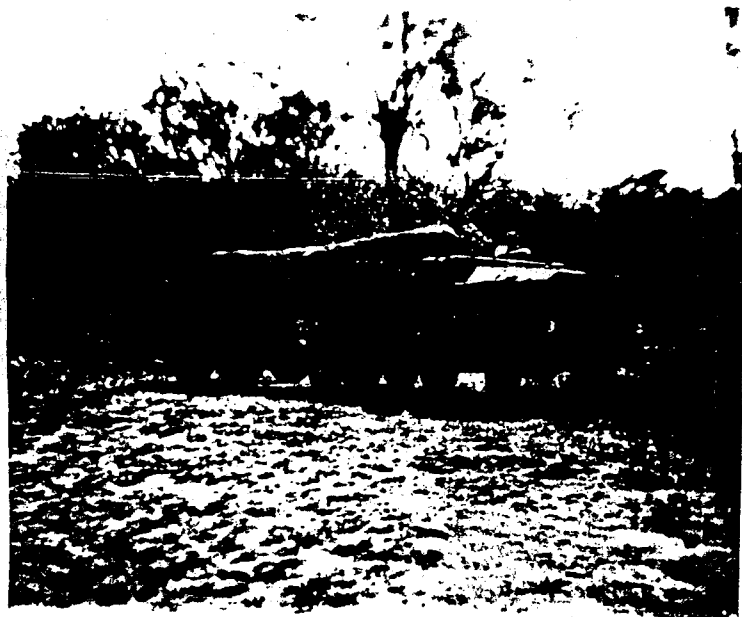


GMC 6 x 6 truck - Driver: Keith Blackford

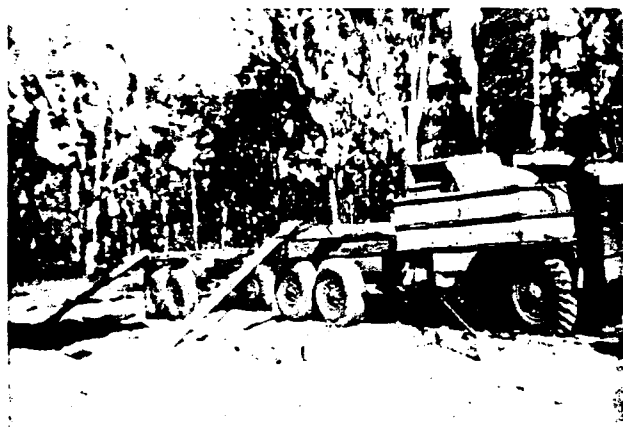
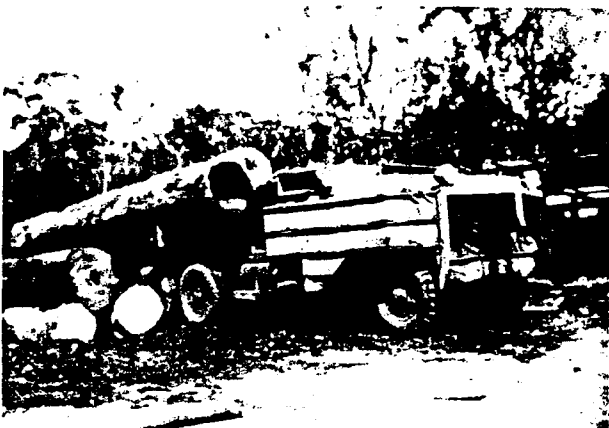
Owner and Driver: Bill Riley GMC 6 x 6 Amphibious duck
Bill Riley, Jannette Blackford, Joy Morette and Brian Blackford (top of log)



T114 International tractor
Snigger: Keith Blackford



Owner and Driver : Keith Blackford - GMC 6 x 6 Amphibious duck Silky Oak - Log



MT. FOX TIMBER COMPANY

The sawmill was situated on a slope in the forest, on Seaview Range. It was operated by a steam engine; cordwood and scrap timber being used as fuel for the furnace. The driver was G. Pensini.

There were three houses and a barracks built by Carlo Salata. The first occupants of the top house (which was built in 1938) were Gino Paris and his wife, Josie. Later Gus and Jean Gusmeroli with daughter Mary and son, Lawrence lived in this house, whilst various other married couples and others lived in the second and third houses. Robert Grazioli and Bena and her son Alfie, lived in another house down the ridge towards the barracks.

In the early days water was carried from the creek and quite often the women carried it themselves in kerosene tins. Later, Robert Grazioli installed an engine and pump and so water was laid onto the mill, houses and barracks.

Daisy Kelley, who owned a cattle property situated about half-way between Michael Creek and Mt. Fox Timber Company, had the mail contract and also delivered the papers, and at times fresh meat. The women sprinkled the meat with pepper to keep it fresh and red in colour.

At various times the married women acted as cooks for the mill workers. The cookhouse was in the barracks and as electricity was not available, wood stoves and a fireplace were used. Lighting was by kerosene lamps and pressure lamps with mantles.

The cooks were: Josie Paris, Lena Spezrile, Agnese Grassi, Lisa Grassi, Jean Gusmeroli, and Bena Raiteri.

There was always a plentiful supply of food stocked in the barracks, with the womenfolk baking bread when required.

The children received education by correspondence under the supervision of Jean Gusmeroli.

When Keith Blackford was required to snig logs during 1948 - 1950 with a Michael Creek TD14 International tractor, he always stayed with Robert and Bena, and it was there that he learned to drink claret before tea.

Leno Grassi arrived in Australia from Italy in 1949, joining his uncle Felice. He then started working for Mt. Fox Timber Company. In 1950, his bride-to-be Lisa arrived from Italy, and after marrying she joined her husband at Mt. Fox.

Ted Beccaris and wife Josie, also lived at the Sawmill for a time.



MT. FOX TIMBER COMPANY N.Q. 1932-1959
Commonly called "Top Mill" or "Cleaskin"

Logging Area: Cleaskin Block.

Bill Fullerton had operated a sawmill at Abergowrie. This forestry licence was transferred to Stoney Creek, Mt. Fox.

The first partnership in the sawmill was formed in 1932. The sawmill closed down in 1959.

1st Partners 1932: Bill Fullerton, Johnny Gianoli, Bino Bassi, Abraham Ganza.

2nd Partners 1938: Johnny Gianoli, Gino Paris.

3rd Partners: Johnny Gianoli, Gino Paris, Robert Grazioli, Felici Grassi.

4th Partners: Gino Paris, Robert Grazioli.

Steam Engine Drivers: G. Pensini, Felix Grassi, Sid Backhouse 1956.

Workforce: Dawson Brothers, Matt, Austin, Fred, Billy; Frank Kelly, Bob Thompson, Lino Grassi, Robert Grazioli, Guy Wugnovich, Frank Aralayer, Alfrini Beltame, Mario Castellaro, Alfi Raiteri, Nino Speziali, Bosco, Ken Cashan, Gus Gusmeroli, Mario Gusmeroli, Castalino, Manzio Gusmeroli.

Timber Cutters, 1942-1946, 1948-1959: Tony Poletti, Ludino Coiatilli, Morris Jupe, Ted Beccaris, Frank Beccaris, Lino Grassi.

Truck Drivers Hauling logs 1942-1952: Gus Gusmeroli, Felix Grassi, Robert Grazioli.

Hauling Sawn timber: Arli Beltrame, Frank Poppi, Giulio Poppi, Mario Pola, Ned Juidice, Barney Lenore, Joe Vella, Oliver Howell, Gino Veronese.

Plant: AEC Matador Diesel 4 x 4 truck with winch; D246F International 6 x 4 truck; Leyland truck; Dodge 4 x 4 Command car; KO Allis-Chalmers Diesel tractor with winch; single axle dual wheel timber jinker; Bobtail steel wheels.

Sub-Contractors: Mt. Fox Sawmill. Snigger: Keith Blackford.

Snigging 1947-1950: TD14 International tractor with logging winch; Bobtail.

Snigging 1950-1952: Timber Contractor: Johnny Pelleri.

Snigger: Tony Salvetti.

TD40 International tractor with logging winch;

TD18 International dozer with logging winch.

Snigging 1951-1952: Frank Poppi: Timber Contractor; Snigger: Frank Poppi.

TD40 International tractor with logging winch.

Sub-Contractors - Hauling Sawntimber

Peter Venturato: KS5 International truck; single axle dual wheel timber jinker.

Marcel Comelli: Chevrolet army blitz truck; single axle dual wheel timber jinker.

Giulio Poppi: Mack truck; single axle dual wheel timber jinker.

Keith Blackford: GMC 6 x 6 single wheels amphibious duck truck; tandem single wheel timber jinker.

Henry Hussey: KR8 International truck; single axle dual wheel timber jinker.

Johnny Coggiola: AL192 International truck; single axle dual wheel timber jinker.

Ezio Aili (ex Coggiola): AL192 International truck; single axle dual wheel timber jinker.

Marino Pola: Mack Truck 8-ton Single axle single wheel timber jinker.

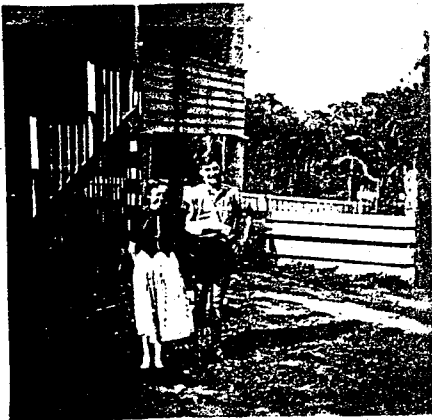


Nino Spezrili, Lino Grassi, holding Luciano, Robert Grazioli, Alfie Raiteri, Mario Corti





Top Row: Mario Gusneroli, Luigi Corti, Franco Tognela, Johnny Gianoli, Manzio Gusneroli
Bottom Row: Felix Grassi, Agnese Grassi, Nino Spezrili, Leno Grassi, Lisa Grassi



Bena and Alfie Raiteri - First house built for Gino Paris 1938



Truck Driver Nino Seri, Matador 4 x 4 Diesel Truck.
Timber Contractor Frank Poppi, IM40 International Tractor with bobtail.



Mary, age 8, and Lawrence Gusneroli, age 5



Luciano Grassi, age 5, with his dog "Pluto".
Luciano Grassi, age 5, standing at the butt of a Watergun Log.



MC. FOX TIMBER COMPANY

The remains of the sawmill - 1924 (The sawmill is the property of the company)



The remains of the pit conveyor belt drive



Boiler and Steam Engines



Steam engine (front) - Boiler (rear) -

LOGGING
IN THE
HERBERT RIVER
AREA

HERBERT RIVER N.Q. 1924
Herbert River Sawmilling Company Ingham

This sawmill was built by one of the oldest established timber families in the district, the Markey Family, in 1924.

It was situated in the Perkins Street, Berwick Street area at Log Creek, across the road from the original Ingham Brick Works. Tom Rasmussen was Manager.

In 1944 the sawmill was purchased by the J.C. Butler Family, who owned a timber yard at the Causeway, Townsville. Tom remained on as Manager until 1945 when Philip Finnis was appointed to manage the sawmill.

After Philip, Tom Gallagher was Manager. The Herbert River Sawmilling Company's next owners were Gino Paris and Benny Moretti, the partners in Paris Timber Yard, in 1952.

Tom Rasmussen again became Manager. Later he built the new sawmill in Hardy Street.

With the amalgamation into the Foxwood Ply Group of Companies, Benny Moretti was appointed Manager.

He was instrumental in cutting and milling all the Main Roads Department timber requirements for over three years.

Later the sawmill was shifted to Hardy Street, the present site of Foxwood Ply. It was closed down in 1989 because of World Heritage listing.

William Beedell Timber Contractor Ingham

Logging Area: Herbert River District.

Sniggers: Bill Beedell, Joe Vella.

Truck Drivers: Bill Beedell, Joe Vella, Jim Robertson.

Timber Cutters: Bill Beedell, Joe Vella, Eric Sanderson.

Plant: TD14 International tractor with logging winch; WA22 White truck; GMC 6 x 6 truck; two of Tandem dual wheel tinker jinkers; Ford V8 Marmon Harrington 4 x 4 army blitz truck with winch; Bobtail.

Marcell Comelli Timber Haulage Contractor Ingham

Plant: Chevrolet 4 x 4 army blitz truck; single axle dual wheel timber jinker.

HERBERT RIVER DISTRICT

Brarmo Romanello - Timber Contractor - 1944

Plant: KS5 International truck, 5-ton; single axle, dual wheel timber jinker.

Hauled logs to Butler Company, later Herbert River Sawmilling Company, and sawn timber to Paris Timber Yard.

He was then living in Trebonne with his wife Anna, daughter Elsa, and son Robert. Brarmo hauled logs from all around the district.

Romanello Brothers - (Brarmo and Nino) - Timber Contractors

Plant: KR8 International truck; single axle, dual wheel timber jinker; Mack NR 6 x 4 diesel truck, 10-ton; Tandem dual wheel timber jinker; TD18 International dozer with logging winch.

They cut, snigged and hauled logs and sawn timber from Mt. Fox, and also logged the Mango Tree block at Mt. Fox.

Rolly Macchetta - Timber Contractor

Logging Area: District, Tom Jones Property, Cardwell Range.

Snigger, Truck Driver: Rolly Macchetta.

Timber Cutters: Rolly Macchetta, Frank Maynard.

Plant: Ford V8 Marmon Harrington 4 x 4 truck, with winch; GMC 6 x 6 dual wheel truck; single axle dual wheel timber jinker.

Species of timber cut on Jones Block: Yellow Walnut, White Beech, Maple, Milky Pine, Flooded Gum, Quondong, Blue Gum, Blood Wood, Turpentine (straight grain), silky oak.

These logs were delivered to the Paris Timber Yard.

In 1948 Rolly logged the Hen Camp Creek area.

Ernie Lee - Arthur McCloy - Timber Contractors

Logging area: District.

Sniggers, Truck Drivers: Ernie Lee, Arthur Mc Cloy.

Timber Cutters: Phil Askin, Ernie Lee, Arthur McCloy.

Plant: Two of Ford V8 trucks, 5-ton; two of single axle dual wheel timber jinkers; Ford V8 army blitz 4 x 4 truck with winch.

