

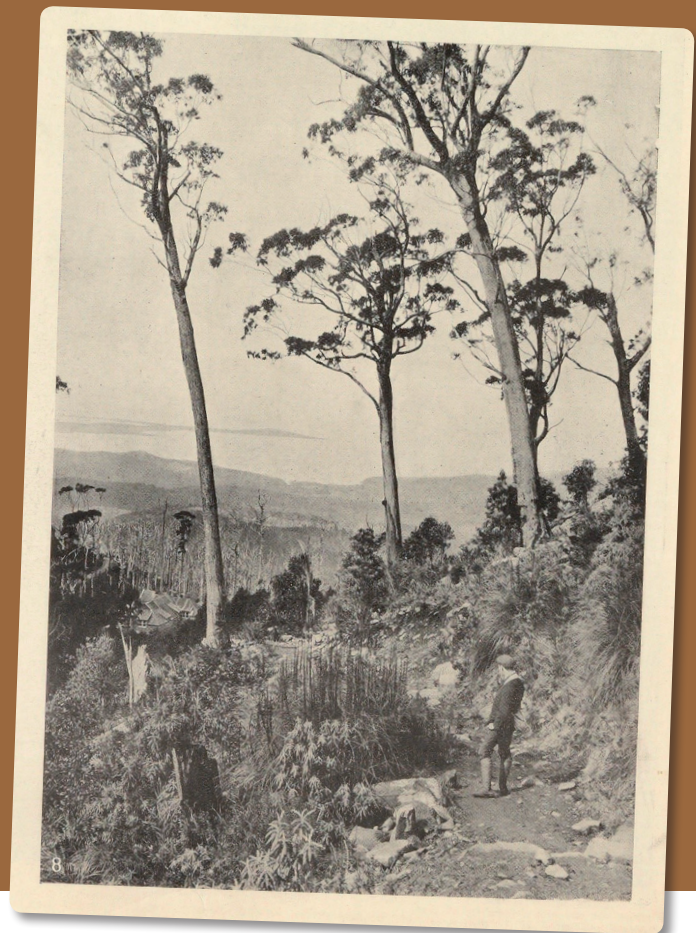


30 | YEARS
1993–2023
Wellington Park

Historic heritage significance of the kunanyi / Mount Wellington track network

WELLINGTON PARK MANAGEMENT TRUST

October 2023



www.wellingtonpark.org.au

In recognition of the deep history and culture of the land within Wellington Park, we acknowledge Palawa as the traditional and ongoing custodians of this land.

We acknowledge the determination and resilience of Palawa, who have survived invasion and dispossession and continue to maintain their identity, culture and connection to country. Although the Muwinina people whose land included that of Wellington Park did not survive invasion, we honour their legacy in our efforts to look after their mother mountain, kunanyi.

We recognise that we have much to learn from Palawa today. We pay our sincere respect to Elders past and present.

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Introduction

Some eighty kilometres of walking tracks criss-cross the eastern face of kunanyi / Mount Wellington, taking walkers over boulder fields and through luscious forests, past caves and rock formations to waterfalls and ephemeral pools, leading them up to the Pinnacle to gaze over the city of Hobart and the blue reaches of the Derwent below. People have been walking on kunanyi / Mount Wellington for tens of thousands of years, to access the mountain's plentiful supplies of fresh water, building materials, and food resources, as well as to simply lose themselves in the beauty of the mountain. Walking on the mountain connects people across time, following the footsteps of history on paths that were laid out centuries before.



A walker on the Pinnacle Track, c. 1907. Weekly Courier, 19 September 1907.

The walking tracks on kunanyi / Mount Wellington are a unique piece of Tasmania's historic cultural heritage. The mountain was the epicentre of Tasmania's early tourism industry, and the walking tracks on the mountain are some of the earliest examples of purpose-built tourism infrastructure in the state, and indeed the country. The alignment and design of the mountain's tracks evolved over time in response to artistic movements and social trends, and as new and interesting natural features were discovered. The tracks also became more complex over time. Simple foot pads and benched tracks were followed by highly constructed paths with features designed to overcome the mountain's steep, wet terrain and provide a pleasant walking experience for people of all abilities. The natural beauty that surrounds the mountain's walking tracks is unquestionably one of the most significant features of the network. The tracks provide walkers with access to an incredible diversity of ecosystems in a relatively small area, from the roaring winds of the mountain's icy summit, to peaceful fern gullies with meandering creeks, to dramatic, towering waterfalls. The evolution of the track network also reflects the change in attitude to the mountain from a site of resource exploitation in the early colonial era, to an area beloved for its natural beauty and scenic recreation value in the mid-20th century.

The purpose of this report is to provide a summary of the historical evolution of the network, explain the cultural heritage significance of the walking tracks, provide suggestions for the management of walking tracks as heritage sites, and to inform an interpretation strategy for the historic tracks. This report focuses on the walking tracks on the eastern face of kunanyi / Mount Wellington constructed between 1804 and 1932. Tracks that are no longer extant or do not have sufficient historical information on which to base an assessment of significance have been excluded from this report.

From timber-getting to tourism – the history of walking track development on kunanyi / Mount Wellington

1. Mountain ascents before tracks

kunanyi / Mount Wellington was an ancient and complex Aboriginal cultural landscape long before Europeans cut walking tracks across it. kunanyi was used as a hunting ground, a ceremonial site, a place of spiritual connection, and, as we know from the European historical record, a place from which the Muwinina people observed European ships sailing in the Derwent. There was unlikely to be any part of the mountain untouched by Aboriginal people prior to invasion. de Gryse (1996) theorised that some of the later tracks on the mountain may have followed existing Aboriginal travelling tracks, which occurred elsewhere in Australia¹. To date there has been no systematic assessment of Aboriginal cultural heritage on kunanyi / Mount Wellington, which has led to significant gaps in our understanding of the Aboriginal history of the mountain. The mountain is a sacred site to the Tasmanian Aboriginal people, and the mountain continues to be an important place of connection to Country.

The first recorded European ascents of the mountain come from the records of early explorers and naturalists, including George Bass who is often cited as the first recorded European to ascend the mountain. Bass circumnavigated Van Diemen's Land in the sloop *Norfolk* in 1798 and is thought to have reached the summit via the Mount Arthur ridge on the mountain's north-eastern side². Botanist Robert Brown claimed to ascend the mountain ten times in his six-month stay in Van Diemen's Land in 1804^{3,4}. In 1810 Salome Pitt, the daughter of early free settler Robert Pitt, ascended the mountain in the company of her brother Phillip and "a Miss Story, a Native, ascended the mountain by way of New Town, there was no Track at that time"⁵. Salome Pitt is often said to be

the first European woman to climb the mountain, however it is likely that many unrecorded ascents of the mountain took place in the early years after colonisation. Guides were taking interested parties up the mountain as early as 1819, prior to the construction of any formal tracks⁶, which perhaps supports de Gryse's suggestion that early walkers were using extant Aboriginal tracks, as well as paths cut by the early convicts to cut timber.

2. Resource tracks into walking tracks, 1804–1845

Timber-getting was one of the earliest industrial uses of the mountain that resulted in the building of formalised tracks. A dense network of logging roads and snig tracks branched across the eastern foothills of the mountain, leading to valued timber resources (namely *Eucalyptus obliqua*, *Eucalyptus delegatensis*, and *Eucalyptus globulus*) on the mountain slopes and provided the timber-carriage gangs with routes back to the Degraives Sawmill and the town of Hobart. Routes on the mountain emanating from these sawmilling establishments of Peter Degraives and others were in place by 1825⁷, and from Degraives' writings it is known that locals utilised what he considered to be a private road to access the mountain and on occasion to cut timber for themselves.

The Hobart Rivulet Track, Fingerpost Track, and Sawmill Track and Middle Island Track are all remnants of the Degraives timber-getting operation on the mountain. The New Town Track also was an early logging road, although that evolved from the sawmilling operations of Henry Bye on the northern side of the mountain near modern-day Brushy Creek⁸.

¹ Kerwin 2006, *Aboriginal Dreaming tracks or trading paths: the common ways*, PhD Thesis

² Stone 2023, *New Town Way*, Report for HCC and WPMT

³ Vallance 2001, *Nature's Investigator: The Diary of Robert Brown in Australia 1801-1805*, p. 481.

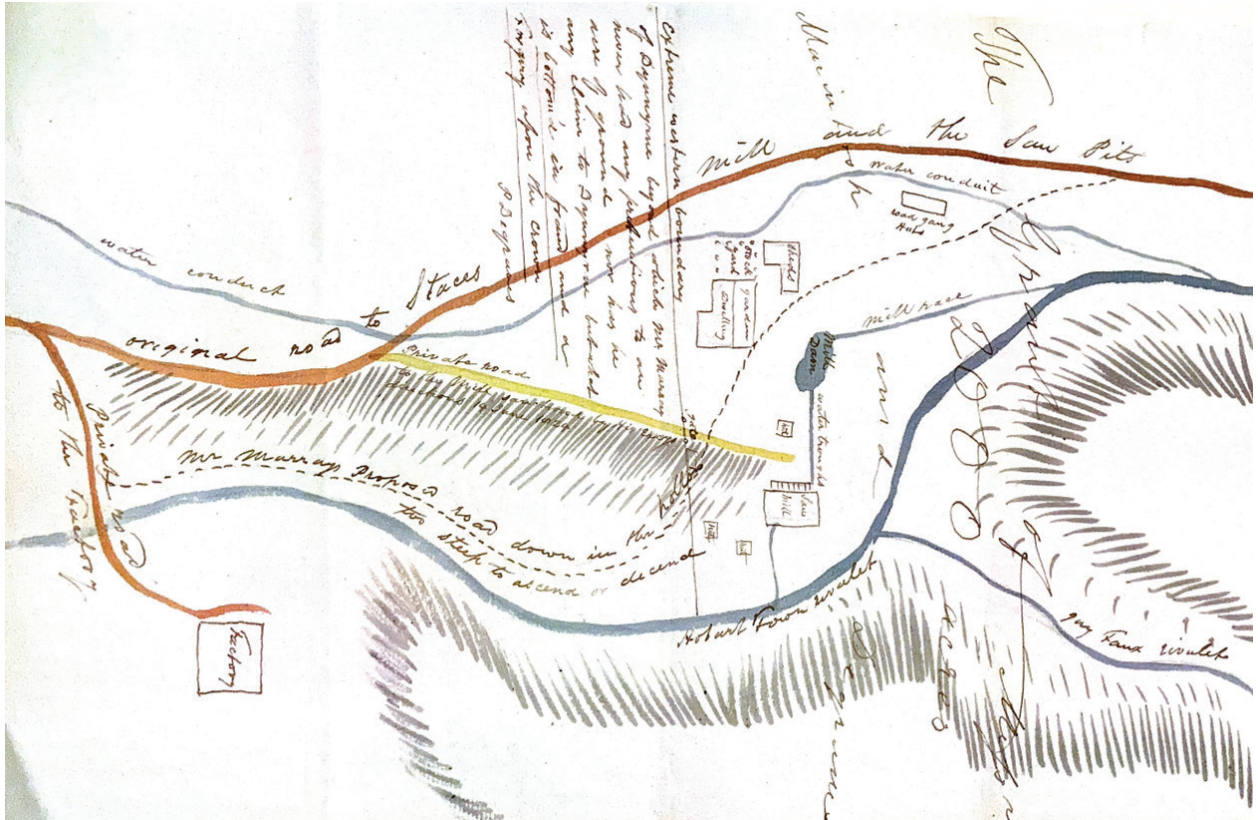
⁴ *Ibid* at 2, p. 3

⁵ Letter from George Bateman to JE Calder, dated 27 Mar 1870, State Library Victoria, Melbourne, Calder Papers, Box 89/3, page 300.

⁶ *Ibid* at 4, pg. 5

⁷ Tasmanian Archives file SC292/1/1.

⁸ Stone 2020, *Sassafras Valley Sawing Establishment*, Report to the WPMT and HCC



One of the earliest 'maps' of the tracks leading to the mountain, this hand-drawn map by Peter Degraevs shows the early logging road that led from the Cascades Sawmill to become the modern-day Fingerpost Track, in red. Tasmanian Archives file SC292/1/1.



A walker at Wellington Falls c. 1890. Tasmanian Archives file PIC/3313/12

Water was the other key resource the early colony required from the mountain. The Fingerpost Track was extended to the newly-discovered Springs in the mid-1820s for the construction of a diversion channel into the Hobart Rivulet that would increase the colony's water supply⁹. This track provided access to the Springs, and thereon to the Pinnacle, to walkers such as the missionary James Backhouse¹⁰ and the naturalists Charles von Hugel and Charles Darwin¹¹. From the terminus of the Fingerpost Track, which historically was located at the current Milles Track-Ice House Track junction, would-be summitters would ascend via a steep and rocky route that would later become the Ice House Track, and cross the boulder fields on the summit plateau to the Pinnacle, a route that would later become known as the South Wellington Track. The Hobart Rivulet - Fingerpost - Ice House - South Wellington route was referred to as the Pinnacle Track, and was the first established track to the summit of Mount Wellington, a place that was becoming increasingly popular with the ever-growing population of Hobart Town.

⁹ McConnell 2015, 1831 Diversion Site Datasheet, WPMT

¹⁰ Backhouse 1843, *A Narrative of a visit to the Australian colonies* p. 160

¹¹ *The Voyage of the Beagle* Chapter 19

3. Romantic sights, track improvement, and the beginnings of the tourism industry – 1845–1905

The Romantic movement was in full swing by the mid-19th century, and the people of Hobart Town had better access than most to dramatic scenes of Romantic beauty thanks to the burgeoning track network on the mountain¹². Wellington Falls, perhaps the most quintessentially Romantic natural feature on the mountain, was discovered in 1845 by a mountain guide and nurseryman named James Dickinson, who wrote a rapturous article in the *Mercury* describing its wild and awesome beauty¹³. This article inspired a large number of Hobartians to seek the Falls themselves, many of them guided by Dickinson up the long and labourious existing route to the summit plateau and back down to the Falls. Funds were raised by “public subscription” to pay for the survey and construction of an easier track to this popular destination, which was undertaken by James Dickinson and completed in 1846^{14,15,16,17}.

