

Item name: Bridge - pylon remnants and headwall (archaeology)

Location: Near Boyles Bridge over the Corindi River Sherwood Creek Road Upper Corindi 2456 Coffs Harbour

Address: Near Boyles Bridge over the Corindi River Sherwood Creek Road

Planning: Northern

Suburb/nearest town: Upper Corindi 2456

Local govt area: Coffs Harbour

Parish:

State: NSW

County:

Other/former names: Remains - Archaeological

Area/group/complex:

Group ID:

Aboriginal area: Gumbainggar

Curtilage/boundary:

Item type: Archaeological-Terrestrial

Group: Forestry and Timber Industry

Category: Other - Forestry & Timber Industry

Owner: Local Government

Admin codes:

Code 2:

Code 3:

Current use:

Former uses:

Assessed significance: Local

Endorsed significance: Local

Statement of significance: The remains of the timber bridge crossing the Corindi River are of high local significance as rare, surviving evidence of the 1913 GNT Co tramline and demonstrate the history of timber logging which for a short time was a major local industry and an important phase in the history and economic development of the Coffs Harbour area. The history of timber logging and in particular the BAT and GNT Co tramlines are widely known and generate a great deal of historical curiosity and conjecture. Though heavily dilapidated, these bridge remains are of high social significance to the local Coffs Harbour community and form part of the identity of Coffs Harbour.

Historical notes of provenance: Now called Upper Corindi, the original Corindi was first permanently settled in the 1880s when John Franklin and his family moved from Coldstream on the Clarence to Portion 63 in the Parish of Corindi. The area had been logged for its timber and progressive clearing encouraged the establishment of dairy farms.

In the 1880s more families moved into the area following the granting of land leases primarily as grazing runs, for example Station Creek and Glenugie Station. The names of families included Skinner, Shaw, Taylor, Casson, Boyle, Wall etc, many of which are preserved in the current place names.

Settlement at Corindi Beach occurred slightly around 1888 which had been set aside for residential use since the early 1880s.

The earliest legible gravestone at the Upper Corindi cemetery records the death of John Henry Eaves who died in 1911. The cemetery lies next to the first Corindi Public School grounds, of which no physical remains survive.

By the late 1880s most of the available agricultural land had been taken up and commercial crops included cotton, arrowroot, bananas, tobacco and sugar cane. Sugar cane from Corindi was processed at William Pullen's sugar mill at Woolgoolga. With the success of dairying, a cheese factory was set up in 1909 and there were many small banana farms. In 1913, the Great Northern Timber (GNT) Co tram line extended from Woolgoolga to Corindi Creek passing through what is now Sherwood Forest Reserve south of modern-day Corindi, and transported cut logs to the timber mills and jetty at Woolgoolga.

One of the oldest surviving built structures in the Corindi area is Fed Casson's house at 3 Coral Street, off the Pacific Highway. It is thought it was built in 1884.

After WWI the original industries of cattle grazing, dairying, timber logging, sugar cane and bananas went into gradual decline to be replaced with recreational and post-WWII holiday pursuits, such as fishing, camping, swimming, and rural residential hobby farms.

Item name: Bridge - pylon remnants and headwall (archaeology)

Location: Near Boyles Bridge over the Corindi River Sherwood Creek Road Upper Corindi 2456 Coffs Harbour

Themes: National theme

4. Settlement

3. Economy

State theme

Towns, suburbs and villages

Forestry

Local theme

Designer: Not known

Builder: Not known

Year started: 1913

Year completed:

Circa: No

Physical description: Remains of a disused timber truss bridge running alongside Boyles Bridge on Sherwood Creek Road crossing the Corindi River. The remains consist of large vertical logs sunk into the river bed and strengthened by timber cross beams or trusses. These hold up the remains of horizontal beams that would have originally supported the bridge deck. At the side of the creek bed are the remains of other timber posts and beams forming part of the bridge and a section of timber retaining wall made up of vertical and horizontal timber beams.