Later Ernie Lee purchased: Mack NR 6 x 4 diesel truck dual wheel, 10-ton; Tandem dual wheel timber jinker.

Sub Contractor - Snigging - Mc Queen Brothers

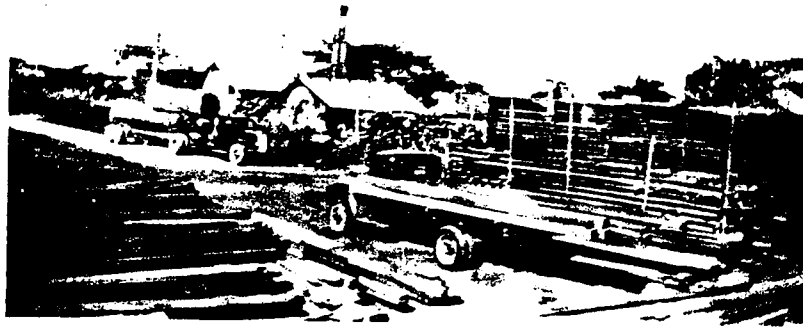
TD14 International tractor fitted with an Armstrong Holland winch; Bobtail.

HERBERT RIVER SAWMILLING COMPANY N.Q.

Owner: J.C. Butler - 1944 - 1952 Manager: Tom Rasmussen



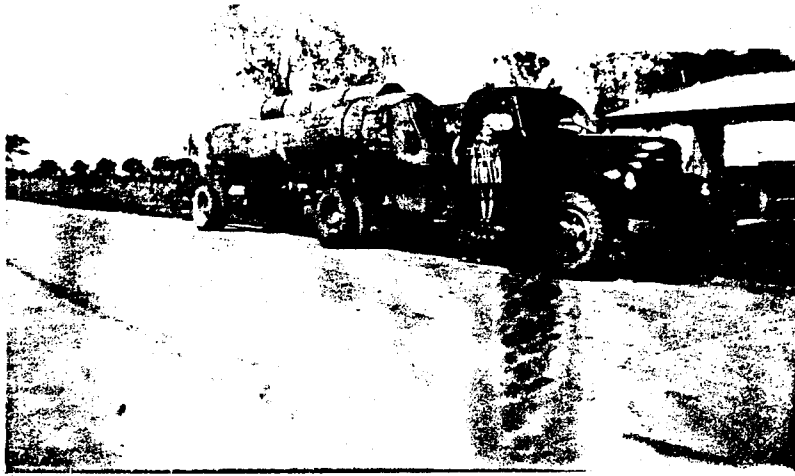
Manager's House - Sawmill behind house - office in front



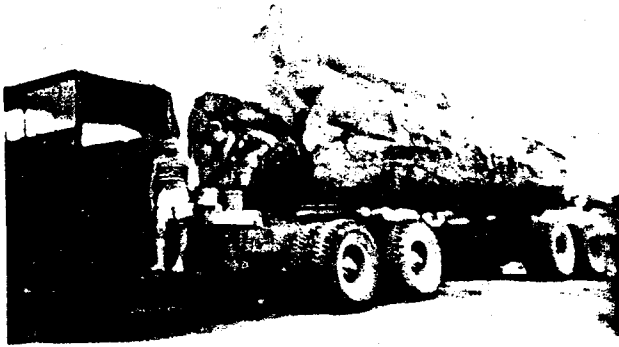
Bill Beedell - WA22 White truck loaded with logs
Perkins Street, Ingham Brickworks (on right)



HERBERT RIVER SAWMILLING COMPANY N.Q.



Brammo Romanello's truck - Elsa Romanello
taken in front of Brammo's house at Trebonne



Romanello Brothers. Mt. Spec logs 1954
NR Mack 6 x 4
Robert Romanello



Log in scrub
Mango Tree Mt. Fox



Biggest Tee Tree Log
cut, suigged and hauled by Joe Vella and Tom Edward
Ford V8 truck

HERBERT RIVER DISTRICT

Joe Vella - Tom Edwards - Timber Contractors

Logging area: District, Cattle Creek, Orient.
Sniggers, Truck Drivers, Timber Cutters: Joe Vella, Tom Edwards.
Plant: TD18 International dozer - logging winch; Ford V8 truck 5-ton; single axle dual wheel timber jinker.

Chum Johnson - Sawmiller - Stone River

Chum built a sawmill on Grange Farm at the foot of Bogotto's Hill, Stone River in 1923.

Later some of this mill machinery was installed in a sawmill at Trebonne.

Bunny Dingwell - Cardwell - Logging Company

Logging area: District, Lannercost, Wallaman Falls.
Snigger: Bunny Dingwell.
Truck Driver: Bunny Dingwell, Bill Alford.
Timber Cutters: Bunny Dingwell, Richards, Allan Mollenhagen.
Plant: D7 Caterpillar dozer with logging winch; Dodge V8 Power Giant 8-ton truck; Mack NR 6 x 4 diesel truck, 10-ton, Ford V8 army blitz 4 x 4 with winch; Bobtail; two of tandem dual wheel timber jinkers; AEC Twin steer truck.

Archie Taylor - Log Haulage Contractor - Ingham

Sub contracted from Johnny Pelleri.

Plant: KS5 International truck; Ford V8 army blitz 4 x 4 truck with winch; single axle dual wheel timber jinker.

Johnny Pelleri - Timber Contractor - 1932-1975

Logging area: District.
Sniggers: Johnny Pelleri, Tony Salvetti, Tom Edwards.
Truck Drivers: Johnny Pelleri, Tom Edwards, Rolly Macchetta, Tony Salvetti, Ezio Aili, Frank Maynard, Nino Romanello.
Timber Cutters: Johnny Pelleri, Tom Edwards, Tony Salvetti, Rolly Macchetta, Ted Beccaris, Nino Romanello, Ezio Aili, Joe Catasti, Frank Beccaris.
Plant: TD40 International with logging winch; TD18 International dozer with logging winch; HD14 Allis Chalmers dozer with logging winch; Mack NR 6 x 4 diesel truck, 10-ton, Mack 8-ton truck; Foden 6 x 4 diesel truck, 10-ton; Ford V8 truck, 5-ton; Ford V8 army blitz 4 x 4 truck with winch; Tandem single wheel timber jinkers; Single axle dual wheel timber jinkers; Bobtail.

HERBERT RIVER INGHAM 1945

Timber Merchants Paris - Gianoli - Moretti 67 Herbert Street, Ingham

Second Partners 1947: Paris and Moretti.

Manager: Gino Paris.

Office Staff: Len Barbi, Pat Whyte, Mary Hooley (Mrs. Joe Mizzi - Cordelia).

Timber Yard: Armando Mina, Bocher Costanzo, Primo Castellaro, Ron Whyte.

Truck Drivers: Carmelo Dolione, Bruno Cattoni, Johnny Coggiola.

Plant: Albion 6 x 4 single wheel truck flat top body; Fargo truck - single axle dual wheel timber jinker; Mack truck - single axle dual wheel timber jinker; GMC 6 x 6 dual wheel truck - tandem dual wheel timber jinker.

Partnership: Gino Paris - Peter Brescianini (truck driver);
Fargo truck - single axle dual wheel timber jinker.

Sub-contractors Hauling Sawn Timber

Peter Venturi: KS5 International truck 5-ton; single axle dual wheel timber jinker.

Julio Poppi: Mack truck; single axle dual wheel timber jinker.

Marcell Comelli: Chevrolet Army 4 x 4 Blitz, - single axle dual wheel timber jinker.

Marino Pola: Mack truck, - single axle single wheel timber jinker.

Brarmo Romanello: KS5 International truck, single axle dual wheel timber jinker.



One of the timber trucks, parked in Herbert Street outside the original Paris, Gianoli and Moretti Timber Merchants (now the CIG Ingham Branch).

Left to Right: Constable - , Sgt of Police - , Primo Castellaro, Lino Zampatti, Gino Paris, Jim O'Brien, -, Benny Moretti (on tyre), Johnny Gianoli, -, Henry Hussey, Len Barbi, Carmen Mazzoglio, Robert Grazioli, Camillo Dolionie, Brarmo Romanello (in cab);
KS5 International truck - Silky Oak log.

HERBERT RIVER N.Q. 1945

Timber Procession in Ingham

In 1945 the Director of Forestry of Queensland Mr. Wibbney decided to check the logging areas, and assess the timber potential in the State forests, and meet the rangers in the field.

In his official party were other members of the Forestry Department.

One aspect of the tour, was to check and take samples, from trees--shrubs--rock formations also plants growing on the scrub floor, of fungus to be checked later in the laboratory, for the possible manufacture of penicillin.

On reaching Ingham Mr. Wibbney concurred with Gino Paris, as a result an agreement was reached for a "Timber Week for Ingham".

This was to create interest in timber products. Gino organized a Timber Procession to be held the following Saturday morning in Lannercost and Herbert Streets.

Gino agreed to accompany Mr. Wibbney and show him the Mt. Fox Logging areas.

Whilst at Mt. Fox, Gino discussed the parade with the managers, of both Mt. Fox Sawmill, Benny Moretti and Mt. Fox Timber Company, Robert Grazioli, who selected suitable logs, Maple and Silky Oak.

Arrangements were made to haul the logs to Ingham using four timber trucks with timber jinkers.

The vehicles used to transport the logs and their drivers were:

Mt. Fox Timber Company: AEC Matador 4 x 4 truck; Single axle dual wheel timber jinker.
Mt. Fox Sawmill: Truck Driver: Marcel Comelli; Mack truck, Single axle dual wheel timber jinker.
Owner-Driver: Marino
Pola: Mack truck, single axle single wheel timber jinker.
Owner-Driver: Brarmo
Romanello: KS5 International truck; Single axle dual wheel timber jinker.

HERBERT RIVER N.Q. 1945
Timber Procession, Herbert Street, Ingham

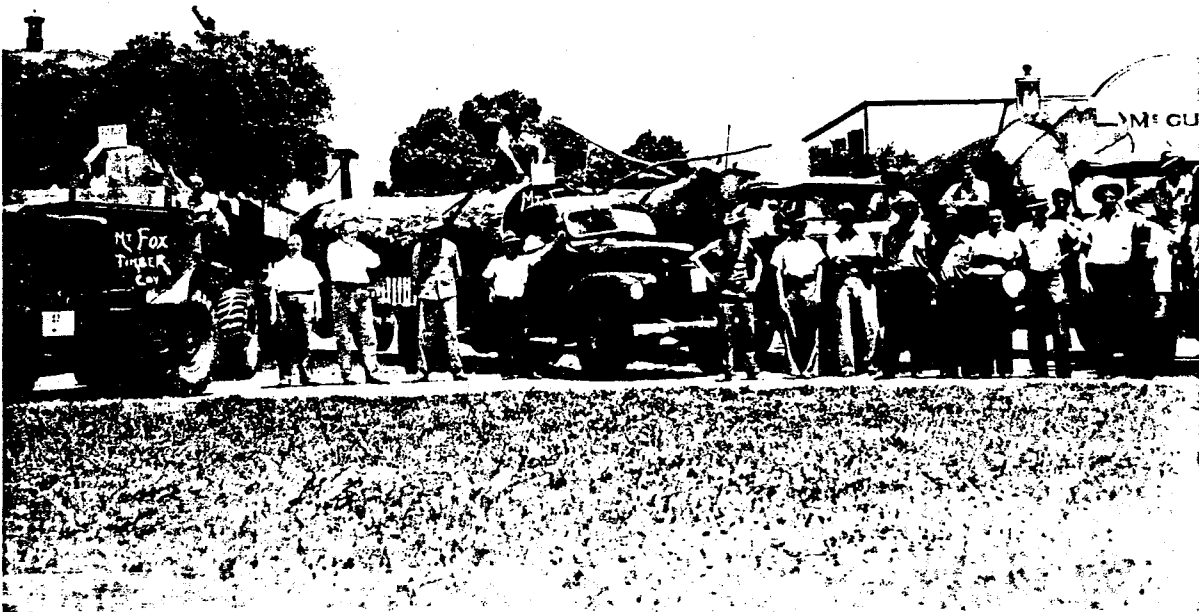
Some of the vehicles used in the procession - left to right: Mt. Fox Timber Company: A.E.C. Matador 4 x 4 diesel truck, Daisy Kelley, Jim O'Brien, Len Barbi.

Mr. Wibbney, Sgt. of Police -, Constable -.

Brarmo Romanello, KS5 International truck (he's in cabin), Johnny Gianoli (hand on cab) - Johnny Aili, (top of log), Primo Castellaro (hand on hip).

Marino Pola, Mack truck, Henry Hussey (arms folded) - Ned Juidice, Marcell Comelli - Gino Paris (helmet in hand) - Benny Moretti, Peter Brescianini, Marino Pola (on truck LH side).

Mt. Fox Sawmill, Mack truck, Camillo Dolione (hand on mudguard), Robert Grazioli (sitting).