The Wellington Falls Track was the first publicly-funded walking track in Australia built for the sole purpose of recreation. While other walking tracks existed in mainland Australia, they were either privately owned or, like the other tracks on Mount Wellington at this time, were resource access tracks that had been co-opted for recreational use. The construction of the Wellington Falls Track marks a significant turning point in the history of track development on the mountain away from resource use and towards scenic recreation. This was complemented by the construction of the Ice House Track in 1849, which allowed visitors unencumbered access to the summit for the first time.

Another significant turning point occurred in 1871 when 3750 acres of land on the mountain was reserved for water supply purposes, which meant that the Lands and Works Department was now responsible for management of the mountain¹⁸. For the first time in the mountain’s history, tracks were planned and constructed by a single authority, in reference to areas and sites that were popular with locals at the time. Tracks were cut to Silver Falls and

the Fern Tree Bower, which had become popular tourist attractions following the construction of the Mountain Water Supply System in the 1860s, and to Sphinx Rock. A number of additional tracks were cut to improve access to the Springs, which by this point featured huts for overnight stays and options for refreshments, courtesy of the caretaker Henry Woods.

The major piece of infrastructure built in this era was Pillinger Drive, a carriage road from the Huon Road to the Springs. Its completion in 1898 once again ushered in a new phase of track development. Since walkers could now get half way up the mountain via carriage, the focus became on developing tracks *from* the Springs to other scenic areas around the mountain. For over eighty years, the Hobart Rivulet - Fingerpost - Ice House - South Wellington Track had been used by walkers to access the mountain’s summit, but the difficulty of traversing the boulder field, the steepness and exposure of the track, and half a century’s worth of accumulated damage necessitated improvements. The new Pinnacle Track was built in 1903, featuring a unique, zig-zag alignment that allowed walkers to climb the mountain from the Springs with far greater ease.

4. Mountain Park and the Great Depression, 1906–1933

In 1906, the eastern face of the mountain was “handed over” to the City Council and the people of Hobart for use “as a playground”¹⁹. The reserve was now known as Mountain Park, and management was now the responsibility of the Reserves Committee. Recreation rather than conservation was the purpose for the reservation of Mountain Park²⁰, and tourism was unquestionably the driving force behind infrastructure development on the mountain. As stated by Sheridan²¹,

“What had been romanticism, forests, waterfalls and mountains in the nineteenth century, had been the Sublime, Picturesque and Beautiful, suddenly was catapulted into pounds and shillings as capital and ‘image satisfaction’ and ‘tourist need’ in the twentieth. Tourism as a land use had been born.”

¹² Sheridan 2010, *The historic landscape values of Mount Wellington, Hobart*, vol 3 p. 49, WPMT

¹³ “SPLENDID CATARACT NEAR HOBART TOWN.” *The Courier (Hobart, Tas. : 1840 - 1859)* 23 January 1845: 3. Web. 17 May 2023 <<http://nla.gov.au/nla.news-article2949823>>.

¹⁴ “LOCAL.” *The Courier (Hobart, Tas. : 1840 - 1859)* 22 April 1845: 2. Web. 20 Feb 2023 <<http://nla.gov.au/nla.news-article2948835>>.

¹⁵ “WELLINGTON FALLS.” *The Observer (Hobart, Tas. : 1845 - 1846)* 2 January 1846: 3. Web. 20 Feb 2023 <<http://nla.gov.au/nla.news-article62136707>>.

¹⁶ “To the Editor of the Hobart Town Courier.” *The Courier (Hobart, Tas. : 1840 - 1859)* 8 May 1845: 3. Web. 20 Feb 2023 <<http://nla.gov.au/nla.news-article2948670>>.

¹⁷ “To the Editor of the Hobart Town Courier.” *The Courier (Hobart, Tas. : 1840 - 1859)* 13 March 1845: 3. Web. 20 Feb 2023 <<http://nla.gov.au/nla.news-article2949284>>.

¹⁸ “CITY COUNCIL.” *The Mercury (Hobart, Tas. : 1860 - 1954)* 10 October 1871: 2. Web. 15 Jun 2023 <<http://nla.gov.au/nla.news-article8870414>>. Minutes of the Reserves Committee MMC 16/65/1/4

¹⁹ “THE MOUNTAIN-PARK.” *The Mercury (Hobart, Tas. : 1860 - 1954)* 9 December 1907: 6. Web. 19 May 2023 <<http://nla.gov.au/nla.news-article9939827>>.

²⁰ Sheridan 2010 vol. 5 p. 5

²¹ Ibid at 20 p. 25



Workers constructing Pinnacle Road, c. 1930.
Tasmanian Archives file NS4023/1/52

A short but industrious period of track building immediately followed the gazetting of Mountain Park, as did other tourism developments such as the construction of the Springs Hotel. By early 1909, “many new tracks” were cut from the new Hotel “into the dense forest and undergrowths” of the mountain for the benefit of holidaymakers²². A track was cut “at right angles” from Silver Falls to “the white rocks near the top end of Pillinger Drive”²³, which would later become known as Reid’s Track, another along the new Mountain Park boundary (known as Boundary Track and now unused), another to Sphinx Rock²⁴, another to Rocky Whelan’s Cave²⁵, and yet another to the Fern Glade²⁶. The Middle Track and Fern Tree Bower Track were “improved”, as were a number of others by the new Mountain Park ranger²⁷. Walkers complained continually about the steepness of the end of the Pinnacle Track, and it was improved and re-graded numerous times over the first half of the 19th century²⁸. The Ice House and the Wellington Falls tracks were closed in 1907 due to concerns about water quality, which was received poorly by the people of Hobart and even less well by the proprietor of the Springs Hotel, who had lost one of the key attractions leading from the Springs²⁹.

In 1927, Deputy Town Clerk A.W. Cecil Johnston, supported by the Reserves Committee, came up with an ambitious plan to substantially develop the track network to “increase the attractiveness of the Park” and the mountain’s potential as a tourist attraction^{30, 31}. “Finances” prevented the works from being undertaken when first proposed, but a few years later two separate forces entwined to allow a number of major infrastructure projects to proceed in the park. Firstly, in 1930 the Council finalised negotiations to purchase a large amount of land to add to the Mountain Park from the Cascade Brewery, which greatly increased the size of the reserve. In the same year, with the Great Depression bringing significant economic decline throughout Tasmania, the Mayor and the City Council, with support from the state and Federal governments and local citizens, created the Mayor’s Unemployment Fund, through which an allowance would be paid to married men with families to

²² “TRACKS ON MOUNT WELLINGTON.” *The Mercury (Hobart, Tas. : 1860 - 1954)* 9 February 1909: 6. Web. 22 May 2023 <<http://nla.gov.au/nla.news-article9973234>>.

²³ “THE MOUNTAIN-PARK.” *The Mercury (Hobart, Tas. : 1860 - 1954)* 9 December 1907: 6. Web. 11 Sep 2023 <<http://nla.gov.au/nla.news-article9939827>>.

²⁴ “THE TASMANIAN MAIL” ILLUSTRATIONS.” *The Mercury (Hobart, Tas. : 1860 - 1954)* 17 September 1908: 4. Web. 22 May 2023 <<http://nla.gov.au/nla.news-article12672584>>.

²⁵ “TRACKS ON MOUNT WELLINGTON.” *The Mercury (Hobart, Tas. : 1860 - 1954)* 9 February 1909: 6. Web. 22 May 2023 <<http://nla.gov.au/nla.news-article9973234>>.

²⁶ “THE MOUNTAIN RESERVE” *The Mercury (Hobart, Tas. : 1860 - 1954)* 17 November 1927: 5. Web. 22 May 2023 <<http://nla.gov.au/nla.news-article24198753>>.

²⁷ Grist 2017, *A timeline for the track network of kunanyi / Mount Wellington*, p. 25

²⁸ Grist 2017

²⁹ *Ibid* p. 28

³⁰ “MOUNTAIN PARK” *The Mercury (Hobart, Tas. : 1860 - 1954)* 29 November 1927: 11. Web. 19 Jun 2023 <<http://nla.gov.au/nla.news-article24189027>>.

³¹ “MOUNTAIN TRACKS” *Examiner (Launceston, Tas. : 1900 - 1954)* 30 March 1931: 11 (DAILY). Web. 19 Jun 2023 <<http://nla.gov.au/nla.news-article51688955>>

support through a “work-for-the-dole”-style government program³². While this program did provide support for people in need, the work was back-breaking and union conditions did not apply, meaning that men were paid far lower wages than they otherwise would have received. This provided the council with an extremely cheap labour force through which they constructed the vast majority of the infrastructure in use on the mountain today, including Pinnacle Road, a number of tracks, picnic areas, and shelter sheds.

The Rivulet Track, Woods’ Track, Bett’s Vale Track, Circle Track, Shooobridge Track, and the Lenah Valley Track were the first new tracks to be constructed under the scheme. The next project was to be the construction of a “high level track” under the Organ Pipes towards Mount Arthur and “thence” to the Pinnacle³³. The track was considered the “most important undertaking from a scenic point of view” of all the new work on the mountain, purpose-built to take in the “panoramic” views of the Derwent and surrounds, as well as awe-inspiring views of the Organ Pipes, while also providing a gentler approach to the Pinnacle³⁴. Blasting was undertaken to clear the path, and the extent of the track was “levelled and gravelled”³⁵. The unemployed men who built the tracks worked in week-long shifts, in snow, hail, and rain, with many of them being “ill-equipped” for the alpine conditions³⁶.

Waterfalls continued to be an important scenic element of the track network, with tracks constructed to Featherstones Cascades and Myrtle Gully in 1931. The completion of the Myrtle Gully Track ended the “first stage” of the Depression-era works on the mountain. The focus of the second stage of works was the Pinnacle Road, but plans also included upgrades and repairs to the Lenah Valley track, the Red Paint Track, the Old Farm Track, and the Sawmill Track³⁷. The last two new tracks to be constructed during the Depression era were the Hunters Track, so named because it ran via the “opossum hunter’s camp” on the northern slope of the mountain³⁸, and the Old Hobartians Track, which was fundraised for by the Old Hobartian’s Association. Walkers came out in literally the tens of thousands to experience the new tracks³⁹.

The new track work constituted a “leap forward of pride in Hobart’s glorious mountain possession⁴⁰”, and more people than ever were now heading to the mountain for recreation, both locals and tourists alike. In total, over 30 km of walking tracks were built during the Depression-era employment scheme.

The completion of Pinnacle Road, the onset of World War Two, and the proliferation of the motor car following the end of the war dramatically altered the use of the mountain. A walk to the summit had once been a day-long journey; now a family could simply drive up to the Pinnacle in less than an hour. There was decreased demand for new walking tracks, and track construction ground almost to a halt. Improved tourism infrastructure at Mount Field, Cradle Mountain and other areas spread tourism out around the state. And in 1967, a devastating bushfire burnt almost the entirety of the mountain, destroying much of the mountain’s tourism infrastructure, destroying homes, and taking many lives. After the fires, many of the historic tracks on the mountain were bulldozed in sections to create fire trails and firebreaks, destroying a number of their historic features. Today, the walking track network on kunanyi / Mount Wellington is one of the most visited tourist attractions in the state.

³² Cloudsdale 2006, *Depression of 1929-1935*, The Companion to Tasmanian History < https://www.utas.edu.au/library/companion_to_tasmanian_history/D/Depression%20of%201929%20-c1935.htm>

³³ “UNEMPLOYMENT” *The Mercury (Hobart, Tas. : 1860 - 1954)* 6 January 1931: 2. Web. 11 Sep 2023 <<http://nla.gov.au/nla.news-article29892030>>.

³⁴ *Ibid.*

³⁵ “MT. WELLINGTON” *The Mercury (Hobart, Tas. : 1860 - 1954)* 20 January 1931: 6. Web. 22 May 2023 <<http://nla.gov.au/nla.news-article29893926>>.

³⁶ *Ibid.*

³⁷ Minutes of the Reserves Committee, 25/1/32

³⁸ “MOUNTAIN PARK” *The Mercury (Hobart, Tas. : 1860 - 1954)* 12 November 1932: 6. Web. 22 May 2023 <<http://nla.gov.au/nla.news-article24697923>>.

³⁹ “MOUNT WELLINGTON PARK” *The Mercury (Hobart, Tas. : 1860 - 1954)* 29 April 1931: 2. Web. 22 May 2023 <<http://nla.gov.au/nla.news-article29906296>>.

⁴⁰ *Illustrated Tasmanian Mail*, 14 July 1932, pp. 28-29.

Understanding the cultural heritage significance of walking tracks

“I personally prefer this old track as I feel closer to both the mountain and the people in the past who enjoyed it.” – Jack Pindell, Kingborough Bushwalkers⁴¹

Walking on kunanyi / Mount Wellington provides people with opportunities for outdoor recreation and connection to nature, as well as a deep and unbroken connection to Tasmania’s past, from the dreaming stories of the Muwinina people, to convicts forced to build tracks and fell giant trees, to those who began to value the mountain not for its resources but for its beauty. Most of the visitors to the mountain likely have no idea that some of the walking tracks are almost two centuries old, however the tracks themselves still hold the evidence of their history.

The track fabric – physical remains of the past

Over the past two hundred years of continuous use, the tracks on kunanyi / Mount Wellington have been repaired, upgraded, and altered a number of times – but elements of the original track construction can still be seen throughout the network. The types of fabric that remain are examples of the construction practices in place at the time and reflect what the tracks were used for – many of the early resource access tracks are steep and challenging paths with minimal features, while the later, Depression-era tracks were built to impress, and therefore feature a number of construction elements to make the walk a pleasant experience. They also reflect who constructed the tracks – tracks created by convicts and prisoners tend to be simpler than the tracks that were constructed under the auspices of the Reserves Committee and maintained by dedicated rangers.