It is thought the bridge formed part of the Great Northern Timber (GNT) Co narrow-gauge tramline, which would put its date of construction at c1913. It has probably lain disused since some time before 1920. According to Neil Yeates in Woolgoolga: History of A Village, the GNT Co's operations were short-lived as the rate of logging was high and the supply of timber was quickly exhausted. The line and the imported American "A" Class Climax locomotive were sold to H McKenzie and Co for a timber venture on Fraser Island before the end of WWI.

Physical condition level:

Physical condition: Dilapidated. In need of urgent repair and maintenance.

Archaeological potential level:

Archaeological potential Detail:

Modification dates:

Recommended management: Prepare a maintenance schedule or guidelines

Document and prepare an archival record in relation to the significant aspects of the site, structure or movable heritage in relation to places or people
Carry out interpretation, promotion and/or education.

Management: Management category

Recommended Management

Recommended Management

Recommended Management

Management name

Prepare a maintenance schedule or guidelines

Document and prepare an archival record

Carry out interpretation, promotion and/or education

Further comments: More research is required to establish if the bridge forms part of the Great Northern Timber (GNT) Co tramline.

Urgent repair and stabilisation works are required to conserve and protect the current surviving remains, which in 2012 have deteriorated since they were nominated for heritage listing in the 2007 Kayandel Archaeological Services report.

Criteria a): [Historical significance] The remains of the timber bridge crossing the Corindi River are of high local significance in possibly forming part of the 1913 GNT Co tramline and demonstrate the history of timber logging in the Corindi area. Even though heavily dilapidated, these bridge remains are some of the last surviving physical remains of the former tramline, which transported logs from the forests to sawmills at Woolgoolga for only a couple of years between 1913 and the end of WWI.

Criteria b): [Historical association significance]

Item name: Bridge - pylon remnants and headwall (archaeology)

Location: Near Boyles Bridge over the Corindi River Sherwood Creek Road Upper Corindi 2456 Coffs Harbour

Criteria c):
[Aesthetic/
Technical
significance]

Criteria d): Of high social significance to the local Coffs Harbour community. The history of timber logging and in particular the BAT and GNT Co tramlines that ran from Coffs Harbour and Woolgoolga jetties into the surrounding forests are widely known and generate a great deal of historical curiosity and conjecture. The timber industry, its early days and activities and physical remains form part of the identity of Coffs Harbour.

Criteria e): Able to reveal information about the activities of the early timber milling companies and the tramlines they built to transport logs from the forest to local sawmills which for a short time was a major local industry and an importance phase in the history and economic development of the Coffs harbour area.

Criteria f): Rare within the Coffs Harbour local government area and of high local significance.
[Rarity]

Criteria g):
[Representative]

Intactness/Integrity: Poor level of integrity. Urgent repair and stabilisation works are required to conserve and protect the current surviving remains.

References:	Author	Title	Year
	Neil Yeates	Coffs Harbour Vols 1 & 2	1990

Studies:	Author	Title	Number	Year
	Kayandel Archaeological	Red Rock and Corindi: Aboriginal and Historic Cultural Her		2007
	Robin Hedditch	Coffs Harbour Heritage Study		2013

Parcels:	Parcel code	Lot number	Section number	Plan code	Plan number
	LOT	135		DP	882831

Latitude: **Longitude:**

Location validity: **Spatial accuracy:**

Map name: **Map scale:**

AMG zone: **Easting:** **Northing:**

Listing:	Name	Title	Number	ListingDate
		Local Environmental Plan	188	27/09/2013

Data entry: Data first entered: 22/05/2013 Data updated: 18/01/2014 Status: Partial

Item name: Bridge - pylon remnants and headwall (archaeology)

Location: Near Boyles Bridge over the Corindi River Sherwood Creek Road Upper Corindi 2456 Coffs Harbour

Image:



Caption: Bridge - pylon remnants and headwall

Copy right:

Image by: R Hedditch

Image date:

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345b64561ba36324aediae42e3a8d97d4d33.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345b64561ba36324aediae42e3a8d97d4d33.jpg