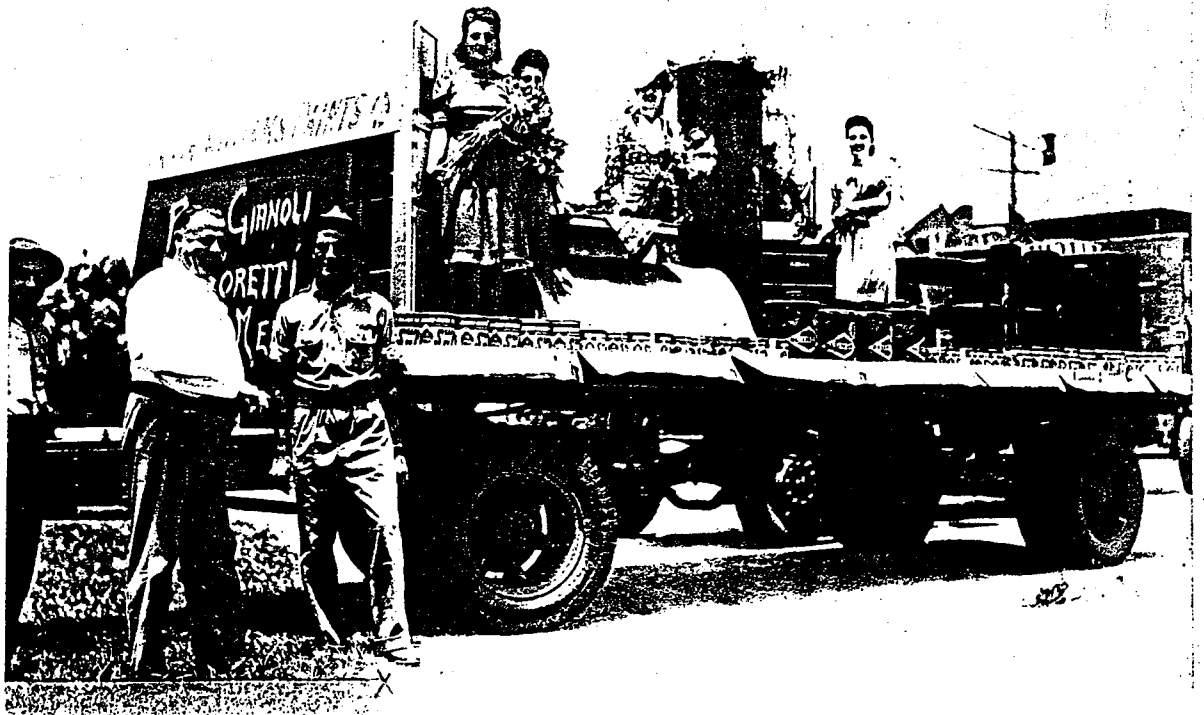
HERBERT RIVER N.Q. 1945

Timber procession in Lannercost Street, Ingham



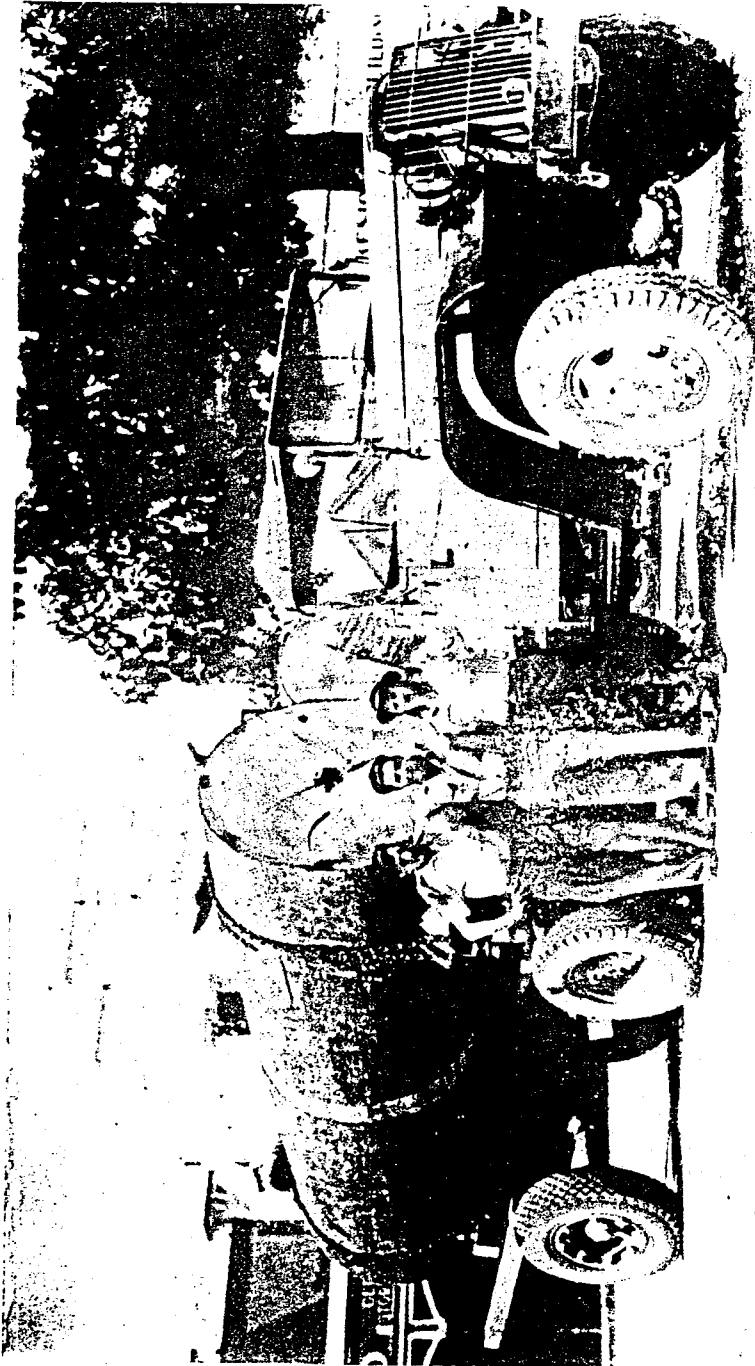
Benny Moretti - Sgt Police - Joe Vella

Carmen Mazzoglio - ... - Daisy Kelley (hat)



HERBERT RIVER N.Q. 1945
Timber Procession, Lamercost Street, Ingham

Fasso's General Store; Commercial Bank; Nolan's Store (Coles).



Owner-Driver Marino Pola
Mack truck 8-ton single axle single wheel timber jinker
Robert Grazioli - Marino Pola - Johnny Aili
Silky Oak Logs

PARIS TIMBER YARD 1949 - HERBERT STREET, INGHAM

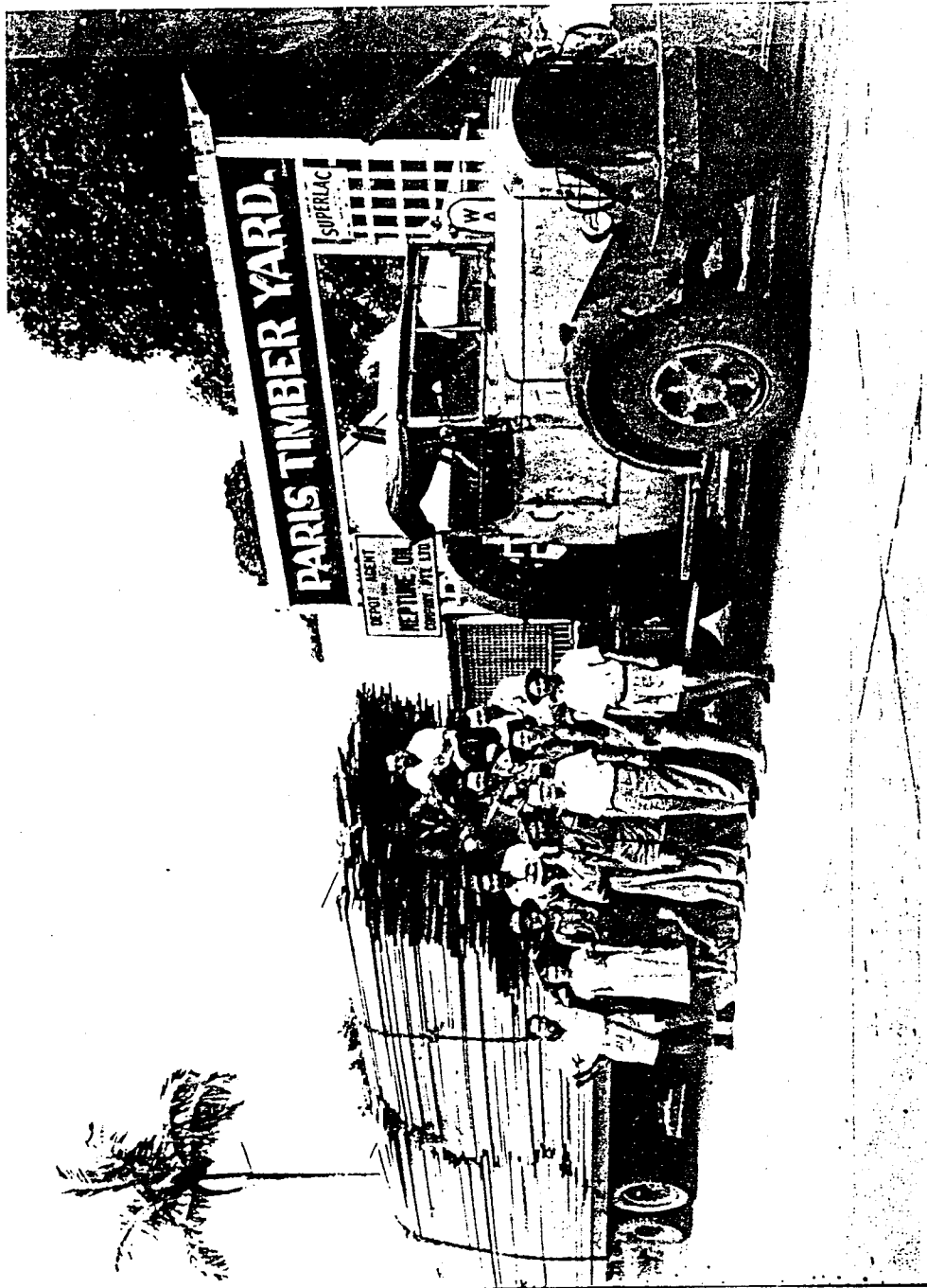
Front Row Standing: Gino Paris, -, Mary Hooley, -, Johnny Grazi, Primo Castellaro, -, Pat Whyte, -, Ned Judice, -, Johnny Paris.

Second Row on Truck: Venchenzo Archetti, Charlie Howton, Enzo Cutroni.

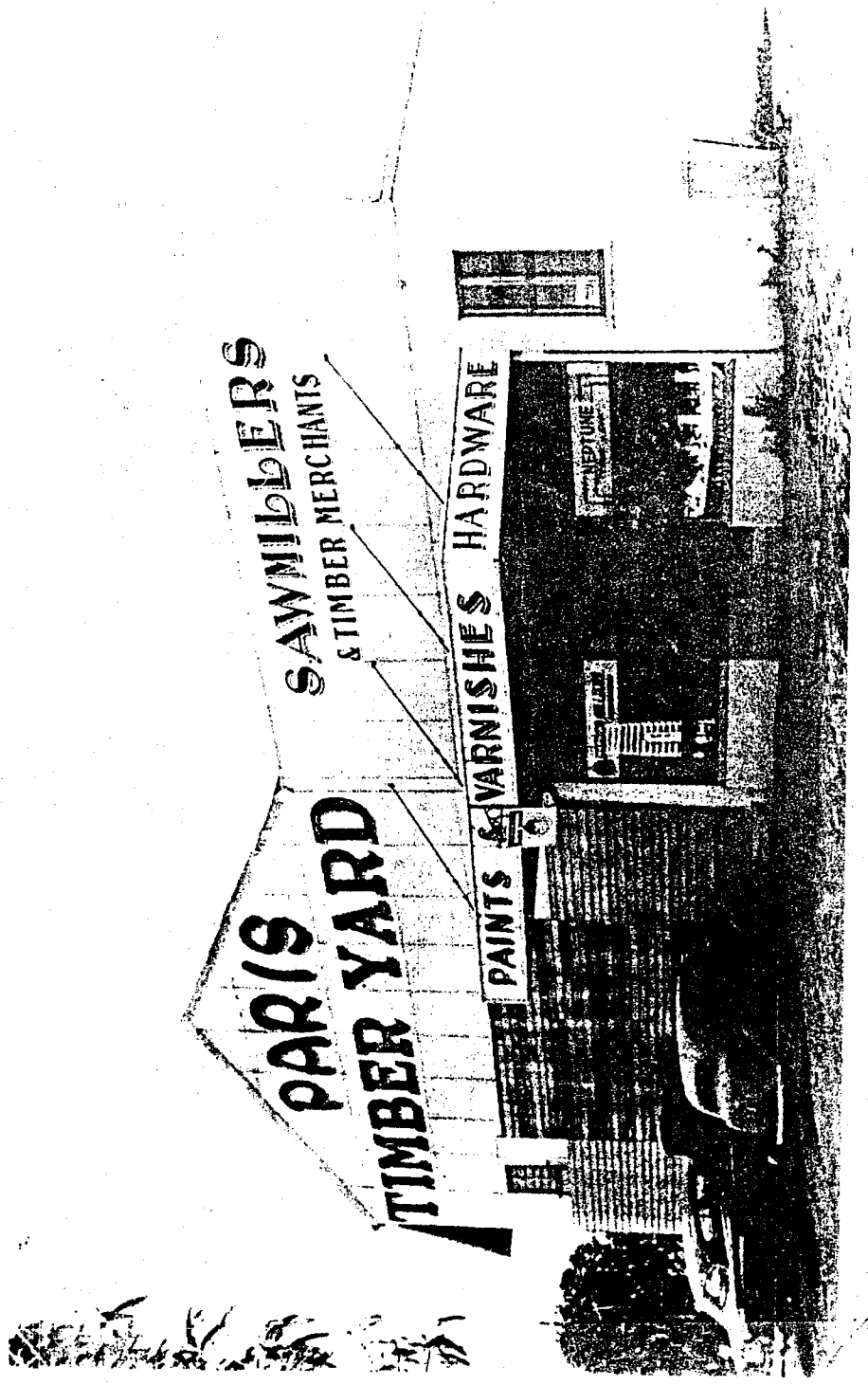
Top Row: Amando Mina, Len Barbi.

Man on footpath: Bill Fullerton.

MACK NR 6 x 4 TRUCK WITH LOW LOADER.



PARIS TIMBER YARD - Eleanor Street, Ingham



HERBERT RIVER SAWMILLS - 1949
Paris Timber Yard 27 Eleanor Street, Ingham

Partners: Gino Paris, B. Moretti.

Manager: Gino Paris.

Office Staff: Len Barbi, Pat Whyte, Mary Hooley, Peg Whyte.

Yardmen: Armando Mina, Ron Whyte, Johnny Pelleri, Sergio Pelleri, Joe Somia, Johnny Paris, Joe Lavarini, Bino Chiesa, Vinchenso Archette, Johnny Ghenzi, Charlie Newton, Bert Fratus, Len Neilsen, Brian Neilsen.

Neptune Oil: Depot: Oliver Howell, Nino Romanello;
Delivery Truck - Leyland Comet.

Neptune Oil Company: Representative: Albie Linneman.

Truck Drivers and

Plant Operators: Carmelo Dolione, Johnny Coggiola, Bruno Cattoni, Ezio Aili, Frank Zammit, Nino Romanello, Mano Serio, Sammy Serio, Lino Zampatti.