One of the unique elements of the kunanyi historic track network is in fact how simple many of the tracks are, particularly by modern track construction standards. Almost all of the historic tracks are “benched” tracks, constructed by cutting across the face of the slope at right angles to create a horizontal surface. Cutting the tracks would have been an extremely physically laborious process, done almost entirely by hand – dynamite is only known to have been used during the construction of the Panorama Track and later modifications to the Zig Zag Track.



A characteristic section of a simple benched track, on the Fingerpost Track (constructed 1820s). The track has been constructed by cutting into the bedrock on the upslope side. Photo: Anne McConnell

On a number of tracks, including the Fingerpost, Radfords, Lenah Valley, Betts Vale, and Circle Tracks, the bench was cut into the bedrock in sections, which would have been even more difficult and laborious than cutting into and excavating soil. The tracks themselves were not often surfaced with additional materials, with the soil surface simply compacting over time due to use.

More complicated engineering techniques evolved on the network over time, often to solve infrastructure problems caused by the mountain’s topography and climate – that is, for drainage purposes. Walkers on the mountain have complained about the tracks being wet since the 1830s, and the number of drains, gutters, causeways, corduroy, stepping stones, bridges, and cobble paving that can still be seen on the historic tracks today is testament to how

⁴¹ <https://ageramblings.blogspot.com/search/label/0ld%20Hobartians-Hunter-Lenah%20Valley%20Tracks%20Circuit%20202016>

seriously this problem was taken by the historic track builders. Most of the built features of the tracks were made using local materials, usually dolerite stones and wood sourced from the mountain. This results in many of the tracks also having associated “borrow pits” from which materials were cut, or piles of deposited materials from the track excavation.

A notable feature of many of the tracks on kunanyi / Mount Wellington are the sections of constructed, benched tracks that cross boulder fields. Dolerite boulder fields are a common geomorphological feature in Tasmania but are rare elsewhere, and the latter walking tracks display particular skill in rock work through the creation of these relatively flat paths.

The simple tracks on kunanyi/Mount Wellington contrast with the more extensively built and designed tracks in the Blue Mountains, the only other comparable heritage walking track network in Australia. The history of the Blue Mountains walking tracks is very different from the history of kunanyi / Mount Wellington. Many of the early tracks in the Blue Mountains were in private ownership by wealthy landowners, and the tracks were constructed by landscape architects rather than convicts, prisoners, and unemployed labourers. Tracks were also constructed to access natural features that aren't a feature of kunanyi/ Mount Wellington, such as canyons and gorges, and therefore required elements such as ladders and ornate steps cut into cliffsides⁴².



A section of historic track crossing a boulder field, Lenah Valley Track. Photo: Anne McConnell



Ferns at Silver Falls, c. 1890. Tasmanian Archives file NS4360/1/9

Setting — why are the tracks where they are?

The location of the tracks is fundamental to understanding their cultural heritage significance. The earliest tracks on the mountain, being constructed for the purposes of timber-getting, are located in environments which feature the preferred construction timber species on the mountain, namely stringybark, blue gum, and gum-topped stringybark. They also tend to be less “scenic” – while they pass through forests that might be aesthetically appealing, there tend not be scenic views or other notable features near the tracks.

In later years, when tracks were built to access particular features, those features were decidedly Romantic in nature, such as stark rock formations and dramatic waterfalls. These tracks also were designed with the walker's enjoyment in mind. The Wellington Falls Track was purposely surveyed to be as flat as possible, for the comfort of walkers, but also to pass by interesting botanical features as a result of James Dickinson's interest in botany. Views also became important, such as the Panorama Track, so-called and so-designed to take in the entire panoramic scene of the Derwent below. The number of tracks that lead to or pass through fern gullies is not also not a coincidence, as the “fern craze” swept the western world from the mid-19th century to the early 20th.

⁴² McConnell 2012, *The Historic Track and Hut Network of the Hobart Face of Mount Wellington Comparative Analysis and Significance Assessment*, WPMT

The most important setting on Mount Wellington is without a doubt the Pinnacle, at least from the European perspective. Since Bass conquered the summit in 1798, locals and tourists alike have desired to ascend the mountain and look down at the scene below.

The walking tracks on the mountain were constructed in their particular locations so that people could engage with the natural environment, and in particular, features of the natural environment that were fashionable or interesting at the time. Over the past two hundred years of usage, those features have become culturally and socially significant to generations of walkers, both locals and tourists.

Aesthetic appeal – beauty within and without

As well as the scenery that surrounds them, the tracks have a distinctive aesthetic appeal of their own. The rustic, hand-built nature of the tracks, the use of natural materials, and the weathering of the materials over time has resulted in a distinctive aesthetic style in the historic tracks that can immediately be differentiated from newer works. The use of natural materials, rustic style, and the influence of nature in design are key philosophies of the “Arts and Crafts tradition”, a style that was common for built infrastructure on the mountain, such as huts and picnic areas. One of the key influences of the Arts and Crafts tradition on the mountain was Alan Cameron Walker⁴³, a landscape architect who was heavily involved in the construction of the Depression-era works at the Springs, including a shelter shed and the Exhibition Gardens, as well as the earlier Springs Hotel. Walker died suddenly in his home in 1931 before the works were completed, and the shelter shed at the Springs was named the AC Walker Memorial Shelter. A stone commemorating him is still in place at the Springs.



Wragge and his assistants carrying instruments to the summit in a coffin, 1895. The Graphic, 12 October 1895.

History in the making

The walking tracks on kunanyi / Mount Wellington have been used by a number of notable figures, and been the stage for a number of important historical events. Lady Jane Franklin, wife of Governor Franklin, made a famous and well-publicised ascent of the mountain in 1837, travelling via the early New Town Track to the summit. The ascent, it was hoped, would set an example for the “ladies of the colony in adding to the ‘agrémens’ of such excursions, the charms of female society”⁴⁴. Other historic uses of the tracks include the tragic Go-as-you-please race of 1903, which claimed the lives of two runners, the monuments to whom can still be seen on the tracks today.

The mountain has always been a living laboratory, home to a number of plants and animals that are not found anywhere else in Australia, and completely unknown to the British naturalists that were some of the first to explore the mountain’s slopes after colonisation. Some of the most famous early naturalists in history were the first Europeans to record the biodiversity of the mountain, including Robert Brown, Ferdinand von Mueller, Charles von Hugel, Alan Cunningham, Joseph Dalton Hooker, and of course, Charles Darwin, who thought the mountain was

⁴³ Sheridan 2010 vol. 4, p. 78

⁴⁴ “Excursion to Mount Wellington.” *The Hobart Town Courier (Tas. : 1827 - 1839)* 22 December 1837: 2. Web. 16 Jun 2023 <<http://nla.gov.au/nla.news-article4167912>>.

of “little picturesque beauty”⁴⁵. Many of the names of these naturalists live on in the names of the mountain’s flora. In 1895 Scottish meteorologist Clemente Wragge established the first high-elevation meteorological station in the Southern Hemisphere on the summit of kunanyi / Mount Wellington⁴⁶. Wragge and his assistants caused a stir carrying their instruments up to the summit via the Ice House Track in a coffin-shaped wooden box.

As mentioned, the Great Depression was one of the most significant historical events to shape the mountain. In addition to the walking tracks and Pinnacle Road, a number of shelter sheds and tourist attractions, such as the Exhibition Gardens, were built in this era. A number of the tracks and other features built during this troubling time bear the names of the council employees who worked on or oversaw the construction, such as the Featherstone’s Cascade Track, named after Robert Featherstone, overseer of the Depression-era work program and true mountain man who lived and worked on the mountain almost all his life; Bett’s Vale Track, named after R.J. Betts, mountain superintendent; Reid’s Track, named after Robert Reid, construction manager and mountain overseer; Shoobridge Track, named after Hobart City Council Alderman Louis Shoobridge, a fundamental force behind the Mayor’s Unemployment Fund who was directly involved with a number of construction projects, particularly the Exhibition Gardens; and Woods Track, which was apparently named for Henry Woods, the “old man of the mountain” who owned the first overnight shelter at the Springs. Hunters Track also references another piece of Depression-era history – originally named the Possum Hunter’s Track because it ran via the “opossum hunter’s camp” on the northern slope of the mountain⁴⁷, which was frequently used by those hunting possum to sell or to use themselves during the scarcity of the Depression.

Other track names that bear witness to history are the Sawmill Track, which references the Cascade Sawmill erected on Strickland Avenue in the 1920s (though used as a timber access track for almost a century prior); the Ice House Track, of course referencing the four ice houses that once provided ice to individuals and businesses in Hobart Town; Radford’s Track, commemorating George Radford who died in the Go-as-you-please race in 1903⁴⁸, Smith’s Monument Track, which guides the way to the

monument commemorating the death of Dr. John Smith, who died on the mountain in 1858⁴⁹; and of course the Fingerpost Track, named for the finger-shaped post that once directed the way to the mountain from the Huon Road.

The track network on the mountain was also fundamental to the development of Tasmania’s tourism industry. The economic possibilities of Mount Wellington were well-known when the Tasmanian Tourist Association was formed in the 1890s; the group lobbied for the carriage drive to the Springs and for the Springs Hotel, for the “beautification” of popular tourist attractions such as the Fern Tree Bower, praised the construction of new tracks and facilities and ran to the newspaper when a track was getting worn out⁵⁰. The Tourist Association was unquestionably responsible for the intensification of infrastructure development on kunanyi / Mount Wellington, but they were also responsible for developing Tasmania’s tourism “brand” as a place of natural beauty where people could retreat to, to get back to nature. Subsequent tourism boards, such as the Government Tourist Bureau, the Scenery Preservation Board, as well as the Hobart City Council and the Reserves Committee, saw the mountain as a natural jewel in Tasmania’s tourism crown. Recreation in natural areas would eventually become the cornerstone of the Tasmanian tourism industry, but Mount Wellington was the first natural area to be developed with tourism in mind.

⁴⁵ *Voyage of the Beagle* Chapter Six

⁴⁶ McConnell 2011, *Wragge’s Summit Observatory Data Summary*, WPMT

⁴⁷ “MOUNTAIN PARK” *The Mercury* (Hobart, Tas. : 1860 - 1954) 12 November 1932: 6. Web. 22 May 2023 <<http://nla.gov.au/nla.news-article24697923>>.

⁴⁸ “THE MOUNTAIN GO-AS-YOU-PLEASE.” *The Mercury* (Hobart, Tas. : 1860 - 1954) 21 September 1903: 7. Web. 18 May 2023 <<http://nla.gov.au/nla.news-article12264025>>.

⁴⁹ “GENERAL INTELLIGENCE.” *The Hobart Town Daily Mercury* (Tas. : 1858 - 1860) 27 January 1858: 2. Web. 11 May 2023 <<http://nla.gov.au/nla.news-article3246354>>.

⁵⁰ Sheridan 2010, vol. 4, p. 67,

Statement of significance for the historic walking track network on kunanyi / Mount Wellington

The walking track network on kunanyi / Mount Wellington is of state and local cultural heritage significance. It is historically significant at the state level as the site of the development of the early Tasmanian tourist industry, which was centred on bushwalking and scenic, natural recreation. It is significant for being the site of the first ever purpose-built recreational walking track in the state, the Wellington Falls Track. The track network is the earliest physical remnant of the early tourism industry in Tasmania, and has the potential to provide further information about the evolution of scenic tourism in Tasmania from the 1820s to the 1930s.

The track network is also historically significant at the state level for the suite of works completed during the Great Depression funded through the Unemployment Fund, which provided essential work for married men during a time of great economic strife. These works resulted in a number of tracks being constructed or upgraded on the mountain, many of which created vital connections between existing tracks that form the basis of the interconnected network seen today. The early mountain tracks are historically significant at the state level due to their association with the early colonial timber industry, particularly Peter Degraives and the Cascade Sawmill, and for their association with a number of notable individuals who used the tracks for scientific exploration, notably the early naturalists such as Charles Darwin, Robert Brown, Charles von Hugel, and Ferdinand von Mueller.

The walking track network on kunanyi / Mount Wellington has historic significance at the local level for its associated with a number of important and notable figures in Hobart's history, including Henry Woods, Cecil Johnston, Louis Shoobridge, Alan Cameron Walker, and other members of the Hobart City Council and City of Hobart Corporation. It also has significance due to the long-term associations with the Hobart Walking Club.

The walking track network is of aesthetic significance as it exemplifies the rustic, natural design philosophies of the Arts and Crafts tradition in a Tasmanian environmental context. The aesthetic value of the tracks is enhanced by the aesthetic beauty of their natural, virtually untouched setting, and the significant natural features such as waterfalls, cliffs, fern gullies, rock formations, and views that the tracks lead to. The aesthetic design of the tracks reflects the natural beauty of their surroundings, blending into the landscape and allowing walkers to feel immersed in nature.

The track network is socially significant to the people of Hobart. The walking track network has provided the people of Hobart with opportunities to spend time in nature, view spectacular areas of scenic beauty, engage in recreational activities, and connect with friends and family for over two centuries. It has been the site of important events in Hobart's history and has been the site of some residents' final moments. The value of the track network to the community is enhanced by the ongoing, long-term use of the tracks.

Statements of significance for the historic walking tracks on kunanyi / Mount Wellington

1820s–1840s

1 Hobart Rivulet Track, c. 1820s

The Hobart Rivulet Track originated as a logging road linking Degraives' sawmilling establishment at the Cascades with the timber resources on the mountain. The track ran along the south side of the Hobart Rivulet from the sawmill toward's Stace's sawmill, then to the fork of the creek, then along the east bank of the Featherstone Creek, and on to the Huon Road ridge near the start of the Fingerpost Track. The track is outside the boundary of Wellington Park, however it formed a crucial component of the early track network on the mountain.

■ *Setting*

The Hobart Rivulet Track today is 1.3 km long, starting from Strickland Avenue at the big bend, running west along the south bank of the rivulet to the junction with Featherstone Creek, then running southwest along the creek until it reaches the Huon Road at the Fingerpost Track juncture. The track runs through suburban South Hobart in remnant *Eucalyptus obliqua* forest. It is notable that the track leads to Stace's sawmill, the other early colonial sawmill station at the Cascades.

■ *Fabric*

The track has been substantially modified in recent years, however it is predominantly a simple benched track throughout its length. There are a number of associated features, including a weir, metal pipes, and a track associated with the Cascade Brewery's water supply, the Stace sawmill, and potential log chutes and other timber-getting tracks.

■ *Significance*

The Hobart Rivulet Track is of local cultural heritage significance as evidence of a very early logging road and an early recreational track. It is also significant for its association with Peter Degraives.

2 Fingerpost Track c. 1825

The Fingerpost Track was one of the first tracks to be built on kunanyi / Mount Wellington, constructed in the 1820s to connect sawmills owned by Thomas Stace and Peter Degraives with the abundant timber resources in the mountain's foothills – a continuation of the aforementioned Hobart Rivulet Track. It was extended to the newly-discovered Springs in 1825, carved out by convicts to provide access for workers and materials for the construction of a channel that diverted additional waterflow into the Hobart Rivulet to increase Hobart Town's water supply⁵¹.

The track originally ran from the Degraives Sawmill (the modern-day Cascade Brewery) following the course of the Hobart Rivulet to the Stace sawmill (at approx. 522369E, 5249763N) to the current junction with Huon Road⁵². The track originally terminated approximately at the beginning of the modern-day Milles Track. From the track terminus, those wishing to ascend the mountain to the summit – like George Augustus Robinson (1825)⁵³, the missionary James Backhouse (1833), botanist Charles von Hugel (1834), and likely Charles Darwin (1836) – would ascend via a steep unmarked and still-vegetated route that would later become known as the Ice House Track.

In the 1880s, the construction of Pillinger Drive bisected the track, which necessitated the construction of stone steps at several locations so that walkers could cross the new road. Prisoners from the Hobart Gaol employed to construct the road were housed in the "Stockades", adjacent to the Fingerpost Track, and likely would have become extremely familiar with its route as they headed to work on the road each day. The track became known as the "Fingerpost" track in the 1860s after a well-known signpost on Huon Road that pointed the way to the mountain, which was literally in the shape of a finger⁵⁴.

⁵¹ McConnell 2015, 1831 Diversion Site Datasheet, WPMT

⁵² The track from the Cascade Brewery to the Huon Road junction is now known as the Rivulet Track

⁵³ *On His Majesty's Service: George Augustus Robinson's first forty years in England and Van Diemen's Land*, Troubadour Publishing, 2019, p. 71

⁵⁴ "CHESS AT AN ALTITUDE, Or an Ascent of Mount Wellington" *Weekly Examiner (Launceston, Tas. : 1872 - 1878)* 25 January 1873: 16. Web. 29 May 2023 <<http://nla.gov.au/nla.news-article233102097>>.

■ **Setting**

The Fingerpost Track is 1.6 km long, running from Huon Road (521930E, 5248775N) to the Springs (520250E, 5248584N). The track has an elevation gain of approximately 240 m, from 460 m asl to 700 m above sea level.

The track is located within *Eucalyptus obliqua* and *E. delegatensis* wet forest, which were the preferred tree species for construction timber in the 19th century. The dense, wet vegetation and frequent fallen logs that crossed the historic track drew the ire of numerous early walkers, including Charles Darwin⁵⁵.

■ **Fabric**

The Fingerpost Track is a simple benched track for the majority of its length. Features include bedrock cuts and borrow pits. Later historical features include stone edged drains, stone steps, and some ~19th/ early 20th century telegraph infrastructure.

Modern modifications include alterations to the track alignment, additional step construction, some track surfacing at the Springs end, some bulldozing and track widening at the Huon Road end, and the sealing of approximately ~300 m of track from the Huon Road intersection to create a residential road.

■ **Significance**

The Fingerpost Track is of local and state heritage significance.

The track has local historic significance for being one of the earliest tracks on the mountain, and the earliest to provide access to the Springs, the Pinnacle, and Wellington Falls, all significant areas of tourism and recreation today. It is also historically significant due to being initially constructed and later modified by convict and imprisoned labour for its association with the Springs Watercourse, one of the earliest modifications to the town's water supply; and for its association with the Stockades, a prison encampment.

It is also historically significant from its association with historic figures such as George Augustus Robinson, James Backhouse, Charles von Hugel, and Charles Darwin. It is also significant for its association with the early colonial timber industry, particularly with Peter Degraives, who

likely was the impetus for the construction of the track and who erected the first operational sawmill in Tasmania.

The Fingerpost Track has scientific significance as an intact example of an 1820s track demonstrative of the construction techniques of the time period, particularly the techniques used by convict and imprisoned labour.

The Fingerpost Track is of social significance as an important long-term recreational route on the mountain that has been in continuous use for over 200 years.

3 Sawmill Track c. 1825

The modern-day Sawmill Track comprises two tracks, the Upper Sawmill and the Lower Sawmill.

The Lower Sawmill Track was likely constructed at the same time as the Fingerpost Track, and was also used to access timber. It was considered an "old track" by 1846⁵⁶. The Sawmill Track appears to have been little-used in the second half of the 19th century. In 1909, the Lower Sawmill Track was extended from Sphinx Rock to the Organ Pipes⁵⁷ – this extension is now referred to as the Upper Sawmill or simply Sawmill Track.

The original Cascades sawmill closed in the 1880s, however in the 1920s the Cascade Brewery Company were eager to take advantage of the timber resources on their land, and established a new sawmill on Strickland Avenue near Strickland Falls. It is this sawmill that gives the Sawmill Track its name. The lower section of the track was once again used as a logging route in this period, with "huge mountain trees" hauled down the track by horses to the mill⁵⁸.

The Sawmill Track was an important connection to both the Sphinx Rock and the Organ Pipes prior to the construction of dedicated tracks to these locations in the 1930s. The charming childhood diary of Rupert and Harry Johnston provides descriptions and hand-drawn maps of the route to the "White Rock" (now known as Sphinx Rock), which demonstrate that it was a well-used track⁵⁹. By the 1950s the "lower Sawmill Track" (from the Lenah Valley Track to the Middle Island Fire Trail) was disused⁶⁰. It was discovered and re-opened in 1991 by John and Maria Grist.

⁵⁵ *The Voyage of the Beagle* Chapter 19

⁵⁶ 1846 Sprent Buckingham 44 Grant to Peter Degraives, includes Guy Fawkes, Hobart, and Sandy Bay Rivulets AF396147

⁵⁷ "TRACKS ON MOUNT WELLINGTON." *The Mercury (Hobart, Tas. : 1860 - 1954)* 9 February 1909: 6. Web. 6 Jun 2023 <<http://nla.gov.au/nla.news-article9973234>>.

⁵⁸ Allport 1924, *A Page from the Past: the Cascades Estate for 100 Years, The Cascade Brewery, The Degraives Centenary 1824-1924*. Mercury Office, Hobart, Tasmania.

⁵⁹ *Exploration and Adventure*, by H.L. and R.V Johnston, available <https://drive.google.com/file/d/0B06IAaMfXNW5Nk50cTNjc3BtR2c/view?resourcekey=0-CdtKyQtnISv6RDiaQGRUg>

⁶⁰ McConnell 2010, *Sawmill Track Site Datasheet*, WPMT

■ Setting

The present-day Lower Sawmill Track runs from Strickland Avenue (521463E, 5249462N) to Pinnacle Road (519882E, 5249815N), and the Upper Sawmill from Pinnacle Road to the Organ Pipes Track (519729E, 5250380N).

Like the Fingerpost Track, the Lower Sawmill Track is purposefully located within *Eucalyptus obliqua* and *E. delegatensis* forest. The Upper Sawmill Track is located within subalpine *E. coccifera* forest.

■ Fabric

The Sawmill Track is a simple benched track with some examples of historic stone edging located throughout. The alignment of the Lower Sawmill has been altered over time in relation to use⁶¹. The current route roughly confirms to the post-1920s alignment.

■ Significance

The Sawmill Track is of local heritage significance. The Lower Sawmill Track has historic heritage value due to its association with the early colonial timber-getting industry, and the 20th century timber-getting undertaken by the Cascade Brewery Company.

The entire Sawmill Track has historic heritage significance as an example of an early walking track on kunanyi / Mount Wellington. The Sawmill Track encapsulates the evolution of the track network on kunanyi from resource access tracks to recreational tracks, firstly from the recreational use of the original Lower Sawmill Track after its construction, through the 1909 extension to the Organ Pipes, and then to its re-use as a logging track from the 1920s.

The Sawmill Track has been used by walkers for over a hundred years. In the 19th century, the Lower Sawmill was the key access point to Sphinx Rock, an iconic natural feature on the mountain. The Upper Sawmill provided the first route to the Organ Pipes, one of the most significant geoheritage sites on the mountain. Although the Lower Sawmill fell into disuse in the mid-20th century, by the 1990s it had been rediscovered by enthusiastic locals and has been in continuous use ever since.

4 Ice House Track c. 1820s, formalised 1849

Those wishing to summit the mountain prior to the 1840s would travel up the Fingerpost to the Springs, scrub bashing on a rough route that ran almost directly upwards to the summit plateau, and cross over the boulder fields to the Pinnacle.

In the late 1840s, a group of well-to-do Hobartians raised a “subscription” for the construction of the ice house on the “saddle” of the mountain⁶² where snow would be stored over winter, cut in to blocks, and sold to subscribers for one penny and non-subscribers for three pence⁶³.

Convict labour was used to construct the ice house, and to improve the rough track, which was cleared and widened into a bridle path, as was the Fingerpost⁶⁴. One of the subscribers to the project promised in the Hobart Town Advertiser that there would be a wider benefit to the public from the project, namely that the “usual summer excursion” to the summit of the mountain “will be relieved from much of the former trouble” due to the completion of the new track⁶⁵.

The improvement of the track allowed average people - including ladies - to reach the mountain’s summit from the southern side, which resulted in a large increase in tourism on the mountain. By the mid-19th century, both the Pinnacle and the Springs were becoming popular tourist destinations, with one writer observing that on a single day there were “no less than fifty-seven people” at the ice house and the Springs⁶⁶.

■ Setting

The Ice House Track is 1.4km long and rises from c.760 m asl to c.1,120 m, beginning at Milles Track junction near the Springs and terminating on the mountain plateau. The track traverses through dolerite scree in sub-alpine eucalypt forest, taking in panoramic views of the Derwent and surrounds.

⁶¹ Compare the 1846 Sprent map (AF396/1/47) with the 1920s post-Cascade Sawmill map <https://stors.tas.gov.au/au7001135160745w800>

⁶² To the Editor of the Advertiser. (1849, September 18). *The Hobart Town Advertiser* (Tas. : 1839 - 1861), p. 3. Retrieved May 11, 2023, from <http://nla.gov.au/nla.news-article264604912>

⁶³ de Quincey 1987, *The history of Mount Wellington*, p. 69.

⁶⁴ McConnell 2010, *Fingerpost Track Site Datasheet*, WPMT

⁶⁵ To the Editor of the Advertiser. (1849, September 18). *The Hobart Town Advertiser* (Tas. : 1839 - 1861), p. 3. Retrieved May 11, 2023, from <http://nla.gov.au/nla.news-article264604912>

⁶⁶ THE ICE HOUSE. (1858, July 10). *The Hobart Town Daily Mercury* (Tas. : 1858 - 1860), p. 5. Retrieved May 11, 2023, from <http://nla.gov.au/nla.news-article3249289>

■ *Fabric*

The Ice House Track is a benched track.

There are far more original construction features present on the Ice House Track than the comparatively simple Fingerpost and Sawmill Tracks. More infrastructure was required to make the track usable for horses, as well as to overcome drainage issues, being situated in a very wet area of the mountain. Physical elements include benching, cobble paving, causeways, stone edging, drains, and borrow pits. The Ice House Track also has significant associated historical features, specifically the ruins of the upper and lower ice houses and their associated infrastructure.

The formation of the Ice House Track is one of its most notable and historically revealing remnant elements. It is one of the widest historic tracks on the mountain, up to 2.5-3 m wide in the lower section, which is reflective of its use as a bridle track. Other than the Fingerpost Track, no other track on the mountain was cut to bridle standard, and horse riding was disallowed on the mountain quite early in its history, making this use historically quite rare on the mountain.

Other examples of remnant fabric include dolerite cobblestones and earth causeways which can be seen near the lower ice house ruins, stone and earth gutters, borrow pits, and boulder deposits.

■ *Significance*

The Ice House Track is of local and state heritage significance.

The Ice House Track is of local historic heritage significance as a part of the 1840s ice house complex that was a unique solution to providing ice for the businesses and residence of Hobart during the early colonial era. The associated ice house ruins are also of historic heritage significance.

The Ice House Track, in association with the Fingerpost and the South Wellington Track, has historic significance at the local and state level as the earliest formed route to the summit of Mount Wellington, a continuous use since the early decades of European settlement, and an important piece of remnant infrastructure from the early Tasmanian tourist industry.

The Ice House Track has scientific significance as a well-preserved and intact example of an c. 1840s track which could reveal more information about the construction techniques of the time period, particularly given the high number of built infrastructure elements in comparison to the other mountain tracks.

The Ice House Track has local social significance for its ongoing use as a walking track since the 1830s.

5 South Wellington Track c. 1820s

The South Wellington Track, along with the Fingerpost and the Ice House Track, form what was known as the “Pinnacle Track”, the earliest and most popular route to the summit of kunanyi / Mount Wellington from the 1820s until the early 20th century.