Workshop: Mechanic: Keith Blackford; Apprentice: Gail King;
Apprentice: Paul Pirrotta; Offsider: Harold Cooper.

Part-Time: Lath operator: Gordon Cunningham; Lathe operator: Charlie Andrews; Mechanic: Joe Ramezano.

Plant: Albion 6 x 4 single wheel truck, tray body; Leyland Comet Diesel truck, tray body; Leyland Beaver Diesel truck, 10-ton; Mack NR 6 x 4 Diesel truck, 10-ton, dual wheels; Bedford 4 x 4 truck; Ford V8 4 x 4 army blitz tip truck; hydraulic hoist; KR11 International truck, 10-ton; GMC 6 x 6 truck, dual wheels; Fargo truck.

Tandem dual wheel low loader, ex R.A.A.F.; Two Tandem single wheel timber jinkers; Two Tandem dual wheel timber jinkers; Two Single axle dual wheel timber jinkers.

Fowler Crane; David Brown Crane built by Allan Girle Engineering Works; Drott front end loader; TD 40 International overhead loader; TD40 International tractor with winch; Fork lift; two of TD18 International dozers with hydraulic blades.

Herbert River Sawmill - 1951

Manager and Number 1 Benchman: Bert Davidson.

Number 2 Benchman: Jack Trecco.

Breaking Down Frame: Fred Aili.

Docking Saw: Giuseppe Rizzini (Zuvazzo).

Fowler Crane Driver: Clarie Trecco.

Species of Timber Cut: Lemon Gum, Red Oak, Cadaghi, Maple, Silver Ash, Silky Oak, Blue Gum, Red Cedar, Black Walnut, Spotted Gum, Black Pine, Brown Walnut, Quondong, Milky Pine, Hoop Pine, Cherry Penda, Silkwood, Yellow Stringy, Red Stringy, White Beech, Ironbark, Bloodwood, Turpentine, Crowsfoot Elm.

HERBERT RIVER, N.O.

PARIS TIMBER YARD, LEFAYE STREET, INCHAM N.O. 1953



COMMEMORATING MORE THAN 50 YEARS INVOLVEMENT IN THE LOCAL TIMBER INDUSTRY

1985 marked the 50th Anniversary of involvement in the district's timber industry for one on the area's best known residents, Mr. Gino Paris, and he is still as enthusiastic about it as when he began in the Mt. Fox area in 1935.

Mr. Paris worked initially as a cane cutter and in house construction after migrating here from the Province of Brescia in Italy at the age of fourteen in 1928.

An indefatigable worker, he still is heavily involved with all aspects of his Eleanor Street sawmill operations with which he now is assisted by one of his four daughters, Adrienne, a former airline hostess.

ENTERED TIMBER MILLING INDUSTRY AT THE AGE OF TWENTY-ONE

Mr. Paris began his timber milling career at the age of twenty-one, with a small operation at Michael Creek in the Mt. Fox area. He was joined later in the operation, as it expanded, by Messrs. Moretti and Gianoli.

The mill which Mr. Paris took over had been established in 1933 by the Mt. Fox Timber Company, owned initially by Messrs. Gianoli, Fullerton and Ganza.

In 1949, Mr. Paris was one of the four principals (with Messrs. Moretti, Tadman and Meyer) of the Foxwood Ply Company, previously the Mt. Fox Sawmill Company, which installed the first veneer peeler mill at Mt. Fox.

INVOLVED IN MANY MOVES IN THE DEVELOPMENT

Mt. Fox Timber Company amalgamated in 1951 with Foxwood Ply, and in 1964, Foxwood Ply relocated its operations to Trebonne, with a veneer slicing machine being purchased.

Although Mr. Paris' involvement with Foxwood was not to continue into its later public company phase after the establishment of operations in the Hardy Street area of Ingham, his association with the timber industry continued.

PROVIDING EMPLOYMENT FOR UP TO TWENTY

Today, Mr. Paris' Eleanor Street mill provides employment for a workforce of up to twenty in the yard and as cutters.

His principal supply sources are Kennedy and The Orient area, but he also buys in from farmers and other property owners wishing to sell timber.

The operations produce sawn timber for building industry use and pallet timber, and is involved also in some pallet manufacture.

Wood chips are supplied to Queensland Nickel for furnace use at Yabulu and to nurseries for garden and fence line mulching.

EXPANSION WITH NEW ONE-MAN BENCH

For most of the time of the Eleanor Street operations, Gino Paris and Company used a standard three-man bench, but in late 1984, a Grey One-man

One-man bench was acquired to expand operations.

The one-man bench is among only a relatively few in Queensland, and is combined with a chipping machine and a loading machine.

Total cost of the expansion move, which also involved building work, was in the \$300 000 range.

Although only one man is needed to operate the bench, seven men are needed to supply it.

PRODUCTION RATE MUCH INCREASED

The new machinery has a production rate three times greater than the old breast-bench and is used predominantly for the production of material for up to 350 pallets daily.

The old three-man breast bench remains in operation for sawn timber requirements up to approximately ten metres in length.

INTERESTED ALWAYS IN SOCCER

Mr. Paris always has been passionately interested in soccer and he has made many contributions in very many ways to the sport.

For him, there always has been only one real "football".

As a young man, he was an excellent player and his interest in sponsoring the sport for youngsters is shown in the fact that the Gino Paris Shield is one of the best known in the State in the field of junior soccer competition.

Very generous in nature, he has given a great deal of assistance and encouragement over the years to very many local organisations.

GREAT VISION AND CAPACITY FOR HARD WORK

Gino Paris always has had great vision and he has had a capacity for hard physical work which anyone would envy.

Mr. Paris quite literally can be said to have grown up, and grown older with the district's timber industry.

His arrival in Australia at the age of fourteen in 1928 came only one year after the establishment of the first licensed sawmill to operate in the Ingham area - the Herbert River Sawmill - first operated by the Markey family and then by the Butler family.

The Herbert River Sawmill was purchased by Messrs. Paris and Moretti in 1952, just one year before the Queensland Forestry Department began its trial plantings of Caribbean Pine at Kennedy.

His period of operations in the industry also has seen the first major Forestry Department plantings at Kennedy in 1967 and then the extension of trials and plantings into the Herbert River district and the formulation by the Department, of the Herbert - Kennedy Caribbean Pine Plantation Project, which will make this area one of Queensland's major timber producing centres.

Gino Paris has seen the timber industry come a long way, from the days when the first Forestry Officer to work in the Ingham area, Jim Keen, was based in Townsville and controlled logging operations in Hervey's Range, Paluma Range and Seaview Range, to the present situation of the separate Ingham Forestry District based on extensive State Forest reservations and the major nursery off the Ingham Industrial Estate area, which was opened in 1981.

HERBERT RIVER SAWMILLS - 1990
Eleanor Street, Ingham

Management: Gino Paris, Adrienne Paris.
Benchman: Roydon Clark - eight years.
Handleman: Richard Somia - twelve years.
Tailer out: Gordon Clark - two years.
One man bench: Ross Petersen.
Dockers: Ernesto Gatti, Frank Catasti.
Pallet maker: Andrew Clark.
Breaking down: Dominic Donato
Plant: Toyota Forklift; Clark Forklift; A64 Ford Loader; two of 950 Caterpillar loaders; Grey, one man, bench.

Three members of the Clark family are employed: Father - Roydon, Son - Gordon, Son - Andrew. Victor Dezolt has been employed on and off for many years.

Logging Area: Herbert River District, Cardwell, Tully, Innisfail.
Sniggers: Daryl Stonehouse, Mano Serio.
Truck Driver: Ray Evans.
Timber Cutters: Paul De Luca, Ken Maloney, Ernie Grant, Mano Serio, Doug Ladner, Kevin Cooper.
Plant: HD11 Allis Chalmers dozer; HD11 Fiat Allis dozer; John Deere log skidder; Scoopmobile; Ford Louisville 6 x 4 truck; Tandem dual wheel timber jinker; Low Loader, trailer.

Sub-Contractors Mead Brothers Timber Contractors

Logging: Cardwell District.
Sniggers, Cutters, Truck Drivers: George Mead, Bill Mead.
Plant: HD10 Allis Chalmers tractor with logging winch; HD11 Allis Chalmers dozer with logging winch; Leyland truck; AL192 International truck; Tandem dual wheel timber jinker; single axle dual wheel timber jinker.

HERBERT RIVER N.Q.

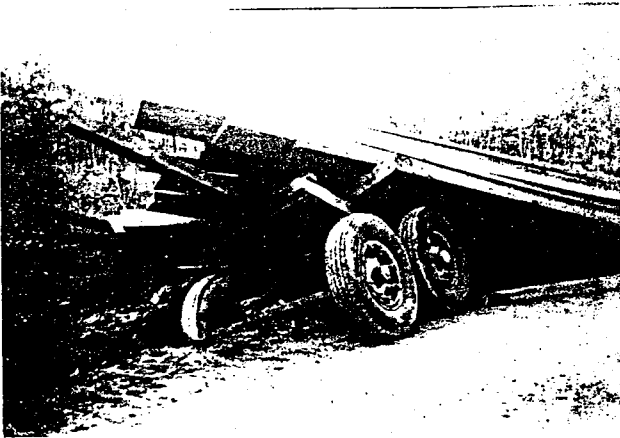
Near Crystal Creek Bridge N.Q. 1949
Main Townsville Road before Mt. Spec turn off

The trailer bogged on the Townsville road on the way to Townsville Wharf with a load of sawn timber (maple) from Mt. Fox.

Keith Blackford's truck was a six wheel drive. In these circumstances, by releasing the pressure of the steel twitch allowing the bolster chain to come loose, and engaging six wheel drive, he pulled from under the load leaving the sawn timber on the road. Keith came back next day to reload and when Johnny Pelleri tried to pass, he in turn became bogged in his NR 6 x 4 10-ton mack loaded with his TD18 International dozer.

Keith was accompanied by his wife Grace, and children, Jeanette (5 years) and Brian (3 years).

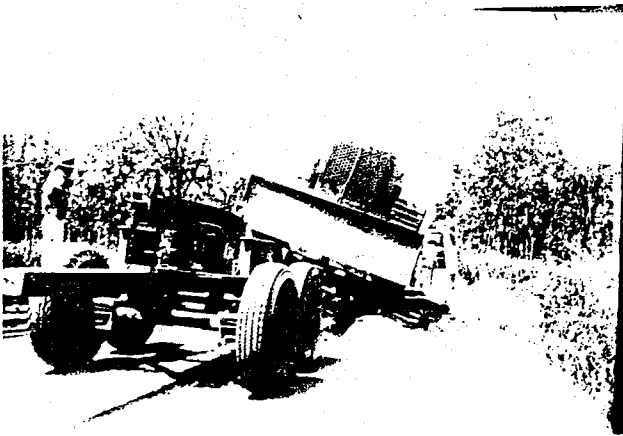
Keith's 6 x 6 GMC amphibious duck in the position to pull the jinker out



Tandem Jinker bogged



Sawn timber on the road



Johnny Pelleri's NR mack truck 10-ton - TD18 International dozer Chassis load

HERBERT RIVER N.Q. PARIS TIMBER YARD - 1950

TWO-HOUR ORDEAL BENEATH A TRUCK

Ingham, January 5 - For over two hours Keith Blackford, aged 29 married, was pinned under a big truck with a trailer of sawn timber which overturned on the Ingham - Cardwell road last night.

As the rescuers jacked up the truck Blackford, who had severe injuries to the spine, a crushed left foot and other injuries, remained conscious. He conversed with the ambulance officer, telling him how he was pinned.

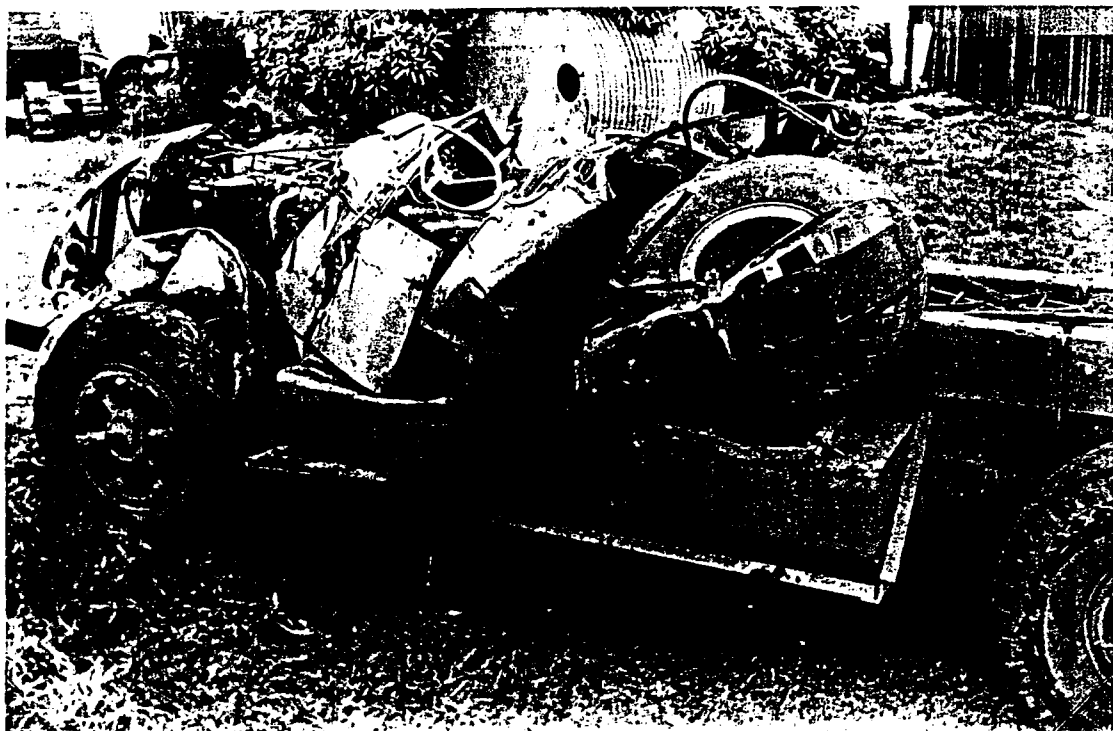
The truck was returning to Ingham with a load of sawn timber. It is believed it got out of control near the high viaduct at Conn's Creek. The vehicle turned over on the opposite side of the road, after crossing the viaduct and tearing down about 16 protective railings and posts.

A passing motorist travelled the few miles to Bemerside to advise the ambulance and police, who were accompanied back to the scene by a number of residents to help in releasing the imprisoned man.

Blackford was admitted to hospital after attention by the ambulance. His condition is serious.

The next morning Keith Blackford was transferred to the Townsville Hospital.

Photo taken of the Truck in Hansen's Engineering Works, Ingham, N.Q.



HERBERT RIVER N.Q. 1950
Torielli Sawmill Blamey Street, Ingham

Arnold Torielli built the sawmill in early 1950 and managed it until 1954; at that time a partnership was formed. Arnold then went overseas for a holiday.

Partners: Arnold Torielli, Carlo Gallina, Spike Finnis, Aldo Bacchiella.

Workforce: Carlo Gallina, Spike Finnis, Aldo Bacchiella, Matty McKee.

Timber Cutter: Assie Little.

Plant in Sawmill: Horizontal breaking down drag saw; No. 1 Bench; docking saw, two man chain saw.

Plant: GMC 6 x 6 truck; single axle dual wheel timber jinker.

Timbers Cut: Milky Pine, Silkwood, Maple, Silky Oak, Blue Gum, Flooded Gum, Tee Tree, Leichhardt, Black Bean, Ash, Black Pine.

Sub-Contractors: Romanello Brothers: Timber Contractors.

TD18 International dozer with logging winch; NR Mack 6 x 4 diesel truck; Tandem dual wheel timber jinker.

Marcell Comelli. Ford V8 Army blitz 4 x 4 truck; single axle dual wheel timber jinker.

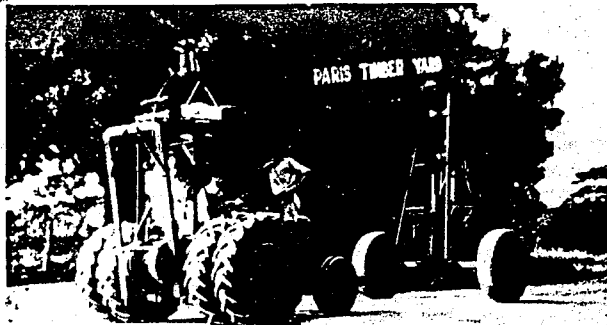
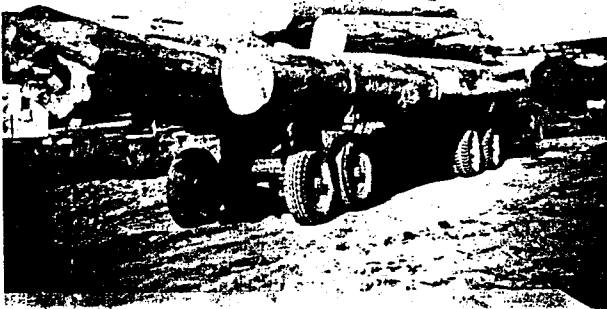
Rolly Macchetta. Ford V8 Marmon Harrington 4 x 4 truck; single axle dual wheel timber jinker.

A variety of species of timber was cut on Bill Johnson's farm at Abergowrie. These were 40 acres of virgin scrub. A large quantity of Milky Pine was cut. Romanello Brothers cut, snigged and hauled the logs.

Rolly Macchetta hauled logs from Yuruga - Blue Gum, Leichhardt, et., also sleeper blocks. He also hauled logs from other areas of the district.

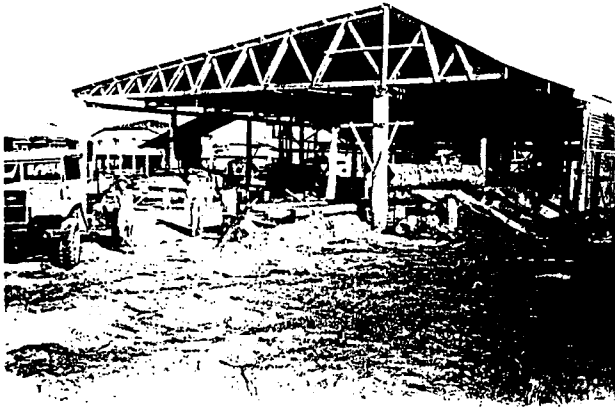
Gino Paris later bought the sawmill licence and closed the sawmill down, transferring the licence to Herbert River Sawmill.

HERBERT RIVER N.Q. 1953
Paris Timber Yard - Eleanor Street, Ingham

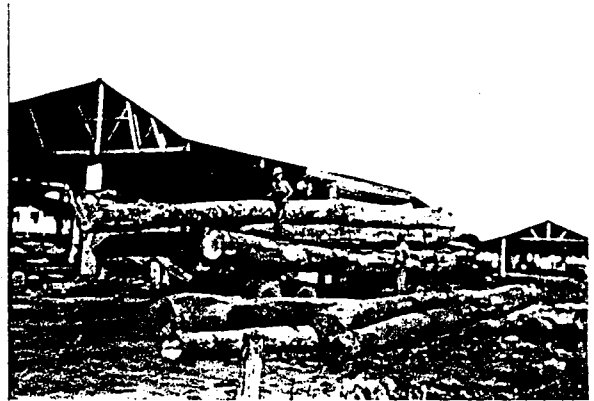


Driver: Keith Blackford
Dogman: Don Donato

Torielli Sawmill - Blamey Street, Ingham



Torielli Sawmill



Bramo Romanello unloading milky pine logs from a NR mack 6 x 4 truck



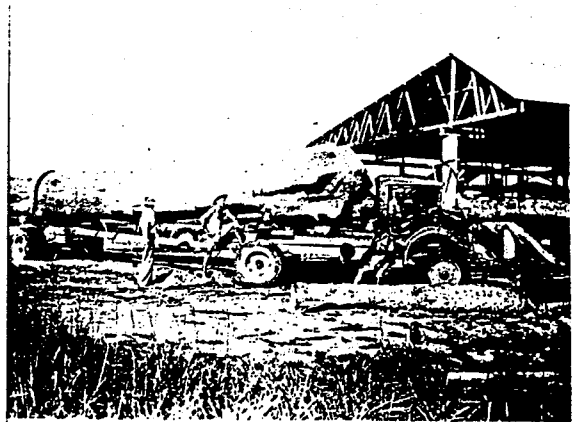
Benchman: Spike Finnis



Leaning on a milky pine log
Aldo Bacchiella



Aldo Bacchiella (left), Spike Finnis (right)
Using two man chain saw



Marcell Comelli's Chevrolet 4 x 4
Army Blitz truck

Whalley Brothers Timber Contractors, Ingham

In 1963 the partnership of Whalley Brothers Mt. Spec was dissolved.

The Registered Company name of Whalley Brothers was retained in the new partnership of Ben Whalley and his wife, Kathy.

As no timber logging contracts were available at Mt. Spec, the plant was moved to Ingham, where a block of land was purchased on the Townsville road.

A machinery shed and living quarters were constructed; later in 1965 a residence in the centre of the block was completed.

The headquarters of Whalley Brothers was now established and their logging operations for Brown and Broad Limited in the Lannercost and Wallaman blocks were in full swing.

From Ingham Ben, as Manager, controlled the cutting, snigging and hauling of logs to Townsville sawmill.

Hauling logs from the scrub and forest on to the main highway had its problems, compared to the old days after the war, where it was open go: haul as much as a truck could pull, timber overhanging from jinkers - no worries -- even without tail lights or stop lights.

About 1960 the Main Roads Department patrol officers started a campaign to check weight distribution, wheel loadings, overhang of logs, etc.

Ben had a discussion with Bruno and Steve Cantoni and Ernie Kruger, of Ingham Machinery Company, the International Harvester Truck dealers.

Following the meeting, a representative from International Harvester Company of Geelong, Victoria, truck division came to Ingham.

A conference was held, referring to the truck requirements of Whalley Brothers. Ben, with his knowledge of trucks, suggested a twin steer truck.

In the office components for trucks were discussed including engines, transmissions, differentials, clutches, brakes, and twin steer. A truck design was decided on, including twin steering.

Later, two ACCO International twin steer trucks were delivered to Whalley Brothers for the Lannercost to Townsville run for haulage of logs to Brown and Broad Sawmillers.

The first twin steer trucks built by International Harvester Company came onto the Australian market through the requirements of an old-time timber cutter and hauler, who started hauling logs with bullock and horse teams.

Ben also designed and built the first single axle, single wheel timber jinker. He used the rear end of an old truck. This was the first timber jinker to be used in North Queensland for hauling logs from the forests and scrubs.

Whalley Brothers of Ingham were the biggest timber contractors working in the forest and scrubs in Harvey Range, Blue Water, Mt. Spec, Lannercost and Wallaman--possibly they were the biggest in North Queensland.

HERBERT RIVER N.Q.

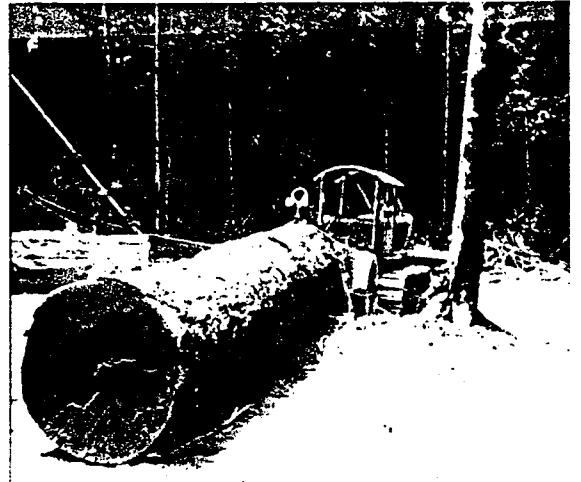
Whalley Brothers Timber Contractors Ingham



Acco International Truck Twin Steer.
Truck Driver: Ernie Simpson



Timber Cutter: Kevin Cooper
Silky Oak Log



HD11 Allis Chalmers Dozer with Logging Arch at Ramp site in scrub - Silky Oak Log

HERBERT RIVER, N.Q.
Whalley Brothers' Timber Contractors Ingham 1963-1975

Their large range of modern trucks and timber jinkers included three HD11 Allis Chalmers dozers, and three Log Skidders.

The workshop was enlarged and more equipment purchased. Ben and Mark made a competent team, with the other mechanics, to maintain the fleet.

In 1975 the timber contract with Brown and Broad and Foxwood Ply was terminated.

Most of the plant was disposed of.

Whalley Brothers originally commenced logging in the Blue Water area.

Logging Area: Lannercost, Oak Hill.

Sniggers: Ben Whalley, Reg Whalley, Ron Hopf, Don Duffy, Herby Hatfield.

Mechanics: Ben Whalley, Mark Whalley, Col Gordon, John Forden, Les Wells.

Truck Drivers: Ben Whalley, Paddy Whalley, Ernie Simpson, Bill Barron, Ernie Khamp, Jim Khamp.

Timber Cutters: Whalley Brothers, Ben, George, Sid; Smith Brothers, Trevor, Rex, John, Ken, Russell; Kevin Cooper, Harry Rooney, Len Dahl, Len Crouch, Joe Vicker, Frank Maynard, Bert Spiegelhauer (Coby), Stan Callie.

Plant: Three of HD11 Allis Chalmers dozers, fitted with McKee logging winches; one of Treefarmer log skidder 4 x 4 articulated positive wheel drive; John Deere 440 log skidders; John Deere 640 log skidder.

Trucks: Two of 175 Dodge 8-ton; three of NR Macks 6 x 4, 10-ton; one of Leyland Hippo 6 x 4, 10-ton; one of Volvo G88 truck; Two of AEC Mammoth Major, Twin Steer; two of ACCO International, Twin Steer; One of F1800 International 6 x 4 Transtar truck; one of Dodge Power Giant; Jeep 4 x 4 truck; Dodge utility.

Trailers: Tandem single wheel timber jinkers; Tandem dual wheel timber jinkers; three axle timber jinkers; low loader trailer.

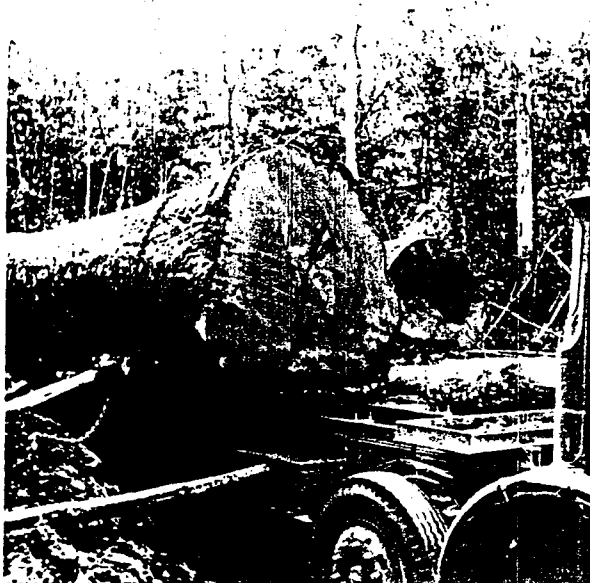
Walley Brothers Timber Contractors, Ingham, Logging in Lannercost Block



Treefarmer Log Skider
at ramp Lannercost



3 Axle Timber jinker



AEC Mammoth Majer Truck Twin Steer -
Silky Oak Logs in scrub at Lannercost



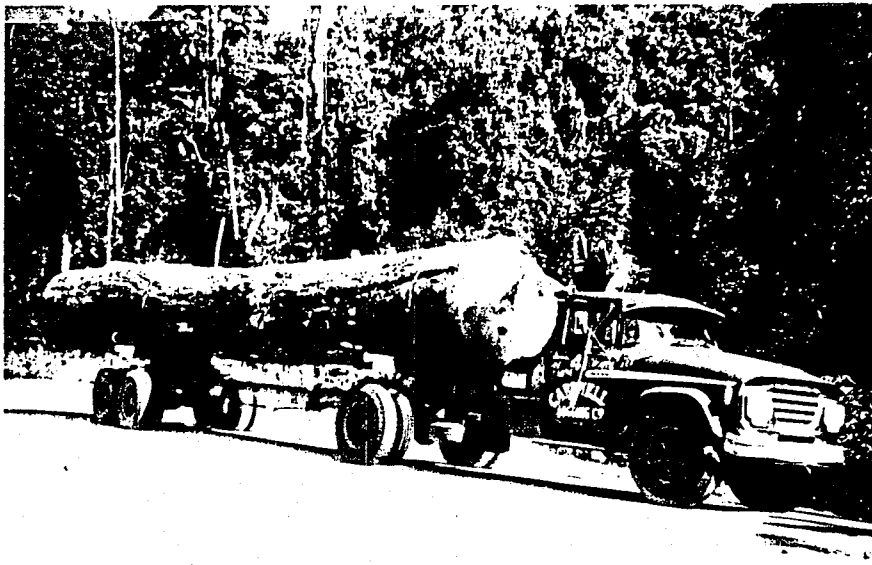
Truck Driver: Ernie Khamp
Cutters: Artie Bolton, Brian Bolton

HERBERT RIVER N.Q.