From the terminus of the Ice House Track, walkers needed to cross the boulder fields on the mountain’s plateau before they reached the Pinnacle. The “Ploughed Field” section of the mountain was the most “difficult and dangerous part of the ascent”, as one needed to “leap from rock to rock, now balancing on one of a very uneven and slippery surface, next leaping off again” in an unsheltered area where the “wind blows with great force and the temperature is extremely cold”⁶⁷. The route was marked out with stakes in the early 1870s, and re-routed to bypass the Ploughed Field in 1875, although the photographic record indicates that for a time the original and re-routed routes were both in use⁶⁸.

■ *Setting*

The South Wellington Track is 2.8 km long, beginning at 1160 m asl and ending near the summit at 1260 asl. The track starts in subalpine eucalypt forest but quickly reaches the boulder fields of the summit plateau.

There are some significant natural features associated with the South Wellington Track, including the Ploughed Fields and the Rocking Stone, and the panoramic views of Hobart, the Derwent Estuary, Bruny Island, and surrounds.

■ *Fabric*

The South Wellington Track is a minimally-constructed foot pad for the entirety of its length. The route bypassing the Ploughed Field is approximately the same alignment as the modern-day South Wellington Track, which is formally marked out with posts.

⁶⁷ “A TRIP UP MOUNT WELLINGTON TASMANIA.” *Empire (Sydney, NSW : 1850 - 1875)* 4 July 1864: 2. Web. 11 May 2023 <<http://nla.gov.au/nla.news-article60560857>>.

⁶⁸ McConnell 2011, *South Wellington Track Site Datasheet*, WPMT

■ Significance

The South Wellington Track is of local and state heritage significance.

It is historically significant, in association with the Fingerpost and the Ice House Track, at the state and local level as the earliest formed route to the summit of Mount Wellington, in continuous use since the early decades of European settlement, and an important piece of remnant infrastructure from the early Tasmanian tourist industry. The South Wellington Track has local scientific significance as it demonstrates a unique type of recreational track from the 19th century on the mountain and has the potential to provide information on track building techniques in different environmental contexts.

The South Wellington Track has local social significance for its continuous use as a walking route since the 1830s.

6 New Town Track – Breakneck/Red Paint Track c. 1820s-1830s

The New Town Track began as a rough and steep timber access track running from modern-day Brushy Creek to Junction Cabin. This track was established in the early 1830s after the land was granted to William Brown, who established a large pit sawing operation. Traveller Daniel Bunce describes ascending Mount Wellington from the northern side using a track so difficult and steep that it was “necessary to hang on [...] by the eyelids”⁶⁹. This steep route was also used by Lady Jane Franklin on her highly publicised ascent of the mountain in 1837, and the track was referred to as “Lady Franklin’s Track” until at least 1927^{70, 71}.

In 1869, “Tourist” documented the process of formalising the “old mountain track”, from Pottery Road up to the sawpits at Junction Cabin, then to the top of the Organ Pipes and onward to the Pinnacle⁷². The New Town Track was in popular use as a walking track after this work was undertaken, providing an alternative route to the Pinnacle from the Fingerpost-Ice House Tracks.

While a route marked as the ‘New Town Track’ has appeared on maps of the mountain for more than a hundred years, the alignment and start point of the track has changed a number of times over the years. The current trailhead is outside Wellington Park, beginning at Pottery Road near the reservoir, running south-west through an area known as the “Slides” and terminating at Noah’s Waterhole. The historic track continued west from this point to what is now the trailhead of the Breakneck Track, which runs up the spur above Brushy Creek.

The historic track then ran upslope in a south-westerly direction, crossing over expansive boulder fields towards the Pinnacle. This section of track was known as the New Town Red Paint Track, the Red Track, or the Red Paint Track. The section of track from the Organ Pipes to the Pinnacle has been reopened and is lightly used by walkers. The section of track from Junction Cabin to the Pinnacle Road has not officially been relocated, however there are occasional blog posts and social media posts from walkers indicating that parts of the path are known.

The original timber access route can still be followed for most of its length from Main Fire Trail near the Brushy Creek Track up to Junction Cabin. The Breakneck Track, which appears on maps from the 1930s onwards, runs in parallel to this track, and perhaps overtook it in popularity due to its slightly gentler grade.

■ Setting

Within Wellington Park, the ‘Breakneck’ section of the New Town Track traverses through the dry, open eucalypt forest that dominates the mountain’s north-eastern side, providing a very different experience to the early bushwalkers than the dense wet vegetation and log-strewn tracks on the southern side. From Junction Cabin, the ‘Red Paint’ section travels west-south-west along the rocky spur through snow gum forest and alpine heath. From the Organ Pipes track to the Pinnacle, the track is a route only, and requires some sections of boulder hopping or climbing.

⁶⁹ Bunce 1857, *Australasiatic reminiscences of twenty-three years’ wanderings in Tasmania and the Australias: including travels with Dr. Leichhardt in north or tropical Australia*, p. 10-15

⁷⁰ Excursion to Mount Wellington. (1837, December 22). *The Hobart Town Courier (Tas. : 1827 - 1839)*, p. 2. Retrieved May 11, 2023, from <http://nla.gov.au/nla.news-article4167912>

⁷¹ “MOUNTAIN PARK” *The Mercury (Hobart, Tas. : 1860 - 1954)* 29 November 1927: 11. Web. 19 Jun 2023 <<http://nla.gov.au/nla.news-article24189027>>.

⁷² “A JOURNEY UP MOUNT WELLINGTON, RE-JOURNEYED. A NEW TRACK.” *The Mercury (Hobart, Tas. : 1860 - 1954)* 22 February 1869: 2. Web. 16 May 2023 <<http://nla.gov.au/nla.news-article8857360>>.

■ *Fabric*

Much of the Breakneck section was bulldozed following the 1967 fires and no evidence of the historic track construction remains. The Red Paint section from Junction Cabin to the Organ Pipes Track has not been used since the mid-1900s and is preserved. The alignment of the Red Paint Track from the Organ Pipes Track to the Pinnacle conforms mostly to the historic route, however once the track reaches the plateau numerous shortcuts have created many braids and channels and the historic path is no longer clear.

The most significant physical element of the historic track are the red paint blazes that mark the route from just below Pinnacle Road to the summit. These have been re-blazed numerous times over the years, most often by members of the community. The blazes on the Junction Cabin – Organ Pipes section are likely to be original, however the blazes on the Organ Pipes – Pinnacle section have been painted over, sometimes with spray paint, numerous times and it is difficult to determine which paint marks are original.

■ *Significance*

The New Town Track is of local heritage significance.

It is historically significant as one of the earliest walking tracks on kunanyi / Mount Wellington. The track demonstrates the evolution of the walking track network on the mountain over time, evolving from a steep and rough walking track to a major purpose-built walking track connecting Hobart's north to the summit of the mountain. It is significant for its association with Lady Jane Franklin, who used the earliest version of the track on her well-publicised ascent of the mountain.

The track also has social significance, parts of it being in continuous use for almost 200 years. Members of the Hobart community claimed the responsibility for maintaining the track and marking the route since the 1860s, a practice that continues today on the Red Paint Track.

The track is of scientific significance as a comparatively rare mid-late 1800s recreational track, particularly in the Junction Cabin – Organ Pipes section which has been disused since the mid-1900s and is presumed to be in original condition.

1840s–1900s

7 Wellington Falls Track, 1845

In 1845, with the Romantic movement in full swing, the people of Hobart were eagerly exploring the mountain, looking for sublime natural features. In 1845, Wellington Falls was found for the first time by Europeans. Its discoverer, James Dickinson, wrote an article in the newspaper describing the beauty of the Falls, which encouraged large numbers of people to try and find it for themselves.

Dickinson guided some to the Falls by travelling up to the summit plateau via the “Pinnacle Track” and descending back down to the Falls following the North West Bay River. This route was “circuitous”, and a public subscription was called for to raise money for a purpose-built track, which was surveyed and cut by Dickinson, with some assistance.

The track was extremely popular when it was opened in 1846, and Wellington Falls became one of the key destinations on the mountain, along with the Springs and the Pinnacle. After it was re-cut in the 1870s after a period of disuse, it continued to be one of the most popular tracks on the mountain throughout the 19th century and into the 20th, until it was closed in 1907 due to water quality concerns. There were frequent public calls for the track to be re-opened, which didn't occur until 1940.

The eastern section of the track has only been referred to as “Milles Track” since post-1965, when it appeared labelled as such on a Hobart Walking Club map. R.S. Milles was an engineer with the Hobart City Council and was important in the development of Hobart's water supply. The section which is now called “Milles Track” was the track initially cut for the Springs watercourse, one of the first pieces of water supply infrastructure in Hobart.

■ *Setting*

The Wellington Falls Track is 6 km long, running through lush wet eucalypt forest and over boulder fields to the dramatic Wellington Falls.

There are several significant natural features associated with the track, including the Disappearing Tarn, an ephemeral pool; the Potato Fields, a distinctive dolerite talus field; and the Falls themselves.

■ Fabric

The Wellington Falls Track is a cut route with minimal construction elements for the majority of its length. The eastern “Milles Track” section is a simple benched track, while the western section features natural dolerite stone paving and some foot pads framed by stone edging. The stone-lined watercourse and associated features are visible alongside the track for much of the length of the Milles Track.

■ Significance

The Wellington Falls Track is of state significance as the first purpose-built recreational walking track in Tasmania, and indeed in Australia. It is a rare example of track infrastructure being fundraised for and built by the public.

It has aesthetic significance as a track constructed of natural materials in an essentially natural, montane setting.

It has social value as a long-term recreational route on kunanyi / Mount Wellington.

8 Pipeline Track, 1861

The Pipeline Track was constructed in stages between 1861 and 1901 as a part of the Mountain Water Supply System which was an attempt to better secure the supply of water into Hobart Town, which had been a challenge since the colony’s founding⁷³.

As the name implies, the Pipeline Track followed the course of the pipeline that connected a dense network of water supply infrastructure from the Waterworks Reserve in Ridgeway to lower Wellington Falls. One of the notable aspects of the Mountain Water Supply System is that the Pipeline Track and other associated infrastructure was used for recreational purposes contemporaneously with its resource access use, and as the Pipeline expanded, so did access to areas of Wellington Park that *could* be used for recreation. The track provided access to areas of scenic beauty such as the Fern Tree Bower and Silver Falls that became popular tourist destinations for the ever-increasing number of visitors to the mountain.

The Pipeline Track is state heritage listed as a part of the Mountain Water Supply System. The history and heritage of the track is covered in detail in the *Hobart Mountain Water Supply System Conservation Management Plan 2012* and is not repeated here.

9 Radford’s Track, c. 1890

Radford’s Track was constructed to be a less steep and boggy alternative to the Fingerpost Track. It was originally referred to as the “New” Fingerpost Track, starting from the same position at the Huon Road fingerpost sign as the old track and ending in the same location at the Springs.

The two tracks continued to be referred to as the New and Old Fingerpost Tracks until after 1903, when the New Fingerpost was re-named to Radford’s Track to commemorate the death of George Radford, a young man who tragically died during the “Go-as-you-please” race to the Pinnacle⁷⁴. Radford’s Track today now only runs from Bracken Lane Fire Trail to the Springs, and the lower section to the original fingerpost junction is now disused.

■ Setting

The modern extent of Radford’s Track is around 1.5 km, but the historic track is thought to be between 2-2.5 km long. Much like the Fingerpost Track, Radford’s Track runs through wet eucalypt forest.

The most significant feature associated with Radford’s Track is Radford’s Monument, which commemorates the death of George Radford during the Go-as-you-please race in 1903.

■ Fabric

Much of Radford’s Track was bulldozed following the 1967 bushfires, however the remnant unbulldozed sections are well-benched with some bedrock cuts. Historic features include a section of broken dolerite cobblestones, debris mounds, diagonal stone edged gutter bars, and natural earth track surfacing.

■ Significance

Radford’s Track is of local cultural heritage significance. It is historically significant as one of the first tracks on the mountain constructed to “improve” the track network and connections to the Springs, marking a shift in the network’s history from ad-hoc track building to purposeful management.

It is also historically significant for its association with the tragic death of George Radford.

It is socially significant at the local level as a long-term recreational walking track in use for over a century.

⁷³ Futurepast 2012, *Hobart Mountain Water Supply System Conservation Management Plan* p. 15-17

⁷⁴ “THE MOUNTAIN GO-AS-YOU-PLEASE.” *The Mercury* (Hobart, Tas. : 1860 - 1954) 21 September 1903: 7. Web. 18 May 2023 <<http://nla.gov.au/nla.news-article12264025>>.

10 Middle Track, c. 1890s

The Middle Track was constructed at the same time as Radford's Track. The Middle Track was an important connector from the burgeoning area of Fern Tree to the mountain, running from the Fern Tree Hotel (which is in the same location as the modern-day Fern Tree Tavern) approximately a kilometre north-west upslope until it reached Radford's Track.

A fingerpost was placed at the intersection of the two new tracks, showing the way to the Springs, the Fern Tree road, and the Huon Road⁷⁵. The track was unwittingly constructed on the private property of Henry Dobson⁷⁶ who graciously allowed the track to remain on his property and asked for no compensation⁷⁷. Dobson was the chair of the Tourist Association and an advocate for tourism development in the Fern Tree area.

The Middle Track appears infrequently in the newspaper record, which possibly indicates that it was not as popular as other tracks. It was not known as the "Middle" track until after the 1920s, when the construction of the Fern Glade Track to the north and Reid's Track to the south made it the "middle" track⁷⁸.

■ Setting

The Middle Track is approximately 1 km long, and currently runs from Fern Tree Park (521181E, 5247805N) to the central part of Radford's Track (520625E, 5248399N), running through wet eucalypt forest for the majority of its length, occasionally dipping into fern gullies which gives the track a pleasant dark forested ambience.

■ Fabric

The lower two-thirds of the track from Fern Tree Park were bulldozed following the 1967 fires. The remaining track is a simple benched track with a natural rock and earth surface formation. There are few historical features along the track other than borrow pits and a set of dry stone steps.

■ Significance

The Middle Track is of local cultural heritage significance. It is historically significant as an important connector track from the Fern Tree area, which was becoming both a popular tourist and residential area by the end of the 19th century.

It is of social value due to its long-term use as a recreational walking track.

11 Middle Island Track/Haywood's Track/Haywood's Red Paint Track, c. 1899

Despite parts of the mountain being under the Lands and Works Department management from the 1870s, keen bushwalkers still felt ownership of the mountain and chose to construct tracks where they felt one may have been needed.

A rough track, potentially constructed as a timber access track in the mid-1880s, existed near Myrtle Gully Falls as an access track to one of the rustic mountain huts. The track was marked out by David Haywood and WJ Gibbon on the 17 December 1899 from the Middle Island Creek waterhole to the Pinnacle. Haywood was an avid bushwalker on the mountain, and on one mountain venture he "missed his bearings" on the way to the water hole. In order to not make the same mistake a second time, the following weekend he took it upon himself to blaze the track from the water hole to the Pinnacle with red paint. It took "several adventures" over "two or three days" to complete the work⁷⁹.

Haywood continued the work of blazing the track with red paint every year for twenty years under his own expense, until it was taken over by the council in 1919⁸⁰. The Middle Island Track is still extant but not actively managed as a track or promoted on any maps.

⁷⁵ McConnell 2014, *Middle Track Site Datasheet*, WPMT

⁷⁶ "THE MERCURY." *The Mercury (Hobart, Tas. : 1860 - 1954)* 27 May 1892: 2. Web. 18 May 2023 <<http://nla.gov.au/nla.news-article12742431>>.

⁷⁷ "OWNERSHIP OF FERN TREE BOWER." *The Mercury (Hobart, Tas. : 1860 - 1954)* 21 February 1899: 3. Web. 18 May 2023 <<http://nla.gov.au/nla.news-article94441753>>.

⁷⁸ It first appears named as the "Middle Track" in a map made by the Hobart Walking Club in 1965.

⁷⁹ "THE MOUNTAIN SEASON" *World (Hobart, Tas. : 1918 - 1924)* 17 December 1919: 7. Web. 7 Mar 2023 <<http://nla.gov.au/nla.news-article189602493>>.

⁸⁰ "MOUNT WELLINGTON" *World (Hobart, Tas. : 1918 - 1924)* 25 October 1920: 7. Web. 7 Mar 2023 <<http://nla.gov.au/nla.news-article187547552>>.

■ Significance

The Middle Island Track is of local cultural heritage significance.

It is historically significant as a possible early 19th century timber access route. It is also significant for its association with David Haywood, a well-known bushwalker and mountain lover during the turn of the century.

12 Pinnacle Track/Zig Zag Track, c. 1903

The Pinnacle Track is now known as two separate tracks, the Pinnacle Track and the Zig-Zag Track.

Although the Fingerpost-Ice House-South Wellington route was the first 'Pinnacle Track', after nearly a century of use there were ongoing demands for a new, easier track to be cut to the Pinnacle, supported by the Tourist Association⁸¹.

The track was cut from the "foot"⁸² of the Organ Pipes before turning westward and meandering up the rocky slope to the Pinnacle. The new track was praised for being "speedy and less fatiguing", with newspaper reports saying that it promised "to be a favourite"⁸³, although one member of the Tourists' Association called the last portion "stiff"⁸⁴. Over 7000 people used the new track to access the Pinnacle in the year 1905⁸⁵. The new track was variously called the Pinnacle Track or the Organ Pipes Track. Over time it was modified, regraded, and made less steep, particularly in the 1920s when it was re-routed along an easier grade, overseen by Robert Reid.

One of the key historic features associated with the track is Richard's Monument, commemorating the death of Joseph Mark Richards during the Go-as-you-please race in 1903, just after the track opened. The original monument was destroyed by vandals in 1952, and replaced by the Hobart Walking Club in 1953 on the 50th anniversary of the race⁸⁶.

■ Setting

The Pinnacle Track currently runs from the Springs (520117E, 5248633N) to the Organ Pipes intersection (519497E, 5249836N), and the Zig Zag Track runs from that location to the summit plateau (519236E, 5250535N). The entirety of the track is approximate 1.5

km long. The Pinnacle Track and most of the Zig Zag Track run through subalpine eucalypt forest, eventually reaching the alpine heath and boulder fields at the mountain's summit.

A unique natural feature associated with the track is a small patch of basalt – the remains of a volcanic plug – just off the track at 519291E, 5250407N.

The Organ Pipes is also a significant geological feature associated with the track.

■ Fabric

The Pinnacle Track is well-benched for most of its length, with local earth and rock track surfacing. The Pinnacle Track is relatively unmodified from its original state, other than slight alterations during the 1928 track work. There are several borrow pits, sections of dry stone walls, and a 20 m section of natural dolerite causeway.

The Zig-Zag Track has been modified many times over its history, and has recently undergone significant trackwork. There are some remains of the hand rails installed in 1928, and some short sections of unmodified, 1900s era track. The alignment is mostly the same as the original track alignment.

■ Significance

The Pinnacle Track is of local cultural heritage significance.

It is historically significant as the major route to the kunanyi / Mount Wellington Pinnacle from the early 20th century, and as the most popular and frequently-used track on the mountain for more than a century.

It is historically significant as it demonstrates a phase of evolution of the track network from the existing resource track network to the purpose-built, tourist-focused later phase of development. This evolution can be seen through the contrasting styles of remnant track, the Pinnacle Track being an essentially unmodified 1903-era track, and the Zig Zag remnants from the 1920s and beyond.

The track is also significant for its aesthetic value, its rocky nature blending in with the increasingly rocky ascent up to the summit plateau. The track also features scenic outlooks to the Derwent, the City of Hobart, and of the Organ Pipes.

⁸¹ "TASMANIAN TOURISTS' ASSOCIATION." *The Mercury (Hobart, Tas. : 1860 - 1954)* 28 November 1902: 6. Web. 19 May 2023 <<http://nla.gov.au/nla.news-article9591525>>.

⁸² "TRIP TO THE MOUNTAIN." *The Mercury (Hobart, Tas. : 1860 - 1954)* 2 June 1903: 2. Web. 19 May 2023 <<http://nla.gov.au/nla.news-article12277524>>.

⁸³ "HOBART AND THE SOUTH." *Examiner (Launceston, Tas. : 1900 - 1954)* 26 January 1903: 6 (DAILY.). Web. 19 May 2023 <<http://nla.gov.au/nla.news-article35531336>>.

⁸⁴ "TOURISTS' ASSOCIATION." *The Mercury (Hobart, Tas. : 1860 - 1954)* 31 January 1903: 6. Web. 19 May 2023 <<http://nla.gov.au/nla.news-article12261655>>.

⁸⁵ McConnell 2010, *Zig Zag Track Site Datasheet*, WPMT

⁸⁶ McConnell 2010, *Pinnacle Track Site Datasheet*, WPMT

1906–1932

13 Boundary Track, c. 1906

After the creation of Mountain Park, the Hobart City Council cut a number of small tracks to improve connections around the lower slopes of the mountain, for the benefit of tourists coming to stay at the newly-constructed Springs Hotel⁸⁷. One of these was the Boundary Track. The track is no longer in use, but it ran from the junction of Pillinger Drive and Bracken Lane to O’Grady’s Falls following the new Mountain Park boundary, and the former boundary of the Degraeves estate. Much of the track has been overprinted by a fire trail, but small sections remain and are occasionally used by walkers or history enthusiasts.

14 Reid’s Track, c. 1907

Reid’s Track was cut “at right angles” from Silver Falls to “the white rocks near the top end of Pillinger Drive”⁸⁸ during the short phase but intense phase of track building undertaken after the reservation of Mountain Park.

It was named for Robert Reid, mountain overseer, however that name is likely to have come into use during the later phase of track building in the 1930s.

Silver Falls is the most significant natural feature associated with the track.

■ Setting

Reid’s Track is a short track, approximately 300 m long, running from the Silver Falls Track (520531E, 5247974N) to Radford’s Track just below the Springs lookout (520511E, 5248272N). The track runs through the wet eucalypt forests characteristic of the mountain’s lower southern slopes climbing to subalpine forest at its uppermost terminus. Silver Falls is the most significant natural feature associated with the track.

■ Fabric

Reid’s Track is a steep, rough and rocky track with minimal track construction, featuring a number of deliberate stone steps and also informal stone steps that have occurred as a result of the track eroding.

■ Significance

Reid’s Track is of local cultural heritage significance, and is historically significant as one of a small number of tracks built after the reservation of Mountain Park in 1906, the first tracks to be built under the auspices of the Hobart City Council Reserves Committee.

15 White Rock Track/Sphinx Rock Track, c. 1909

While a rough track of some description was constructed to Sphinx Rock (known at some points in history as White Rock) by the 1840s, the route was formalised during the 1909 period of construction on the mountain to intersect with the junction of Upper and Lower Sawmill Tracks.

16 Fern Glade Track, c. 1927

The Fern Glade Track was cut after the Reserves Committee, on a field trip to Mountain Park, noted a fine fernery just off Pinnacle Drive with ferns that were “equal to those of a National Park”⁸⁹. A track was proposed, and a competition was held to name both the track and the gully⁹⁰ and the final name of Fern Glade was selected as the winner by Leonard Rodway, a well-known botanist⁹¹. The track was later extended in the 1930s to connect with Woods Track and the Featherstone’s Cascade Track.

The Fern Glade Track is approximately 1.4 km long, running from Dunn’s Creek (521063E, 5247990N) to Pillinger Drive (520538E, 5248866N). The Fern Glade Track, as the name suggests, is located in a wet fern gully with rainforest plants, and features many creek crossings.

■ Fabric

The Fern Glade Track is a benched track for most of its length, with a formation of natural rock and earth. There are some examples of historic stone steps and drystone walling. The original creek crossings would have been stepping stones, rather than the new modern bridges.

⁸⁷ “TRACKS ON MOUNT WELLINGTON.” *The Mercury (Hobart, Tas. : 1860 - 1954)* 9 February 1909: 6. Web. 16 Jun 2023 <<http://nla.gov.au/nla.news-article9973234>>.

⁸⁸ “THE MOUNTAIN-PARK.” *The Mercury (Hobart, Tas. : 1860 - 1954)* 9 December 1907: 6. Web. 11 Sep 2023 <<http://nla.gov.au/nla.news-article9939827>>.

⁸⁹ Minutes of the Reserves Committee, from a memorandum 15/11/27

⁹⁰ “THE MOUNTAIN RESERVE” *The Mercury (Hobart, Tas. : 1860 - 1954)* 17 November 1927: 5. Web. 22 May 2023 <<http://nla.gov.au/nla.news-article24198753>>.

⁹¹ Minutes of the Reserves Committee, 10 Jan 1928

■ Significance

The Fern Glade Track is of local cultural heritage significance.

It is historically significant as an important connection between Fern Tree and the Springs, which continued to be a key area of tourist access to the Park. It is also historically significant due to its association with Leonard Rodway, a well-known Tasmanian botanist, who selected the track name.

The track is aesthetically significant due to its location in a fern gully, a historically popular location for tracks on the mountain due to ferns being a fashionable and aesthetically prized natural feature from the mid-19th century.

The Fern Glade Track has social value due to its long-term use as a walking track on kunanyi / Mount Wellington.

17 Rivulet Track, c. 1930

A track from the Springs to Strickland Avenue was first proposed in 1927 by the Reserves Committee, along with a host of other of new ideas for tracks and track upgrades⁹². The Committee initially required permission from the Cascade Brewery for the track to be cut, as the proposed route was on their land, however when the Council purchased a large section of Cascade Brewery Land to add into Mountain Park in 1930, the track could go ahead unencumbered. It was constructed by unemployed labour, and completed in November 1930⁹³. Ten men worked for less than two weeks to complete the track and, like all track workers during the Depression, their wages were paid out of the Mayor's Employment Fund⁹⁴. The new track provided access to O'Grady's Falls and Bett's Fern Glade.

The Rivulet Track started from the current terminus of what is now called the Hobart Rivulet Track, which is part of the same historic logging road as the Fingerpost Track. There was possibly a rough track already in existence along the same track alignment. An article from 1909 suggests that the "the track to the Cascades Brewery and the tram terminus is made available⁹⁵" by nipping through the forest from Rocky Whelan's Cave, and the diary of the Johnstons written in 1927 suggests that there was a "shortcut" to the Springs near the Sawmill Track⁹⁶.

■ Setting

The Rivulet Track runs from Strickland Avenue (521694E, 5249345N) to the Betts Vale Falls Track (520860E, 5249129N), through the wet eucalypt forest characteristic of the mountain's lower slopes.

■ Fabric

The entirety of the Rivulet Track was bulldozed following the 1967 bushfires and no historic fabric remains.

■ Significance

The Rivulet Track is of state cultural heritage significance as a part of the suite of tracks built during the Great Depression, demonstrating the work achieved as a result of the Unemployment Fund, a unique solution to the economic decline caused by the Great Depression that resulted in significant infrastructure work on the mountain.

It is of local cultural heritage significance due to its relationship to the Hobart City Council and the Reserves Committee who were responsible for planning and overseeing the works.

It is of social significance due to its long-term use as a recreational track on kunanyi / Mount Wellington.

18 Woods' Track, c. 1930

There is little information about the construction of Woods' Track. It is possible that Wood's Track was constructed immediately after the Rivulet Track was finished, to connect the Rivulet Track with the Fern Glade Track, as stated in an article in the Mercury:

This track will connect up with the Fern Glade at Fern Tree, and this will shorten the distance from Strickland Avenue to Fern Tree by at least a mile and a half, and also provide an easy access to the Springs⁹⁷

The rough map of the mountain shown in the diary of the Johnstons shows the "shortcut" from Strickland Avenue labelled as "Woods Track". It is possible that the name Woods comes from a colloquial association with this shortcut and Henry Woods.

⁹² "MOUNTAIN PARK" *The Mercury (Hobart, Tas. : 1860 - 1954)* 29 November 1927: 11. Web. 16 Jun 2023 <<http://nla.gov.au/nla.news-article24189027>>.