Cardwell Logging Company - logging at Lannercost



Buddy Dingwell - Curley Kettle - Allan Mollenhagen



Dodge V8 truck Silky Oak Log

LOGGING EQUIPMENT USED BY THE TIMBER CUTTERS

Axes:	Brands Plumb, Kelly, Hyster 4½ lb, etc.
Steel Tapes:	Measuring logs, length, girth.
Saws, Crosscut:	1 man, 2 men, various teeth and lengths.
Branding Iron:	Branding logs and stumps.
Wooden Mallet:	Driving in wooden wedges into saw cuts.
Sledge Hammer:	Driving in wedges into saw cuts.
Steel Wedges:	Assortment for opening saw cuts.
Wooden Wedges:	Assortment for opening saw cuts
Spring Boards:	Wooden with steel toe - climbing trees.
Brush Hooks:	Clearing scrub for tracks.
Cane Knife:	Clearing scrub.
Grinding Wheel:	Sharpening axes.
Files, Oil-stones:	Sharpening saws, axes.
Saw Sets:	Setting saw teeth.
Calculator Book:	Calculates length, girth equals super feet log.
Chain-saw:	Sawing logs.



AEC Mammoth Major Twin Steer Truck
Loaded Truck at Ramp. Truck Driver: Paddy Whalley.



Trevor Smith using chainsaw — Kevin Cooper the axeman.
Starting to fall a Maple Tree in 1968.

HERBERT RIVER N.Q.
Foxwood Ply 1949 - 1989
The Beginning of Foxwood Ply

The Forestry Department in 1949 increased the royalty on logs suitable for plying to double its original value.

Gino Paris and Benny Moretti were the partners in Mt. Fox Sawmill, Michael Creek.

Gino Paris and Robert Grazioli were the partners in Mt. Fox Timber Company.

They realized the increased royalty could not be accepted, when they only had facilities for milling logs.

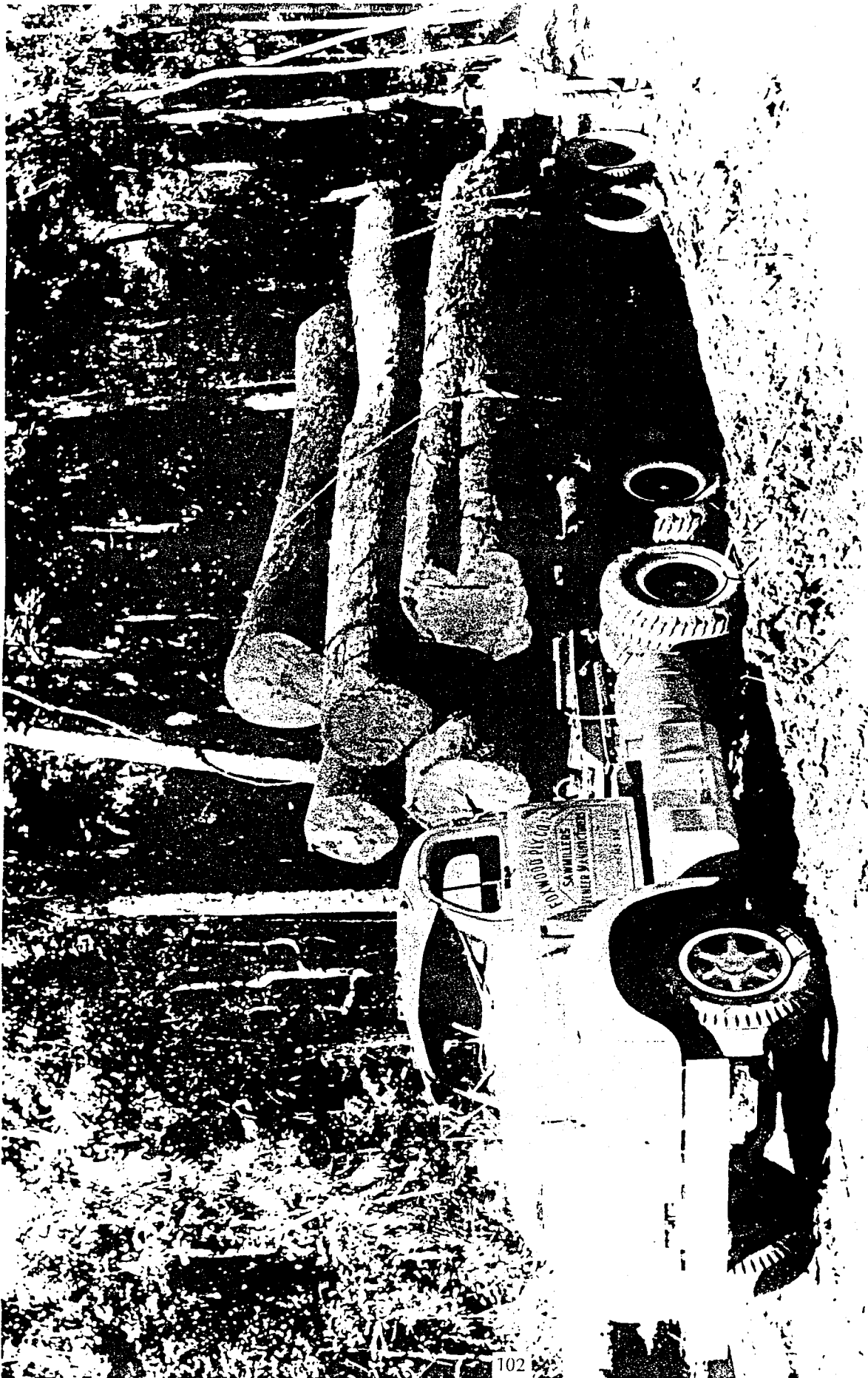
After an investigation into ply production it was decided an approach be made to Eric Meyer and Jack Tadman.

A meeting was held and from the discussion, a plan was formed to establish a veneer peeler plymill at Mt. Fox Sawmill, Michael Creek.

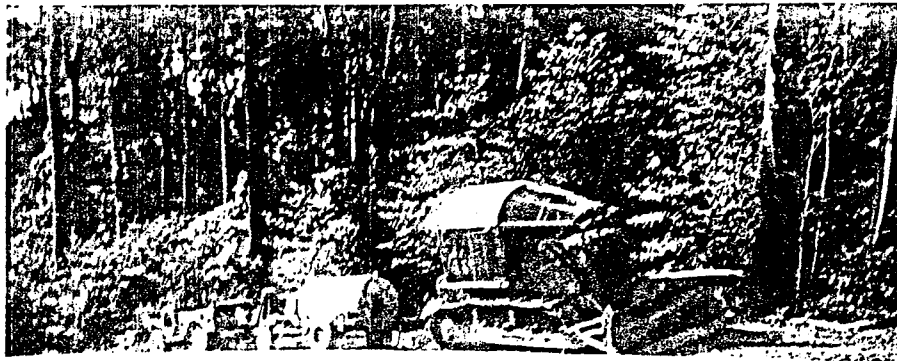
With the amalgamation in 1951 of Foxwood Ply, Mt. Fox with Mt. Fox Timber Company, and later Herbert River Sawmilling Company Ingham, the Foxwood Ply Group of Companies, thus became one of the largest timber veneer ventures in Queensland. This came about by the increase in log royalty by the Forestry Department of Queensland.



Truck Driver: Jack Wildsoet - B61 Mack Trucks - Truck Driver: Gordon Dickson



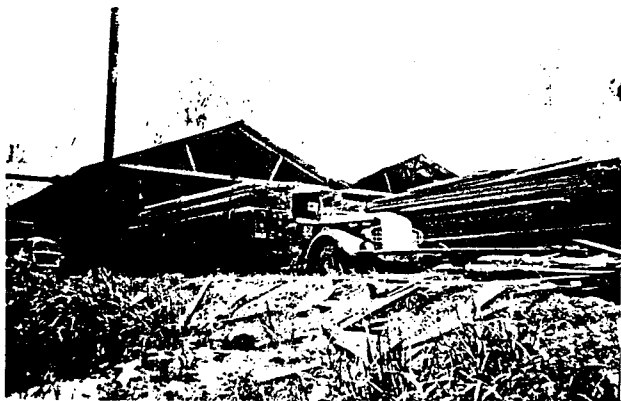
Driver: Gordon Dickson - B61 Mack 6 x 4 truck
Standing to the rear of the timber jinker: Robert Grazioli
Truck loaded with Water Gum-Silky Oak logs



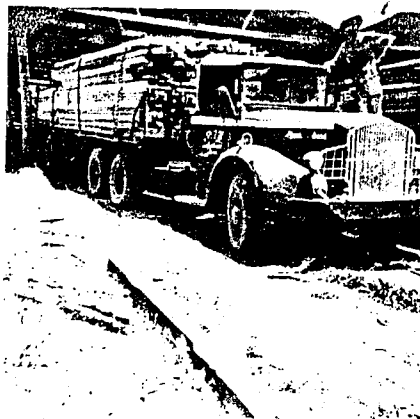
Snigger: Keith White BID20 International Dozer
Dodge 4 x 4 Command Car-Fuel Tanker



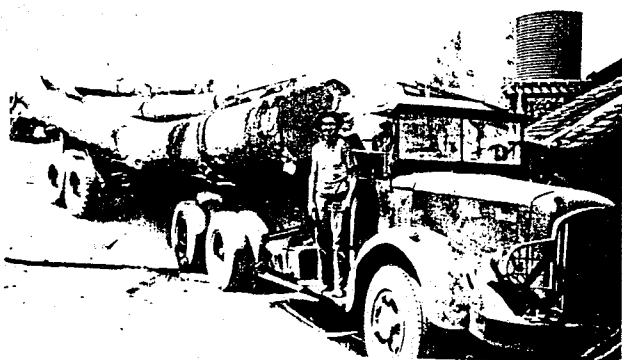
Truck Driver: Johnny Coggiola R Mack 6 x 4 truck



NR Mack 6 x 4 Truck

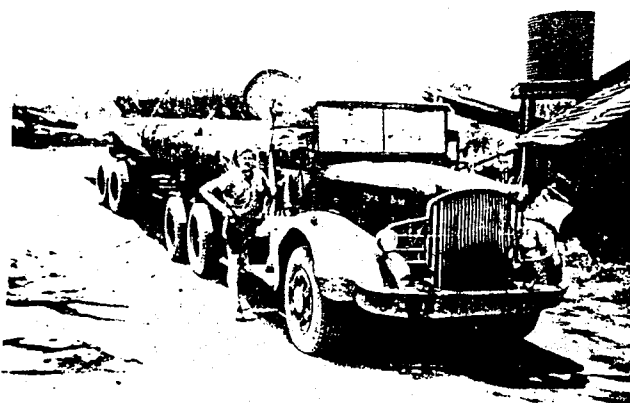


Loading ramp



Driver: Henry Wood

NR Mack truck 6 x 4 loaded with logs:



Spike Finnis



Henry Wood, Spike Finnis, Keith White

Foxwood Ply Mt. Fox N.Q. 1950 - 1964
Michael Creek Ply Mill

Manager: Eric Meyer.

Foreman: Tom McKavanagh, Des Wedmeier, Terry Meyer 1957.

Fitter: Jack Green.

Mechanic: Keith Blackford.

Lath Operator: Bluey Newton.

Workforce: Boyd Glinderman, Henrey Woods, Arthur Winn.

Power Plant: Deutz 4 cylinder Diesel engine 240 volt generator.

This engine was purchased from the Ingham Power Station, Palm Terrace, and installed by Jack Green; GMC 6 cylinder Diesel engine 240 volt generator.

Plant: International 3½ - 5 ton Fowler Crane.

Lath Peeling: The lath was fitted with an extra gear box for better selection of gears—taken from a Sherman Tank, ex-army.

The Ply Mill was built on a high ridge under the supervision of Eric Meyer and Jack Green.

Machinery and equipment, the lath, gantry, veneer carrier and clipper, were installed by Jack Green, as was the Power Plant.

There were a series of drying racks built out in the open, for the drying of veneer.

Rail lines were laid for the rail trolleys.

When the veneer was dry it was crated and loaded by the Fowler Crane on to the Mack NR with a semi-trailer driven by Johnny Coggiola, and hauled to Paris Timber Yard, Ingham, where it was sorted, re-crated, loaded on to rail trucks or semi-trailers and sent to the southern buyers.

Michael Creek Sawmill 1950

Manager: 1950 Benny Moretti; 1952 Arthur Winn.

The sawmill carried on with the same workforce. In the middle of 1957 the sawmill was burnt down. A new mill was established further up the ridge towards the Ply Mill.