⁹³ "THE UNEMPLOYED" *The Mercury (Hobart, Tas. : 1860 - 1954)* 22 November 1930: 13. Web. 16 Jun 2023 <<http://nla.gov.au/nla.news-article29822098>>.

⁹⁴ "UNEMPLOYMENT" *The Mercury (Hobart, Tas. : 1860 - 1954)* 17 November 1930: 8. Web. 16 Jun 2023 <<http://nla.gov.au/nla.news-article29821280>>.

⁹⁵ "TRACKS ON MOUNT WELLINGTON." *The Mercury (Hobart, Tas. : 1860 - 1954)* 9 February 1909: 6. Web. 16 Jun 2023 <<http://nla.gov.au/nla.news-article9973234>>.

⁹⁶ Johnston and Johnston 1927, *Exploration and Adventure: Diary of walks on Mt Wellington and Bruny Island*, vol. 1, ch. 1.

⁹⁷ "UNEMPLOYMENT" *The Mercury (Hobart, Tas. : 1860 - 1954)* 13 November 1930: 10. Web. 16 Jun 2023 <<http://nla.gov.au/nla.news-article29820878>>.

■ *Setting*

Woods' Track runs from the intersection with the Rivulet Track and Betts Vale Track (520859E, 5249128N) to the junction with Pinnacle Road (520543E, 5248873N) through *Eucalyptus delegatensis* forest.

■ *Fabric*

Wood's Track is a benched track throughout most of its extent, with examples of cobblestone paving, numerous drains, and stone edging. The track is rather wet which has necessitated numerous infrastructure adaptations.

■ *Significance*

Woods' Track is of state cultural heritage significance as a part of the suite of tracks built during the Great Depression, demonstrating the work achieved as a result of the Unemployment Fund, a unique solution to the economic decline caused by the Great Depression that resulted in significant infrastructure work on the mountain.

It is of local cultural heritage significance due to its relationship to the Hobart City Council and the Reserves Committee who were responsible for planning and overseeing the works.

It is of social significance due to its long-term use as a recreational track on kunanyi / Mount Wellington.

19 Betts Vale Track/Circle Track, c. 1930

There is no conclusive historical information available for the construction of the Bett's Vale and Circle Tracks, although they were likely constructed around the same time as the continuation of the planned track from Strickland Avenue through Bett's Fern Vale and were perhaps thought of all as one track⁹⁸. The Depression-era works were constructed in stages, often on a week-by-week scale as funds were donated into the Mayor's Unemployment Fund. It is possible that the tracks were named and considered separately as they were constructed during distinct stages, and likely by separate individuals, as different groups of men were employed constructing different sections of track.

Bett's Vale Track is named after R.J "Dick" Betts, one of the mountain superintendents involved with a number of the Depression-era track construction projects. The Circle track is so named because the original track made a circle shape, connecting with Shoobridge Bend. It now connects directly with Bett's Vale Track.

■ *Setting*

Bett's Vale Track is approximately 600 m long and runs from the junction with the Rivulet Track and Woods' Track (520859E, 5249130N) to the Circle Track junction (520337E, 5249333N) which then runs to Pillinger Drive at Shoobridge Bend (520248E, 5249322N). Bett's Vale, also known as Bett's Fern Glade, runs through characteristically lush wet forest dominated by *Eucalyptus regnans* and awash with vibrant tree ferns. The track itself is often quite wet. The Circle Track has a similar setting. Natural features associated with the track include O'Grady's Falls and Bett's Fern Glade.

■ *Fabric*

Bett's Vale Track has benched and unbenched sections throughout its extent, tending to be unbenched in the steep, winding sections. Remnant historic fabric includes a 50 m section of eucalypt timber corduroy, a 2 m section of tree fern trunk cording, dolerite cobble dry stone walls, stone gutters, and a section of track underneath the modern bridge that indicates the historic crossing methods was via stepping stones.

The Circle Track is a lightly benched track with a natural earth and rock formation. The only other historic construction feature associated with the track are occasional stone steps and some evidence of cutting on sandstone bedrock.

■ *Significance*

The Circle Track and Bett's Vale Track are of state cultural heritage significance as a part of the suite of tracks built during the Great Depression, demonstrating the work achieved as a result of the Unemployment Fund, a unique solution to the economic decline caused by the Great Depression that resulted in significant infrastructure work on the mountain.

They are of local cultural heritage significance due to its relationship to the Hobart City Council and the Reserves Committee who were responsible for planning and overseeing the works.

The tracks are both of social significance due to its long-term use as a recreational track on kunanyi / Mount Wellington.

Bett's Vale has scientific significance as an essentially unmodified Depression-era walking track that has the potential to reveal further information about construction techniques of the time period.

⁹⁸ "MOUNTAIN PARK" *The Mercury (Hobart, Tas. : 1860 - 1954)* 30 March 1931: 7. Web. 16 Jun 2023 <<http://nla.gov.au/nla.news-article29902801>>.

20 Shoobridge Track, c. 1931

There is limited historical information about the construction of Shoobridge Bend. Like many of the Depression-era tracks, the construction of Shoobridge Track was planned out in advance by the Reserves Committee in late 1930⁹⁹. Track construction was completed by June of 1931¹⁰⁰. There is limited other historical information about the construction of the track. The track was named for Louis Manton Shoobridge, a Hobart City Council alderman and member of the Tasmanian Legislative Council who was heavily involved in the management of the mountain. Shoobridge Bend is also named for Alderman Shoobridge. Shoobridge was very involved in the implementation of the Unemployment Fund and the works on the mountain.

■ Setting

The Shoobridge Track is 1.25km, and starts at Pinnacle Road at Shoobridge Bend (520249E, 5249323N) and terminates at the Lenah Valley Track (520247E, 5250480N). The track runs through mixed forest and through substantial sections of boulder fields.

The most significant natural feature associated with the track is the Octopus Tree.

■ Fabric

Shoobridge Track is extremely well-preserved and many of the historic features of the track are unmodified. The track was re-routed at its starting in 2006 during the construction of the North-South Track, and stone bollards were placed at the intersection of the Shoobridge and North-South Tracks, which have been the only significant alteration to the track since its construction.

The track is a benched track with vertical bench cuttings up to 1 m in some sections. The track is reinforced in steeper sections with rock packing and dry stone wall. The track formation is natural earth and rock through forested sections, and tightly packed broken dolerite cobblestones through the boulder field sections. There are dolerite cobble stone causeways present in the wetter sections of track through the forest. There are also extensive sections of inner track edge guttering with stone edged drains at intervals across the track.

There are additional historical features associated with the track, including a number of borrow pits and evidence of excavation from the hillslope, as well as a large, 6-7 m wide cleared section which may have been a construction camp or area cleared for a picnic site.

■ Significance

The Shoobridge Track is of state cultural heritage significance as a part of the suite of tracks built during the Great Depression, demonstrating the work achieved as a result of the Unemployment Fund, a unique solution to the economic decline caused by the Great Depression that resulted in significant infrastructure work on the mountain.

It is of local historic heritage significance due to its relationship to the Hobart City Council and the Reserves Committee who were responsible for planning and overseeing the works, and specifically with Louis Shoobridge, a Hobart City Council alderman who was instrumental in supporting and delivering the works of the Unemployment Relief Fund and was personally involved in the development of other Depression-era infrastructure projects on the mountain, particularly the Exhibition Gardens.

Shoobridge Track has scientific significance as an essentially unmodified, intact Depression-era walking track that has the potential to reveal further information about construction techniques of the time period.

Shoobridge Track is of social significance due to its long-term use as a recreational track on kunanyi / Mount Wellington.

21 Featherstone's Cascade Track, c. 1931

Featherstone's Cascade Track was built to access the "new fern glade", a fern gully featuring a prominent waterfall, later named Featherstone's Cascade after Robert Featherstone, a City of Hobart Corporation employee who worked on the mountain for many decades, at various points as a range and mountain overseer, and was foreman of track works during much of the Depression era works. He was undoubtedly a dedicated employee as he volunteered to work during his time off to finish jobs that were incomplete when the Unemployment Relief Fund temporarily ran out in 1931¹⁰¹. The track grew over after the 1967 fires and is no longer marked on maps, however it has recently been re-discovered by waterfall enthusiasts eager to access Featherstone's Cascades and publicised on the "Waterfalls of Tasmania" Facebook group.

⁹⁹ "MOUNT WELLINGTON" *The Mercury (Hobart, Tas. : 1860 - 1954)* 24 December 1930: 8. Web. 19 Jun 2023 <<http://nla.gov.au/nla.news-article29826217>>.

¹⁰⁰ "NEW SCENIC WALK" *The Mercury (Hobart, Tas. : 1860 - 1954)* 5 June 1931: 11. Web. 19 Jun 2023 <<http://nla.gov.au/nla.news-article29911481>>.

¹⁰¹ Minutes of the Reserves Committee 22/6/1931

■ *Setting*

Featherstone's Cascade Track runs from O'Grady's Falls (520716E 5249143N) to the Woods Track and Pinnacle Road intersection (520550E 5248869N) through mixed eucalypt forest.

Natural features associated with the track are O'Grady's Falls and Featherstone's Cascade.

■ *Fabric*

Featherstone's Cascade is a simple benched track through its entire length. It is well-preserved, having been unused for approximately forty years.

■ *Significance*

Featherstone's Cascades Track is of state cultural heritage significance as a part of the suite of tracks built during the Great Depression, demonstrating the work achieved as a result of the Unemployment Fund, a unique solution to the economic decline caused by the Great Depression that resulted in significant infrastructure work on the mountain.

It is of local historic heritage significance due to its relationship to the Hobart City Council and the Reserves Committee who were responsible for planning and overseeing the works.

22 Myrtle Gully Track, c. 1931

Myrtle Gully was a known area on the mountain prior to the construction of the track, with an access track coming from Fern Retreat Hut, one of many rustic huts built on the mountain in the early 20th century. Work on the track began in April of 1931¹⁰², the plan being for the track to run from the "old farm" to the Lenah Valley Track. However, money from the Unemployment Relief Fund ran out, which happened occasionally throughout the scheme, and additional funds were raised, in part, by a concert held by students at the University of Tasmania¹⁰³.

Enough funds were found to finish building the track as far as Junction Cabin, although £50 needed to be borrowed "on the credit of the public" to finish the work (a week's worth of labour for ten men cost about £40)^{104, 105}. The completion of the Myrtle Gully Track ended the "first stage" of the Depression-era works on the mountain¹⁰⁶.

From the 1930s to the 1950s the track was managed by Danny Griffiths, an honorary Hobart City Council ranger who worked on the track in exchange for being allowed to live in Lone Cabin. Griffiths was responsible for a number of improvements to the track, including constructing bridges and the numerous sets of stone steps that are a key feature of the track¹⁰⁷. From the mid-1950s, when Griffiths stopped working on the track, it fell into a period of less frequent use. It was upgraded and rerouted in some areas in the late 1990s¹⁰⁸.

Historic features associated with the track are the remains of Wellington Hut and Fern Retreat Hut and a handful of historic tracks leading from the hut to the Falls and other sites of interest.

■ *Setting*

The Myrtle Gully Track is 1.7 km long, running from the intersection of Old Farm Track and Main Fire Trail (521875E, 5250757N) to Old Farm Track at Junction Cabin (520728E, 5251466N). The track is abundant with tree ferns and runs through wet forest into subalpine eucalypt forest.

The most significant natural feature associated with the track is the waterfall, which is officially named Oakes Falls after Courtland Oakes, former ranger for the Cascades Brewery, but referred to colloquially as Myrtle Gully Falls.

■ *Fabric*

The track is benched for almost all of its length with some cuts into the bedrock. There are also stone steps cut into the bedrock in a section of track that was bypassed by the rerouting in the late 90s. There are examples of historic stone edging in some steeper areas. The track features distinctive "hairpin" bends which are not seen in any other track on the mountain. The track is also unique in that it historically had "rustic" bridges over creek crossings, which were rare on the mountain, creeks more often being crossed using stone steps. There is no remaining evidence of these historic bridges.

Sections of historic track that were bypassed by the later works are still visible and in relatively good condition.

¹⁰² "MOUNTAIN PARK" *The Mercury (Hobart, Tas. : 1860 - 1954)* 30 March 1931: 7. Web. 19 Jun 2023 <<http://nla.gov.au/nla.news-article29902801>>.

¹⁰³ "UNEMPLOYMENT" *The Mercury (Hobart, Tas. : 1860 - 1954)* 21 May 1931: 8. Web. 22 May 2023 <<http://nla.gov.au/nla.news-article29909362>>.

¹⁰⁴ "NEW SCENIC WALK" *The Mercury (Hobart, Tas. : 1860 - 1954)* 5 June 1931: 11. Web. 22 May 2023 <<http://nla.gov.au/nla.news-article29911481>>.

¹⁰⁵ Ibid at 115 Unemployment Mon May 25

¹⁰⁶ "UNEMPLOYMENT" *The Mercury (Hobart, Tas. : 1860 - 1954)* 25 May 1931: 8. Web. 22 May 2023 <<http://nla.gov.au/nla.news-article29909905>>.

¹⁰⁷ McConnell 2012, *Myrtle Gully Track Site Datasheet*, WPMT

¹⁰⁸ Ibid

■ Significance

The Myrtle Gully Track is of state cultural heritage significance as a part of the suite of tracks built during the Great Depression, demonstrating the work achieved as a result of the Unemployment Fund, a unique solution to the economic decline caused by the Great Depression that resulted in significant infrastructure work on the mountain.

It is of local historic heritage significance due to its relationship to the Hobart City Council and the Reserves Committee who were responsible for planning and overseeing the works.

The track is of aesthetic value, having been purposefully designed to access ferneries and waterfalls, two examples of natural features that were historically highly valued.