Sid Backhouse - Jim Cooper - Noel White



Stoney Creek Road

FOXWOOD ILL. N.O. 1930

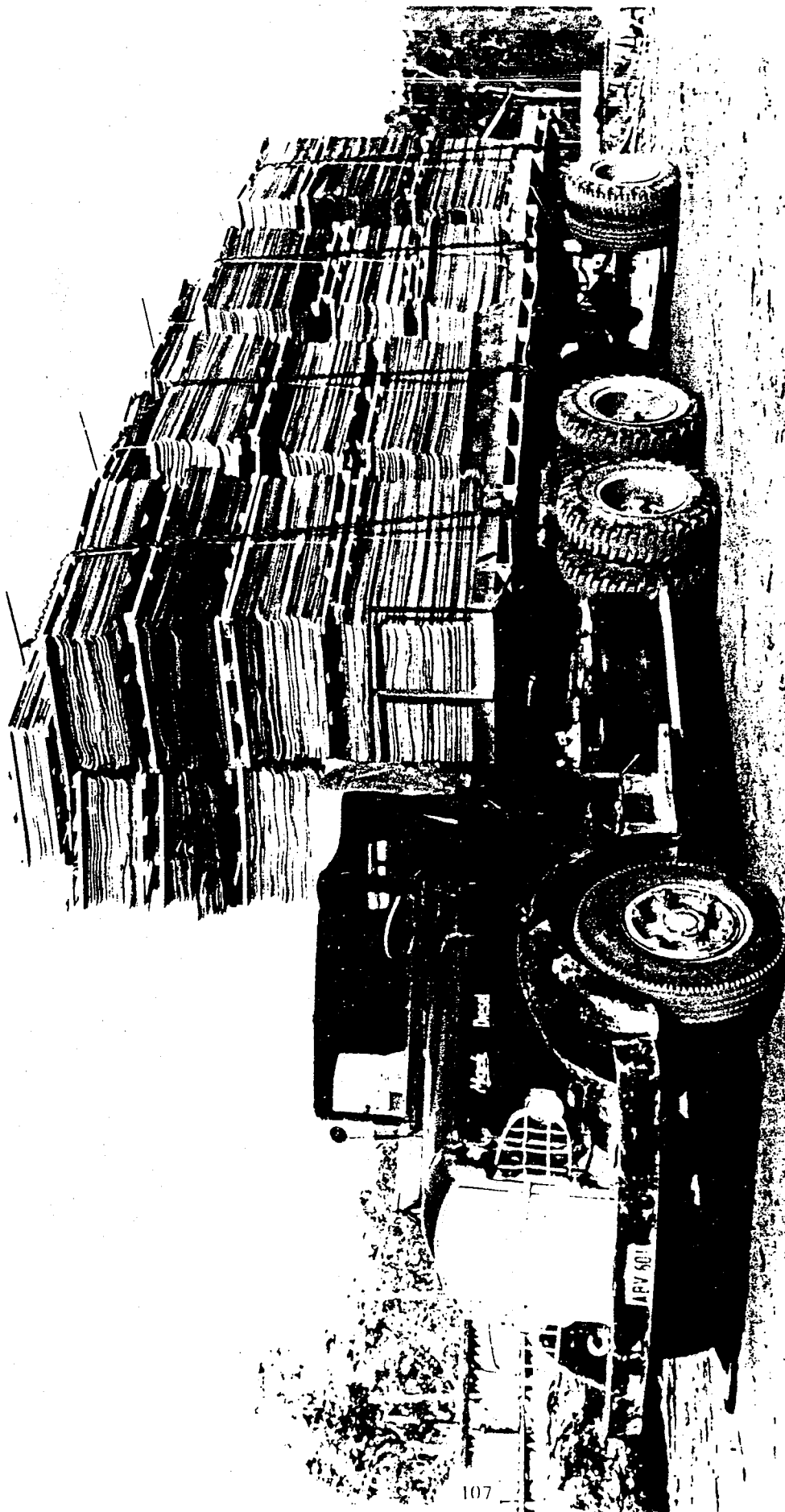
Michael Creek M.L. Fox

Lathe operator: Bluey Newton



LUXWOOD PLY MICHAEL CREEK MI. FOX N.C. 1950

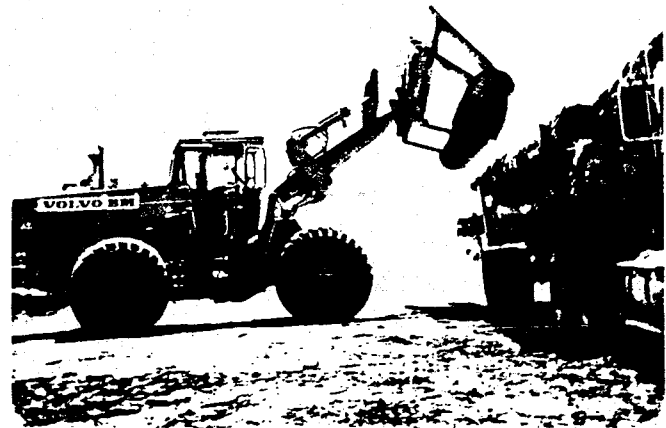
Truck Driver: Johnny Coggiola Mack NR loaded with Veneer
Note: Drying racks for veneer on left



Foxwood Ply Davidson Logging Block



D7 Caterpillar Dozer. Snigger: Keith White
White Road Boss Truck. Driver: Eugene Myran on Top of Load
John White on Ramp Site.