23 Organ Pipes/Panorama/Mount Arthur Track, c. 1931

The construction of a “high level track” from the Springs to the Organ Pipes was considered the “most important undertaking from a scenic point of view” of all the new work on the mountain, purpose-built to take in the “panoramic” views of the Derwent and surrounds, as well as awe-inspiring views of the Organ Pipes, while also providing a gentler approach to the Pinnacle¹⁰⁹. Blasting was undertaken to clear the path, and the extent of the track was ‘levelled and gravelled’¹¹⁰. The unemployed men who built the tracks worked in week-long shifts, in snow, hail, and rain, with many of them being “ill-equipped” for the alpine conditions¹¹¹. The track ran from the Pinnacle Track at the juncture before the zig-zag portion, skirting around the base of the Organ Pipes towards Mount Arthur from which one branch lead back towards the Pinnacle.

Although intended as one track, the separate segments of the track ended up being referred to individually, with the first section skirting around the Organ Pipes being cleverly known as the Organ Pipes Track, the section between the New Town Track junction and Mount Arthur known as the Mount Arthur Track, and the section heading back to the Pinnacle the Panorama Track. Much of the Mount Arthur section of the track would be destroyed by the construction of Pinnacle Road only four years later, although the Organ Pipes and Panorama sections remain intact and in use today.

■ Setting

The Organ Pipes Track is 2.1 km long and runs from the terminus of the Pinnacle Track (519494E, 5249834N) to the Chalet (519242E, 5251402N). The Panorama Track is 1.6 km long and runs from Pinnacle Road approximately 1 km west of the Chalet (518383E, 5251632N) to upper Pinnacle Road just below the Pinnacle (518815E, 5251170N). Both tracks traverse through subalpine eucalypt forest with large sections of open boulder fields. The Panorama Track continues into open alpine heath, although the uppermost part of the track from the upper Pinnacle Road to the Pinnacle itself is no longer in use.

The most significant natural feature on the Organ Pipes Track is the Organ Pipes, a distinctive dolerite columnar feature that resembles the pipes of an organ. The most distinctive natural feature of the Panorama Track is the “panoramic” views of the Derwent, the reason for its construction.

■ Fabric

The Organ Pipes Track is one of the flattest tracks on the mountain, gaining only 40 m of elevation over its length. Along with the Lenah Valley Track, the Organ Pipes Track represents a clear change in recreational objective from reaching the summit to traversing sight-seeing promenades. It is a benched track for much of its length, with one section in the lower part of the track benched into bedrock. The sections of track that cross boulder fields have varying degrees of construction, from simple benched tracks supported by rock embankments to large dolerite boulders used as “paving” but with a natural feel, as though the walker is simply crossing over fallen rock. The boulder field sections have a distinctive “hump” shape, wherein materials have been filled in from each end, with a noticeable rise in the centre of the track. There is some evidence of the historic use of blasting to break rock for the track. The track is in very good condition, its rock-dominant formation being resistant to weathering and damage seen on some of the wetter, earth-formed tracks on the lower slopes.

The Panorama Track is overgrown in parts and some of its length has not been re-located since it fell out of use after the construction of Pinnacle Road. The uppermost section from the Pinnacle to upper Pinnacle Road is likely to have been a simple foot pad for its duration, as the open alpine areas do not require the same degree of track construction as lower down. However, a number of rough footpads criss-cross the mountain plateau, and it is not possible to accurately determine which, if any, were the original Panorama Track.

¹⁰⁹ “UNEMPLOYMENT” *The Mercury (Hobart, Tas. : 1860 - 1954)* 6 January 1931: 2. Web. 22 May 2023 <<http://nla.gov.au/nla.news-article29892030>>.

¹¹⁰ “MT. WELLINGTON” *The Mercury (Hobart, Tas. : 1860 - 1954)* 20 January 1931: 6. Web. 22 May 2023 <<http://nla.gov.au/nla.news-article29893926>>.

¹¹¹ *Ibid*

From upper Pinnacle Road to the track's terminus at lower Pinnacle Road near the Chalet, the track has a distinctive and unique form compared to other mountain tracks designed to cope with the extremely steep terrain. The track features short, steep downhill sections followed by longer flat sections that run across the slope, like an extended zig-zag. The steep downhill sections are natural dolerite cobblestones, while the cross-slope sections are slightly benched with local earth and smaller dolerite pebbles.

■ *Significance*

The Organ Pipes Track and Panorama Track are of state cultural heritage significance as a part of the suite of tracks built during the Great Depression, demonstrating the work achieved as a result of the Unemployment Fund, a unique solution to the economic decline caused by the Great Depression that resulted in significant infrastructure work on the mountain.

They are of local historic heritage significance due to their relationship to the Hobart City Council and the Reserves Committee who were responsible for planning and overseeing the works.

Both tracks are of aesthetic value. The Organ Pipes Track was built to access one of the most distinctive features on the mountain, the Organ Pipes, and purposefully designed to give pleasing scenic experiences to the walker as they used the track. The Panorama Track was purposefully designed to take in the sights of the Derwent and surrounds, one of the only tracks on the mountain designed with this particular scenic feature in mind. Both tracks have scientific significance as distinctive examples of track construction typical to the period. The Organ Pipes Track was one of the only tracks on the mountain to be blasted and broken stones used to build the track – other tracks using broken stone were likely hand-broken. The Organ Pipes Track is also an example of the multiple different construction approaches taken to cross boulder fields. The Panorama Track features a distinctive form not seen elsewhere on the mountain designed to create a more pleasant walking experience in an extremely steep and rocky environment. As tracks built relatively late in the mountain's history, these tracks reflect the evolution of construction techniques over time, and in particular the relatively quick progression of construction approaches during the Depression-era track works.

The Organ Pipes Track has social value due to its long-term use as a walking track on kunanyi / Mount Wellington.

24 Lenah Valley Track, c. 1930

In 1925 the track from the Springs to Sphinx Rock was turned into a tramway for another Depression-era employment initiative to collect firewood from the slopes of the mountain. In 1927 the tramway was removed, and in 1930, the track was expanded across to the Lenah Valley side of the mountain during the Depression-era phase of track construction on the mountain.

Creating a connection to Lenah Valley had been on the Reserves Committee's wish list for quite some time, and the initial desire was for the track to be constructed as a carriage drive, "but the finances of the Council will not permit the execution of so ambitious a scheme at present¹¹²". By late 1930, when the construction of the track was complete, there was still the intent to convert it into a road, however with the Unemployment Fund running low, the decision was made to leave it as a bush track. The Deputy Town Clerk Cecil Johnston described the completion of the track as:

an important step in the development of the mountain park [...] the route opens up a beautiful and hitherto unknown part of the mountain [...] which affords enchanting vistas of the Derwent, passes the New Town Falls through dense forests of gums and peppermints, and touches on deep glades crowded with myrtle, sassafras, and tree ferns¹¹³.

The alignment of the track has been altered a number of times since its initial construction. Approximately 800 m of track on the northern end were bulldozed following the 1967 fires, and a new connection from the track to the Springs was constructed in 2001.

■ *Setting*

The Lenah Valley Track is 7 km long, running across the eastern face of the mountain through a range of environments including subalpine eucalypt forest, *Eucalyptus delegatensis* forest, wet eucalypt forest, and boulder fields.

The most significant natural feature associated with the track is the New Town Falls.

¹¹² "MOUNTAIN PARK" *The Mercury (Hobart, Tas. : 1860 - 1954)* 29 November 1927: 11. Web. 19 Jun 2023 <<http://nla.gov.au/nla.news-article24189027>>.

¹¹³ "MOUNT WELLINGTON" *The Mercury (Hobart, Tas. : 1860 - 1954)* 24 December 1930: 8. Web. 19 Jun 2023 <<http://nla.gov.au/nla.news-article29826217>>.

■ Fabric

Approximately 4.6 km of the track is still in original condition. It is of even grade throughout its extent, perhaps as a result of the original intent for it to be a carriage road. The track is wide and well-benched for most of its extent. The sections where the track crosses boulder fields have a number of construction features, including drystone walls, causeways, stone edging, inside-track stone gutters, cross-track stone gutters, and borrow pits.

■ Significance

The Lenah Valley Track is of state cultural heritage significance as a part of the suite of tracks built during the Great Depression, demonstrating the work achieved as a result of the Unemployment Fund, a unique solution to the economic decline caused by the Great Depression that resulted in significant infrastructure work on the mountain.

The track is of local historic heritage significance due to its relationship to the Hobart City Council and the Reserves Committee who were responsible for planning and overseeing the works.

It has aesthetic value as a track designed to take in particular views of the Derwent and surrounds, as well as to bypass unique scenic features, particularly New Town Falls and the Organ Pipes.

It has social value due to its long-term use as a walking track on kunanyi / Mount Wellington.

25 Hunters Track, c. 1932

Hunter's Track was constructed to be a shortcut from the Lenah Valley Track to the Mount Arthur Track via Junction Cabin¹¹⁴. The track was known as the Possum Hunter's Track¹¹⁵ because it ran via the "opossum hunter's camp" on the northern slope of the mountain, and is now known simply as Hunter's Track¹¹⁶. Hunting, particularly of possums¹¹⁷ on the mountain was incredibly common during the 1930s as a source of food and a source of income¹¹⁸.

■ Setting

Hunter's Track is 1.5 km long and runs steeply up the spur from Junction Cabin (520622E, 5251628N) to Pinnacle Road downslope of the Chalet (519312E, 5251391N) through dry eucalypt forest and across boulder fields.

The most important natural feature associated with the track is Crocodile Rock, a distinctive sandstone outcrop.

■ Fabric

Perhaps as a result of the money in the Unemployment Fund coming to an end towards the end of 1932, Hunter's Track is less constructed than the other Depression-era tracks, particularly in the boulder field sections which have none of the benching, embankments, dry stone walls, or other built features of other tracks in similar environments - the track simply crosses over the boulders.

■ Significance

Hunter's Track is of state cultural heritage significance as a part of the suite of tracks built during the Great Depression, demonstrating the work achieved as a result of the Unemployment Fund, a unique solution to the economic decline caused by the Great Depression that resulted in significant infrastructure work on the mountain.

The track is of local historic heritage significance due to its relationship to the Hobart City Council and the Reserves Committee who were responsible for planning and overseeing the works.

It has social value due to its long-term use as a walking track on kunanyi / Mount Wellington.

26 Old Hobartians Track, c. 1932

The Old Hobartians Track was the last track to be built during the Depression-era track works. In a humorous acknowledgement of the enthusiasm with which the people of Hobart supported the Hobart City Council's development works, the Mercury wrote in 1932:

"It is all to the good that the enthusiasm of the Deputy Town Clerk of Hobart [...] and the few others who conceived and carried into effect the policy of development of the attractions of Mount Wellington Park has become so infectious. The latest body to acquire the Mountain Park "complex" is the Old Hobartians' Association, which organised the Wembley exhibition recently conducted so successfully at Hobart, and a substantial sum was made available from the profits for further work on the mountain."¹¹⁹

¹¹⁴ "THE UNEMPLOYED" *The Mercury (Hobart, Tas. : 1860 - 1954)* 10 January 1931: 9. Web. 22 May 2023 <<http://nla.gov.au/nla.news-article29892698>>.

¹¹⁵ "MOUNTAIN PARK" *The Mercury (Hobart, Tas. : 1860 - 1954)* 12 November 1932: 6. Web. 22 May 2023 <<http://nla.gov.au/nla.news-article24697923>>.

¹¹⁶ "Mountain Improvement" *The Mercury (Hobart, Tas. : 1860 - 1954)* 24 September 1932: 8. Web. 22 May 2023 <<http://nla.gov.au/nla.news-article24704174>>.

¹¹⁷ "MOUNTAIN PARK" *The Mercury (Hobart, Tas. : 1860 - 1954)* 30 June 1931: 8. Web. 22 May 2023 <<http://nla.gov.au/nla.news-article29914579>>.

¹¹⁸ "NOTES OF THE DAY" *The Mercury (Hobart, Tas. : 1860 - 1954)* 4 September 1930: 6. Web. 22 May 2023 <<http://nla.gov.au/nla.news-article29812182>>.

¹¹⁹ "Mountain Improvement" *The Mercury (Hobart, Tas. : 1860 - 1954)* 24 September 1932: 8. Web. 22 May 2023 <<http://nla.gov.au/nla.news-article24704174>>.

The funds would go towards building a bridge access to the park across the New Town Rivulet, a track leading from the bridge up the northern side of the mountain to join the Hunter's Track on the ascent to the Organ Pipes, and a stone shelter shed¹²⁰. The Old Hobartians Association is the alumni organisation of Hobart High School and Hobart College.

■ *Setting*

The Old Hobartians Track runs from the New Town Rivulet (520447E, 5252980N) to the junction with Hunter's Track (519211E, 5251658N) through *Eucalyptus delegatensis* dry forest.

■ *Fabric*

Old Hobartians Track is a long track with benched and unbenched sections, with numerous examples of stone steps, drains, and cobbelstones.

■ *Significance*

The Old Hobartians Track is of state cultural heritage significance as a part of the suite of tracks built during the Great Depression, demonstrating the work achieved as a result of the Unemployment Fund, a unique solution to the economic decline caused by the Great Depression that resulted in significant infrastructure work on the mountain.


The track is of local historic heritage significance due to its relationship to the Hobart City Council and the Reserves Committee who were responsible for planning and overseeing the works, and to the Old Hobartians Association who fundraised and assisted in the construction of the track.

It has social value due to its long-term use as a walking track on kunanyi / Mount Wellington.

¹²⁰ "Mountain Improvement" *The Mercury (Hobart, Tas. : 1860 - 1954)* 24 September 1932: 8. Web. 22 May 2023 <<http://nla.gov.au/nla.news-article24704174>>.



Wellington Park
Management Trust



*“I personally prefer this old track as
I feel closer to both the mountain and
the people in the past who enjoyed it.”*

Jack Pindell, Kingborough Bushwalkers

Cover image: A walker on the Pinnacle Track, c. 1907. Weekly Courier, 19 September 1907.



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