White Road Boss Truck - Volvo FM Loader

HERBERT RIVER N.Q. 1966 1967

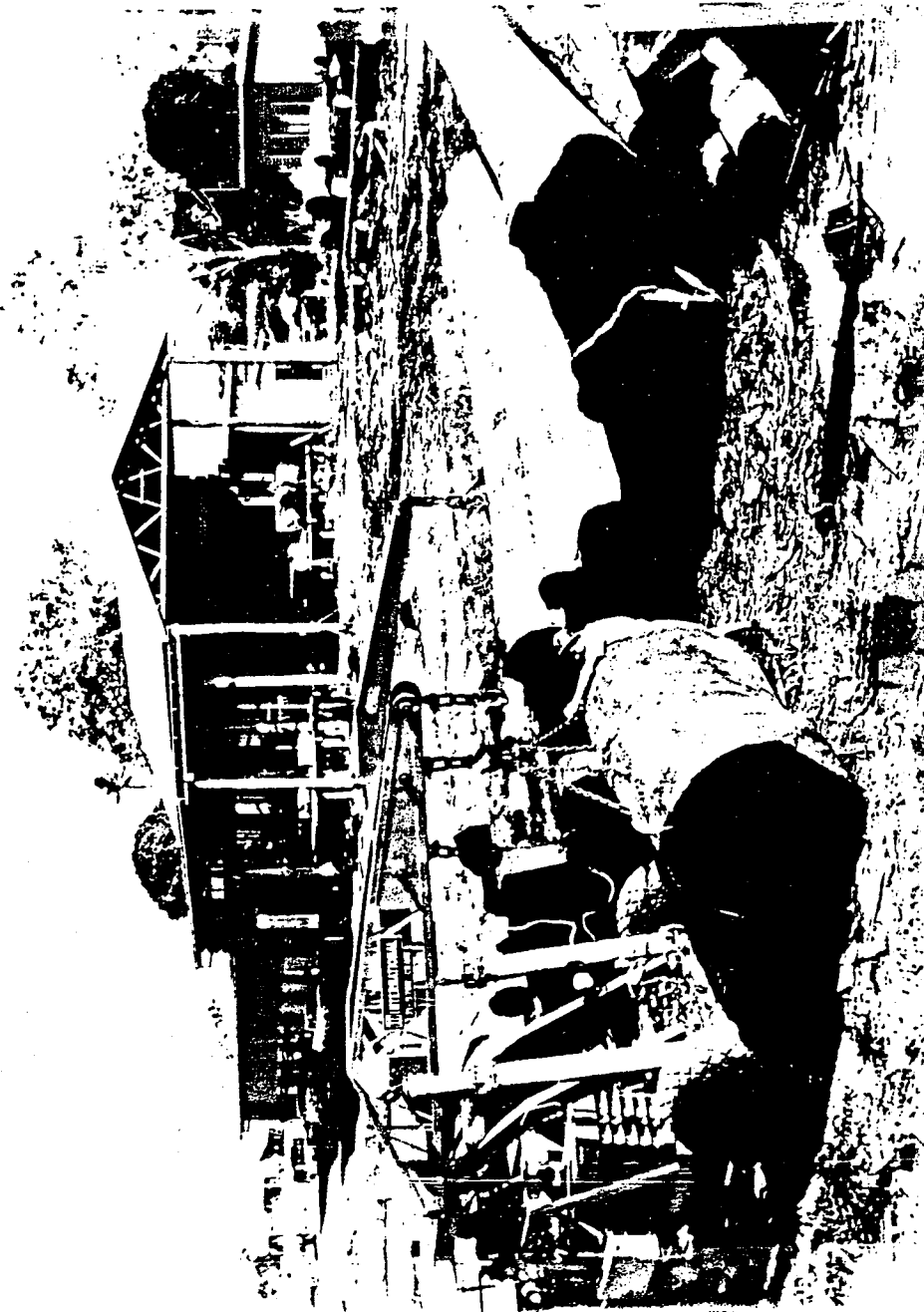
Foxwood Ply Veneer Mill, Treloome

Mill Foreman: Des Wedmeier

Lathe Operator's: Blucy Newton Coal Tooth

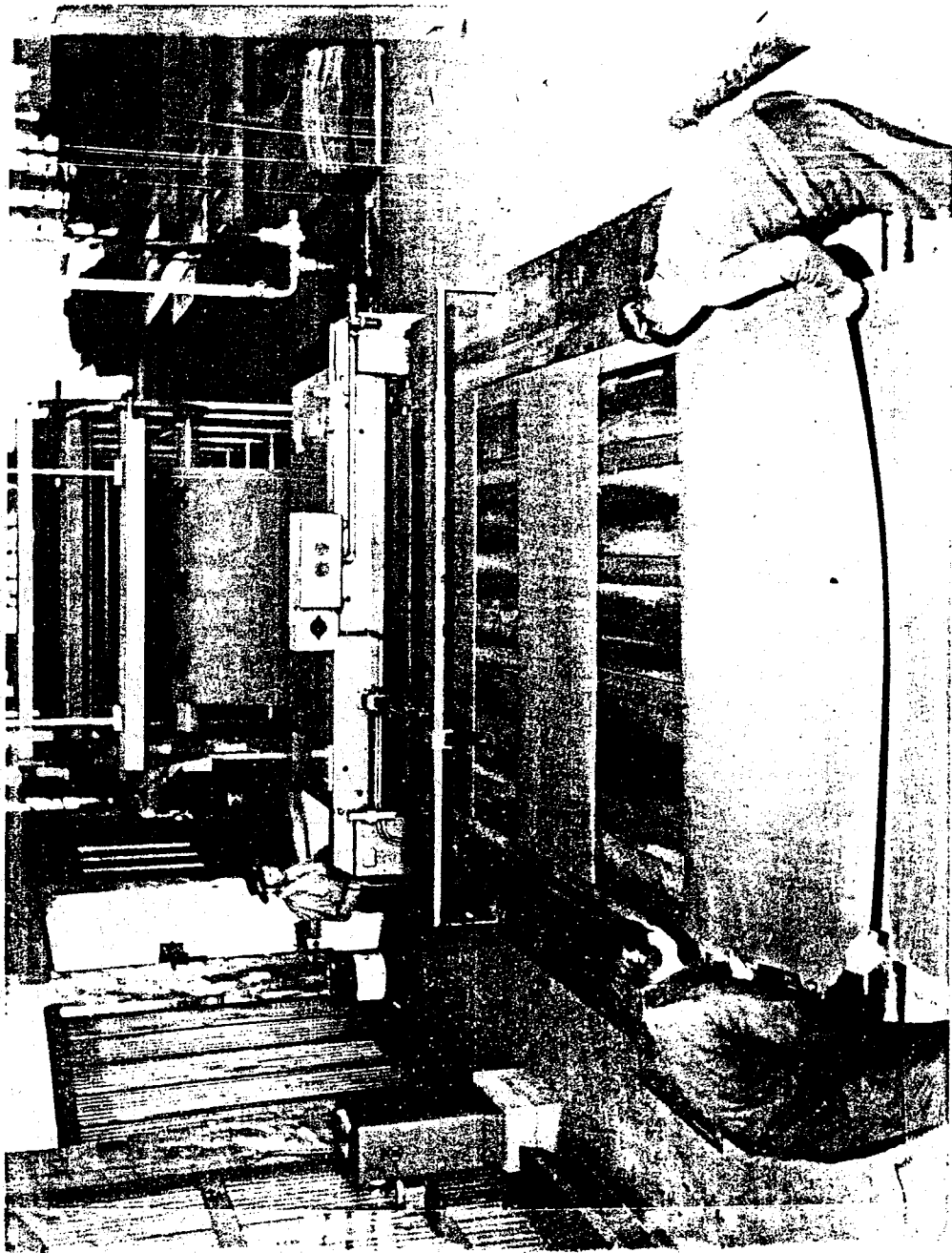
Fowler Crane: Driver: Ken Moore

Dogman: Spencer Hulan



Foxwood Ply Veneer Mill, Treboune

Mill Foreman: Des Wedmeier



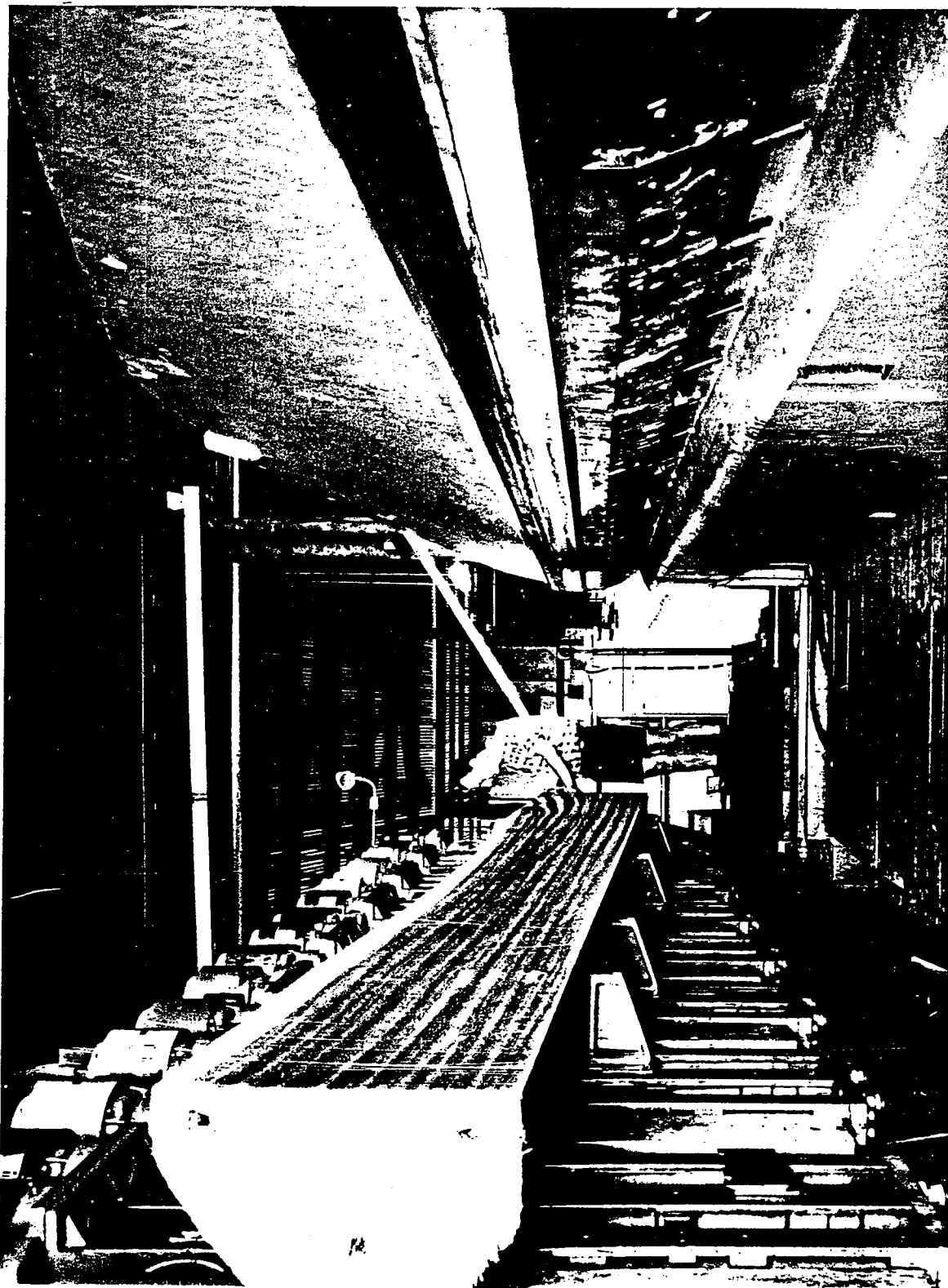
Clipper in use

FOXWOOD PLY N.Q.

Veneer Mill - Hardy Street, Ingham

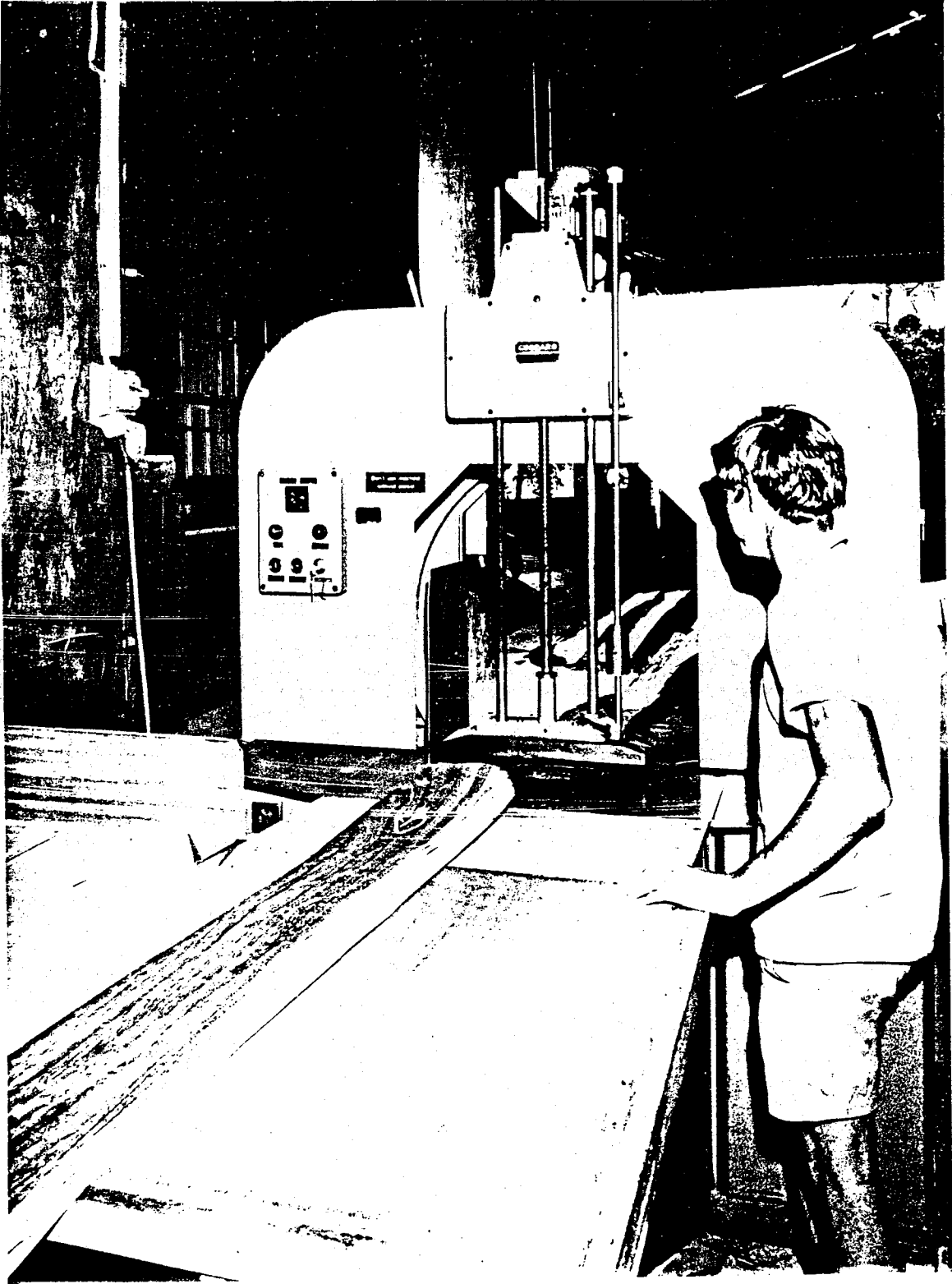
Timber flitch of Maple

Working slicer: Alex Jamieson



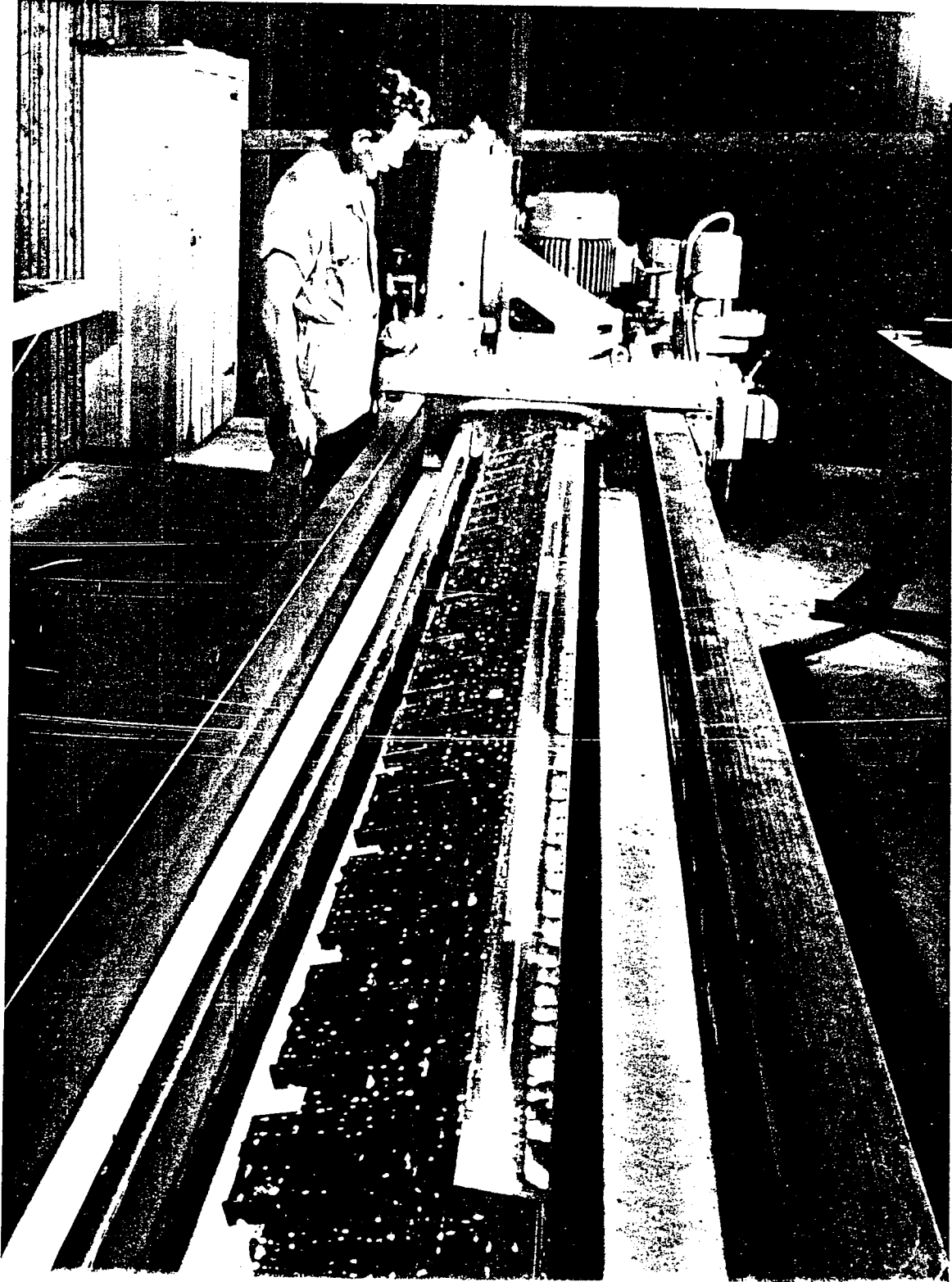
FOXWOOD FLY N.Q.

Veneer Mill - Hardy Street, Ingham



FOXWOOD ILY N.Q.

Veneer Mill - Hardy Street, Ingham
Sharpening blades - operator: Bob Joy



THE END OF AN ERA IN FAR NORTH QUEENSLAND

Foxwood Ingham Sawmill and Veneer Mill closed its doors after 39 years of contribution to the Ingham district..

The mill first began at Mt. Fox in 1950 under the partners of G. Paris, R. Grazioli, B. Moretti, E. Meyer and J.G. Tadmán and in the mid 50's G. Paris relinquished his interest and Mr. T. Covacevich (now Sir Thomas) became a partner. In the early 60's the mill moved to Trebonne and then on to Ingham two years later. In 1967 heavy lathe equipment was purchased from Germany for the Ingham mill which brought the mill up to a modern equipped standard. This same year Foxwood acquired Lawson's Sawmills situated at Tolga, Mareeba and Tully and also by this time owned Romano's Mill in Innisfail. On the 14th November, 1967 Mr. T. Covacevich came onto the Board as Chairman of Directors and an office was set up in Cairns. The company was called Foxwood Holdings Pty Ltd Inc. In June, 1968 the new R.F.R. Slicer in Ingham was the most up-to-date slicing line in Australia. In the late 60's the Edge Hill operation was purchased.

In July, 1969 Foxwood became a Public Company and was listed on the Brisbane Stock Exchange and their name was changed to Foxwood Limited with the head office in Foxwood House, Sheridan Street, North Cairns. During the 70's they took over the Kennedy Mill and Brown and Broad, Townsville. Mr. F. Huxley, Mr. T. Meyer and Mr. R. Hartland, a Chartered Accountant from Brisbane, came onto the board in 1970 and in 1971 Mr. J. Blaiklock, a company director from Sydney and Mr. A. McInnes joined the Board.

In 1972 Customer Sales totalled \$M5,200,000 and the Wangan Mill at Innisfail was purchased on the 3rd July, 1972. Also purchased was Austral Plywoods which included the El Arish Mill which was later transferred to Wangan. At the same time Tolga Mill and the milling operation at Edge Hill was transferred to Mareeba.

On the 2nd July, 1973 the business of Brown and Broad at Newstead and Hardy's in Cairns were purchased from P.G.H. Limited and in October, 1973 Foxwood purchased B.S.I. Timbers Limited in Honiara, Solomon Islands.

On the 30th June, 1974 Group Sales amounted to \$M14,500,000.

In 1975 rationalisation took place which closed down the Innisfail and Tully Mills. A mill was reconstructed at Hughenden from an old mill at Charters Towers.

In 1976 Mr. E.W. Meyer had reached the age of retirement as Managing Director. His son, Mr. T.I. Meyer became Executive of the Group.

In the years to come Foxwood saw several changes in ownership, first Overseas Corporation then McIlwraith Davey, Email Limited then its present owners, Rankine Brothers who took over the Mareeba Mill in April, 1986. The balance of the Foxwood North Queensland empire was purchased by Rankines on the 1st July, 1986 including the Edge Hill retail operation which is also Head Office and Foxwood Hardy's Aumuller Street wholesale timber sales operation as well as the Wangan sawmill and the Ingham Sliced and Rotary Veneer and Sawmill operations.

Many memories will remain by the hundreds of people employed there over the years. One recalls many rail wagons loaded with veneer from the Rotary Veneer shed for customers in Brisbane, Sydney, Melbourne and Adelaide. And one doesn't forget, Christian Schlobach who travelled from Germany regularly to personally select his sliced veneer, while Yamaha representatives travelled from Japan. There was also the Fletcher company in New Zealand which Foxwood representatives visited to promote our North Queensland timbers.

Foxwood Ingham is part of a large timber milling and veneer company with mills spread all over North Queensland and this mill as well as the other mills have been affected by World Heritage Listing. Before World Heritage, Rankine Brothers Foxwood organisation employed over 400 people and on the termination of the World Heritage close-down, the operation would be down to 50 people or less. When World Heritage Listing was announced for the North Queensland Wet Tropics, 72 people were employed here at Foxwood, Ingham.

Today only a handful remain and it is a sad state of affairs that the gates will no longer be open for employment in this district.

Extract from "The Tully Times", Thursday 19th October, 1989
Helen Fuller: Employee 1964-1975

